

September 25, 2025

**Application for Municipal Planning Strategy amendments with respect to property
PID #00056218 in Dartmouth, NS to enable a 5-storey residential multi-unit dwelling**

Dear Ms. Tota,

KASIA TOTA
Manager
Community Planning
Halifax Regional Municipality
Halifax, NS B3J 3A5

On behalf of our client Now Developments Inc., I am applying to Halifax Regional Municipality for an amendment of the Regional Centre Plan Municipal Planning Strategy and Land Use By-law to change the designation, zone and values on schedules/maps related to the above identified property located at 63 Jackson Road in Dartmouth, NS. The property is currently occupied by a single-detached dwelling. Three of the adjacent properties are situated in the HR-1 (Higher-Order Residential 1) Zone while the the subject parcel is in the ER-3 (Established Residential 3) Zone of the Centre Plan Land Use By-law.

The purpose of this planning application is to align the land use rules for this property with the surrounding parcels, in order to 'square' the land assembly and enable the development of a multi-unit dwelling across four parcels based on the HR-1 Zone.

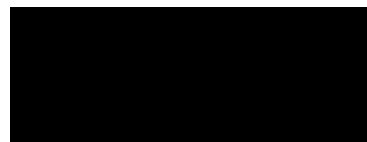
The following documents in support of this application are attached to this letter:

- + Basic facts about the property and its context
- + Information about the proposed development
- + Analysis of the proposal's alignment with municipal planning policy
- + An attachment including:
 - Appendix A: Building Elevation
 - Appendix B: Building Design
 - Appendix C: Transit Priority Corridors Map (IMP)
 - Appendix D: Transportation Impact Statement

We are looking forward to working with staff, Council and the community on this proposal.

Please do not hesitate to contact me if you require further information.

Sincerely,



1 BACKGROUND

1.1 LOCATION AND SITE CHARACTERISTICS

The subject of this planning application is property PID#00056218 or 63 Jackson Road, registered to **Now Developments Inc.** The lot has an area of approximately 0.17 acres, situated southwest of the intersection of Jackson Road and Pinecrest Drive.

Figure 1: Aerial View of Subject Property (Google Earth)



The adjacent properties are currently occupied by single-detached dwellings and accessory buildings. The majority of nearby properties have single-detached dwellings, along with several of 2-unit and multi-unit dwellings.

1.2 CONTEXT AND SURROUNDINGS

Figure 2: Aerial View of Surrounding Area (Google Earth)



The site is located 40 metres southwest of the intersection of Jackson Road and Pinecrest Drive. This intersection is approximately 500 metres north of Victoria Road and 150 metres west of Albro Lake Road.

Figure 3: Street-level view from Jackson Road (Google Maps).



Figure 4: Street-level view northeast of Jackson Road (Google Maps).



Nearby properties along Jackson Road and Pinecrest Drive feature mostly residential land uses. Immediately neighbouring properties on the same side of the road all include low-density residential properties. While the proposed 5-storey multi-unit dwelling would be larger than its immediate neighbours, there are several 4-storey residential dwellings within a block of the project area.

2 DEVELOPMENT PROPOSAL

2.1 DEVELOPMENT SUMMARY

The owners' plan is to develop the property by constructing a 5-storey, 120-unit residential multi-unit dwelling. The ground floor residential portion of the building will be designed in a townhouse style, with grade related dwelling units that have independent entrances from the street. In order to comply with current Land Use By-law requirements, 300 m² of amenity space are also planned at the ground level. The remaining floors above are designed using an apartment-style layout, with a shared hallway providing access to units.

Figure 5: Proposed building design.



On the exterior, entrances from the ground floor, with underground parking fronting onto Jackson Road can be seen. The building will have projecting balconies for residential units on all sides except for those facing neighbouring properties along Jackson Road, where balconies will be integrated within recessed openings of the building wall.

There will also be a building setback of 2.0m (6.0ft) above the third storey of the building on the southwest side. The building is envisioned to feature context-sensitive cladding materials using a wood and brick look, with a more modern glass approach that increases transparency and reduces the visual impact of the top floor.

Pinecrest Drive View



Rear View



Jackson Road View

Side View



Figure 6: Proposed building elevations.

While this development will result in a new building on lots currently containing single-detached dwellings, the size and scale of this development follows the guidance of the Regional Centre Secondary Municipal Planning Strategy. As a building that mainly fronts onto Pinecrest Drive, it reflects the intention of the Higher-Order Residential 1 Zone that runs along the street in its entirety. Resultingly, future development can be expected to replicate the massing of this proposed building, thus creating a continuous streetscape of mid-rise buildings.

3 PLANNING APPLICATION

3.1 FRAMEWORK

The Regional Centre Secondary Municipal Planning Strategy (MPS) and Regional Centre Land Use By-law (LUB) for Halifax Regional Municipality subject the property to the policies and regulations of the following designation and zone:

Document	Designation / Zone
Municipal Planning Strategy	ER
Land Use By-law	ER-3

3.2 REQUEST

This application is submitted to apply for a zone change on PID# 00056218 from the ER-3 (Established Residential 3) Zone to HR-1 (Higher-Order Residential 1) Zone, in order to permit the proposed land uses. Map 4 of the Municipal Planning Strategy and Schedule 15 of the Land Use By-law will need to be amended to accommodate the proposed building height of five stories. Additionally, Schedule 18 of the Land Use By-law is requested to be amended to reduce the front and flanking yard setback requirement on the subject property to 1.5m, matching it with the value of adjacent HR-1 properties.

3.3 POLICY ANALYSIS

Currently, the property is designated 'Established Residential' and zoned 'Established Residential 3 (ER-3)'. This is similar to several properties south of the lot, with these areas being comprised of small, single-unit dwellings. For years, this has been the character of this neighbourhood. However, this has changed recently with zoning changes to the north to Higher-Order Residential 1 (HR-1) and the area being utilized as a transit corridor.

While this area has long been a low density neighbourhood, it is evolving to accommodate more residents. The subject property currently acts as the line separating the ER-3 and HR-1 Zones. Of the four adjacent properties, three of them are zoned HR-1. Resultingly, a zoning change from ER-3 to HR-1 would create a continuous group of medium-density properties along Pinecrest Drive, with the remaining block fronting on Jackson Road as low-density. The HR-1 Zone specifically would create a transition from the existing low-rise to new mid-rise buildings.

As per the Municipal Planning Strategy:

"The Higher-Order Residential Designation supports additional housing opportunities by allowing for the development of new multi-unit dwellings at a scale that is compatible with surrounding neighbourhoods (...). Improved connections to transit, active transportation infrastructure, public parks and amenities are supported to strengthen Higher-Order Residential Designated areas as complete communities.

"The Higher-Order Residential 1 (HR-1) Zone is applied to areas that are located next to low-rise residential neighbourhoods. It supports the development of low to mid-rise buildings, with tall mid-rise buildings permitted in certain locations. The HR-1 zone also permits a more limited scale and range of commercial uses."

With this in mind, through implementing the Regional Centre Secondary Municipal Planning Strategy, Halifax Regional Municipality has made a conscious decision to increase density along the Pinecrest Drive transit corridor. As previously mentioned, the current neighbourhood has a low-density identity. However, once the corridor is developed, it will resemble the intentions of the HR-1 Zone: mid-rise residential.

While the subject property does not front onto Pinecrest Drive, the intention is to consolidate it into 57, 59, and 61 Pinecrest Drive to construct a 5-storey multi-unit dwelling. Currently, the developer owns all four lots and due to the configuration of them and split zoning, developing as is would create an oddly shaped building. By rezoning, the four consolidated properties would create a square parcel that has the same depth as the neighbouring lots along Pinecrest Drive, allowing for a more straightforward development.

This application for rezoning is supported by policies within the Regional Centre Secondary Municipal Planning Strategy (MPS). The following analysis will demonstrate how the Development Proposal (further referred to as 'the Proposal') is related to applicable Policies of the MPS.

Regional Centre Secondary Municipal Planning Strategy

Policy H-1

To support quality and inclusive residential environments and increased housing options for diverse households, the Land Use By-law shall:

a) permit a variety of housing forms and types in the DD, DH, CEN- 2, CEN-1, COR, HR-2, HR1, ER-3, ER-2, ER-1, CH-2 and INS Zones to enable residents to live near commercial areas, employment, active transportation facilities, and transit;

Compliance:

The proposal seeks to provide a residential multi-unit dwelling that fronts onto a transit bus route and is within 50 metres of a bus stop. The proposal is also within 800 metres of walking distance from a station of the 'Purple Line' bus rapid transit corridor. Moreover, Pinecrest Drive has sidewalks on both sides, encouraging active transportation. The Integrated Mobility Plan for HRM also identifies nearby Albro Lake Road, Leaman Drive and Brule Street as parts of the Bicycle Network.

The proposal seeks to diversify the housing options in the area. With the majority of surrounding dwellings being single and two-unit, the proposal would provide a higher-density, mid-rise alternative and widen the spectrum of housing choices in this well-connected part of Dartmouth.

APPENDIX A: BUILDING ELEVATION









APPENDIX B: BUILDING DESIGN







APPENDIX C: TRANSIT PRIORITY CORRIDORS MAP (IMP)

