

**6319 Chebucto Road – Development Agreement application – Regional Centre Secondary Municipality
Planning Strategy Policy Analysis Table**

Section	Policy Text	Comment
E-5	Council may consider proposals to develop neighbourhood-scale commercial and institutional uses within the Established Residential Designation by development agreement, such as, but not limited to, restaurants, retail uses, personal service uses, daycare uses, medical clinics, and cultural uses. In considering development agreement proposals, Council shall consider:	6319 Chebucto Road is in the Established Residential Designation. This application is for the development of a café / gift shop, uses within the permitted scope of neighbourhood-scale commercial uses. The proposal also includes two single-unit dwellings (one bedroom apartments) consistent with the ER designation.
a	the number of existing local commercial or institutional uses in the area, as the intention of the designation is to remain primarily residential in nature;	The area in the vicinity of Chebucto Road and Harvard has two local commercial uses, a restaurant (6430 Chebucto Road) and two institutional uses (Oxford School and church at 6417 North Street). The local commercial uses include: <ul style="list-style-type: none"> • Convenience store at 6330 Chebucto Road; and, • Tattoo parlour at 2590 Oxford Street. Further west in the vicinity of the corner of Chebucto and Beech / Elm / Connolly is a small concentration of local commercial and service uses. In the recent past, 6309 Chebucto Road has been used as business offices. It is our understanding that the intent of the policy is to discourage a concentration of local commercial uses inside a predominantly residential neighbourhood. Chebucto Road, by its classification, is an arterial road between residential neighbourhoods. The addition of the café will retain the residential nature of the neighbourhoods on both sides of Chebucto Road.
b	if the development comprises a local commercial use, that the use is limited to 200 square metres or less;	Café use will occupy 162 square metres (SM) : <ul style="list-style-type: none"> • 119.6 SM café/gift shop space; • 21.0 SM kitchen/servery • 9.7 SM WCs and utility • 11.3 SM storage

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c	that controls on the hours of operation for the proposed land use are established where needed to mitigate potential land use conflicts with surrounding residential uses;	Hours of operation will be limited to 7am to 9pm. The café will also operate outdoors as a sidewalk cafe in compliance with the relevant HRM bylaws (outside the scope of the Development Agreement). It is the intent to operate outside operations from 8am to 7pm and in compliance with the relevant HRM bylaws.
d	the general development agreement criteria set out in Policy IM-7 in Part 9 of this Plan.	
IM-7	In considering proposals to amend the Land Use By-law, amend the zoning boundaries, or enter into development agreements, Council shall consider that:	

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a	<p>the proposal is consistent with the Vision, Core Concepts, Urban Design Goals, and all applicable objectives and policies set out in the Regional Plan and this Plan;</p>	<p>Vision – the café contributes to the creation of a complete community at a human scale with ease of pedestrian access and comfort.</p> <p>Core Concepts:</p> <ul style="list-style-type: none"> • Complete Communities – This proposal provides a desired out-of-home activity in a ‘third place’* with safe and convenient access to transit, and within walking distance to a large residential population. • Human-Scale Design – The re-use of the existing building’s footprint will contribute to making people feel more at ease with a change to the neighbourhood and allows them to relate to their familiar surroundings. The three storey building is within the height limit (as proposed by the Housing Accelerator Fund amendments), appropriate for Regional Centre Established Residential districts and is typical of building heights in the area. And, by making the indoor activity more transparent with much larger windows on the streets, it will enhance the experience of pedestrians passing by. • Pedestrians First – The proposal will add a lively storefront and a ‘third place’* to the existing pedestrian network which links the site to transit, large residential neighbourhoods, services, institutions and employment centres. <p><i>*Third Place - Third places is a term coined by sociologist Ray Oldenburg and refers to places where people spend time between home (‘first’ place) and work (‘second’ place). They are locations where we exchange ideas, have a good time, and build relationships.</i></p> <ul style="list-style-type: none"> • Strategic Growth – The proposed use adds to the diversity of services in the Regional Centre which will strengthen the appeal, resilience, and safety of the community.

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a (cont'd)	the proposal is consistent with the Vision, Core Concepts, Urban Design Goals, and all applicable objectives and policies set out in the Regional Plan and this Plan;	<p>Urban Design Goals:</p> <ul style="list-style-type: none"> • Contextual Design – The first principle of the proposal is to retain the footprint of the existing building which contributes to celebrating the neighbourhood’s history and sense of place. Doing this recognizes and complements the built character of the area around the development project. It also establishes a sense of place by creating a ‘third place’ in the form of a café. The distinctive building footprint (minimal setbacks and maximum lot coverage) will be retained and enhanced by introducing large window areas supporting both modern development techniques and materials, as well as traditional designs that blend with the development’s context. The three storey height will be consistent with the proposed Housing Accelerator Fund Amendment 12 metre height limit. • Civic Design – The café will be fully accessible, encouraging public use by all ages and abilities. The building will enhance the quality of the built environment through retaining the existing building footprint and enhancing it with quality and durable materials. The transparency provided by large window areas will support the creation of vital street-life with active ground floor uses. • Human-Scale Design – The proposal reflects and complements the scale and walking pace of pedestrians through the design of transparent streetwalls abutting the public sidewalk. The at-grade access creates a safe, comfortable, interesting and welcoming pedestrian environment. Siting this ‘third place’ destination on an established pedestrian route will encourage walking, gathering and social interaction.
b	the proposal is appropriate and not premature by reason of:	
b (i)	the financial capacity of the Municipality to absorb any costs relating to the development,	The proposal is not anticipated to add costs which will need to be absorbed by HRM.

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b (ii)	the adequacy of municipal, wastewater facilities, stormwater systems or water distribution systems,	The existing wastewater, stormwater and water distribution systems are considered adequate to service the proposed development.
b (iii)	the proximity of the proposed development to schools, parks, and community facilities, and the capability of these services to absorb any additional demands	The development will not place additional demands on nearby schools, parks and community facilities.
b (iv)	the adequacy of transportation infrastructure for pedestrians, cyclists, public transit and vehicles for travel to and within the development,	<p>The transportation network is adequate for pedestrians, cyclists, public transit and vehicles to travel to the site.</p> <p>Chebucto Road has sidewalks on both sides; Willow has a sidewalk on the north side with connection to Chebucto Road; there are nearby signal-controlled crosswalks crossing Chebucto and Oxford and North.</p> <p>High frequency transit service is provided by routes #1 on Oxford Street and #2 and 3 on North Street, and by other routes (#24, 127 (Express)) on Oxford and Chebucto Road.</p> <p>Bicycle racks will be added on site, and on the HRM right of way adjacent to the property with the support and approval of HRM officials through the 'Request a Bicycle Rack' process.</p> <p>Chebucto Road is an arterial road with good connections to the Halifax street network.</p>
b (v)	the impact on registered heritage buildings, heritage streetscapes, and heritage conservation districts;	There are no heritage resources in the immediate vicinity.
c	the subject lands are suitable for development in terms of the steepness of grades, soil and geological conditions, locations of watercourses, wetlands, and susceptibility to flooding;	The property is free of steep grades, soil and geological conditions, watercourses, wetlands and susceptibility to flooding.
d	that development regulations in the proposed rezoning or development agreement will adequately mitigate potential conflict between the proposed development and nearby land uses, by reason of:	
d (i)	type of use(s),	The café and gift shop are compatible uses with the residential area providing a 'third place' café service to the neighbourhood and a very small-scale retail gift presence. It will be operated in a small floor area with limited hours of operation mitigating potential conflict with nearby land uses.

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d (ii)	built form of the proposed building(s),	A first principle of the development is to retain the iconic footprint of the existing building. This building is well known to people in the neighbourhood and persons passing by the property. It is important to retain this well-known part of the neighbourhood.
d (iii)	impacts on adjacent uses, including compatibility with adjacent residential neighbourhoods, parks, community facilities, and railway operations,	As specified in Policy E-5, the proposed local commercial use is restricted in size and hours of operation to mitigate any potential conflict between the café and nearby residential uses. No impacts on adjacent parks or community facilities are anticipated.
d (iv)	traffic generation, safe access to and egress from the site, and parking,	It's expected that many patrons of the café will walk, roll or ride to the café. People driving will use on-street parking. No parking for customers is provided on site. With an established grid of small-block streets and sidewalks in the vicinity, no traffic issues are anticipated. One parking space is provided for the apartment use.
d (v)	open storage and signage	The Solid Waste Management Area will be fully screened as required by the Regional Centre Land Use Bylaw section 424 and located according to section 48(2).
d (vi)	impacts of lighting, noise, fumes and other emissions.	Building and property lighting is designed to be directed to the building and property and not to abutting residential properties. The café will not create significant noise, fumes or other emissions in that the exhausts will be directed to the rooftop outside.