

Planning Applications
Halifax Regional Municipality
Planning & Development
Via email: planning@halifax.ca

Re: Application for Land Use Bylaw Amendment at 6637, 6641 Quinpool Road (PIDs: 40488454, 41508615) and PID: 40488447 (no Civic Address).

On behalf of our client, Trystan James, zzap Consulting Inc. (zzap) is pleased to submit a site-specific Land Use Bylaw amendment application for a three-unit cluster housing development located at 6637, 6641 Quinpool Road (PIDs: 40488454 and 41508615) and PID 40488447 (no civic address). To support this application submission, the following materials are included as appendices:

- Appendix A Application Letter
- Appendix B: Site Plan and Building Drawings

We respectfully request that you provide us with an anticipated schedule for the Bylaw amendment process.

Please advise if you require any further information at this time in order to prepare the initiation report for this project.

Kind Regards,

Original Signed

Connor Wallace, MCIP, LPP
Principal
ZZap Consulting

1.0 Site Description and Location

The subject site is comprised of three lots totalling 1152m² (12,400 ft²) on Quinpool Road between Connaught and Newton Avenues.

The site is designated 'Established Residential' within the Regional Centre Secondary Municipal Planning Strategy (SMPS) Area and is zoned ER-1 Established Residential within the Regional Centre Land Use Bylaw (LUB). This zone allows for residential uses on lots with a minimum area of 325m² (3498.3 ft²). Currently, the site is occupied by a detached residential building.

Quinpool Road serves as a primary east-west connection through the Halifax Peninsula. The eastern segment of Quinpool Road is identified on Map 19 of the SMPS as a 'Pedestrian Oriented Commercial Street'. This commercial corridor provides an abundance of retail and entertainment amenities to both local and regional populations. The built form is human-scaled and fine-grained, and the grid block pattern provides a permeable and pedestrian-friendly circulation network. The surrounding neighbourhood is mainly residential and supports a large, dense population. The subject site, west of Connaught Avenue, is outside of the commercial corridor and is largely comprised of detached residential housing.

2.0 Summary of Development Proposal

Our client is seeking to develop a context sensitive development on the subject properties by rezoning the site from ER-1 to CH-1. The proposed development, as illustrated in Attachment B, is comprised of three (3) four-unit buildings within the current 11m high framework. Each floor will contain one 770 ft² (71.5 m²) dwelling unit, for a total of twelve units. Each building will front onto Quinpool Road with a minimum 6.6 m setback.

The development includes:

- Eight surface parking stalls located at the rear of the site (five regular and three accessible stalls);
- Three metre separation distance between each main building;
- One 5.5 metre wide driveway on the western side of the site providing common access to the parking area; and
- A total of three barrier-free units.

3.0 Rational for Applicant Request

The properties are currently designated Established Residential on Map 1 'Urban Structure Designations' of the SMPS. Under this designation Council may consider Land Use By-law amendments in accordance with Policies E-1, E-4, IM-6 and IM-7 of the Plan. The below table outlines our response to these enabling policies.

Table 1 Enabling Policy

E-1 The land use By-law shall establish five (5) zones within the Established Residential Designation as follows:	
Policy Criteria	Applicant Response
(e) The Cluster Housing 1 (CH-1) Zone shall apply to limited areas to provide opportunities to cluster a variety of low density residential buildings on a single property in areas where the development of new public streets is not practical or needed to support pedestrian connectivity. The CH-1 Zone shall permit a maximum of 24 dwelling units on a lot, consisting of dwellings containing up to four units per building.	The development is proposed on one consolidated 1152m ² (12,400 ft ²) lot with a single shared driveway access from Quinpool Rd. A new street is not required at this mid-block location to support pedestrian connectivity; the established block pattern provides for a high degree of pedestrian connectivity via the existing short block lengths and connected street grid. The development proposal complies with the dwelling maximums for both units per lot and units per building.
E-4 Council may consider proposals to amend the Land Use By-law zoning map for lands located within the Established Residential Designation to the CH-2 or CH-1 Zones, provided that:	
Policy Criteria	Applicant Response
(a) The development of low-density dwellings accessed by a shared private driveway, as opposed to a new public street, does not negatively impact neighbourhood connectivity.	The established block pattern provides for a high degree of pedestrian connectivity via the existing short block lengths and connected street grid. The development does not propose to alter the existing street or sidewalk network. In fact, pedestrian connectivity is improved by consolidating driveway accesses.
(b) The cluster housing form is demonstrated to make more efficient use of irregular shaped infill properties that may otherwise be difficult to develop under the ER-1, ER-2, or ER-3	The ER-1 Zoning regulations would permit this site to be subdivided into three lots, however, the irregular lot shape makes subdivision and three individual accesses difficult.

zone.	<p>Developing the site using the CH-1 zone allows for one shared access onto Quinpool Road, rather than three individual access that would be needed under the ER-1 zone. Consolidating three accesses into one reduces potential points of vehicle conflict on this busy section of Quinpool Road and allows for shared parking at the rear of the site.</p> <p>The irregularly shaped rear yard is conducive to the common, shared parking area.</p>
(c) The proposal meets the general Land Use By-law amendment criteria set out in Policy IM-7 in Part 9 of this Plan	See below.
IM-6 Subject to Policy IM-7 Council may consider amendments to the zoning boundary schedule of the Regional Centre Land Use By-law that carry out the intent of this plan and:	
Policy Criteria	Applicant Response
(a) Rezone the land to another zone enabled within the same designation as the land is located, provided that the lands are located within the Parks and Community Facility, Established Residential, Industrial Employment or Institutional Employment Designations.	The site is designated Established Residential.
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:	
Policy Criteria	Applicant Response
(a) 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>The proposal is consistent with the SMPS vision through strategically locating new development to support the needs of a diverse and growing population.</p> <p>The proposal strengthens this existing</p>

	<p>complete community by adding variety to the housing stock to support a diverse population at a scale that is compatible with its surrounding context.</p> <p>The proposal provides human-scale, pedestrian-oriented infill housing. These small-scale buildings will include entrances directly accessible from Quinpool Road. All parking will be located at the rear of the site, thereby maintaining the residential and pedestrian-focused appearance and function of the street.</p> <p>The proposal supports strategic growth by providing an increase in housing density in a context specific manner: the development's scale is in keeping with that of the established neighbourhood while also increasing population density within the Regional Centre.</p> <p>The proposal supports pedestrians first by maintaining the existing, well-connected pedestrian network. It provides infill development within walking distance to transit and local amenities.</p>
<p>(b) The proposal is appropriate and not premature by reason of:</p> <ul style="list-style-type: none"> i. The financial capacity of the Municipality to absorb any costs related to the development ii. The adequacy of municipal wastewater facilities, stormwater systems or water distribution systems iii. The proximity of the proposed development to schools, parks, and community facilities, and the capability of these services to absorb any additional demands. iv. The adequacy of transportation 	<ul style="list-style-type: none"> i. We do not expect any costs related to the development to be absorbed by the Municipality ii. Should staff request it, a servicing schematic will be prepared to confirm that municipal servicing infrastructure can accommodate the development. iii. Within an approximately one-kilometer radius of the site there are six schools, ten parks and/or playgrounds (several associated with

<p>infrastructure for pedestrians, cyclists, public transit and vehicles for travel to and within the development,</p> <p>v. The impact on registered heritage buildings, heritage streetscapes and heritage conservation districts.</p>	<p>the school sites). Within a 1-2 km radius there is a wide variety of regional level services and amenities including Halifax Commons, Halifax Public Gardens, Citadel High School, Dalhousie University, and the QE II Hospital. Through the rezoning process, we understand referrals may be sent to school boards to assess capacity at primary and secondary school locations.</p> <p>iv. This neighbourhood is likely among the most walkable in the HRM. Short blocks and a grid street pattern create a highly permeable transportation network for pedestrians and cyclists. Transit routes on Quinpool Road and Connaught Avenue enable access to locations throughout the Peninsula and the greater Halifax region. The eastern segment of Quinpool Road, east of Connaught Avenue (approximately 120 m east of the site), is identified in the Rapid Transit Strategy as a Bus Rapid Transit (BRT) corridor. It will connect downtown Halifax (Scotia Square) with Spryfield, via Halifax Shopping Centre. Vehicle access to and within the site will not change; the existing driveway location and curb cut will remain in the same location.</p> <p>v. The building is not a registered heritage building, located on a heritage streetscape or within a heritage conservation district.</p>
<p>(c) The subject lands are suitable for</p>	<p>This site is relatively flat. A minimal amount</p>

development in terms of the steepness of grades, soil and geological conditions, locations of watercourses, wetlands and susceptibility of flooding;	of soil retaining will be required to develop the site. There are no watercourses, wetlands or areas susceptible to flooding within or near the site's boundary.
<p>(d) The 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:</p> <ul style="list-style-type: none"> i. Type of uses ii. Built form of the proposed building(s), iii. Impacts on the adjacent uses, including compatibility with adjacent residential neighbourhoods, parks, community facilities and railway operations, iv. Traffic generation, safe access to and egress from the site, and parking, v. Open storage and signage, vi. Impacts of lighting, noise, fumes, and other emissions. 	<ul style="list-style-type: none"> i. The rezoning of the site will expand the permitted uses of the property to allow for an additional residential housing form (i.e., cluster housing). Therefore, there is no potential land use conflict resulting from this change of zone. ii. The proposed buildings are smaller in scale when compared to the existing building. This variation in scale complements the existing variety of building sizes found along this segment of Quinpool road. The building massing and height will relate to the existing single detached neighbourhood character. The development will comply with the built form and siting regulations established in the CH-1 zone. iii. The site is not directly adjacent to any neighbourhood parks, community facilities or railway operations. The existing residential use will be maintained. iv. Access and egress are proposed from the existing curb cut and driveway location on PID 451508615. A second driveway and curb cut will be eliminated on PID 40488447. Eliminating one driveway will reduce the overall number off access points onto Quinpool Road, creating fewer potential points of traffic/pedestrian conflict.



	<ul style="list-style-type: none">v. The proposal does not include open storage or signage.vi. We do not anticipate the development to produce any light, noise, or odor pollution.
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5.0 Closing

We trust that the enclosed materials satisfy the application requirements. Should you have any questions, comments or concerns with regards to this application, please do not hesitate to contact the undersigned.

Sincerely,

Connor Wallace, MCIP, LPP
Principal
ZZap Consulting Inc.
connor@zzap.ca
902.266.5481