



Site-Specific Plan Amendment Application for 617 St. Margaret's Bay Road

R4 Rezoning for Multi-Residential Building

Developer/Property Owner: 3340874 Nova Scotia Limited (Vassili Tsimiklis)

Submitted to
HRM Planning &
Development Staff

Prepared By
KWR Approvals Inc.



June 30th, 2022

Miles Agar, MCIP, LPP

Principal Planner

Planning & Development | Regional Planning | Urban Plan Amendments

40 Alderney Drive, 2nd Floor, Alderney Gate

Dartmouth, NS

PO Box 1749

Halifax, NS B3J 3A5

agarm@halifax.ca

Re: Site-Specific Plan Amendment (SSPA) for 617 St. Margaret's Bay Road (PID: 00299016) Rezoning to R-4

Dear Miles,

On behalf of our client *Vassili Tsimiklis of 3340874 Nova Scotia Limited* (Developer), KWR Approvals Inc. (Applicant) is pleased to submit a formal application for a Site-Specific Planning Amendment (SSPA) to the Halifax Mainland South Secondary Planning Strategy (SPS).

Our client is seeking a rezoning from an R-2P designation to an R-4 designation at 617 St. Margaret's Bay Road (PID: 00299016) to facilitate a 20–30-unit apartment building. We are seeking a site-specific amendment because this particular parcel has topological challenges that must be considered when trying to make the best and most efficient use of the land. There is a monumental shortage of housing units within the Halifax Regional Municipality, with a vacancy rate of 1%, the lowest in the country. Our client is trying to meet the demand of this housing crisis by providing 20-30 additional units along an arterial corridor. This proposal is an opportunity to make efficient and effective use of an unusual parcel. There is already an enabling policy to move from an R-2P to R-3 designation within the MPS, but the R-3 zone limits the height of apartment buildings to 4 stories, while the R-4 zone has no stipulation on height. The R-3 and R-4 zones have *the exact same density of people per acre*. Due to the topography of this parcel, the restriction of four stories would result in unit sizes that are small and unmarketable for the area. This specific site has unique limiting factors that justify a rezoning to an R-4 designation and will not have major impacts on servicing, water, or traffic capacities.

Please consider this application for an SSPA that will add residential units to this inner-suburban area. We are available to answer any questions you may have.

Thank you,

Original Signed

Jane Rideout
Planner 1

Kevin W. Riles
CEO & Owner

CC: Kate Greene, Regional Policy Program Manager, Regional Planning - HRM
Ben Sivak, Community Policy Program Manager, Regional Planning - HRM
Councillor Shawn Cleary, Halifax West Armdale
Client

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Appendix H: Halifax Mainland South GFLUM

Appendix I: HRM Site-Specific Plan Application

Executive Summary

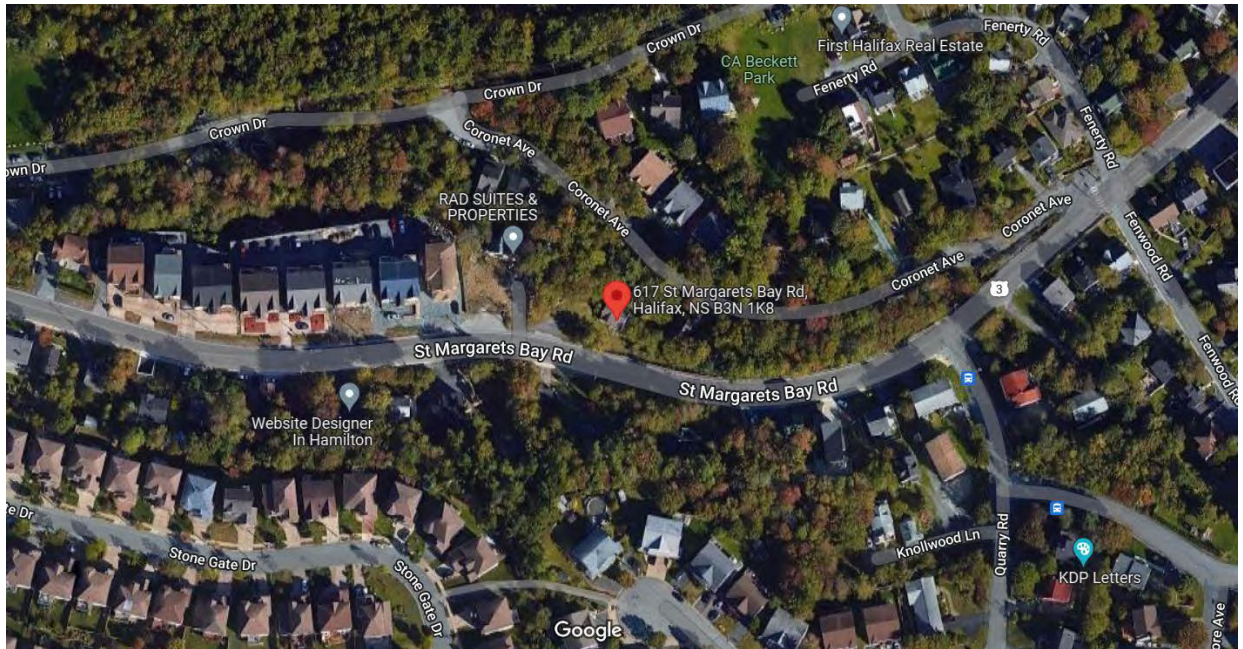
KWR Approvals Inc. was retained by Vassili Tsimiklis of 3340874 Nova Scotia Limited to prepare and submit a site-specific plan amendment to rezone 617 St. Margaret's Bay Road (PID: 00299016) to an R-4 designation and allow for a 20-30-unit residential apartment building. The housing crisis in the HRM has created a demand for denser housing options in the suburban areas. 617 St. Margaret's Bay Road is a topographically unique parcel that could be an opportunity to allow an efficient, well-designed apartment building that will increase housing density and take full advantage of this space.

The motivation for a site-specific plan amendment for this parcel is its distinct topography, which includes a 15 metre (49.2 ft) change in elevation from St. Margaret's Bay Road to Coronet Avenue. This change in elevation makes it difficult to take full advantage of the land under the current regulatory framework. The current property is zoned R-2P and is occupied by a single-family dwelling unit. There is an enabling policy within the Halifax Mainland South Planning Strategy that allows a rezoning of R-2P to R-3, but not to R-4 designation. There are three main differences in the R-3 and R-4 zones, the R-3 zone limits apartment buildings to 4 stories, it has stricter angle controls, and requires a density mix of 1 two-bedroom unit for every 3 one-bedroom units. *There is no difference in density of people per acre between the R-3 and R-4 zones.* With the same density restrictions in both zones, any additional height would be limited to 1-2 stories in the R-4 zone. An R-4 designation is being sought as the four-storey limitation of the R3 zone is impractical for the design of marketable units on this property. The average unit size on an R-3 property would be 335 sq. ft Bachelor apartments, but if allowed extra space and height under an R-4 the average unit size could be approximately 500 sq. ft. After consultation with a representative from CMHC, they advised that the 335 sq. ft bachelor units that would result from an R-3 building on the property are not large enough to meet the market for Armdale as a suburban community. There would be the same number of people under R-3 or R-4 designation, however, the larger unit sizes would be more marketable and attractive for the community.

This development would add much needed housing units to a growing suburban corridor. There are other properties along this arterial road that are zoned R-3 that are increasing the density of this area. Due to the steep hillside, there is a limited number of options for this development. An amendment to allow more than four stories should apply in this circumstance because the steep hillside would ensure the building did not appear overpowering to pedestrians/drivers on either St. Margaret's Bay Road or Coronet Avenue. It is the opinion of KWRA and our client that this property is well-suited for a small apartment building, and it would not negatively impact the existing neighbourhood. Our team found no traffic, servicing or water management concerns that would impede this development. Please consider the following SSPA for 617 St. Margaret's Bay Road.

Property Background

The subject property is located at 617 St. Margaret's Bay Road (PID: 00299016). This large parcel of land (11,149 sq. ft.) is wedged between St. Margaret's Bay Road and Coronet Avenue. It is a unique parcel because of its very steep grade between these two streets (15m). The steep grade presents an opportunity to create a well-designed building that takes advantage of the total area of this parcel of land. Appendix A contains information pertaining to the parcel and Appendix B provides detailed engineering plans for the steep grade of the property and additional topographic concerns.



St. Margaret's Bay Road is an arterial street that stretches from the Armdale Rotary through Timberlea to St. Margaret's Bay and continuing outside the HRM. The 123 and 22 bus transit routes run along St. Margaret's Bay Road near the subject property, with bus stops approximately 300m and 150m, respectively. Surrounding the subject property on St. Margaret's Bay Road are several R-3 properties and some R-2P properties. Coronet Avenue is a small local street which runs from Crown Drive and connects with St. Margaret's Bay Road. Coronet Avenue is primarily composed of R-2P duplex and single-unit dwellings.



Image of St. Margaret's Bay Road with Subject Property on the Left.

The property is zoned R-2P under the Halifax Mainland South Secondary Planning Strategy and is currently occupied by a single-unit dwelling. The property is zoned as 'Medium-Density residential' under the Generalized Future Land Use Map (Appendix H).

Community Context

This portion of St. Margaret's Bay Road is an arterial street in an inner-suburban area that is close to the Halifax Peninsula. It is a good location to increase unit density and infill rather than continuing to sprawl on undeveloped lands. There has already been a shift towards densification in this area with 8 properties along the same side as 617 St. Margaret's Bay Road being rezoned from R-2P to R-3. Coronet Avenue is also becoming increasingly dense with the properties across the street being duplex units and three properties further up the street transitioning to 4-unit apartment dwellings. The buildings along St. Margaret's Bay Road and Coronet Avenue are all around 2-3 stories.



This image emphasizes the proximity of R-3 properties that were successfully rezoned to increase density.

The R-2P zone was created to support the transition of neighborhoods from low-density housing uses to medium-density housing. With the housing crisis that is pressing the Halifax region, it is necessary to transition more quickly than the municipal planning strategy predicted. This parcel is large enough to accommodate significantly more housing units than a single-family dwelling, but the steep grade presents a challenge to providing those units. This area is densifying to meet the growing demand for housing and a small apartment building built on the hillside can add to that densification without disrupting the community fabric.

Proposal

The proposal for this site-specific plan amendment is to allow a rezoning of 617 St. Margaret's Bay Road from an R-2P zone to an R-4 zone. This rezoning would be to allow an apartment building that is technically more than four stories that will accommodate the unique shape and steep grade of the parcel. This uniquely designed apartment building could fit snugly into the hillside of 617 St. Margaret's Bay Road, making it aesthetic and in line with similar developments on Coronet Ave and St. Margaret's Bay Road. Appendix C provides preliminary ideas for the design of the apartment building and emphasizes how the slope of the land will affect potential building designs. The building will contain Bachelor and 2-Bedroom dwellings of 20-30 units which abides by the density provisions of the R-4 zone.

Applicant & Project Development Team

3340874 Nova Scotia Limited has assembled an experienced PDT to prepare and execute the vision for this project. The PDT consists of:

Project Team Member	Project Responsibility	Principle Contact	Contact information
3340874 Nova Scotia Limited	Developer/Owner	Vassili Tsimiklis (Developer/Owner)	vassili@bellaliant.net 902.449.1099
phARCHITECT	Architect & Design	Peter Henry, Architect	phARCHITECT@eastlink.ca 902.455.9884
KWR Approvals Inc.	Urban Planning Management of Planning Application & Approvals	Kevin W. Riles, President & CEO (Applicant) Jane Rideout, Planner 1	(w) 902.431.1700 (c) 902.403.7847 kevin@kwrapprovals.com P.O. Box 44153 Bedford, Nova Scotia B4A 3Z8 709-769-5263
JRL Consulting Inc.	Traffic Impact Statement & Analysis	Jeff LeBlanc, P. Eng., Transportation and Traffic Consultant	(w) 902.405.5584 jeff.leblanc@jrlconsulting.ca 45 Thorndale Terrace Bedford, Nova Scotia B4A 0B7
SDMM Ltd.	Civil Engineering, Surveying & Servicing	Geoff MacLean, P. Eng., Project Engineer	(w) 902.445.1537 gmaclean@sdmm.ca 36 Oland Crescent Halifax, Nova Scotia B3S 1C6

Technical Studies Overview

Technical studies have been completed by members of the PDT to ensure that foundational requirements (i.e., environmental – wetland/watercourse delineation, servicing capacity and traffic impact statement) were satisfactory. **617 St. Margaret's Bay Road** meets transportation, servicing, environmental and other technical site requirements. SDMM reviewed site servicing and stormwater management for the proposed site/development and were comfortable these requirements were manageable.

Architecture and Design Approach

Appendix C provides the architectural rationale for an apartment building on this parcel. The professional development team that is working on this project are searching for the best use and value for this parcel, based on the constraints of a very unusual terrain. The principle that the Professional Development Team (PDT), Architect and client share is what is the reasonable highest/best use for the land and ***what does the land tell you?*** This is a common principle in land development appreciating that the application must be considered through the lens of the Municipal Planning Strategy (MPS) and policies.



The subject properties *significant* change in elevation between St. Margaret's Bay Road and Coronet Avenue have made this site tough to develop and take full advantage of the land. The parcel is approximately .25 of an acre with an 15m (approximately 4 stories) of elevation change. However, tough sites can lead to thoughtful and creative adaptive uses. Our creative team has determined that an apartment building under the R4 designation of 20-30-units would create the best possible use of land with marketable unit sizes, while still maintaining the fabric of the neighbourhood. The notable drop in elevation from St. Margaret's Bay Road to Coronet Avenue of 15m would ensure that this apartment building would not overpower the current community feel. A great building design could be pursued so that the building did not feel taller than 4 stories for the pedestrian from either St. Margaret's Bay Road or Coronet Avenue.

Planning Rationale

The 2014 Regional Plan projected that between 2011 and 2031 the population of the region would add 73,115 persons in a best-case scenario (p.10, Regional Plan). In the first 10 years, from 2011 to 2021, the population has already grown by 49,723 persons, bringing the total population of HRM to 439,819 in 2021. HRM issued an updated population projection and analysis in 2021 which emphasized that *HRM is one of the fastest growing cities in Canada* (Appendix G). Table 2(p.14) of this document highlights that in a moderate immigration and continued growth scenario, HRM could reach 554,000 people by 2031. This population growth requires dense, sustainable housing options for this larger population. Table 4 of the report (p.26) offers that in a medium to high-growth scenario between 7,000 and 16,000 apartment units will be required to accommodate the growing demand. It is important that these apartment units conform to the neighbourhood style and characteristics as the region adds more of this style of dwelling. A small apartment building along St. Margaret's Bay Road would allow for more apartment units in this area, make a more effective use of the land, while still respecting the surrounding area. Moreover, Policy S-33 of the Regional Plan states that:

HRM shall monitor housing and demographic trends to assist in determining future housing needs. (p.33)

The current housing market is seeing a vacancy rate of 1%, one of the lowest in the country. This lack of housing stock requires increased density along major corridors that connect to the Regional Centre. The redevelopment of 617 St. Margaret's Bay Road would allow for an efficient use of a large, awkward parcel of land and provide much needed housing for the region.

Similarly, the Halifax Mainland South SPS contains a policy that states:

1.1.2 The City shall monitor its growth and development to ensure that current objectives and policies reflect changing national and regional economic environments. (p. 4 Halifax SPS; Appendix E)

The lack of units in the Halifax Regional Municipality has presented an opportunity for the City to amend its policies and change its objectives along St. Margaret's Bay Road to match the economic and social needs. Furthermore, the Halifax SPS (p.4; Appendix E) includes a policy that:

1.5 The City should provide a policy environment within which development can respond to changing market demands, while clarifying the intentions of the City and ensuring that development conforms to a pattern that is cost-effective for the City

This development aligns with this policy as it is a more effective use of the land than the current single-family dwelling on the property. This development provides units to the region without expanding the service boundary or sprawling further onto raw or undeveloped lands. The housing market in the HRM has changed dramatically over the past few years, and new dwelling types are needed within the suburban reaches to meet that demand.

617 St. Margaret's Bay Road is designated as 'Medium-Density Residential' under the GFLUM (Appendix H). The goals for this designation are defined as:

1.3 Detached dwellings, semi-detached dwellings, duplex dwellings, townhouses and apartments containing a maximum of four units two of which must be family-type, shall be permitted and neighbourhood commercial uses may be permitted pursuant to Policies 2.1.1 and 2.1.2 of this Plan.

1.3.1 In areas designated as "Medium-Density Residential" on the Generalized Future Land Use Map Council may zone to permit apartments provided that their height is limited to a maximum of four storeys and in assessing such rezonings Council shall consider compatibility with the existing neighbourhoods and the adequacy of municipal infrastructure.

This policy allows for the consideration of a multi-unit building in the MDR designation by rezoning to General Residential and Low Rise (R-3) Apartment, subject to the compatibility with the existing neighborhood and capacity of existing infrastructure. There are several instances along St. Margaret's Bay Road of transitioning to denser housing types and moving from the R-2P zone to an R-3 designation. The properties abutting 617 St. Margaret's Bay Road have been zoned R-3 and denser townhouse units have been constructed on these lots. This highlights a shift in dwelling types along this arterial street to include a wider mix of housing options. A small apartment building could suit this area and offer housing options that meet the needs of modern families, consumers, and living preferences.

The following chart emphasizes how 617 St. Margaret's Bay Road meets the criteria for this implementation policy and could be considered for an R-3 rezoning. The primary reasoning for this site-specific is to rezone for an R-4 designation as the height limitations and angle controls are a barrier to development on this particular parcel that has unique and specific topographic challenges.

Halifax MPS – Applicable Implementation Policy	KWRA Comments
4.2 The City shall review the proposal to determine that it is not premature or inappropriate by reason of: i) The fiscal capacity of the City to absorb costs related to the development; and ii) The adequacy of all services provided by the City to serve the development.	We are not aware of any reasons the proposed development would not meet these two criteria and be consistent with it. The transportation, water and sewer capacity of the Municipality based on our review can accommodate this proposed development.
4.3 More specifically, for those applications for amendments to the zoning bylaw in Mainland South as defined on Map 1, the City shall require an assessment of the proposal by staff with regard to this Plan and the adopted Land Development Distribution Strategy, and that such assessment include the potential impacts of the proposal on: (a) the sewer system (including the budgetary implications); (b) the water system; (c) the transportation system (including transit); (d) existing public schools; (e) existing recreation and community facilities; (f) the provision of police and fire protection services; and any other matter deemed advisable by Council prior to any final approval by City Council.	We believe after review and in some instances studies by our qualified experts on the Professional Development Team (PDT) there are no sewer, water, transportation and other issues that would be a negative impact on the Municipality or not be consistent with this policy.

Halifax MPS- Applicable Implementation Policy	KWRA Comments
2.1 Residential development to accommodate future growth in the City should occur both on the Peninsula and on the Mainland, and should be related to the adequacy of existing or presently budgeted services.	The subject property, 617 St. Margaret's Bay Road is located on an arterial road in a residential area. There are several new townhouse developments along this road that are increasing the density in this community. The proposed 20–30-unit multi-residential building would provide much needed apartment dwelling units in a municipality with the lowest vacancy in Canada at 1%. This is a sound adaptive re-use redevelopment and urban infill project. 617 St. Margaret's Bay Road is unique in its very steep grade. The proposed project would make effective use of this difficult land parcel.
2.2 The integrity of existing residential neighbourhoods shall be maintained by requiring that any new development which would differ in use or intensity of use from the present neighbourhood development pattern be related to the needs or characteristics of the neighbourhood and this shall be accomplished by Implementation Policies 3.1 and 3.2 as appropriate.	Currently there are several properties along St. Margaret's Bay Road that are zoned R-3 which allows for increased density per acre of 75 people. The R-4 designation also caps density at 75 people per acre. There would be no difference in the intensity of use for the surrounding neighbourhood developments. The size of the lot and its frontage on two streets would allow for 30 people in either zone. The steep grade of the parcel necessitates a building that respects the scale of the surrounding neighbourhood.
2.4 Because the differences between residential areas contribute to the richness of Halifax as a city, and because different neighbourhoods exhibit different characteristics through such things as their location, scale, and housing age and type, and in order to promote neighbourhood stability and to ensure different types of residential areas and a variety of choices for its citizens, the City encourages the retention of the existing residential character of predominantly stable neighbourhoods, and will seek to ensure that any change it can control will be compatible with these neighbourhoods.	617 St. Margaret's Bay Road presents an opportunity to add a new housing option into the area while still respecting the form and characteristics of the neighbourhood. The area is becoming increasingly dense to accommodate the growing population in HRM. The current single-family home on the parcel does not make efficient or effective use of the land, particularly when more housing stock is desperately needed.
2.4.1 Stability will be maintained by preserving the scale of the neighbourhood, routing future principal streets around rather than through them, and allowing commercial expansion within definite confines which will not conflict with the character or stability of the neighbourhood, and this shall be accomplished by Implementation Policies 3.1 and 3.2 as appropriate.	The proposal does not include the addition of new roads as it is located on an arterial street and does not include a commercial aspect.

The following table highlights some of the key similarities between the R-3 and the R-4 zone and how these relate to the proposed development at 617 St. Margaret's Bay Road.

	R-3 Zone	R-4 Zone	617 St. Margaret's Bay Rd
Uses	(a) R-1, R-2, R-2T and R-2AM uses; (b) stacked-attached housing; (c) apartment house of four storeys or less; (ca) day care facility; (d) uses accessory to any of the foregoing uses.	(a) R-1, R-2 and R-2T uses; (b) boarding house; (c) lodging or rooming house; (d) apartment house; (e) uses accessory to any of the foregoing uses if not specifically prohibited	Both zones permit an apartment building. The R-3 Zone limits the height of the apartment building. However, due to the terrain on this parcel, additional height is required and could be achieved without impacting the neighbourhood characteristics.
Density	75 people per acre	75 people per acre	The density between the two zones is the same. This does not change the number of people permitted on the lot. Although, the R-4 has no height restrictions, the density requirements ensure that buildings will not exceed 1-2 additional stories.
Dwelling-Unit Mix	1 two-bedroom unit for every 3 one-bedroom unit	N/A	In the R-4 zone, the additional area garnered by the extra stories would allow for larger and more marketable units than the R-3 zone. The density controls limit the total number of dwelling-units.

The purpose for advocating for an R-4 designation on this parcel is because of the steep grade, it makes sense to have a building that is *technically* more than four (4) stories. A building larger than four stories offers a more efficient and effective use of the parcel and the land. The building could be designed so that it appears to the pedestrian as no taller than four (4) stories from either Coronet Avenue or St. Margaret's Bay Road, which would allow it to conform to the neighbourhood characteristics of the area.

Traffic Impact Statement

JRL traffic consulting facilitated a traffic impact statement (Appendix F) for this property to determine how it would affect traffic flow along this arterial street. This traffic impact statement was originally completed for a 40-unit apartment building but due to the building constraints of the parcel and the density limitations, the proposal was revised for a 20-30-unit building. The report found that trip distribution patterns will likely follow the existing distribution patterns. It was estimated in the report that there would be 13 new vehicles during AM peak hours and 17 new vehicles during PM peak hours. These estimates were based on a 40-unit proposal, of which is now a 20-30-unit proposal. Therefore, there may be half the number of new vehicles during each peak hour period.

617 St. Margaret's Bay Road is well-serviced by bus transit from the 123 and 22 routes. The Integrated mobility plan shows a desire for 20% of inner suburban residents to use bus transit as their mode of transportation. By developing greater density in a location that already has transit routes, it increases potential ridership and saves the municipality money on services. Furthermore, the Preliminary Housing Analysis has identified Dunbrack Street, located close to the subject property, as a potential location for a Bus Rapid Transit service. There is a clear focus on public transit for this suburban area, which is why this development could be a real benefit to this corridor.

Conclusion

The proposed development is for an R-4 rezoning of 617 St. Margaret's Bay Road to accommodate a 20-30-unit apartment building. This parcel of land is uniquely shaped and therefore requires a unique design to maximize the potential of the property. The R-4 zone maintains the same density per acre as the R-3 zone but would accommodate the need for more stories due to the steep grade of the hillside. It is the opinion of KWRA that there are no servicing or traffic implications that would hinder this development. There is a historic housing crisis in the region and this property is an opportunity to densify in an inner suburban area of HRM. The building would respect the neighbourhood and community while contributing to the demand for apartment housing. Please take this application into consideration, appreciating all of the benefits that this development could have on the HRM.

Appendix A



Search Provincial Map Bulletin+Board 1 Help

Back to Search Results

Map Actions

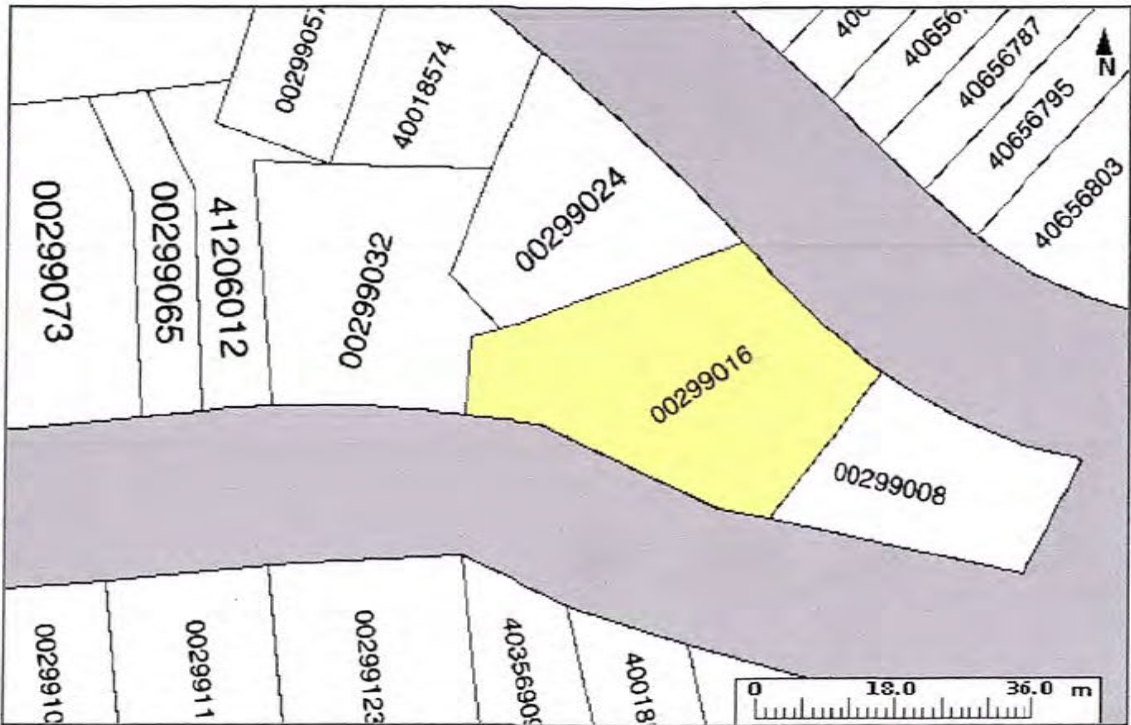
- Point Select
- Pan
- Zoom In
- Zoom Out
- Zoom Box
- Monument Select
- Clear Selection
- Center Selection

Map Layers

- Properties
- LR Parcel Shading
- Topo
- Monuments
- Place Names
- Refresh Map

Map Controls

- NS Overview
- Locator Map
- Print Map



Lat: 44-38-13N Long: 63-37-58W Scale: 896 Zoom: 2

Location: Search

1 Property found

PID: 00299016 Details
AAN: 02172038
Value: \$200,600 (2021 RESIDENTIAL TAXABLE)
Address: 617 ST MARGARETS BAY ROAD HALIFAX
County: HALIFAX COUNTY
Owner: 3340874 NOVA SCOTIA LIMITED
LR: LAND REGISTRATION

1

The Provincial mapping is a graphical representation of property boundaries which approximate the size, configuration and location of parcels. Care has been taken to ensure the best possible quality, however, this map is not a land survey and is not intended to be used for legal descriptions or to calculate exact dimensions or area. The Provincial mapping is not conclusive as to the location, boundaries or extent of a parcel [Land Registration Act subsection 21(2)]. THIS IS NOT AN OFFICIAL RECORD.



[Search](#) [Provincial Map](#) [Bulletin+Board 1](#) [Help](#)

Property Search Results

1 Property found

PID	Owner	Property Address	Assessment Info	Options
PID: 00299016	Owner: 3340874 NOVA SCOTIA LIMITED	Civic Address: 617 ST MARGARETS BAY ROAD HALIFAX	AAN: 02172038	Details
Type: STANDARD PARCEL	Mailing Address: 1 ALDERWOOD DRIVE HALIFAX NS CA B3N 1S6		Value: \$200,600 (2021 RESIDENTIAL TAXABLE)	Map
Status: ACTIVE		County: HALIFAX COUNTY		
LR Status: LAND REGISTRATION		Area: 11149.0 SQUARE FEET		

PID	Owner	Property Address	Assessment Info	Options
1 Property found				1

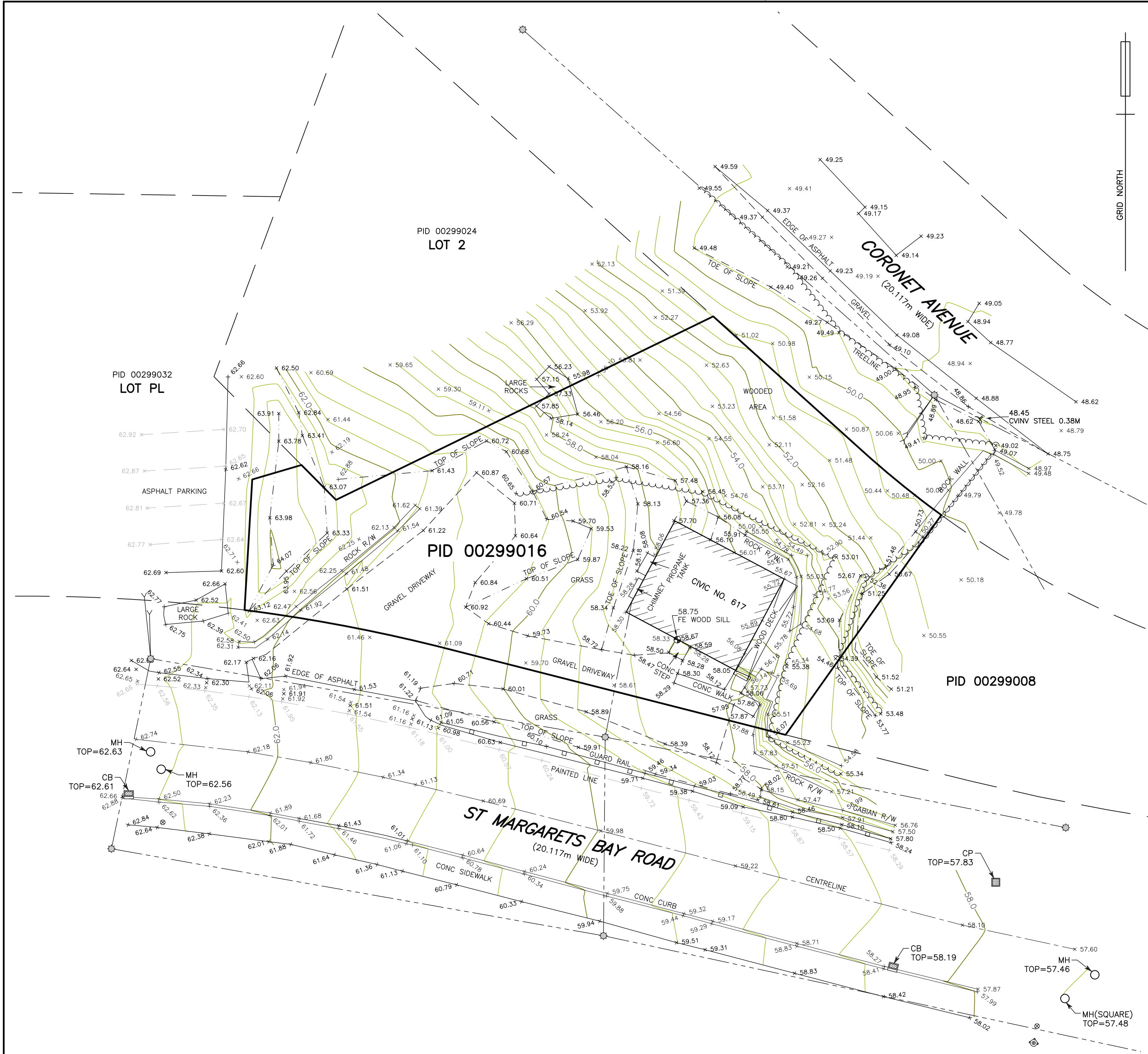
Ownership and all information in this report pertaining to Non-Land Registration Parcels is believed to be an accurate reflection of registered documents affecting the lot, parcel or area of land to which it relates, however, it is not intended to be relied upon by the reader as advice on the current state of any title to land. A search of the records at the appropriate Registry of Deeds office may be required to determine the current owner(s) of the lot, parcel or area of land under consideration. THIS IS NOT AN OFFICIAL RECORD.

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Appendix B



LEGEND

PERIMETER OF LANDS SURVEYED	
x123.4	SPOT ELEVATION
○ MH	MANHOLE
▣	CATCHBASIN
⌋ CVINV	CULVERT INVERT
⊕ FE	FLOOR ELEVATION
⊙	UTILITY POLE & ANCHOR
⊙	LIGHT POLE
⊙	LIGHT STANDARD
⊙	FIRE HYDRANT
⊙	WATER VALVE
○	BOLLARD
⌋	SIGN POST
HCLRO	HALIFAX COUNTY LAND REGISTRATION OFFICE
PID	PARCEL IDENTIFICATION NUMBER
CONC	CONCRETE
R/W	RETAINING WALL
O/H	OVERHANG
—○—○—○—	CHAINLINK FENCE
—□—□—□—	WOOD FENCE
---	OVERHEAD WIRES
- - -	TOP OF SLOPE
- - -	TOE OF SLOPE
- - -	CENTRELINE OF DITCH/STREAM
⊙	HARDWOOD TREE
⊙	SOFTWOOD TREE

NOTES

- ELEVATIONS ARE BASED ON CANADIAN GEODETIC VERTICAL DATUM 2013 AND REFER TO NOVA SCOTIA COORDINATE MONUMENT NO. 206026; ELEVATION = 2.656 METRES.
- FIELD SURVEY WAS CARRIED OUT ON JULY 29, 2021 AND AUGUST 10, 2021.
- CONTOUR INTERVAL IS 0.5 METRES.
- CAUTION: BOUNDARY LINES SHOWN HEREON HAVE BEEN COMPILED FROM VARIOUS PLANS AND DOCUMENTS. SUFFICIENT FIELD SURVEY HAS NOT BEEN CONDUCTED TO VERIFY THEIR ACCURACY.
- CAUTION: DIGITAL DATA BASED ON THIS SURVEY MUST BE USED IN CONJUNCTION WITH THIS PLAN. USERS ARE ADVISED TO CONFIRM THE ACCURACY OF DIGITAL INFORMATION NOT EXPRESSLY INDICATED HEREON.

PID 00299016

617 ST. MARGARETS BAY ROAD
HALIFAX, HALIFAX COUNTY, NOVA SCOTIA

EXISTING CONDITIONS

Date	Drawn	Project No.
OCTOBER 18, 2021	K. KEARNEY	FILE No. 1-3-128 (36355)
Scale	Checked By	Plan No.
1:200	A. PATTERSON	13-3054-0
Reference	Reviewed By	Drawing Name
	A. PATTERSON	
Surveyed	Sheet	
SDMM	1 OF 1	

Appendix C

Statement of Design Intention

2022.02.20

The client presented a challenging and interesting site.

Being situated on the St. Margaret's Bay Road, it is an ideal candidate for a rezoning to allow a somewhat higher density of development. Situating higher densities along major urban corridors has been an undercurrent of the presently enacted Centre Plan Packages and will likely be prominent in the next (Package C) Centre Plan. This strategy makes good use of the existing urban infrastructure (road, bus, utilities), and generally discourages urban sprawl.

This site slopes steeply from its front on the Bay Road down to Coronet Avenue (about a 15 meter difference in height). Geotechnical issues (there are some prominent rock outcroppings in the area) and the site's unusual size/shape make the site impossible to develop at the present zoning density (4 units).

The site is presently governed by a complex set of yard-sizes and angle-contols which regulate the extent of the building volume. My office constructed a 3D digital model to refine the building envelope (see illustrations elsewhere in this drawing set). We tested a 12 unit apartment (7 units in a conventional arrangement parallel to the Bay Road, and 5 terrace units addressing Coronet.

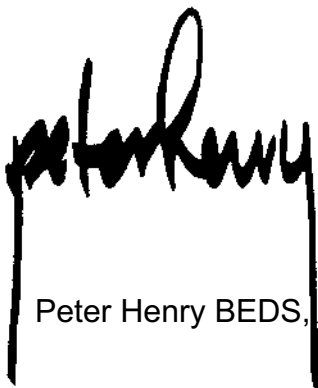
While the 12 units were able to be constructed under the zoning envelope, the resulting population density exceeds the R3/R4 requirement. Our Variance Table, found elsewhere, TESTS only 10 units, which match the R3/R4 requirement perfectly.

We have provided prototypical floor plans, plans which will be modified to suit the terracing circumstances of the site if rezoning is permitted.

We feel this project is an ideal candidate for up-zoning. It is close to the CBD, it is on bus lines and makes the most of an otherwise unbuildable site.

Sincerely

Peter Henry ARCHITECT



Peter Henry BEDS, BArch, MNSAA



KWR Approvals

TBR

ISSUED for client review

PRELIMINARY
2022.02.20 ymd

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This PREDESIGN study uses standardized floorplans. The actual layout and configuration of each floor is undetermined at date of issue.

2022.02.20 ymd
PRELIMINARY

TSIMIKLIS
BAY ROAD

617 St. Margaret's Bay Road
HALIFAX NS B3N 1K8
PROPERTY OWNER:
Vassili Tsimiklis

Kevin W. Riles
APPROVALS

Peter Henry ARCHITECT

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HALIFAX NS B3K 3H2
902.455.9884
phARCHITECT@eastlink.ca

Architect's Letter



drawn: staff
design: ph
date: enterDATE

drawing
number: A.01



PRELIMINARY
2022.02.20 ymd

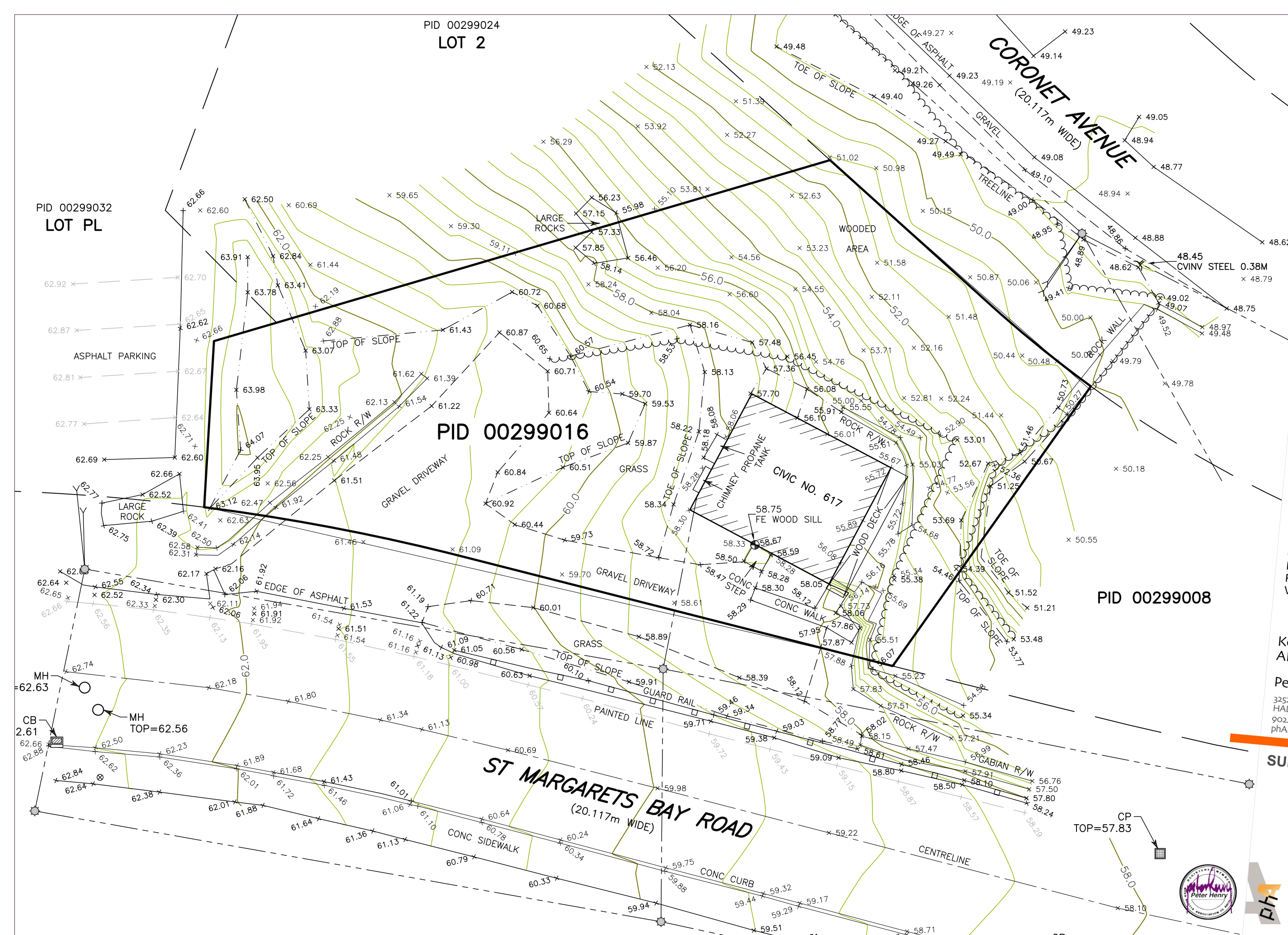
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2022.02.20 ymd
PRELIMINARY

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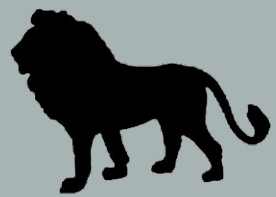
Peter Henry ARCHITECT
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SURVEY PLAN

drawing
number: **A.02**



VIEW LOOKING UP THE ST. MARGARETS BAY ROAD
(Looking to the South West)



KWR Approvals

TBR

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2022.02.20 ymd
PRELIMINARY

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Kevin W. Riles
APPROVALS

Peter Henry **ARCHITECT**
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902.455.9884
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SITE PHOTOS



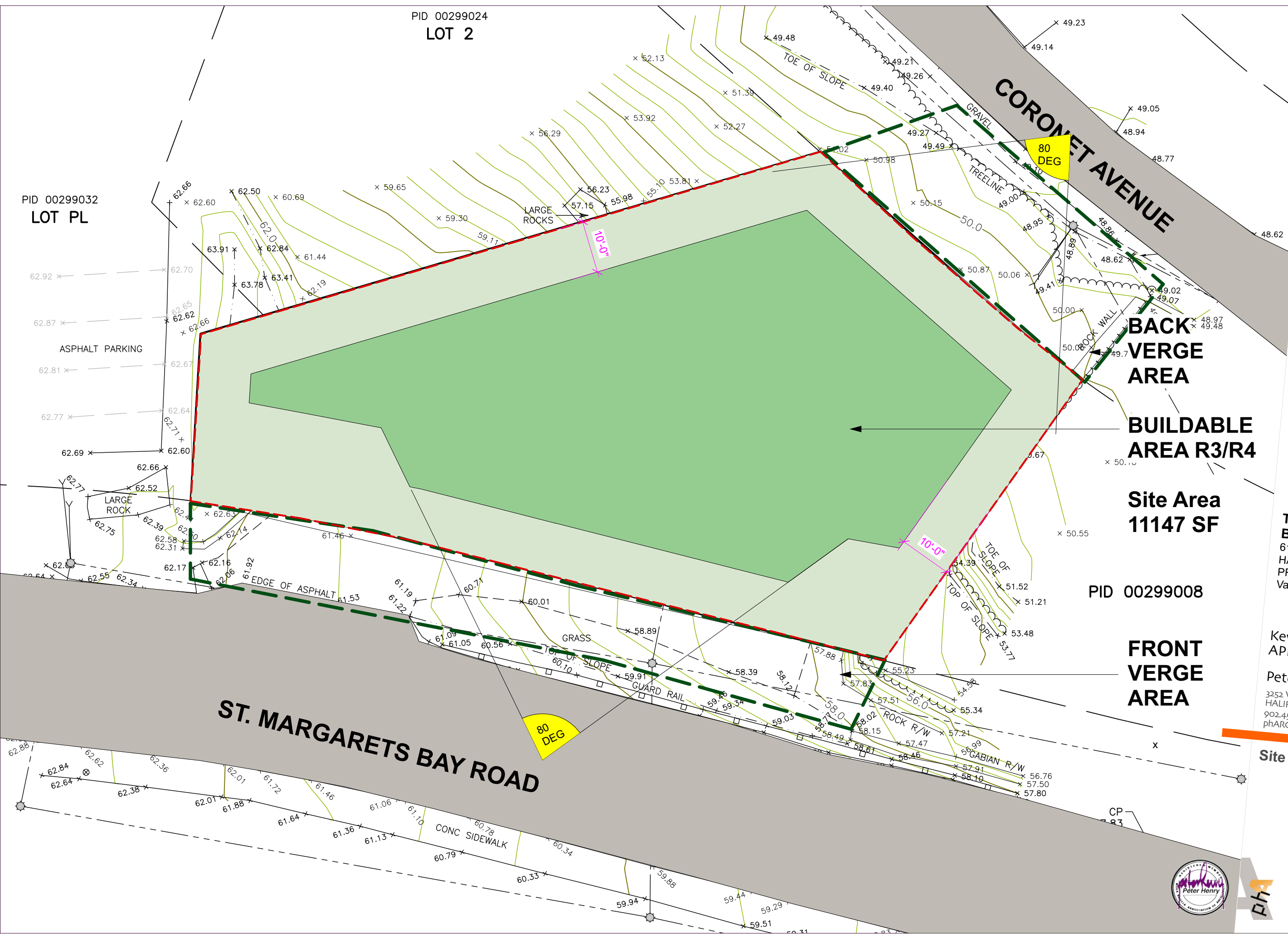
VIEW LOOKING UP THE HILL
FROM CORONET AVENUE
(Looking to the South West)



ph

drawn: staff
design: ph
date: enterDATE

drawing
number: **A.03**



KWR Approvals

TBR

ISSUED for client review

PRELIMINARY
2022.02.20 ymd

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2022.02.20 ymd
PRELIMINARY

TSIMIKLIS BAY ROAD
617 St. Margaret's Bay Road
HALIFAX NS B3N 1K8
PROPERTY OWNER:
Vassili Tsimiklis

Kevin W. Riles
APPROVALS

Peter Henry **ARCHITECT**
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Site Plan ANALYSIS



ph

drawn: staff
design: ph
date: enterDATE

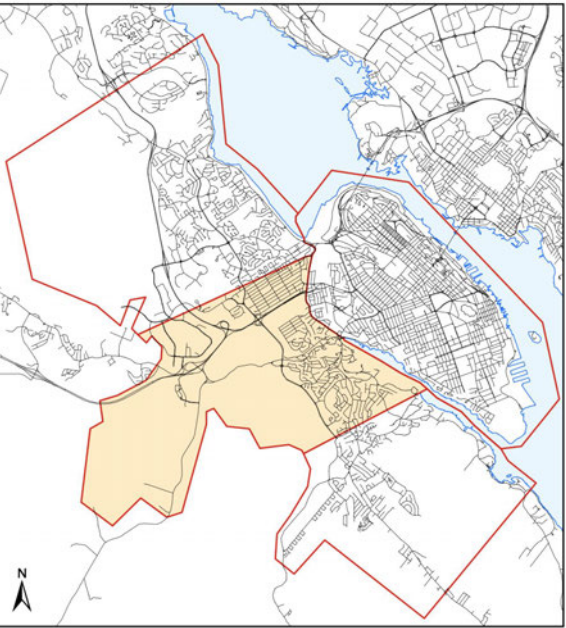
drawing number: **A.04**

		R-2P	R-3	R-4	NOTES
USES	PERMITTED ZONING USES	• Detached one-family dwelling • The office of a professional person located in the dwelling house • A home occupation • Public park or playground • Church and church hall • Golf course • Tennis court • Yacht or boat club • Public recreational centre • A daycare facility for not more than 8 children in conjunction with a dwelling • Special care home containing not more than 10 persons including resident staff members • Uses accessory to any of the forgoing uses • Semi-detached dwelling • Duplex dwelling • A building containing not more than 4 apartments.	• Detached one-family dwelling • The office of a professional person located in the dwelling house • A home occupation • Public park or playground • Church and church hall • Golf course • Tennis court • Yacht or boat club • Public recreational centre • A daycare facility for not more than 8 children in conjunction with a dwelling • Special care home containing not more than 10 persons including resident staff members • Uses accessory to any of the forgoing uses • Semi-detached dwelling • Duplex dwelling • A building containing not more than 4 apartments • Townhouse building • Stacked-attached housing • Apartment house of 4 stories or less.	• Detached one-family dwelling • The office of a professional person located in the dwelling house • A home occupation • Public park or playground • Church and church hall • Golf course • Tennis court • Yacht or boat club • Public recreational centre • A daycare facility for not more than 8 children in conjunction with a dwelling • Special care home containing not more than 10 persons including resident staff members • Uses accessory to any of the forgoing uses • Semi-detached dwelling • Duplex dwelling • Boarding house • Lodging or rooming house • Apartment house • Uses accessory to any of the foregoing uses if not specifically prohibited.	
	MINIMUM LOT FRONTAGE (FT)	60 FT.	60 FT.	60 FT.	
	ACTUAL LOT FRONTAGE (FT) (2 fronts)	136+66= 202	136+66= 202	136+66= 202	
	MINIMUM LOT AREA (SF)	6000	6000	6000	
	ACTUAL LOT AREA (SF)	11149 SF = .255 acres	11149 SF = .255 acres	11149 SF = .255 acres	
	VERGES AREA (SF)	6060 SF = .139 acres	6060 SF = .139 acres	6060 SF = .139 acres	
	CONSIDERED LOT AREA	17209 SF= .395 acres	17209 SF= .395 acres	17209 SF= .395 acres	
	MAXIMUM BUILDING HEIGHT (FT)	35 FT.	50	N/A	
	ANGLE CONTROLS HEIGHT		YES	YES	
	MINIMUM FRONT YARD (FT)	15 FT.	20 / 10	20 / 10	
SITE INFO	MINIMUM SIDEYARD (FT)	6 FT.	20	10	
	MINIMUM REAR YARD (FT)	20 FT.	n/a	n/a	
	PERMITTED NUMBER OF APARTMENT UNITS	4 UNITS	based on population density	based on population density	
	MAXIMUM POPULATION DENSITY ALLOWED	NA	<75/acre	<75/acre	
	TEST 10 2BR (PEOPLE)	NA	10x3=30	10x3=30	
POP DENSITY	TEST 10 2BR (POP DENSITY PPL/ACRE)		30/.40=75	30/.40=75	LUB compliant
	Open Space REQUIRED SF/unit		150/STU; 275/1BR; 575/2BR; 950/3BR	150/STU; 275/1BR; 575/2BR; 950/3BR	
OPEN SPACE	12 2BR Units OPEN SPACE AS-DRAWN (SF)		3,571	3,571	
	OPEN SPACE DRAWN on VERGE		3,297	3,297	
	TEST 10 2BR OPEN SPACE REQUIRED (SF)		10x575=5750 SF	10x575=5750 SF	
	TEST 10 2BR OPEN SPACE AS DRAWN (SF)		3571+3297 = 6868 SF	3571+3297 = 6868 SF	
	TEST 10 2BR OPEN SPACE DEFICIENCY (SF)		6868-5750 = 1118 SF (SURPLUS)	6868-5750 = 1118 SF (SURPLUS)	LUB compliant

green background indicates testing options

red letters indicate test results

yellow bakground indicates non-compliance with the LUB.



MAINLAND CENTRE



KWR Approvals

TBR

ISSUED for client review

PRELIMINARY
2022.02.20 ymd

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2022.02.20 ymd
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BAY ROAD

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HALIFAX NS B3N 1K8
PROPERTY OWNER:
Vassili Tsimiklis

Kevin W. Riles
APPROVALS

Peter Henry
ARCHITECT

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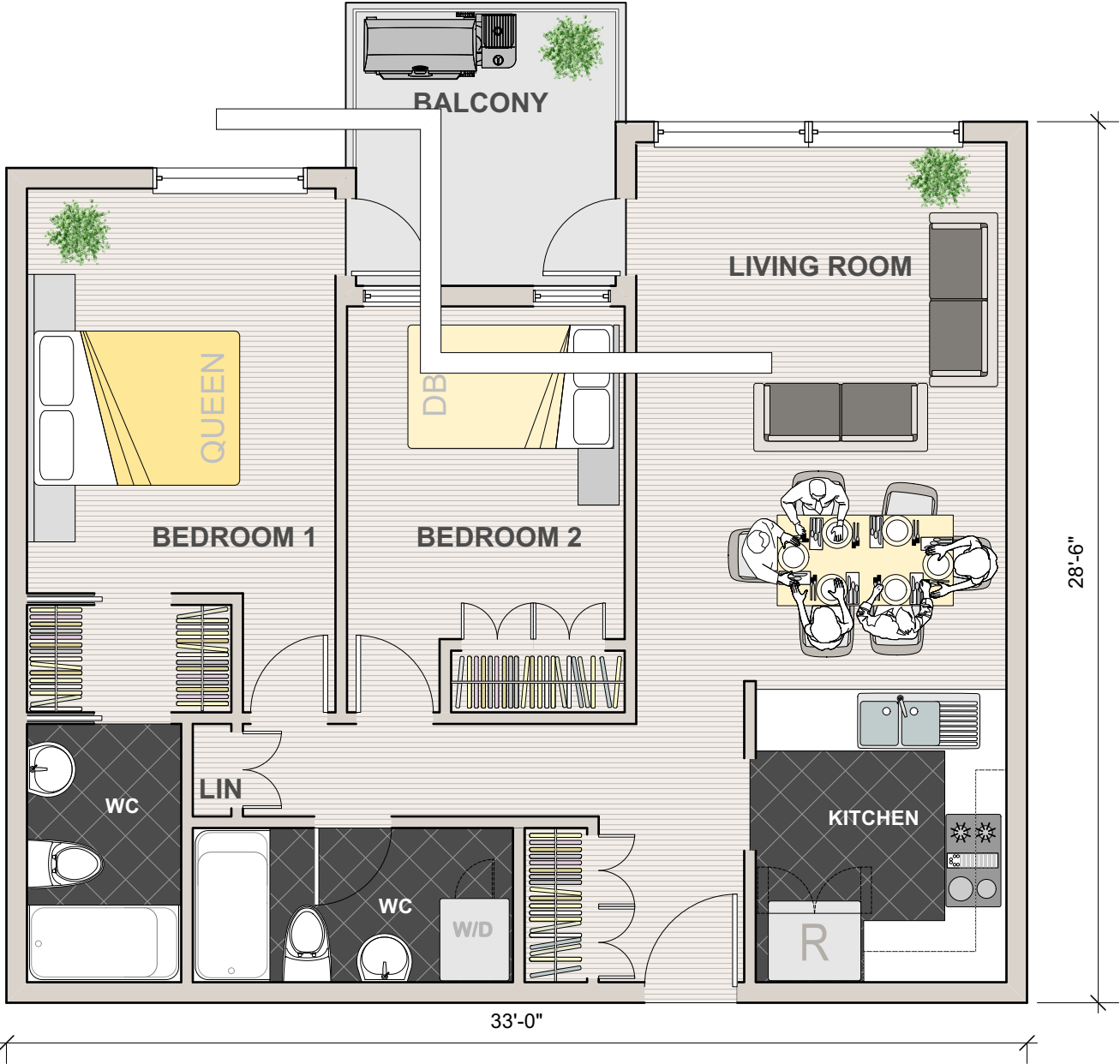
ZONING ANALYSIS
VARIANCE TABLE



drawn: staff
design: ph
date: enterDATE

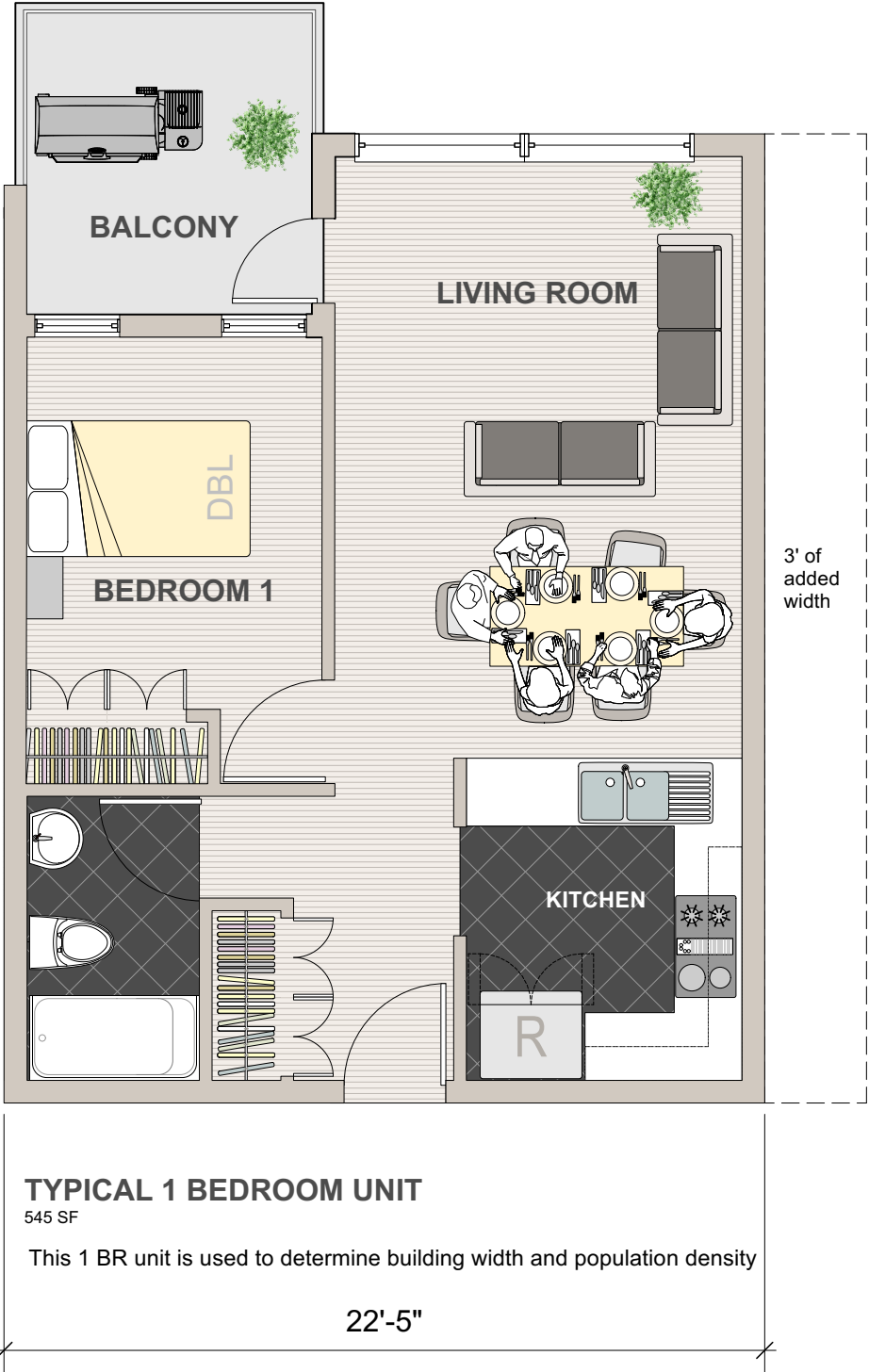
drawing
number: A.05

NOTE: These floor plan prototypes are provided for illustration purposes only. Actual floor plans may vary considerably



TYPICAL TWO BEDROOM UNIT
865 SF

This 2 BR unit is used to determine building width and population density



TYPICAL 1 BEDROOM UNIT
545 SF

This 1 BR unit is used to determine building width and population density



KWR Approvals

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ARCHITECT

Typical Unit



ph

drawn: staff
design: ph
date: enterDATE

drawing
number: **A.11**



KWR Approvals

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PRELIMINARY

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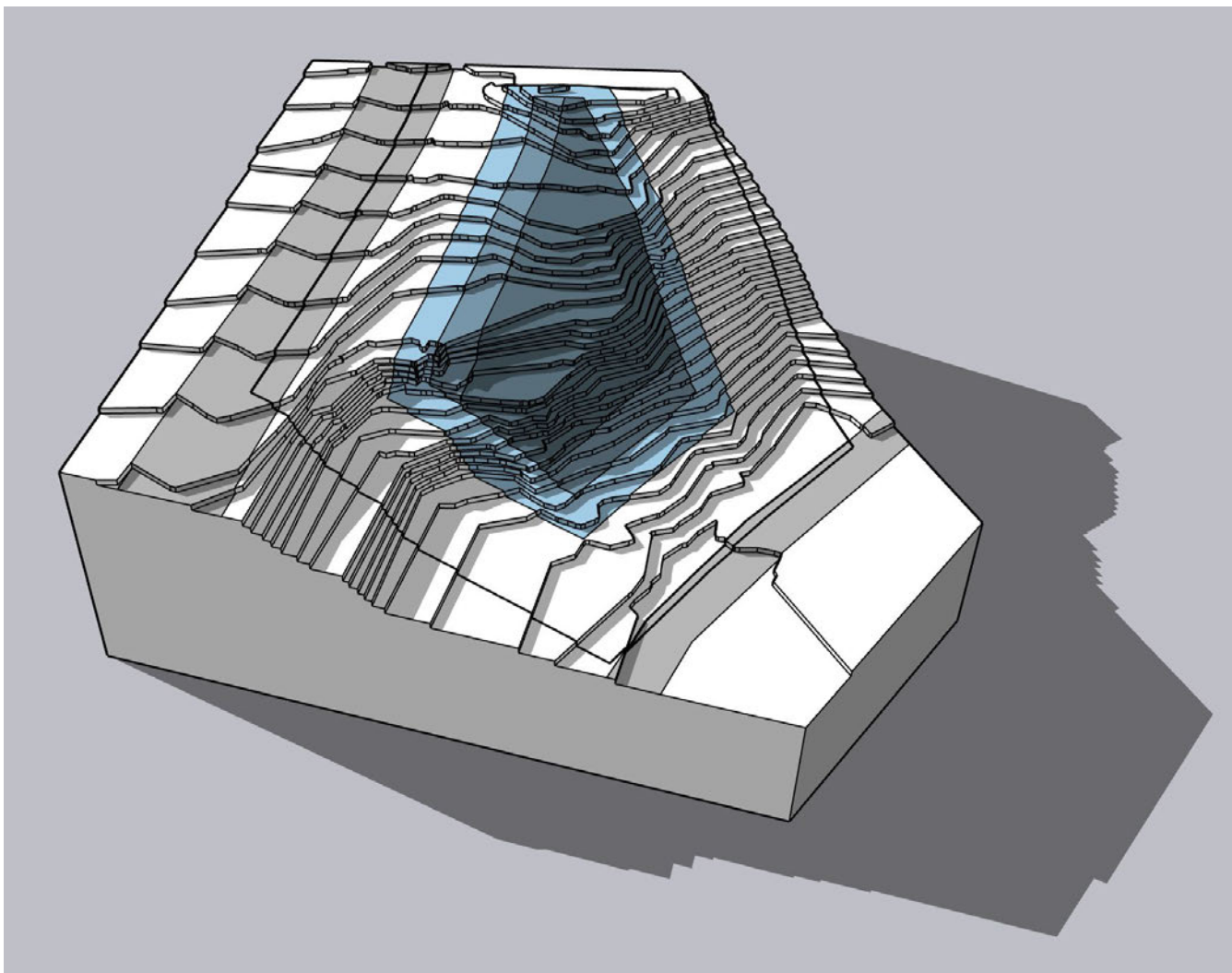
Site Model



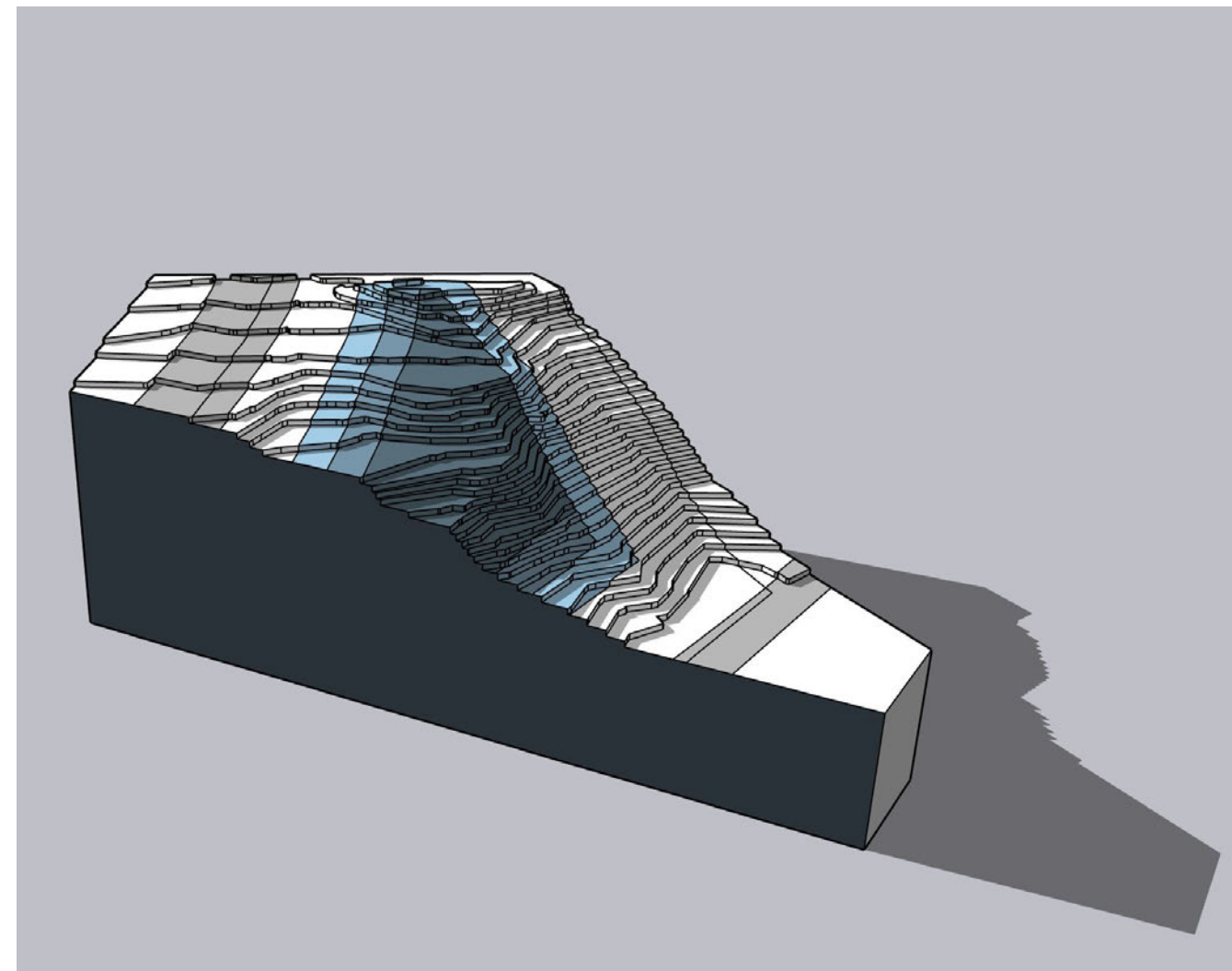
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design: ph
date: enterDATE

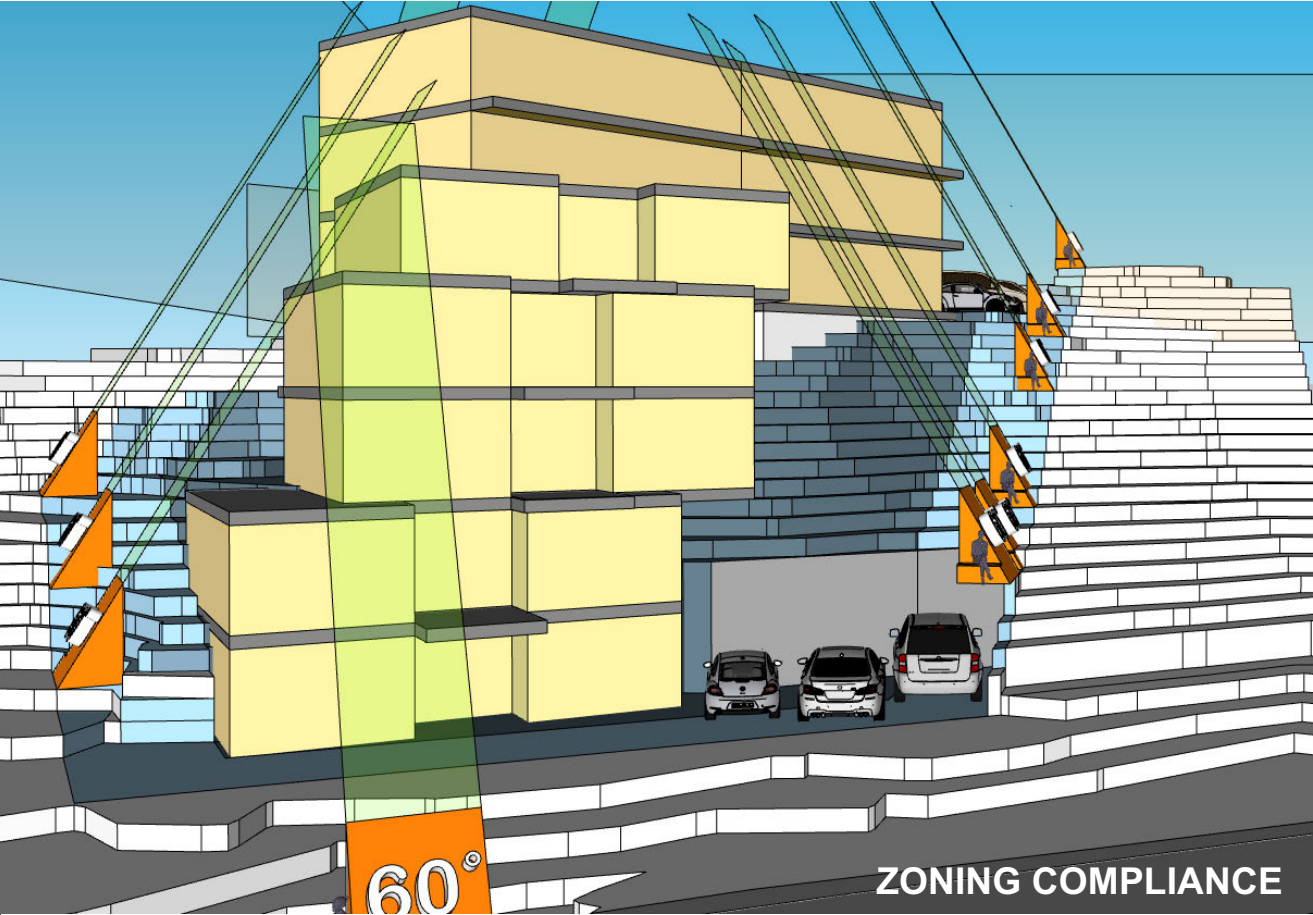
drawing
number: **A.99.1**



SITE MODEL

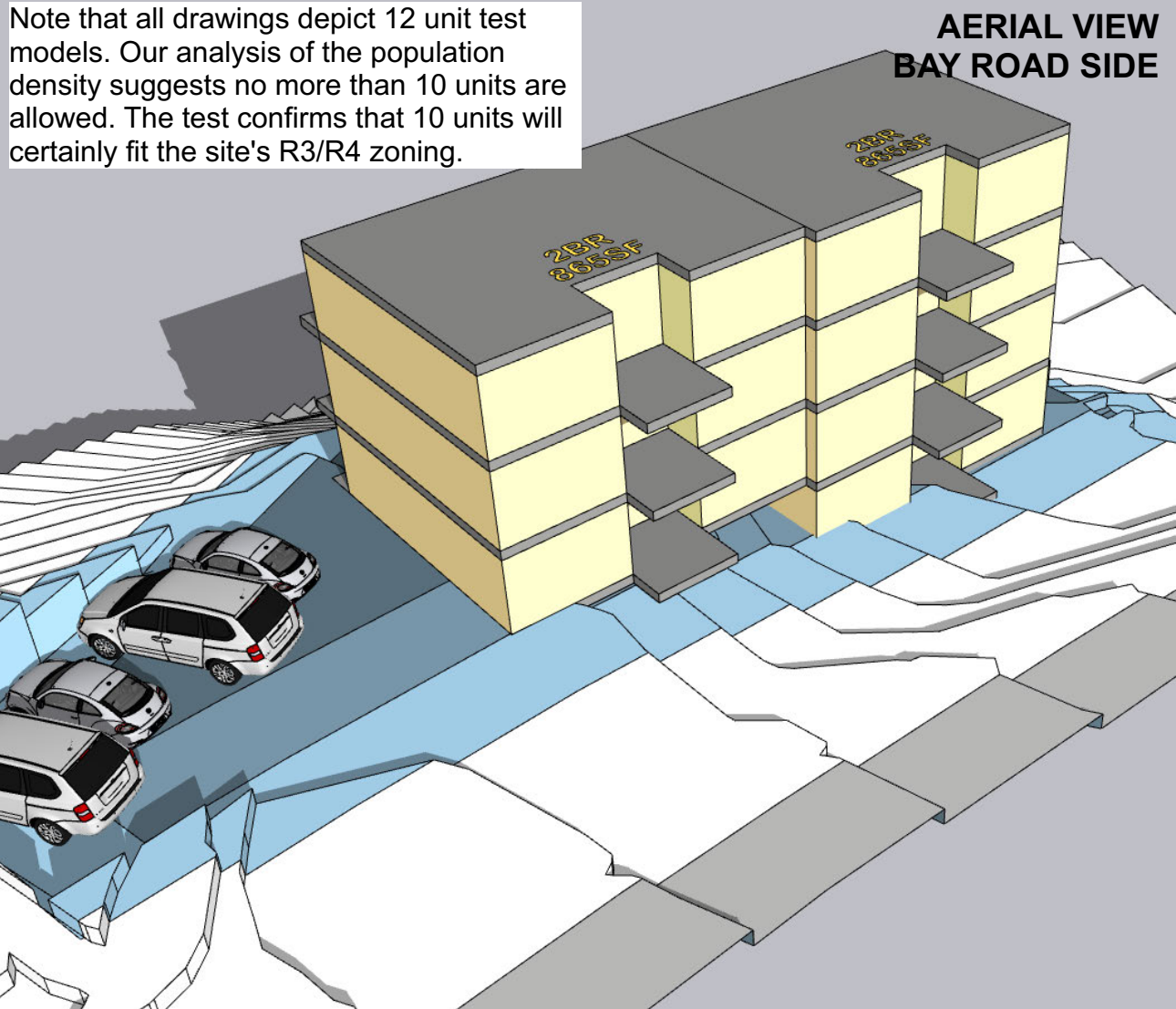


SECTION THROUGH SITE MODEL

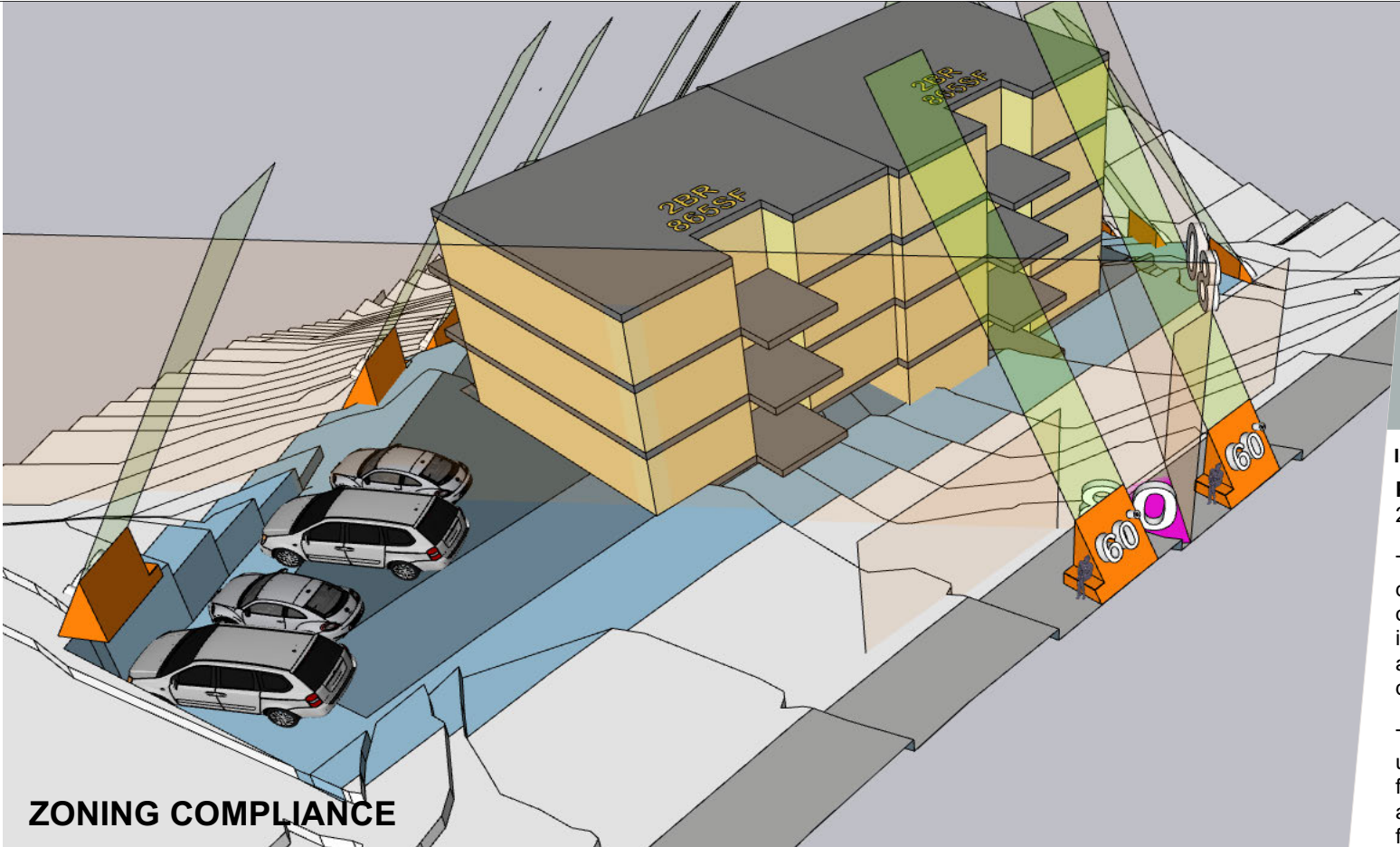


ZONING COMPLIANCE

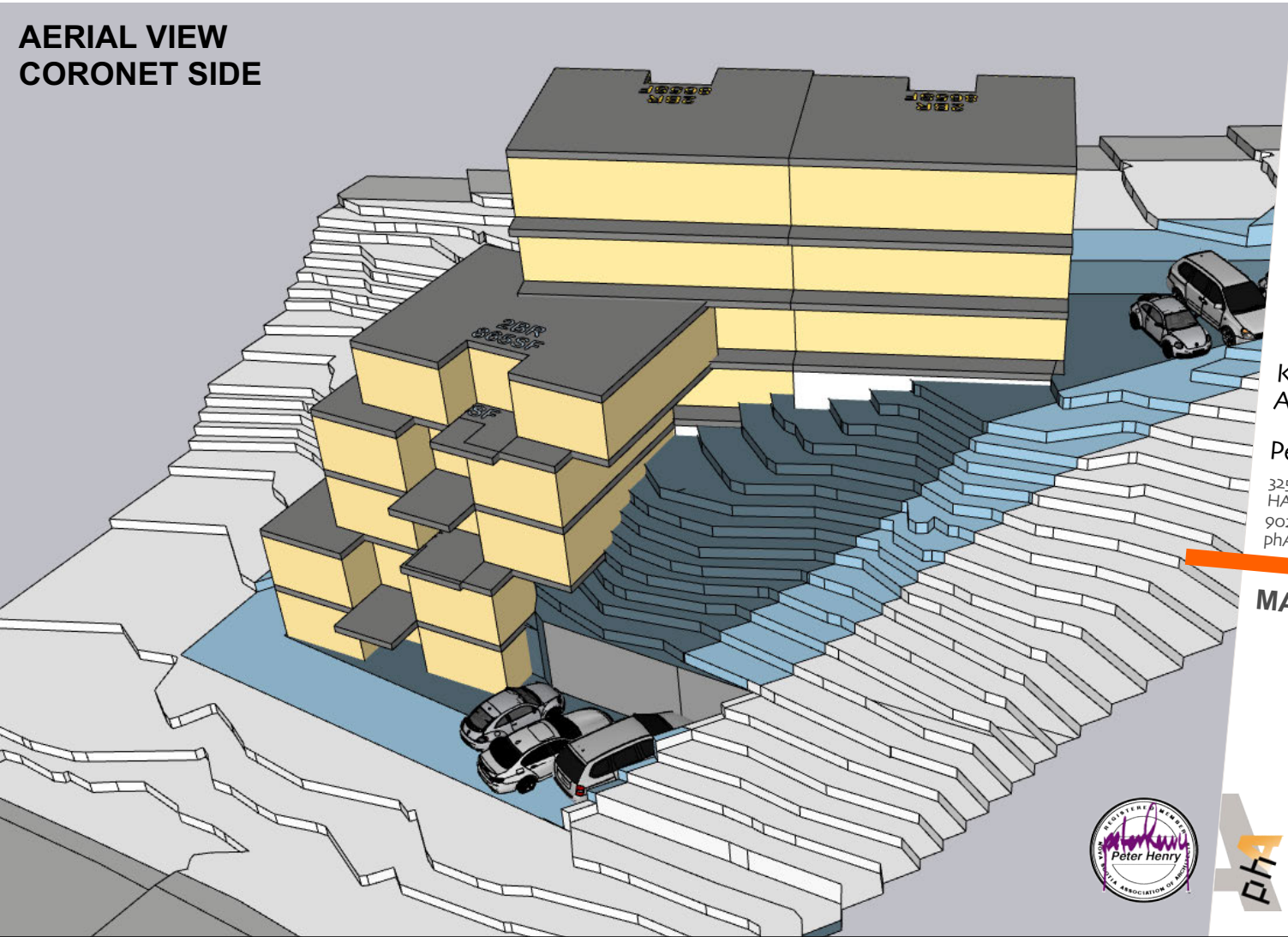
Note that all drawings depict 12 unit test models. Our analysis of the population density suggests no more than 10 units are allowed. The test confirms that 10 units will certainly fit the site's R3/R4 zoning.



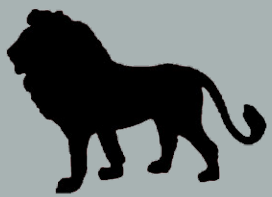
AERIAL VIEW
BAY ROAD SIDE



ZONING COMPLIANCE



AERIAL VIEW
CORONET SIDE



KWR Approvals

TBR

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PRELIMINARY
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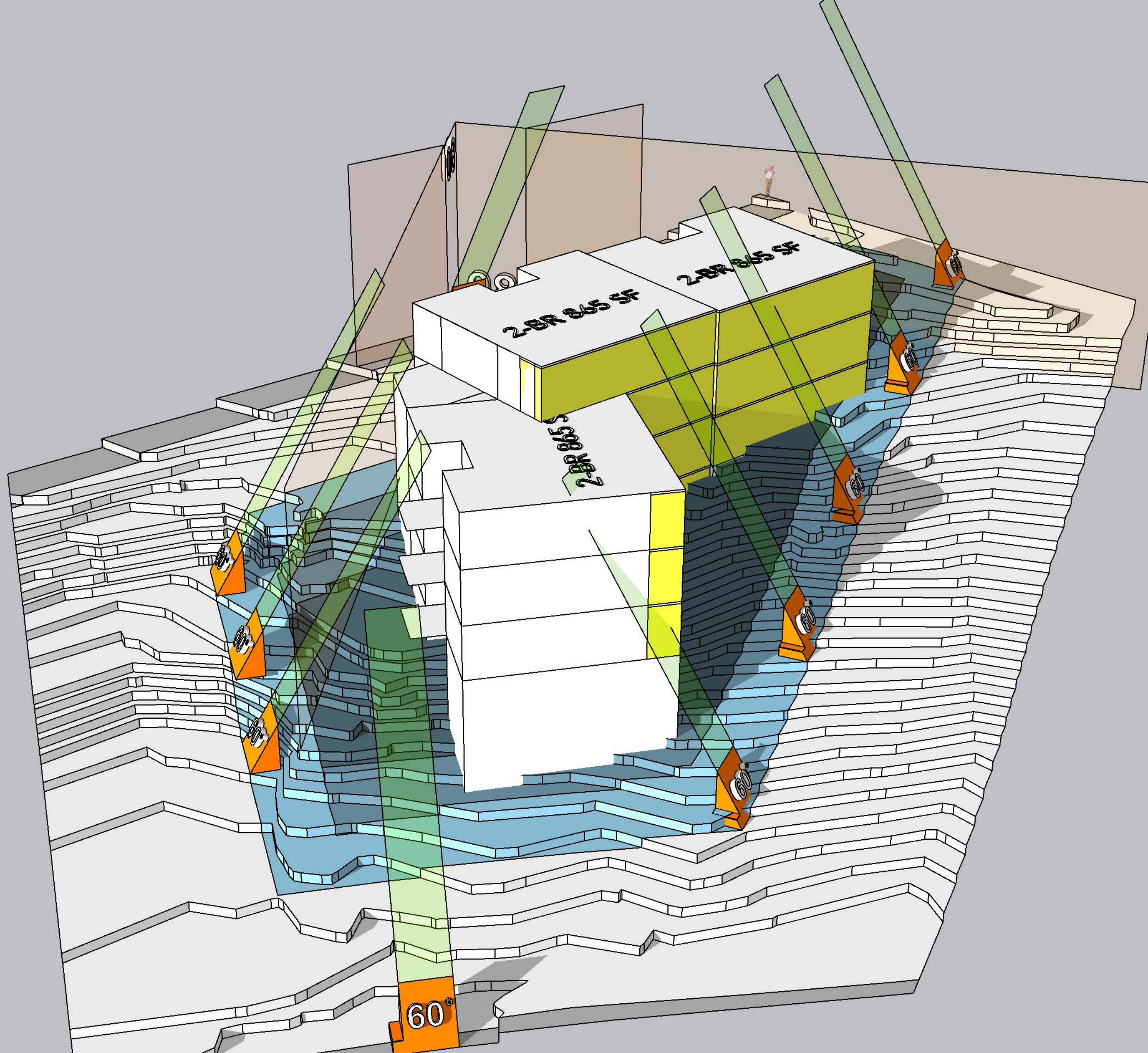
MASSING STUDY 12-2BR

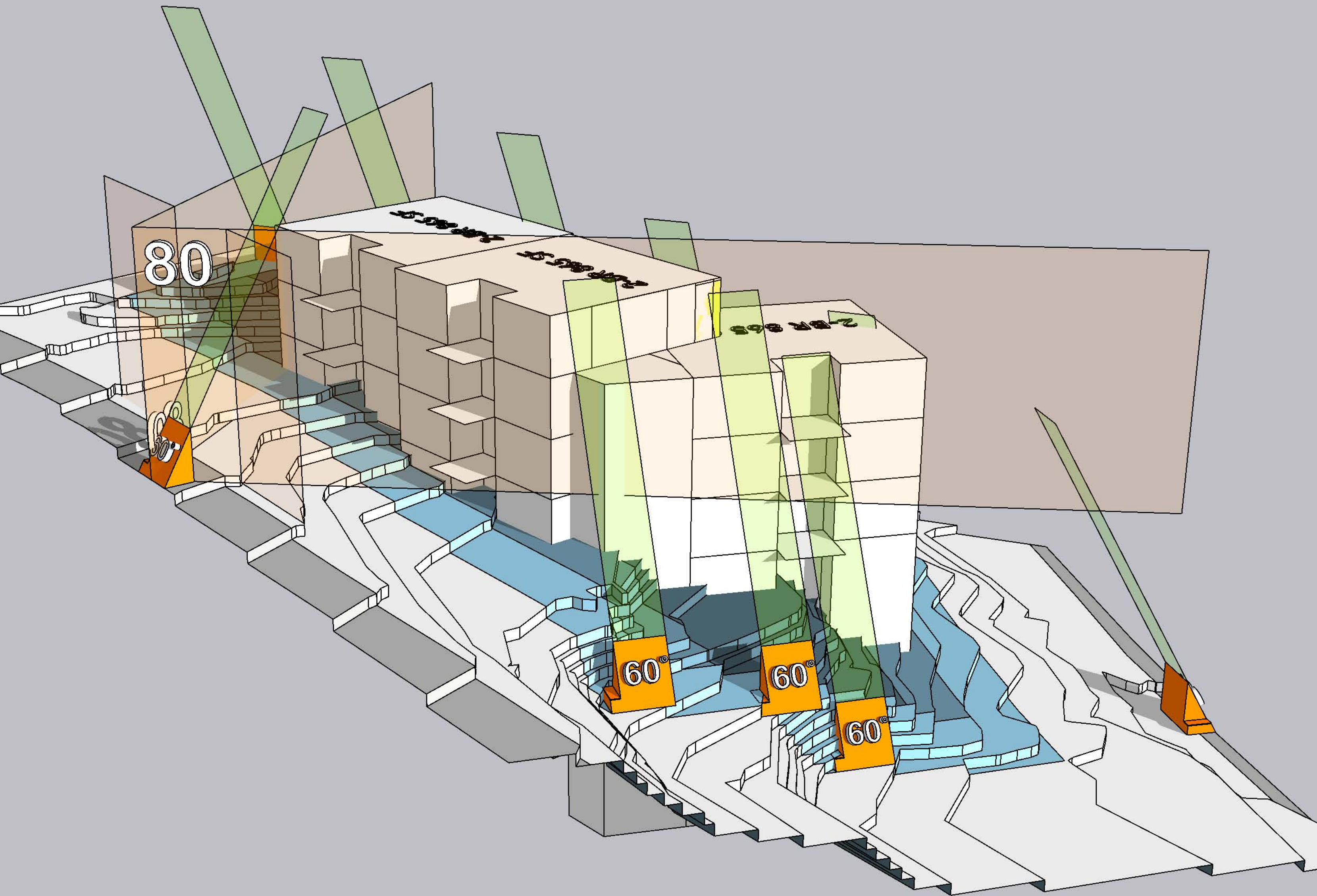


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drawn: staff
design: ph
date: enterDATE

drawing
number: A.99.4





Appendix D



Regional Municipal Planning Strategy

OCTOBER 2014

Regional Municipal Planning Strategy

I HEREBY CERTIFY that this is a true copy of the Regional Municipal Planning Strategy which was duly passed by a majority vote of the whole Regional Council of Halifax Regional Municipality held on the 25th day of June, 2014, and approved by the Minister of Municipal Affairs on October 18, 2014, which includes all amendments thereto which have been adopted by the Halifax Regional Municipality and are in effect as of the 12th day of May, 2022.

GIVEN UNDER THE HAND of the Municipal Clerk and under the corporate seal of the Municipality this _____ day of _____, 20____.

Municipal Clerk

1.2 VISION AND PRINCIPLES

Vision

HRM's vision for the future is to enhance our quality of life by fostering the growth of healthy and vibrant communities, a strong and diverse economy, and sustainable environment.

Guiding Principle

This Plan will seek to address the needs and views of all sectors of HRM, recognizing the diversity of its citizens, community and geography.

Principles

This Plan:

- **Provides a framework which leads to predictable, fair, cost-effective and timely decision-making;**
- **Supports development patterns that promote a vigorous regional economy;**
- **Preserves and promote sustainability of cultural, historical and natural assets;**
- **Supports the Regional Centre as the focus for economic, cultural and residential activities;**
- **Manages development to make the most effective use of land, energy, infrastructure, public services and facilities, and foster healthy lifestyles;**
- **Ensures opportunities for the protection of open space, wilderness, natural beauty and sensitive environmental areas; and**
- **Develops integrated transportation systems in conjunction with the above principles.**

1.3 OBJECTIVES

Environment, Energy and Climate Change

1. Promote an approach to environmental management and economic development that supports a sustainable future through cooperation with other levels of government, government agencies, private landowners, and non-government organizations;
2. Foster a land management and community design approach which integrates preservation of lands of ecological, cultural and environmental significance; lands suited for renewable resource extraction; and lands suited for parks, trails and corridors which provide recreational and educational opportunities;
3. Adopt development practices that sustain air, land, water and groundwater resources and respond to climate change; and
4. Conserve energy and respond to climate change.

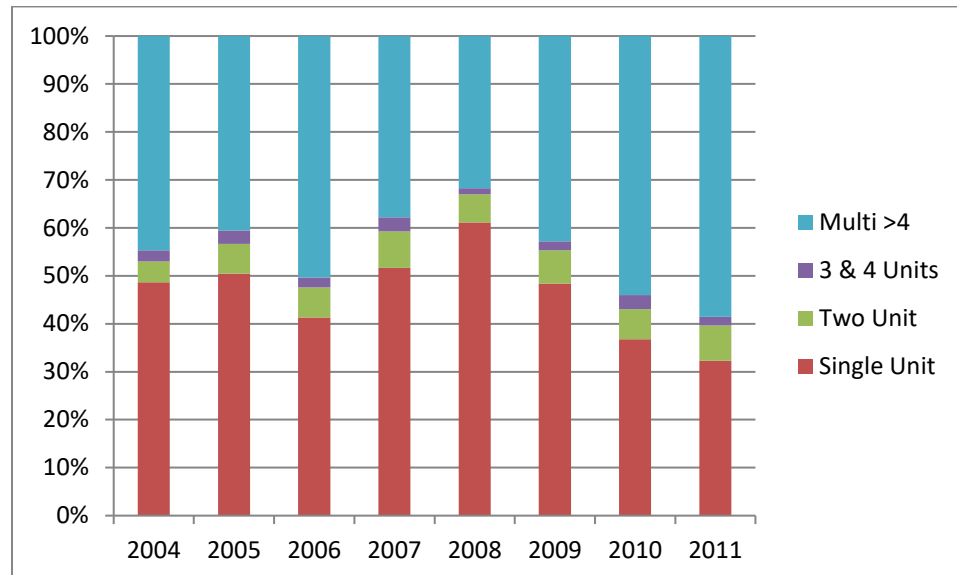
Settlement and Housing

1. Direct growth so as to balance property rights and life style opportunities with responsible fiscal and environmental management;
2. Focus new growth in centres where supporting services and infrastructure are already available;
3. Target at least 75% of new housing units to be located in the Regional Centre and urban communities with at least 25% of new housing units within the Regional Centre over the life of this Plan;
4. Design communities that:
 - (a) are attractive, healthy places to live and have access to the goods, services and facilities needed by residents and support complete neighbourhoods as described in **6.2.2A (v) (RC-Sep 18/19;E-Nov 30/19)** of this Plan;
 - (b) are accessible to all mobility needs and are well connected with other communities;
 - (c) protect neighbourhood stability and support neighbourhood revitalization;
 - (d) preserve significant environmental and cultural features;
 - (e) promote community food security;
 - (f) provide housing opportunities for a range of social and economic needs and promote aging in place;
4. Maintain the integrity of rural communities;
5. Preserve agricultural and resource lands;
6. Provide opportunities to establish a network of interconnected greenbelts and open spaces; and
7. Support housing affordability.

Transportation

1. Implement a sustainable transportation strategy by providing a choice of integrated travel modes emphasizing public transit, active transportation, carpooling and other viable alternatives to the single occupant vehicle;
2. Promote land settlement patterns and urban design approaches that support fiscally and environmentally sustainable transportation modes;
3. Forecast HRM's need for mobility and provide service and infrastructure to meet this demand while influencing choices towards transportation sustainability; and

Fig. 1-1: New Dwelling Units in HRM by type (2004-2011) Source: HRM



1.5 HRM: A SUSTAINABLE AND PROSPEROUS FUTURE

Future patterns of development in HRM will be influenced by trends in population, the strength of the economy and employment opportunities, public infrastructure, planning regulations, housing choices and affordability of housing. Projected trends from now until 2031 indicate that employment will continue to grow, albeit at lower levels than the 1996-2006 period. Meanwhile the number of available workers will decrease as the age distribution shifts towards a larger proportion of residents over the age of 65, with corresponding demand for higher density housing. Each of these projected patterns is discussed in more detail below.

1.5.1 Economy and Employment

Within Nova Scotia and the broader Atlantic regional economy, HRM has traditionally shown strong economic performance, and the conditions are set to continue to create relatively more employment than the rest of Atlantic Canada over the next 25 years. Actual growth in HRM will be affected by offshore oil and gas activity levels, as well as a continued restructuring in manufacturing, fishing and forestry industries. Some workers displaced from those industries will need time for retraining before they re-enter the workforce⁷. The short term will see a continuation of the slow-growth stability typical of the Halifax area.

In 2012 a major shipbuilding project was announced by the Government of Canada for HRM. The Conference Board of Canada has suggested that the project will generate an average of 8,500 Nova Scotia jobs over its lifetime to the year 2030, with a peak of 11,500 around the year 2021⁸.

1.5.2 Population and Housing

HRM had relatively stable population growth over the last 25 years. In 1976, the population was less than 280,000, rising to approximately 384,778 by 2006 and to over 409,510 by 2011. This growth has not occurred uniformly across HRM, but has instead been focussed mainly in the urban communities and rural areas within commuting distance of the Regional Centre.

The population growth of HRM over the 25-year period between 2011 and 2031 is projected to be approximately 73,115 persons, using a base case scenario⁹. Two thirds of net migration is expected to come from international sources, while the remainder is expected from other parts of Canada¹⁰. HRM's population is indeed growing increasingly diverse, with over 11,000 new immigrants arriving in HRM since 2006, comprising 76% of provincial in-migration¹¹. HRM is also becoming a magnet for foreign students, who numbered 3,000 in 2002 and 6,000 in 2011¹². The Aboriginal and African Nova Scotian communities are also growing at a faster pace than the rest of the population, presenting significant economic and cultural opportunities.

With respect to an aging population, by 2031 there will be more than twice the number of people over the age of 65 than in 2001 (163% increase), and the number of school aged children is expected to level off (see Fig. 1-2). This shift in age distribution will have significant implications on the demand for housing and types of services provided in HRM.

Potential household growth, and ultimately housing demand, is a function of the projected population by age and the number of people in each age group who are expected to head up a household. As indicated above, using the base case scenario over the period 2011 to 2031, HRM is now expecting a total of almost 39,160 new dwelling units (see Table 1-1)¹³ and 42,239 new commuters.

⁷ Altus Group. 2009. Employment, Population and Housing Projections Halifax Regional Municipality: An Update. p. 12

⁸ Conference Board of Canada, cited in Stantec, Quantifying the Costs and Benefits of Alternative Growth Scenarios, (Halifax Regional Municipality, 2013

⁹ Stantec, 2013, updated from Altus, 2009.

¹⁰ Altus, 2009.

¹¹ CIC Facts and figures 2011 Canada – permanent residents in province or territory and urban area.

<http://www.cic.gc.ca/english/resources/statistics/facts2011/permanent/11.asp>

¹² CIC Facts and figures 2011 – Immigration overview: Permanent and temporary residents. Temporary residents Canada – Foreign students present on December 1st by province or territory and urban area.

<http://www.cic.gc.ca/english/resources/statistics/facts2011/temporary/16.asp>

¹³ Altus, Group Economic Consulting, 2009, cited in Stantec, 2013

HRM and elsewhere.¹⁹ HRM can also play an important role in supporting housing affordability and social inclusion through policies and regulations. Opportunities may also arise through participating in partnerships or programs with housing organizations, the Province or the Government of Canada.

- S-30 When preparing new secondary planning strategies or amendments to existing secondary planning strategies to allow new developments, means of furthering housing affordability and social inclusion shall be considered including:
- a) creating opportunities for a mix of housing types within designated growth centres and encouraging growth in locations where transit is or will be available;
 - b) reducing lot frontage, lot size and parking requirements;
 - c) permitting secondary **and backyard** suites in all residential areas; (RC-Sep 1/20;E-Nov 7/20)
 - d) permitting homes for special care of more than three residents of a scale compatible with the surrounding neighbourhood;
 - e) permitting small scale homes for special care as single unit dwellings and eliminating additional requirements beyond use as a dwelling;
 - f) introducing incentive or bonus zoning in the Regional Centre;
 - g) allowing infill development and housing densification in areas seeking revitalization; and,
 - h) identifying existing affordable housing and development of measures to protect it.
- S-31 Where Provincial strategies or programs are made in support of affordable housing, HRM may consider means to further or complement such strategies or programs through its programs, policies or regulations.
- S-32 HRM may consider partnerships or financial support for housing organizations.
- S-33 **HRM shall monitor housing and demographic trends to assist in determining future housing needs.**
- S-34 HRM shall investigate other means of supporting affordable housing including reducing or waiving of fees.
- S-35 HRM shall, through the applicable land use by-laws, permit secondary suites and backyard suites in all zones that permit low density residential uses, including single unit, two-unit, and townhouse dwellings. Land use by-law requirements shall ensure that the secondary suite and backyard suite remain accessory to the main dwelling. (RC-Sep 1/20;E-Nov 7/20)**
- S-36 Existing policies and land use provisions for secondary dwellings established under Secondary Planning Strategies will continue to exist in addition to those land use provisions created under policies S-35 and S-36, subject to a maximum of one**

¹⁹ Building Community and Affordability for Nova Scotia Families: A Housing Strategy for Nova Scotia. May 2013.

Appendix E



LAND USE BY-LAW

**HALIFAX
MAINLAND**

R-2P ZONE: GENERAL RESIDENTIAL ZONE

28AA(1) The following uses shall be permitted in any R-2P Zone:

- (a) all R-1 and R-2 uses;
- (b) buildings containing not more than 4 apartments;
(Also note Section 28AE)
- (c) uses accessory to any of the foregoing uses.

28AA(2) No person shall, in any R-2P Zone, carry out, or cause or permit to be carried out, any development for any purpose other than one or more of the uses set out in Subsection (1)

28AA(3) No persons shall, in any R-2P Zone, use or permit to be used any land or building in whole or in part for any purpose other than one or more of the uses set out in Subsection (1).

REQUIREMENTS

28AB(1) Buildings erected, altered or used for R-1, R-2 and R-2P in an R-2P Zone shall comply with the following requirements:

	Minimum Lot Frontage (ft.)	Minimum Lot Area (sq. ft.)	Minimum Side Yard (ft.)
—			
R-1 Use	40	4000	4
Duplex Semi-detached Dwelling	50	5000	5
3 and 4 Unit Apt Building	60	6000	6

—

28AB(2) Front yard shall be 15 feet minimum;
Rear yard shall be 20 feet minimum.

28AB(3) Lot coverage shall be 35% maximum.

28AB(4) Height shall be 35 feet maximum.

SEMI-DETACHED DWELLING (HWCC-Dec 14/16;E-Dec 31/16)

- 28AB(5) (1) For each unit of a semi-detached dwelling, the minimum lot frontage shall be 25 feet, the minimum lot area shall be 2,500 square feet, and the maximum lot coverage shall be not greater than 35 percent.
- (2) Notwithstanding section 28AB(2), every semi-detached dwelling shall be at least 8 ft. from the rear lot lines of the lot on which it is situated and at least 20 ft. from any street line in front of such dwelling. (HWCC-Sep 12/17;E-Sep 30/17)
- (3) Where a semi-detached dwelling is situated on a corner lot, such dwelling and accessory buildings or uses shall be at least 10 feet from the flanking street line abutting such lot. (HWCC-Sep 12/17;E-Sep 30/17)
- (4) Notwithstanding subsection (2) where a lot containing a semi-detached dwelling is to be or has been subdivided so that each unit is on its own lot, there shall be no setback required from the common lot boundary.

INTERNAL CONVERSION TO DUPLEX

- 28AC A building in existence on or before the 11th of May, 1950 may be converted into a duplex dwelling provided that the building, after conversion, complies with the following:
- (a) a duplex dwelling containing up to and including five habitable rooms shall require a lot containing an area of not less than 3,300 sq.ft.
- (b) a duplex dwelling containing six to eight habitable rooms shall require a lot containing an area of not less than 4,000 sq.ft.
- (c) Lot coverage - maximum lot coverage shall be 35 percent.
- 28AD Notwithstanding the provisions of Section 28AB, the requirements of Sections 26(f) and (g), 27 and 28 above shall apply. (HWCC-Dec 14/16;E-Dec 31/16)

MAINLAND SOUTH - FOUR UNITS

- 28AE Notwithstanding Section 28AA(1)(b) of this by-law, apartments containing a maximum of four units may be permitted in the "**Mainland South Area**" provided that, of the total number of dwelling units in the building, there is a minimum of one two-bedroom unit for each bachelor or one-bedroom unit.

R-3 ZONE: **APARTMENT**

GENERAL RESIDENTIAL AND LOW-RISE

28CA(1) The following uses shall be permitted in any R-3 Zone:

- (a) R-1, R-2, R-2T and R-2AM uses;
- (b) stacked-attached housing;
- (c) apartment house of four storeys or less;
- (ca) day care facility (RC-Mar 3/09;E-Mar 21/09);
- (d) uses accessory to any of the foregoing uses.

28CA(2) No person shall in any R-3 Zone carry out, or cause or permit to be carried out, any development for any purpose other than one or more of the uses set out in subsection (1).

28CA(3) No person shall in any R-3 Zone use or permit to be used any land or building in whole or in part for any purpose other than one or more of the uses set out in subsection (1).

28CB No person shall in any R-3 Zone, erect, place or display any billboard or sign except those permitted in R-1 Zones.

R-1, R-2, R-2T AND R-2AM USES IN R-3 ZONE

28CC(1) Buildings erected, altered or used for R-1, R-2, R-2T or R-2AM uses in an R-3 Zone shall comply with the requirements of their respective zones, **with the exception of stacked attached housing**.

STACKED ATTACHED HOUSING

28CD Buildings erected, altered or used for stacked attached housing in an R-3 Zone, shall comply with the following requirements:

28CD(1) The minimum distance between the rear lot line and every building shall be at least 20 feet.

28CD(2) The maximum lot coverage shall be 50 percent.

28CD(3) The maximum height shall be 50 feet.

28CD(4) Each dwelling unit shall have a minimum of 175 square feet of exterior open space accessible directly from the unit.

28CD(5) One separately accessible parking space at least 9 feet by 20 feet shall be provided for each stacked-attached unit, exclusive of the area of the front yard and entrance or driveway leading to such building.

- 28CD(6) The lot frontage shall be 60 feet.
- 28CD(7) The minimum lot area shall be 6,000 square feet.
- 28CD(8) The minimum side yard shall be 15'.

FOUR STOREY APARTMENTS

- 28CE Apartment buildings of four (4) storeys or less and not exceeding 50 feet in height shall be permitted in an R-3 Zone provided the following requirements are complied with:

MINIMUM LOT AREA

- 28CE(1) The minimum lot area upon which such building is located shall be 6,000 square feet with a minimum continuous street frontage of at least 60 feet on one street;

DISTANCE FROM LOT LINES - 80° ANGLE

- 28CE(2) (a) The distance from any part of such building and any official street line or lines abutting upon such lot shall be no less than 20 feet measured at right angles to any such official street line or lines; provided, however, that such distance may be reduced to not less than 10 feet measured at right angles to any such official street line or lines if that part of the building which is less than 20 feet from any such official street line or lines is entirely contained within the arms of an 80 degree horizontal angle as determined in subsection (3) of this section;
- (b) The distance from any part of such building and any lot line of such lot other than an official street line shall be not less than 10 feet measured at right angles to such a lot line;
- (c) All windows and doors serving habitable rooms in such building shall be located not less than 10 feet from any lot line of such lot measured at right angles to such lot line;

SIZE OF BUILDING - 60° ANGLE

- 28CE(3) (a) Subject to the provisions of subsection (2), such building or any part thereof shall not project beyond the angular planes determined by constructing such angular planes over such lot:
- (i) From each lot line at natural or finished ground level, whichever is the lower, at a vertical angle of 60 degrees above the horizontal and measured perpendicular to such lot line or, in the case of a curved lot line, perpendicular to the tangents of all points of such lot lines; provided, however, that where the natural ground at the lot line is more than 5 feet above the finished ground level established at any point on the wall opposite the lot line and where the horizontal distance to the face of any part of such wall or its vertical projection is less than 50 feet, the angular planes shall be constructed over the lot from all points on the intersections

- of the vertical projection of the lot line and the horizontal projection of the finished ground level; or
- (ii) In the case where a lot line of such lot coincides with an official street line, from the center line of such street or from any intervening line parallel to such center line provided, however, that:
 - (A) the distance from the line on which the plane is constructed and the lot line does not exceed 30 feet; and
 - (B) the vertical angle of 60 degrees is constructed perpendicular to the line on which the plane is constructed or, in the case of a curved line, perpendicular to the tangents of all points of the curved line.
- (b) Notwithstanding the provisions of clause (a) of subsection (3) and subject to the provisions of subsection (2), any part of such building may project beyond any prescribed 60 degree angular plane if:
 - (i) The projection through the plane subtends a horizontal angle not exceeding 80 degrees formed by lines drawn from a point on the line on which the 60 degree angular plane constructed opposite to the center of the projection; and
 - (ii) The extremities of the projection are enclosed by the arms of such 80 degree horizontal angle.

DISTANCE BETWEEN EXTERNAL WALLS - 85° ANGLE

- 28CE(4) (a) For the purposes of this subsection:
- (i) "Base line" means, in the case of a wall rising from the ground, the natural or finished level of the ground adjoining the base of the wall, whichever is lower, and in all other cases means the lowest line of the wall above the natural or finished level of the ground, whichever is lower;
 - (ii) A wall supported by construction above posts, pillars, or other open construction shall be deemed to rise from the ground, and the base line of the wall shall be deemed to be the line on which the projection downward of the face of the wall meets the natural or finished level of the ground, whichever is lower;
 - (iii) Where external walls are not parallel to each other but the angle of divergence does not exceed 85 degrees, such walls shall be deemed to face each other.

DISTANCE BETWEEN EXTERNAL WALLS - 65° ANGLE

- (b) The provisions of this subsection (4) shall only apply if any part of such building is erected with the arms of horizontal angles of 65 degrees constructed outwards at the natural level of the ground, from the nearest extremities of external walls that face each other; provided, however, that where the two extremities of one such wall are, respectively equidistant from the opposite extremities of the other wall or where the two extremities of one wall are equidistant from the nearest extremity of the other wall, the 65 degree horizontal angle may be constructed from either pair of equidistant extremities;

MINIMUM 50 FOOT SEPARATION BETWEEN WALLS - 40° ANGLE

- (c) The distance between any external walls of such building that face each other shall be not less than 50 feet, and any part of such building shall not project beyond any of the angular planes outwards from the base line of each such external facing wall of each part of such building at a vertical angle of 40 degrees above the horizontal and measured perpendicular to such base line or, in the case of a curved base line, perpendicular to the tangents of all points of such curved base line;

EXTERIOR FACING WALLS - NO WINDOWS - NO HABITABLE ROOMS

- (d) Where two external walls of such building face each other and neither wall contains any door or window serving a habitable room, the provisions of clause (c) of this subsection shall not apply but the distance between such walls shall not be less than six feet.

BALCONIES, CORNICES, EAVES, AND CANOPIES

- 28CE(5) (a) Notwithstanding the provisions of Subsections (3) and (4) of this section, separate individual balconies, which are open on three sides, cornices, eaves and canopies, may project through the angular planes as determined in such subsections; provided, however, that any part of such balcony, cornices or eaves, shall be not less than 10 feet from any lot line of such lot;
- (b) Notwithstanding clause (a); of subsection (5), canopies may project to within 5 ft. of the street line.
- 28CF A lot on which there is a building used as a boarding house, lodging or rooming house, or apartment house shall comply with the following requirements:

DENSITY

- 28CF(1) The population density of such building on the lot shall not exceed 75 persons per acre.

OPEN SPACE

- 28CF(2) Open space on such lot shall be provided as follows:
- (a) 150 sq.ft. for each bachelor unit
275 sq.ft. for each one-bedroom unit
575 sq.ft. for each two-bedroom unit
950 sq.ft. for each three-bedroom unit
1,325 sq.ft. for each unit containing four or more bedrooms
- (b) At least 80 percent of the open space required in clause (a) shall be landscaped open space, and the roof or any portion therefor of any part of such building

that has no residential accommodation included below such roof or portion thereof may be calculated as landscaped open space, provided that:

- (i) no part of such roof is more than 5 feet above the ground level of at least one lot line of such lot; and
 - (ii) such roof or portion thereof is capable of being used as landscaped open space.
- (c) Section 28CF shall be applied to the combined occupancy of all the buildings on the lot.

28CG (Deleted)

DRIVEWAY ACCESS

28CH(1) In the "**Bedford Highway Area**" one vehicle access point shall be permitted to the Highway from each lot with 100 feet of frontage or less and two vehicle access points shall be permitted for each lot with frontage greater than 100 feet.

28CH(2) For the purpose of Subsection (1) the vehicle access point shall not exceed 35 feet in width and shall be defined by curbing, planting, or a similar device that will not obstruct the view of traffic.

UNIT MIX - MAINLAND SOUTH

28CI An apartment house which is located in the "**Mainland South Area**", shall be required to provide one two-bedroom unit for every three bachelor and/or one bedroom units.

YARDS, LANDSCAPING AND SCREENING – MAINLAND SOUTH (HWCC-Jul 25/17;E-Aug 12/17)

28CJ For properties zoned R-3 on or after the effective date of this section, in the Mainland South area, the following shall apply to new apartment houses:

- (a) Notwithstanding Section 28CE(2)(b), the minimum side or rear yard abutting any low-density and medium-density residential uses (R-1, R-2, R-2T or R-2P uses) shall be twenty (20) feet and shall otherwise adhere to the angular planes indicated in Sections 28CE(2) and 28CE(3);
- (b) The minimum 20 foot side or rear yard abutting any low-density and medium-density residential uses shall consist of a landscaped area which provides visual screening and which may include opaque fencing measuring a minimum of six feet in height. The landscaped area may include pedestrian walkways, landscaped open space and recreational space but shall not include vehicular driveways, parking or loading spaces, storage or refuse containers or any buildings.

COMMERCIAL USES (HWCC-Jul 5/17;E-Aug 12/17)

28CK **Notwithstanding Section 28CA(1), an apartment house which fronts on Herring Cove Road may include those commercial uses which are permitted in Section 34AA(1)(c) as well as offices, provided that:**

- (a) The commercial uses shall be located on the ground-floor and limited to a maximum of 2,000 square feet of gross commercial floor area;**
- (b) Exterior access to commercial uses shall be separate from any access to residential uses;**
- (c) One sign shall be permitted for each commercial use and such sign shall not exceed 3 feet in height and shall be limited to the space immediately above the ground-floor store windows. Such sign(s) shall be either non-illuminated, illuminated from the front or those with back-lighted lettering; and**
- (d) Vehicular parking for commercial uses shall be provided pursuant to Section 9(d) in addition to parking required for residential uses. Notwithstanding Section 14, no loading space shall be required.**

R-4 ZONE:

MULTIPLE DWELLING ZONE

29(1) The following uses shall be permitted in any R-4 Zone:

- (a) R-1, R-2 and R-2T uses;
- (b) boarding house;
- (c) lodging or rooming house;
- (d) apartment house;
- (e) uses accessory to any of the foregoing uses if not specifically prohibited;

OTHER USES

- (f) in any one building, one office for rendering professional or personal services, provided that the net area for such purposes does not exceed 700 sq.ft.;
- (g) special care home;
- (h) greenhouse;
- (i) the office of a consulate located in a single-family dwelling provided such dwelling is used by the consul as his private residence.
- (j) **day care facility (RC-Mar 3/09;E-Mar 21/09)**

29(2) No person shall in any R-4 Zone carry out, or cause or permit to be carried out, any development for any purpose other than one or more of the uses set out in subsection (1).

29(3) No person shall in any R-4 Zone use or permit to be used any land or building in whole or in part for any purpose other than one or more of the uses set out in subsection (1).

COMMERCIAL USES

29A Notwithstanding the provisions of Section 9(d), 14 and 29(1), an apartment house at or within 120 ft. of an intersection, which contains 100 or more self-contained dwelling units may include those commercial uses which are permitted in Section 38A(1), except a bowling alley, a motion picture theatre, a service station and billboard, provided that such uses are located on the ground floor of the apartment and are separately accessible from the building exterior.

SIGNS

29B Exterior advertising of the commercial uses described in Section 29A shall be permitted provided such advertising is not illuminated.

NO WINDOW DISPLAY

30 Where any building is used in an R-4 Zone for any of the purposes described in clause (f) of Section 29(1), no display window shall be permitted, nor shall any evidence of the use of such building for such purposes be visible from the exterior of such

building, PROVIDED HOWEVER, that nothing contained herein shall prohibit the display of a sign not exceeding one square foot in area and bearing the name and profession as set forth in clause (f) of Section 29(1) of any person occupying such building.

R-1, R-2 AND R-2T USES IN R-4 ZONE

- 31 Buildings erected, altered, or used for R-1, R-2 and R-2T uses in an R-4 Zone shall comply with the requirements their respective zones.

BILLBOARDS

- 32(1) No person shall erect or display any billboard or illuminated sign in an R-4 Zone.

NON-ILLUMINATED SIGN

- 32(2) A non-illuminated sign not to exceed 6 square feet in size may be erected in an R-4 zone, provided such sign will not cause a hazard or nuisance to the public.
- 33 Where any building is erected, altered or used for R-4 uses in an R-4 zone, such building shall comply with the following requirements:

MINIMUM LOT AREA

- 33(1) (a) The minimum lot area upon which such building is located shall be 6,000 square feet with a minimum continuous street frontage of at least 60 feet on one street, except when a lot faces on the outer side of a curve in the street, in which case the frontage may be reduced to 30 feet;
- (b) The Council may, after public hearing if deemed necessary, permit modification of the minimum lot area and continuous street frontage as provided in clause (a) of this subsection if, in the opinion of Council:
- (i) the amenity, convenience, character, and value of neighbouring properties will not be adversely affected; and
 - (ii) conditions necessitating such modification are unique to the lot and have not been created by either the owner of such lot or the applicant.

DISTANCE FROM LOT LINES - 80° ANGLE

- 33(2) (a) The distance from any part of such building and any official street line or lines abutting upon such lot shall be not less than 20 feet measured at right angles to any such official street line or lines, provided, however, that such distance may be reduced to not less than 10 feet at right angles to any such official street line or lines if that part of the building which is less than 20 feet from any such official street line or lines is entirely contained within the arms of an 80 degree horizontal angle as determined in subsection (3) of this section;

- (b) The distance from any part of such building and any lot line of such lot other than an official street line shall be not less than 10 feet measured at right angles to such lot line;
- (c) All windows and doors serving habitable rooms in such building shall be located not less than 10 feet from any lot line of such lot measured at right angles to such lot line;
- (d) Notwithstanding the provisions of clauses (a) and (b) of subsection (2), the distance from any part of such building, not containing any windows or doors serving habitable rooms, to any official street line or lot line may be less than the distance prescribed in said clauses (a) and (b) herein or may extend to any such official street line or lot line of the lot upon which such building is located, provided that:
 - (i) The height of such part of the building does not exceed 5 feet above the natural ground level measured at any point on any official street line abutting such lot and extending for a horizontal distance of 10 feet measured at right angles to any such official street line;
 - (ii) The height of such part of the building does not exceed 5 feet above the natural ground level measured at any point on any lot line of such lot other than an official street line; and
 - (iii) The building is so designed that it does not interfere with traffic safety.
- (e) (Deleted)

SIZE OF BUILDING - 60° ANGLE

- 33(3) (a) Subject to the provisions of subsection (2), such building or any part thereof shall not project beyond the angular planes determined by constructing such angular planes over such lot;
 - (i) From each lot line at natural or finished ground level, whichever is the lower, at a vertical angle of 60 degrees above the horizontal and measured perpendicular to such lot line or, in the case of a curved lot line, perpendicular to the tangents of all points of such lot line provided, however, that where the natural ground level at the lot line is more than 5 feet above the finished ground level established at any point on the wall opposite the lot line and where the horizontal distance to the face of any part of such wall or its vertical projection is less than 50 feet, the angular planes shall be constructed over the lot from all points on the intersections of the vertical projection of the lot line and the horizontal projection of the finished level; or
 - (ii) In the case where a lot line of such lot coincides with an official street line from the center line of such street or from any intervening line parallel to such center line provided, however, that:
 - (A) the distance from the line on which the plane is constructed and the lot line does not exceed 30 feet; and
 - (B) the vertical angle of 60 degrees is constructed perpendicular to the line on which the plane is constructed or in the case of a curved line, perpendicular to the tangents of all points of the curved line.

EXCEPTION TO 60° ANGLE

- (b) Notwithstanding the provisions of clause (a) of subsection (3) and subject to the provisions of subsection (2), any part of such building may project beyond any prescribed 60 degree angular plane if:
 - (i) The projection through the plane subtends a horizontal angle not exceeding 80 degrees formed by lines drawn from a point on the line on which the 60 degree angular plane is constructed opposite to the center of the projection; and
 - (ii) The extremities of the projection are enclosed by the arms of such 80 degree horizontal angle.

DISTANCE BETWEEN EXTERNAL WALLS - 65° ANGLE

- 33(4) (a) For the purposes of this subsection:
 - (i) "Base line" means, in the case of a wall rising from the ground, the natural or finished level of the ground adjoining the base of the wall, whichever is lower, and in all other cases means the lowest line of the wall above the natural or finished level of the ground, whichever is lower;
 - (ii) A wall supported by construction above posts, pillars, or other open construction shall be deemed to rise from the ground, and the base line of the wall shall be deemed to be the line on which the projection downward of the face of the wall meets the natural or finished level of the ground, whichever is lower; and
 - (iii) Where external walls are not parallel to each other, but the angle of divergence does not exceed 85 degrees, such walls shall be deemed to face each other.
- (b) The provisions of subsection (4) shall only apply if any part of such building is erected within the arms of horizontal angles of 65 degrees constructed outwards at the natural level of the ground from the nearest extremities of external walls that face each other provided, however, that where the two extremities of one such wall are respectively equidistant from the opposite extremities of the other wall or where the two extremities of one wall are equidistant from the nearest extremity of the other wall, the 65 degree horizontal angle may be constructed from either pair of equidistant extremities;

40° ANGLE

- (c) The distance between any external walls of such building that face each other shall be not less than 50 feet, and any part of such building shall not project beyond any of the angular planes determined by constructing such angular planes outwards from the base line of each such external facing wall of each part of such building at a vertical angle of 40 degrees above the horizontal and measured perpendicular to such line or in the case of a curved base line, perpendicular to the tangents of all points of such curved base line;
- (d) Where two external walls of such building face each other and neither wall contains any door or window serving a habitable room, the provisions of clause

(c) of subsection (4) shall not apply; but the distance between such walls shall be not less than 6 feet.

BALCONIES, CORNICES, EAVES, AND CANOPIES

- 33(5) (a) Notwithstanding the provisions of subsection (3) and (4) of this section, separate individual balconies, which are open on three sides, cornices, eaves, and canopies may project through the angular planes as determined in such subsections provided, however, that any part of such balcony, cornices, or eaves shall be not less than 10 feet from any lot line of such lot;
- (b) Notwithstanding clause (a) of subsection (5), canopies may project to within 5 feet of the street line.
- 34 Where any building is erected, altered, or used as a boarding house, lodging, or rooming house, or an apartment house in an R-4 Zone, such building, in addition to the requirements hereinbefore set out in Section 33, shall comply with the following requirements:

DENSITY

- 34(1) The population density of such building shall not exceed 75 persons per acre.

OPEN SPACE

- 34(2) The lot upon which such building is located shall contain a minimum open space of:
- (a) 150 square feet for each bachelor unit/275 square feet for each one-bedroom unit/575 square feet for each two-bedroom unit/950 square feet for each three-bedroom unit/1,325 square feet for each four-bedroom unit and over;
- (b) At least 80 percent of the open space required in clause (a) of subsection (2) of Section 34 shall be landscaped open space, provided that:
- (c) For the purposes of subsection (2) the roof or any portion thereof of any part of such building that has no residential accommodation included below such roof or portion thereof may be calculated as landscaped open space provided that:
- (i) no part of such roof is more than 5 feet above the ground level of at least one lot line of such lot; and
- (ii) such roof or portion thereof is capable of being used as landscaped open space.

SPECIAL CARE HOME - LANDSCAPED SPACE

- 34(3) A minimum of 35 percent of the lot area of any lot on which a building is erected, altered or used as a special care home, shall consist of landscaped open space.



MUNICIPAL PLANNING STRATEGY

HALIFAX

SECTION II: CITY-WIDE OBJECTIVES AND POLICIES

1. ECONOMIC DEVELOPMENT

Objective: The development of the City as a major business, cultural, government, and institutional centre of Atlantic Canada, while enhancing its image as a place to live and work.

1.1 The City should encourage an economic climate conducive to development and the growth of employment opportunities.

1.1.1 The City should take action on matters within its jurisdiction to compete effectively in the Atlantic Region and the metropolitan area for potential development opportunities that add to its position in Atlantic Canada.

1.1.2 The City shall monitor its growth and development to ensure that current objectives and policies reflect changing national and regional economic environments.

1.2 The City should strive to expand its tax base so that it can maintain its tax rates at levels that are competitive with other municipalities of the region.

1.2.1 The City should seek to provide municipal services commensurate with the capacity of its tax base and the high standard of living and working environments essential to encourage growth and change.

1.2.2 In considering new development regulations and changes to existing regulations, and development applications, the City shall give consideration of any additional tax revenues or municipal costs that may be generated therefrom.

1.2.3 Pursuant to Policy 1.2.2, the City shall investigate techniques of assessing the fiscal effects of its actions and shall consider the adoption of uniform methods where justified and appropriate.

1.3 The City should seek equitable government support to reduce its dependence on the property tax and support its special role within the metropolitan region.

1.4 The City should seek alternate means to acquire revenue in order to reduce its dependence on the property tax base.

1.5 The City should provide a policy environment within which development can respond to changing market demands, while clarifying the intentions of the City and ensuring that development conforms to a pattern that is cost-effective for the City.

1.6 The City should direct the location of development in a manner consistent with its capital program, and economic, social and environmental objectives.

1.7 The City should establish land-use regulations that promote the development of high quality commercial, industrial, and residential areas.

- 1.8 The Municipality should establish regulations for billboards to protect and promote a high quality image for the city, to maintain, and enhance the visual attractiveness of streetscapes, to preserve views, to protect public safety, and to prevent nuisance to residents and businesses. This shall be accomplished by regulating the type, number, size and location of billboards, prohibiting specific types of billboards, and/or imposing conditions and performance standards on billboards.

2. RESIDENTIAL ENVIRONMENTS

Objective: The provision and maintenance of diverse and high quality housing in adequate amounts, in safe residential environments, at prices which residents can afford.

2.1 Residential development to accommodate future growth in the City should occur on the Mainland and should be related to the adequacy of existing or presently budgeted services (RC – Oct 26/21; E – Nov 27/21).

2.1.1 (Repealed: RC–Oct 26/21;E–Nov 27/21)

2.1.2 On the Mainland, residential development should be encouraged to create sound neighbourhoods through the application of a planned unit development process and this shall be accomplished by Implementation Policy 3.3. It is the intention of the City to prepare and adopt a planned unit development zone subsequent to the adoption of this Plan.

2.1.3 Repealed.

2.1.4 In accordance with Policy 2.1.3, the City shall permit only limited development with on-site services in that portion of the Mainland South area indicated on Map 1 and this shall be accomplished by Implementation Policy 3.6.

2.1.5 Development in the area shown on Map 1 to the west of the Bicentennial Drive shall be limited due to environmental sensitivity and a lack of municipal services. Only detached single unit residential dwellings and community facilities with on-site services shall be permitted.

2.1.6 Development with on-site services shall be permitted on lots which abut the existing public street network for the area surrounding Kearney Lake Road and currently designated "Residential Environments" on Map 9.

2.2 The integrity of existing residential neighbourhoods shall be maintained by requiring that any new development which would differ in use or intensity of use from the present neighbourhood development pattern be related to the needs or characteristics of the neighbourhood and this shall be accomplished by Implementation Policies 3.1 and 3.2 as appropriate.

2.3 The City shall investigate alternative means for encouraging well-planned, integrated development.

2.3.1 The City should restrict ribbon development which does not conform to the policies of this document and should seek ways to remove any such development which may become obsolete.

2.3.2 Ribbon development along principal streets should be prohibited in order to minimize access points required by local traffic.

2.4 Because the differences between residential areas contribute to the richness of Halifax as a city, and because different neighbourhoods exhibit different characteristics through such things as their location, scale, and housing age and

type, and in order to promote neighbourhood stability and to ensure different types of residential areas and a variety of choices for its citizens, the City encourages the retention of the existing residential character of predominantly stable neighbourhoods, and will seek to ensure that any change it can control will be compatible with these neighbourhoods.

2.4.1 Stability will be maintained by preserving the scale of the neighbourhood, routing future principal streets around rather than through them, and allowing commercial expansion within definite confines which will not conflict with the character or stability of the neighbourhood, and this shall be accomplished by Implementation Policies 3.1 and 3.2 as appropriate.

2.4.2 In residential neighbourhoods alternative specialized housing such as special care homes; commercial uses such as daycare centres and home occupations; municipal recreation facilities such as parks; and community facilities such as churches shall be permitted. Regulations may be established in the land use by-law to control the intensity of such uses to ensure compatibility to surrounding residential neighbourhoods.

2.4.2.1 Pursuant to 2.4.2 the land use by-law may regulate the number, size, height, illumination and location of signs.

2.4.3 Further to city-wide residential and heritage policies which recognize the diversity of residential neighbourhoods and encourage the retention of existing structures which reflect the City's heritage, the City recognizes that areas designated and zoned residential-commercial provide opportunities for conversions to residential tourist accommodations uses. To encourage the reuse of buildings in these areas for these purposes, the land use by-law shall establish provisions which permit these uses in existing buildings subject to special controls.

2.5 The City shall prepare detailed area plans for predominantly unstable neighbourhoods or areas. The priorities and procedures by which the City shall prepare these plans shall conform to the official City report entitled Areas for Detailed Planning and subsequent amendments which may be made by the City thereto as set forth in Part III, Section I of this document.

2.5.1 The City views the neighbourhood as the foundation for detailed area planning. In the process of detailed area planning, residents shall be encouraged to determine what they consider to be their neighbourhoods, and to work with City Council and staff in arriving at an acceptable definition of their neighbourhood and a neighbourhood plan.

2.5.2 and 2.5.3 - Repealed (RC-Sep 18/19;E-Nov 30/19)

2.5.4 Repealed 6 June 1990.

2.5.5 (Repealed: RC-Oct 26/21;E-Nov 27/21)

1. RESIDENTIAL ENVIRONMENTS

Objective: The development and maintenance of Mainland South as a predominantly residential area with a diverse mixture of family and non-family housing.

1.1.1 "Residential Environments" in terms of this secondary strategy means:

- (a) Low-Density Residential;
- (b) Medium-Density Residential;
- (c) High-Density Residential;
- (d) Residential Development District.

1.1.2 Forms of residential development which may be permitted in Mainland South are:

- (a) conversions;
- (b) detached dwellings;
- (c) semi-detached dwellings;
- (d) duplex dwellings;
- (e) townhouses; and
- (f) apartments.

1.2 In areas designated "Low-Density Residential" on the Generalized Future Land Use Map, which are predominantly single-family dwellings in character, residential development consisting of detached (single-family) dwellings shall be permitted, and neighbourhood commercial uses may be permitted pursuant to Policies 2.1.1 and 2.1.2 of this Plan.

1.2.1 In areas designated "Low-Density Residential" on the Generalized Future Land Use Map, which are predominantly two-family dwellings in character, residential development consisting of detached (single-family) dwellings, semi-detached dwellings and duplex dwellings shall be permitted, and neighbourhood commercial uses may be permitted pursuant to Policies 2.1 and 2.1.2 of this Plan.

1.2.2 In areas designated "Low-Density Residential" on the Generalized Future Land Use Map, which are unserved by municipal sewer and/or water, the City may permit detached, single-family dwellings with individual on-site sewer and water services.

1.2.3 Notwithstanding the Low Density Residential designation of Block F, Kelly Street, LRIS PID No. 40724973, the Municipality may permit a residential complex by development agreement. Such complex shall consist of an apartment building, townhouses or other ground related innovative housing forms, parkland and two assisted living facility apartment buildings.

1.2.3.1 Any development permitted pursuant to Policy 1.2.3 shall be compatible with the surrounding area. This shall be achieved by attention to a variety of factors for which conditions may be set out in a development agreement, such as but not limited to:

- (a) Architectural Design, Scale, Building Height and Mass
 - i) The height of the apartment building and buildings containing assisted living facilities shall not exceed four residential storeys, exclusive of an underground parking garage, and may not exceed 50 feet in height.
 - ii) The apartment building shall be located adjacent to the existing apartment building, shall not exceed 70 dwelling units and shall comply with the requirements of the R-3 Zone.
 - iii) Buildings containing assisted living facilities shall be located adjacent to the existing nursing home, shall not contain more than 190 assisted living units and shall comply with the requirements of the R-3 zone.
 - iv) Notwithstanding (iii), the calculation of density and the requirement for parking for the buildings containing assisted living facilities may be determined on the basis of similar facilities in urban settings.
 - v) The townhouses or other ground related innovative housing forms shall be located adjacent to the existing low density housing, shall not exceed a total of 50 dwelling units and shall comply with the provisions of the R-2T zone.
 - vi) Building materials shall be compatible with the community.
- (b) Site Design and Landscaping
 - i) Provision shall be made for adequate recreation, vehicular and pedestrian circulation, site lighting and open areas to address the needs of the residents of all the buildings and in particular those containing assisted living facilities.
 - ii) The layout and design of the buildings, services and site grading shall provide for the retention of healthy mature trees.
 - iii) No building shall be constructed within 50 feet of properties fronting on Osborne Street, Stonehaven Road, Walter Havill Drive and Street B, Stanley Park, as shown on plan P200/20332 of City of Halifax Case 5419.
 - iv) The area of Block F abutting properties fronting on Osborne Street, Stonehaven Road, Walter Havill Drive and Street B, Stanley Park, as shown on plan P200/20332 of City of Halifax Case 5419, shall be maintained as a buffer area for a depth of 40 feet within which only limited construction activity will be permitted with minimal removal of existing trees and only in order to accommodate support infrastructure for the development (e.g. stormwater management, recreation infrastructure). The buffer may be reduced in width to 20 feet where site grading, servicing or support infrastructure must be accommodated and in those locations a visually obscuring fence shall be provided. Where the apartment building or assisted living buildings abut existing one or two unit dwellings the forty foot buffer will be maintained.
 - v) Any agreement made pursuant to policy 1.2.3 shall include provisions for the continued maintenance and upkeep of the buffer areas and fencing as required by clause (b)iv.

- vi) The ravine at the west end of Block F shall be maintained in a natural state.
- vii) Planting and screening of air conditioners, dumpsters, propane tanks, service areas, driveways, parking areas, etc. is required.
- viii) Adequate and safe vehicular and pedestrian accesses to the site and buildings shall be provided.
- ix) The parking areas shall be located such that they do not interfere with the safe access of pedestrians and are able to be screened from the public street.
- (c) Additional Considerations
 - i) Every effort shall be made to reduce traffic impacts on the adjacent neighbourhood.
 - ii) An assessment of the adequacy of municipal servicing systems available to the site shall be undertaken and any required improvements shall be addressed to the satisfaction of the Engineer prior to development.
 - iii) Assisted living facilities shall be defined as residential buildings that may include a range in uses from full care nursing homes to facilities which provide personal and/or medical care and have a common dining area. Assisted living facilities shall form part of future development proposals.
 - iv) The development may be phased but no more than 25% of the development shall be permitted to proceed prior to rehabilitation and completion of Kelly Street.

1.2.4 Further to the Low Density Residential objective and policies of this section, for those municipally and privately owned lands known as the Fleming Park / Williams Lake Road lands (PID # 00310342 and 00284885) and designated “Low-Density Residential” on the Generalized Future Land Use Map, Council shall zone these lands Single Family Dwelling (R-1) zone and shall not consider future zoning amendment requests for these lands.

1.2.5 In order to promote the integration of appropriately scaled and well-designed apartment house uses within a specific node along Herring Cove Road, that being the stretch of Herring Cove Road between Circle Drive and Williams Lake Road, and to prevent conflict between new and existing uses, the Municipality shall identify properties fronting on the eastern side of Herring Cove Road between Circle Drive and Williams Lake Road as shown on Map 4 Schedule I. (RC-Jun 10/14; E-Jul 26/14)

1.2.6 A Schedule shall be applied through the land use by-law to private properties within the area identified in policy 1.2.5, provided the properties have frontage on Herring Cove Road. Apartment house developments may be considered in the area identified by this Schedule by development agreement in accordance with the Halifax Regional Municipality Charter. (RC-Jun 10/14; E-Jul 26/14)

1.2.7 Within the area identified by policy 1.2.6, no more than three apartment house developments shall be permitted. Each apartment house

development may incorporate non-residential uses permitted by the zoning on the property and shall:

- (a) contain no less than 190 feet of frontage on Herring Cove Road;
- (b) contain no less than 60,000 square feet of lot area;
- (c) contain no more than 42 dwelling units, a minimum of 50 percent of which must contain 2 or more bedrooms;
- (d) be limited to a maximum of height of 55 feet;
- (e) be contained within a single building, which contains no more than 4 storeys; and
- (f) be limited to no more than 3 storeys at the rear (eastern) portion of the building.

(RC-Jun 10/14; E-Jul 26/14)

1.2.8 In considering development agreements pursuant to policies 1.2.6 and 1.2.7., Council shall consider the following:

- (a) the architectural design of the building includes high quality building materials, articulation of and variation to the building facades, and fine-grained architectural detailing;
- (b) the creation of high quality design detail at street level through attention to such matters as site landscaping, conspicuous building entrances, appropriate lighting and co-ordinated signage, and no surface parking between the building and the street;
- (c) the relationship of the building to the street, adjacent properties and uses; and, the mitigation of impacts on the amenity, convenience and development of adjacent properties through effective urban design and landscape treatment;
- (d) appropriate separation of residential and commercial uses;
- (e) provision for vehicular and pedestrian access and egress patterns;
- (f) the adequacy of the servicing capacity of the site;
- (g) the majority of vehicular parking is provided underground;
- (h) the development provides adequate indoor and outdoor amenity space for residents on site;
- (i) the development provides a lighting plan;
- (j) where the development is located at an intersection, architectural treatments are incorporated to emphasize the building's relationship to the corner;
- (k) where a cemetery is present on the development site, the provision of appropriate protection and access; and
- (l) the provisions contained in policy 7.3 of this Section.

(RC-Jun 10/14; E-Jul 26/14)

1.2.9 Within the area identified by policy 1.2.6, the land use by-law shall permit one 3 unit dwelling, provided the 3 unit dwelling is located at 292 Herring Cove Road. The land use by-law shall identify the site where the 3 unit dwelling is permitted and shall limit the 3 unit dwelling to 2 storeys and include provisions to ensure the building is appropriately positioned in relation to adjacent development. (RC-Jun 10/14; E-Jul 26/14)

- 1.2.10** Notwithstanding the Low-Density Residential designation of the HRM park located at the intersection of Herring Cove Road and Williams Lake Road, identified as ‘Pocket park’ on Map 4 Schedule I, the Park and Institutional Zone shall be applied to this property. (RC-Jun 10/14; E-Jul 26/14)
- 1.2.11** Notwithstanding policy 3.1, the land use by-law shall identify the HRM park located at the intersection of Herring Cove Road and Williams Lake Road, identified as ‘Pocket park’ on Map 4 Schedule I, and shall limit the use of the site to public park uses. (RC-Jun 10/14; E-Jul 26/14)
- 1.2.12** For the properties at 348 Purcell’s Cove Road (PID #00270975, 41158452 and 00633511), in order to recognize the longstanding land uses and existing building locations and sizes, the Halifax Mainland Land Use By-law shall be amended to permit the existing uses and buildings to remain at their present locations as of the effective date of this provision, notwithstanding that building setbacks and other By-law requirements may not be met, subject to the following: (RC-Aug 2/16;E-Sep 3/16)
- a) A dwelling and an accessory building shall be permitted on Lot G2 (PID #41158452) and a portion of a water lot (PID #00633511) in their existing locations; (RC-Aug 2/16;E-Sep 3/16)
 - b) On Lot G1 (PID #00270975), one existing building which is accessory to the dwelling on Lot G2 shall be permitted at a height of three storeys. Two additional existing accessory buildings shall be permitted at a height of one storey in their existing locations on Lot G1; (RC-Aug 2/16;E-Sep 3/16)
 - c) No additions to existing buildings which would increase the floor area nor any new buildings shall be permitted on any lot, with the exception of accessory buildings on Lot G1 which do not exceed one storey in height; and (RC-Aug 2/16;E-Sep 3/16)
 - d) Nothing shall prevent repairs and renovations to or the replacement of any existing building. (RC-Aug 2/16;E-Sep 3/16)
- 1.2.12.1** The provisions of Policy 1.2.12 shall not exempt the existing buildings from any associated approvals from agencies which may be necessary in order to obtain development and construction permits for the existing buildings. (RC-Aug 2/16;E-Sep 3/16)
- 1.2.13** In the “Low Density Residential” designation and on the area shown on Map 5 of Schedule I, near Parkmoor Avenue and Charlton Avenue, Council may permit:
- (a) single detached dwellings on those compact lots identified on Schedule ZM-33 in the land use by-law, and
 - (b) townhouse buildings.
- (RC-Sep 29-30/20;E-Dec 5/20)
- 1.2.13.1** A Schedule identified as ZM-33 Parkmoor Ridge Subdivision shall be added to the land use by-law to regulate the location where single

detached dwellings and townhouse buildings are permitted within the area identified in policy 1.2.13, provided that all properties have frontage onto a public street. (RC-Sep 29-30/20;E-Dec 5/20)

- 1.2.13.2 Within the area identified by policy 1.2.13, single detached dwellings**
- (a) on compact lots, shall have a minimum frontage of 34 feet, except for cul-de-sacs bulbs, and minimum lot area of 3,400 square feet, and**
 - (b) on moderate lots, shall have a minimum frontage of 40 feet, except for cul-de-sacs bulbs, and minimum lot area of 4000 square feet.**

(RC-Sep 29-30/20;E-Dec 5/20)

- 1.2.13.3 Within the area identified by policy 1.2.13, the land use by-law shall permit townhouse buildings with a maximum of four units, and include provisions to ensure the townhouse buildings are appropriately positioned in relation to existing residential uses and adjacent development. (RC-Sep 29-30/20;E-Dec 5/20)**

- 1.3 In areas designated as "Medium-Density Residential" on the Generalized Future Land Use Map, detached dwellings, semi-detached dwellings, duplex dwellings, townhouses and apartments containing a maximum of four units two of which must be family-type, shall be permitted and neighbourhood commercial uses may be permitted pursuant to Policies 2.1.1 and 2.1.2 of this Plan.**

- 1.3.1 In areas designated as "Medium-Density Residential" on the Generalized Future Land Use Map Council may zone to permit apartments provided that their height is limited to a maximum of four storeys and in assessing such rezonings Council shall consider compatibility with the existing neighbourhoods and the adequacy of municipal infrastructure.**

- 1.3.2 Pursuant to Policy 1.3.1, the Land Use By-law shall be amended to include regulations which limit the height, density and unit size.**

- 1.3.3 For the purposes of Policies 1.3 family-type units shall mean those with two or more bedrooms conducive to family-type living.**

- 1.3.4 In areas designated as "Medium Density Residential" on the Generalized Future Land Use Map Council may consider townhouse style residential developments according to the development agreement provisions of the *Halifax Regional Municipality Charter*. This form of development is appropriate where subdivision regulations for townhouses can not be met, due to lack of frontage on a public street, or where developments are located on major collector or arterial streets, and direct access to the street is undesirable. In considering such an agreement, Council shall have regard for the following:**

- (a) that the development includes a minimum lot area of 20,000 square feet, with access provided to a public street;**

- 4.2 The City shall review the proposal to determine that it is not premature or inappropriate by reason of:
- i) the fiscal capacity of the City to absorb the costs relating to the development; and
 - ii) the adequacy of all services provided by the City to serve the development.
- 4.3 More specifically, for those applications for amendments to the zoning bylaw in Mainland South as defined on Map 1, the City shall require an assessment of the proposal by staff with regard to this Plan and the adopted Land Development Distribution Strategy, and that such assessment include the potential impacts of the proposal on: (a) the sewer system (including the budgetary implications); (b) the water system; (c) the transportation system (including transit); (d) existing public schools; (e) existing recreation and community facilities; (f) the provision of police and fire protection services; and any other matter deemed advisable by Council prior to any final approval by City Council.
- 4.4 In an R-4 Zone or an R-3 Zone, the City may, under the provisions of Section 33(2)(b) of the Planning Act, permit modification of the minimum lot area and continuous street frontage provisions of the Peninsula and Mainland Zoning By-laws for R-3 and R-4 uses. A decision of the Council of the City of Halifax to permit such modification may be preceded by a public hearing if deemed necessary, and such modification shall be granted provided:
- (a) the amenity, convenience, character and value of neighbouring properties will not be adversely affected;
 - (b) conditions necessitating such modification are unique to the lot and have not been created by either the owner of such lot or the applicant;
 - (c) the modification is necessary to secure an appropriate development of the lot where such lot is of such restricted area that it cannot be appropriately developed without such modification;
 - (d) the modification is consistent with Section II of this Plan; and
 - (e) the registered owner of the land for which the modification is sought shall enter into an agreement with Council pursuant to Section 34(1) of the Planning Act.
- 4.5 In an R-4 Zone or an R-3 Zone, the City may, under the provisions of Section 33(2)(b) of the Planning Act, permit modification of the provisions of the Peninsula and Mainland Zoning By-laws for R-4 and R-3 uses relating to the five (5) foot height requirement for a part of a proposed building not containing any windows or doors serving habitable rooms. A decision of the Council of the City of Halifax to permit such modification may be preceded by a public hearing if deemed necessary, and such modification shall be granted provided that:
- (a) the amenity, convenience, character and value of neighbouring properties will not be adversely affected;
 - (b) conditions necessitating such modification are unique to the lot and have not been created by either the owner of such lot or the applicant;

Appendix F

617 St. Margarets Bay Road Traffic Impact Statement

July 2021

Prepared for

3340874 Nova Scotia Limited



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Prepared by

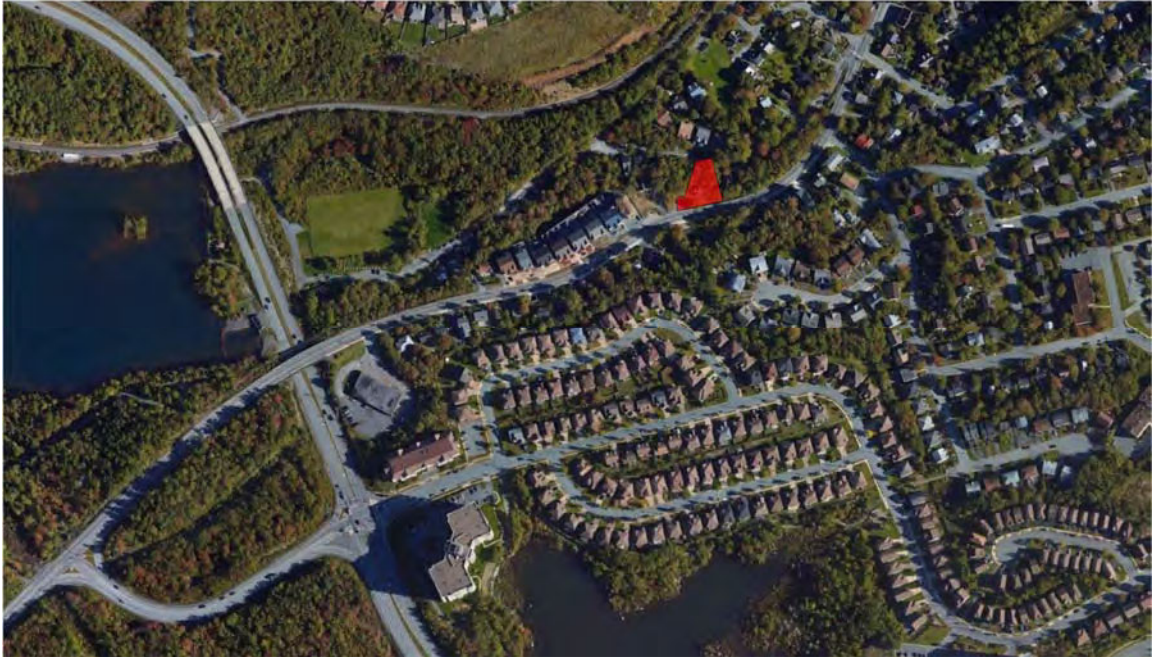
Jeff R. LeBlanc, P.Eng., PMP

1 Introduction

1.1 Background

KWR Approvals Inc (KWRA), on behalf of the owner 3340874 Nova Scotia Limited, is working on a proposal to redevelop a property located at 617 St. Margarets Bay Road. Exhibit 1.1 shows the site in red in the context of the surrounding area in Halifax.

Exhibit 1.1 – 617 St. Margarets Bay Road in Halifax, Nova Scotia



Source: Google Earth

The existing property has a single family home with a driveway on St. Margarets Bay Road as shown in Exhibit 1.2.

Exhibit 1.2 – 617 St. Margarets Bay Road



The developer has proposed to redevelop this property at 617 St. Margarets Bay Road with a new 40-unit apartment building that will have a mixture of units. Access to the property will be from either St Margarets Bay Road at the front of the property or from Coronet Avenue at the rear of the property. The site plan and design of the proposed apartment building have not been completed at this stage in the development process.

JRL consulting inc. was retained to prepare a Traffic Impact Statement (TIS) to assess the potential traffic impacts of the proposed development at 617 St. Margarets Bay Road.

The purpose of a Traffic Impact Statement is to provide a high level overview of a proposed development including estimates of site-generated traffic along with an initial review of existing traffic counts in the general area of the proposed development. This information will form part of the initial application to HRM which will be reviewed by staff and council. We are pleased to submit this report which summarizes our findings and provides the information required by HRM for review.

2 Existing Traffic Conditions

2.1 Description

The principal routes affected by this proposed development are St Margarets Bay Road and Coronet Avenue. Exhibit 2.1 summarizes HRM's Characteristics of Street Classes.

Exhibit 2.1 - HRM Characteristics of Street Classes

Characteristic	Arterial Street	Major Collector	Minor Collector	Local Industrial	Local Street
1. Traffic Service Function	First Consideration	Traffic movement primary consideration, land access secondary consideration, some parking	Traffic movement of equal importance with land access, parking permitted	Traffic movement secondary consideration with land access primary consideration, parking permitted	Traffic movement secondary consideration with land access primary consideration, parking permitted
2. Land Access Function	Limited Access with no parking				
3. Range of design traffic average daily volume	More than 20,000	12,000 to 20,000 or more	Up to 12,000	Less than 3,000	Less than 3,000
4. Characteristics of traffic flow	Uninterrupted flow except at signals; w/ pedestrian overpass	Uninterrupted flow except at signals and crosswalks	Interrupted flow	Interrupted flow	Interrupted flow
5. Average running speed in off-peak conditions	50-70 km/hr	40-60 km/hr	30-50 km/hr	15-30 km/hr	15-30 km/hr
6. Vehicle types	All types	All types but trucks may be limited	All types with truck limitation	All types	Passenger and service vehicles, transit buses; large vehicles restricted
7. Connects to	Expressways, arterials, major collectors, minor collectors	Expressways, arterials, major collectors, minor collectors, some locals	Arterials, major collectors, minor collectors, locals	Some major collectors, minor collectors, locals	Some major collectors, minor collectors, locals

St. Margarets Bay Road is a major collector (Highway 3) that runs from the Armdale Roundabout through Beechville, Lakeside, Timberlea and other communities to the south. It is one of the key access points to the peninsula of Halifax and it provides access to a mixture of commercial, retail and residential land uses. In the area near the proposed development there is a concrete sidewalk on the southern side of St. Margarets Bay Road. The posted speed limit is 50km/hr.

Coronet Avenue is a short local street that runs from St. Margarets Bay Road to Crown Drive. It contains single family homes and some recently constructed apartments. There are no sidewalks on Coronet Avenue and the posted speed limit is 50km/hr.

Refer to Exhibit 2.2 for photos of the Study Area around the proposed development.

Exhibit 2.2 – Study Area Photos



617 St. Margarets Bay Road looking east



617 St. Margarets Bay Road looking west



St. Margarets Bay Road with proposed development on left



St. Margarets Bay Road with proposed development on right



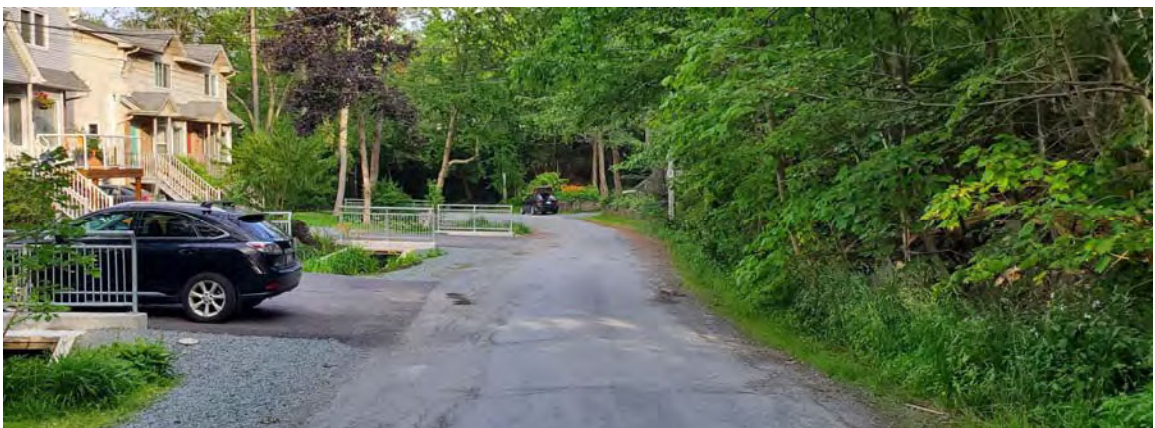
St. Margarets Bay Road at Coronet Avenue looking north



St. Margarets Bay Road at Coronet Avenue looking north



Coronet Avenue looking west

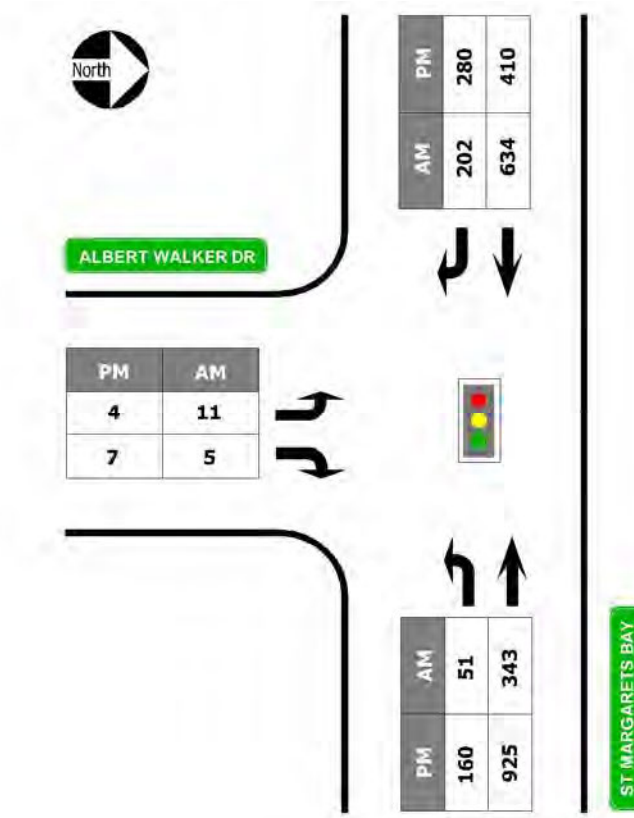


Coronet Avenue looking east

2.2 Existing Traffic Volumes

We completed a site review of the proposed redevelopment and analyzed the existing transportation network in the general area. HRM completed AM and PM peak hour manual turning movement counts at the St. Margarets Bay Road/Albert Walker Drive intersection in August 2019. These counts provide an estimate of traffic on St. Margarets Bay Road in front of the proposed development. We added an annual background growth rate of 2% to estimate the current traffic in 2021 as summarized in Exhibit 2.3.

Exhibit 2.3 – St. Margarets Bay Road at Albert Walker Drive Estimated Existing Traffic 2021



Based on these counts we estimate that the traffic on St. Margarets Bay Road in front of the development in the AM peak hour will be 711 vehicles eastbound towards Halifax and 394 westbound. In the PM peak hour we estimate 516 vehicles eastbound towards Halifax and 1085 westbound in front of 617 St. Margarets Bay Road.

2.3 Existing Trip Distribution

HRM counts at the St. Margarets Bay Road/Albert Walker Drive intersection provide an accurate picture of current trip distribution in the study area and we expect that traffic generated by the proposed apartment building to follow similar patterns. In the AM peak hour the majority of traffic is heading east to downtown Halifax and this flow reverses in the PM peak hour as vehicles exit the downtown core area.

2.4 Transit and Pedestrians

The study area is well serviced by Halifax Transit through on key routes 22 and 123 that provide regular weekday and weekend service and access to the Mumford Terminal and Downtown Halifax. Refer to Exhibits 2.4 and 2.5.

There is a concrete sidewalk on the south side of St. Margarets Bay Road in front of the proposed development along with a marked crosswalk with overhead lights at the St. Margarets Bay Road/Fenwood Road/Coronet Avenue intersection.

Exhibit 2.4 – Halifax Transit Route 22 Armdale

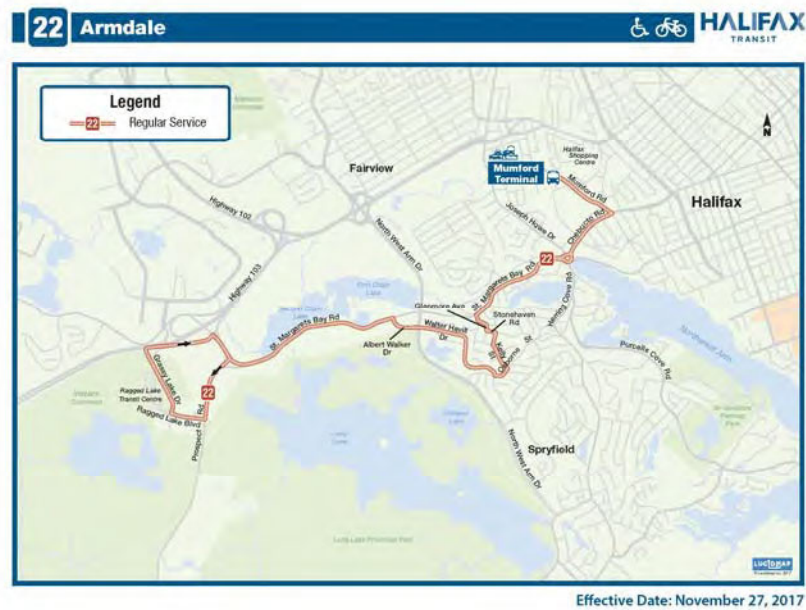
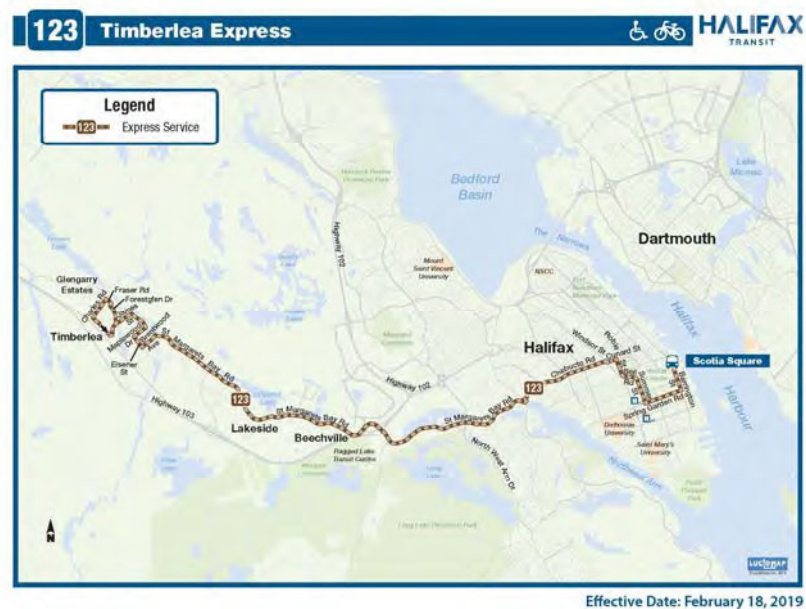


Exhibit 2.5 – Halifax Transit Route 123 Timberlea Express



3 Site Generated Traffic

3.1 Trip Generation

The proposed new apartment building will have 40 residential apartments and it will replace a single family home. We completed trip generation estimates using equations provided in Institute for Transportation Engineer's Trip Generation Manual Tenth Edition.

- ITE Land Use 221 Multifamily Housing (Mid-Rise)

"Mid-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have between three and 10 levels (floors)." The unit of measurement for average vehicle trip ends is dwelling units.

- ITE Land Use 210 Single Family Detached Housing

"Single-family detached housing includes all single-family detached homes on individual lots. A typical site surveyed is a suburban subdivision." The unit of measurement for average vehicle trip ends is dwelling units.

Exhibit 3.1 – Estimated Existing Site Generated Traffic Volumes at 617 St. Margarets Bay Road

LAND USE	QUANTITY	AM PEAK			PM PEAK		
		TOTAL	ENTER	EXIT	TOTAL	ENTER	EXIT
Single Family Detached Housing	1	1	25%	75%	1	63%	37%
			0	1		1	0
TOTAL		1	0	1	1	1	0

Exhibit 3.2 – Estimated Future Site Generated Traffic Volumes at 617 St. Margarets Bay Road

LAND USE	QUANTITY	AM PEAK			PM PEAK		
		TOTAL	ENTER	EXIT	TOTAL	ENTER	EXIT
Apartments	40	14	26%	74%	18	61%	39%
			4	10		11	7
TOTAL		14	4	10	18	11	7

After adjusting for the existing land use, we estimate that the proposed redevelopment will generate additional net new traffic volumes of **13** vehicles in the AM peak hour and **17** vehicles in the PM peak hour.

The location is well served by transit and we expect that actual trips generated may be less than those estimated by the ITE rates for a mid-rise apartment building.

3.2 Site Access

The design and site plan have not been completed for this proposed development at this time. During our site visit we noted that the portion of St. Margarets Bay Road in front of the proposed development is on a hill and a curve. Vegetation including trees was observed encroaching to and over the right of way on St Margarets Bay Road which could impact sightlines from a new driveway to the site. If the access to the new development is from St. Margarets Bay Road we recommend locating it where the existing driveway is in place today to maintain sightlines and adequate stopping site distance.

If the site access is proposed for Coronet Avenue we recommend that it be located to provide adequate stopping site distance of 65 m.

3.3 Stopping Site Distance

As per the Transportation of Canada Geometric Design Guide for Canadian Roads, adequate stopping site distance *"is essential for safe operation that the vehicle operator be able to see far enough ahead to stop if necessary. Conditions that would force a vehicle operator to stop are for example, an object on the roadway, a culvert washout or other fault in the roadway."*

Adequate stopping site distance is required throughout the length of the roadway. Minimum stopping site distance is the sum of two distances namely:

- *Brake reaction distance*

The distance travelled during the brake reaction time, that is the time that elapses from the instant an object, for which the driver decides to stop, comes into view to the instant the driver takes remedial action (contacts brake pedal).

- *Braking distance*

The distance travelled from the time that braking begins to the time the vehicle comes to a stop."

For a design speed of 50 km/h, the minimum stopping site distance is 65 m.

There is one existing driveway at the property. We didn't observe any issues with adequate Stopping Site Distance during our visual assessment completed during our site visit but we didn't complete a detailed survey.

4 Conclusions and Recommendations

- This Traffic Impact Statement has provided a high level overview of the proposed development of a property located at 617 St. Margarets Bay Road.
- It includes an estimate of total new site generated trips as well as an analysis of existing traffic volumes in the surrounding area.
- Although the design for the proposed apartment building hasn't been completed we understand that it will contain 40 units.
- The close proximity to downtown as well as a key transit routes may reduce the estimated traffic generated by the apartments as provided in this report.
- Based on ITE Trip Generation Rates, we estimate that the proposed redevelopment will generate additional net new traffic volumes of **13** vehicles in the AM peak hour and **17** vehicles in the PM peak hour.
- If the driveway is located on St. Margarets Bay Road we recommend that it be located close to the existing driveway to maintain sightlines and adequate stopping site distance
- If the site access is proposed for Coronet Avenue we recommend that it be located to provide adequate stopping site distance of 65 m
- New site generated traffic will follow existing trip distribution patterns St. Margarets Bay Road in the AM and PM peak hours.

Appendix G

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REGIONAL PLAN ISSUE PAPER

PRELIMINARY POPULATION & HOUSING ANALYSIS

HALIFAX

June 2021

INTRODUCTION

The Regional Municipal Planning Strategy (the Regional Plan) is the document that Regional Council uses to guide land use. It emphasizes a balanced approach to development and establishes targets for directing the location of new housing over the life of the Regional Plan (2006-2031), which are based on population projections.

Each time the Regional Plan is reviewed, the Municipality assesses its progress toward achieving the housing growth targets. This requires evaluating population and housing forecasts and their relationship to the available supply of developable land, housing supply and demand, and the provision of a range of housing choices.

The 2014 Regional Municipal Planning Strategy was based on a population projection of approximately 1% growth year-over-year. Statistics Canada's population estimates have shown HRM growing at a much faster rate - by around 2% each year since 2017. This has led HRM to generate a new population and housing projection which is provided in this Issue Paper.

The Municipality will also be evaluating the supply of developable lands and rate of housing development compared to the 2014 Regional Plan's growth targets, along with the growth targets suggested in the 2017 Integrated

Mobility Plan, and will use this analysis to determine how the targets should be adjusted.

This Issue Paper is a first step in exploring how well-positioned our land use rules are to respond to potential housing demand and population growth and will include analysis by type of housing (such as apartment or ground-based). Housing supply is influenced by many different factors, some which the Municipality can influence (i.e.: land use policy and regulations) and some which the Municipality does not have control over (i.e.: supply of materials and labour, market costs, rate of construction).

The goal of this Issue Paper is to understand the dynamic between the projected demand for housing and Halifax's land use capacity to accommodate residents in different housing types. The projections are not meant to be predictions, but ways of testing and assessing the resiliency of our policy, regulations and growth targets. This will help us to understand the different ways we can create strong policy to support housing our citizens today and in the future.

KEY QUESTIONS CONSIDERED IN THIS ISSUE PAPER:

How many people might be living in Halifax in 2031 and 2050?

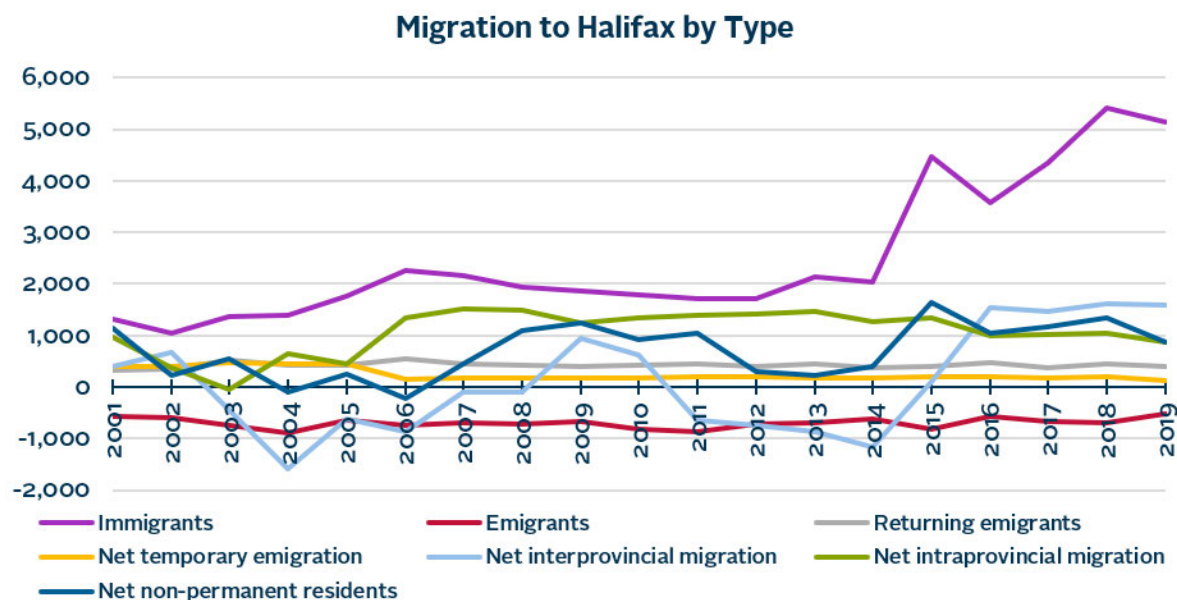
How many housing units will be needed for the population to live in?

What type of housing might be needed?

What is Halifax's capacity for additional housing based on existing policy and anticipated future policy?

Are any changes to housing policy needed to accommodate demand or reflect changing conditions?

Figure 4: Historic Migration Trends



Source: Statistics Canada, Components of population change by census metropolitan area and census agglomeration, 2016 boundaries ([Table 17-10-0136-01](#))

- **Low Immigration & Economic Downturn:** This scenario uses Statistics Canada's Low Immigration scenario, a net negative interprovincial migration at the average level observed from 2011-2014, and net neutral intraprovincial migration (no more people coming into Halifax from elsewhere in Nova Scotia than are leaving for other parts of the province).
- **Moderate Immigration & Continued Growth:** This scenario uses Statistics Canada's Medium Immigration scenario,

and the averages from 2016-2019 for other components of migration. This scenario is referenced as "moderate", and it most closely reflects recent trends and anticipated growth patterns.

- **High Immigration & Economic Boom:** This scenario uses Statistics Canada's High Immigration scenario, and adjustments were made to inter- and intra-provincial migration of the same amount above the Moderate scenario as the Low scenario was below the Moderate scenario.

Projection Results

The results of the three population projection scenarios are shown in Table 2 below, for the years 2031 and 2050. Figure 5 shows the three population projection scenarios completed for this analysis compared to the projection included in the 2014 Regional Plan. Figure 6 shows the projection scenarios distributed by age and sex, compared to today (2020).

Table 2: Projected Population

PROJECTION SCENARIO	2031	2050
Low Immigration & Economic Downturn	501,000	537,800
Moderate Immigration & Continued Growth	554,000	714,500
High Immigration & Economic Boom	611,300	943,000
Note: Statistics Canada estimated Halifax's population as 448,544 in 2020.		

Figure 5: Population Projection Scenarios

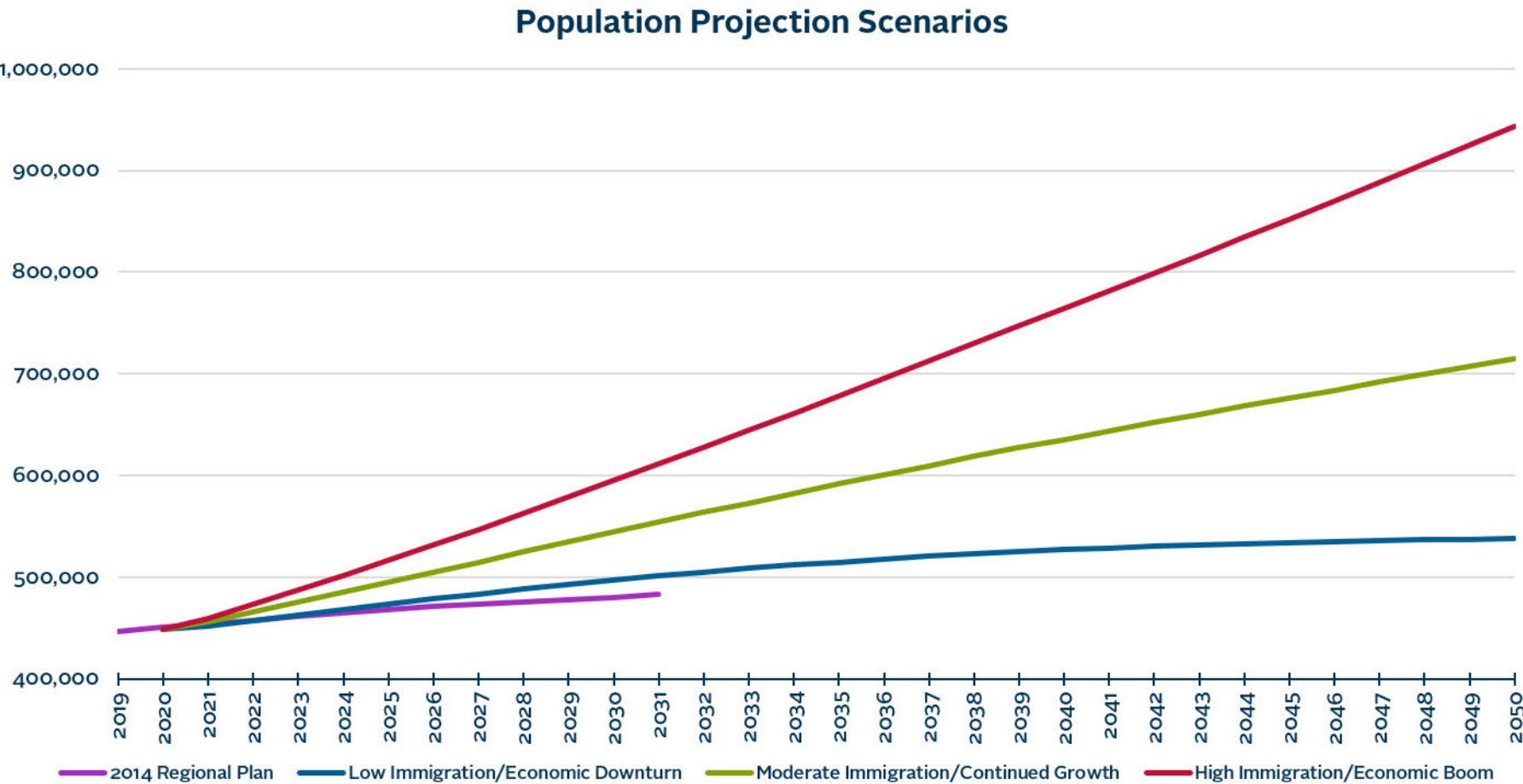


Table 4: Results

			SCENARIO A: 2014 REGIONAL PLAN	SCENARIO B: THE NEXT 10 YEARS	SCENARIO C: THE FUTURE
Growth Allocation			25% Rural 75% Urban Communities	10% Rural 50% Suburban Areas 40% Regional Centre	10% Rural 50% Suburban Areas 40% Regional Centre
Intensification Areas			Regional Centre Future Serviced Communities	Regional Centre Future Serviced Communities Rapid Transit Corridors	Regional Centre Future Serviced Communities Rapid Transit Corridors Urban Reserve
Capacity (Housing Units)			92,600  9,200  83,400	141,000  17,200  123,800	181,300  42,600  138,700
Demand Allocated to Intensification Areas	Low Immigration & Economic Downturn Demand Scenario	2031	13,000  13,000  0	15,500  15,500  0	
		2050	26,100	31,300	31,300
	Moderate Immigration & Continued Growth Demand Scenario	2031	27,900  21,300  6,600	33,500  26,300  7,200	
		2050	76,800	92,200	92,200
	High Immigration & Economic Boom Demand Scenario	2031	44,400  28,800  15,600	53,300  36,700  16,600	
		2050	141,300	169,500	169,500

 = Ground Based Units (single detached, semi-detached/duplex, townhouse)
 = Apartment Units

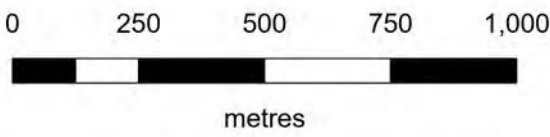
Due to the long time period from 2021-2050 and the uncertainty around future trends in housing propensity, we did not evaluate housing type on the 2050 time horizon.

Appendix H

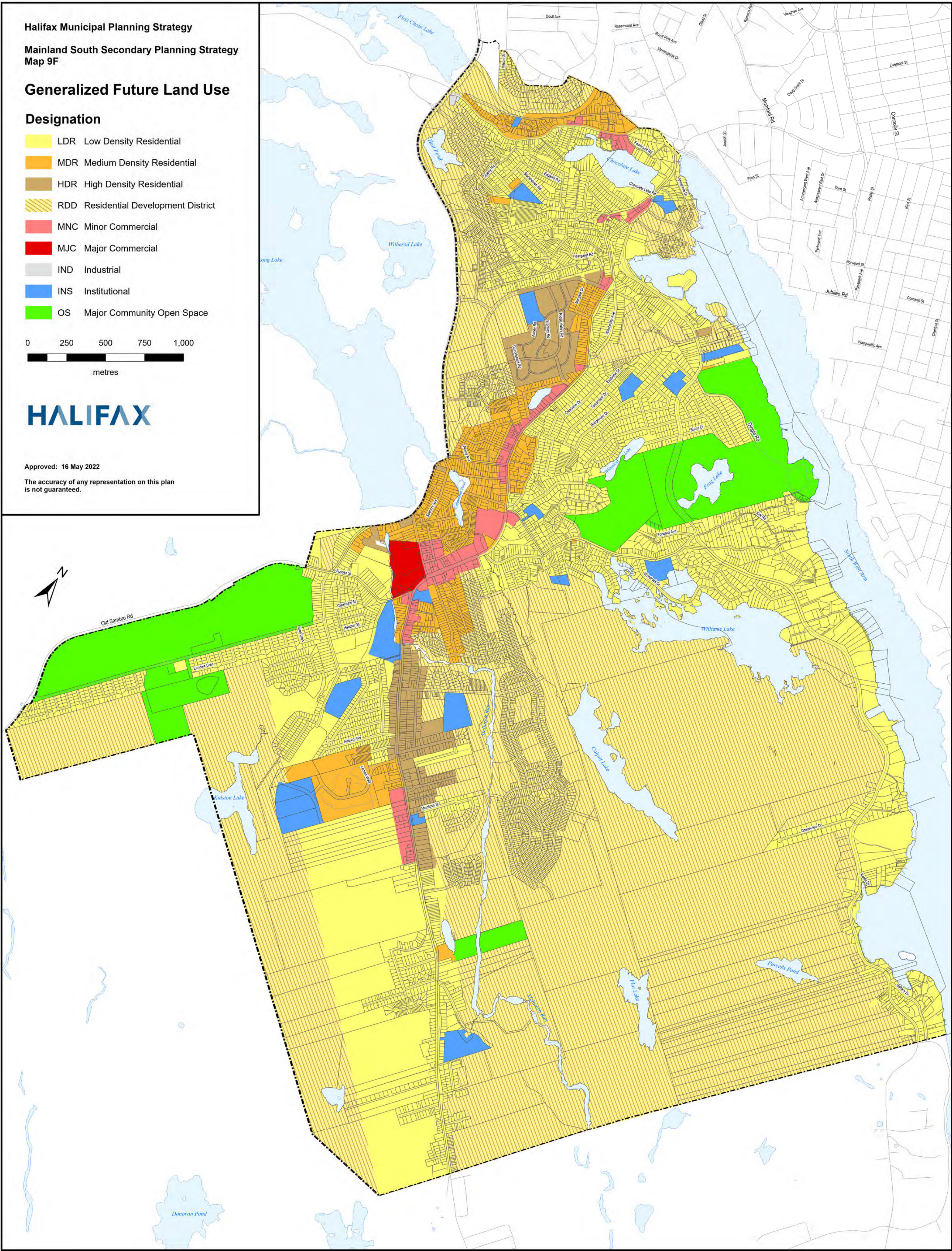
Generalized Future Land Use

Designation

- LDR Low Density Residential
- MDR Medium Density Residential
- HDR High Density Residential
- RDD Residential Development District
- MNC Minor Commercial
- MJC Major Commercial
- IND Industrial
- INS Institutional
- OS Major Community Open Space



Approved: 16 May 2022
The accuracy of any representation on this plan
is not guaranteed.



Appendix I