



C536 - Langbrae and Dunbrack

Regional Plan



Subject Area



Regional Plan Generalized Future Land Use Designation

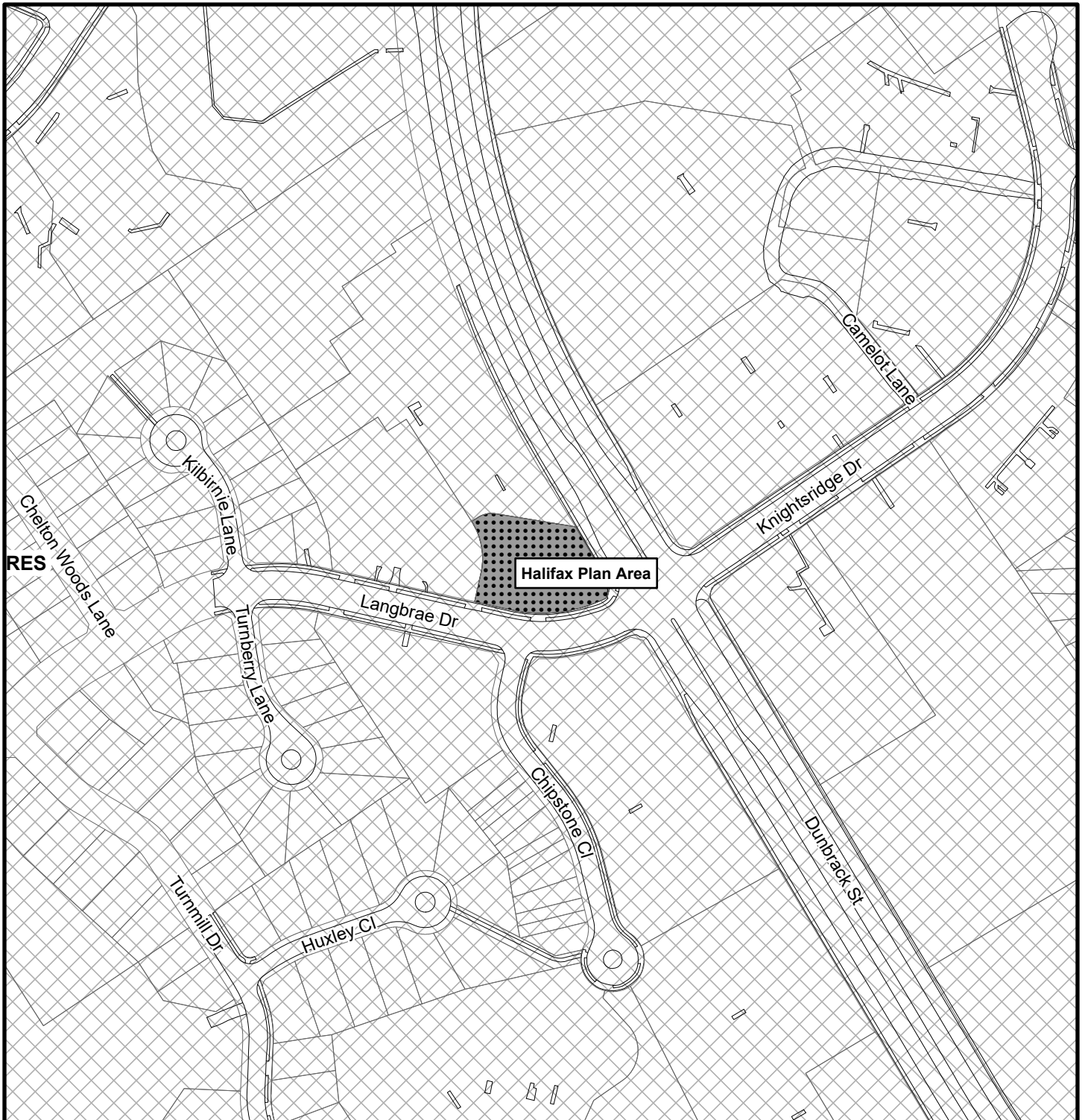


HALIFAX

0 30 60 90 120 150 m

This map is an unofficial reproduction of a portion of the Generalized Future Land Use Map for the Regional Plan.

The accuracy of any representation on this plan is not guaranteed.



C536 - Langbrae and Dunbrack

Generalized Future Land Use

-  Subject Area
-  Designation
-  Urban Service Area



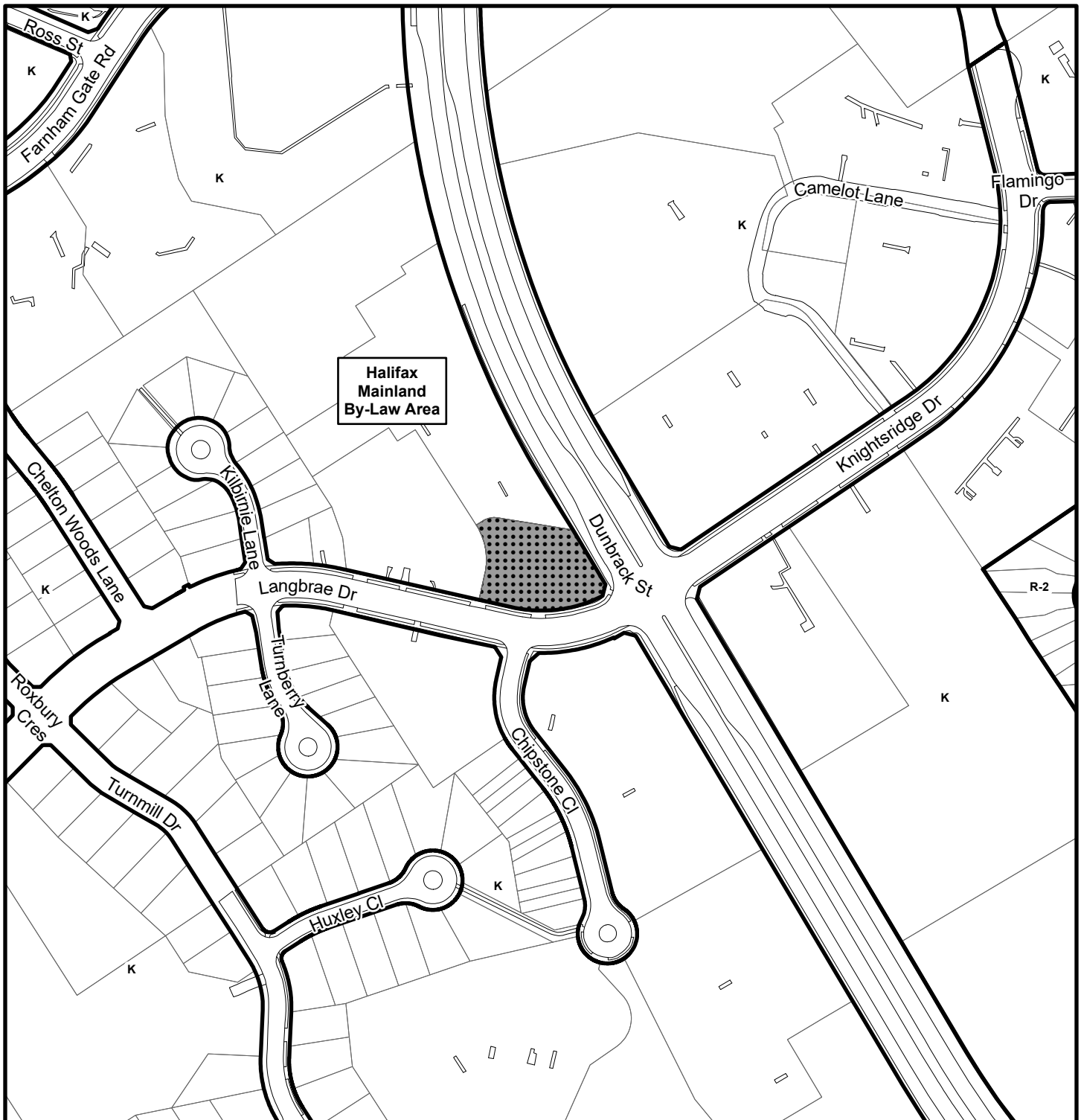
HALIFAX

0 10 20 30 40 50 m



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C536 - Langbrae and Dunbrack

Zoning

-  Subject Area
-  Zoning



HALIFAX

0 20 40 60 80 100 m

This map is an unofficial reproduction of a portion of the Zoning for the by-law area indicated.

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Issued
Oct 26, 2022

7 Langbrae Planning Request

Dear Leah,

I understand you met with the owner last week, sorry I was away on vacation. I have been working with the owners to look at the as-of-right potential for redeveloping this property (PID 40494346 - 2575 sq.m.) to prepare a yield analysis. This Schedule K zone is part of a Comprehensive Development District which is subject to a two stage approval process resulting in a development agreement. Many of the neighbouring multi-unit buildings are 4-storeys in height, but the nearby Rockingham South development has several 12-storey sites. The Dunbrack collector is a prime transit route which we expect to grow with the full buildout of Rockingham South and the eventual buildout of Seton Ridge in the coming years. I'm sure staff agrees that this corridor will be an ideal place for future growth. The owners would like to eventually proceed with a 12 storey development on this site.

The site is currently zoned as Schedule K which requires approval through a resolution of Council. The zone supports a range of land use types including 'apartment' uses and includes provision for local commercial uses that are intended to serve the residents. As per policy 68(5), An application for development permit shall be submitted in 2 stages, the first stage of which shall be a tentative plan that shall include site and architectural design for the proposed development as outlined in the land use bylaw.

To look at the development potential of this site as part of an eventual rezoning application, we did some 3D massing to better understand the pro forma potential. A Halifax Water sewer easement bisects west side of the property and we have setback the building from that sewer easement to minimize requests from HRM. The final grading of the site may require changes to the sewers in this area in any event. We don't believe there would be much additional yield in moving this sewer anyway. We should discuss the best approach for rezoning, possibly employing the new R-4B zone (which is site specific) or by creating a new site specific zone following the R-4B zone.

As part of the Schedule K, there are no firm requirements for setbacks, stepbacks, lot coverage, parking or other specific zoning criteria. Instead, we have used some of the Corridor (COR) zoning requirements from the CentrePlan to guide our design decisions relating to this development. This includes a minimum street setback of 3m, a

4-storey streetwall with a 2m stepback along all street frontages, no lot coverage requirement, and no parking requirement. We have included a minimum 6 m side yard setback from the neighbouring property to the north. Lastly, we have assumed a 12-storey height measured from average grade around the development. The roughly 6m grade change across the property supports 2 storeys of parking with separate parking entries. A commercial plate has been added to the upper parking garage (P1) level which accommodates about 260 m² of groundfloor commercial. P1 supports about 24 parking spaces behind the commercial use. Below that, P2 supports about 30 parking spaces, and P3 another 30 spaces.

Above the Commercial space, we have included 11-storeys of residential with a 4-storey lowrise, a 4 storey tall midrise and another 4 storey high rise. Generally this follows the form requirements found in the CentrePlan Cor zone though there are some differences. The total parking for this development includes about 84 underground spaces and possibly another 6-8 surface parking spaces on the western laneway. The total yield with these assumptions would create a 112 unit

	PARKING	COMMERCIAL	RES. GFA	UNITS
P3	30			
P2	30			
P1	24	260		
FLOOR 1			1090	10
FLOOR 2			1090	10
FLOOR 3			1030	10
FLOOR 4			1030	10
FLOOR 5			1030	10
FLOOR 6			1030	10
FLOOR 7			1030	10
FLOOR 8			1030	10
FLOOR 9			850	8
FLOOR 10			850	8
FLOOR 11			850	8
FLOOR 12			850	8
TOTAL	84	260 s.m.	11,760 s.m.	112
LOT AREA	2575	SQ.M.		
PARKING RATIO	0.75			
FAR	4.67			

building, with 260m² of commercial and a parking ratio of 0.75 and a FAR of 4.7. This data is summarized in the following pro forma table:

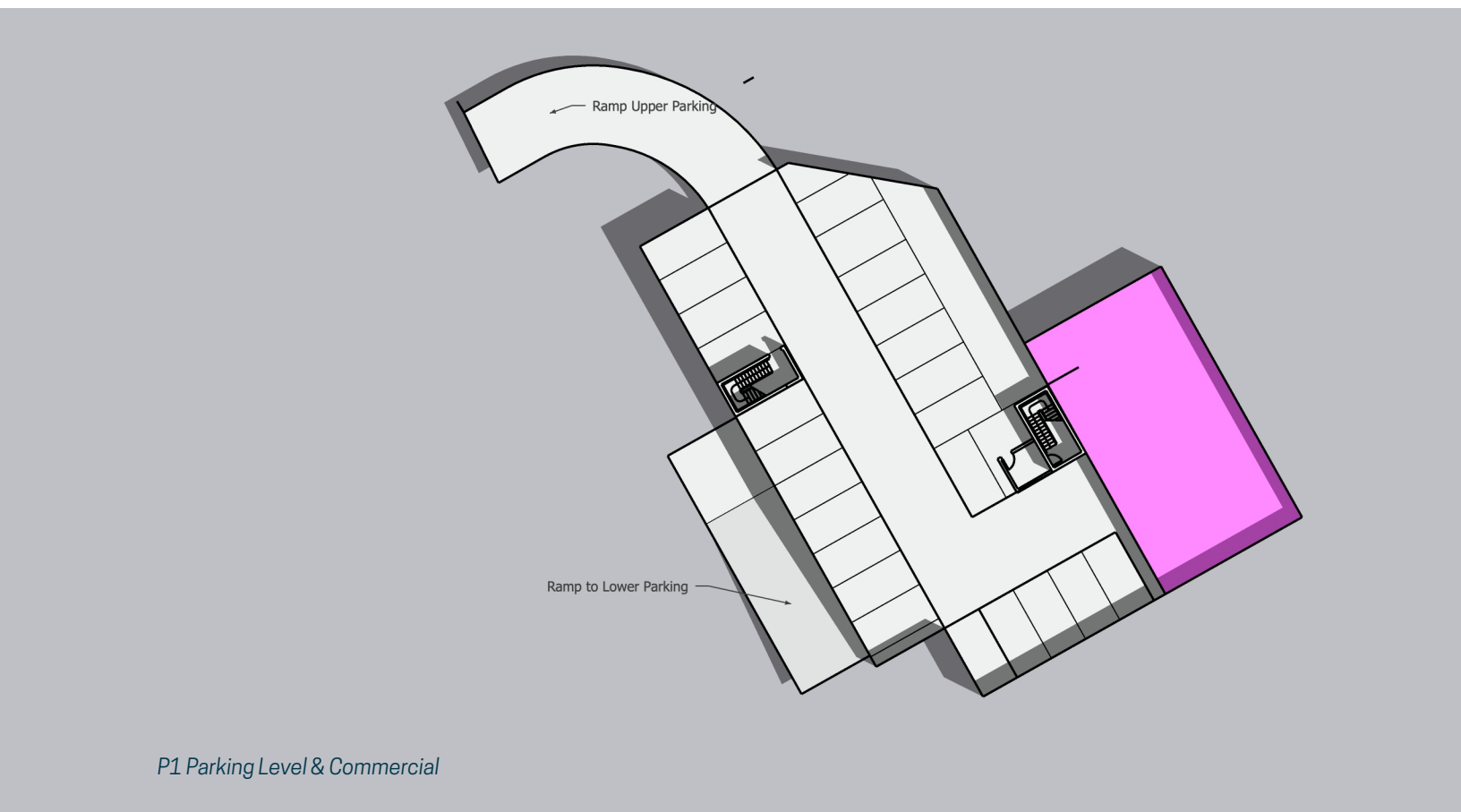
We would appreciate any feedback that you might have about our request and we look forward to working with you and the planning team on an eventual rezoning submission.

ORIGINAL SIGNED

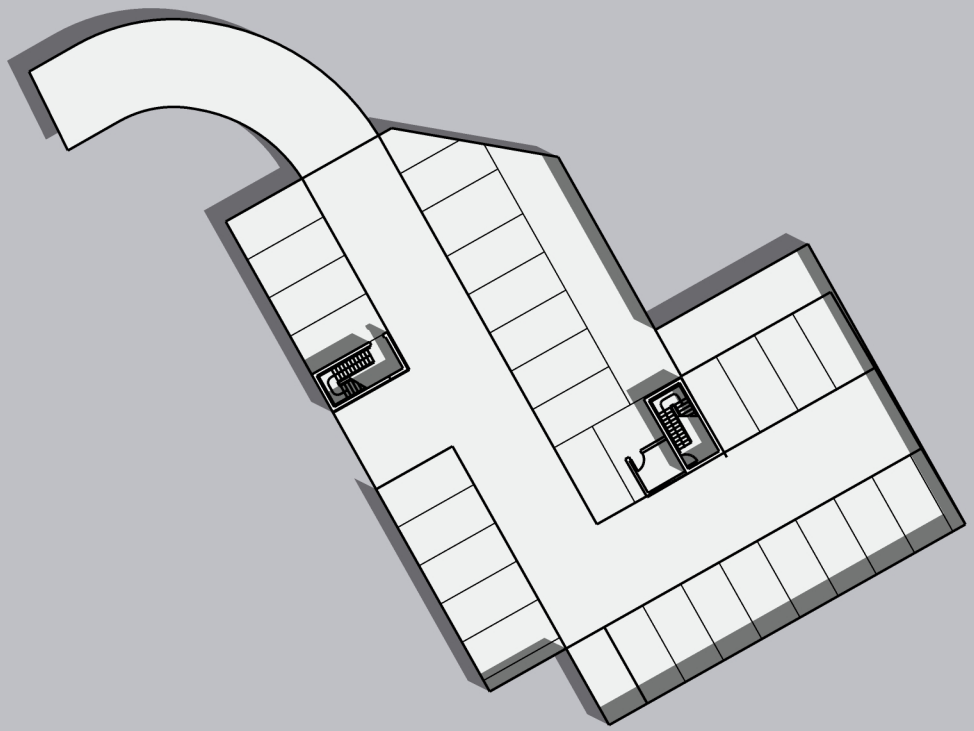
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Site Plan



P1 Parking Level & Commercial



P2 & P3 Parking Level

