



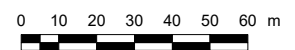
C579 - 70 Lacewood Drive, Halifax

Generalized Future Land Use

-  Subject Area
-  Designation
-  Urban Service Area

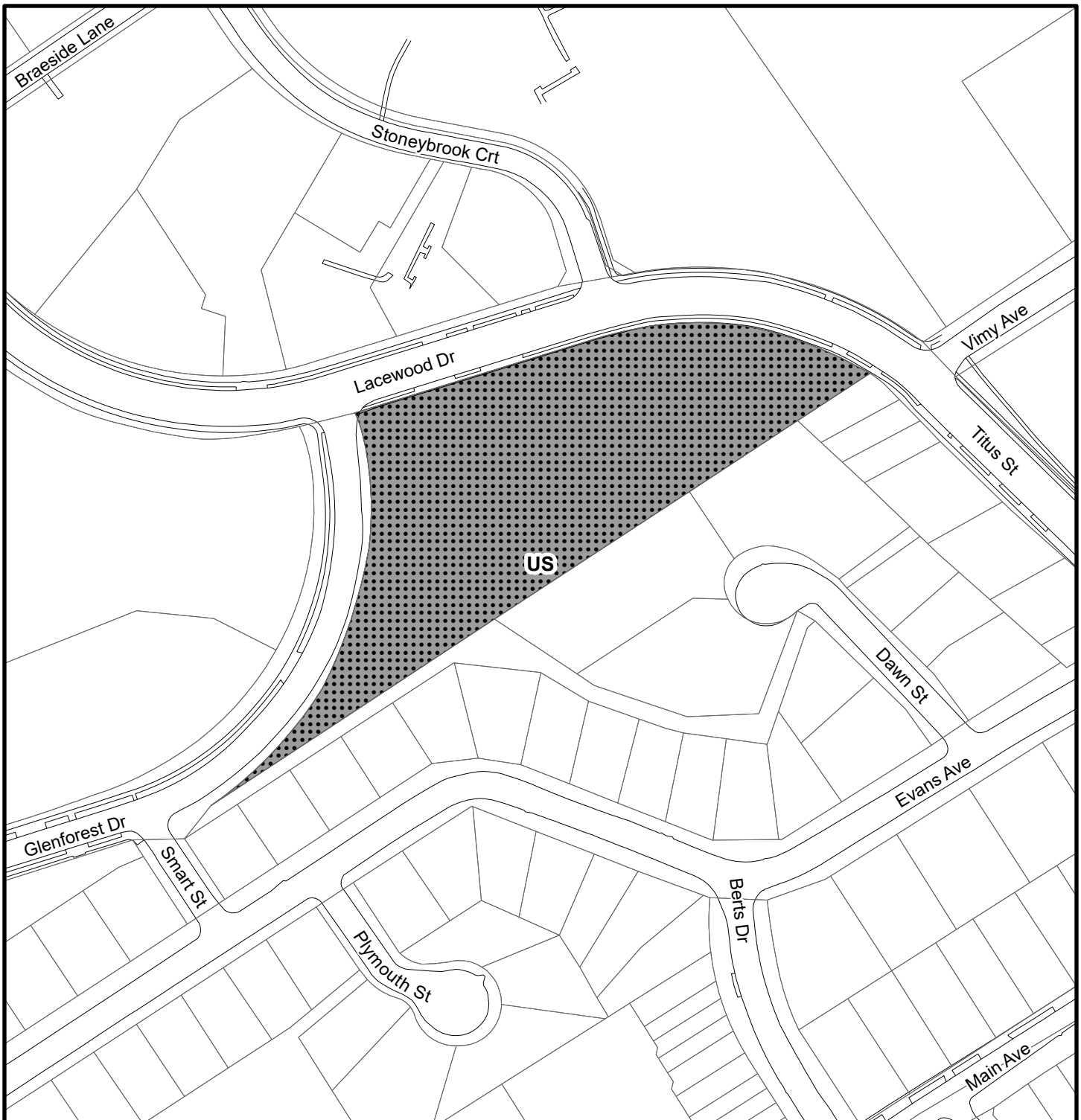


HALIFAX



This map is an unofficial reproduction of a portion of the Generalized Future Land Use Map for the plan area indicated.

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



C579 - 70 Lacewood Drive, Halifax



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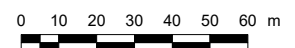
Regional Plan



Subject Area

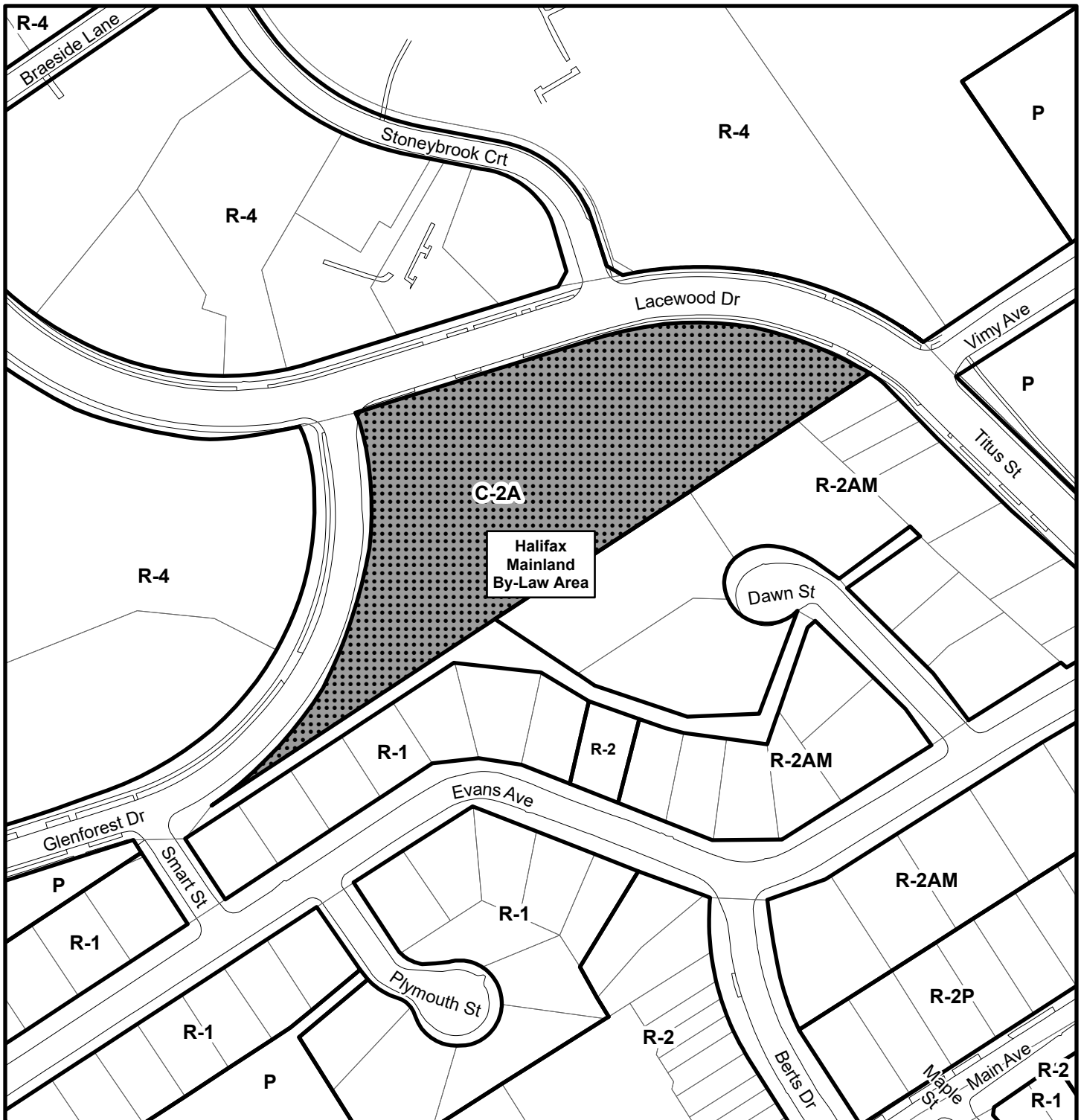


Regional Plan Generalized Future Land Use Designation



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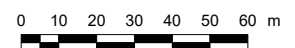
C579 - 70 Lacewood Drive, Halifax

Zoning

-  Subject Area
-  Zoning



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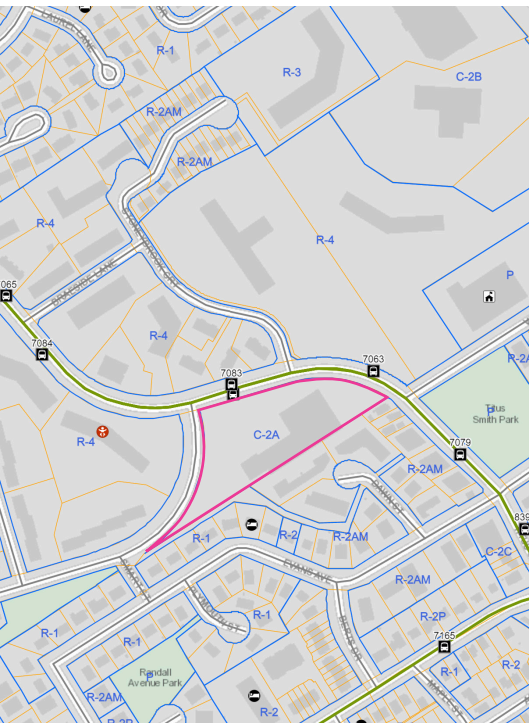
This map is an unofficial reproduction of a portion of the Zoning for the by-law area indicated.

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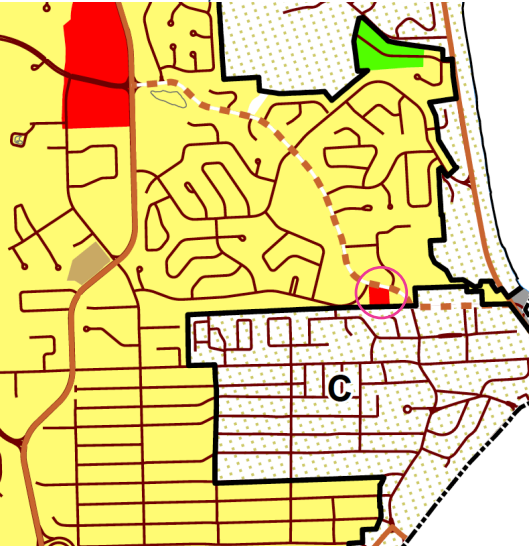
Issued

Feb 1, 2023

Zoning Map



GFLUM Map



70 Lacewood Planning Request

Dear Leah,

Thanks for our chat this week about the 70 Lacewood property (PID 00296606, 12,309 m² or 3.04 acres). The site is currently the home of the Clayton Park Plaza, a 35,000 sf strip mall fronting on Lacewood Drive. The site is currently zoned C2-A and is designated “Commercial” in the GFLUM. The owners would like to undertake a high density residential or mixed use development. In my review of the regional plan, the MPS and the LUB, there appears to be no as-of-right pathway for rezoning to a high density use like the 11-storey Stoneybrook apartments and 13-storey apartments across the street. These apartments are zoned as R-4 which are somewhat restricted by the angle controls and density cap of 75 ppa. In my review, there also seems to be no as-of-right pathway for a development agreement on this property. Please correct me if I’m wrong.

The site does front onto Lacewood which has been designated as the Lacewood/Dunbrack Green Line in the Rapid Transportation Strategy. My understanding is that select properties on this route may be eligible for future consideration of higher density mixed use development. As part of the 5.4 policies in the RTS, we would appreciate consideration of this site in the impending Regional Plan update. I spoke to Maggie, and she mentioned these RTS policies may enable a plan amendment right away without waiting for the Regional Plan update. Can you confirm?

We believe this site has some of the same merits as the R-4B Dunbrack Multi Unit Zone which is a site specific zone generally following the Centre Plan built form standards. As part of our potential yield investigation we used these built-form standards to assess the potential yield on this site. I understand from our discussion you will be looking for some advice from council on how to proceed with development applications along these RTS corridors (using new zoning or using development agreements).

3D massing and potential yield

We think this 3 acre site can easily accommodate 2 buildings. The current angle controls in the R4 zone would necessarily push the height back closer to the residential R-2AM neighbourhood to the south but we believe that as a transit oriented development, the buildings would be better suited as a ‘street-related’ development with some

groundfloor commercial and the remainder as residential multi-units. Again, this site is surrounded on two sides by higher density residential development; to the east by Titas Smith Park, and to the south by a town home and R-1 zone. We believe the best massing would include a residential Tower on the widest part of the site, and a tall-midrise development on the narrowing portion of the site to the east. We have assumed a 4-storey (16m) streetwall for the low-rise portion of the building. We are showing a 840m² tower floor plate with a 3m streetwall stepback. On the eastern portion of the site we are showing a tall-midrise with a 3m streetwall stepback. The midrise portion of the building would be separated from the tower portion of the neighbouring building by 15m.

The parking for the buildings would use a shared parking podium with about 300 parking spaces on a single floor. The parking garage may need to be fire-shuttered on the separating property line. There is room for a separate parking garage entry for each building using the existing driveway locations. On top of the podium, there would be significant landscaped open amenity space surrounding the buildings. This open space would be generally located between the 2 buildings and the residential properties to the south. We would leave room along Lacewood for a more substantial rapid transit bus stop to accommodate the significant density surrounding this part of Lacewood. We anticipate the Civic Arena may also be a future high density residential site if and when the rink is decommissioned.

Building A				
Level	Parking	Plate GFA	Commercial GFA	Units
		m2	m3	
P1	200		485	
Floor 1		2040		15
Floor 2		2040		21
Floor 3		2040		21
Floor 4		2040		21
Floor 5		840		8
Floor 6		840		8
Floor 7		840		8
Floor 8		840		8
Floor 9		840		8
Floor 10		840		8
Floor 11		840		8
Floor 12		840		8
Floor 13		840		8
Floor 14		840		8
Floor 15		840		8
Floor 16		840		8
Floor 17		840		8
Floor 18		840		8
Total	200	19920	485	190

Building B				
Level	Parking	Plate GFA	Commercial GFA	Units
		m2	m3	
P1	100		210	
Floor 1		1685		13
Floor 2		1685		15
Floor 3		1685		15
Floor 4		1685		15
Floor 5		1430		13
Floor 6		1430		13
Floor 7		1430		13
Floor 8		1430		13
Total	100	12460	210	110

Total	300	32380	695	300
Parking Ratio	1.0			
Site Area	3	acres		
Density	100	UPA		
FAR	2.69			

The total yield with these assumptions would create 300 units spread across 2 buildings, with 695m² of ground floor commercial area, 32,380 m² of residential GFA, 300 underground parking spaces on one level, a parking ratio of 1, a FAR of 2.69 and a density of 100 units per acre.

We would appreciate your consideration of this site in the future Regional Plan update, and we look forward to hearing which approach Council decides to choose for either rezoning or development agreement. We expect the DA approach would be the fastest for future applications until the suburban plan is finalized.

Sincerely,

A black rectangular box redacting the signature of Rob LeBlanc.

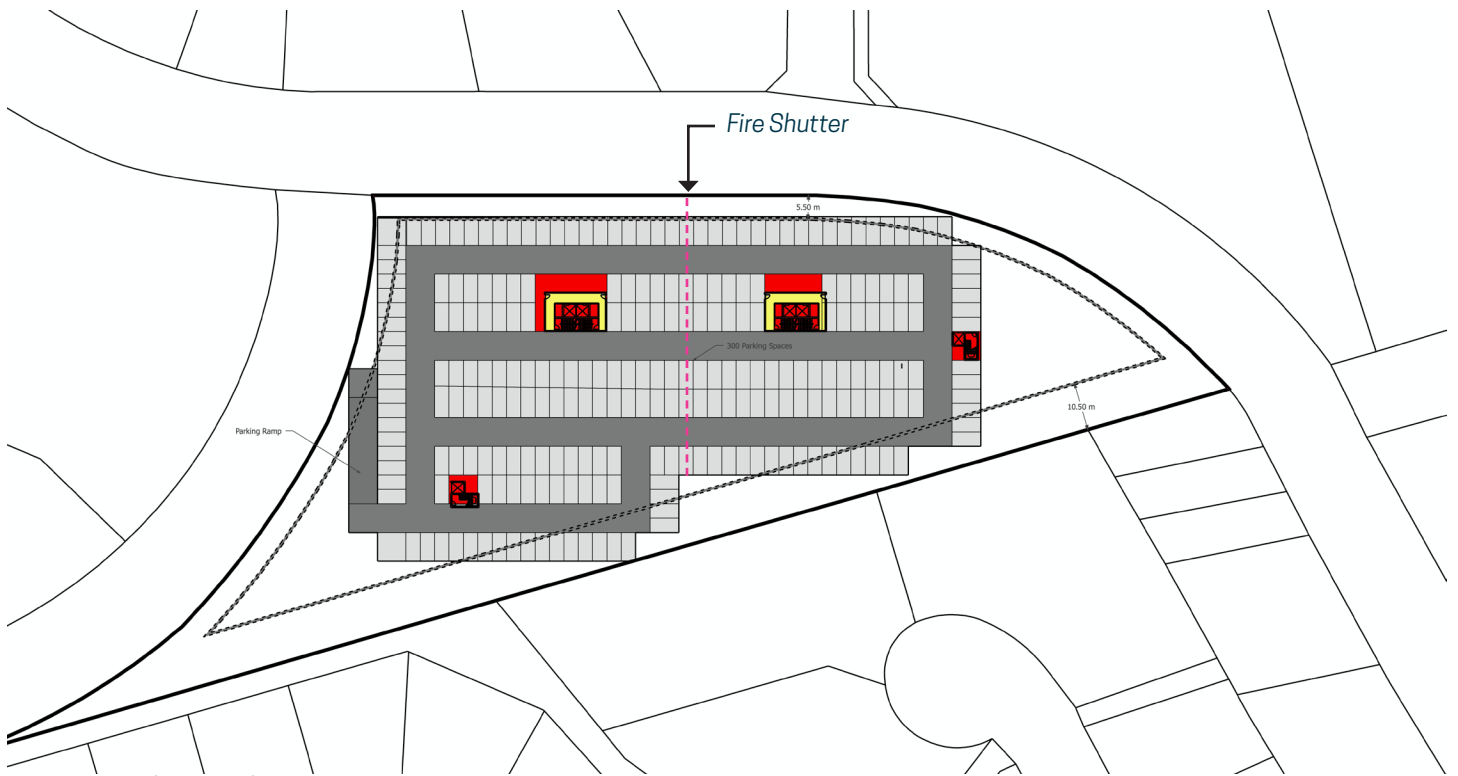
Rob LeBlanc, Sr. Planner

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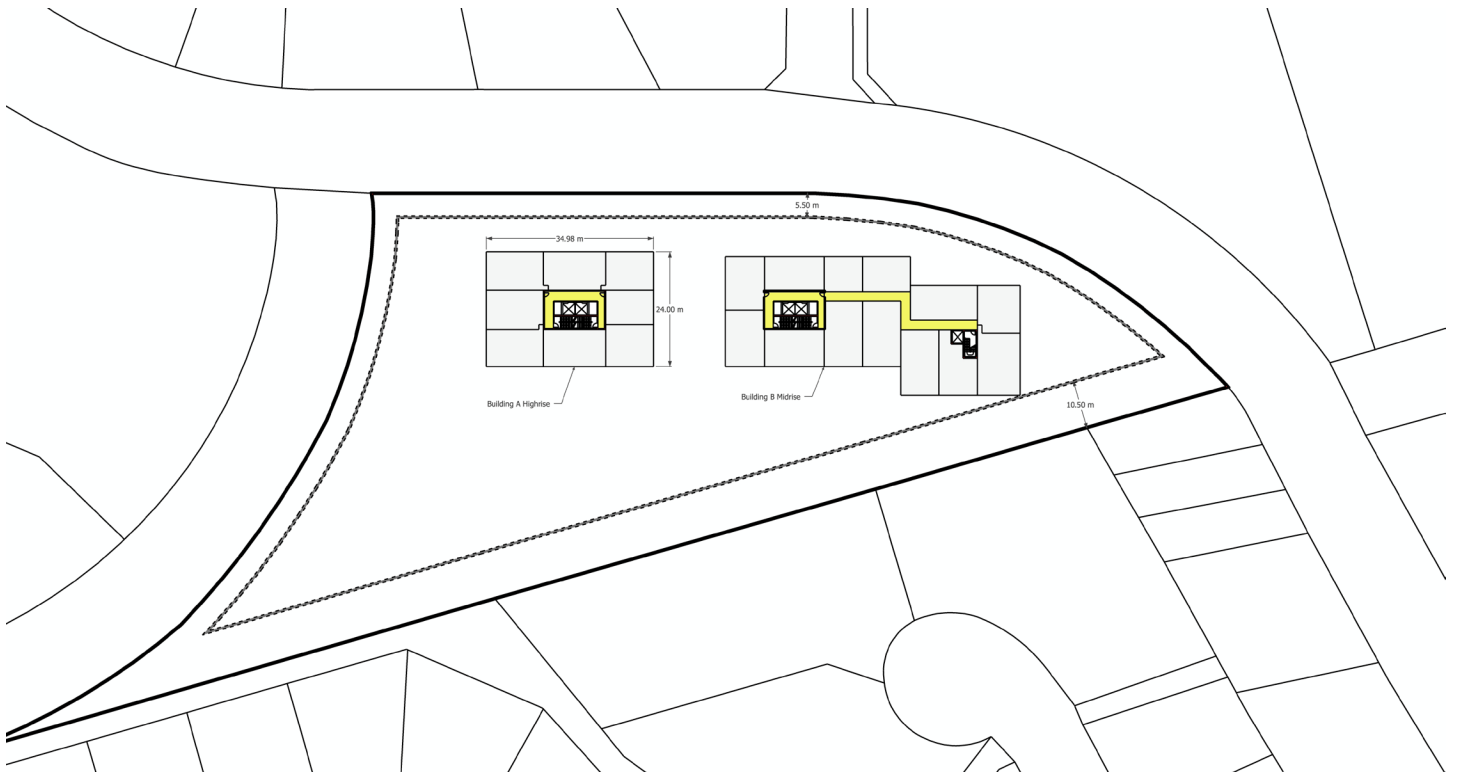
rob.leblanc@fathomstudio.ca



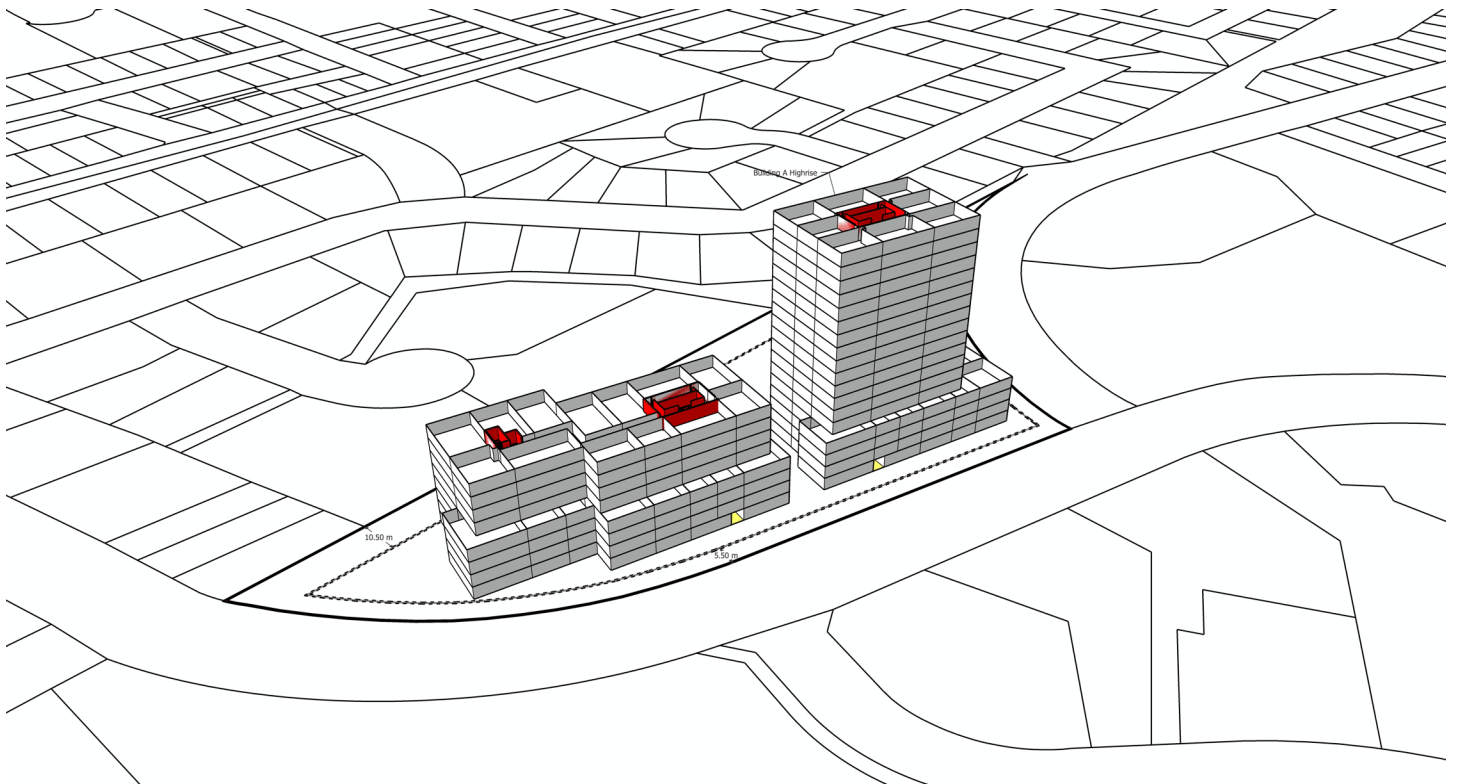
Site Plan - 4-storey lowrise



P1 Parking Level



Midrise and Highrise Levels



Perspective looking South



Perspective looking North