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Item No. 12.2.1
Halifax Regional Council
February 11, 2025
March 18, 2024

TO: Mayor Fillmore and Members of Halifax Regional Council

SUBMITTED BY: Cathie O'Toole, Chief Administrative Officer

DATE: November 29, 2024

SUBJECT: Urgent Changes to Planning Documents for Housing: Additional Sites & Housekeeping Amendments (2024-01198)

ORIGIN

Regional Council, May 23, 2024, Item 12.1 (Housing Accelerator Fund – Urgent Changes to Planning Documents for Housing & Suburban Housing Accelerator SMPS & LUB (MINORREV-2023-01065))

MOVED by Councillor Smith, seconded by Councillor Cleary

THAT Halifax Regional Council:

3. Following the approval of the Suburban Housing Accelerator Secondary Municipal Planning Strategy and Land Use By-law, direct the Chief Administrative Officer to:
 - a. Consider amendments to applicable planning documents to enable the Suburban Site Specific Requests listed in Attachment A7, Table A7-3 of the staff report dated March 27, 2024; and
 - b. Follow the public participation process set out in section 6(a) of Public Participation Administrative Order.

MOVED by Councillor Mason, seconded by Councillor Lovelace

THAT the motion be amended to direct the Chief Administrative Officer to provide a staff report to consider amendments to the Regional Centre Secondary Municipal Planning Strategy and Land Use By-law to consider the following:

- a. to rezone 749 Young Avenue, Halifax (PID 40701518) from ER-3 to ER-2 and to include the subject site in the Young Avenue Heritage Conservation District Study Area; and
- b. to rezone Beaufort Avenue Park (PID 00078527) from ER-3 to PCF.

RECOMMENDATION ON PAGE 3

MOVED by Councillor Cleary, seconded by Councillor Morse

THAT recommendation 3 be amended to amend Attachment A7, Table A7-3, Case MPSA-2023- 00851 to consider more than one main building on 41 Cowie Hill Road, Halifax (PID 00274241).

MOVED by Councillor Smith, seconded by Councillor Mason

THAT the motion be amended to direct the Chief Administrative Officer to provide a staff report to rezone from ER-2 to HR-1 for affordable housing projects on 2485 to 2497 Brunswick Street, Halifax (PID 40264533 and 40264541), and 2569 to 2581 Brunswick Street, Halifax (PID 40261349, 40261356, and 41158411) and follow the public participation process set out in section 6(a) of Public Participation Administrative Order.

MOVED by Councillor Cuttall, seconded by Councillor Stoddard

THAT recommendation 3 be amended to amend Attachment A7, Table A7-3 to review the transition lines on the property at the end of Autumn Drive, Spryfield (PID 40096372).

MOVED by Councillor Cleary, seconded by Councillor Mason

THAT the motion be amended to direct the Chief Administrative Officer to provide a staff report to rezone 2627, 2633, and 2639 Connolly Street, Halifax (PID 00079731, 00079749, and 00079756) from ER-3 to COR and follow the public participation process set out in section 6(a) of Public Participation Administrative Order.

MOVED by Councillor Cuttall, seconded by Councillor Lovelace

THAT recommendation 3 be amended to amend Attachment A7, Table A7-3 to add the Harbour City Homes properties located at 32 and 34 Old Sambro Road, Halifax (PID 00309013 and 00309021) for a 4-storey non-profit affordable housing project.

MOTION AS AMENDED PUT AND PASSED UNANIMOUSLY.

Regional Council, May 31, 2022, Item 15.1.5 (Case 23600: Amendments to the Halifax Municipal Planning Strategy to enable high rise redevelopment on Ridge Valley Road and Cowie Hill Road, Halifax)

MOVED by Councillor Cleary, seconded by Councillor Cuttall

THAT Halifax Regional Council direct the Chief Administrative Officer to:

1. Initiate a process to consider amendments to the Halifax Municipal Planning Strategy and Halifax Mainland Land Use By-law to modify zoning requirements for two R-4 zoned properties located at 30 Ridge Valley Road and 41 Cowie Hill Road; and
2. Follow the public participation program outlined in the Community Engagement section of the staff report dated April 6, 2022.

MOTION PUT AND PASSED UNANIMOUSLY.

EXECUTIVE SUMMARY

This report provides key background on the [Urgent Changes to Planning Documents for Housing](#) initiative, which advanced a series of changes to planning documents in an effort to accelerate the construction of housing supply. It provides background surrounding Council approval in May of 2024, which included the adoption of the Suburban Housing Accelerator (SHA) Plan and By-law for 28 site-specific development requests as an early phase of the Suburban Planning process, and amendments to existing planning documents that enabled more flexibility for additional sites.

In response to the significant number of additional site-specific development requests received during public engagement for the Urgent Changes to Planning Documents for Housing, Regional Council directed staff to consider an additional 33 site-specific development requests for inclusion in the SHA Plan and By-law that met the established criteria. The report discusses draft proposed changes presented for public feedback, the results of the community engagement, additional staff analysis, and the proposed amendments for 21 of the 33 sites presented for Council consideration. This process more efficiently enables additional housing in appropriate locations rather than considering site specific plan amendment requests on a case-by-case basis throughout the Suburban Planning process.

In collaboration with the federal and provincial governments, as part of the continued effort to support housing supply, the proposed changes to planning documents presented in this report are intended to build on the first package of amendments to:

- Meet the housing objectives of the Halifax Regional Municipality, as well as the Federal Government and the Province of Nova Scotia, to increase housing supply and streamline approvals¹;
- Create more supportive policy and regulatory conditions for building new housing, providing more housing options, and diversifying construction types;
- Build on the Centre Plan framework to further support additional sites for affordable housing;
- Advance additional suburban opportunity sites aligned with transit, and other amendments to suburban planning documents that improve regulatory conditions;
- Create more flexibility for backyard suites across the entire Municipality; and
- Create additional regulatory capacity for at least 200,000 units in the Urban Service Area during the first round of HAF.

The report also outlines recommended housekeeping amendments to the SHA Land Use By-law, the Halifax Mainland Land Use By-law and the Dartmouth Land Use By-law to address errors in the implementation of the original Urgent Changes to Planning Documents for Housing amendments. Changes also include amendments to Administrative Order 48 to bring the proposed sites in alignment with the procedures of Council as previously approved for the SHA Plan and By-law on [September 3, 2024](#).

RECOMMENDATION

It is recommended that Halifax Regional Council:

1. Give First Reading to consider approval of the proposed amendments to the applicable secondary municipal planning strategies and land use by-laws, as set out in Attachments 2.02 to 2.18 and schedule a public hearing.
2. Adopt the proposed amendments to the applicable secondary municipal planning strategies and land use by-laws, as set out in Attachments 2.02 to 2.18.
3. Adopt the proposed amendments to Administrative Order 48, the Community Council Administrative Order, as set out in Attachment 4.

¹ Province of NS. 2023. *Our Homes, Action for Housing A Five Year Housing Plan* includes a goal of increasing housing supply, faster approvals, and Provincial Land for Housing initiative.

BACKGROUND

Community Planning Process

The Regional Municipal Planning Strategy (Regional Plan) sets out planning and land use direction for the Halifax Regional Municipality. The Regional Plan relies on Secondary Municipal Planning Strategies (SMPs) and Land Use By-laws (LUBs) to implement this strategic direction at a community level. There are currently 22 SMPs, each of which applies to a specific geographic area within the municipality. At a community level, land use planning is currently guided by 22 SMPs and LUBs. Most of the plans were developed separately prior to amalgamation, and therefore lack a consistent approach to regulating land use. In 2019 Council adopted the Regional Centre SMP and LUB (Package A), and in 2021 Council adopted a full Regional Centre SMP and LUB (Package B), modernizing land use planning in the urban area of the Municipality.

On July 13, 2023 Regional Council [initiated the Suburban Planning process](#), a new phase of community planning intended to update, modernize and simplify planning documents in the Suburban Area. The Suburban Plan Area is generally understood to include the lands outside of the Regional Centre, within the Urban Service boundary, but the Suburban Area boundary is expected to be refined as part of the Suburban Planning process.

The initiation report for the Suburban Planning process also provided some early direction for the project, including a focus on the lands within an identified watershed of the proposed Bus Rapid Transit (BRT) Corridors, identified by the Rapid Transit Strategy.

At the time of initiation of the Suburban Planning process, Council also directed that site-specific amendments to SMPs in the Suburban Area should be considered comprehensively, rather than on a case-by-case basis. As a result of this motion, the municipality has not accepted applications for site-specific SMP amendments in the Suburban Area and property owners have instead submitted site-specific development requests for consideration during the development of the new Suburban Plan.

Overview of Urgent Changes to Planning Documents for Housing & Housing Accelerator Fund

On October 12, 2023, the Municipality reached an agreement with the Government of Canada for a \$79 million Housing Accelerator Fund agreement, a federal program administered by the Canada Mortgage and Housing Corporation (CMHC) to incentivize and support initiatives that accelerate the supply of housing. The agreement commits the Municipality to a series of initiatives that support the creation of an additional 2,600 housing permits before 2027.

The Urgent Changes to Planning Documents for Housing initiative was developed to create a path for more housing faster in the Centre Plan area and in the Suburban Area, but minor changes were also introduced in the rural areas. It was also an opportunity to advance a series of site-specific development requests in the Regional Centre and the Suburban Area. This approach enabled housing to be advanced quickly in strategic locations.

At their May 23, 2024, meeting, Regional Council approved the [Urgent Changes to Planning Documents for Housing](#), an [extensive package of amendments](#) to the Regional Plan, the Regional Subdivision By-law and all SMPs and LUBs (Case 2023- 01065). It also included the creation of a new Suburban Housing Accelerator (SHA) SMP and LUB for 28 properties in the Suburban Area. The goal of these amendments was to update the Municipality's planning policies and regulations to help address the housing shortage, low vacancy rates and related lack of affordability. The amendments were a rapid initiative, undertaken in advance of the completion of the Suburban Planning process. They were prioritized, in part, as a response to the Housing Accelerator Fund (HAF).

Suburban Opportunity Site Criteria

Prior to the initiation of public engagement for the Urgent Changes to Planning Documents for Housing, the municipality had received 111 site-specific development requests for consideration through the Suburban Planning process. Staff reviewed these requests to identify those that could proceed in advance of the more comprehensive Suburban Planning process because they were consistent with the Regional Plan, early direction for the Suburban Plan, and the goals of the Housing Accelerator Fund. To support the identification of site-specific development requests for consideration, the following criteria were applied:

- The site must be smaller than 2 hectares.
- The proposal must meet at least one of the following:
 - Be located within 800 metres of a proposed Rapid Transit route.
 - Be located within 1200 metres of a proposed Rapid Transit terminal.
 - Be located within 800 metres of a post-secondary institution campus; or
 - Be a site identified by the Provincial Lands for Housing Program or an affordable housing project by a registered non-profit.
- The proposal must not result in the demolition of an existing multi-unit dwelling (three units or more).
- The site must not be located within a coastal or watercourse setback.

Several of the requests that met these criteria were able to be addressed through general changes being made to the existing plans and by-laws in the Suburban Area as part of the Urgent Changes to Planning Documents for Housing package. However, to address an additional 28 site-specific development requests, Regional Council adopted the Suburban Housing Accelerator (SHA) Municipal Planning Strategy and Land Use By-law. Properties approved for inclusion in the SHA Plan and By-law as part of the Urgent Changes to Planning Documents for Housing were removed from their existing Plan Areas and added into the new plan and by-law.

Suburban Housing Accelerator Plan and By-law

The SHA Plan and By-law established a standard Housing Accelerator (HA) zone, which is generally based on the HR-1 and HR-2 zones established in the Regional Centre Plan and By-law. This allowed the sites to be advanced quickly, while bringing forward the Municipality's more modern approaches to built form and site design.

The [HA Zone](#) permits residential development and ground floor commercial uses. It regulates density using built form regulations such as maximum heights, streetwalls, design requirements, setbacks and transition lines that apply to sites that abut low density residential areas or zones to reduce the impact of potentially larger buildings on these uses. These transition requirements include setbacks, stepbacks and landscaping. The HA zone provides flexible uses and built forms, supports wood and timber construction, and is much more flexible than zones in the current suburban land use by-laws.

Urgent Changes to Planning Documents for Housing Additional Sites

Public engagement on the changes being considered through the first round of Urgent Changes to Planning Documents for Housing package ran from January 17, 2024, to February 16, 2024. In response to the engagement on site-specific development requests, the Municipality received a significant number of additional requests from property owners:

- In the Regional Centre, the Municipality received approximately 127 site-specific development requests. Requests were reviewed holistically against the policies in Regional Centre Plan as proposed and 64 requests were addressed, either fully or partially, through amendments; and
- In the Suburban Area, the Municipality received approximately 92 additional site-specific development requests. Where the changes being made in the Suburban Area were less broad than those being made in the Regional Centre, Staff did not feel comfortable advancing these new sites

for consideration without public engagement, unless they supported an affordable housing project.

During that process, staff reviewed the site-specific development requests in the Suburban Area submitted during public engagement and identified that 33 of the requests may meet the established criteria. As part of the approval of the Urgent Changes to Planning Documents for Housing, Regional Council added and removed sites from the list of requests for consideration and then directed staff to undertake additional engagement and analysis and return with recommendations regarding 31 sites in the Suburban Area and six sites in the Regional Centre. Staff's recommendations for the site-specific development requests and housekeeping amendments are discussed below.

DISCUSSION

In response to Regional Council's direction to consider the additional 31 identified site-specific development requests, staff completed public engagement (a description of the engagement process and feedback is included in the Community Engagement section below, and in the *What We Heard Report*, included as Attachment 1) as well as additional analysis, including review of the sites with internal and external service providers. Staff also identified a series of minor housekeeping amendments required to address challenges with the implementation of the Urgent Changes to Planning Documents for Housing amendments. The final recommended amendments to the SHA Plan and By-law, Regional Centre Plan and By-law, and other applicable SMPs and LUBs are outlined in Attachments 2.02 to 2.18. An overview of the recommended amendments is described in Attachments 3.1 and 3.2, and below.

Additional Sites - Suburban Area Site-Specific Requests

Staff reviewed the 31 site-specific development requests to develop recommendations. This included reviewing their local context such as the built form and surrounding land uses, analyzing the sites and requests against the requirements of the HA Zone, and considering the feedback gathered from the public during engagement. Staff also reviewed the requests with internal and external stakeholders, including:

- Halifax Regional Centre for Education
- Halifax Transit
- Halifax Water
- HRM African Nova Scotian Community Action Planning
- HRM Current Planning
- HRM Environment & Climate Change
- HRM Heritage Planning
- HRM Parks & Recreation
- HRM Transportation Planning
- Nova Scotia Cultural Heritage & Special Places

It is recognized that the nature of the process only allowed for general comments to be provided. Each agency will have an opportunity to review sites at the permit stage should the sites proceed for development. Based on the review, 21 of the 31 sites are being recommended for inclusion in the SHA Plan and By-law. Each site has a recommended maximum height based on site context, policy framework and technical review. Each site also has recommended site-specific setbacks from streetlines and transition lines. The sites will also be subject to all HA zone requirements such as minimum lot size, lot coverage, built form, tower dimensions, and landscaping.

Staff are not recommending 9 of the 31 sites for inclusion in the SHA Plan and By-law and one site was withdrawn from consideration. Staff advise that these sites require further evaluation through the broader Suburban Planning process. Staff are not recommending that these requests be closed but remain on the list for consideration as part of a larger project. A summary of the recommendations is included in Table 1 below, and more detailed description of the site-specific development requests and staff's

recommendations are outlined in Attachment 3.1.

Because the sites were initiated as site-specific requests to amend the local MPS, to comply with Regional Plan policies related to Interim Bonus Zoning in the Suburban Area, interim bonus zoning requirements would be applied under the approved policies and calculations to any sites approved by Regional Council.

Table 1 – Additional Suburban Site Specific Requests (please see Attachment 3.1 for more detail)

Request No.	Location	Recommendation
SS020	30 Ridge Valley Road (PID 00274407)	HA Zone
SS114	390 Bedford Highway (PID 40619785)	HA Zone
SS116	48 Old Sambro Road (PID 00285429)	HA Zone
SS118	174 Main Street (PID 00175455)	HA Zone
SS120	81 Brook Street and 1 Palmer Hill Road (PID 40493710, 00232686)	Consider through the Suburban Planning process.
SS123	466 Herring Cove Road (PID 00283408)	HA Zone
SS129	646 Bedford Highway (PID 00289686)	HA Zone
SS131	651 Portland Hills Drive (PID 41398579)	HA Zone
SS136	15 Caledonia Road (PID 00186213)	HA Zone
SS137	92 Old Sambro Road (PID 00309070)	HA Zone
SS138	186 and 188 Herring Cove Road (PID 41537200, 00312165)	HA Zone
SS140	Lands along Greystone Drive (PID 40098881, 40098774, 40098931, 40098873)	Consider through the Suburban Planning process.
SS141	339 Herring Cove Road (PID 00284463)	HA Zone
SS144	380 Bedford Highway (PID 00325217)	HA Zone
SS146	1 and 3 Maplewood Drive (PID 41068677, 41068685)	HA Zone
SS154	144 Old Sambro Road (PID 00334417)	Consider through the Suburban Planning process.
SS158	117 Kearney Lake Road (PID 40662413)	HA Zone
SS164	2882 Joseph Howe Drive (PID 00207902, 40429037, 40429045)	HA Zone
SS167	9 Dentith Road (PID 40415465)	HA Zone
SS169	4 Cherry Lane (PID 00314781)	Consider through the Suburban Planning process.
SS170	29-33 Pine Grove Drive (PID 00327627, 00327635, 00327643)	HA Zone

Request No.	Location	Recommendation
SS171	2 and 4 Mayor Avenue, 219 Herring Cove Road (PID 00313023, 00313031, 00311829)	Withdrawn at this time. Consider through the Suburban Planning process.
SS172	155 and 157 Old Sambro Road (PID 00334797, 00334789)	Consider through the Suburban Planning process.
SS173	564 Herring Cove Road (PID 40019127)	HA Zone
SS174	21 McIntosh Street (PID 41539818, 41540337, 41540311, 41480427, 41100041, 40096794, 40096802)	HA Zone
SS178	531 Herring Cove Road (PID 00325910)	HA Zone
SS179	85 Tacoma Drive (PID 00175554)	Consider through the Suburban Planning process.
SS192	97 Tartan Avenue (PID 00282988)	Consider through the Suburban Planning process.
SS195	6 Brighton Avenue (PID 00273870)	Consider through the Suburban Planning process.
SS199	782 Portland Street (PID 00230896)	Consider through the Suburban Planning process.
SS224	32A, 32B, 34A, and 34B Old Sambro Road (PID 00309013, 00309021)	HA Zone

Regional Council also directed staff to consider additional amendment to the SHA Plan and By-law to permit more than one building on a lot for 41 Cowie Hill Drive included in the SHA Plan and By-law through the original amendment package (SS019 in Attachment A7-1 of the March 27, 2024 staff report).

Only permitting one building per lot as-of-right is quite common in many of the Municipality's planning documents. It is generally intended to ensure adequate servicing and spacing for development and to avoid having to establish property lines in the future that reflect the location of existing buildings, rather than orderly development. 41 Cowie Hill Drive can be subdivided to enable additional development on the lands, and having multiple buildings on a lot will not address the underlying issue of stepbacks identified by the property owner. There is an option under the HA Zone to connect towers with an underground parking.

Staff advise there is limited rationale to provide an exception to this general standard for this property and are not recommending an amendment to the SHA Plan and By-law at this time.

Additional Sites - Regional Centre Site-Specific Requests

Site-specific requests in the Regional Centre were identified by Regional Council during the approval of the Urgent Changes to Planning Documents for Housing. They include the following five requests:

- Two of the requests are to re-designate and rezone properties to address mapping errors in the Regional Centre LUB and align the zoning of the sites with their current and intended use;
- Two requests (one of which included two sites) are to re-designate and rezone lands to allow for the development of affordable housing; and
- One is a request to rezone three properties to extend a Corridor (COR) zone to allow for more feasible development of the sites.

Following a review of these requests by Planning & Development staff, four of the requests are recommended for approval. One request (which includes two sites) for affordable housing is not

recommended at this time due to potential heritage value of the property and an opportunity to proceed through either a development agreement or the proposed Brunswick Street Heritage Conservation District. A summary of recommendations is included in Table 2 below, and a detailed description of the site-specific development requests and staff's recommendations are outlined in Attachment 3.2.

Table 2 – Additional Regional Centre Site Specific Requests (please see Attachment 3.2 for more detail)

Location	Recommendation
749 Young Avenue, Halifax (PID 40701518)	ER-2 Zone
Beaufort Avenue Park (PID 00078527)	PCF Zone
2485 to 2497 Brunswick Street, Halifax (PID 40264533 and 40264541)	HR-1 Zone
2569 to 2581 Brunswick Street, Halifax (PID 40261349, 40261356, and 41158411)	ER-2 Zone (no change)
2627, 2633, and 2639 Connolly Street, Halifax (PID 00079731, 00079749, and 00079756)	COR Zone

Urgent Changes to Planning Documents for Housing: Housekeeping Amendments

Following the adoption of the Urgent Changes to Planning Documents for Housing amendments, staff have identified some issues in the implementation of the changes approved by Council. Staff are recommending a series of housekeeping amendments to the plans and by-laws to address these inconsistencies.

1. Amendments to the Suburban Housing Accelerator Land Use By-law

- Correct mapping of certain transition lines, as shown on Schedule 4 based on further staff review and clarify in the LUB the approved policy intent that transition line regulations do not apply to low density developments in the HA Zone.
- Update wording to clarify that each streetwall height should be measured from its respective streetline grade and overall building height should be measured from average finished grade. This approach is also used in the Regional Centre Plan.
- Add a “Duplex Apartment” as a permitted use in the HA Zone and add the use to the applicable lot and setback regulations to maintain consistency with the Regional Centre Plan.
- Clarify that a building rooftop feature is not eligible to encroach into a setback from an edge of a rooftop to maintain consistency with the Regional Centre Plan.
- Update wording to limit balcony encroachments to enable more clear interpretation of these requirements and maintain consistency with the Regional Centre Plan.
- Update minimum lot size and frontage requirements for internal townhouse units to reflect their built form. This approach is also used in the Regional Centre Plan.
- Update the definition of “storey” to clarify that a mezzanine is counted as a storey.

2. Amendments to the Dartmouth Land Use By-law

- Update Schedule AF to address a mapping error and reflect that the maximum height for the block

north of Main Street from Major Street to Mountain Avenue was increased from 21.4 metres to 45 metres through the HAF/Urgent Changes to Planning Documents for Housing (Case 2023-01065).

3. Amendments to the Halifax Mainland Land Use By-law

- Update Map ZM-1 to rezone properties at 80 and 90 Camelot Lane, Halifax that was missed when the Schedule K zone was removed through the HAF/Urgent Changes to Planning Documents for Housing (Case 2023-01065) to the R-3 zone to reflect the current development of the site.
- Update Schedule ZM-32 to address a mapping error in the HAF/Urgent Changes to Planning Documents for Housing (Case 2023-01065) package that inadvertently reduced the maximum height for an area around the south end of Andrew Street near Joseph Howe Drive.

4. Amendments to the Eastern Passage/Cow Bay Municipal Planning Strategy and Land Use By-law

- Before the Urgent Changes to Planning Documents for Housing amendments in May 2024, the Eastern Passage/Cow Bay LUB C-2 zone permitted multi-unit dwellings up to 12 units as-of-right, with larger developments possible by way of development agreement, and identified a maximum gross floor area of 15,000 square feet.
- Changes outlined in the Urgent Changes to Planning Documents for Housing staff report were to increase the maximum height for the C-2 zone to 46 feet. However, the text amendments to the LUB included in the package also removed the 12 unit maximum, and the maximum gross floor area of 15,000 square feet.
- As the changes to the Land Use By-law exceeded the scope of the changes outlined in the staff report and conflict with the policies of the Eastern Passage/Cow Bay SMPS, staff recommend to reinstate the 12 unit maximum for as-of-right developments and the maximum gross floor area of 15,000 square feet. Larger developments can proceed by development agreement.

Water and Wastewater Infrastructure Impacts

The proposed amendments increase the regulatory capacity for housing units in the Regional Centre and Suburban Area. It is important to note that regulatory capacity provided through changes to zoning or applying a new zone to lands, does not guarantee development will occur. The viability of development will depend on the actions of individual property owners, financial considerations, site and servicing capacity, and more. The goal of modern land use planning is to provide more regulatory capacity than is needed to meet current and projected housing goals.

To estimate the new potential capacity resulting from the proposed changes staff relied on the methodology developed in the Updated Population and Housing Issue Paper Regional Plan Review Phase 4 (May 2023). Based on the model, and more detailed analysis of the low density lots where fewer than 4 units currently exist, staff estimate that the regulatory capacity could increase by approximately 200,000 units.

Staff's recommendations have been reviewed by Halifax Water and other service providers. Halifax Water provided the following comments:

The provided list of opportunity sites and recommendations for increased density have not been accounted for in the planning of the local, area, or regional water, wastewater or stormwater infrastructure. The zoning changes, if approved, do not guarantee servicing is available for the listed locations. Analysis will be required at the permit application stage and may indicate requirements for additional studies and local or area infrastructure upgrades which will be the responsibility of the applicant. Impact to the regional infrastructure requirements will be assessed by Halifax Water during the update to the Integrated Resource Plan and built into the 30-year capital infrastructure investment plan and Regional Development Charge calculations.

Please note that we are concerned with the cumulative impact of these intensification requests and look forward to continued collaboration with HALIFAX.

As a result, any approved developments that proceed from this package would be required to obtain a development/building permit and should upgrades to local system capacity be required, they would be addressed at that time.

Changes to Administrative Order 48

Administrative Order 48 Respecting the Creation of Community Councils creates four Community Councils in HRM, identifies their area of jurisdiction, and delegates from Regional Council certain powers to those Community Councils. The Administrative Order can also exclude certain areas from the jurisdiction of a Community Council, such as the Downtown Halifax Plan Area which is fully governed by Regional Council. The creation of new plan boundaries can have administrative and governance impact on the operation of Community Councils.

Due to the site specific and interim nature of the SHA Planning Area, on September 3, 2024 Council amended Administrative Order 48 to give Regional Council jurisdiction over the planning matters previously under the jurisdiction of Community Councils for this new planning area. While having a special joint meeting of the Community Councils is possible, the administrative cost of scheduling the joint meeting would generally be more prohibitive than using the existing framework of Regional Council meetings. This report recommends expanding the scope of Regional Council to the additional sites recommended to be included in the SHA Plan and LUB.

Conclusion

The recommended amendments to the Suburban Housing Area (SHA) Plan, Regional Centre Plan, and other applicable municipal planning documents have been thoroughly reviewed and are outlined in the accompanying attachments.

In the Suburban Area, 21 of the 31 site-specific development requests are recommended for inclusion in the SHA Plan and By-law, while 10 sites are recommended for further evaluation through the broader Suburban Planning process. Other site-specific development requests that have been received through the Urgent Changes to Planning Documents for Housing and Suburban Planning process will be referred to the Suburban Planning process to be considered comprehensively. Property owners may also continue engaging with the Urban Enabled Planning Application Team to explore opportunities for rezoning or Development Agreements, where existing policy allows for such actions.

In the Regional Centre, proposed zoning amendments aim to correct mapping errors, support heritage conservation objectives, and encourage new housing development. Future amendments will be addressed through a regular process of SMPS and LUB reviews.

Several housekeeping amendments are also recommended to address inconsistencies in the implementation of changes approved through the Urgent Changes to Planning Documents for Housing. These amendments aim to clarify provisions and ensure consistency across the various planning documents.

FINANCIAL IMPLICATIONS

General administration of the proposed amendments can be carried out within the existing resources and proposed 2024/25 budget. Potential impacts because of changes to land use include:

- Municipal capital and project investments needed to support anticipated growth may increase because of land value changes and development pressures. The financial implications of these projects and programs will be identified through the business planning process or project specific staff reports.
- As HRM continues to face pressure in growth, demand for infrastructure and services will continue to increase in both the short and long term. More work is needed to determine how to identify and distribute the costs associated with growth across the areas impacted, which is expected during the Strategic Growth and Infrastructure Priority Plan process and Development Charges Report.
- Funding constraints in local/area water, wastewater, stormwater and transportation infrastructure are the responsibility of the project applicant.
- Additional revenue can be expected from the Interim Bonus Zoning requirements for the approved sites, should they proceed to development.

RISK CONSIDERATION

The risks associated with this project are low to moderate. Consideration is given to the following considerations:

- There may be a negative perception of the Suburban Plan due to the second round of amendments proceeding ahead of the comprehensive process.
- There may be a rise in property values due to an increase in development opportunity. Staff have no control over market valuations and speculation.
- New development can generate a loss of existing affordable housing units because of the demolition of existing older buildings. Some of these impacts were mitigated by excluding existing multi-unit buildings from consideration through this process.
- There may be local infrastructure capacity challenges that will need to be addressed at the time of development. The site-specific development requests were reviewed by internal and external service providers, but the as-of-right nature of the developments means that this review was high level until such time as more detailed plans are submitted through the development permit and building permit application stage.
- If development rights are increased for properties ahead of the comprehensive Suburban Planning process, they could set precedent for how these areas are reviewed and considered in the Suburban Plan.
- Should Council not make a decision on the amendments prior to June 30, 2025 the Minister may not approve the amendments as they do not fully comply with the Provincial Minimum Planning Requirements.

COMMUNITY ENGAGEMENT

Staff conducted public engagement on the additional sites and housekeeping amendments to the SHA Plan and By-law from August 16, 2024, to September 20, 2024. Engagement was advertised through mailouts that were sent to residents within 80 metres of all identified sites and through posts on municipal social media channels. A project website shared information regarding the sites, recommendations and process, and feedback was gathered by phone and email.

Many respondents expressed support for the creation of additional housing options and the need for greater affordability. However, there was significant concern about the current state of local infrastructure, including roads, schools, transit, water and sewer, and the impact of additional density on these services.

Most of the feedback received was related to individual site-specific development requests. Requests that

received the most interest included:

- 30 Ridge Valley (SS020): Respondents were generally strongly opposed to the request due to concerns about traffic, on-street parking issues, pedestrian safety, school and childcare capacity, infrastructure capacity and loss of community fabric.
- 81 Brook Street & 1 Palmer Hill Road (SS120): Most respondents were strongly opposed to the request due to concerns about the neighbourhood character and infrastructure capacity.
- 117 Kearney Lake Road (SS158): Staff received five emails and a petition with 193 signatures expressing concern about the request due impacts to neighbourhood character and traffic impacts to key intersections in the area. There was some support for a more modest increase in density for the site.
- 2627, 2633 & 2639 Connolly Street: Respondents expressed concern about this request due to concerns about impacts on traffic, pedestrian safety, neighbourhood character and loss of light. Some residents suggested allowing higher heights along Chebucto Road and maintaining shorter height limits on Connolly & Seaforth streets.

Staff have also considered the feedback gathered through the public engagement for the original Urgent Changes to Planning documents for housing to inform the housekeeping amendments to the other plans and by-laws. These changes are proposed to fulfill the intent of those original approved changes and are consistent with the engagement that took place at that time. They were also posted on the website for this project.

A full description of the community engagement and feedback is outlined in the What We Heard Report (Attachment 1).

ENVIRONMENTAL IMPLICATIONS

The proposed site-specific development requests were identified in support of the Regional Plan's goals related to strategic and transit-oriented growth, and efficient use of land.

ALTERNATIVES

Regional Council could choose to:

1. Direct changes to the attached documents (Attachments 2.02 to 2.18) and request the changes be made prior to the consideration of First Reading;
2. Request a supplementary report;
3. Refuse to approve the amendments for some or all additional site-specific development requests (Attachments 2.02 to 2.18); and
4. Refuse to adopt only the proposed housekeeping amendments (Attachments 2.02 to 2.18). Refusal to adopt the amendments related to housekeeping may result in challenges with the implementation of elements of the original Urgent Changes to Planning Documents for Housing amendments.

LEGISLATIVE AUTHORITY

Halifax Regional Municipality Charter

Municipal planning strategy

227 (4) A municipal planning strategy must

- (a) be reasonably consistent with every statement of provincial interest; and
- (b) fulfill the minimum planning requirements.

Secondary planning strategy

231 (1) A municipal planning strategy may provide for the preparation and adoption of a secondary planning strategy that applies, as part of the municipal planning strategy, to a specific area or areas of the Municipality.

Minimum Planning Requirements Regulations

Mandatory content related to housing supply

4A (1) In this Section,

“regional centre” means the area of the Municipality identified as the regional centre on the map attached as Appendix A;

“urban service area” means the area of the Municipality identified as the urban service area on the map attached as Appendix B.

- (2)** In addition to the requirements prescribed in subsection 229(1) of the Charter and Section 4, a municipal planning strategy must do all of the following to address the issue of housing supply:
- (a) include a statement of policy that expressly recognizes that the Province and, in particular, the Municipality are experiencing a housing shortage crisis and specifies that the most urgent priority in municipal land-use planning, regulation and development approval is to rapidly increase the supply of housing in the Municipality;
 - (b) require that priority be given to increasing the supply of safe, sustainable and affordable housing in the Municipality over other interests identified in the municipal planning strategy for the purposes of all processes, approvals and decisions made under the municipal planning strategy;
 - (c) permit residential uses in all zones, except for all of the following:
 - (i) areas zoned for industrial, military, park, transportation reserve and utility uses,
 - (ii) zones intended to protect the environment, water supply, floodplains or another similar interest;
 - (d) require that the Municipality share with the Province the information used by the Municipality to identify, fund, schedule and deploy the infrastructure to develop an adequate supply of housing to support anticipated population growth;

- (e) provide for the adoption of a secondary municipal planning strategy and the implementation of a land-use by-law for the area of the Municipality identified as the suburban area on the map attached as Appendix A, or a substantially similar area, no later than January 31, 2025;
 - (f) for developments enabled under the Municipality's Conservation Design Development policies in the Regional Municipal Planning Strategy that begin construction before April 1, 2027, determine the maximum density of a development based on a lot's gross area and not on its net area;
 - (g) not impose maximum height restrictions in a manner that negatively affects the density of residential buildings using mass timber or any other construction method;
 - (h) for residential buildings that begin construction before April 1, 2027, provide that no requirement related to unit mix applies;
 - (i) provide that no requirement for on-site parking applies to residential uses within the urban service area;
 - (j) for multi-unit residential buildings that begin construction before April 1, 2027, not require that the ground floor consist of more than 20% commercial space;
 - (k) permit temporary housing in non-permanent structures as a use in all zones where it can be safely established to allow employees to live on or near their worksite during a work assignment for a period of time that can be reasonably tied to the duration of the project and that is explicitly set out in the development permit;
 - (l) permit manufactured housing, including modified shipping containers converted into housing, in all residential zones.
- (3) The requirements outlined in subsection (2) must be implemented no later than December 31, 2024.

An Act to Amend Chapter 39 of the Acts of 2008, the Halifax Regional Municipality Charter, Respecting Housing

- 14 (1)** Notwithstanding the *Halifax Regional Municipality Charter*, an applicable municipal planning strategy or any by-law, policy or practice of the Halifax Regional Municipality, where the Halifax Regional Municipality Council is considering any planning decision under Part VIII of the Act or a community council is considering any planning decision it is empowered to make under the policy establishing the community council, the Council or community council may not refer the matter to a planning advisory committee or any other advisory committee of the Council for a recommendation prior to the Council's or the community council's decision on the matter.
- (2)** Subsection (1) ceases to have effect three years from the date it comes into force.

ATTACHMENTS

Attachment 1 – What We Heard Report

Attachment 2.02 – Bedford MPS Amendments
Attachment 2.03 – Bedford LUB Amendments
Attachment 2.04 – Cole Harbour-Westphal MPS Amendments
Attachment 2.05 – Cole Harbour-Westphal LUB Amendments
Attachment 2.06 – Dartmouth MPS Amendments
Attachment 2.07 – Dartmouth LUB Amendments
Attachment 2.09 – Eastern Passage-Cow Bay LUB Amendments
Attachment 2.10 – Halifax MPS Amendments
Attachment 2.11 – Halifax Mainland LUB Amendments
Attachment 2.13 – Regional Centre MPS Amendments
Attachment 2.14 – Regional Centre LUB Amendments
Attachment 2.15 – Sackville MPS Amendments
Attachment 2.16 – Sackville LUB Amendments
Attachment 2.17 – Suburban Housing Accelerator MPS Amendments
Attachment 2.18 – Suburban Housing Accelerator LUB Amendments
Attachment 2.19 – Amendment Comparison Chart

Attachment 3.1 – Additional Suburban Sites Final Recommendations

Attachment 3.2 – Additional Regional Centre Sites Final Recommendations

Attachment 4 – Proposed amendments to the Community Council Administrative Order

A copy of this report can be obtained online at [halifax.ca](https://www.halifax.ca) or by contacting the Office of the Municipal Clerk at 902-490-4210.

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ATTACHMENT A

WHAT WE HEARD REPORT

HOUSING ACCELERATOR FUND

URGENT CHANGES TO PLANNING DOCUMENTS FOR HOUSING:

ADDITIONAL SITES

January 2025

HALIFAX

Acknowledgments

The Halifax Regional Municipality would like to thank all residents and interested groups that took the time to provide feedback on the Housing Accelerator Fund: Additional Sites proposed amendments.

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BACKGROUND

About the Urgent Changes to Planning Documents for Housing: Additional Sites

On [May 23, 2024](#), Regional Council provided direction to staff to review [a dditional site-specific requests](#) in the [Regional Centre](#) and [Suburban Area](#) as well as housekeeping changes to the [Suburban Housing Accelerator \(SHA\) Plan](#). These requests were received during the initial [Housing Accelerator Fund \(HAF\) Urgent Changes to Planning Documents for Housing](#) public engagement process and [Second Reading](#).

At the time of public engagement, the amendment package considered housekeeping amendments to the SHA Plan in addition to 36 site-specific requests in the Suburban Area and Regional Centre.

AREA	CHANGES BEING CONSIDERED	NUMBER OF SITES
SUBURBAN	<ul style="list-style-type: none">Plan amendments to include the sites in the SHA PlanRezoning of sites to the Housing Accelerator (HA) Zone	31
REGIONAL CENTRE	<ul style="list-style-type: none">Plan amendments to the Regional Centre PlanRezoning of sites	5

A complete list of the properties being considered can be found in Attachments 3.1 and 3.2 of the staff report. Please visit the [project webpage](#) for more information about the Urgent Changes to Planning Documents for Housing: Additional Sites process.

Purpose of this What We Heard Report

This What We Heard report provides a description of the public engagement process as well as a summary and analysis of the responses received. Several appendices are included at the end of the report to help inform and expand on the information included within this report:

Appendix A: Feedback Summary

Appendix B: Correspondence Log

Appendix C: Correspondence Attachments

Appendix D: Site-Specific Mailouts

WHAT WE DID

This amendment package builds on public feedback collected during the initial Urgent Changes to Planning Documents for Housing package [public engagement period](#) and [public hearing](#). A significant focus of the previous feedback received was the need for urgent action on housing in the municipality, as well as concerns regarding the impact of population growth and increased density on existing municipal infrastructure and services.



HOW WE GOT THE WORD OUT

Print and digital resources were used to notify residents of the proposed changes.

Print Resources

Mailouts were sent to every address within 80 metres of each site-specific request, as outlined in [Administrative Order 2023-002-ADM: Respecting Public Participation For Planning Documents](#). The mailouts provided residents with an overview of the process, details about the proposed plan amendments, and how to provide feedback. A staff phone number was listed on each mailout as an alternative to email.

Copies of the mailouts are included in **Appendix D**.

Digital Resources

» Project Webpage


The Urgent Changes to Planning Documents for Housing: Additional Sites [webpage](#) was launched on August 16, 2024 as a sub-webpage under the original [HAF webpage](#). Elements of the project webpage include:

- Information about the origin of the site-specific requests, an overview of the process, updates and next steps;
- An interactive map showing the location of site-specific development requests in the Regional Centre and Suburban Area, as well as the request number, staff recommendation, proposed height, district and relevant fact sheets for each site;
- A summary of the proposed changes in a drop-down menu format;
- Links to documents that provide additional information about each site-specific request, including a Suburban Site Recommendation Table and fact sheets for each site in the Regional Centre;
- To address anticipated inquiries, a “Common Questions” section provides answers to questions such as “What is the HA Zone?” and “Why are these sites being considered separately from the initial HAF amendment package?”.

SCREENSHOT FROM THE PROJECT WEBPAGE ▼

Urgent Changes to Planning Documents for Housing: Additional Sites

The municipality is inviting residents to provide feedback on several site-specific development requests in the [Regional Centre](#) and [Suburban Area](#) as well as housekeeping changes to the [Suburban Housing Accelerator \(SHA\) Plan](#).



We Want to Hear From You!

Please provide feedback on the proposed changes by emailing haf@halifax.ca. The deadline to provide feedback is **September 20, 2024**.

Please Note: All public feedback will be brought to Regional Council in a What We Heard Report. Public comments will be redacted before publication in a report. If you do not wish for your comments to be published, please email haf@halifax.ca to withdraw your submission.

[Contact Us](#)



SCREENSHOT FROM THE INTERACTIVE MAP ▲

» Social Media Posts

A post notifying the public about engagement opportunities for additional site-specific requests was shared on two official HRM X (Twitter) pages (@hfxplanning and @hfxgov).

The posts included a link to the Urgent Changes to Planning Documents for Housing: Additional Sites [webpage](#) for residents to learn more about the proposed changes.

X (TWITTER) POST ▼



INFORMATIONAL CAMPAIGN

Between August 16 - September 20, 2024

TYPE OF ADVERTISEMENT	IMPACT
Project Webpage	Page Views: 761 Users: 383
Social Media Posts	@hfxplanning Views: 258 Reshares: 2 @hfxgov Views: 2975 Reshares: 3
Mailouts	Total Mailouts Sent: 1694 Suburban Area: 1537 Regional Centre: 157

CONSULTATION WITH MUNICIPAL PARTNERS AND RELEVANT GROUPS

The proposal was reviewed by internal municipal departments, including:

- Heritage Planning
- Building Standards
- Development Engineering
- Transportation Planning
- Regional Planning
- African Nova Scotian Community Action Planning (ANSCAP)
- Parks & Recreation
- Environment & Climate Change
- Public Works
- Halifax Transit
- Halifax Water

External agencies also reviewed staff’s proposed changes. These groups included:

- Nova Scotia Power
- Nova Scotia Communities, Culture, Tourism and Heritage
- Halifax Regional Centre for Education (HRCE)

RESIDENT CORRESPONDENCE

The HAF email (haf@halifax.ca) was the main point of contact between staff and the public. Staff also had conversations with residents looking to discuss the proposed changes over the phone.



Approximately 200 pieces of correspondence were received by staff during the engagement period. One petition was received that included 193 signatures. A complete inventory of email correspondence is included in **Appendix B** and any corresponding email attachments can be found in **Appendix C**.

As of September 20, 2024, when the engagement period closed, staff continued to accept questions of clarification from the public through the HAF email. Formal feedback submissions received after September 20 were redirected to the Clerk’s Office for consideration by Regional Council.



WHAT WE HEARD

KEY THEMES

Each piece of correspondence was reviewed and filed by staff. Key topics, site specific concerns and level of support or opposition were logged so that trends could be noted. From this data, two major themes emerged.



Theme #1 Housing is Needed

Many residents highlighted that housing options, housing stock and housing affordability need to improve. Respondents often expressed that they are not opposed to growth, but that other areas of the Municipality are better positioned to accommodate the development proposed in their community.

QUOTE CB57

"Based on the notice I received, I worry there's a lot of opposition. I think there's justified concerns about the amenities. But I think we absolutely should be building more high rises in the area!"

Theme #2 Infrastructure Capacity

The term "infrastructure" appeared frequently in responses and was used to refer to a wide variety of services including roads, schools, the Halifax Transit network, sidewalks, parking spaces and the sewer, water and power networks.

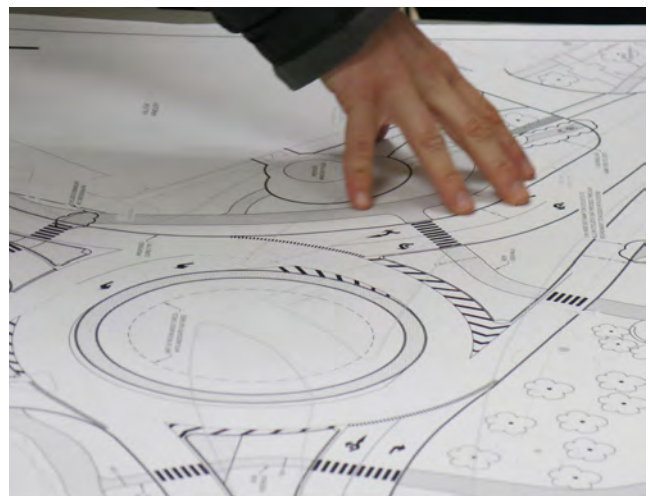
Many residents felt that the current state of local infrastructure cannot support additional users and had questions around how an increase in population density would impact the quality of service they receive.

Residents expressed the desire to see improvements to infrastructure before any amendments or development approvals are granted that would increase the density of their community.

General opposition was not towards housing and responses outlined that higher levels of service from infrastructure are needed first to properly support the existing community and future growth.

"While my preference would be no change to the current zoning as there is a lack of municipal infrastructure to support it (mainly schools & transit). I don't have an overwhelming issue with the inclusion of residential units to the re-zoning of the site but limiting to 4 or 5 stories would be more in line with the surroundings"

QUOTE CB36



SUMMARY OF FEEDBACK

Of the 36 sites being considered under this package, a total of 17 sites received at least one piece of correspondence. Nearly all of the feedback received was related to a single site-specific request or a larger area containing multiple proposed sites.

District 11: Spryfield – Sambro Loop

85 emails were received from residents about District 11, which is the highest number of responses received for any district over the engagement period. Approximately 90% of these responses were strongly opposed to the proposed changes. Nearly one quarter were related to the Herring Cove and Spryfield areas being unsuitable locations for new high density development in general.

Residents voiced repeated concerns regarding access to childcare, school capacity, resident and child safety, traffic congestion, street parking, risks to property associated with construction and blasting, and impact to community fabric.

While many respondents acknowledged the need for housing in the municipality, there was strong belief that the existing infrastructure (roads, sidewalks, sewer and water) cannot support additional growth in the area. Residents expressed a desire to see local infrastructure improved before any amendments or rezoning to enable mid to high density residential development is granted.

QUOTE CB18

"I am a very concerned resident on the Herring Cove Rd. I do not oppose to affordable housing, but I do want to know what the city plans are for infrastructure? The traffic on the Herring Cove Rd now is very heavy, new buildings will only add to the traffic woes."

A prominent concern among respondents was that increasing density in this area would exacerbate the existing traffic along Herring Cove Road. Many comments referenced the significant commute time between work and home, especially for those

traveling to and from the Halifax peninsula during peak times. Residents expressed frustration with the limited travel route options and unreliable public transit service. Some feedback questioned how increased motor vehicle congestion would impact access for emergency services and emergency evacuation routes in the community.



30 Ridge Valley Road – SSo20

- » **Site-specific request:** two additional multi-unit residential buildings, 16-storeys and 10-storeys
- » **Initial staff recommendation:** maximum height of 8 storeys

Almost half (16) of all site-specific requests are located in District 11. However, one site-specific request (SSo20 - 30 Ridge Valley Road) received the majority of District 11's total feedback and had the highest response rate of any site with nearly 60 emails received. This site was the subject of most phone calls and voicemails received by staff.

Many residents were familiar with the site due to multiple Municipal Planning Strategy Amendment Applications ([MPSA-2023-00399](#), [former case 23600](#)) that previously received significant community feedback.

Of the responses received, approximately 95% were strongly opposed to the amendment and rezoning of this site. Like other sites in the Herring Cove and Spryfield area, residents shared concerns about

increased traffic, child and resident safety, school capacity, access to childcare, loss of community fabric and limitations based on existing infrastructure capacity. Further details on the feedback received for this proposal can be found in the Feedback Summary table in **Appendix A**.

QUOTE CB51

"I am really concerned about this housing development. There are so many reasons that this should not go ahead. It will be so unsafe for the children coming and going to schools and there will be so much overcrowding in the classrooms."

District 9: Halifax West - Armdale

81 Brook Street & 1 Palmer Hill Road - SS120

- » **Site-Specific Request:** Request to permit a 5-storey multi-unit residential building
- » **Initial staff recommendation:** Maximum height of 3 storeys

85% of responses for this site strongly opposed the proposal. Residents commented that the proposal is inconsistent with the surrounding neighbourhood built form because the Fairmount community is predominantly characterized by single family homes. The capacity of existing infrastructure to accommodate an influx of people was questioned by multiple respondents.

Parking and vehicle access along Palmer Hill Road was another concern because residents described the street as narrow with no exit. Community members noted that the lack of sidewalks and bike lanes in this neighbourhood could pose potential safety risks if traffic were to increase, especially for children attending the nearby Springvale Elementary school.

This property abuts the Chain of Lakes trail, which is a valued greenspace and recreational trail for residents. Some respondents feared that a multi-unit development adjacent to the path could have negative environmental impacts on the local wildlife and greenery.



District 10: Halifax – Bedford Basin West

117 Kearney Lake Road – SS158

- » **Site specific request:** Request to permit a 14-storey residential building
- » **Initial staff recommendation:** Maximum height of 14-storeys

This site-specific request received five individual responses and one petition with 193 names in opposition to the amendments and rezoning.

Many respondents did not support the initial height recommendation made by staff, commenting that a 14-storey building would not fit within the existing neighbourhood fabric and would contribute to a loss of community feeling. Increased traffic on Bicentennial Drive, Kearney Lake Road, the Bedford Highway and the Castle Hill Drive intersection were also commonly cited concerns.

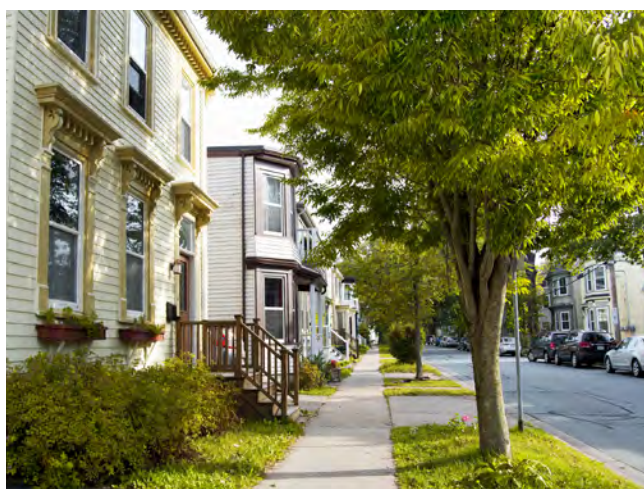
Like other sites located in the Suburban Area, respondents questioned the capacity of existing infrastructure and local schools to support an increase in population. Residents noted that the loss of commercial services on site, especially the childcare centre, would force residents to travel further to access goods/services and encourage car dependency.

While the petition mostly opposed the proposed changes to the site, it stated that signatories would consider supporting a more modest development that maintains existing retail space, is aesthetically compatible with the area and limits pressure on existing infrastructure.

QUOTE CB165

"I'd like to add my voice in opposition to the proposed 14-story Bldg under the HAF at 117 Kearney Lake Rd under the current proposal and T&Cs. Such a building is out of keeping with character of the neighbourhood, would negatively impact the current unacceptable traffic and parking trends and the 14 storey height seems totally inappropriate with all current development in reasonable proximity (e.g. between Farnham Gate Rd and Larry Uteck Dr).

Acknowledging the current housing problem in HRM and as not to revert to knee-jerk NIMBY, I'd submit that an 6-8 storey building with proper parking and traffic studies performed and implemented could form a reasonable component of the overall solution."



2627, 2633 & 2639 Connolly Street

The proposed changes to the Connolly Street site received strong opposition. Concerns provided in the responses for the Connolly Street site included increased street traffic, pedestrian and vehicle safety, incompatibility with the community feel and fabric, loss of light, and a negative impact to property values. Some residents suggested locating taller portions of the building along Chebucto Road and maintaining shorter height limits on Connolly & Seaforth streets.

Regional Centre Sites

Five sites in the Regional Centre were considered through this process. These locations are listed in the table in Attachment 3.2 of the staff report.

The Regional Centre sites received 13 individual responses in total. The responses received for 749 Young Avenue and the Beaufort Avenue Park included questions of clarification and overall support for the amendments.

The two locations on Brunswick Street received responses related to the loss of heritage value and concern for displaced families and individuals. Residents stated that they would like to see additions instead of demolitions occur for the older buildings at the North end of Brunswick Street. Desire was expressed for future development to be respectful to the history and architecture of the area.

"Connolly Street is not a major street within our city. It is already a very busy intersection with cars parked along both sides of the street. A new large development would significantly worsen the congestion. It is a quiet residential street that is part of a well-established West End Halifax Neighborhood...

A building of this stature would bring with it a significant influx of people, cars and traffic to our quiet family neighbourhood. As well, the sheer height of the building would negatively affect not only the light but the property value of many who Live in close proximity to the building. Perhaps the design could have its height stepped back from Chebucto to Seaforth, thereby negating the need for COR on Seaforth Street."

QUOTE CB38

GOING FORWARD & NEXT STEPS

Comments and feedback received after September 20 have been forwarded to the Municipal Clerk's office for consideration by Regional Council. A public hearing will only be scheduled if Regional Council decides to continue consideration of the amendment package and rezoning of the site-specific locations. If a public hearing is scheduled, members of the public will have the opportunity to register to speak before Regional Council.

When further information becomes available, updates related to a public hearing will be posted on the [Urgent Changes to Planning Documents for Housing: Additional Sites](#) website. Mailouts notifying the public of an upcoming public hearing will be sent to property owners located within 80 metres of any site-specific request.

Feedback received through this engagement process will be used to help inform and refine the ongoing Suburban Planning Process. Suburban site-specific requests that are not recommended to be considered through this amendment package and rezoning process, as outlined in Attachment 3.1 of the staff report, are recommended to be considered under the Suburban Planning Process. Additional information will be shared via the project webpage as updates become available.

APPENDIX A

CORRESPONDENCE SUMMARY

Appendix A – Summary of Feedback

Note: this table documents email correspondence received by staff containing specific questions/comments about one or more of the site-specific requests listed in attachments 3.1 and 3.2 of the staff report. For a complete log of email correspondence received during the engagement period, please see Appendix B of this report.

Site Address	Request #	Response Count	Comment Reference	Summary of Feedback
District: Halifax South – Downtown (7)				
749 Young Ave	[Regional Centre]	1	CB 29	- Request for details on proposed rezoning
Beaufort Avenue Park	[Regional Centre]	2	CB 91, 159	- Support to re-zone park to its intended designation - Green space should be preserved where possible
District: Halifax Peninsula North (8)				
2485-2497 & 2569-2581 Brunswick Street	[Regional Centre]	2	CB 9, 145	- Concern for potential loss of buildings with heritage value at 2569-2581 Brunswick Street - Concern for displaced individuals and families during redevelopment - Preference to see an extension to the existing 14 unit building at 2485-2497 Brunswick Street rather than a demolition and new build - New development should remain sensitive to the surrounding proposed Heritage Conservation district
District: Halifax West – Armdale (9)				
2627, 2633, and 2639 Connolly Street	[Regional Centre]	8	CB 5, 37, 38, 45, 49, 104, 150, 112	- Concern that traffic, street parking and noise will worsen in the neighbourhood - Concern regarding access to Chebucto Road, increased vehicle congestion at the Oxford Street intersection - Building heights enabled through the COR zone (up to 9 storeys) would impact access to light and property value for surrounding homes - Neighbourhood members value Connolly and Seaforth Streets for being a quiet, safe neighbourhood - A large building here may result in a loss of community feeling - A taller building portion facing Chebucto Road and a shorter building portion facing Connolly/Seaforth Streets would be more appropriate - Suggestion to extend COR rezoning to all properties on the nearby ER-3 zoned block to appropriately compensate property owners for the impact of future density

2882 Joseph Howe Drive	SS164	6	CB 4, 17, 26, 43, 80, 162	<ul style="list-style-type: none"> - Multi-unit building will add needed units to largely single unit dwelling neighbourhood - Increased access to Springvale Elementary School for families - Increased traffic and vehicle access to the site must be taken into consideration - Proposed changes being implemented too hastily - Scale of development (6 storeys) seems excessive; area is mostly comprised of single unit dwellings - Pinewood Acres subdivision carries historical significance - Concern for impact on traffic flow to and from the Armdale Rotary
81 Brook Street and 1 Palmer Hill Road	SS120	21	CB 40, 43, 46, 80, 81, 84, 85, 87, 88, 89, 92, 93, 94, 95, 96, 101, 105, 111, 116, 121, 158	<ul style="list-style-type: none"> - Safety concerns related to lack of sidewalks and bike lanes on Brook Street - Proximity to Springvale Elementary School would increase traffic issues - Proposal is inconsistent with the typical built form of the Fairmount community, which is mainly single unit dwellings - Concern for loss of green space/access to nature because the site abuts the Chain of Lakes trail - Palmer Hill Road is a narrow one-way street that cannot accommodate increased parking/vehicle traffic - Infrastructure in this area is insufficient to support this development
District: Halifax – Bedford Basin West (10)				
117 Kearney Lake Road	SS158	5 + petition (193 names)	CB 36, 47, 78, 108 (petition), 151, 165	<ul style="list-style-type: none"> - Opposition to the initial staff height recommendation (14 storeys) as this building would appear out of place and contribute to a loss of community feeling - Concerns regarding increased traffic on Bicentennial Drive, Kearney Lake Road and the Bedford Highway, as well as access to Castle Hill Drive - Existing infrastructure unable to support an increase in population - Loss of commercial services in the strip mall would impact residents' quality of life - Local schools are already overcrowded - Lack of walkways and infrastructure to ensure pedestrian safety - Increase in noise pollution and negative impacts during construction <p>*From petition: residents would consider supporting a more modest development that maintains existing retail space, fits the area aesthetically and limits the amount of strain on the area</p>

390 Bedford Highway	SS114	7	CB 71, 78, 103, 107, 122, 157, 163	<ul style="list-style-type: none"> - Neighbours concerned for loss of privacy - Potential loss of trees / greenery on site will impact local wildlife - Decreased property values - Potential risks related to construction, blasting occurring adjacent to existing homes - Lack of sidewalk infrastructure - Potential increase in traffic on the Bedford Highway - Tall structures could ruin the feel of the neighbourhood
380 Bedford Highway	SS144	4	CB 78, 103, 107, 157	<ul style="list-style-type: none"> - Some support, especially if building could be converted to a residential use instead of being demolished - Concern over loss of privacy, increased noise - Potential increase in traffic on the Bedford Highway - Concern for loss of trees on the site
District: Dartmouth South – Woodside – Eastern Passage (3)				
782 Portland Street	SS199	3	CB 2, 14, 20	<ul style="list-style-type: none"> - Concern that the infrastructure on Portland Street and surrounding areas cannot accommodate an influx of residents - Some support for site due to existing multi-family housing nearby and proximity to transit services
651 Portland Hills Drive	SS131	6	CB 12, 14, 16, 19, 20, 25	<ul style="list-style-type: none"> - Concern that the infrastructure on Portland Street and surrounding areas cannot accommodate influx of residents - Some support for this location due to its proximity to the Portland Hills bus terminal - Potential loss of sightlines for nearby property owners
District: Spryfield – Sambro Loop (11)				
30 Ridge Valley Road	SS020	57	CB 50, 51, 52, 54, 56, 57, 59, 62, 63, 64, 65, 67, 69, 73, 74, 75, 77, 79, 82, 90, 97, 98, 100, 102, 110, 113, 114, 117, 118, 119, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 137, 138, 139, 141, 142, 144, 147, 148, 149, 153, 154, 155, 156, 160	<ul style="list-style-type: none"> - Concerns about increased traffic on Herring Cove Road and through the rotary, as it is already congested during peak hours - Child and resident safety - Lack of capacity in local schools - Loss of childcare services for local families if the daycare in the existing building closes - Loss of community fabric - Limitations based on existing infrastructure capacity (sewer, power, water) - Public transit service to this area is currently inadequate

				<ul style="list-style-type: none"> - Concern around impacts of blasting, construction on natural gas lines, air quality, health, local elementary school, noise - Lack of affordable units proposed - Fear that street parking will overtake Ridge Valley Road, which is a narrow street - Inadequate existing public parking
48 Sambro Road	SS116	1	CB 30	<ul style="list-style-type: none"> - Looking for clarification on this development as construction has already commenced
9 Dentith Road	SS167	2	CB 61, 86	<ul style="list-style-type: none"> - Potential loss of privacy for nearby property owners - Concern for loss of green space - Could increase traffic in the area - Lack of safe pedestrian street crossings
29-33 Pine Grove Drive	SS170	3	CB 8, 99, 106	<ul style="list-style-type: none"> - JL Ilsley High School already creates significant traffic - Transportation infrastructure and transit capacity is insufficient - No proper parking in the area
466 Herring Cove Road	SS123	1	CB 1	<ul style="list-style-type: none"> - Question about the proposed building height

APPENDIX B

CORRESPONDENCE LOG

CB1

Requesting images of a proposed development at 466 Herring Cove Road.
Wondering if WM Fares is proposing a 17 storey building?

CB2

Good morning,

I saw the notice for the requested site-specific development request SS199 (782 Portland St). [REDACTED] and would like to express my full support for increased density on this site.

I see that the applicant is asking for 9 storeys but the staff recommendation is for only 4 stories. I think that 6 stories is appropriate for this site. The neighbourhood already has existing multi-family housing across the street on Collins Grove and is very well served by transit. Additionally with the large change in grade across the property 6 stories would give the developer more flexibility.

[REDACTED]

[REDACTED]

CB3

Hi [REDACTED]

Thank you very much for reaching out and providing feedback for SS164 – 2882 Joseph Howe Drive.

If approved, the zoning of the property would be assigned the Housing Accelerator (HA) zone. A location for the driveway access/exit is not being approved through this process. Driveway access is regulated through the HRM Development Engineering department and a permit will be required when a driveway location is proposed.

HRM Driveway Access: <https://www.halifax.ca/home-property/building-development-permits/streets-services-permits#DROW>

Similar to driveway access, this process does not approve a number of parking spaces to be located on the property. If the HA zone is applied to the property, the parking requirements under Table 2, Section 60 of the [Suburban Housing Accelerator Land Use By-Law](#) (shown below) will apply. Any parking spaces/locations will need to be shown on a site plan once a building permit is submit.

Table 2: Required minimum or maximum number of motor vehicle parking spaces per lot, by use

Land uses	HA zone
Home occupation use	Maximum 1 space
Work-live unit use	Maximum 2 spaces for each work-live unit
Restaurant use	Maximum 1 space for every 35 square metres of floor area
Any other commercial use not listed within this table	Minimum 1 space for every 35 square metres of floor area
Cultural use	Minimum 1space for every 10 permanent seats or 1 space for every 100 square metres of floor area, whichever is less
Medical clinic use; Religious institution use	Minimum 1space for every 300 square metres of floor area
School use	Minimum 1space for every classroom
Club recreation use	Minimum 1space for every 400 square metres lot area

I have included your information in an email list to remain up-to-date as information is sent out. The HRM Website is updated as additional or new information becomes available.

HRM Additional Sites: <https://www.halifax.ca/about-halifax/regional-community-planning/housing-accelerator-fund/urgent-changes-planning>

Sincerely,

DILLON MCKENNA

PLANNER I
COMMUNITY PLANNING – CENTRE PLAN

Although I am opposed to a building of this size being on this corner , I would like to know (if this gets approved) where the entrance / exit would be located and that there will be sufficient parking on site for tenants and visitors. Also I think there should be a marked crosswalk close to this site. I would not like the entrance / exit [REDACTED] as it would cause congestion and be a potential safety concern. Please keep us informed as information becomes available. Sincerely, [REDACTED]

CB4

Hi [REDACTED]

Thank you very much for reaching out.

The properties were included by direction under Council (Case 2024 01198). This process allowed for either property owners or consultants to submit site specific requests.

The sites being considered were received during the initial Housing Accelerator Fund (HAF) Urgent Changes to Planning Documents for Housing public engagement

process and Second Reading. The location you refer to was one of the locations that Council directed staff to consider/review for additional planning amendments.

Additional information can be found in the link below for the meeting minutes of Council.

HRM Regional Council – May 21, 22 and 23, 2024:

<https://cdn.halifax.ca/sites/default/files/documents/city-hall/regional-council/240521rcmins.pdf>

UCPDH Additional Sites: <https://www.halifax.ca/about-halifax/regional-community-planning/housing-accelerator-fund/urgent-changes-planning>

Sincerely,

DILLON MCKENNA

HE/HIM

PLANNER I
COMMUNITY PLANNING – CENTRE PLAN

Good afternoon,

I recently received notice of the planning application noted above.

I would like to confirm if this is being initiated by HRM, or if it is by request of the property owners?

It appears two of the three subject properties, and those adjacent to same fronting on Chebucto Road (in COR zone), are under common ownership/control.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

CB5

We received a letter this afternoon from the city about the Housing Accelerator Zone. [REDACTED] which has been a living nightmare for the last three years since they built 3 dumpy apartment buildings [REDACTED]. The third building just opened last month, and there are more to be built. [REDACTED] had not been given any notice of what was going to happen as far as development on this road, when 1 house could not be sold [REDACTED] no one would buy the house as it was on well water not city water. What has been going on, what was a quiet road has turned into a ghetto! It is not pleasant to have soiled menstrual pads, dirty diapers among other filth that is torn out of the bags all over the road. The garbage has actually blown over to the next road. We have deer running the road in broad daylight. I actually was almost attacked twice by a dog after walking my dog and when I was by myself. A neighbour just on the other side of the road was chased by the same dog into her apartment when she was out in her backyard with her dog.

I am mad as hell when I sat down this afternoon to read that 16 of the 31 zones listed on this letter are out here in Spryfield Zone. What in the hell is going on with this city to allow this to happen. We have a hell of a time [REDACTED] now when we have to go for [REDACTED] Come September when school is back in you can't get around the Armdale rotary. All this city is doing is putting up these apartments everywhere and filling them with immigrants who are supported by the Government. [REDACTED]

[REDACTED] Compliance has been on our road so many times, they actually took away a dump truck with garbage back the end of May. If an election is called the people in this city need to really think about who they are voting in as the city of Halifax has gone to hell! We also need a change of Government in Ottawa!

Why is this city not spending money to fix the Armdale Rotary which is a frigging nightmare for people that have to drive that way. You cannot always go Dunbrack when you have medical appointments that are down at the hospitals or in the south end of the city. I hope others will send in their frustrations to what the city is planning to do. There are so many apartments being built but nothing is being done to get rid of the tent cities you see everywhere. Drive down University Avenue, between three hospitals and see the tent city down there, it is totally disgusting people camping out like there in a campground. A young quadriplegic man from the Rehab hospital got attacked in July over cigarettes and his mother was spit on by someone living in one of these tents. Are these people going to rent these apartments? The answer is NO! The City of Halifax has serious issues and the tax payers money is not being used Properly!

Pissed Off,

[REDACTED]

CB6

Good morning,

I read over the proposal for Pine Grove Drive and do not approve of the 4 story building here. The street is residential with only a couple of much smaller multi-unit places, please do not ruin the street by opening it up to developers, it is an old residential street in the area and deserves protection. People want single family homes and neighbourhoods like this. Also, the Spryfield area cannot handle additional apartments and developments it is grossly overcrowded already.

Kind regards,

[REDACTED]

CB7

Hi [REDACTED]

Thank you for taking the time to reach out – we really appreciate your comments.

To provide some additional context on this process, this request was received by direction of Regional Council at the public hearing for the Housing Accelerator Fund zoning amendments in May 2024. You can find the minutes to the meeting with the motion that was passed [here](#). At this stage, staff are soliciting public comments on the proposal and will return to Regional Council for consideration after the election, likely at some point early in 2025.

If I may just add some context to the points you raised:

1. Currently there are minimal regulations respecting demolitions for properties that are not registered heritage. Our heritage staff are currently working on a more detailed study for the Brunswick Street proposed Heritage Conservation District that would include some more teeth around demolitions. Regarding 2579 Brunswick, there was a previously approved Development Agreement on the property that enabled the demolition of the existing buildings to allow for the construction of a 34-unit building. You can find more details on the original Development Agreement [here](#). This agreement was further renewed [in 2018](#), but I do believe it has since expired. The rezoning to HR-1 would allow 'as-of-right' development of deeply affordable units, at a similar density that was provided for in the Development Agreement.
2. The proposed changes to HR-1 would apply to both 2497 Brunswick Street and the abutting lot at 2485 Brunswick Street. Both of these properties are owned by Harbour City Homes, so the proposal would enable an option for future lot consolidation and expansion of 2497 Brunswick Street, or a new

standalone development at 2485 Brunswick. The current ER-2 zone does not allow an addition to 2497 Brunswick Street as it limits new construction to 2 units per lot.

Thank you again for your comments, and please don't hesitate to reach out if you have any additional questions or comments that you would like to share.

All the best,

Joshua adams, LPP, MCIP

principal planner

Community Planning - CENTRE PLAN

Dear Mr. Adams,

We have received your notice of a planning application to change zoning on several properties on Brunswick St. to ultimately provide more affordable housing units by Harbour City Homes. [REDACTED] heartily endorse such an initiative, we do have several concerns and questions:

1. Your application makes no mention of impending demolitions. A previous demolition of a valuable heritage property at 2485 Brunswick went without due notice and was unchallenged.

While there are no registered heritage properties in either of these packages, the house at 2579 Brunswick is a well-preserved example of a typical late 19th century "Halifax house".

2. There should at least be some consideration given to *extending* 2497 Brunswick to Artz St. It is a solid 14 unit building which has recently been improved. While perhaps not achieving the optimum density, such an extension would result in significantly less development cost and no tenant displacement.
3. [REDACTED] we are deeply concerned about the deletion of the ER-2 clause that cites that a new zoning "...is sensitive to the architectural character (and scale!) and heritage value of a proposed HCD." We would not support and indeed would oppose such a vital omission in the development process. Ozanam Place, a supportive housing development nearby on Brunswick St. for St. Vincent de Paul by S. P. Dumaresq Architects sets an appropriate standard for this kind of development, one that has too often been ignored in this city.

4. We hope that you will take these comments seriously. I think we all hope for a more sustainable, affordable neighbourhood that acknowledges and respects its past.

[REDACTED]

[REDACTED]

[REDACTED]

CB8

Hi [REDACTED]

The written change is currently in progress. An explanation of the change is below to help with your question.

The proposed change is to ensure that building height is measured at average finished grade and that the streetwall height is measured at the streetline grade.

This is the approach being used currently for height calculated in metres, but needs to be adjusted as the measurement will be based on storeys.

Please let me know if you have any questions.

Thank you,

DILLON MCKENNA

HE/HIM

PLANNER I
COMMUNITY PLANNING – CENTRE PLAN

HRM PLANNING & DEVELOPMENT

Hi Kathleen/HAF team,

I received your email about the second round of urgent changes proposed in the Suburban Area under the HAF. One of the properties, [REDACTED] is being recommended for redesignation to the HA zone and 4 storeys under this process. I noticed on the website, HRM is changing/clarifying how storeys are measured, from the street line vs finished grade. The subject property does have a slope to the back of the property, so would the 4 storeys be measured from the street line?

CB9

To whom it may concern,

I am writing with regards to a specific location on the list of HA Zone opportunity sites.

651 Portland Hills Drive - It states they are looking to add a 10 storey building at that location.

The intersection at Portland Hills drive and Portland Street can barely handle the traffic flow daily now.

The traffic from Eisnor Blvd to Portland Hills Drive intersection and onto Caldwell road is already backed up on a daily basis without adding a 10 Storey apartment building into the mix.

Drivers coming up Portland Street constantly block the Portland Hills Dr intersection due to light changes at the Portland Hills Terminal or Caldwell Road which cause a backup on Portland Hills Drive. Adding a 10 storey building will only cause more issues if the traffic pattern isn't looked at first.

Thank you

CB10

The infrastructure on Portland St. and surrounding areas cannot support the two planned developments SS131 and 199, so unless there are significant immediate improvements planned for the infrastructure (i.e roads and no the Dartmouth/Bedford connector will not ease the traffic in this particular area) to ease traffic congestion (take a drive up Portland st between 3-6pm on most weekdays to see how bad the traffic is already) then I am not in favor of a 10 and 4 story building.....didn't notice any in South end Halifax...maybe explore that area plus a few others in HRM. We need more housing for sure but sticking them in areas without appropriate infrastructure is not the answer.

CB11

Hi [REDACTED]

Thank you very much for reaching out and providing feedback for SS131 – 651 Portland Hills Drive. I have saved and filed the comments you have provided in your email.

If approved, the property would be rezoned to the Housing Accelerator (HA) zone. This process does not approve the building or the design.

Suburban Housing Accelerator Plan Area (HA Zone): <https://www.halifax.ca/about-halifax/regional-community-planning/community-plan-areas/suburban-housing-accelerator-plan>

Water Pressure / Halifax Water

I do not have a comment on the water pressure for the existing buildings. However, when a building is connected to the Municipal Sewer and Water services a permit application is required. The permit is reviewed by Halifax Water. If upgrades to the local services are identified and needed to support the development/surrounding area it would be determined through the permit application process..

Halifax Water New Connections & Renewals: <https://www.halifaxwater.ca/new-connections-renewals>

HRM Streets and Services Permits (Water and Sewer): <https://www.halifax.ca/home-property/building-development-permits/streets-services-permits#water>

If the rezoning is approved, the applicant will need to submit and receive an approved Building Permit and Water Permit before construction.

In case it is helpful I have included the link for the Halifax Water contact page below. They would not be able to comment on this development directly as there is no detailed design drawings or water permit application yet, but it may help with discussions on infrastructure upgrades for local services.

Halifax Water Contact: <https://www.halifaxwater.ca/contact-us>

Fire Prevention and Safety Systems

Working fire safety and suppression systems is highly important and a part of application reviews within HRM. Fire suppression and safety systems are to be inspected annually through private fire protection companies, through the jurisdiction of the fire inspectors under fire code or through the building officials under By-Law M-200. This is to ensure that if the systems and equipment are needed they will work.

By-Law M200: <https://www.halifax.ca/city-hall/legislation-by-laws/by-law-m-200>

Additional information for the sprinkler system or other fire safety and prevention equipment can be found under the link below for the HRM Fire Safety Maintenance Inspection (FSMI) Program.

HRM Fire Safety Maintenance Inspection (FSMI) Program: <https://www.halifax.ca/fire-police/fire/fire-prevention-safety/inspections-regulations/fsmi-program>

For fire prevention, general inquiries, reporting of impaired fire safety systems, etc. please contact fireprevention@halifax.ca or call 311.

Sincerely,

DILLON MCKENNA

HE/HIM

PLANNER I
COMMUNITY PLANNING – CENTRE PLAN

Good morning

Re: Urgent Changes To Planning Document For Housing-Additional Sites:

[REDACTED]

I am questioning your opportunity site proposed for 651 Portland Hills Drive for a new 10 story building [REDACTED]

My concern with this new building is our WATER PRESSURE. [REDACTED]

[REDACTED] from the City did not have enough pressure to allow our fire sprinklers to work for protection. [REDACTED]

[REDACTED] This I might add became very costly.

Of late, our City water pressure has lowered substantially and it appears to have happened since the new luxury apartment was built on the corner of Portland Hills Drive and Portland Street. We loose our pressure to almost a trickle quite often. We have been told this is a City Problem and not a problem withing our Building. I am very concerned about this being very hard on my washing machine and causing problems to it.

But most of all, I am fearful that with this constant low pressure happening, my sprinklers will not work if needed. I believe this a fire regulation law that all sprinklers need to be installed and Working !

Now with another 10 storey building (likely 80 - 100 more units) [REDACTED]

[REDACTED] our water problems are only going to worsen.

[REDACTED]
[REDACTED] We should not incur water problems as we are having.

Can you guarantee that a new large building next door will not affect our water pressure any further ?

Thank you. I await your reply.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

CB12

Attachment: Yes

Hi [REDACTED]

Thank you very much for reaching out to clarify the property and what portions were included. My apologies it was not more clear.

The highlighted area (green) is correct and covers the area that would be rezoned, if approved. Consideration for rezoning is only being given to a portion and not all of 2882 Joseph Howe Dr. (the larger property) at this time.

The properties include in this request are listed below.

- PID: 00207902 (2882 Joseph Howe Dr)
- PID: 40429037 (No Assigned Civic Address)
- PID: 40429045 (No Assigned Civic Address)

Please let me know if you have any questions.

All the best,

DILLON MCKENNA

HE/HIM

PLANNER I
COMMUNITY PLANNING – CENTRE PLAN

HRM PLANNING & DEVELOPMENT

Hello..

[REDACTED] advising of an application to re zone sections of a lot near my property.

Specifically the address is 2882 Joseph Howe Dr.

My question is what exactly on that lot is to be re zoned.

The map on the assessment website shows 2882 Joseph Howe to be lot number 02238403.

However the area under consideration shows part of lot 02238403 as well as lots 02238411 and lots 02238381 which are actually lots on Walton Dr, not Joseph Howe.

Have attached the two maps to demonstrate. The first is the property valuation map and the second is the SHA interactive map.

Some clarification would be appreciated in order to consider a factual submission..

Thank you,

[REDACTED]

CB13

Hi [REDACTED]

Thank you very much for reaching out for your question and feedback on the proposed rezoning locations.

This process does not approve new buildings for construction, but would rezone the individual properties to the Housing Accelerator (HA) Zone under the Suburban Housing Accelerator Plan. A building permit submission for detailed review would be required following approval of the rezoning, if granted.

Suburban Housing Accelerator Plan: <https://www.halifax.ca/about-halifax/regional-community-planning/community-plan-areas/suburban-housing-accelerator-plan>

Along with the building permit, a Water Permit is required with new multi-unit residential buildings. It would be through this process that infrastructure capacity would be reviewed to determine if local service improvements are required to accommodate connection for any new multi-unit residential building.

HRM Streets and Services Permits (Water and Sewer): <https://www.halifax.ca/home-property/building-development-permits/streets-services-permits#water>

Herring Cove Rd.

There is an ongoing project for work to Herring Cove Road. The most recent update is that a detailed (90%) design is in progress. This design targets the first section of the road between the Armdale Roundabout and Cowie Hill Rd. Further information on what the changes to the road will be and how they impact traffic can be found at the website link below.

Herring Cove Road Multi-Modal Corridor: <https://www.halifax.ca/about-halifax/regional-community-planning/transportation-planning/herring-cove-road-multi-modal>

Questions related to the Herring Cove Road Multi-Modal Corridor project can be directed to the person below:

Charlie Elliot

Project Manager, Design & Construction, Public Works

Email: charlie.elliott@halifax.ca

Sincerely,

DILLON MCKENNA

HE/HIM

PLANNER I

COMMUNITY PLANNING – CENTRE PLAN

HRM PLANNING & DEVELOPMENT

Good morning, I am a very concerned [REDACTED] I do not oppose to affordable housing, but I do want to know what the city plans are for infrastructure? The traffic on the Herring Cove Rd now is very heavy, new buildings will only add to the traffic woes. What are the City's plans to remedy that??

[REDACTED]

[REDACTED]

CB14

Thank you for the opportunity to provide my thoughts on the proposed changes to planning documents to support the creation of housing.

1. There is no doubt that we must increase the availability of quality, affordable housing in the HRM. However, this must be accomplished, not just with speed, but with careful consideration of the inevitable impacts building will have on our infrastructure and our environment.
2. Before any "plans" are put in place, it is essential that housing and the HRM's transportation plan be intertwined. Public transit must be a large part of the planning; ensuring bus access, routes and frequency are included in the mix. We cannot build in isolation and must consider how additional residents in any area will move about the HRM. HRM Regional Council has an obligation to ensure new housing does not add more fossil fuel consuming vehicles clogging our neighbourhoods and streets.
3. Before any deals are struck with builders, it is essential that building designs focus on passive living; ensuring buildings are energy efficient and environmentally friendly. We don't need big glass high rises that kill birds. Passive living structures are known to significantly reduce energy consumption, provide excellent sound proofing between units, and maintain good air quality. Look to New York City, especially new buildings in Harlem that are designed for passive living. They are game changers. We can do

the same. <https://www.theguardian.com/us-news/article/2024/aug/13/east-harlem-new-york-sendero-verde-affordable-passive-housing>

4. I see the Province has changed the rules for building residential living spaces, including reducing the requirement for parking spaces. This is a good thing. We must stop taking up space for cars and focus on providing space for people. I also agree that reducing the requirement for commercial space is a good idea. We have enough empty commercial space and that "ground level floor" can be better used for housing.

5. [REDACTED] SS131, 651 Portland Hills Drive. This is an excellent place for a residential building. It is located right next to the Portland Hills Bus Terminal so no need for parking spaces. [REDACTED] do not object to the location provided the building is developed along passive living standards. Clearly, should this building go ahead, it will be critical that the capacity of Portland Hills Bus Terminal be increased. I also believe it will be critical that buses entering and exiting the Terminal have priority over any vehicles on Portland St. There must be pressure plates or electronic means for the drivers to trigger the traffic light in Favour of the bus so they are not left idling for a light to change. This will ensure both time and fuel efficiency.

6. Should you go ahead with the location on Portland Hills Drive, please be aware [REDACTED] When planning for any building, it is critical that sidewalk access consider people with mobility devices at all times.

I appreciate the opportunity to provide my comments.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

CB15

Good afternoon, I am writing this email to voice my concern on a recent letter from HRM relating to planned suburban housing.

[REDACTED] and have to use Portland Street on a regular basis. It is already one of the busiest streets in Dartmouth and during peak periods it is continually backed up.

At least two of the proposals, 782 Portland Street (4 stories) and 651 Portland Hills Drive (10 stories), will overwhelm an already jam-packed Portland Street and will be especially challenging in the winter months getting up and down the hill.

While neither building will have any impact on where we live in terms of sight lines, etc, the increase in traffic flow will create traffic chaos (especially a 10 story building).

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

CB16

Hello,

Thank you very much for reaching out and providing feedback for SS158 – 117 Kearney Lake Rd.

Below is a list of responses based on the questions from the original email.

1. The initial staff recommendation is to approve rezoning to the Housing Accelerator (HA) zone under the Suburban Housing Land Use By-Law and permit a maximum building height of 14 storeys.
2. For building additions or new buildings above 20m in height a Wind Impact Assessment prepared by a professional engineer is required. This requirement applies if the rezoning to the Housing Accelerator (HA) zone is approved and would be completed at the time a building permit application is submitted. Wind Impact Assessment information can be found in the Suburban Housing Accelerator Land Use By-Law, under Appendix 1 (Pg. 139).

Suburban Housing Accelerator Land Use By-Law: <https://www.halifax.ca/about-halifax/regional-community-planning/community-plan-areas/suburban-housing-accelerator-plan>

3. If approved the zoning of the property would change to the Housing Accelerator (HA) zone. This zone regulates maximum height and form of the building, but does not regulate the number of units included.
4. For the number of people included within the building, the answer above is similar. This zone does not regulate a maximum density within the building.

5. Multiple projects are ongoing currently to address transportation and transit improvements. While not derived because of this site specifically, projects like the Rapid Transit Strategy which include Bus Rapid Transit (BRT) and additional ferry service locations are being worked on.

HRM Rapid Transit Strategy: <https://www.halifax.ca/transportation/transportation-projects/transforming-transit/rapid-transit-strategy>

The BRT Purple Line includes stops for Kearney Lake, Kearney Lake/Parkland and Larry Uteck West.

6. Highway 102 is owned and maintained by the Province of Nova Scotia.

The Joint Regional Transportation Agency (JRTA) is developing a regional transportation plan currently. Additional information on the work the JRTA is doing can be found at the link below:

JRTA Regional Transportation Plan: <https://jrta.ca/regional-transportation-plan/>

The Integrated Mobility Plan (IMP) directs investment within HRM that impact transportation demand management, roadway network and other areas. This includes developing streets plans for key corridors. The IMP Plan and additional information can be found at the link below.

HRM IMP Plan: <https://www.halifax.ca/about-halifax/regional-community-planning/transportation-planning>

7. If approved, the property will be zoned HA under the Suburban Housing Accelerator Land Use By-Law. For strictly multi-unit residential buildings, there is no minimum or maximum number of parking spaces required.

The parking requirement is in-line with a recent announcement from the Province of Nova Scotia. Additional information can be found at the link below:

NS New Regulations Remove Barriers, Create More Opportunities for Housing in HRM: <https://news.novascotia.ca/en/2024/08/21/new-regulations-remove-barriers-create-more-opportunities-housing-hrm>

8. The process for reviewing rezoning requests does not take into consideration property values/taxes.
9. Through this process we are adopting a standard zone, as a result we are not regulating construction start times. If approved, the submission and approval of a building permit application will be required by the developer. Construction cannot start before the building permit is issued.

10. There are requirements for when certain construction noises are permitted within HRM. The noise requirements are under By-Law N200: Respecting Noise. Additional information on By-Law N200 can be found at the link below.

HRM By-Law N200: <https://www.halifax.ca/city-hall/legislation-by-laws/by-law-n-200>

11. Final recommendations will be brought to council. At that time Council will decide if they want to move forward with the recommendations. Should Council decide to proceed with consideration of the recommendations a public hearing will be scheduled.

A mailout will be sent with information regarding the public hearing, if scheduled. The project website will be updated with information on the Public Hearing, if scheduled.

HRM Website: <https://www.halifax.ca/about-halifax/regional-community-planning/housing-accelerator-fund/urgent-changes-planning>

Sincerely,

DILLON MCKENNA

HE/HIM

PLANNER I
COMMUNITY PLANNING – CENTRE PLAN

HRM PLANNING & DEVELOPMENT

[REDACTED]

I have re-read the information provided by HRM today. I actually find it more troubling that in the last paragraph of the HRM information provided reference is made to a public hearing, then in the next sentence it states "should it be scheduled". [REDACTED] the area affected by this massive proposed development [REDACTED] and will be significantly impacted by this development. [REDACTED] We want a public hearing to occur, and we would like to speak with you or Council before our neighbour hood is destroyed.

If you want to know what 14 storey's looks like, take a drive by the Tupper Building at Dalhousie University on College Street and have a look at the height of it and would you want it built in your backyard? The fact that such a huge building was recommended in the area is insane, and makes me wonder about your planning department and the influences they are following or are under.

Hi [REDACTED]

Thank you for your email. I'm just learning about this. I will look into it. In the meantime, if you could send me a photo or copy of the flyer it would be v helpful.

Thanks,

To whom it may concern,

[REDACTED] today stating that changes are being proposed for 117 Kearney Lake Road to approve it to be increased to a 14 storey apartment building on the site.

I have many questions regarding the proposed development, I will start with a few questions today, with a few more to follow.

How high will the proposed building be?

Has consideration been given for the additional wind that will be generated for the surrounding area?

How many apartment units will the building have?

What is the estimated number of residents that this building or buildings will house?

How is the increased traffic going to be addressed?

Will Kearney Lake Road be widened to accommodate the traffic increase? And the 102?

What is the plan for parking for the proposed building?

Significant parking issues have developed since the new building was constructed on Armstrong Court and HRM seems reluctant to address them for the residents of Armstrong and Castle Hill Drive that continually have vehicles parked blocking their driveways and in front of their homes. The parking situation is so bad that visitors to their homes have no place to park especially on Armstrong Court.

Will the property taxes of nearby residents be reduced as a result of impairment of value in their properties from such a large development in their backyard?

What is the estimated construction timeline?

What will be the allowable hours of construction for the project?

When will the public meeting be held for residents to voice their concerns?

I personally am opposed to such a large development being permitted to ruin our neighbourhood.

I look forward to hearing your responses?

Regards,

[REDACTED]

[REDACTED]

CB17

Hi [REDACTED]

Should this plan get *any* support to move forward then I am requesting an in person meeting with Council.

We look forward an update.

Thanks,

[REDACTED]

Hi [REDACTED]

Just to follow up from [REDACTED] well thought out email this looks really bad for HRM and Council .You need to put this on the agenda for tomorrow evening . . Thank you

[REDACTED]

Hi [REDACTED]

Thank you for your email. I'm just learning about this. I will look into it. In the meantime, if you could send me a photo or copy of the flyer it would be v helpful.

Thanks,

[REDACTED]

To whom it may concern,

[REDACTED] today stating that changes are being proposed for 117 Kearney Lake Road to approve it to be increased to a 14 storey apartment building on the site.

I have many questions regarding the proposed development, I will start with a few questions today, with a few more to follow.

How high will the proposed building be?

Has consideration been given for the additional wind that will be generated for the surrounding area?

How many apartment units will the building have?

What is the estimated number of residents that this building or buildings will house?

How is the increased traffic going to be addressed?

Will Kearney Lake Road be widened to accommodate the traffic increase? And the 102?

What is the plan for parking for the proposed building?

Significant parking issues have developed since the new building was constructed on Armstrong Court and HRM seems reluctant to address them for the residents of Armstrong and Castle Hill Drive that continually have vehicles parked blocking their driveways and in front of their homes. The parking situation is so bad that visitors to their homes have no place to park especially on Armstrong Court.

Will the property taxes of nearby residents be reduced as a result of impairment of value in their properties from such a large development in their backyard?

What is the estimated construction timeline?

What will be the allowable hours of construction for the project?

When will the public meeting be held for residents to voice their concerns?

I personally am opposed to such a large development being permitted to ruin our neighbourhood.

I look forward to hearing your responses?

Regards,

[REDACTED]

[REDACTED]

CB18

Hi [REDACTED]

Just to follow up from [REDACTED] well thought out email this looks really bad for HRM and Council .You need to put this on the agenda for tomorrow evening . . Thank you

[REDACTED]

Hi [REDACTED]

Thank you for your email. I'm just learning about this. I will look into it. In the meantime, if you could send me a photo or copy of the flyer it would be v helpful.

Thanks,

[REDACTED]

To whom it may concern,

[REDACTED] today stating that changes are being proposed for 117 Kearney Lake Road to approve it to be increased to a 14 storey apartment building on the site.

I have many questions regarding the proposed development, I will start with a few questions today, with a few more to follow.

How high will the proposed building be?

Has consideration been given for the additional wind that will be generated for the surrounding area?

Hi

These sites are being considered as a continuation of the Urgent Changes to Planning Documents for Housing amendments and were directed to follow a similar engagement process. Unfortunately, due to the number of sites and the accelerated

timeline, we were not able to consider signage for this package. However, as the changes are more site specific, we were able to send notifications to residents within 80m of the sites.

Please see a copy of the mailout attached.

Sincerely,

DILLON MCKENNA

HE/HIM

PLANNER I

COMMUNITY PLANNING – CENTRE PLAN

HRM PLANNING & DEVELOPMENT

HAF Team:

Will notification signs be placed on the street frontage(s) of the next phase of HAF sites listed in Table A1 (Table #)?

Thanks,



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CB20

Hi

Thank you very much for reaching out and providing feedback. Your email has been filed and will be used to determine final staff recommendations that will be provided to Council.

Through this process we are no longer accepting site specific requests. However, based on what was included in your email there may be an opportunity to consider

the property the church is on for multi-unit development under the Suburban Plan Review.

Please reach out to suburbanplan@halifax.ca and provide an explanation of what you would like to build on the property.

All the best,

DILLON MCKENNA

HE/HIM

PLANNER I
COMMUNITY PLANNING – CENTRE PLAN

HRM PLANNING & DEVELOPMENT

Dear Hfx planning. I received notice that there is a proposal to build a 10 story building at the above noted address. [REDACTED]
[REDACTED] this development will completely infringe on our view. Other developments over the years kept encroaching on our view and our concerns discarded. Please do not allow this to go forward at these proposed heights.

Further, we have desired to build a residential tower on our property but have failed to get assurance that mixed use [REDACTED] would get approved. I can not in good faith spend a large amount of money on a plan only for it to be possibly shut down. I can secure financing for what we would like to do but another tower blocking the view will put our financing in difficulty as we could only expect to get less rent because of a loss of ocean view. A tower on our property blocks no ones view and is a very desirable location for more housing.

I would like to speak to someone more on this and work with you in a way that meets everyone's needs. We are not complainers, just worried we will be ignored again when we believe we could achieve our goals together.

Thank you for taking the time to read this. I can be reached on my cell phone easily by [REDACTED] This email is also a primary contact.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

CB21

Hi [REDACTED]

The highlighted (green) portion of PID 00207902 (2882 Joseph Howe Drive) shown on the map is accurate.

At this time consideration is only being given to the front portion of the lot that has road frontage along Joseph Howe Drive. The abutting properties are included within the request and listed below.

- PID: 40429045
- PID: 40429037

Thank you,

DILLON MCKENNA

HE/HIM

PLANNER I
COMMUNITY PLANNING – CENTRE PLAN

HRM PLANNING & DEVELOPMENT

HAF Team:

Is the proposed redevelopment request for 2882 Joseph Howe Drive per [Table 1](#) and the Interactive Map limited to the 'green' coloured area on the map or does it potentially include all of PID 00207902?

Thanks,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

CB22

Hi [REDACTED]

Thank you very much for reaching out.

Through this process we are considering rezoning for select properties in the suburban area to the Housing Accelerator (HA) Zone under the Suburban Housing Accelerator (SHA) Plan. The project website provides additional information, including an interactive map that shows the location of the properties being considered.

SHA Plan: <https://www.halifax.ca/about-halifax/regional-community-planning/community-plan-areas/suburban-housing-accelerator-plan>

An attached mailout is included which lists the properties being considered. Staffs initial recommendation is included within the mail out.

Sincerely,

DILLON MCKENNA

HE/HIM

PLANNER I
COMMUNITY PLANNING – CENTRE PLAN

HRM PLANNING & DEVELOPMENT

I have been through the documents and it's not clear what the actual latest changes are? You should be doing more engagement and education that outlines very clearly what is being proposed. These changes should be sent to the media and other public engagements should be arranged.

[REDACTED]

CB23

Thank for the information.

[REDACTED]

Hi [REDACTED]

There is a rezoning request at 749 Young Avenue that was initiated by Regional Council at the [public hearing](#) for the HAF amendments. The purpose of this rezoning is to add 749 Young Ave to the proposed Heritage Conservation District (HCD) and to

rezone the property from ER-3 to ER-2. This is to correct a previous mapping error and will bring the property's zoning in line with the remainder of the proposed HCD. I've attached a fact sheet with the proposed change and more information is available [online](#).

I'll note that this request is part of a larger package that we are currently soliciting public feedback on. These are additional site-specific requests that Regional Council directed staff to consider at the public hearing for the HAF amendments.

All the best

Joshua adams, LPP, MCIP

principal planner

Community Planning - CENTRE PLAN |

Hi Josh,

I tried looking on the planning website and could not find the case 01198 for Young Ave. Could you please provide me with more details.

Regards,

[REDACTED]

CB24

Hi [REDACTED]

Thank you for reaching out in regard to SS116 – 48 Sambro Rd.

We are aware that the property is under construction. The current staff recommendation will not alter the built form or the height of the structure, but it does permit flexibility with the unit types inside of the building.

Sincerely,

DILLON MCKENNA

HE/HIM

PLANNER I
COMMUNITY PLANNING – CENTRE PLAN

HRM PLANNING & DEVELOPMENT

Good morning HRM staff.

I am amused this day to read the information letter [REDACTED] asking for my input and giving me until Sept 20 to do so. I question this process because the "proposed site" for 48 Sambro Rd. sits over 90% complete and just about to welcome tenants. I know the original proposal for this development was rejected by staff. We the people of HRM know what our options are worth.

Thank you for your service. [REDACTED]

[REDACTED]

CB25

Hi [REDACTED]

Thank you for reaching out with additional questions around the Housing Accelerator Fund (HAF) and the site specific request process for rezoning.

1. This process is for rezoning property to the Housing Accelerator (HA) zone under the Suburban Housing Accelerator (SHA) Plan. HRM is not allocating funds for or to developers under this site specific process. Outside of this process, there is an Affordable Housing Grant Program in place under the HRM. Information on Affordable Housing through the HRM can be found at the link below:

HRM Affordable Housing: <https://www.halifax.ca/about-halifax/regional-community-planning/affordable-housing>

Halifax Regional Council (May 21, 2024): <https://www.halifax.ca/city-hall/regional-council/may-21-2024-halifax-regional-council>

- 15.1.1 Funding to the 2023/24 HRM Affordable Housing Grant Program – Administrative Order 2020-008-ADM, Respecting Grants for Affordable Housing
2. The Government of Canada and the HRM have an agreement for the Housing Accelerator Fund (HAF). Information on funding under the agreement is included within the news release on the Canadian Mortgage Housing Corporation (CMHC) website link found below. The agreement is already in place and consideration of these specific sites does not alter that agreement.

CMHC Helping build more homes, faster in Halifax: <https://www.cmhc-schl.gc.ca/media-newsroom/news-releases/2023/helping-build-more-homes-faster-halifax>

3. The deadline for site specific requests under HAF Package B has passed. The properties listed on the mail out are the only ones being considered for this package at this time. The public engagement phase is open until Sept. 20, 2024. The site requests were received during the initial Housing Accelerator Fund (HAF) Urgent Changes to Planning Documents for Housing public engagement process and Second Reading. The HAF amendments were approved by Regional Council. As part of the adoption process, Council directed staff to review these additional site specific requests.

Halifax Regional Council (May 21, 2024): <https://www.halifax.ca/city-hall/regional-council/may-21-2024-halifax-regional-council>

*This is the same link listed under response 1.

- 12.1 Housing Accelerator Fund - Urgent Changes to Planning Documents for Housing & Suburban Housing Accelerator SMPS & LUB (MINORREV-2023-01065)

Sincerely,

DILLON MCKENNA

HE/HIM

PLANNER I
COMMUNITY PLANNING – CENTRE PLAN

HRM PLANNING & DEVELOPMENT

Would you provide us with the amounts developers will receive under Haf in the event their projects are approved .How much will HRM receive ?I understand they receive an incentive if their projects are classified affordable .I also understand the deadline is Sept 13 for applications for this second round so could there bw more proposed developments. Thank you

Resp

[REDACTED]

Hello,

Thank you very much for reaching out and providing feedback for SS158 – 117 Kearney Lake Rd.

Below is a list of responses based on the questions from the original email.

1. The initial staff recommendation is to approve rezoning to the Housing Accelerator (HA) zone under the Suburban Housing Land Use By-Law and permit a maximum building height of 14 storeys.
1. For building additions or new buildings above 20m in height a Wind Impact Assessment prepared by a professional engineer is required. This requirement applies if the rezoning to the Housing Accelerator (HA) zone is approved and would be completed at the time a building permit application is submitted. Wind Impact Assessment information can be found in the Suburban Housing Accelerator Land Use By-Law, under Appendix 1 (Pg. 139).

Suburban Housing Accelerator Land Use By-Law: <https://www.halifax.ca/about-halifax/regional-community-planning/community-plan-areas/suburban-housing-accelerator-plan>

1. If approved the zoning of the property would change to the Housing Accelerator (HA) zone. This zone regulates maximum height and form of the building, but does not regulate the number of units included.
1. For the number of people included within the building, the answer above is similar. This zone does not regulate a maximum density within the building.
1. Multiple projects are ongoing currently to address transportation and transit improvements. While not derived because of this site specifically, projects like the Rapid Transit Strategy which include Bus Rapid Transit (BRT) and additional ferry service locations are being worked on.

HRM Rapid Transit Strategy: <https://www.halifax.ca/transportation/transportation-projects/transforming-transit/rapid-transit-strategy>

The BRT Purple Line includes stops for Kearney Lake, Kearney Lake/Parkland and Larry Uteck West.

1. Highway 102 is owned and maintained by the Province of Nova Scotia.

The Joint Regional Transportation Agency (JRTA) is developing a regional transportation plan currently. Additional information on the work the JRTA is doing can be found at the link below:

JRTA Regional Transportation Plan: <https://jrta.ca/regional-transportation-plan/>

The Integrated Mobility Plan (IMP) directs investment within HRM that impact transportation demand management, roadway network and other areas. This includes developing streets plans for key corridors. The IMP Plan and additional information can be found at the link below.

HRM IMP Plan: <https://www.halifax.ca/about-halifax/regional-community-planning/transportation-planning>

1. If approved, the property will be zoned HA under the Suburban Housing Accelerator Land Use By-Law. For strictly multi-unit residential buildings, there is no minimum or maximum number of parking spaces required.

The parking requirement is in-line with a recent announcement from the Province of Nova Scotia. Additional information can be found at the link below:

NS New Regulations Remove Barriers, Create More Opportunities for Housing in HRM: <https://news.novascotia.ca/en/2024/08/21/new-regulations-remove-barriers-create-more-opportunities-housing-hrm>

1. The process for reviewing rezoning requests does not take into consideration property values/taxes.
1. Through this process we are adopting a standard zone, as a result we are not regulating construction start times. If approved, the submission and approval of a building permit application will be required by the developer. Construction cannot start before the building permit is issued.
1. There are requirements for when certain construction noises are permitted within HRM. The noise requirements are under By-Law N200: Respecting Noise. Additional information on By-Law N200 can be found at the link below.

HRM By-Law N200: <https://www.halifax.ca/city-hall/legislation-by-laws/by-law-n-200>

1. Final recommendations will be brought to council. At that time Council will decide if they want to move forward with the recommendations. Should Council decide to proceed with consideration of the recommendations a public hearing will be scheduled.

A mailout will be sent with information regarding the public hearing, if scheduled. The project website will be updated with information on the Public Hearing, if scheduled.

HRM Website: <https://www.halifax.ca/about-halifax/regional-community-planning/housing-accelerator-fund/urgent-changes-planning>

Sincerely,

DILLON MCKENNA

HE/HIM

PLANNER I
COMMUNITY PLANNING – CENTRE PLAN

HRM PLANNING & DEVELOPMENT

[REDACTED]

I have re-read the information provided by HRM today. I actually find it more troubling that in the last paragraph of the HRM information provided reference is made to a public hearing, then in the next sentence it states "should it be scheduled". [REDACTED] the area affected by this massive proposed development [REDACTED] and will be significantly impacted by this development. [REDACTED] We want a public hearing to occur, and we would like to speak with you or Council before our neighbour hood is destroyed.

If you want to know what 14 storey's looks like, take a drive by the Tupper Building at Dalhousie University on College Street and have a look at the height of it and would you want it built in your backyard? The fact that such a huge building was recommended in the area is insane, and makes me wonder about your planning department and the influences they are following or are under.

Regards

[REDACTED]

Hi [REDACTED]

Thank you for your email. I'm just learning about this. I will look into it. In the meantime, if you could send me a photo or copy of the flyer it would be v helpful.

Thanks,

[REDACTED]

To whom it may concern,

[REDACTED] stating that changes are being proposed for 117 Kearney Lake Road to approve it to be increased to a 14 storey apartment building on the site.

I have many questions regarding the proposed development, I will start with a few questions today, with a few more to follow.

How high will the proposed building be?

Has consideration been given for the additional wind that will be generated for the surrounding area?

How many apartment units will the building have?

What is the estimated number of residents that this building or buildings will house?

How is the increased traffic going to be addressed?

Will Kearney Lake Road be widened to accommodate the traffic increase? And the 102?

What is the plan for parking for the proposed building?

Significant parking issues have developed since the new building was constructed on Armstrong Court and HRM seems reluctant to address them for the residents of Armstrong and Castle Hill Drive that continually have vehicles parked blocking their driveways and in front of their homes. The parking situation is so bad that visitors to their homes have no place to park especially on Armstrong Court.

Will the property taxes of nearby residents be reduced as a result of impairment of value in their properties from such a large development in their backyard?

What is the estimated construction timeline?

What will be the allowable hours of construction for the project?

When will the public meeting be held for residents to voice their concerns?

I personally am opposed to such a large development being permitted to ruin our neighbourhood.

I look forward to hearing your responses?

Regards,

[REDACTED]

[REDACTED]

CB26

Hi [REDACTED]

Thank you for providing feedback on SS158 - 117 Kearney Lake Rd.

The Province of Nova Scotia has provided direction to the municipality to remove on-site parking requirements from the urban serviced area in HRM. The news release including this information can be found at the link below.

Province of NS News Release: <https://news.novascotia.ca/en/2024/08/21/new-regulations-remove-barriers-create-more-opportunities-housing-hrm>

If the rezoning is approved, for strictly multi-unit residential buildings this leaves the option for property owners and/or developers to include parking on-site or not. This site specific rezoning process does not approve or review parking. If approved, the property will have the Housing Accelerator (HA) zone applied to it. Winter parking requirements will continue to be enforced.

Sincerely,

DILLON MCKENNA

HE/HIM

PLANNER I

COMMUNITY PLANNING – CENTRE PLAN

HRM PLANNING & DEVELOPMENT

Hello,

[REDACTED] and this proposed apartment building will make traffic even more congested. As it is we have turn [REDACTED] once the light turns red - there is no other way [REDACTED] and it takes multiple lights to do that. The congestion coming off the highway is also backed up.

Accessing this small plaza, the proposed site for the 14 storey apartment, is already part of the traffic problem without adding any more.

[REDACTED] is already over capacity and they just put in multiple portables last summer that are larger than the existing school - kids basically have no yard left for recess.

The new school built on Larry Uteck/ Broad Street was over capacity before it was built and they are already building portables there.

The law indicating no parking necessary for new construction of homes only allows big corporations to make billions without considering infrastructure. What will everyone do in the winter when the parking bans are on? With the designated parking restriction lifted where will all of the people park? Our transit system cannot be relied on, so cars are a necessity.

[REDACTED]

[REDACTED]

CB27

[REDACTED]

That would be a massive tower in an otherwise fairly low-built neighborhood. While my preference would be no change to the current zoning as there is a lack of municipal infrastructure to support it (mainly schools & transit). I don't have an overwhelming issue with the inclusion of residential units to the re-zoning of the site but limiting to 4 or 5 stories would be more in line with the surroundings and not put neighboring apartments and residences into a tower's shadow.

Parking for tenants must also be included in the footprint of this lot. Recent developments in neighboring Armstrong courts with insufficient parking has led to blocked driveways and conflicts amongst existing residents.

[REDACTED] ... the transit, frankly, sucks... [REDACTED] bus commute is about 50 minutes to get downtown and about 50-60 minutes to get back in the late afternoon (excluding the 2 x / day express bus [REDACTED]) And I sure hope you don't have to go somewhere other than downtown from 117 Kearlney Lake Road or it gets quite convoluted. Plus being right adjacent to the 102 it will be attracting people who drive and commute. Adequate parking needs to be included in any new plans.

It would be a real shame to lose out on the commercial use of the current area which allows for walkable options for current residents to access food, groceries, paramedicine (eye care and chiropractic), and NSLC. Loss of these options will make current residents forced to be more car dependent and drive to these services elsewhere and limits local business and employment opportunities. Maintain commercial zoning on this site.

Sincerely,

[REDACTED] concerned resident.

CB28

Attachment: YES

Hi [REDACTED]

Thank you very much for following up and providing feedback that will be used for creating the final staff recommendation.

The site specific review process was initiated by HRM and Council directed staff to review the additional sites during Regional Council (May 21-23, 2024). I have included a link below for the agenda, and attached the meeting minutes as a PDF to this email for further information. This link is the same link provided in the email response on 20 August 2024.

May 21, 2024 Halifax Regional Council: <https://www.halifax.ca/city-hall/regional-council/may-21-2024-halifax-regional-council>

The properties on Connolly Street are referenced on Page 17 and Page 18 of the meeting minutes.

The submission of a site specific request was not restricted to specific people and any property owner, developer or consultant could submit a request for consideration under this process. Council provided direction on which requests should be reviewed further. At this time no other sites are being accepted for consideration under this package.

Sincerely,

DILLON MCKENNA

HE/HIM

PLANNER I
COMMUNITY PLANNING – CENTRE PLAN

HRM PLANNING & DEVELOPMENT

Dear Planning Staff,

[REDACTED]

[REDACTED] I write to provide feedback concerning the request by HRM to alter the zoning of the above-noted properties from ER-3 Zoning to COR Zoning.

I first note that I am concerned that this process is being presented as a fully HRM initiated process. That is, the mailout sent states that HRM is initiating this change and no where does it note that this site-specific change is being requested by individuals through HRM. Only upon review of the website does this become clear.

In the case at hand, upon review of public records, all of the properties noted in this request, and in the area more generally (see cross hatched map attached) are either owned by [REDACTED] as per the attached profile from the Nova Scotia Registry of Joint Stock Companies). As such, while initiated by HRM, it is clearly intended to benefit specific individuals and their land assembly.

In terms of the request to re-zone, [REDACTED] Seaforth Street has been increasingly used to support the increased density on North Street and Chebucto Road. Parking restrictions [REDACTED] have been removed, resulting in it being used to augment the lack of parking on North Street and Chebucto Road. Recent construction of higher density properties in this area have resulted in this part of Seaforth Street being used to station large trucks awaiting to load and unload on current constructions sites.

Given this land assembly, it is clear a further, high-density development is intended to now move even closer to Seaforth Street, which will only increase the traffic, trucks and disruptions to this narrow residential street.

I also note that the access to Chebucto Road from Connolly Street is difficult, with the merging of North Street and Chebucto Road immediately prior to this intersection, together with a crosswalk. The increased density proposed in this area will make that more difficult, resulting in Seaforth Street being used as an alternate access route as traffic will divert to it and turn on to Oxford Street to gain access to North Street and Chebucto Road via their respective traffic light controlled intersections with Oxford Street.

The granting of COR zoning to the subject properties will immediately increase their value. That increase in value will be exclusively enjoyed by the two property owners of the land assembly noted above.

That increase in value will be paid for by the residents on Seaforth Street. More vehicles will use the street, be it for construction, or future access to the higher density property to be built, given the limitations of access to and from North Street and Chebucto Road.

I would only be prepared to consider supporting this proposed re-zoning if the same re-zoning were extended to all of the properties [REDACTED]. The resulting increase in the value of the properties would be appropriate compensation, and be more in keeping with an HRM initiated process designed for the public good – by ensuring no one is made worse off as a result of the HRM approving the request that these specific properties (and their owners) be made better off.

Yours truly,

[REDACTED]

CB29

Hi [REDACTED]

Thank you very much for reaching out and providing feedback. Your comments will be used to finalize staff recommendation.

The site specific process is a review of the property for potential rezoning. The building structure and design is not reviewed or approved under this process. If approved, the property would be rezoned to the COR zone under the Regional Centre Land Use By-law (RCLUB), as you mention. If rezoning is approved a building permit will be required before construction, where the design and structure will be reviewed against the land use by-law requirements.

As Councillor Cleary covered, the Province of Nova Scotia has provided direction to remove minimum parking requirements from the urban serviced area. Additional information on the announcement can be found at the link below. Developers can include parking on-site, but a minimum number of spaces would not be required for a strictly residential building.

New Regulations Remove Barriers, Create More Opportunities for Housing in HRM: <https://news.novascotia.ca/en/2024/08/21/new-regulations-remove-barriers-create-more-opportunities-housing-hrm>

The COR zone and the ER-3 zone have not had a minimum parking space requirement for the majority of residential uses under the land use by-law for a number of years. Parking requirements are listed on Page 324-326 (Table 15) of the RCLUB, found at the link below.

Regional Centre Plan Area: <https://www.halifax.ca/about-halifax/regional-community-planning/community-plan-areas/regional-centre-plan-area>

- Click on Regional Centre Land Use By-Law (PDF) in the first paragraph.

Sincerely,

DILLON MCKENNA

HE/HIM

PLANNER I
COMMUNITY PLANNING – CENTRE PLAN
HRM PLANNING & DEVELOPMENT

Hi [REDACTED]

Thanks for your email and feedback. It's appreciated.

You should know that the provincial Minister of Housing just recently made it illegal for HRM to require parking in the urban and suburban areas. That doesn't mean a developer can't provide parking. They usually provide what their market is looking for.

Shawn

Shawn Cleary, MBA (he/him)

Councillor, District 9 - Halifax West Armdale

www.halifax.ca

www.shawncleary.ca

Facebook: facebook.com/shawnclearyhalifax

City Hall Office:

My Council Support Coordinator is Chris Newson

902.490.1562

newsonc@halifax.ca

If you have a municipal issue that requires immediate assistance, please call 311. You can also contact 311 by email at contact@halifax.ca.

[REDACTED] regarding the 'Notice of a Planning Application: '. [REDACTED] identified that HRM initiated a request to re-zone 2627, 2633, and 2639 Connolly

Street, Halifax from ER-3 to COR and to amend the Regional Centre Municipal Planning Strategy to incorporate the proposed changes.

Thank you for the opportunity to provide this important input and we do hope that our concerns are given due consideration. We would suggest this letter be sent to all homes surrounding the proposed project as anyone who uses these streets and/or regularly parks their car in the immediate area will most definitely be impacted.

We are very opposed to the proposed change from the current ER-3 zoning to the requested COR zoning. We are not opposed to a well-designed project with proper consideration of the existing neighbours.

Specifically, the developer must be mandated to provide on-site parking and they must respect the neighbourhood.

Connolly Street is not a major street within our city. It is already a very busy intersection with cars parked along both sides of the street. A new large development would significantly worsen the congestion. It is a quiet residential street that is part of a well-established West End Halifax neighborhood.

It has been suggested that part of the argument for this zoning is related to the fact that Connolly Street is in close proximity to a Chebucto Road bus stop. This bus stop, directly in front of the former Fries & Co, really should be moved into a less busy section of Chebucto and/or in an area where there can be a curb cut and the buses moved in from the road. Clearly, it will need to be moved, at least temporarily, during construction.

The change to a COR Zone has significant implications. The maximum height for a build would go from 11 meters to 3-9 storeys. There is a marked difference not only between the current zoning and the proposed zoning but within the proposed zoning itself. This allows for the possibility of a building to be erected that could be as high as 9 stories. A building of this stature would bring with it a significant influx of people, cars and traffic to [REDACTED] quiet family neighbourhood. As well, the sheer height of the building would negatively affect not only the light but the property value of many who live in close proximity to the building. Perhaps the design could have its height stepped back from Chebucto to Seaforth, thereby negating the need for COR on Seaforth Street.

Parking is already a mess in this area with many tenants of apartments above Dimitris Pizza on Chebucto and other rental units nearby without parking already using Seaforth Street for their daily and overnight parking. If the building is to have underground parking the only reasonable access and exit point would be on Seaforth Street, [REDACTED] (cannot have entry/exit on Chebucto and Connolly St entry/exit would necessitate other traffic calming measures for safety). The proposal states "no maximum unit requirement" and "Parking" is stipulated as "Not required". The idea of adding dozens of units without parking is a

total lack of planning. While HRM may want buildings without parking to encourage tenants to walk or ride bicycles; the reality is that the majority of these tenants will most likely have at least 1 car that will need to park somewhere?.....and Seaforth Street can not sustain a growing influx of semi-permanent parked cars.

We are aware that a housing crisis exists, however, good planning and design cannot be abandoned for developer promises. Perhaps a building facing Chebucto with its highest levels on the COR, a shared platform and townhomes or low rise building along Connolly. Most importantly, sufficient parking facility below the shared platform must be incorporated. More informed comments and feedback will be shared once we have a better understanding of the proposed project's scope.

Sincerely,

[REDACTED]

[REDACTED]

CB30

Hello,

I'm sending this in regards to the request to develop 81 Brook St.

My understanding is that the developer plans on developing this property into a five stories- multi residential building. I'm against this development. [REDACTED]

[REDACTED] It was zoned R1 at the time.

That means nothing now since the city is allowing up to 4 units. With that comes new requests. I'm completely aware we're in a housing crisis. I fail to see how this will help when people who live in this area wanted single family homes, not multi units.

I've been complaining to the city for years regarding the lack of drainage [REDACTED] [REDACTED] I have no drainage & the plows take out the asphalt curbs every year. I have called nothing short of 30 times in the last year. Every time it rains, [REDACTED] flood, but yet, if I'm a developer the city allows them to build whatever want. Allowing this developer to build, is only helping them not the residents.

Not to mention the lack of basic infrastructure- traffic and sidewalks, this is a horrible proposal.

[REDACTED]

CB31

Good Afternoon [REDACTED]

We have looked into the mapping error, and it appears that it was caused by the most recent plan of subdivision not being digitized until after we released the additional opportunity sites for engagement. We have reached out to our GIS team and asked them to update the online mapping to show all the PIDs being considered under staff's recommendation for SS174- 21 McIntosh Street.

All the best,

BRENDAN LAMB BCD

HE/HIM

Planner II

Community Planning – Suburban Plan

Planning & Development

Hi HAF Team/Kathleen,

[REDACTED]
[REDACTED] and I noticed that one of our properties had the wrong PID's and the proposed changes map was off.

[REDACTED], so I think this where it got mixed up. Since February, [REDACTED] and some of the parcels in the assembly were subdivided.

Attached is the image of what is shown on the proposed changes map, the parcels [REDACTED] the current PID's on ExploreHRM. Is it possible to update to match the current PID's [REDACTED]? There are still no units/residences on any of the new PID's, it was just subdivided [REDACTED]
[REDACTED]

The PID's for [REDACTED]
[REDACTED]

Please let me know, [REDACTED]
Thanks,

[REDACTED]

CB32

Hello,

Thank you very much for reaching out.

For the mail out, properties within 80 metres of any site specific property being reviewed should have received a letter.

If there is someone who has not received a letter, but believes they should have, they are welcome to contact us through this email address. We will determine if they should have received a letter and if a letter was sent.

Sincerely,

DILLON MCKENNA

HE/HIM

PLANNER I
COMMUNITY PLANNING – CENTRE PLAN

HRM PLANNING & DEVELOPMENT

hello,

Are you able to confirm who this letter has been mailed to? I have spoken with friends, neighbors and family members in my community, and to date, [REDACTED]

Thank you,
[REDACTED]

CB33

Attachment: YES

Hi [REDACTED]

Thank you very much for following up and explaining further. I appreciate the clarification on where the Downtown Halifax Land Use By-Law (LUB) is showing.

1. The Downtown Halifax LUB should not be listed on the mapping and this is an error. I have reached out internally to have the maps corrected to show the Suburban Housing Accelerator (SHA) LUB.
2. Heights may be different between properties zoned HA under the SHA LUB. Map 2: Maximum Building Height Precincts can be found at the link below for

further information on permitted heights for specific properties. If additional properties are approved for rezoning, updates will be completed to reflect said properties.

SHA Plan Area: <https://www.halifax.ca/about-halifax/regional-community-planning/community-plan-areas/suburban-housing-accelerator-plan>

3. The SHA LUB does not prohibit stairs within the front yard. This is not a guarantee that approval would be given for a permit application showing stairs within the front yard. All other applicable LUB requirements and building code requirements would need to be met for approval. For a full review, a permit application can be made with the issuance of the permit as the overall approval of a design.
4. For properties that have split zoning, the use would need to be contained within the portion of the zoning that permits the use. If the use is permitted within both zones it would need to meet the applicable requirements of each LUB that applies for the building/use crossing the split zoning. This is generally taken as the more restrictive requirement.

Example:

A split zoned property with the HA Zone under the SHA LUB and R-2 Zone under the Halifax Mainland LUB

If the HA zone permitted a multi-unit apartment building, but the R-2 zone did not, the use or building would not be permitted to cross the zoning boundary. Additionally, most LUBs will have a clause that only one main building is permitted on a lot. This would stop a main building from going up on the HA zone portion and a separate main building going up on the R-2 zone portion.

Please let me know if you have any questions.

All the best,

DILLON MCKENNA

HE/HIM

PLANNER I
COMMUNITY PLANNING – CENTRE PLAN

HRM PLANNING & DEVELOPMENT

For question 6. Those sites currently approved as HA, fall under DT Halifax.

See the Attached photo from ExploreHRM or look up [REDACTED] on Explore HRM

Follow the links provided to the By-law and under DT Halifax, there is no HA zoning.
([see here](#))

The SHA fact sheet ([here](#)) suggests that there are various sizes of HA building types, with opportunity for density bonuses. Will each plot be designated with a specific height going forward? Or can we expect the rezoning to look more like Centre Plan where neighbouring property heights are relative to the up-zoned lots.

The urgent changes to planning note that new staircases may not be built on the front of properties, but this only applies to areas in HAF, so these new SHA have no restrictions on where staircases may be constructed on the property.

When a lot has a mixed zone on a single PID, is there an opportunity to utilize all of the land, but only apply the portion of one zoning type to the developed portion of the lot. See the [Conservation Design Development](#) which allows a portion of the land not zoned for development, to be built upon, using the other portion of the lots zoning, as long as the total square footage built does not exceed that of what the developable portion of the lot allows.

I look forward to seeing the SHA progress.

Thank you,

Hi [REDACTED]

Please see the response to your questions below.

1. The Suburban Housing Accelerator (SHA) Land Use By-Law defines a storey as follows:

(184) Storey means a portion of building between a floor and another floor including a mezzanine. A portion of a building partly below the streetline grade will not be deemed to be a storey unless its ceiling is a minimum of 2.0 metres above the streetline grade.

Additional information on the change from metres to storeys can be found at the link below,

Halifax Regional Council May 21-23, 2024: <https://www.halifax.ca/city-hall/regional-council/may-21-2024-halifax-regional-council>

- i) Staff Recommendation Report dated March 27, 2024 (PDF)

- Community Engagement – Incentivize Wood and Timber Construction
- Feedback from Architects and Designers
- 1.5 Built Form and Parking

2. The maximum building height permitted will be measured from the average finished grade to the highest peak of the building. If a streetwall exists, the height will be measured from the streetline grade. The definition for height and streetwall height from the SHA Land Use By-Law is below. The inclusion of storeys to measure height was to accommodate wood and timber buildings.

(76) Height means the vertical distance between a structure's average finished grade and the structure's highest point.

(189) Streetwall Height means the vertical distance between

(a) the streetline grade and the top of the streetwall, extending across the width of the streetwall (Diagram 18);

(b) where a municipal or provincial transportation or utility easement abuts the streetline and extends the full lot width, the grade at the edge of the easement that is located farthest from the streetline and

the top of the streetwall, extending across the width of the streetwall; or

(c) where a transportation reserve is present, the grade at the edge of the transportation reserve that is located farthest from the streetline and the top of the streetwall, extending across the width of the streetwall.

3. If rezoning is approved and the lots are consolidated in to one parcel the following definition would be applied to determine the front lot line.

(62) Front Lot Line means,

(b) for a corner lot where the streetlines are not of equal length, the shortest streetline is the front lot line, and the longer streetline or streetlines are the flanking lot lines;

Access and location for the vehicle entrance to the property would be determined through the HRM Municipal Design Guidelines (2021) linked below.

HRM Design Guidelines (Red Book): <https://www.halifax.ca/transportation/streets-sidewalks/municipal-design-guidelines-red-book>

4. The Housing Accelerator (HA) zone falls under the Suburban Housing Accelerator Plan Area. The Suburban Housing Accelerator Secondary

Municipal Planning Strategy and Land Use By-Law can be found at the website link below.

SHA Plan Area: <https://www.halifax.ca/about-halifax/regional-community-planning/community-plan-areas/suburban-housing-accelerator-plan>

The zone and land use by-law applied would not be the regional centre or downtown Halifax.

5. Rezoning of neighboring/abutting lots is not being considered through this process. Previously through HAF residentially zoned properties within the urban service boundary were updated to permit 4 units as of right through the land use by-law that applies to the individual area. The change to permit 4 units through HAF was not just applied to the Regional Centre Land Use By-Law, but includes other land use by-law areas, also. As you mention, all other land use by-law requirements would need to be met to permit 4 units on a lot.

This change was reflected in the first round of amendments under the Urgent Changes to Planning Documents for Housing passed on May 23, 2024.

Housing Accelerator Fund: <https://www.halifax.ca/about-halifax/regional-community-planning/housing-accelerator-fund>

The broader area will be looked at through the Suburban Plan Review in the future. The Suburban Plan process may lead to a wider neighbourhood/community zoning update.

6. If approved, the properties would fall under the Suburban Housing Accelerator Secondary Municipal Strategy and Suburban Housing Accelerator Land Use By-law. The Housing Accelerator (HA) zone would be applied to the properties.

The criteria for the sites can be found at the website link below, under the Suburban Area: Additional Site-Specific Requests tab.

HRM Urgent Changes to Planning Documents for Housing: Additional Sites: <https://www.halifax.ca/about-halifax/regional-community-planning/housing-accelerator-fund/urgent-changes-planning>

7. That is correct for 2882 Joseph Howe Drive. Rezoning consideration is only being given to the portion of the larger lot closest to Joseph Howe Drive. The zone boundary would not match the property boundary if the rezoning is approved.

8.

If a property is split zoned, a use would need to be located in the portion of the

zone it is permitted within. The remaining portion of the lot would remain under the existing land use by-law and zone that applies now.

8. Palmer Hill Road is not owned by the HRM and is operated as a private road. The portion of the road that is highlighted is part of the larger property behind 81 Brook Street. Generally, private roads will have private easement agreements registered to maintain access for other properties that gain access from the private road.
9. This process does not approve demolition of existing buildings or the structure and design of any new buildings. A building permit would be required for the construction of any new building and a demolition permit would be required for the removal of any existing buildings.
10. Only the two properties indicated are being considered for rezoning at this time.

The broader area will be looked at through the Suburban Plan Review in the future. The Suburban Plan process may lead to a wider neighbourhood/community zoning update.

11. Only 30 Ridge Valley Road is being given consideration for rezoning at this time.

The broader area will be looked at through the Suburban Plan Review in the future. The Suburban Plan process may lead to a wider neighbourhood/community zoning update.

All the best,

DILLON MCKENNA

HE/HIM

PLANNER I
COMMUNITY PLANNING – CENTRE PLAN

HRM PLANNING & DEVELOPMENT

Hi,

After reviewing the SHA plan and the SHA By-laws, I have a number of questions. I know some of these may fall under the building code, but it would be nice to have the details as they pertain to these proposed plans (and the ones already approved under SHA):

1. Could you define what a storey is in the SHA? Is it simply a single level of any height, or does the building have a maximum height, if so what is the minimum height required to be defined as a storey?
2. On a sloped lot, how is height determined? i.e. should a lot have its elevation change by 5 meters from one boundary to its opposite boundary, but a singular building is to be erected, is only the portion of the building "above grade" from the highest point counted in the height?
3. In the case of 2882 Joseph Howe, 2 additional lots are being included in the build one of which is on Walton Dr. If these lots are amalgamated, which street will the lot be considered to be fronting on in terms of road access and what is deemed as the "front" as it pertains to parking requirements?
4. Does HA zoning automatically designate the site as Downtown Halifax and place it under the Center plan? I.e see 1 Craigmere, previously zoned CEN-1, now changed to HA and approved for an additional 9 storey building on the property.
5. How will the SHA impact the neighbouring properties in terms of zoning? With the HAF all properties within Centre Plan were up zoned, with the new zoning having a density increase (i.e. ER-1 being moved to ER-2 with the as of right for 4 units on each lot meeting the requirements). So far I see the new HA zoned properties have not considered rezoning neighbouring lots.
6. So far the HA zoning seems to pick sites are redesignate them into By-law zones that don't geographically suit them (i.e. Sherwood St in Cole Harbour PID 40606345, now being beholden to DT Halifax By-laws). By designating these sites as DT Halifax, do they now fall under Centre Plan and the HAF? Currently the DT Halifax By-Law does not include "HA" zoning.
7. For the properties looking for re-zoning on 2882 Joseph Howe, the land indicated on www.halifax.ca/haf shows only a portion of the 4.2 acre lands as being considered to be up-zoned. How would this work, would a zoning boundary be created that does not match the boundaries of the lot?
8. For the proposal on 81 Brook and 1 Palmer the street seems to be included on the map. Is this to allow for it's widening to accommodate increased density? If not, is there going to be a reduction in street widths for similar developments?
9. Will 81 Brook be allowed to be torn down?
10. With 81 Brook and 1 Palmer, is the surrounding RDD zone being considered for rezoning to HA in the long term?

11. 30 Ridge Valley, is there consideration being given to upzoning the neighbouring properties, similar to the way Centre Plan offered COR zoning, then gradually scaled down on neighbouring streets to ER?

Thank you

████████████████████

CB34

Hi

The names are not published in the “What We Heard” report that will be provided to Council. The names are saved to track correspondence received and to be able to reach out to provide updates.

If there are any comments you would like to partially or fully withdraw, please let me know.

All the best,

DILLON MCKENNA

HE/HIM

PLANNER I

COMMUNITY PLANNING – CENTRE PLAN

HRM PLANNING & DEVELOPMENT

Will my name be published with the comments - although these are mostly questions?

Thank you for your email. If you are providing feedback on the [Urgent Changes to Planning Documents for Housing: Additional Sites](#) proposed amendments, please note that all submissions will be brought to Regional Council in a What We Heard Report. Public comments will be redacted, however, if you do not wish for your comments to be published, please email haf@halifax.ca to withdraw your submission.

If you are reaching out with questions about the proposed amendments, Planning staff will follow up with you as soon as possible. The deadline to submit public feedback is September 20, 2024.

Sincerely,

Community Planning Team

CB35

Attachment: YES

Good afternoon Eleanor,

Thank you for your response to our concerns. It was helpful and informative to receive your feedback on the parking and the maximum unit counts in terms of zoning.

Our main and over arching concern is the number of stories the proposed building may be. It is our sincere hope that this will be looked at and amendments made to the proposed zoning specifications.

We are thankful for having an avenue to provide input and concerns.

Sincerely,

[REDACTED]

Good morning [REDACTED]

Thank you for reaching out and providing feedback. Your comments will be used to finalize staff recommendation.

As noted in your letter, minimum parking is not required for residential uses in the COR and ER-3 zones; this has been the case for several years and is now standard for most residential uses in zones across the [Regional Centre](#). This does not mean that developers cannot provide on-site parking – only that a minimum number of parking spaces is not required for a strictly residential building. In addition, the Province of Nova Scotia recently [provided direction to remove minimum parking requirements](#) for residential uses within the Urban Service Area.

The COR zone, as well as other higher density zones in the Regional Centre, do not have maximum unit counts like the low density Established Residential (ER) zones. This is because there are additional built form controls in place (such as design requirements, stepbacks and transition lines) for higher density zones that are intended to regulate density instead.

Happy to chat further if you have any questions – your input is greatly appreciated!

Thank you,

ELEANOR FIERLBECK

SHE/HER

PLANNER I

REGIONAL & COMMUNITY PLANNING

PLANNING & DEVELOPMENT

To Josh Adams,

I have attached a letter with concerns and comments regarding the Connolly Street rezoning. We are very thankful to have the opportunity to provide this input. Looking forward to hearing back from you.

Sincerely,

[REDACTED]

CB36

I'm writing today to voice my concern regarding the proposed new development in the Springvale area on Brooke/Palmer. With two schools in the neighborhood and Brooke Street is a very busy cut through street it would add more traffic to an already dangerous situation. There are no sidewalks for pedestrians nor bike lanes. The three Nods proposed are for the Westend, Young and Strawberry Hill would see plenty of development possibilities. Thank you for your time.

[REDACTED]

[REDACTED]

CB37

Dear Halifax Council and staff,

I am writing to express my opposition to the proposed development of a 14-storey apartment building on the site of the existing pre-primary school [REDACTED]. While I recognize the need for new housing in our city, I believe that this particular project is not in the best interest of the community, and I urge you to reconsider.

The proposed development is incompatible with the character [REDACTED] which is 75 years old and consists predominantly of low-rise residential homes. The

height and scale of a 14-storey building will drastically alter the landscape of the neighborhood and is totally out of place in our community.

This site also currently serves as a pre-primary school, which is an essential community asset. The school provides early childhood education to local families, fostering a sense of community and offering a safe and nurturing environment for young children. Replacing this vital resource with a high-density apartment complex would not only disrupt the educational services but also impact the families who rely on the school. It would likely force them to find alternatives farther away, inconveniencing parents and potentially reducing access to early education in our area.

A project of this scale would undoubtedly lead to significant increases in traffic congestion, noise, and pollution, all of which would negatively impact the quality of life for current residents. [REDACTED] infrastructure, including roads, parking, and public amenities, was not designed to accommodate the additional strain of hundreds of new residents. This could lead to unsafe conditions, especially for children and elderly residents.

In conclusion, while I support responsible development that addresses housing needs, I believe that this proposed 14-storey apartment building is not appropriate for our neighborhood.

Thank you for your time and consideration.

Sincerely,

[REDACTED]

CB38

Hello, I just saw the housing accelerator zone list and WAY too many of those are in Spryfield area, which is not big enough for the ridiculous amount of people that currently already live here. [REDACTED] Central Spryfield Elementary which is currently only until grade 4 (utterly ridiculous) this school is too small for the amount of children it has, they added two portables and it's only going to get worse! They can't keep lowering the grade it goes too..... we need another school here not more houses built! The school has no parking as it is. Although this school is absolutely amazing and I have nothing but good things to say about it, they are all already so over worked because of the amount of kids that attend.

Spryfield is good the way it is :)

[REDACTED]

CB39

Dear madame/sir,

I writing you regarding the letter we received about changing our current zoning ER-3 zoning to COR zoning.

We are strongly disagree with this proposal. Connolly street is not big at all and quiet residential area where kids play around and has created strong neighborhood atmosphere over the years. Building 9 floor building will destroy this small quiet street causing hectic, accidents, traffics.

The city can not overlook the already living residents life because of the house crisis. [REDACTED] and now it is gonna get destroyed by the people with money using this housing situation to make money and devaluing our lives and property.

Instead the reasonably sized building would make sense looking out both parties : already established residents and the people in need of housing.

I hope our voices will be heard !!!

Sincerely,

[REDACTED]

CB40

Greetings,

[REDACTED] and have been reading the information on the planned development at 30 Ridge Valley Road, and I believe that it is incomplete and inaccurate. The developer says that they can accommodate two new buildings on existing parking lots. However, those lots are always full with the current residents of the existing building, with many people parking on the street. [REDACTED]

[REDACTED] they already have too many cars for their spaces. Taking away spaces while adding additional units will make the parking situation completely unmanageable. Public transit is available, but is not feasible for most work locations. Additionally, most of the bus stops on Ridge Valley are on the side of the road without a sidewalk, which means that there is no cleared path for walking during the winter. Biking is NOT safe in this area, with no dedicated bike lanes. We are too far from any other services to make walking a realistic option.

As designed, all the traffic from the additional units will exit onto Ridge Valley Road, which is not wide enough for traffic to safely pass in both directions (especially buses) when there are cars parked on the one side (which is necessary because the existing

unit does not have enough parking) and when people are walking on the road (which is necessary during the winter because there is no sidewalk).

Infill development is important for cities, but it must be supported by appropriate infrastructure. Adding this level of density in an area with limited street parking and narrow streets is not the way to do it.

Kind regards,

[REDACTED]

[REDACTED]

CB41

I am really concerned about this housing development. There are so many reasons that this should not go ahead. It will be so unsafe for the children coming and going to schools and there will be so much overcrowding in the classrooms.

The gas lines are a concern also. I don't want my house to blow up. The traffic is so bad as is, there is no room for any more cars. I could go on and on. I am sure you are aware of all the problems this will bring to the neighborhood. Please somehow put a stop to it [REDACTED]

CB42

Hi [REDACTED]

Thank you very much for reaching out to provide feedback. Your comments will be used to help create final staff recommendations for Council.

This process reviews individual properties for rezoning to the Housing Accelerator (HA) zone under the Suburban Housing Accelerator (SHA) Plan and Land Use By-Law. If rezoning is approved, permit applications would be required before construction of a building. For buildings that will be connected to the Municipal Sewer and Water infrastructure the permit is reviewed by Halifax Water.

If upgrades to local services are required and needed to support the development and/or surrounding area it would be determined through the permit application process.

Halifax Water New Connections & Renewals: <https://www.halifaxwater.ca/new-connections-renewals>

Sincerely,

DILLON MCKENNA

HE/HIM

PLANNER I
COMMUNITY PLANNING – CENTRE PLAN

HRM PLANNING & DEVELOPMENT

I am writing with respect to the above development [REDACTED]
[REDACTED] I want to express 2 concerns. [REDACTED] narrow 2 lane and one way streets in close proximity to this development. Neither Abbey Rd or Bromley Rd can be connected in any way to this new property, we simply do not have the capacity. Secondly we have concerns about the stress these 2 large buildings and their tenants will have on our sewage infrastructure. Historically we have had ongoing sewage issues [REDACTED]
[REDACTED] Despite the assurances from your water study [REDACTED] know "first" hand the added users will negatively impact our present situation. We very much need added affordable housing thru out Metro but I/we DO NOT believe this development will be of the affordable variety. At the very least we need to reduce the size of this project by 50% thus reducing the impact on our neighborhood...and we absolutely must assure these much needed are affordable. Good luck

[REDACTED]

[REDACTED]

[REDACTED]

CB43

Hi [REDACTED]

For questions on the Herring Cove Road multi-modal corridor project please reach out to Charlie using the contact information below.

Charlie Elliott
Project Manager, Design & Construction, Public Works

charlie.elliott@halifax.ca

Sincerely,

DILLON MCKENNA

HE/HIM

PLANNER I
COMMUNITY PLANNING – CENTRE PLAN

HRM PLANNING & DEVELOPMENT

Thank you for your email and the information.

[REDACTED], I was advised that there were plans underway for a sidewalk [REDACTED]. When I later reached out to the city and my councillor to express concern about traffic safety, specifically I had multiple incidents where vehicles had nearly struck me or others while walking along shoulder of the road [REDACTED], I was told that this plan changed - with sidewalk installation no longer being planned. From the link that you provided, [REDACTED] with expected completion in late 2024." Are you able to confirm that there will be sidewalks built on both sides of the street? And if so, when this might occur? And/or who I should speak to about this? I have had little support from my councillor to date.

Thank you,

[REDACTED]

Hi [REDACTED]

Thank you very much for providing feedback. Your comments will be used to help form final staff recommendation for Council.

There is an existing project that is ongoing to review and improve Herring Cove Road. At this time, the detailed (90%) design is in progress for the section of the road between Armdale Roundabout and Cowie Hill Road. A preliminary (60%) design between Glenora Avenue and Greystone Drive is being worked on, also.

The project is influenced by the Active Transportation Priorities Plan, Integrated Mobility Plan (IMP) and the Rapid Transit Strategy. One of the planned upgrades under Phase I is upgrading and extending existing sidewalks. Additional information on the project can be found at the website link below.

HRM Herring Cove Road Multi-Modal Corridor: <https://www.halifax.ca/about-halifax/regional-community-planning/transportation-planning/herring-cove-road-multi-modal>

I know you included information on the Rapid Transit Strategy within your email, but I did want to provide information on the subject. The Rapid Transit Strategy places the

Bus Rapid Transit (BRT) Yellow Line along Herring Cove Road up to Greystone Drive. The BRT Yellow Line is planned to go to Scotia Square. Additional information on the Rapid Transit Strategy can be found at the link below.

HRM Rapid Transit Strategy: <https://www.halifax.ca/transportation/transportation-projects/transforming-transit/rapid-transit-strategy>

Sincerely,

DILLON MCKENNA

HE/HIM

PLANNER I
COMMUNITY PLANNING – CENTRE PLAN

HRM PLANNING & DEVELOPMENT

Hello,

I am writing to express significant concern with the number of areas located in Spryfield/Herring Cove area that have been designated for HAF and the lack of adequate consideration in planning for transportation in this area. The statement that a “rapid transit strategy” will be explored with Halifax Transit shows a lack of understanding by this council regarding it’s citizens. While ideally, public transit could be utilized to reduce traffic, the reality is that residents do not always have the option of public transportation. Families who need to drop their children off to daycare, school, or the school bus cannot simply take a bus to work. Residents with physical mobility issues cannot simply hop on a bus to access services and not all qualify for access-a-bus. As it is, the speed limit on Herring Cove Road is not respected and traffic continues to increase as neighbourhoods expand. There are significant safety issues with increased traffic that will surely follow with the increased number of apartments planned for this area. For example, in the 190- 220 block area on Herring Cove Road, there lacks a sidewalk on both sides of the road. Residents who reside on the even numbered side of the road are required to walk on the shoulder, with traffic regularly driving at speeds of 80km/hour and people driving along that same shoulder as they impatiently drive around vehicles turning left to access Guardian Drugs, Tim Hortons, Punchbowl Drive, and other locations. This has been raised multiple times already to city council, with no plans to address this concern. I am fearful of what will happen once we increase the population in our area. I do not support this decision. What else will be done?

Sincerely,



CB44

Good Afternoon [REDACTED]

Thank you for providing your concerns and comments regarding MPSA-2023-00399 for 30 Ridge Valley. I am forwarding your comments and concerns to HAF@halifax.ca as the site is also being considered as a potential opportunity site through the Urgent Changes to Planning Documents for Housing (UCPFH) which you can find out more information about on the project website, <https://www.halifax.ca/about-halifax/regional-community-planning/housing-accelerator-fund/urgent-changes-planning>.

To provide you with some context on the difference between the Municipal Planning Strategy Amendment (MPSA) and the current recommendations of the UCPDH Additional Opportunity sites, under the UCPDH staffs initial recommendation is to rezone the property the Housing Accelerator (HA) Zone under the Suburban Housing Accelerator (SHA) Plan with a maximum building height of 8 storeys, not the 16 and 10 storeys currently being requested under the MPSA. This is only an initial recommendation and may change due to comments received during the public engagement session, which is ongoing until September 20th, or from feedback we receive from other municipal departments. Any final decisions will be made at the direction of Regional Council after a Public Hearing, not expected to take place until Spring 2025. It is important to note that if the applicant was to receive a rezoning and new maximum building height under the UCPDH they would no longer be eligible for an MPSA and MPSA-2023-00399 would be closed.

However, the applicant may decide to withdraw their request to be considered under the UCPDH. For this reason, I will be logging your concerns and comments under the MPSA-2023-00399 file so it can be included in any future staff report for the MPSA if the applicants moved forward with that route instead of UCPDH Additional Opportunity Sites. If the applicant does not withdraw from the UCPDH your concerns and comment will now be included under the "What We Heard Report" for the UCPDH staff report to Regional Council. Please be aware that if you are providing feedback on the Urgent Changes to Planning Documents for Housing: Additional Sites proposed amendments, all public comments will be redacted but will be included in the public documents that go to Council. If you do not wish for your comments to be published, please email haf@halifax.ca to withdraw your submission.

Thank you,

BRENDAN LAMB BCD

HE/HIM

PLANNER II

COMMUNITY PLANNING – SUBURBAN PLAN

PLANNING & DEVELOPMENT

[REDACTED] I am aware of impending development proposals for [REDACTED] that will strongly impact our lives. 2high rise apartments are not necessary at this location. [REDACTED] streets are narrow, some (Bromley)are narrow one way streets . How will the streets withstand increased traffic volumes? What is the plan?

[REDACTED] because it is not able to accommodate our current numbers. How will additional children in our communities be added to overflowing chebucto heights school? What is the plan for sidewalks to keep children safe while travelling to school?

Cowie hill is a rock based area. [REDACTED]
[REDACTED] How will building in this area affect the structure of [REDACTED] homes?

These are a few of the concerns of our community. Find a more suitable area to build!!

[REDACTED]

[REDACTED]

CB45

Good morning,

I am emailing in regards to a large concern of the potential development of the Ridge valley road are and surrounding.

The already ridiculously congested area can't possibly withstand an additional influx of more commuters. The ratio of teachers and students in our community schools are already beyond capacity, not to mention health care providers in the area are very slim.

Unless infrastructure is substantially improved before all of this new construction takes place this is going to be an absolute nightmare for our communities.

[REDACTED] and it is getting worse on a regular basis in all aspects.

I beg of you for our communities please reconsider building more in our areas where there is already bottle necked commuting as it is which is awful and infuriating to most

in the area. If there was ever an evacuation order for the Armadale/ spryfield/ Herring cove + areas there would be mass chaos, those are the issues that have to be addressed before additional development in those areas.

Thank you,

[REDACTED]

CB46

Attachment: YES

Dear [REDACTED]

Thank you for all the hard work you put into or will put into [REDACTED]

[REDACTED] I'm very excited about HAF. Halifax has needed more housing for a long time.

I received a notice about the proposed site at 30 Ridge Valley Rd. It brings up good points about the amenities in our area being quite low:

- Our closest groceries are either at Mumford or this lil Indian Grocer where ORB used to be on Herring Cove. Sobeys is overpriced for the majority of our community and further away.
- The transit is unpredictable, because the 24 goes through all of downtown, the universities, and then also the rotary. I wonder if we could have a transit only lane on Herring Cove and through the roundabout. I think I'd stop driving!
- Also, if the houses closest to the blast site could get an inspection of the foundations before and after blasting, that would be ideal. [REDACTED]

Based on the notice I received, I worry there's a lot of opposition. I think there's justified concerns about the amenities. But I think we absolutely should be building more high rises in the area! And I fully support the two buildings proposed for 30 Ridge Valley. [REDACTED]

[REDACTED] (image attached of one of the future buildings, currently a parking lot), and I *still* fully support it.

Thank you in advance for reading the ramblings!

Have a great day.

[REDACTED]

CB47

I strongly object to the proposed 2 new apartment buildings being built on Cowie Hill.

We certainly do not need more people [REDACTED] more traffic and less parking spaces would make it extremely difficult for the people already here. Our school is already at capacity, we do not need more children.

[REDACTED]

CB48

Hi [REDACTED]

Thank you for reaching out and providing feedback. Your comments will be used to finalize staff recommendation.

To answer your questions:

Affordable Housing

- There is one proposed development in the Suburban Area that has indicated that affordable housing will be provided on site (request number SS224 in the [Recommendation Table](#)). The request is to permit a 4-storey multi-unit residential building for affordable housing at 32 and 34 Old Sambro Road.
- While proposed developments are not required to indicate that they will provide affordable housing in order to be considered for this process, proposals must meet at least one of the following:
 - Be located within 800 metres of a proposed Rapid Transit route.
 - Be located within 1200 metres of a proposed Rapid Transit terminal.
 - Be located within 800 metres of a post-secondary institution campus; or
 - Be a site identified by the Provincial Lands for Housing Program or an affordable housing project by a registered non-profit.
- New developments (excluding low-density dwellings or eligible not for-profit housing) located in the Suburban Housing Accelerator (SHA) zone are required to enter into an incentive or bonus zoning agreement, which requires the developer to contribute money-in-lieu for [affordable housing](#) to the municipality. For more information on incentive or bonus zoning requirements

in the SHA zone, please see Division K (page 78) of the [Suburban Housing Accelerator Land Use By-Law](#).

Road Infrastructure

- As noted above, proximity to a proposed Rapid Transit route is included in the site selection criteria. This is to enable accessibility to a wider selection of transportation options for residents, which in turn can reduce traffic delays during peak commute times.
- There are multiple ongoing projects intended to address transportation and transit improvements:
 - The [Rapid Transit Strategy](#), which involves the development of Bus Rapid Transit (BRT) and additional ferry service locations
 - The [Integrated Mobility Plan \(IMP\)](#) directs investment within HRM that impact transportation demand management, roadway network and other areas. This includes developing streets plans for key corridors.
 - The Joint Regional Transportation Agency (JRTA) is currently developing a regional transportation plan. Additional information on the work the JRTA is doing can be found [here](#).

I hope that these resources are helpful – if you have further questions, feel free to reach out.

Take care,

ELEANOR FIERLBECK

SHE/HER

PLANNER I

REGIONAL & COMMUNITY PLANNING

PLANNING & DEVELOPMENT

Hello, [REDACTED] and I am emailing regarding the new housing plans that have been introduced, which look mostly within spryfield. Is this affordable housing? or is this more housing for indian students? [REDACTED] my work normally is 10 minute drive from my house not far at all, HOWEVER in the mornings for the past 2 years it takes me 1 hour - 1 hour and a half to get to work because there is no road infrastructure. So with introducing all of these new housing which I presume will not be affordable, will there be plans to expand the roads at least? it's already

ridiculous enough in the morning and I do not support this plan AT ALL. If you could answer my questions that would be great, thank you.

CB49

Hi [REDACTED]

Thank you for providing feedback. Your comments will be used to help form final staff recommendation for Council.

To answer some of your questions regarding transportation infrastructure:

The [Herring Cove Road multi-modal corridor](#) is an ongoing project to review and improve Herring Cove Road. At this time, the detailed (90%) design is in progress for the section of the road between Armdale Roundabout and Cowie Hill Road. Preliminary (60%) design from Glenora Avenue to Greystone drive is underway with expected completion in late 2024. One of the planned upgrades under Phase I is upgrading and extending existing sidewalks.

Proximity to a [proposed Rapid Transit](#) route or terminal is also included in the site selection criteria for this project. This is to enable accessibility to a wider selection of transportation options for residents and is intended to reduce traffic delays during peak commute times. To be considered, proposals must meet at least one of the following:

- Be located within 800 metres of a proposed Rapid Transit route.
- Be located within 1200 metres of a proposed Rapid Transit terminal.
- Be located within 800 metres of a post-secondary institution campus; or
- Be a site identified by the Provincial Lands for Housing Program or an affordable housing project by a registered non-profit.

Other ongoing projects intended to address transportation and transit improvements include:

- The [Integrated Mobility Plan \(IMP\)](#) directs investment within HRM that impact transportation demand management, roadway network and other areas. This includes developing streets plans for key corridors.
- The Joint Regional Transportation Agency (JRTA) is currently developing a regional transportation plan. Additional information on the work the JRTA is doing can be found [here](#).

All the best,

ELEANOR FIERLBECK

SHE/HER

PLANNER I

REGIONAL & COMMUNITY PLANNING

Hello,

I'm writing as a resident impacted by the housing accelerator zone proposal, SS167 - 9 Dentith Road.

I'm wondering how much research into the current state of that area from a traffic perspective has been done? Dentith, as well as Herring Cove and Old Sambro to Dunbrack traffic has increased astronomically in the past few years. The fact that you're considering adding more housing along that route is mind boggling to me.

What are your plans to address the current traffic issues? What are your plans to address the horrible snow clearing that occurs in the subdivisions behind 9 Dentith Road as with more traffic I can only imagine that would make cleaning the streets more challenging.

A lighted crosswalk was added, but the foot traffic along that stretch of road between herring cove and old sambro road still causes people to jay walk constantly. I've almost hit someone on more than one occasion [REDACTED]

Thanks,

[REDACTED]

CB50

Hi [REDACTED]

Thank you for providing feedback. Your comments will be used to help form final staff recommendation for Council.

To follow up on your email regarding the 30 Ridge Valley Road proposal:

Parking: If approved, the property will be zoned HA under the [Suburban Housing Accelerator Land Use By-Law](#). For strictly multi-unit residential buildings, there is no

minimum or maximum number of parking spaces required. The parking requirement is in-line with a [recent announcement](#) from the Province of Nova Scotia.

Transit and transportation improvements: The [Herring Cove Road multi-modal corridor](#) is an ongoing project to review and improve Herring Cove Road. At this time, the detailed (90%) design is in progress for the section of the road between Armdale Roundabout and Cowie Hill Road. This is expected to improve safety for all users as well as decreased travel times for those taking transit.

Proximity to a [proposed Rapid Transit](#) route or terminal is also included in the site selection criteria for this project. This is to enable accessibility to a wider selection of transportation options for residents and is intended to reduce traffic delays during peak commute times. To be considered, proposals must meet at least one of the following:

- Be located within 800 metres of a proposed Rapid Transit route.
- Be located within 1200 metres of a proposed Rapid Transit terminal.
- Be located within 800 metres of a post-secondary institution campus; or
- Be a site identified by the Provincial Lands for Housing Program or an affordable housing project by a registered non-profit.

Other ongoing projects intended to address transportation and transit improvements include:

- The [Integrated Mobility Plan \(IMP\)](#) directs investment within HRM that impact transportation demand management, roadway network and other areas. This includes developing streets plans for key corridors.
- The Joint Regional Transportation Agency (JRTA) is currently developing a regional transportation plan. Additional information on the work the JRTA is doing can be found [here](#).

Blasting: As per [By-law B-600](#), a Blasting Permit is required prior to all blasting. The By-law sets out permitted hours of blasting and notification requirements for the affected community. There are also requirements for when certain construction noises are permitted within HRM, as per [By-Law N200: Respecting Noise](#).

Proposal details: This site-specific process is related to the rezoning of the subject property to the [Housing Accelerator \(HA\) Zone](#) under the [Suburban Housing Accelerator \(SHA\) Plan](#). This is only an initial recommendation and may change due to comments received during the public engagement session, which is ongoing until September 20th, or from feedback we receive from other municipal departments. Any

final decisions will be made at the direction of Regional Council after a Public Hearing.

Thank you,

ELEANOR FIERLBECK

SHE/HER

PLANNER I

REGIONAL & COMMUNITY PLANNING

[REDACTED]
Hello,

I am writing to express my concerns about the proposed development of 2 apartment buildings at 30 Ridge Valley Rd which are being considered for the Suburban Accelerator Housing Fund Plan - Request # SS020.

[REDACTED]
We have the following concerns:

1.) [REDACTED] We know this school has no room for more children, and, according to the diagrams, it will lose one of its playgrounds. Furthermore, we are deeply concerned about children's safety with the proposed increase in population. [REDACTED] streets are narrow. Bromley Rd. is a one-way street. Neither Bromley nor Abbey Rd has sidewalks, although both roads are access routes to the school. Ridge Valley Rd. has sidewalks on only one side and even now crowds of people must wait for public transit on the shoulder of the road.

2.) The proposed apartments will have only one parking space for every 3 apartments. This will lead to far more parking on already busy and congested streets.

3.) Transit [REDACTED] is already inadequate. [REDACTED] It is very difficult, using public transit, to get from Cowie Hill to Bayers Lake. These are just some examples but generally improved services need to precede development and in HRM that doesn't seem to happen

4.) [REDACTED] and many granite rocks are scattered around. We would have digging and possibly blasting for months with what impact on [REDACTED] homes? Has anyone even considered this issue?

5.) At the very least, I think the size of this development should be cut in half, allowing only one building facing Cowie Hill Rd. At best, please recognize that there are much better sites standing empty for reasons no one can understand.

I hope my elected representatives will take my concerns seriously and even drive or walk around this site to fully understand the concerns that I have expressed.

Yours truly,

[REDACTED]

[REDACTED]

CB51

Hello [REDACTED]

Thank you very much for reaching out. Your feedback will be used to help form final staff recommendations for Council.

1. This process reviews individual properties for rezoning. If the rezoning is approved the properties will have the Housing Accelerator (HA) zone applied to them under the Suburban Housing Accelerator (SHA) Plan Area and Land Use By-Law. Additional information on this process and the SHA Plan Area can be found at the website links below.

SHA Plan Area and Land Use By-Law: <https://www.halifax.ca/about-halifax/regional-community-planning/community-plan-areas/suburban-housing-accelerator-plan>

Urgent Changes to Planning Documents for Housing - Additional Sites:
<https://www.halifax.ca/about-halifax/regional-community-planning/housing-accelerator-fund/urgent-changes-planning>

2. Construction of a new building is not being approved through this rezoning review. Permit applications will be required before construction, if rezoning is approved. Natural gas and power connections are not being reviewed through this process. Nova Scotia Power and Eastward Energy will determine capacity and connection to local infrastructure at the time of permitting and construction, if applicable.

Nova Scotia Power: <https://www.nspower.ca/your-home/building-renovating>

Eastward Energy: <https://eastwardenergy.com/installation/>

3. Herring Cove Road is identified as a multi-modal corridor. There is an ongoing project to upgrade and improve Herring Cove Road. A detailed (90%) design is in progress that targets the area between the Armdale Roundabout and Cowie Hill Road. Additionally, there is a preliminary (60%) design in progress for the area between Glenora Avenue and Greystone Drive. Additional information on the project can be found at the link below, including improvements planned for Phase I.

HRM Herring Cove Road Multi-Modal Corridor: <https://www.halifax.ca/about-halifax/regional-community-planning/transportation-planning/herring-cove-road-multi-modal>

4. At this time public engagement is open until September 20, 2024 through email, mail and phone. The responses received will be used to help form final staff recommendations that will be brought to Council. At that time Council will decide if they want to move forward with the recommendations. Should Council decide to proceed with consideration of the recommendations a public hearing will be scheduled. A mailout will be sent and the website will be updated with information on the Public Hearing, if scheduled.

Sincerely,

DILLON MCKENNA

HE/HIM

PLANNER I
COMMUNITY PLANNING – CENTRE PLAN

Respected Sir/Madam,

This email is regarding the 30 Ridge Valley Rd development plan proposed for accelerator housing funding. [REDACTED] and we have some concerns about this project as follows.

- The location of the project development is on a tightly spaced and rocky landscape between a pre-existing condo (Ridgeway Towers) and Chebucto Heights Elementary School. Constructing anything will negatively impact surrounding communities including increased traffic and noise.
- In Cowie Hills townhouses the majority of roads are on oneway and the main road (Ridge Valley Rd) will be badly impacted with increased traffic. Any future recommendations or plans to widen the existing internal streets and convert

them in two ways will not be possible without the consent of residents. And the majority of residents will not be in that favour.

- We have not received any details and planings about what are your options for natural gas lines and electricity connections going through that area.
- As you know the traffic problems every morning from Armdale Rotary to Herring Cove Road, Building highrises in the nearest area will cause another havoc on Cowie Hills Road, And during the winter time that will get worse.

We are now talking with our neighbours and surrounding communities to send our suggestions. It would be great to survey the area and meet the locals before proceeding with anything. We have plenty of space in and out of Halifax where multistory building construction is possible and feasible.

We are looking forward to your co-operation and a public hearing in the coming weeks or months.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

CB52

Attachment: YES

Hi [REDACTED]

Thank you very much for providing feedback. Your comments will be used to help form final staff recommendation for Council.

In terms of transportation infrastructure, the [Herring Cove Road multi-modal corridor](#) is an ongoing project to review and improve Herring Cove Road. At this time, the section of road from the Armdale Roundabout to Cowie Hill has a detailed (90%) design in progress and the section of road from Glenora Avenue to Greystone Drive has a preliminary (60%) design in progress. This is expected to improve safety for all users as well as decreased travel times for those taking transit.

Proximity to a [proposed Rapid Transit](#) route or terminal is also included in the site selection criteria for this project. This is to enable accessibility to a wider selection of transportation options for residents and is intended to reduce traffic delays during

peak commute times. To be considered, proposals must meet at least one of the following:

- Be located within 800 metres of a proposed Rapid Transit route.
- Be located within 1200 metres of a proposed Rapid Transit terminal.
- Be located within 800 metres of a post-secondary institution campus; or
- Be a site identified by the Provincial Lands for Housing Program or an affordable housing project by a registered non-profit.

Other ongoing projects intended to address transportation and transit improvements include:

- The [Integrated Mobility Plan \(IMP\)](#) directs investment within HRM that impact transportation demand management, roadway network and other areas. This includes developing streets plans for key corridors.
- The Joint Regional Transportation Agency (JRTA) is currently developing a regional transportation plan. Additional information on the work the JRTA is doing can be found [here](#).

Regarding the green space and playgrounds near the 30 Ridge Valley Road site, no land from J Albert Walker Park or Chebucto Heights Elementary School Park is proposed for rezoning nor redevelopment (see green site in the screenshot from the [interactive map](#) below). The existing playground on the site is privately maintained; it would be up to the property owner as to whether it would be removed as part of any new development.

There are certain community services that are not within the scope of municipal planning – education, early childhood development, healthcare and affordable housing are typically regulated by the Province of Nova Scotia. While daycare facilities are a permitted use in most residential, commercial, park and institutional zones in the [Halifax Mainland Land Use By-Law](#) (the current plan area) and in the HA Zone of the [Suburban Housing Accelerator By-Law](#) (the proposed plan area for this site) the municipality does not regulate the location of privately owned daycare facilities.

I would also like to add that this rezoning process does not approve construction of the building. The design and structure of the building would be reviewed through applicable permit applications following rezoning, if approved, and approval must be received before any type of construction begins on the site. The permit approval process involves multiple reviews by different municipal agencies to ensure that the proposed development meets all safety requirements set out in the [Land Use By-Law](#).

and the [Nova Scotia Building Code](#). A [Right-of-Way permit](#) is also required when installing a new driveway(s) that impacts the municipal right-of-way.

The HRM [Emergency Management Office \(EMO\)](#) has been developing a plan for emergency scenarios over the past three years and is working with [Daltrac](#) to model evacuation routes. Community Planning continues to work with the EMO team to address these concerns.

The [Suburban Housing Accelerator By-Law](#) contains requirements for solid waste management for buildings containing four units or more (see *Division F* on page 58).

Housing studies (including the [Municipal Housing Needs Report](#) and the [Population and Housing Issue Paper](#)) have found that a general increase in housing stock is needed to reduce the pressure on existing supply. This is why the *Urgent Changes to Planning Documents* initiative seeks to enable more diverse types of housing in communities across the municipality. The municipality also manages an [affordable housing grant program](#) and is currently exploring ways to further support the creation of affordable housing, including through the other [Housing Accelerator Fund initiatives](#).

While proposed sites are not required to indicate that they will provide affordable housing in order to be considered for this process, sites identified by the [Provincial Lands for Housing Program](#) or affordable housing projects run by a registered non-profit were included in the selection criteria (see the list in the transit section above). New developments (excluding low-density dwellings and not-for-profit housing providers) located in the Housing Accelerator (HA) zone are required to enter into an incentive or bonus zoning agreement, which requires the developer to contribute money-in-lieu for [affordable housing](#) to the municipality. For more information on incentive or bonus zoning requirements in the HA zone, please see *Division K* (page 78) of the [Suburban Housing Accelerator Land Use By-Law](#).

Public engagement will remain open until September 20, 2024. The responses received will be used to help form final staff recommendations that will be brought to Council. Council will decide if they want to move forward with the staff recommendations. Should Council decide to proceed with consideration of the staff recommendations, a public hearing will be scheduled.

I hope that this response helped to address some of the questions in your email.

Take care,

ELEANOR FIERLBECK

SHE/HER

PLANNER I

REGIONAL & COMMUNITY PLANNING

Good day,

[REDACTED] and consider myself an asset to the community based on my volunteer, fundraising and activism experience along with giving back to my community and being involved in community events.

I am very disappointed to be writing today about new developments being approved in Cowie Hill / Ridgevalley Road. Q: *Wondering if infrastructure had been given any thought?* [REDACTED] yet, the city's road infrastructure does not support me getting to work on time even though my GPS tells me [REDACTED]. As a model citizen to my peers and community, I take the bus even though I am fortunate to own a car and would prefer to drive myself because I realize that is more cars on the road and taking away [REDACTED]. But, I do my part and bus to work even though it means spending less time with my family – something I consider a very important part of my life. If these approvals take place and more buildings go up, many others and I will have to battle even more traffic and construction and spend even less time with their families, and children. I am one of the unfortunate ones who does not have proper childcare because we've been on the waitlists [REDACTED] with no sign of getting in due to the lack of childcare available in this area.

There is a childcare crisis in the area and now they are taking away 1 of only 3 child care centers in the area to build more homes in an already crowded space. The owners of the building at Ridgevalley Road have decided not to renew Cowie Hill Childcare centre's lease. My understanding is we will lose a lot if Cowie Hill is approved. The school's playground – we'll lose that. And our Cowie Hill ballfields. Gone. The walkways to the school. So much loss and really is there any real gain? I'm genuinely curious what the gain is here. Q: *What are the benefits of more housing in this area?* I'd love to sit down and chat about what possible benefits this will offer. I personally do not see any. So many people take advantage of that space in the evenings, I love seeing the playgrounds and ball fields filled with children. It's open, free, community areas like this that have made our community of Spryfield blossom and thrive. Is that an eyesore to the government? Apartments would be quite the eyesore to those who live in the area and make use of the greenspace, playground and ball fields. Not to mention, we already have a lot of traffic and congestion in the area as is. I also wonder about the safety of an elementary school being surrounded by a bunch of apartments and the extra traffic and backups it will cause – and this is terrible to say, but more people.

Questions:

1. What safety measurements will be put in place if the housing developments are approved?
2. What about an emergency response plan for an community wide emergency? (Think Hammonds Plains wildfires)
3. What traffic and road precautions and measurements to ensure a smooth flow of traffic?
4. How will we protect Chebucto Elementary School from unwanted visitors since their will be more people living in the area?
5. What waste removal measurements will be put in place to ensure the school grounds and community are not littered with waste due to the increased population in the area?
6. What about healthcare in the area, there are currently no doctors accepting new patients in our Spryfield community – where will the new tentants of Spryfield be expected to be seen for medical care?
7. Will it further increase the cost of living in HRM as food security is an ongoing issue and a lot are struggling with inflation so more people means less food availability.
8. I believe it's been atleast 9 years that the Long Lake Community started building an apartment on Dunbrack / Cowie Hill road and it just sits vacant and unfinished – why isn't that building being utilized? (Perfect spot for a daycare might I add.)
9. Is there a need for housing in this area? How do we know?
10. What will be done to ensure this new housing will be affordable?

OUR FUTURE IS IN OUR CHILDREN.

Yet, the plans in place aren't thinking about the future. Are they? We're not even giving our future a chance to thrive. We're crowding our children, were overwhelming them out and stressing them to a point where they really don't have a fighting chance. *Q: Parents are so stressed physically, financially, and mentally – how do you think that is impacting our children?* I worry often about children whose parents are not coping well with the daily stress of live and what some children are going through at home. So many of us long for a peaceful world where we feel safe, comfort and love. Crowding up this city doesn't allow for that. I see every day how much confrontation, discomfort and hatred there is in this city and wonder, how long until people rise up to fight back. In my life, I've never been worried about WAR, Famine, Poverty. But these last 5 years in Halifax have been absolutely miserable, people are completely miserable, and its only a matter of time until people start to rage and we'll see WAR here in our little city that was so full of love and life only a few years ago. You all must

see it too. People aren't as kind, warm, accepting and welcoming as they were 5 years ago, and I truly believe overpopulation, inflation and social media has played a big factor in our sense of Community.

My personal suggestions for high priority approvals in the city:

- Childcare in HRM
- Infrastructure (roads – are we, in Spryfield, prepared for an emergency event like the Hammonds Plains fires?)
- Focus on health care
- Inflation and the cost of living
- Drug Addiction and Mental Health
- Housing affordability.

I try to stay professional, mutual and see both perspectives and weigh out pros and cons. But not today! Give your heads a shake, this city needs A LOT of things, but more unaffordable housing (and people) is not one of them.

Not right now.

[REDACTED]

CB53

Very disappointed in hearing the news about new developments being approved in Cowie Hill / Ridgevalley Road. Wondering if infrastructure had been given any thought?

[REDACTED] yet, the city's infrastructure does not support me getting to work on time and as a good citizen, I take the bus even though I own a car and would prefer to drive, I realize that is more cars on the road [REDACTED], so I do my part and bus to work even though it means spending less time with my family. If these approvals take place and more buildings go up, I'll have to battle even more traffic and construction and spend even less time [REDACTED] Who does not have proper childcare because we've been on the waitlists [REDACTED] with no sign of getting in. The world is working so hard against our children and our government doesn't give a crap.

Childcare crisis in the area and now we're taking away 1 of only 3 child care centers in the area to build more homes in an already crowded space? The owners of the building have decided not to renew Cowie Hill Childcare centre's lease. And the

school's playground – we'll lose that. And our Cowie Hill ballfields. The walkways to the school. So much lose and really is there any real gain? I'm genuinely curious what the gain is here. What are the benefits. I'd love to sit down and chat about what possible benefits this will offer. I personally do not see any. So many people take advantage of that space in the evenings, I love seeing the playgrounds and ball fields filled with children. Is that an eyesore to you? Apartments would be quite the eyesore to those who live in the area and make use of the greenspace, playground and ball fields. I also wonder about the safety of an elementary school being surrounded by a bunch of apartments and the extra traffic and backups it will cause.

OUR FUTURE IS IN OUR CHILDREN.

Yet, the plans in place aren't thinking about the future. Are they? We're not even giving our future a chance to thrive. We're crowding our children, were overwhelming them out and stressing them to a point where they really don't have a fighting chance. Parents are so stressed physically, financially, and mentally – how do you think that is impacting our children? I worry often about children whose parents are not coping well with the daily stress of live and what some children are going through at home. So many of us long for a peaceful world where we feel safe, comfort and love. Crowding up this city doesn't allow for that. I see every day how much confrontation, discomfort and hatred there is in this city and wonder, how long until people rise up to fight back. In my life, I've never been worried about WAR, Famine, Poverty. But these last 5 years in Halifax have been absolutely miserable, people are completely miserable, and its only a matter of time until people start to rage and we'll see WAR here in our little city that was so full of love and life only years ago.

My suggestions for high priority approvals in the city:

- Childcare in HRM
- Infrastructure (roads – are we, in Spryfield, prepared for an emergency event like the Hammonds Plains fires?)
- Focus on health care
- Inflation and the cost of living
- Drug Addiction and Mental Health
- Housing affordability.

I try to stay professional, mutual and see both perspectives and weigh out pros and cons. But not today! Give your damn heads a shake, this city needs A LOT of things, but more unaffordable housing (and people) is not one of them.

Not right now.

I [REDACTED]

CB54

Please stop putting more people in Spryfield until you fix the infrastructure. People are struggling so bad and there's no affordable housing being created so these developments aren't even useful to those who need them. This city is such a mess. Please start fixing something because the problem is getting worse and worse daily and everyone is so angry and frustrated that it affects everything we deal with.

CB55

Hi [REDACTED]

Thank you for sending in your feedback. Your comments will be used when final staff recommendations are being created for Council.

The Municipal Planning Strategy Amendment (MPSA) process was started previously and is separate from this review for rezoning under the Housing Accelerator Fund (HAF). The site specific review process for rezoning is being considered as an alternative option to the prior MPSA application. If rezoning is approved, the MPSA would no longer be active and would be closed.

This process is not a request to amend the Halifax Municipal Planning Strategy. The property is being reviewed for rezoning to the Housing Accelerator (HA) zone under the Suburban Housing Accelerator (SHA) Plan Area and Land Use By-Law. The properties selected to be reviewed further were at the direction of Council on May 21-23, 2024. Additional information on the proposed rezoning and the sites can be found under the website links below.

This process does not approve construction of the building. The design and structure of the building would be reviewed through applicable permit applications following rezoning, if approved.

HRM Urgent Changes to Planning Documents for Housing: Additional Sites:
<https://www.halifax.ca/about-halifax/regional-community-planning/housing-accelerator-fund/urgent-changes-planning>

HRM Regional Council Meeting Minutes (May 21-23, 2024):
<https://www.halifax.ca/city-hall/regional-council/may-21-2024-halifax-regional-council>

*Meeting minutes can be found near the top of the website page within the section that includes Date, Time, Location, Minutes and Video.

1. If rezoning is approved, the HA zone in the SHA Land Use By-Law does not have a minimum on-site parking requirement for strictly residential buildings. This direction on parking requirements is in-line with an announcement from the Province of Nova Scotia to remove minimum parking requirements from the urban serviced area. This does not mean that parking cannot be provided, but that there is no minimum on-site requirement for strictly residential buildings, if the rezoning is approved. Additional information on the Provincial announcement can be found at the website link below.

New Regulations Remove Barriers, Create More Opportunities for Housing in HRM:

<https://news.novascotia.ca/en/2024/08/21/new-regulations-remove-barriers-create-more-opportunities-housing-hrm>

SHA Plan Area and Land Use By-Law: <https://www.halifax.ca/about-halifax/regional-community-planning/community-plan-areas/suburban-housing-accelerator-plan>

2. Herring Cove Road is identified as multi-modal corridor and is undergoing a project for upgrades and improvements currently. At this time, the section of road from the Armdale Roundabout to Cowie Hill has a detailed (90%) design in progress and the section of road from Glenora Avenue to Greystone Drive has a preliminary (60%) design in progress. Additional information on the work being done through this project can be found at the link below.

Herring Cove Road Multi-Modal Corridor: <https://www.halifax.ca/about-halifax/regional-community-planning/transportation-planning/herring-cove-road-multi-modal>

3. Driveway access is reviewed through a Right-of-Way permit. This process does not approve or review driveway access to a property. Information on Right-of-Way permits can be found at the link below, under Driveway Access:

HRM Right-of-Way Permit: <https://www.halifax.ca/home-property/building-development-permits/streets-services-permits#DROW>

4. We are not approving construction of a building or underground parking through this process.

If blasting is required for construction a lot grading permit and a blasting permit will be required. These applications would be reviewed by an engineer. Additional information on lot grading and the blasting by-law can be found at the website links below.

HRM Related/Additional Permits: <https://www.halifax.ca/home-property/building-development-permits/relatedadditional-permits#blasting>

By-Law B-600 (Blasting): <https://www.halifax.ca/city-hall/legislation-by-laws/by-law-b-600>

Public engagement is open until September 20, 2024. The responses received will be used to help form final staff recommendations that will be brought to Council. Council will decide if they want to move forward with the staff recommendations. Should Council decide to proceed with consideration of the staff recommendations a public hearing will be scheduled.

Sincerely,

DILLON MCKENNA

HE/HIM

PLANNER I
COMMUNITY PLANNING – CENTRE PLAN

A follow-up concern I just thought of. The blasting to even make underground parking. Has an engineer even considered this proposal? Cowie Hill is essentially a boulder. Can underground parking even be created? What safety guards are going to be in place to protect the school structure and homes near by from the intense blasting that will be needed and debris???

[REDACTED]

I am writing to object to the current MPSA-2023-00399 (Former Case 23600) - 30 Ridge Valley Road, Halifax plan/proposal. ([2023-00399 \(23600\) | Plan & By-law Amendments | Halifax | Halifax](#))

This plan does not adequately address the parking and traffic impact these two proposed high rise buildings would create in the community, particularly on the one way streets surrounding the area. Cowie Hill is already a resident dense community. It is a community of townhouse and apartment buildings already. This isn't a community where residents have yards and driveways. It's already highly populated.

The Traffic Impact Study is outdated and notes transit routes that have since changed their routes and schedules from the time of the Study, and in one instance the Study quotes an express route that only runs at peak hours. This route is not accessible for weekend use or after 8am in the morning on weekdays. (The routes have also changed their names and numbers etc – it's apples to oranges now going by this Study)

Further the Study states that there is good visibility on Bromley Road to exit the proposed buildings and this is not the case. That section of Bromley Road is notorious for ice build up and is treacherous in the winter (half the time you go down it sideways). I ask you to look up the history of 311 calls that come in during the winter months for Bromley Road (for parking, clearing, ice build up etc) Many times the road

can not even be plowed due the current residents not have parking spots and staying on the road during storms (they are never towed even if 311 is called), and with the constant run of and melting and freezing at the area of the proposed exit, you are often you are sliding down the hill with not traction to stop. This multiple accidents waiting to happen.

Parking needs must be updated to ensure that the proposed buildings have adequate parking for their tenants and that our side streets (which are currently now overrun by street side parking) are not more congested. Simply wishing away cars is unrealistic. You are creating a monster if you let this plan go through as Universal Reality Group is proposing. How are emergency vehicles and snow plow operators supposed to reach those in need or do their jobs if they cannot get down the streets? Its already an issue now. You'll just be compounding it.

The traffic on the HCR is also a huge elephant in the room and has been for a number of years. [REDACTED] and each year it just gets worse and worse as time goes on. Its at its breaking point. It cannot be ignored any longer. The road, in its current condition, cannot handle more rush hour traffic and overall congestion.

Prior to approving these buildings, the current plan needs the following to be addressed, with an alternate plan approved by the community, before final approval is given to Universal Reality Group:

1. The two proposed high-rise building, which are to be built on the existing tenant parking lot, which lot is always filled to capacity with current tenant parking, need to include more on-site parking for tenants. There is no spill over room in the neighbouring community for street parking. We already have a parking crisis in the community.
2. The Traffic Impact Study (that is over 2 years old) needs to be updated. Since it was drafted the transit system has changed and more subdivisions in the neighbouring communities have been built/increased (Long Lake Village, Governors Brook etc). Further this study was done during Covid – while most people with office jobs were still working from home. Since then we've all returned to on-site working and the traffic is back. [REDACTED] The longest part of my commute is still in traffic along the Herring Cove Road.
3. Given the current roadways in the neighbouring community are a series of narrow-one way streets, there is a real concern that if the plan goes ahead based on the current proposal that snow removal will be delayed and/or non-existent. We already have many issues in this area based on our current population and parking crisis. We cannot add it.

4. There is a also a real concern that emergency vehicle will not be able to access the community if the proposal goes ahead based on the current objectives. Again, parking is a huge issue at it now with street parking on narrow one-way streets. Allowing this proposal to go through as is puts all residents safety in jeopardy.
5. I hear comments that by decreasing parking availability you will be promoting bus use and non-car ownership. This is absurd. Even if you were able to promote more transit use to and from work, this doesn't mean tenants won't own cars and want to use them for their personal needs. We live in a community that is NOT connected by transit system to other communities. Tenants will have cars and no where to park them. The project needs to be approved based on the reality we live in today, not the reality we want people to live in. Removing parking (a negative) in the hopes of promoting positive behaviours like busing, walking, biking and transit use will backfire – and the community will pay the price.
6. Update to the HCR infrastructure is a MUST. The HCR cannot handle more rush hour traffic without some drastic upgrades. Again, wishing cars away is not a viable solution. There is no more time to put this off. What is the plan for the HCR traffic?

I agree that we are in a housing crisis. I agree we need to build more *affordable* housing. But it does not serve anyone in the community to solve one problem that creates a number of spin-off problems in return. And that is exactly what is about to happen if approval is granted based on the current proposal.

I strongly oppose MPSA-2023-00399 (Former Case 23600) in its current form and request that my concerns be taken serious and addressed.

CB56

Hello,

I have seen a picture of a letter circulating on social media. The letter has supposedly been sent to addresses within a certain distance of several proposed new developments in the Spryfield area, including on Cowie Hill Road, Old Sambro Road, and Herring Cove Road. Though I have not received the letter, I want to provide my feedback on the proposed developments. I am copying Ms. Cuttell as my councillor on this email.

[REDACTED] will be impacted by these developments in the following ways:

- The transportation infrastructure has not kept pace with the completed developments. [REDACTED]
[REDACTED] As these developments are added without infrastructure, [REDACTED] Further, the public transportation is inadequate [REDACTED] I need my car to pick up and drop off [REDACTED] The nearest bus stop [REDACTED] and we have no rapid transit with park and ride options. We need a transportation solution before more developments can be allowed to proceed in this area
- There are inadequate daycares in the area. [REDACTED]
[REDACTED] Thankfully [REDACTED] the population and development boom, we had no difficulties. Several friends and colleagues in the area are relying on in-home daycares, or have had to make changes to their employment status to ensure their children are cared for. The existing daycares cannot handle the growth: we need more daycare seats before developments can occur
- [REDACTED]
[REDACTED] That school's population has increased substantially in the 5+ years [REDACTED]
[REDACTED] I think enrolment was 360 students. Last I heard we are at nearly 440 students. The school was able to convert existing internal space to additional classrooms, but will soon need portables. There is minimal space onsite to handle portable classrooms, and further the building itself is quote old having been built in the 1970s. Other elementaries in the area face similar challenges: John W MacLeod and Fleming Tower are also facing overcrowding challenges. Elizabeth Sutherland had to have 8 modular classrooms installed for the 23/24 school year. JL Ilsley is, to my knowledge, already at or over capacity and it just opened in 2021. In short, the schools in the area are barely adequate for today's population. They cannot accommodate any substantial growth. Investment is required in educational infrastructure before these developments can proceed
- There are already 160K people on the "Need a Family Practice" list. There are few physicians operating in the Spryfield/Armdale/Sambro area - how many of the people moving into these developments will also need a family physician? I understand the model of care is changing, and it needs to change, but until that change has been fully implemented and is scalable, family physicians remain the primary method of accessing care

In short: Spryfield cannot handle the proposed growth. These developments should not be approved to proceed until additional infrastructure and services are in place to accommodate the growing population. I understand that several of these issues are under Provincial and not Municipal jurisdiction. The Municipality must partner with the

Province to solve these issues together. The Province does indeed need population growth to survive and to thrive, however it must be done in a coordinate fashion to ensure services and infrastructure grow at pace. Otherwise, we will exacerbate already bad problems with affordability, lack of access to daycare, lack of access to healthcare, and poor educational outcomes due to overcrowded classrooms.

Respectfully yours,

[REDACTED]

CB57

Good Afternoon [REDACTED]

I have an email logged from you on August 24, 2023, please let me know if this is the letter or if there is another one that I have missed. That letter was logged to be considered as part of the staff report for the MPSA when it went to Regional Council. If you would like I can also send it along to the HAF@halifax.ca email so it can be added to the "What We Heard" report for when the Urgent Changes to Planning Documents for Housing (UCPH) Additional Opportunity Sites staff report package goes to Regional Council. That way your concerns will be logged regardless which direction this site ends up going.

Since HRM is primarily bedrock with varying to no levels of soil coverage, the municipality has a blasting by-law that lays out additional blasting requirements above the requirements set out by other levels of government. The full by-law can be found at <https://www.halifax.ca/city-hall/legislation-by-laws/by-law-b-600>. Regarding minimum blasting distances, our blasting permit does not set a minimum blasting distance outside the distance the Blaster, a person with a Blasting Certificate from the Province, sets out in the blasting plan through their permit application. I'm not sure what requirements on blasting distances are required by the other level's of government when it comes to blasting distances and the scope, scale, and safety measures of each individual blast site.

The upgrade of the current Halifax Transit network to include the BRT lines is one of the criteria that HRM staff will be using to help make recommendations to Regional Council regarding the modernization of municipal planning strategies and land use by-laws through the UCPDH and the Suburban Planning process. For this reason, it was part of the selection criteria used by staff to determine sites that could be considered as opportunity sites through the UCPDH, however, because it takes multiple years for a development to be completed after receiving a building permit the municipality will be working to develop and implementing the BRT simultaneously with the new transit oriented development being constructed and proposed within the HRM. One of the issues with implementing BRT is that it requires a minimum density to be economically viable, which is why HAF and the Suburban Planning process has a focus on increasing densities within the walk shed of the BRT line stops and

terminals. Additionally, HRM is working with the Joint Regional Transportation Agency (<https://jrta.ca/>) to work on making improvements to transportation networks across the municipality and the neighboring municipalities and is how the province is working with HRM to help implementation of the BRT.

Please let me know if you would like me to submit the previous letter, or feel free to send a new one to HAF@halifax.ca.

All the best,

BRENDAN LAMB BCD

HE/HIM

Planner II

Community Planning – Suburban Plan

Hi Brendan,

Thank you very much for your detailed explanation of the planning process for 30 Ridge Valley Rd. Bit of a tangled web, but I think I get most of it.

Given the uncertainty of the situation, it sounds like public feedback has an important role to play. I wonder whether you still have the letter I sent quite some time ago? I recall you (-I gather it was you) saying the letter would be applied to this consideration, but I don't remember how...

Also, I recall Universal saying that they would provide parking. If they aren't designing parking into the above ground building itself, then the only other available space would be below ground, through bedrock. Can you tell me the minimum setback for blasting in Halifax?

Finally, am I right to surmise from your website that this location is only being considered for the UCPDH because Cowie Hill is supposed to become part of a new rapid-transit bus system? If so, would not establishing this rapid network (a bus every 10 minutes! as I recall) be prerequisite to any such development considerations here?

Thank you very much for your assistance in this matter!

Best regards,

[REDACTED]

Good Afternoon [REDACTED]

Sorry about the phone tag, but I realized I had your email from a previous communication and though it might be faster to send you a quick email to provide some initial information and that way we can arrange a time for a follow up phone call if you would like.

We are currently in the process of conducting public engagement regarding the Urgent Changes to Planning Documents for Housing Additional Opportunity Sites, which will be ongoing till September 20th. As part of the engagement process staff sent out a flyer asking for community feedback regarding the sites to all property owners within 80 metres of a potential opportunity site, including 30 Ridge Valley. For more information regarding the Urgent Changes to Planning Documents (UCPDH), the Suburban Housing Accelerator Plan, and staff initial recommendations please visit the project website, <https://www.halifax.ca/about-halifax/regional-community-planning/housing-accelerator-fund/urgent-changes-planning>. 30 Ridge Valley

Regarding 30 Ridge Valley, you are correct that there is currently a Municipal Planning Strategy Amendment (MPSA) application for the property requesting that the Halifax Mainland Plan be amended to permit a new 16 and a 10-storey building on the site. However, during the UCPDH the applicant had asked to be considered through that initial process as a site-specific request instead of their ongoing MPSA application. Since no public engagement had been conducted regarding their site-specific request, staff was not willing to add 30 Ridge Valley to the initial list of potential opportunity sites, which was approved by Regional Council earlier this year in May. However, as part of the adoption process Regional Council directed staff to conduct a second smaller round of engagement on additional UCPDH opportunity sites and due to the previous direction from Council for staff to consider 30 Ridge Valley for additional density, initially through [MPSA 2023-00399](#), staff was willing to bring forward their request during this additional round of considerations.

If the site-specific request for 30 Ridge Valley goes to Regional Council and is approved, then the site would receive the Housing Accelerator (HA) zone under the Suburban Housing Accelerator (SHA) Plan with a maximum building height of either the 8 storeys currently being recommended, or a new height pending any changes to staff's recommendation that may take place due to the feedback we receive from the public and other municipal departments. Any maximum height would be set by Regional Council as part of the adoption process and would then apply for any new building built on the site moving forward.

If the site is rezoned as part of the UCPDH, their current MPSA application would be closed as they would no longer be in the Halifax Mainland Plan. Additionally, the SHA Plan does not include a way for property owners to apply for a Land Use By-law amendment to change maximum heights and at this time we have a direction from Regional Council to not consider any new Municipal Planning Strategy Amendments (MPSA) until after the Suburban Plan is finished so we would not be willing to considering any new MPSA applications for the site.

Basically, the property owner has two options currently before them. They can keep moving forward through the UCPDH and receive whatever maximum building height Regional Council decides to adopt for the property under the SHA Plan or they can continue the process of trying to receive a greater maximum height under the MPSA application, but they cannot do both. The benefit to the applicant for proceeding through the UCPDH is that this process could be approved by Regional Council sometime in the new year, but they will most likely receive a much lower building height than they may receive through the MPSA. The downside of trying to continue with the MPSA is that it will be a much longer process that may continue much later into 2025 or even 2026.

Please let me know if you have any further questions or would like me to provide clarification on anything. Additionally, if you would like to provide a date and time to schedule a phone call I would be happy to arrange that with you.

Thank you,

BRENDAN LAMB BCD

HE/HIM

Planner II

Community Planning – Suburban Plan

CB58

Hi [REDACTED]

Thank you for reaching out and providing additional context for this request. Our team will review and consider this information when we are finalizing our recommendations to Regional Council. The recommendation for four storeys on this site was intended to respect Council's recent decision regarding this site, while providing the additional flexibility of the HA zone around density and the calculation of height. [REDACTED]

Please feel free to reach out if you would like any additional information,

Kathleen

Kathleen Fralic LPP MCIP

she/Her

PRINCIPAL Planner

Community Planning – Suburban Plan

Hi Kathleen & Kate.

Hope all remains well as summer winds down. Good to see you last week at your office.

Appreciate you and your TEAM of where of this property. In December 2023 Halifax & West approved a development agreement for 4 storey apartment building. To follow this up recently staff is recommending four stories which is the same as the current development agreement. [REDACTED]

[REDACTED] The property has a slope at the rear and [REDACTED] allowing five stories is highest/best use ... [REDACTED] Ideally, [REDACTED] could go forward with design of four stories on front and five stories at the rear which most of the neighbourhood would never see.

Would you have 10 minutes next week to chat about this. Thanks, and have a GREAT weekend.

Warmest Regards.

[REDACTED]

Hey [REDACTED]

As per our conversation yesterday. Here are some of my discussion points to provide justification and as you say 'planning rationale' to increase height from 4 to 5 stories.

- In the area of River Road and Drysdale Road in round one of the HA planning, 5 stores have been approved that were not directly on the Herring Cove Road. 15 Drysdale Road is an example of a 5-story approval on a side street, with similar proximity to transit stops and Herring Cove Road [REDACTED]

- [REDACTED]

- [REDACTED]

- [REDACTED]

o [REDACTED]

[REDACTED]

- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]

- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

CB59	Attachment: YES
Hello	
I am writing as a very concerned resident [REDACTED] concerning the proposed development of 390 Bedford Hwy.	

[REDACTED] that will be negatively affected if this proposal for a 4 story unit is approved.

[REDACTED] backyards full of nature and birds. We have a private oasis of nature in our yards [REDACTED] One of the most attractive things about these homes is the private and [REDACTED] that changes color throughout the seasons. The privacy and aesthetic beauty of the yards because of this is a huge selling feature of our homes.

The development of this property will result in the tearing down of this [REDACTED]

[REDACTED] Our privacy not only [REDACTED] removed will be destroyed and [REDACTED] Blasting from the site will cause severe disruption, noise, dust and debris and a flood of rats into our yards and properties. Our property values will decrease because now our mature treed canopies and privacy will be destroyed and our properties will be wide open and ugly.

I am very concerned that our ability to enjoy our homes will be severely impacted and our property values will plummet. The wildlife, deer birds etc will be endangered because this is a beautiful, mature treed open lot providing so much refuse and enjoyment in the neighborhood.

Please do not allow the destruction of such a beautiful property and destroy the enjoyment and privacy of an entire street that borders along it.

[REDACTED]

CB60

Hello,

I am writing to provide input on building large developments, apartment buildings, condos, and new neighbourhoods full of overpriced townhouses in Herring Cove and Spryfield. It is not a viable option and will negatively impact the people who currently live in the areas and surrounding areas. The neighbourhoods, stores, and infrastructure cannot sustain the out of control growth in population and buildings.

Thank you for your time,

[REDACTED]

CB61

Dear Sirs,

I'm writing to express my concerns about 30 Ridge Valley Rd. development. I don't believe that constructing new buildings in this area will benefit the community.

This is a quiet residential area, with narrow streets and low traffic. It's not supposed to accomodate more people and more cars. Besides, there will not be enough parking spaces.

Moreover, the construction process will involve employing heavy machinery, which will create a lot of noise, destroy the roads and pollute the air.

██████████ because we wanted to live in a calm, quiet neighborhood and with this new development project it wouldn't be possible.

That's why I think the place for the construction should be changed.

Kind regards,

██████████

CB62

I am fearful of more development ██████████ I do not want the development of 30 Ridge Valley Rd. ██████████ the streets are narrow, few sidewalks and in the winter alot of them are impassable. With the development there will be more people and more traffic that are tiny community cannot handle. Every time there is new development in HRM, the developers and government never seem to think it will have any impacts on the community. I wonder how many of them live in Cowie Hill?

Thank you

██████████

CB63

Good morning, Eleanor,

Thank you for your reply. Based on what you indicated, there is little effort or planning to address the existing traffic backlog that occurs daily, and the same applies after these buildings are built. That is, aside from a bus-only lane that spans a relatively short area, with hopes that fewer buses will reduce traffic going through the rotary.

Currently, on many days, there is an approximate backlog of traffic for 1.5-1.8 km, which I have experienced many times. This small change will not reduce that.

While I understand that the use of transit is being stressed and promoted, the reality (that is not being addressed in the planning) is that the current volume of vehicles will not be reduced by any amount despite the promotion of busing or band-aids to the current inefficient busing system. A sizable portion of individuals moving into these buildings are also likely to use personal vehicles instead of transit, and any assumption that even half of the tenants in the proposed new buildings will use transit is very optimistic thinking. The residents have been demanding the traffic issues and reduced travel times that result be addressed since [REDACTED] and I can only assume long before that. [REDACTED] an unprecedented number of homes have been built, with many more on the way, plus these new proposed buildings, making the problem dire. [REDACTED] the City has failed to mitigate this or address these concerns, and this proposed plan completely ignores what residents have been saying for years. All the while adding to the congestion and traffic. The focus on safety needs to consider how many more car accidents will happen when traffic backs up two to three km because of the oversight and disregard of the City.

Best regards,

[REDACTED]

Good morning Councillor Cuttall and [REDACTED]

Thanks for following up. Your input is appreciated and will be used to help form final staff recommendations that will be brought to Council.

The Herring Cove Multi-Modal Corridor is an ongoing project that will consider future transportation needs based on anticipated population density. It is expected to improve safety for all users as well as decreased travel times for those taking transit.

According to the [project webpage](#), the capacity of Herring Cove Road in this area is limited by the capacity of the Armdale Roundabout. Adding more general vehicle lanes is not expected to increase capacity for motorists and would decrease all-user safety by increasing crossing distances and vehicle speeds. Enabling safe, effective, and accessible routes for pedestrians, cyclists and transit users on Herring Cove Road increases transportation options for commuters helping reduce the number of cars on the road. This reduces congestions and other delays for those traveling by personal vehicles.

Bus Rapid Transit is being explored for this corridor and will include dedicated transit priority lanes with frequent headways (approximately every 5 minutes). Removing buses from the general traffic lanes will increase storage space for vehicles waiting for the roundabout, and at the roundabout itself, the bus lane will also serve as a new

right-turn lane. This is expected to result in a small increase to roundabout capacity from Herring Cove Road. Providing dedicated bike facilities that remove cyclists from the roadway and encourage and enable more cyclists is also expected to help reduce traffic congestion.

In terms of the 30 Ridge Valley Road property, proximity to a [proposed Rapid Transit](#) route or terminal was included in the selection criteria for this site. This is to enable accessibility to a wider selection of transportation options for residents and is intended to reduce traffic delays during peak commute times. The Herring Cove Road and Cowie Hill proposed Bus Rapid Transit stop is approximately 450 metres from the property and the Herring Cove from Glenora Stop is approximately 625 metres from the property (an interactive map with the proposed BRT stops can be accessed [here](#)).

I have also cc'd a member of the Herring Cove Multi-Modal Corridor project, Ahmed, who may be able to provide further details on the road improvement plans specific to the Herring Cove Multi-Modal project.

Thank you,

ELEANOR FIERLBECK

SHE/HER

PLANNER I

REGIONAL & COMMUNITY PLANNING

Hi –

Given the importance of the of road infrasture and transit to support this proposal, is there someone who is able to answer [REDACTED] questions prior to the deadline?

Thanks,

Patty

PATTY CUTTELL
COUNCILLOR | LE CONSEILLER | NIKANUS WUNQAPEMK

DISTRICT 11 SPRYFIELD-SAMBRO LOOP-PROSPECT ROAD

HALIFAX

T. 902.490.4050

C. 902.221.6893

halifax.ca

For routine municipal issues, please call 311.

For information on HRM related items, please visit www.halifax.ca

Good afternoon,

This individual is not in the office to answer any questions until September 24, 2024, which is well after the September 20th deadline for public submissions and feedback. It is concerning that your office cannot answer these questions and somewhat more concerning that the individual you referred me to is unavailable until after the deadline for public input.

Best regards,

[REDACTED]

Hello [REDACTED]

Thank you again for your feedback.

As this rezoning process is primarily focused on site-specific land use, I would recommend reaching out to [Charlie Elliott](mailto:charlie.elliott@halifax.ca) (charlie.elliott@halifax.ca), Project Manager for the Herring Cove Road Multi-Modal Corridor, to inquire about how the project intends to address the concerns you have outlined below. A transportation planner working on this project may be able to better answer your questions.

Thank you,

ELEANOR FIERLBECK

SHE/HER

PLANNER I

REGIONAL & COMMUNITY PLANNING

Good afternoon,

Thank you for sharing the information links. Upon review, I do not see anything that addresses much of what I spoke about in my email. The proposed links do little to address the extreme traffic backups for vehicles. There is no mention of widening the existing lanes of traffic for commuters not on buses, nor do I see any measures to

address the 'bottleneck' for those travelling by cars to the Armdale Rotary. A bottleneck that has been created as a result of changes and buildings made without sufficient infrastructure. The percentage of cars will continue to increase, regardless of the proposed transit and bike lane changes and I would like to know what will be done to alleviate this and reduce the unacceptable traffic levels.

All the best,

[REDACTED]

Hi [REDACTED]

Thank you very much for reaching out to provide feedback. The comments you have provided will be used to help determine final staff recommendations for Council.

To provide information on projects that are in progress within the area I have included information on Herring Cove Road and Bus Rapid Transit below.

Herring Cove Road was identified as multi-modal corridor previously and has an ongoing project for upgrades and improvements. At this time, the detailed (90%) design is in progress for the section of the road between Armdale Roundabout and Cowie Hill Road. A preliminary (60%) design between Glenora Avenue and Greystone Drive is being worked on, also.

The project is resulting from the Active Transportation Priorities Plan, Integrated Mobility Plan (IMP) and the Rapid Transit Strategy. A list of upgrades for Phase I can be found at the link below, under "The planned upgrades include:" in bold.

HRM Herring Cove Road Multi-Modal Corridor: <https://www.halifax.ca/about-halifax/regional-community-planning/transportation-planning/herring-cove-road-multi-modal>

The Rapid Transit Strategy places the Bus Rapid Transit (BRT) Yellow Line along Herring Cove Road up to Greystone Drive. The BRT Yellow Line is planned to go to Scotia Square. Additional information on the Rapid Transit Strategy can be found at the link below.

HRM Rapid Transit Strategy: <https://www.halifax.ca/transportation/transportation-projects/transforming-transit/rapid-transit-strategy>

Sincerely,

DILLON MCKENNA

HE/HIM

PLANNER I

COMMUNITY PLANNING – CENTRE PLAN

Good morning,

I want to share my concerns about the proposed and continued building projects and housing subdivisions, including but not limited to, the new buildings in the Cowie Hill area being discussed on September 20th. At this point, there has been unprecedented growth in the area because of the sudden and dramatic number of houses approved within new housing subdivisions and apartment buildings such as Cowie Hill. None of which are to support low to middle class families and I surely hope the city is not claiming them as such to rationalize the situation. The cost of these units and home is far beyond what the average family can afford. Furthermore, the current traffic situation is deplorable. The recent influx of residents and the inability or unwillingness of the City of Halifax to provide acceptable infrastructure for traffic has caused a dire situation when travelling into Halifax for work, medical, childcare, services, etc. The buildings on Cowie Hill will only make this situation worse if Halifax does not commit to significant and expedient changes to the present infrastructure. Herring Cove Road cannot remain the primary route into the city at only one lane of traffic in each direction. People are outraged, families in low income situations struggle to get to services and employment because they cannot make it into the city and cannot rely on a reasonable commute without significant delays. I

morning, I have to allow for one and a half hours minimum to avoid being late and missing [REDACTED] This is for a drive that should take me about 16 mins. I have to stay at a lower paying job and I recently had to turn a job that paid significantly higher because I cannot get through traffic in time to get to the new job, even with before school care. The city has known about the lack of infrastructure in this area and ignored the problem for years. Now the area has grown so much and still, nothing has been done. Trying to gentrify the area because it's the closest to downtown to build, does not equal infrastructure. This mess also does not work to encourage people to use buses more (another excuse for the lack of infrastructure planning that has been heard locally) and that is not going to change, especially when the city does not have the infrastructure to support buses through specialized bus only lanes and routes. We need a solution now, not excuses and delays.

All the best,

CB64

To whom this concerns.

I am writing this email to ask what is going to be done to the infrastructure in Spryfield and the Armdale area for getting down Herring Cove Rd to the roundabout.

The congestion is so bad trying to get to the roundabout and it takes 45 mins most times to get to Chebucto road by car. None traffic times is less then 10 minutes.

There needs to be something done to make traffic run smoother. [REDACTED]

[REDACTED] takes 55 to 60 mins to get to Chebucto Rd. The traffic is backed up [REDACTED] from 7 a.m. till after 9a.m.

They are all stuck in traffic.

We have other communities that have no choice but to use their car and have to come on Herring Cove Rd to get into the city for work, doctors, whatever . They have no bus service..

You cannot rely on the bus as they are always late. I am not in anyway or form a designer of roads but there needs to be a lane either dedicated to the bus so people will take it or build a right turning lane that is not stopped in traffic. You cannot get to the turning lane as traffic going up Chebucto is in one of the lanes you need to use to get up to Quinpool Rd. It only starts at about one car length away from the roundabout.

There are at least 18 developments going up in the area. How many people do you think will be added to the traffic ? There are so many cars on this road now.

People will move out because dealing with the roundabout is not fun. People out of our area who don't frequent here are terrified of it especially traffic time.

My biggest concern is how is an ambulance going to get anyone to the hospital during those hours that needs immediate care.

[REDACTED] and as I am doing ok for now, there will be a time when I will need that ambulance.

Please have plans to improve the traffic on this road and also schools to accommodate all the children that will be added [REDACTED]

Development is wonderful but you have to do more then build homes.

[REDACTED]

CB65

While I have many concerns about the disruption to the neighbourhood [REDACTED] and as a daily transit user I know the 24 is running at capacity, my main concern about this development is the loss of a long established community

resource, Cowie Hill Daycare. I am absolutely opposed to this development continuing without provisions for a desperately needed childcare program to be incorporated on the site. Provision of a public picnic park play space will also be critical for the families living in these buildings. I assume the plan is to continue to provide affordable housing to our beautifully diverse newcomer community. If the new development will result in the displacement of all these families then this site must not be approved.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

CB66

Hi [REDACTED]

Thank you for providing feedback. Your comments will be used to help form final staff recommendation for Council.

As you noted, the [staff recommendation](#) for these sites is a maximum height of 4 storeys. A commercial use on the ground floor of a multi-unit dwelling would be included towards the maximum storey count (e.g. one ground storey commercial, three upper storeys residential). However, this height is only an initial recommendation by staff, and any final decisions will be made at the direction of Regional Council after a Public Hearing.

This site-specific process is related to the rezoning of the subject property to the [Housing Accelerator \(HA\) Zone](#) under the [Suburban Housing Accelerator \(SHA\) Plan](#). The design and structure of the building, including the number of units proposed, would be reviewed through applicable permit applications following rezoning, if approved.

Proposed sites are not required to indicate that affordable housing will be provided in order to qualify for the rezoning process, however, sites identified by the [Provincial Lands for Housing Program](#) or affordable housing projects run by registered non-profits were given consideration in the selection criteria. The municipality also manages an [affordable housing grant program](#) and is currently exploring ways to further support the creation affordable housing, including through the other [Housing Accelerator Fund initiatives](#). New developments (excluding low-density dwellings or eligible not for-profit housing) located in the Suburban Housing Accelerator (SHA) zone are required to enter into an incentive or bonus zoning agreement, which

requires the developer to contribute money-in-lieu for [affordable housing](#) to the municipality. For more information on incentive or bonus zoning requirements in the SHA zone, please see Division K (page 78) of the [Suburban Housing Accelerator Land Use By-Law](#).

If approved for rezoning, developments in the HA Zone would have to meet a minimum front/flanking setback from the streetline as well as landscaping requirements. These are outlined in the [SHA Land Use By-Law](#).

With respect to the timing of this process, the public engagement period will conclude before the election (September 20), however, the first reading and subsequent public hearing and second reading of the changes are not expected to occur before mid-October of this year. It is anticipated that any changes through this rezoning package will be approved after the municipal election.

All the best,

ELEANOR FIERLBECK

SHE/HER

PLANNER I

REGIONAL & COMMUNITY PLANNING

With regards to these two proposed properties being built, first of all it is stated that they are to be four stories each. Yet, you also say you will allow commercial spaces on the ground floor, which would possibly raise them to five stories. How many units per building?

390 Bedford Highway [REDACTED], in order to construct an apartment building at this location, it would be necessary to do blasting work. There could be potential damage done to the surrounding properties as well.

Also nowhere is it stated that these units would be affordable rents. The whole point of building more apartments is for people to be able to live in them and not in tents. Instead they are being built with unreachable rents in mind. Unless you begin to include the needs of average people and seniors who are these buildings being built to accommodate? .

Also the Bedford Highway cannot (REPEAT CANNOT) handle anymore traffic. The pavement is beyond repair. It has been patched so many times and none lasting more that a month or so before the potholes reappear. It is literally sinking in so many arears you need to drive in a zigzag pattern to avoid them or damaging your car. Plus the amount of traffic just right now ,before these developments, is way beyond what the Bedford Highway was originally intended for. Also, as has been the case with so

many apartment dwellings along this highway, they have been built right out to the road with no design or room for sidewalks. This whole city is under the same design indifference. Its being destroyed by throwing buildings up wherever and destroying what was once a beautiful city. And let me be clear I am not against growth but i am against destruction.

I am curious as to why the addresses that are to be considered for future development were not sent out by applicable affected Districts instead of lumped together. I had to review all the properties listed to see what was applicable to our own area. I am also opposed to the tearing down of a very viable strip mall and constructing a 14 storey apartment building at 117 Kearney Lake Road.

In closing why the rush to proceed with this proposed approval prior to the next civic election?

Respectfully yours,

[REDACTED]

[REDACTED]

Sent from [Mail](#) for Windows

CB67

Hi [REDACTED]

Thank you for providing feedback. Your comments will be used to help form final staff recommendation for Council.

Please note that construction of a new building is not being approved through this rezoning review. Permit applications will be required before construction, if rezoning is approved.

As per [By-law B-600](#), a Blasting Permit is required prior to all blasting. The By-law sets out permitted hours of blasting and notification requirements for the affected community. These applications would be reviewed by an engineer. There are also requirements for when certain construction noises are permitted within HRM, as per [By-Law N200: Respecting Noise](#).

For buildings that will be connected to the Municipal Sewer and Water infrastructure the permit is [reviewed by Halifax Water](#). Similarly, power connections are not being reviewed through this process. [Nova Scotia Power](#) will determine capacity and connection to local infrastructure at the time of permitting and construction, if applicable. If upgrades to local services are required and needed to support the

development and/or surrounding area it would be determined through the permit application process.

If rezoning is approved, the HA zone in the [SHA Land Use By-Law](#) does not have a minimum on-site parking requirement for strictly residential buildings. This direction on parking requirements is in-line with an [announcement from the Province of Nova Scotia](#) to remove minimum parking requirements from the urban serviced area. This does not mean that parking cannot be provided, but that there is no minimum on-site requirement for strictly residential buildings, if the rezoning is approved.

All the best,

ELEANOR FIERLBECK

SHE/HER

PLANNER I

REGIONAL & COMMUNITY PLANNING

To whom it may concern:

■■■■ have lived on ■■■■■ since ■■■■■ and have become quite familiar with the area and the residents. We have discussed this proposal with many people, and we believe that the building of two 8 story units on the site is very impractical and will be to the detriment of everyone in the area. Here are some reasons we have for stating this:

1. The proximity to Chebucto Heights Elementary School.

Due to the continual blasting, construction, movement of heavy equipment, and noise, the learning environment for students and staff of the school will be negatively impacted. Proper education of our young people cannot be attained with the noise level and distraction from all the construction processes.

Many students have special needs with special requirements and teachers. These distractions of building the apartments, and the huge influx of new students will especially impact these vulnerable young people.

2. We are built on solid granite. The blasting process could result in damage to foundations (as has happened in the past due to subsurface vibrations) and damage to existing units

from flying rock and debris (which has also happened). Are there measures in place to compensate condominium owners for any damages and costly foundation repairs should they occur? This also relates to point 1 above.

3. Infrastructure. Cowie Hill Village is a small, residential community. Our sewer, water and power lines have been placed to handle our existing area. Having two new apartment buildings constructed would mean a tremendous redesign of all these utilities which would be a huge undertaking. I have seen no plan for this.

4. Bromley Road. It is a small, narrow, one-way street (if you have not seen it yet, come on by and take a look). One of the buildings abuts Bromley Road. In addition to the above points, more apartments translates into more people and more cars travelling along a street which cannot handle the excess strain.

5. Parking. The plan for the units appears to be a decrease in the number of parking spots for the residents. Does that mean that some units do not have a parking spot? Are you assuming that most people will take public transit? Big cities have subways and multiple timely buses on major routes. We do not have the luxury of either of these. We would need a vast improvement of our transit facilities in order to even consider this as a worthwhile idea. How do you restrict the number of people who need a vehicle? Residents must take their children (or themselves) to doctor's appointments etc. Waiting for transit when time is of the essence is ludicrous. Most people need a vehicle for these appointments.

As well, people without parking spots will park on other streets in the neighborhood, putting an unnecessary strain on these streets and our residents.

Please reconsider your plan of erecting two apartment buildings in this area. The quality of life of Cowie Hill will be very negatively impacted. It is currently a very pleasant and relaxing area. This will be forever changed with new development.

Thank you. [REDACTED], [REDACTED]

CB68

Good evening,

I live in [REDACTED] and would like to express my support for SS120 and SS164. Both of these proposals will add badly needed multi residential units to our largely single family neighbourhood.

They will enable more people to access Springvale elementary and also allow aging homeowners to downsize while staying in the neighbourhood. My only criticism is that SS120 is not five stories as originally proposed (perhaps that was the developers decision).

Thanks!



CB69

Hello,

I am writing in opposition of the plan to build a housing development at Palmer Hill Rd and Brook St.

As a [REDACTED], I know that Palmer Hill Rd is a very narrow one-lane road that physically cannot accomodate parking and driving for additional residents.

I also know that Brook St is incredibly busy as it is and has had pedestrian/motorist incidents in the recent past. Despite recent traffic calming measures elsewhere in the area, we simply do not have the infrastructure to support additional housing in this area. There are plenty of spaces elsewhere in HRM that are underdeveloped and where roads can accomodate new residents, and in comparison, Palmer Hill Road seems like a ridiculous place to build.

I would suspect you have heard similar from others in the neighborhood who worry about this.

I hope you will take this feedback into consideration.

Thank you.

CB70

Hi [REDACTED]

Thank you for providing feedback. Your comments will be used to help form final staff recommendation for Council.

If rezoning is approved, the HA zone in the [SHA Land Use By-Law](#) does not have a minimum on-site parking requirement for strictly residential buildings. This direction on parking requirements is in-line with an [announcement from the Province of Nova Scotia](#) to remove minimum parking requirements from the urban serviced area. This does not mean that parking cannot be provided, but that there is no minimum on-site requirement for strictly residential buildings.

For the mail out, properties within 80 metres of any site-specific property being reviewed should have received a letter. This is in line with the municipality's [Administrative Order Respecting Public Participation for Planning Documents](#). I

suspect that your property was slightly outside the 80 metres radius, which was why you may not have received it. I have attached the mailout to this email for your reference.

All the best,

ELEANOR FIERLBECK

SHE/HER

PLANNER I

REGIONAL & COMMUNITY PLANNING

Hello,

I am writing to express my concerns regarding the proposed apartment buildings for 30 Ridge Valley Road.

This already is a densely populated area, without the addition of 298 apartments. Hundreds of new people means too much increased traffic and noise pollution, never mind what we would have to endure during construction of these buildings. The bedrock here required blasting when the townhouses at the top of Cowie Hill Road were constructed. I can't even imagine what it would be like this close to [REDACTED]

Bromley is a narrow, one-way street. There would be a large increase in traffic if it were used to access the new buildings. Also, I noticed the developer wants to reduce the number of parking spots available for the proposed buildings. Doing this doesn't mean the tenants wouldn't still have cars that needed to be parked.. It just means that they would find somewhere else to park their vehicles i.e. our streets. The townhouse owners already have only one spot per unit, so any [REDACTED] with two vehicles or visitors with vehicles have to park on the street. Speaking of vehicles, traffic is already a nightmare, especially at rush hour. Hoping people will use transit doesn't make it happen. These new buildings will just add to the parade of cars trying to make it down Herring Cove Road in the morning.

I'd also like to note that I received no notification about this proposal. A neighbour brought it to my attention.

Thank you for your time.

[REDACTED]

[REDACTED]

CB71

Hi [REDACTED]

Thank you very much for providing feedback. Your comments will be used to help form final staff recommendation for Council.

I will note that the [Herring Cove Road multi-modal corridor](#) is an ongoing project to review and improve Herring Cove Road. At this time, the section of road from the Armdale Roundabout to Cowie Hill has a detailed (90%) design in progress and the section of road from Glenora Avenue to Greystone Drive has a preliminary (60%) design in progress. This is expected to improve safety for all users as well as decreased travel times for those taking transit.

All the best,

ELEANOR FIERLBECK

SHE/HER

PLANNER I

REGIONAL & COMMUNITY PLANNING

Hi There,

I recently read about this proposal for the Herring Cove and Sambro area and given that [REDACTED] [REDACTED] and commute down Herring Cove Road daily, I wanted to provide my thoughts on this proposal.

I am all about building new and affordable housing and we desperately need it, however, the road infrastructure needs to be drastically improved before you bring anymore traffic flow into the area. I commute [REDACTED] for work every morning and as it is right now, when I leave the house at 8am, it takes over an hour to get to [REDACTED] [REDACTED], with 30+ minutes of that simply sitting on Herring Cove road edging my way down to the rotary. I implore you to drive to take this drive any given morning Mon-Friday between 8-830. The growth of Herring Cove over the last 10 years has not been supported by any improvements to the road infrastructure and that needs to happen before the population density continues to grow in this area.

So unless you make improvements to Herring Cove Road around the rotary, I will not be showing any support for this project.

--

Thank You,

[REDACTED]

CB72

Attachment: YES

Dear Councillor Cleary, HRM Staff and Regional Council,

I am a resident of [REDACTED] opposed to the development of a housing unit at 81 Brook St. and 1 Palmer Hill Rd. (request #SS120) due to significant safety concerns.

A permit to develop this site was previously requested in 2018. Based on a public community meeting with resounding opposition and traffic safety studies, the permit was not allowed. I am disappointed that this same site is requesting a building permit despite the same safety concerns remaining.

Palmer Hill Rd. is a small single lane road that has nine houses on it. It does not have any more capacity to handle more traffic as a single laneway, especially the traffic from a large housing unit.

Regardless of whether the entry to a housing unit is off Palmer Hill Rd. or Brook St. this proposed development would create an even larger hazard at the already dangerous intersection of Brook St. and Palmer Hill Rd. I have written to my councillor previously requesting traffic calming interventions after numerous close calls with myself, my [REDACTED] and [REDACTED] as pedestrians at this intersection and along Brook St. Brook St. remains a very dangerous street for pedestrians. It is the main artery of our subdivision for both cars and pedestrians and yet there are no traffic calming measures in place along its entire length. There are no crosswalks, traffic lights, stop signs, nor speed bumps. There is a sidewalk along only a small portion of the street on one side only. The speed limit is 40 km/hr which is rarely adhered to and does not appear to be enforced by police. The children on our street must cross Brook St. at this dangerous intersection and walk along a portion of it in order to get to the local school. This proposed housing site is also next to a popular recreational trail crossing (Chain of Lakes Trail) with no crosswalk. Creating more traffic with a housing unit will put more pedestrians at risk at this trail crossing at Brook St.

A secondary concern is the impact that this housing unit will have on our community's environment. There is a family of deer that have lived on this property for many years, and their home will certainly be demolished along with a large swath of trees and other flora. The property abuts the Chain of Lakes Trail, a popular recreational nature trail. A development at this site will reduce our community's access to nature in this area, which could be deleterious to citizens' mental and physical health.

Finding accessible and affordable housing is no doubt a large priority for all levels of government currently but housing development shouldn't be done at the expense of the safety of current community residents, especially the safety of more vulnerable children and seniors. I am concerned that these decisions are being rushed without proper community consultation and without proper attention to the grave safety concerns they create.

I sincerely hope that the safety concerns of myself and fellow neighbours in the [REDACTED] are considered by HRM Staff and Council and that this permit for a housing development at 81 Brook St. and 1 Palmer Hill Rd. will again be disallowed.

Sincerely,

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Photo of the family of deer in front of the proposed development site this spring

CB73

To whom it may concern,

This is regarding the proposed development of a property on 81 Brook st as well as on Palmer street. I am a resident of [REDACTED] and, like many in the community, am firmly opposed to the development as currently proposed.

I strongly encourage those reviewing the proposed development to carefully examine a map of the Fairmount/Springvale community and Chain of Lakes trail to consider the placement of this development and the current constraints the community is facing with regards to our infrastructure.

Brook Street is currently the only entry and exit point for the entire community of Fairmount / Springvale. As a result, the whole community, included elementary schools, are entirely dependent upon these singular points of entry and exit. As Fairmount has grown over the decades, the infrastructure to support this community has not. This has led to the current situation where traffic and reliance on Brook street has increased well beyond what was ever intended. As a result, the entire community, including two elementary schools, has a critical reliance on this one street. They are the chokepoints, and single points of failure for an entire community. This poses a big risk in terms of emergency access; a risk that grows with increasing instances of

disaster brought by climate change - a point driven home by the municipality's recent experiences with wildfires and flooding. It is also a big issue with emergency response access to the community itself - a key concern with two elementary schools. The current infrastructure for the community is already constrained beyond capacity, and is not sufficient to meet the demands of the current density. Anyone who lives in the community would readily point this out.

The biggest pain point for this constrained infrastructure is the intersection between Crown Drive and Brook Street – specifically where this proposed development would be. I invite any member of Council or HRM staff to try and access the community via Crown drive/Brook, and you will see a road that is incapable of accommodating two-way traffic - despite being the main point of entry for an entire community. It is obvious that the road was never intended as a main thoroughfare for a community the size of Fairmount. The community just deals with it as best we can but it is an accident waiting to happen and gets worse and worse the more density is introduced to the community. Simply put, Crown drive cannot support further density with current infrastructure without undermining the safety and quality of life of the entire community.

Making the problem worse is that the intersection of Brook st and Crown drive is also where the Chain of Lakes trail passes through Fairmount – right where the greatest traffic pressure and point of entry for the entire community is. This intersection sees both the greatest volume of vehicular traffic, main point of entry and exit for the community, but also the greatest volume of pedestrians and active transportation users on the Chain of Lakes Trail crossing Brook Street. It is the choke point and main point of failure for the entire community. I would again invite Councillors and staff at HRM to come at any point in the day to see the volume of those using the Chain of Lake Trail crossing Brook st, together with the volume of vehicular traffic. There is a constant issue of vehicles speeding down Brook street and a high volume of cyclist, runners, youths, and others using active transportation on the trail. This is so much so that the recent construction work on Brook street in fall 2024 had to do a curb butt out into Brook street to try and mitigate this issue - along with numerous prior attempts at traffic calming on Brook street - all of which have been unsuccessful. Putting the densest development in the entire community right next to this choke point and key trail crossing would dramatically compound these issues.

The Chain of Lakes Trail, beyond being a critical active transportation connector, is also an important piece of greenspace for the community and region as a whole. It is a true asset to the Municipality, and it does an excellent job of winding through urban community while also providing a sense of true greenspace. The proposed development directly abuts onto the chain of lakes trail, without any transitions, adequate set-backs or transitional greenspace. It would be the first higher-rising structure of such along the entire trail, undermining this sense of being in nature while in an urban centre.

This specific portion of Brook St – where it intersects with the Chain of Lakes trail as well as Crown drive, is simply put, of critical importance and a choke point for the entire community of Fairmount/Springvale as well as those who utilize the Chain of Lakes trail. What happens there impacts the entire community, and the current infrastructure is already operating well beyond its capacity. Introducing the greatest level of density in the entire community right at this critical choke point would be a mistake.

This proposal was brought forward previously and was dismissed accordingly with the same concerns raised by the community at that time. The situation on the ground has not changed to warrant an approval now – the factors against this specific development have only gotten worse – as noted above. I, and many residents in [REDACTED] understand that there is need for housing in HRM, and that there is significant pressure on the municipality in the current environment to approve developments. I believe that pressure is what has led the developer to see this as an opportune time to try and push through a previously rejected development. However, such decisions must not come at the risk of safety and access to an entire community, as well as critical shared regional infrastructure such as the Chain of Lakes trail. Supporting infrastructure is necessary to support growth and density – infrastructure that simply does not exist on Brook St. I implore Council and HRM staff to consider the broader impact on the community and to not consider moving forward with such developments until these issues can be adequately addressed for the good of the residents of Fairmount and those who utilize the Chain Lakes Trail.

Thank you for your consideration of this matter.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

CB74

Hi There I'm a concern [REDACTED] I'm totally against this proposal for a few reasons. The Privacy of our [REDACTED] We will no longer have that because people living in this new Housing development will be watching and looking into our properties. The GreenSpace of our trees and Gardens will be destroyed through the blockage of Sun and growth by the 5 Storey Building. Then for the Parking where will all of the parking be there isn't enough parking spots for the Business that resides there as it is. So with two more Storeys added and more people living there it's not feasible for the adjoining properties. This is a lose lose

situation for all Residential places in this surrounding area. Please nule an avoid this proposal. Upset and apposed Tax Payer Shame On our City for even considering this proposal. With upcoming election I hope People dont Vote For our Current District leadership for District 11 We need a Change. We need Someone who will hopefully be the Next [REDACTED] and make a change, listen and help the Tax payers of Spryfield and Surrounding Areas in our District.

9 Dentith Road is Just another Example of small business greed.

My Regards, [REDACTED]

CB75

Further to the above noted correspondence (not dated) [REDACTED]
[REDACTED] I would like to note my concerns in reference to a possible change in zoning that would allow for the construction of a three story building under the Suburban Housing Accelerator Plan at Site S120 81 Brook Street and 1 Palmer Hill Road.

The subdivision is not presently zoned for the construction of a three story apartment style building and is a residential single home community which has been respected. Property owners have invested in this area given its zoning and I am opposed to any change that would not respect single family units.

Increasing traffic to Brook Street area could prove problematic as it is already a heavily used. What would the traffic implications be for existing residents? The increased traffic would also be more noise for the residents. As well there are school children who use this route and increasing traffic could be prove to be unsafe for these young children as no crosswalks are supervised.

The location at 101 Brook Street and 1 Palmer Hill Road is at one end of an already busy road. Increasing road traffic on the very narrow Palmer Hill Road could be problematic for existing residents to get onto Brook Street and Brook is a very heavily used Street. This could increase the risk of traffic issues/accidents.

I am a resident of [REDACTED] as I indicated above and do not support the proposed changes under the Suburban Accelerator Plan. There has been no data or evidence provided that would suggest that this change is appropriate for residents of Fairmount Subdivision.

[REDACTED]

[REDACTED]

[REDACTED]

Sent from my iPhone

CB76

Further to the above noted correspondence (not dated) [REDACTED]
[REDACTED] I would like to note my concerns in reference to a possible change in zoning that would allow for the construction of a three story building under the Suburban Housing Accelerator Plan at Site S120 81 Brook Street and 1 Palmer Hill Road.

The subdivision is not presently zoned for the construction of a three story apartment style building and is a residential single home community which has been respected. Property owners have invested in this area given its zoning and I am opposed to any change that would not respect single family units.

Increasing traffic to Brook Street area could prove problematic as it is already a heavily used. What would the traffic implications be for existing residents? The increased traffic would also be more noise for the residents. As well there are school children who use this route and increasing traffic could be prove to be unsafe for these young children as no crosswalks are supervised.

The location at 101 Brook Street and 1 Palmer Hill Road is at one end of an already busy road. Increasing road traffic on the very narrow Palmer Hill Road could be problematic for existing residents to get onto Brook Street and Brook is a very heavily used Street. This could increase the risk of traffic issues/accidents.

I am a resident of [REDACTED] as I indicated above and do not support the proposed changes under the Suburban Accelerator Plan. There has been no data or evidence provided that would suggest that this change is appropriate for residents of Fairmount Subdivision.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

CB77

To Whom It May Concern,

I'm writing to echo the concerns raised by many in our community regarding the proposed development at 81 Brook St and Palmer St. As a [REDACTED] resident of

██████████ I share the deep concerns about how this development could further strain the already fragile infrastructure of our neighborhood.

I strongly urge those responsible for reviewing this proposal to take a close look at the current layout of the Fairmount/Springvale community and the Chain of Lakes Trail. The placement of this development, in relation to the existing infrastructure, presents serious challenges that cannot be overlooked.

At present, Brook Street is the only entry and exit point for our entire community, including its elementary schools. As Fairmount has grown over the years, the infrastructure to support that growth simply hasn't kept up. This has created a situation where traffic on Brook Street has ballooned beyond what the road was ever designed to handle. The result is a community dependent on a single access point that is already stretched beyond its limits.

A particular area of concern is the intersection of Crown Drive and Brook Street, which happens to be right where the proposed development is planned. Anyone familiar with this area knows that Crown Drive cannot support two-way traffic, yet it serves as the main entry for an entire community. The road wasn't built for the size of Fairmount today, and it's clear that further density will only worsen an already precarious situation. The safety of the residents and the quality of life in Fairmount are at risk, and the more development we add, the more serious these risks become.

This proposal has come up before, and it was previously dismissed for many of the same concerns that persist today. In fact, those concerns have only grown more pressing. While I recognize the need for additional housing in HRM, and understand the pressures on the municipality to approve developments, it's crucial that we don't move forward with projects that jeopardize the safety and well-being of an entire community.

Any further development needs to be supported by improvements to the infrastructure on Brook Street, which currently cannot handle increased density. I strongly urge Council and HRM staff to consider the broader impact this proposal would have on Fairmount and the surrounding areas, including the vital Chain of Lakes Trail. Until these infrastructure issues are resolved, moving forward with such a development would be a disservice to the residents of Fairmount and the region as a whole.

Thank you for considering these concerns.

Sincerely,

██████████

CB78

Hi [REDACTED]

Thank you very much for providing feedback. Your comments will be used to help form final staff recommendation for Council.

To follow up on some of your questions:

- Construction of a new building is not being approved through this rezoning review. Permit applications will be required before construction, if rezoning is approved. If upgrades to local services are required and needed to support the development and/or surrounding area it would be determined through the permit application process.
- The [Herring Cove Road multi-modal corridor](#) is an ongoing project to review and improve Herring Cove Road. At this time, the section of road from the Armdale Roundabout to Cowie Hill has a detailed (90%) design in progress and the section of road from Glenora Avenue to Greystone Drive has a preliminary (60%) design in progress. This is expected to improve safety for all users as well as decreased travel times for those taking transit.
- As per [By-law B-600](#), a Blasting Permit is required prior to all blasting. The By-law sets out permitted hours of blasting and notification requirements for the affected community. These applications would be reviewed by an engineer. There are also requirements for when certain construction noises are permitted within HRM, regulated by [By-Law N200: Respecting Noise](#).

All the best,

ELEANOR FIERLBECK

SHE/HER

PLANNER I

REGIONAL & COMMUNITY PLANNING

As a [REDACTED] I am 100% opposed to the development planned for Ridge Valley. This will have a hug impact on [REDACTED] neighbourhood, I have major concerns!

What are the plans for improving the infrastructure in this area? Anything? What is the plan for handling the additional traffic? There is no parking now.

Our homes are built on rock! Blasting will create ground vibrations/ground disturbances that could possibly create cracks in walls and foundations. There will be noise, vibrations, dust, and fumes. Traffic disruptions etc.

This could have damaging effects our property.

What are the risk with the blasting?

What will be the effects to air quality in the area from the dust generated? Are there toxic fumes?

How will this effect the value of our homes in the area.

What will the disruptions be and how long will they last? Years?

Traffic

Very concern about the speed of drivers in the neighbourhood. The speed bums have made very little difference, as traffic is now coming down my one-way street to avoid the bums which has no sidewalk. Speeding on a very narrow street is very dangerous with people often going the wrong way! It's a matter of time before there is a head on collision with the speeds they are travelling.

[REDACTED]

Concerned [REDACTED]

CB79

Dear Halifax planning committee

Please leave Beaufort Avenue Park as a green space. It is a lovely park and I have used it many times, [REDACTED]

Please call me if you have any questions..

Thank you

[REDACTED]

[REDACTED]

CB80

To whom it may concern,

This is regarding the proposed development of a property on 81 Brook st as well as on Palmer street. I am [REDACTED] opposed to a large development on this street. I recognize the need for housing and rental properties however I believe this should be done foremost with resident safety in mind. Palmer Hill is a small street not equipped for additional traffic flow. There already is a traffic issue on Brook st (volume of traffic as well as speeding, which has been reported by many previous residents to both 311 as well as the current counselor Shawn Cleary). Additionally, the placement of a large rental property would increase traffic through Crown Dr, which is not equipped to accommodate any increase in traffic as there are already concerns by pedestrians compounded by lack of safe walking space (sidewalks) on the road. This area has been proposed previously for a rental development however was deemed unsafe given the street and current infrastructure cannot accommodate the increase in housing and traffic- the situation is no different now (if anything it is worse given the increase in throughfare through Brook st and Crown Dr). I urge you to reconsider the potential development on Brook and Palmer and seek alternative location, with the foremost priority being for the residents (including 2 schools) of this neighbourhood.

Sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

CB81

Hi [REDACTED]

To clarify, a height of 5 storeys is what the developer has requested through the re-zoning process. Based on this site's context, staff are recommending that the maximum building height not exceed 3 storeys. The complete list of site-specific requests, including SS120, can be found [here](#).

This is only an initial recommendation and may change due to comments received during the public engagement session, which is ongoing until September 20th, or from feedback we receive from other municipal departments. Any final decisions will be made at the direction of Regional Council after a Public Hearing.

I hope that this was helpful.

All the best,

ELEANOR FIERLBECK

SHE/HER

PLANNER I

REGIONAL & COMMUNITY PLANNING

Hello,

I received notification [REDACTED] of a proposed development at 1 Palmer Hill Rd./81 Brook St. (Request SS120). The [REDACTED] notice said that the requested development would be 3 stories however the HRM website says 5 stories for this same development. Can you clarify the number of stories currently in the request?

Thank you,

[REDACTED]

[REDACTED]

[REDACTED]

CB82

Attachment: YES

A message from [REDACTED] regarding request SS120 at 1 Palmer Hill Rd. and 81 Brook St.

[REDACTED]

CB83

To HRM Staff and Council:

My name is [REDACTED] and I am [REDACTED] I do not want an apartment building on Palmer Hill Road and Brook St. because it would take a long time to be built causing lots of traffic and construction. It would be hard to get to [REDACTED] worries about me crossing the street here because I almost got hit by a car. There's a [REDACTED] on the [REDACTED] because [REDACTED] and it would not be as beautiful as before. The deer family that lives here would lose their home and we like to watch them around [REDACTED] [REDACTED] It is not fair to them. They could just make one house there instead of a big apartment building.

Sincerely,

(Regarding Request # SS120 81 Brook St & Palmer Hill Rd.)

CB84

Dear HRM staff and council,

My name is [REDACTED] and I am [REDACTED] I live on [REDACTED] I would be disappointed if you guys decided to build the apartments. One of the reasons is that my [REDACTED] is on the [REDACTED] close to the spot where you would build the apartments and there would no longer be nature surrounding the [REDACTED] Another few reasons would be: the deer would no longer have a home, there would be lots of traffic and it would not be as safe for kids to walk to school.

Sincerely, [REDACTED]

(Regarding request SS120 81 Brook St. & 1 Palmer Hill Rd.)

CB85

Dear Brendan,

I'm a [REDACTED] of [REDACTED] one of the most densely populated residential areas in Halifax. I'm writing to object to the proposal to build two high-rise apartment buildings behind the existing apartment building, Ridgeway Tower, on Ridgeway Road.

Remarkably, the proposal is to shoehorn two 16-story buildings in between Ridgeway Tower and the Chebucto Heights Elementary School behind it. This would require eliminating surface parking, a childrens' playground and a green belt.

There is already a serious shortage of parking in Cowie Hill. The developer, Universal Realty, says they will trade the parking for Ridgeway Tower that is eliminated with underground parking. This has got to be a really, really terrible idea! How does Universal Realty expect to blast down 20 feet through bedrock and not cause all kinds of damage to structures that are less than 100 feet away??

Apart from the seemingly inevitable damage to existing structures, why should residents of Ridgeway Tower lose their kids' playground and green space? Why should students and teachers at Chebucto Heights Elementary School suffer through months and months of construction noise and dust, etc? Only to be met, in both

cases, with oppressive walls of concrete where once there was something like a view?

This proposal seems like a straight-up money grab by the developers who want to capitalize on a patch of land they already own, but is wholly ill-suited to build on.

I know we are desperate for affordable housing (-would these new apartment buildings be truly affordable?). This does not mean we should wreck (literally and figuratively) the housing that we already have. I didn't see any proposals for housing development in the moonscape that's been created behind Bayer's Lake Shopping Center, for example; why not there?

Please don't let Universal Realty line their pockets by diminishing our neighborhood!

Sincerely,

[REDACTED]

CB86

Hi [REDACTED]

Thank you very much for providing feedback. Your comments will be used to help form final staff recommendation for Council.

To clarify, the developer has requested maximum building heights of 10 and 16 storeys through the re-zoning process. Based on this site's context, [staff are recommending](#) that the maximum building height not exceed 8 storeys. This is only an initial recommendation and may change due to comments received during the public engagement session, which is ongoing until September 20th, or from feedback we receive from other municipal departments. Any final decisions will be made at the direction of Regional Council after a Public Hearing.

It is anticipated that by enabling more density and diverse housing options across the municipality, pressure on existing housing supply can be alleviated. While affordable housing is provided by the [Province of Nova Scotia](#), the municipality manages an [affordable housing grant program](#) and is currently exploring ways to further support the creation affordable housing, including through the other [Housing Accelerator Fund initiatives](#).

If approved, the property will be zoned Housing Accelerator (HA) under the [Suburban Housing Accelerator Land Use By-Law](#). For strictly multi-unit residential buildings, there is no minimum or maximum number of parking spaces required. This parking requirement is in-line with a [recent announcement](#) from the Province of Nova Scotia. However, the HA zone also permits commercial, institutional, and community facilities

uses, which do require minimum parking spaces for certain uses (see *Division D* of the [Suburban Housing Accelerator Land Use By-Law](#)).

For buildings that will be connected to the Municipal Sewer and Water infrastructure the permit is [reviewed by Halifax Water](#). Similarly, power connections are not being reviewed through this process. [Nova Scotia Power](#) will determine capacity and connection to local infrastructure at the time of permitting and construction, if applicable. If upgrades to local services are required and needed to support the development and/or surrounding area it would be determined through the permit application process.

As per [By-law B-600](#), a Blasting Permit is required prior to all blasting. The By-law sets out permitted hours of blasting and notification requirements for the affected community. These applications would be reviewed by an engineer. There are also requirements for when certain construction noises are permitted within HRM, as per [By-Law N200: Respecting Noise](#).

As noted above, the HA zone permits commercial uses in addition to residential uses. Ground floor commercial space within multi-unit dwellings is enabled through this zone, which presents an opportunity to increase access to services in a community. If upgrades to local services are required to support the development and/or surrounding area it would be determined through the permit application process. For buildings that will be connected to the Municipal Sewer and Water infrastructure, the permit is [reviewed by Halifax Water](#). Similarly, power and natural gas connections are not being reviewed through this process. [Nova Scotia Power](#) and [Eastward Energy](#) will determine capacity and connection to local infrastructure at the time of permitting and construction, if applicable.

The [Herring Cove Multi-Modal Corridor](#) is an ongoing project that will consider future transportation needs based on anticipated population density. At this time, the section of road from the Armdale Roundabout to Cowie Hill has a detailed (90%) design in progress and the section of road from Glenora Avenue to Greystone Drive has a preliminary (60%) design in progress. This is expected to improve safety for all users as well as decreased travel times for those taking transit.

I hope that this follow up has answered some of your questions – as you mentioned, not all concerns can be addressed immediately- but if you have further questions or feedback, the public engagement period is open until September 20th.

All the best,

ELEANOR FIERLBECK

SHE/HER

PLANNER I

REGIONAL & COMMUNITY PLANNING

To whom it may concern,

I am writing this as a [REDACTED] and as [REDACTED]

The proposed two new buildings (10/16 storeys) are currently well exceeding the housing accelerator zone staff recommendation of 8 storeys, therefore they should need to put in a new amended claim on their proposed development on that alone. This should help to delay the structures until the Rapid Transit Strategy can be fully implemented.

The allowable parking is inadequate for the current building tenants residing at 30 Ridgevalley Road. From what is proposed, there will be elimination of not only HALF the current parking lot for the current building, but there will not be sufficient parking for each of the units in the two proposed buildings. While I understand that the goal is to increase public transit to meet the capacity for the new tenants, through the Rapid Transit Strategy; that system has not yet been implemented. The required increase and retention of city transit drivers is another barrier to success.

Furthermore, this area needs more affordable housing, not more modern examples keeping people homeless. Luckily, I was able to [REDACTED] before the housing market exploded, as I would not be able to afford the current rent at 30 Ridgevalley Road, and that is with no renovations, poor heating systems and old wiring to say the least for its troubles. If this building's rent is so exorbitant now, I can't imagine what these two new buildings will entail for the unsuspecting public.

The city should have them resubmit with more appropriate parking options. The staff recommendation of 8 storeys per building based on the housing accelerator zone planning should be revisited to ensure you are not creating additional problems. You need to ensure that the timing of your Rapid Transit System will be initiated and tested with the current residents to ensure its efficacy, if the current residents of the Cowie Hill and Ridgevalley Road (not to mention the other Universal Properties on Abbey Rd) area will not use the system, then it will be in vain to expect people to use in the two new buildings. You need to ensure that system is in place.

Additionally, we currently have very little off-street parking for the residents of Cowie Hill who are paying taxes in the area that keep rising due to rising house costs. We should not be losing services we are paying for, while the renters of these new buildings will be forced to take the on-street parking away from us due to poor planning on the part of Universal Properties.

If this current proposal moves forward, you are likely to see residents having to call

law enforcement to tow cars out of OUR paid parking when they run out of off-street parking. This may also cause people to park illegally on one way streets and in no parking zones due to lack of parking, causing issues with garbage removal, postal services and other public works being able to meet the basic needs of the community.

In addition to the above issues, what does the city plan to do when the blasting (as this is OVERLY ROCKY ground) to put these units in (as I assume based on the current HILL that is present in the back parking lot) that we need to level this down to one solid ground to place the units on, the parking I assume will have to be above ground as there is no way we could get through this to add the parking that would be required for these enormous structures. This will be a noisy few years as they create these, possibly breaking or disturbing the ground within the area and destroying foundations of taxpayer homes. Are we to be compensated? What about all the construction crews before the structures are built, where will they park? Will there be compensation for the [REDACTED] when they have no place to park their car, can't have visits, as all visitor parking would be on street, and the additional paid parking will not be enough for all the current residents who have been having guest park on the street. Will you cover the cost of my additional parking space so I can allow people to visit (if I can even access one with parking lots being to the max with additional units scrambling to have parking for the residents)?

How about infrastructure like grocery stores, gas stations, etc now that we have 10 times the people in the same area grabbing at the same resources? Grocery prices are obscene as it is, and now there might be shortages in my local store because they don't have the space to keep up with the demand?

What about the local schools that are already crowded as it is? How will we deal with that influx? Buses strategies? All the additional congestion getting to and from schools/work?

What about power grid infrastructure, the current residents of Cowie Hill are now having more power outages due to the changes of the power structure since the Long Lake housing area was put in, this has degraded the connection putting more stress on the line. What happens when we lose power due to these new buildings in putting them in or during hurricanes?

I understand that not all concerns can be addressed effectively, immediately, but it would be reassuring to know that these issues have been given as much weight in council deliberations as the requests from the developers.

Thank you for your time.

--

Concerned [REDACTED] Resident and Taxpayer.
[REDACTED]

CB87

Hi [REDACTED]

Thank you for your feedback, your comments will be used to help form final staff recommendation for Council.

Just a note that this is only an initial recommendation and may change due to comments received during the public engagement session, which is ongoing until September 20th, or from feedback we receive from other municipal departments. The engagement for this site-specific rezoning process is led by municipal staff (such as land use planners like myself), and any final decisions will be made at the direction of Regional Council (which is comprised of elected officials) after a Public Hearing.

The 80 metre notification distance for the mailouts that were sent was determined with direction from the municipality's [Administrative Order Respecting Public Participation for Planning Documents](#). All information present on the mailout is also fully available on the [Urgent Changes to Planning Documents for Housing: Additional Sites webpage](#). We welcome feedback from residents located anywhere in the municipality.

If approved, the property will be zoned Housing Accelerator (HA) under the [Suburban Housing Accelerator Land Use By-Law](#). For strictly multi-unit residential buildings, there is no minimum or maximum number of parking spaces required. This is in-line with a [recent announcement](#) from the Province of Nova Scotia, which removed on-site parking requirements for developments in the urban service area.

I will also note that the municipality has a few ongoing projects intended to address transportation and transit improvements, including:

- The [Rapid Transit Strategy](#), which involves the development of Bus Rapid Transit (BRT) and additional ferry service locations.
- The [Integrated Mobility Plan \(IMP\)](#) directs investment within HRM that impact transportation demand management, roadway network and other areas. This includes developing streets plans for key corridors.
- The Joint Regional Transportation Agency (JRTA) is currently developing a regional transportation plan. Additional information on the work the JRTA is doing can be found [here](#).

All the best,

ELEANOR FIERLBECK

SHE/HER

PLANNER I

REGIONAL & COMMUNITY PLANNING

Please retract previous statement and see the below redacted statement:

First off, I find it completely unacceptable that only those who live within 80m of the proposed sites were contacted. It strongly suggests to me that the city is purposely keeping the residents of the affected communities out of the loop in fear that their voice will overpower them. I understand as well as anyone that there is a housing crisis, but that doesn't give you, the elected officials, the right to completely disregard the concerns or quality of life that your decisions will make on all of us, especially spryfield which already has has a massive influx of people over the past few years and quite frankly our infrastructure and transit is already pushing the limits. There are 3 main ways in and out of spryfield, and every morning those routes into the city are overwhelmed as it is in the afternoon heading home.

In my personal opinion, any new large development in the spryfield area shall not proceed untill there is a clear cut plan to handle the additional vehicle traffic that it will bring. Take [REDACTED] for example, we have been on the books for street calming measures for the better part of a decade, and we continue to fall in priority instead of climb in priority. That is completely ridiculous where it is and has been a school bus route for a very long time, and now has a day home for small children.

Now add a 5 story unit with an undisclosed number of units on pinegrove, which is home to central spryfield school. Pinegrove is already a nightmare during drop off and pick up times for the school busses, and you want to go ahead and add god knows how many more vehicles into that mess? The school staff already go above and beyond to ensure the children's safety, so I completely disagree with 29-33 pinegrove as a potential 5 story development.

And realistically traffic patterns should be thought out well beforehand for all new large scale projects.

Parking is a whole other problem, the average house hold seems to now have 2 cars but yet most developments only seem to include a single car drive way, not even big enough for a pickup truck to clear the sidewalk.

In all seriousness though, recommend sites should also include recommendations on how to mitigate the impact of these developments. I think Halifax is beginning to get to

the size population wise to start talking about commuter trains or subways. If affordable enough I guarantee there's a lot of people willing to park and ride, than to attempt to find the already non existent parking downtown.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

CB88

Hi [REDACTED]

Thank you for providing feedback, your comments will be used to help form final staff recommendation for Council.

To follow up on a few comments in your email:

If approved, the property will be zoned Housing Accelerator (HA) under the [Suburban Housing Accelerator Land Use By-Law](#). For strictly multi-unit residential buildings, there is no minimum or maximum number of parking spaces required. This is in-line with a [recent announcement](#) from the Province of Nova Scotia, which removed on-site parking requirements for developments in the urban service area. Designated parking spots associated with private residences are not regulated by the municipality.

The [Herring Cove Road multi-modal corridor](#) is an ongoing project to review and improve Herring Cove Road. At this time, the section of road from the Armdale Roundabout to Cowie Hill has a detailed (90%) design in progress and the section of road from Glenora Avenue to Greystone Drive has a preliminary (60%) design in progress. This is expected to improve safety for all users as well as decreased travel times for those taking transit.

Bus Rapid Transit is being explored for this corridor and will include dedicated transit priority lanes with frequent headways (approximately every 5 minutes). Removing buses from the general traffic lanes will increase storage space for vehicles waiting for the roundabout, and at the roundabout itself, the bus lane will also serve as a new right-turn lane. This is expected to result in a small increase to roundabout capacity from Herring Cove Road.

Proximity to a [proposed Rapid Transit](#) route or terminal was included in the site selection criteria for this rezoning process. This is to enable accessibility to a wider selection of transportation options for residents and is intended to reduce traffic delays during peak commute times. The Herring Cove Road and Cowie Hill proposed Bus Rapid Transit stop is approximately 450 metres from the 30 Ridge Valley Road property and the Herring Cove from Glenora Stop is approximately 625 metres from the property (an interactive map with the proposed BRT stops can be accessed [here](#)).

All the best,

ELEANOR FIERLBECK

SHE/HER

PLANNER I

REGIONAL & COMMUNITY PLANNING

I am very concerned about proposed development between 30 Ridge Valley Road and Chebucto Heights School.

The proposed plan does not provide sufficient parking for every tenant. While I am in agreement that Halifax needs to reduce the number of vehicles being driven to the downtown core, the current transit system isn't good enough to support this. If you work in the downtown core, all is well. However, there are many locations where the public works that the current transit just doesn't support its use. For example, if you work in Burnside, Bayers Lake, or the Airport, you need a car to get to work. The bus system as it currently stands does not provide efficient transportation to these areas.

Given the current limitations with the transit system, people living in these proposed buildings will own cars and will not have parking for their vehicles. This will cause them to park on the street. The Cowie Hill subdivision provides one parking spot for each unit. There are additional spots available to residents to rent should they own more than one vehicle. Any guests to the Cowie Hill residents are required to park in the street.

As things currently stand, I already have issues with [REDACTED]
[REDACTED] With additional cars in the area, street parking will be at a premium and I fear that those living and visiting the new development will start parking in [REDACTED] designated parking lots as they have no place to park. This will be especially true during the winter when there is a street parking ban due to inclement weather.

I have been [REDACTED] for [REDACTED] and I love the close-knit community we have created. I don't want my remaining years living here to be full of apprehension that someone will be parked in [REDACTED]
[REDACTED]

I strongly urge that the proposed development be updated to ensure that sufficient parking be provided for all proposed tenants. If that means reducing the number of units being added, then that's what needs to happen.

I fully recognize that additional housing is needed in Halifax and I support this. However, you can't just throw up buildings without thought of the reality of the

current transit situation. The transit system needs major improvements before Halifax can support such a development.

Thank you for taking the time to consider my concerns.

[REDACTED]

[REDACTED]

[REDACTED]

CB89

To Staff & Regional Council :

I am an individual who had worked at [REDACTED] for [REDACTED] as a [REDACTED]. I have great concern with this development that is being looked at #SS120. I feel that the traffic congestion & safety of all the children in this area it is bad enough! And not mention the beautiful green trees and the poor deer and birds will have even less places to go!

Not to mention the trail is a beautiful place to take [REDACTED] children to walk, bike, scooter & visit with [REDACTED] [REDACTED]

[REDACTED]...why take more from them & the neighbourhood. The beauty of this neighbourhood does not something like this!! And seriously consider the traffic volume already in this subdivision you will only adding more problems...we have been having issues with speed and no crosswalks or flashers, there is a lot of families & lots of children back & forth to school. Safety should be top of mind with this & conserving our beautiful green trees and nature!!!

Yours sincerely,

[REDACTED]

[REDACTED]

CB90

Hi [REDACTED]

Thank you very much for providing feedback. Your comments will be used to help form final staff recommendation for Council.

Please note that this site-specific process is related to the rezoning of the subject property to the [Housing Accelerator \(HA\) Zone](#) under the [Suburban Housing Accelerator \(SHA\) Plan](#). The previous Municipal Planning Strategy Amendment

(MPSA) process is separate from this site specific review process for rezoning, which is being considered as an alternative option to the prior MPSA application. The properties selected to be reviewed further were at the direction of Council on [May 21-23, 2024](#). If rezoning is approved, the MPSA would no longer be active and would be closed.

This is only an initial recommendation and may change due to comments received during the public engagement session, which is ongoing until September 20th, or from feedback we receive from other municipal departments. Any final decisions will be made at the direction of Regional Council after a Public Hearing. This process also does not approve construction of the building. The design and structure of the building would be reviewed through applicable permit applications following rezoning, if approved.

To address some of your questions:

If upgrades to local services are required and needed to support the development and/or surrounding area it would be determined through the permit application process. For buildings that will be connected to the Municipal Sewer and Water infrastructure, the permit is [reviewed by Halifax Water](#). Similarly, power and natural gas connections are not being reviewed through this process. [Nova Scotia Power](#) and [Eastward Energy](#) will determine capacity and connection to local infrastructure at the time of permitting and construction, if applicable.

If rezoning is approved, the HA zone in the [SHA Land Use By-Law](#) does not have a minimum on-site parking requirement for strictly residential buildings. This direction on parking requirements is in-line with an [announcement from the Province of Nova Scotia](#) to remove minimum parking requirements from the urban serviced area. This does not mean that parking cannot be provided, but that there is no minimum on-site requirement for strictly residential buildings.

As per [By-law B-600](#), a blasting permit is required prior to all blasting. The By-law sets out permitted hours of blasting and notification requirements for the affected community. These applications would be reviewed by an engineer. There are also requirements for when certain construction noises are permitted within HRM, as per [By-Law N200: Respecting Noise](#).

Proposed sites were not required to indicate that affordable housing will be provided in order to qualify for the rezoning process, however, sites identified by the [Provincial Lands for Housing Program](#) or affordable housing projects run by registered non-profits were given consideration in the [selection criteria](#). The municipality also manages an [affordable housing grant program](#) and is currently exploring ways to further support the creation affordable housing, including through the other [Housing Accelerator Fund initiatives](#). New developments (excluding low-density dwellings or eligible not-for-profit housing) located in the Housing Accelerator (HA) zone are required to enter into an incentive or bonus zoning agreement, which requires the

developer to contribute money-in-lieu for [affordable housing](#) to the municipality. For more information on incentive or bonus zoning requirements in the HA zone, please see *Division K* (page 78) of the [Suburban Housing Accelerator Land Use By-Law](#).

With regard to addressing traffic in the area, The [Herring Cove Road multi-modal corridor](#) is an ongoing project that will consider future transportation needs based on anticipated population density. At this time, the section of road from the Armdale Roundabout to Cowie Hill has a detailed (90%) design in progress and the section of road from Glenora Avenue to Greystone Drive has a preliminary (60%) design in progress. This is expected to improve safety for all users as well as decreased travel times for those taking transit.

All the best,

ELEANOR FIERLBECK

SHE/HER

PLANNER I

REGIONAL & COMMUNITY PLANNING

To Whom it may concern,

My name is [REDACTED] and I have lived in [REDACTED] [REDACTED] and I [REDACTED] for a while during those years. We have invested a lot of years and effort into our neighbourhood. Some of [REDACTED] over the years have been neighbourhood children, who have come back to live here and raise their children. It has been a good community to live in.

I understand that we currently need housing and are in a crisis situation, but we still need to plan wisely to consider the current and future residents. We need to plan communities, where we and our children and children's children will be able to not just live in, but thrive in and call home.

Many of us [REDACTED] have been concerned since we have heard about the proposals for the new developments, at 41 Cowie Hill Rd. (MPSA-2023-00851-former-case-23600-41-cowie-hill-road) and 30 Ridge Valley Rd,(MPSA-2023-00399-former-case-2360-30-ridge-valley-road) for many reasons. We have phoned and written to the City and our Councillor, voicing concerns over the new developments proposed for both 30 Ridge Valley Rd. and 41 Cowie Hill Rd.

We spoke to neighbours and we participated in the "Open House" that they had for 41 Cowie Hill Rd. development proposal. We had gone there with hope, thinking that our

thoughts and opinions might matter, but left feeling we were just there to be informed and sold on a development that was going to happen regardless..no opinions needed.

I guess it was aptly named- " Open House" as it was more like a celebratory showing of something we were to be sold on, rather than a public hearing where opinions and concerns are sought..

Our current Councillor did not attend. As I understand it and saw at the City Council meetings, he is all for the developments and even asked to have the amendments made to have the 41 Cowie Hill Rd. Development fit into the HAF plan when it was found that it did not fit the criteria. He does not seem to be listening to the many people and neighbours I had spoken to that were against it.

If these buildings are allowed to be built and jammed into the spaces proposed at 30 Ridge Valley Rd., they will change and disrupt the whole neighborhood and have a negative impact on all who live in this area.

There needs to be more thought given to the effect these developments will have on those who currently live here and the problems that these new developments will bring.

Some of my concerns for the 30 Ridge Valley Rd.(MPSA-2023-00399-former-case-2360-30-ridge-valley-road) Request # SS020 ,30 Ridge Valley Road (PID 00274407) developments are:

*1.) They are jamming 2 high rises into the parking lot of the existing building on Ridge Valley Rd., between that apartment and Chebucto Heights School. The buildings will be right up against the driveway and the playground of the school. Both are on a higher level than the parking lot. When students come out of the school, they will be faced with a wall of windows. The children's usual street path to school will be blocked off and they will not have an easy or safe way to or from the school from Bromley Rd.

*2.) The school in the area is full to capacity. The children that are currently attending should have their mental and physical health considered, when proposing to add more students to the registry, more stress and distractions on their studies from overcrowding and from the blasting, drilling and construction next door for months. They will have more traffic and dangers to face on their way to and from the school, and as well for some, a longer walk.

*3.) The current infrastructure will not support the additional traffic and people in the area. Most of the streets in Cowie Hill, such as Bromley Rd. are narrow, one way streets that do not have sidewalks. More cars will mean more risk for pedestrians and the children. The cars already speed up and many go the wrong way up [REDACTED] street. The residents already spend hours, either on Herring Cove Rd. or on Dunbrack St.

trying to get to work or to town and the peak hours are expanding in time.. There is more traffic, more often on all of our streets.

*4.) The density limit imposed on these lands (75 persons per acre) is not a “relic leftover from a time where servicing capacity was limited” in the area.

Things have not improved in Cowie Hill since that policy came into force and it is still an issue for this area! There is no “suite of amenities” within walking distance from where I am. We now have fewer services and businesses in the area than there were when [REDACTED] At best, there is a gas station – with a drive through Tim’s and a drugstore on Herring Cove Rd.. None of them are an easy walk for any but the fittest as Cowie Hill is built on a very large hill.

The one addition to the services that I can think of, (besides the natural gas line which is only for the apartments) is the powerline that they have connected a group of the townhouses to the apartments with, when they took away the underground wiring for those townhouses. After years of having no power outages on the hill, that group of townhouses now lose their power often, along with the apartments that they are connected to. Speaking as [REDACTED] this is not an improvement! As a matter of fact, [REDACTED]
[REDACTED]

* 5.) The current parking lot for Ridge Valley Towers is usually well used, near to capacity every day. Cutting back on parking spots will only cause more problems with parking for the area and put more cars parked on already narrow streets making it more treacherous for pedestrians and children.

The reality is that most families in this day and age have at least one, and often two cars. Parking is already a problem on surrounding streets. The city is making it more of a hardship for people, especially families, because they wish to have fewer cars being used, it does not make it a reality. People will still have cars as it is seen as a necessity to get groceries, visit families, go to activities, etc.

Cars parked on the side of the road, especially in winter, make them even more narrow and dangerous. Having fewer parking spaces for the apartments is going to cause more people to park on the streets, making it even more treacherous for children to walk.

* 6.) The rapid Transit system that they so heavily rely on, does not yet exist and may not for many years to come. There have been many cutbacks, cancellations and lack of transit staff in recent times so that the bus service we have had is unreliable and not sufficient for current needs. To force both new and current residents to rely on a dream for the future, is unfair and unreasonable and adds another burden to citizens, many who are already overburdened and stressed.

* 7.) [REDACTED] were built with no basements. As we understood it, it was too much to blast through the rock and granite underneath that Cowie Hill is made of. Many of the front or back yards still have giant boulders left as reminders that [REDACTED] homes were built on a rock! If they are proposing putting anything underground, they would need to blast their way through all the rock that the hill is comprised of! The blasting and drilling will surely have a negative effect on the buildings and the residents close by, not to mention the school that is right next door and the children attending it! Just because there is a by-law stating the hours allowed for blasting, does not make the blasting disappear. All of the residents and the children in the school are going to have to deal with the noise, disruption and stress the blasting will cause- there is no way to regulate that! What of the possible damage that the blasting can cause to the buildings in the area- who is responsible for that?

*8.) There are natural gas lines that run along the streets on Cowie Hill Rd. , Ridge Valley and Bromley Rd.. What risk and what damage could all that blasting next to the natural gas lines cause? Who's responsible should anything happen?

*9) Chances are that these units will not be affordable for the average individual or family. The current rent for an apartment in the resident 50 year old apartment building is not what most would consider "affordable" to anyone trying to live on minimum wages.

These are just some of my thoughts and concerns. I am sure many of my neighbours have their own individual concerns as well.

With the development proposal at 41 Cowie Hill, the traffic in this area will already increase greatly. With this proposal at 30 Ridge Valley Rd., the additional residents in the area, students coming to and going from school as well as the extra traffic, it will certainly put a lot of pressure on the residents in the area. We already voiced our concerns on this about 41 Cowie Hill Rd., to no avail. We want to know that we have the support of our elected representatives as we feel we all should be working toward the same goal - that is- what is best for the area and its current residents going into the future.

As mentioned, I am concerned for our community and am aware of the urgency to build and to find homes for so many people who currently find themselves without. However, trying to solve one problem by creating others is not proper nor is it wise.

To change the existing bylaws to accommodate proposals for these buildings is not right. The bylaws were put into place for a reason. If the bylaws legitimately needed to be changed or updated; it should have been done before any proposals were put forth and not rushed through or changed to fit or accommodate any particular developer.

I would like to know that we can count on our city staff, City Councillors and Mayor to do what is right and listen to the residents in the area to not allow this development to be built.

Best regards,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

CB91

Good morning [REDACTED]

Thank you very much for providing feedback, your comments will be used to help form final staff recommendation for Council.

Regarding your question about the commercial building at the 380 Bedford Highway (#SS144) site -

Please note that this site-specific process is related to the rezoning of the subject property to the [Housing Accelerator \(HA\) Zone](#) under the [Suburban Housing Accelerator \(SHA\) Plan](#). This process does not approve construction of the building. The design and structure of the building would be reviewed through applicable permit applications following rezoning, if approved.

To your point, it is currently possible for commercial buildings to be converted and used for certain residential uses in the C-2B zone under the [Halifax Mainland Land Use By-Law](#) (given the requirements for residential use are met and the applicable permits are obtained). Despite the benefits, some of which you noted, converting office space to residential units can often be complex and costly for a developer. The proposed HA zone for that site could provide more flexibility in terms of height and building requirements.

With that being said, the municipality is exploring options to further incentivize commercial to residential conversions by implementing more flexible policies for these types of developments (such as the exemptions provided for office conversions through the [first round of Housing Accelerator Fund amendments](#)).

ELEANOR FIERLBECK

SHE/HER

PLANNER I

REGIONAL & COMMUNITY PLANNING

Good afternoon,

I am writing to provide feedback on two of the proposed sites for inclusion in the Suburban Housing Accelerator (SHA) Plan, 380 Bedford Highway (#SS144) and 390 Bedford Highway (#SS114), [REDACTED] [REDACTED]
[REDACTED]

380 Bedford Highway (#SS144) seems potentially well suited to the proposed zoning for a four-story development, being the site of an already existing commercial property that is easily accessed directly from the Bedford Highway. Barring any serious concerns from my neighbours, I would support the inclusion of this site in the SHA Plan.

As a question for you: would it be possible to simply convert the existing commercial building into residential apartments? This seems like a more resource-efficient option than demolishing the building and constructing something new, and could lessen the stress placed on immediate next-door residents (who have already had to experience life beside a busy construction site, back when that first building was constructed).

In contrast, I strongly believe that 390 Bedford Highway (#SS114) is an inappropriate site for inclusion in the SHA Plan, due to the nature and location of the property and the detrimental effects that the construction of a four-story development would have on local biodiversity, wildlife, and the wider environment. This property is located further back from the Bedford Highway, accessible only via a long uphill driveway, and the existing home there is closely surrounded by undisturbed trees and meadow space. The trees here are easily 75 to 100 years old, and help provide shade and temperature control to the whole neighbourhood.

[REDACTED] the property of 390 Bedford Highway, and to name just a few of the many animal species present, I can tell you that I have directly observed ring-necked pheasants, goldfinches, northern flickers, hummingbirds, nuthatches, mourning doves, cardinals, blue jays, robins, juncos, sparrows, woodpeckers, chickadees, voles, field mice, chipmunks, salamanders, a variety of butterflies, and whole families of deer passing through. Every spring and summer, I see young fawns grazing and playing on this land.

The trees and meadow space located at 390 Bedford Highway provide an important buffer zone for bird and animal species in this neighbourhood — a miniature “green corridor” that enables travel and safety between nearby roads and traffic. The construction of a four-story development would very likely cause permanent disruption

to this buffer zone, resulting in the destruction of many mature trees, the upheaval of the meadow habitat, and severe damage to surrounding biodiversity.

We are going through a housing crisis in the HRM, but we are also going through a global climate change crisis and a period of worldwide biodiversity loss (in Nova Scotia alone, the 2023 wildfires destroyed more than 25,000 hectares of land, including vast stretches of forest). We need all the trees we can get in order to shelter our neighbourhoods and assist with temperature control during increasingly hot summers, and we have a collective responsibility to minimize destruction of our remaining forest environments and local ecosystems while we work towards improving our housing stock.

I urge city staff and Council to exclude 390 Bedford Highway (#SS114) from the list of proposed properties for consideration under the SHA Plan.

Sincerely,

[REDACTED]

[REDACTED]

CB92

Attachment: YES

Hi [REDACTED]

Thank you very much for reaching out and providing feedback. Your comments will be used to form final staff recommendations for Council.

Under this process no further properties are being accepted for rezoning consideration. The site specific review process was initiated by HRM and Council directed staff to review the sites. I have included the link below for the Council meeting where this direction was provided. The properties on Connolly Street are referenced on Page 17 and Page 18 of the meeting minutes.

May 21, 2024 Halifax Regional Council: <https://www.halifax.ca/city-hall/regional-council/may-21-2024-halifax-regional-council>

The submission of a site specific request was not restricted to specific people and any property owner, developer or consultant could submit a request for consideration.

Sincerely,

DILLON MCKENNA

HE/HIM

PLANNER I
COMMUNITY PLANNING – CENTRE PLAN

Dear Planning Staff,

We are writing in regards to the HRM Initiated Request to Re-Zone 2627, 2633, and 2639 Connolly Street (PIDs 00079731, 00079749 and 000797756) to alter the zoning of the above-noted properties from ER-3 Zoning to COR Zoning.

We are specifically seeking a decision for the re-zoning be extended to all of the properties on [REDACTED] of Seaforth Street.

In the case at hand, upon review of public records, all of the properties noted in this request, and in the area more generally (see cross hatched map attached) are either owned by [REDACTED] as per the attached profile from the Nova Scotia Registry of Joint Stock Companies). As such, while initiated by HRM, it is clearly intended to benefit specific individuals and their land assembly.

We are also concerned that this process is being presented as a fully HRM initiated process. That is, the mailout sent states that HRM is initiating this change and nowhere does it note that this site-specific change is being requested by individuals through HRM. Only upon review of the website does this become clear.

In terms of the request to re-zone, [REDACTED] Seaforth Street has been increasingly used to support the increased density on North Street and Chebucto Road. Parking restrictions on [REDACTED] Seaforth Street have been removed, resulting in it being used to augment the lack of parking on North Street and Chebucto Road. Recent construction of higher density properties in this area have resulted in [REDACTED] Seaforth Street being used to station large trucks awaiting to load and unload on current construction sites. 311 has fielded many calls in relation to this.

Given this land assembly, it is clear a further, high-density development is intended to now move on to Seaforth Street, which will only increase the traffic, trucks and disruptions to this narrow residential street.

We also note that the access to Chebucto Road from Connolly Street is difficult, with the merging of North Street and Chebucto Road immediately prior to this intersection, together with a crosswalk. The increased density proposed in this area will make that more difficult, resulting in Seaforth Street being used as an alternate access route as traffic will divert to it and turn on to Oxford Street to gain access to North Street and Chebucto Road via their respective traffic light controlled intersections with Oxford Street.

The granting of COR zoning to the subject properties will immediately increase their value. That increase in value will be exclusively enjoyed by the two property owners of the land assembly noted above.

That increase in value will be paid for by the residents on Seaforth Street. More vehicles will use the street, be it for construction, or future access to the higher density property to be built, given the limitations of access to and from North Street and Chebucto Road.

We would only be prepared to consider supporting this proposed re-zoning if the same re-zoning were extended to all of the properties on [REDACTED] of Seaforth Street. The resulting increase in the value of the properties would be appropriate compensation, and be more in keeping with an HRM initiated process designed for the public good – by ensuring no one is made worse off as a result of the HRM approving the request that these specific properties (and their owners) be made better off.

Regards,

[REDACTED]

[REDACTED]

CB93

Good afternoon,

We live on [REDACTED] the above-noted proposed development. We do not think a 5-story multi-unit building as proposed is in keeping with the rest of Brook St, which is all single-family homes. If a multi-unit building is approved, we support HRM staff's recommendation for a 3-story limit.

Thank you for considering our comments.

[REDACTED]

[REDACTED]

[REDACTED]

CB94

Hello,

I am highly against the development suggested on Pine Grove drive in Spryfield. The road is already overcrowded, there is an elementary school at the beginning of the street that creates a lot of traffic as well as the students from JL Isley. The school bus

can hardly make it down the street as is, as well as metro transit. People can not even turn left at the beginning of the street because it is so busy. We do not need an apartment on this street. Take time and consider how much more congested the street will become if you decide to add an apartment or try and put housing without proper parking. There are other places that are a better option.

Thank you,

[REDACTED]

CB95

Hi [REDACTED]

Thank you very much for sending in feedback. Your comments will be used to form final staff recommendations for Council.

This process does not approve a building for construction. If approved, the properties would be rezoned to the Housing Accelerator (HA) zone under the Suburban Housing Accelerator (SHA) Plan Area and Land Use By-Law. If rezoning is approved, a building permit application and any other applicable permit applications would be required.

The initial staff recommendation for both properties is below.

- 380 Bedford Highway: maximum height of 4 storeys
- 390 Bedford Highway: maximum height of 4 storeys

Under the SHA Land Use By-Law only one main building is permitted on a lot (Section 35 (2)).

SHA Land Use By-Law: <https://www.halifax.ca/about-halifax/regional-community-planning/community-plan-areas/suburban-housing-accelerator-plan>

A detailed design drawing of the building is not available. The structure, design and location of the building on the property would be controlled through the SHA Land Use By-Law and reviewed at the time permit applications are submit, if the rezoning is approved.

Sincerely,

DILLON MCKENNA

HE/HIM

PLANNER I

COMMUNITY PLANNING – CENTRE PLAN

_____ We have deep concern with the proposed inclusion of 390 Bedford Highway (SS114) in the Suburban Housing Accelerator Plan and also the three storey property at 380 Bedford Highway (SS144) which would allow construction of one (or more?) four storey residential units at both addresses.

██████████ on the property at 390 Bedford Highway as most of the semi-detached and single homes on ██████████. The house at 390 is surrounded by lots of beautiful trees, it is a nature and wildlife haven within our residential area which has been preserved for many years and we think the city should value and protect. It was one of the main attractions that enticed us to ██████████.

The Office building at 380 Bedford Highway would be a concern to us if it was turned into a four-storey residential building again the noise and no privacy.

Demolishing those two buildings would have noise pollution from blasting etc. and this certainly would be disruptive to the residents who regard Dakin Drive as a quiet residential street (with a country feel). Also, having high structures up at 390 would spoil the landscape of our neighbourhood. A detrimental effect would have on the value of our properties.

Traffic congestion is a big issue on the Bedford Highway and by adding another two (or more) structures would just add to the ongoing problem.

I would urge the Regional Council to reconsider the inclusion of 390 Bedford Highway in the Suburban Housing Accelerator Plan.

If there are Plans drawn up for what is being proposed can we (the residents) view these plans.

Thank you

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CB96

Attachment: YES

Hello,

I would like to submit a petition to be tabled at the September 19, 2024 Community Planning and Economic Development Standing Committee.

Please find attached a PDF document containing the full petition information, as well as a CSV file containing the data from the online petition..

If you have any questions or require additional information please let me know.

Thank you,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

CB97

This is straight greed.

This community is one that has always been something people are and were proud off. All you have to do is get out and talk with people and you'll soon find that out. Many of the population has spent almost a life time here. Was it for what it had?? Not really there was nothing big and fancy and it was considered the wrong place to live. [REDACTED] it was like you live where???? I was nervous about that and that was many years ago.

Luckily I found out that despite some let downs of having things stolen(car, house broke into, diaper bag) , I still stayed.

I stayed because of the community. How they take care of one another, the business support to the community.

It was quieter than the rest of the city but certainly not too far away. There was many beaches you Could go to(without it being packed!!!). Now it is severely overcrowded and at times unsafe.

Lakes are closed sooner now because the

Population is increasing ok much.

Our road ways, are getting hectic. What use to be a quick shot to no frills, is often times now trips to over priced Sobeys because turning left is a nightmare.

I mean seriously if you're coming from the rotary into Spryfield, you best be in the proper lane you need.

Winters are not safe on the roads anymore, there are too many vehicles and proper street clearing is not happening. What about the taxes we pay?? Last winter we went almost all winter with 5-6 feet of snow pushing the school bus out to play chicken with careless drivers. This summer our street didn't get street cleaning , not because they didn't come to do it. The man who was doing it tried several times, but there was cars in the way.

We have beautiful greenery and homes that have been here for so long I am sure they have plenty of history.

Your building and crowing governors Brooke. The road design and space between houses is terrible. There has been people getting vehicles hit on the road all times of year. Why would you burry schools in between huge buildings?! Do you know how many children use central? Do you know how many walk that street?

We are on [REDACTED] and I don't feel like looking [REDACTED] at tall buildings.

Losing what greenery we have. That's what make Nova Scotia awesome.

The greenery, the water and the people!!!! You're taking it away one greedy build after another.

What about the people who are homeless and work full time? This isn't the answer.

If you start trying to ruin this little community with big buildings everywhere it won't be long before no one wants to live in governors either.

Go on the outside of town and leave this little community alone.

We don't have the health care support it!

We don't have the infrastructure to support it!!

We don't have the police force to support it!!

Just stop and think about it. If there was an emergency and everyone needed out, most wouldn't get out. Why ruin what we have?? Why make the rich - richer?

I hope the people on Pinegrove don't sell to anyone !!!!!

[REDACTED]

CB98

Hello, my name is [REDACTED]

I'm just voicing my opinion on one of the opportunity sites for the possible future housing, the site I am voicing my opinion on is the 30 Ridgevalley site.

Cowie hill and surrounding is built on rocks and boulders making it nearly impossible to do any blasting. Along with the gas lines, this would be very dangerous to operate. Another concern I have with these possible developments would be the parking lot issues at 30 ridgevalley, the parking lot is usually very full with cars, and building 2 new buildings would make it very difficult for people to park and access their respective buildings, I heard somewhere that it would be one parking space per 3 units, I'm not 100% sure of my facts on that though. I get that this is also trying to limit the amount of cars on the roads and to enforce people to take public transportation, but many people may be working or going to schools in areas where Halifax Transit buses do not go, such as the Sambro loop. This development would be very inconvenient to not only residents of 30 Ridgevalley road, and surrounding townhouses such as the houses on Bromley, but to many other people in the HRM.

I personally will be very disappointed in the Halifax government if this development happens, and many other people of Halifax will be disappointed aswell.

Respectfully, [REDACTED]

CB99

We are opposed

[REDACTED]

CB100

Hello,

As a [REDACTED] the proposed development that was, for some arbitrary reason [REDACTED] from the "area of notification" on this report, I would like to have my voice considered in this application.

I have the following concerns:

1. The proposed zoning doesn't make sense on Connolly Street like it does on the main drag of Chebucto Road.
2. 9 stories would not be appropriate at all on these lots.

When you search case 2024-01198 on google there are numerous different applications with the same case number. This makes it difficult to find the relevant information, as the fact sheet provided implies there is more information available (though there isn't).

I am completely against this rezoning.

[REDACTED]

CB101

My name is [REDACTED] Resident of [REDACTED] I am in total opposition to this proposal .

[REDACTED]

CB102

I'm writing to express my concerns with this proposed development. I am a [REDACTED] [REDACTED] of the area and have seen increases in traffic over the last twenty years. My concerns with the influx of potentially 300-400 hundred more people with as many cars, is of course increased traffic. From the pictures of the building site it looks like one exit road onto Bromley Rd. which would cause major tie ups and more traffic on my road! Children use this road to go to school and it has no sidewalk being a one way street. If I understand the proposal there will be a limited amount of parking available onsite, which probably cause people to try to park on Ridge Valley and Bromley Rd.

I. really am nervous about having only one way out in case of emergencies. Remember the fires in Hammonds Plains last year. The subdivision that was hardest hit only had one way in and out! Please don't let that happen here.

The site as is has many huge granite boulders, that would have to be blasted. My concern is being [REDACTED] to the site [REDACTED] foundation could be damaged. My strong suggestion is to send someone out to the site to see the actual size and breadth of these huge rocks before granting permission to build.

I realize we need more housing but I'm sure these buildings will not be "affordable housing". Cramming two large buildings in an already tight space is bound to create

more problems for current residents and children . Children now play on this site. That will be taken away from them.

Thanks for listening

[REDACTED]

CB103

To whom it may concern;

I appreciate the urgent need for additional housing in the Halifax Regional Municipality; however, I must express my strong opposition to many of the proposed developments in the Herring Cove, Exhibition Park, Old Sambro Road, Dentith, Cowie Hill, and Armdale areas. The existing infrastructure in these neighborhoods is inadequate to support the current population, let alone an influx of new residents.

Currently, we are experiencing significant challenges, including a high incidence of vehicle and pedestrian accidents and overcrowding in local schools. Most concerning are the severe traffic congestion and commute times that affect the quality of life for many residents. For instance, this morning, it took me 1 hour and 25 minutes to drive just [REDACTED] from Spryfield to the [REDACTED] resulting in me being over an hour late [REDACTED] As a [REDACTED] in an overwhelmed and understaffed system, I find it hard to fathom how we could accommodate thousands more residents without worsening these already critical conditions.

From a safety perspective, I am particularly alarmed by the lack of adequate roadways and alternative transportation options. In the event of an emergency, the ability for residents to evacuate swiftly and safely is a serious concern. Our public transportation system does not provide a reliable alternative, as buses are often caught in the same traffic jams that affect all road users.

While I understand the push to increase housing and promote active transportation, I urge decision-makers to take a comprehensive approach that addresses these foundational infrastructure needs first. Effective planning must consider the broader implications of such developments on our community's safety, accessibility, and overall well-being.

Thank you for your attention to this pressing matter. I hope you will consider the voices of concerned residents as you evaluate these proposals.

Sincerely,

[REDACTED]

CB104

Further to the above noted correspondence (not dated) [REDACTED] at [REDACTED] would like to note my concerns in reference to a possible change in zoning that would allow for the construction of a three story building under the Suburban Housing Accelerator Plan at Site S120 81 Brook Street and 1 Palmer Hill Road.

I have been a resident in this neighborhood since [REDACTED]. During that time, I have seen many changes, however, most have been positive and when it came to the construction of New Homes consistent with the personality of "Fairmount", That is, single Family houses. There are multiple unit dwellings within the "Fairmount Subdivision" but they are in the older part of the neighborhood and date from when this area was Halifax County. As well there are Multiple unit Dwellings on Crown Drive. However, to date there have not been any new multiple unit buildings erected in the Fairmount Area.

Unless the properties in question have recently change hands , this application is just another attempt by the Owner/Developer to build on this property with an ultimate goal of developing lands, which they own, adjacent to the properties in question. There have been a number of attempts , by this particular Developer, to erect between 4 and 6 buildings with up to 10 units per buildings on the adjacent properties. All of these attempts have been unsuccessful.

If allowed to proceed, it will NOT assist in alleviating the affordable housing crisis, as I am certain that persons now living "rough" would not be able to afford the rent that will be charged in the proposed building. You do not have to be a genius to reach that conclusion there are very few if any developers, to my knowledge, building affordable housing on the peninsula or adjacent portions of Halifax.

Notwithstanding that approval of this property will do nothing to improve the supply of affordable housing, the approval of this project will create additional problems not only for the families living close to the proposed site but for the entire Fairmount community.

Traffic is quite heavy at the intersection on which these properties are located. The addition of a 3 Storey, probably 12 unit building with an equal number of vehicles, combined with the need for dedicated parking and likely on street parking will only exacerbate an already unsafe situation. This area is also adjacent to the Chain of Lakes Trail, which is quite heavily used, and with its' heavy pedestrian and Bicycle traffic adds to the congestion. Entrance to and exit from this proposed development will result, whether on Brook or Palmer Hill Road, in an exponential increase in the congestion in this area. It is worthy of note that Palmer Hill road is not a standard width street and is a holdover from Halifax County days where it was an access road

to an area of what could be considered as summer homes and to a farm located in this area.

Another extremely important consideration is the safety of the young students that must pass through this area on their way to Springvale School. The additional Traffic congestion will result in the potential for unsafe condition for these young people as there is only a sidewalk on one side of Brook Street. From a traffic perspective this is a ill thought out proposal with far too many potential and real problems to be approved.

The last point that I would like to make is that The approval of this change is not in keeping with the nature of the "Fairmount Community". As stated earlier "Fairmount is a "Community " of Family Homes" It is an area in high demand as a place to live and raise your family away from the fast-paced bustle that has become HRM. The approval of this project does not fit with the nature of the community. While this may not seem important to some persons, It is important to many of us who live in this area and who treasure the peace and quiet of a Residential neighborhood and do not wish a "Commercial" property, a 3 story Apartment House, to begin what I fear will become an insidious encroachment of "Commercialism" into a Family Community.

Therefore, I respectfully request that the Proposed Changes not be allowed with respect to the properties in question and that this project not be approved. It is not in the best interests of those persons who are presently without a permanent residence nor for the Families who reside in the Fairmount Community. Thank You for your consideration

[REDACTED]

[REDACTED]

[REDACTED]

CB105

Hi [REDACTED]

Thank you very much for providing feedback. Your comments will be used to help form final staff recommendation for Council.

Please note that this is only an initial recommendation and may change due to comments received during the public engagement session, which is ongoing until September 20th, or from feedback we receive from other municipal departments. Any final decisions will be made at the direction of Regional Council after a Public Hearing.

This process also does not approve construction of the building. The design and structure of the building would be reviewed through applicable permit applications following rezoning, if approved.

To address some of your questions:

Although the provision of public primary and secondary schools is the responsibility of the of Provincial [Department of Education and Early Childhood Development](#), the municipality is engaged in ongoing discussions with the Halifax Regional Centre for Education (HRCE) regarding our anticipated population growth. Comments on the proposals will be requested from HRCE as part of the consultation process.

As per [By-law B-600](#), a Blasting Permit is required prior to all blasting. The By-law sets out permitted hours of blasting and notification requirements for the affected community. These applications would be reviewed by an engineer. There are also requirements for when certain construction noises are permitted within HRM, as per [By-Law N200: Respecting Noise](#).

Permit applications will be required before construction if rezoning is approved. Natural gas and power connections are not being reviewed through this process but would be reviewed at the time of permitting and construction.

If approved, the property will be zoned HA under the [Suburban Housing Accelerator Land Use By-Law](#). For strictly multi-unit residential buildings, there is no minimum or maximum number of parking spaces required. The parking requirement is in-line with a [recent announcement](#) from the Province of Nova Scotia to remove minimum parking requirements from the Urban Service Area.

There are currently no plans to make Bromley a two-way street or to expropriate private property as part of this development proposal.

As mentioned above, this rezoning process does not review detailed site plans for these proposals. The location of driveways would be reviewed during the permitting process and a [Right-of-Way permit](#) would be required for the installation of any new driveways that impact the municipal Right of Way.

In terms of infrastructure improvements, the [Herring Cove Road multi-modal corridor](#) is an ongoing project to review and improve Herring Cove Road. It will consider future transportation needs based on anticipated population density and is expected to improve safety for all users as well as decreased travel times for those taking transit. At this time, the section of road from the Armdale Roundabout to Cowie Hill has a detailed (90%) design in progress and the section of road from Glenora Avenue to Greystone Drive has a preliminary (60%) design in progress.

All the best,

ELEANOR FIERLBECK

SHE/HER

PLANNER I

REGIONAL & COMMUNITY PLANNING

What plans have been considered for the additional elementary age children for school. Chebucto Heights is at capacity now.

What plans are being put into place for when the blasting is done to get through the granite that Cowie Hill is built on? People have concerns about potential damage to their homes. What is being done to address these?

What will be done to protect the natural gas lines?

Will there be any infrastructure improvements to allow for all the additional people/vehicles?

What about parking? where will these vehicles park? Cowie Hill is short on parking as it is?

How will you make Bromley a two way street? It is a narrow one way street. How much land from homeowners will you expropriate? The units have deeded parking spaces, what will happen to them?

Where will the driveway be for the additional apartment buildings? Bromley cannot handle more traffic.

A proper traffic study needs to be done at peak times. It takes approximately 30-40 minutes most mornings to get from Cowie Hill to the Armdale Roundabout with all the traffic. Buses cannot be depended upon, Too many of them don't show up.



CB106

To Who it May Concern:

Purpose of this email is to voice my objections to the proposal of building new apartment buildings at 30 Ridge Valley Rd.

There is traffic & parking challenges at present on Ridge Valley & in this area.

Increasing buildings & population would significantly impact the neighborhood.

HRM transit & school buses have challenges manoeuvring the neighborhood roads presently. Parking on the streets due to lack of parking for present tenants is one of the main causes. Building more apartment structures with no parking access would be absurd. Traffic flow on Herring Cove Rd would also be implicated which has been worsening annually.

Infrastructures in this neighborhood are not stable enough for the rock blasting required for the project proposed as well.

Please reconsider before proceeding!

Thank you.

[REDACTED]

[REDACTED]

CB107

Re: Suburban Accelerator Housing Fund Plan - Request #SS020

The following are my concerns for the above-note proposed construction.

1. This proposed construction is very close to an elementary school, existing townhouses, and an existing highrise.
2. Blasting so close to an elementary school may frighten children.
3. Increased traffic on a one-way narrow street will create congestion for many months.
4. The construction site will force children who walk to school to find a new path.
5. Parking spaces will be reduced.

I am disappointed that the proposal has gone this far in the process. I'm sure you can choose another area that is more appropriate for two highrises.

[REDACTED]

[REDACTED]

CB108

Hi [REDACTED]

The Herring Cove Road project is influenced by the Integrated Mobility Plan (IMP), Active Transportation Plan, and the Rapid Transit Strategy. These are the plans and strategies that outline and influence the improvements and upgrades to Herring Cove Road.

IMP: <https://www.halifax.ca/about-halifax/regional-community-planning/transportation-planning>

Active Transportation Plan: <https://www.halifax.ca/transportation/transportation-projects/active-transportation>

Rapid Transit Strategy: <https://www.halifax.ca/transportation/transportation-projects/transforming-transit/rapid-transit-strategy>

The detailed design referenced is the design of the improvements and upgrades for Herring Cove Road. The detailed design builds on the prior work and preliminary design completed to date. The preliminary design included work on retaining walls, property impacts, costs estimates and other topics.

For specific questions on the Herring Cove Road project please reach out to Charlie & Ahmed using the contact details below. Charlie is the main contact, but they are out of office until September 24, 2024.

Charlie Elliot
Project Manager, Design & Construction, Public Works
charlie.elliott@halifax.ca

Ahmed Allahham
Program Manager
ahmed.allahham@halifax.ca

Sincerely,

DILLON MCKENNA

HE/HIM

PLANNER I
COMMUNITY PLANNING – CENTRE PLAN

HRM PLANNING & DEVELOPMENT

Good morning Eleanor,

What does detailed design in progress mean? What is the plan? To me this sounds like "I have a concept of a plan". Regards,

[REDACTED]

[REDACTED]

Good morning [REDACTED]

Thank you very much for providing feedback. Your comments will be used to help form final staff recommendation for Council.

We recognize that users of this corridor may experience significant traffic during peak times. Herring Cove Road has been identified for an [improvement project](#) that considers future transportation needs based on anticipated population density. At this time, the section of road from the Armdale Roundabout to Cowie Hill has a detailed (90%) design in progress and the section of road from Glenora Avenue to Greystone Drive has a preliminary (60%) design in progress. This is expected to improve safety for all users as well as decreased travel times for those taking transit.

All the best,

ELEANOR FIERLBECK

SHE/HER

PLANNER I

REGIONAL & COMMUNITY PLANNING

Good afternoon,

Considering how the traffic has increased substantially on the Herring Cove and the Purcell Cove Roads, especially during rush hour, wouldn't it make more sense to work on traffic solutions before adding anymore residences? I know HRM needs affordable housing, but traffic is absolutely crazy and no one has addressed this major problem.

Regards,

[REDACTED]

[REDACTED]

[REDACTED]

CB109

To whom it may concern:

I have [REDACTED] [REDACTED] since [REDACTED] and [REDACTED] since [REDACTED].

In addition to the submissions [REDACTED] which you have received, I have had several conversations with residents in the community who have expressed similar concerns. I fully support the concerns expressed in the submissions.

We seem to be moving forward with the premise that increasing density will address the housing challenges. That approach in a neighbourhood like ours creates many other challenges that the whole community has to contend with. What we really need is a thoughtful and coherent policy that has clarity on what problem we are trying to solve and how we are going about it.

I would also question why this matter is considered urgent. I see no basis to call this an urgent matter. This is an issue that should await the new council to permit reasonable time to discuss issues like affordability and housing.

[REDACTED]

Further to the above noted correspondence (not dated) [REDACTED] at [REDACTED] I would like to note my concerns in reference to a possible change in zoning that would allow for the construction of a three story building under the Suburban Housing Accelerator Plan at Site S120 81 Brook Street and 1 Palmer Hill Road.

I have been a resident in this neighborhood since I [REDACTED]. During that time, I have seen many changes, however, most have been positive and when it came to the construction of New Homes consistent with the personality of "Fairmount", That is, single Family houses. There are multiple unit dwellings within the "Fairmount Subdivision" but they are in the older part of the neighborhood and date from when this area was Halifax County. As well there are Multiple unit Dwellings on Crown Drive. However, to date there have not been any new multiple unit buildings erected in the Fairmount Area.

Unless the properties in question have recently change hands , this application is just another attempt by the Owner/Developer to build on this property with an ultimate goal of developing lands, which they own, adjacent to the properties in question. There have been a number of attempts , by this particular Developer, to erect between 4 and 6 buildings with up to 10 units per buildings on the adjacent properties. All of these attempts have been unsuccessful.

If allowed to proceed, it will NOT assist in alleviating the affordable housing crisis, as I am certain that persons now living "rough" would not be able to afford the rent that will

be charged in the proposed building. You do not have to be a genius to reach that conclusion there are very few if any developers, to my knowledge, building affordable housing on the peninsula or adjacent portions of Halifax.

Notwithstanding that approval of this property will do nothing to improve the supply of affordable housing, the approval of this project will create additional problems not only for the families living close to the proposed site but for the entire Fairmount community.

Traffic is quite heavy at the intersection on which these properties are located. The addition of a 3 Storey, probably 12 unit building with an equal number of vehicles, combined with the need for dedicated parking and likely on street parking will only exacerbate an already unsafe situation. This area is also adjacent to the Chain of Lakes Trail, which is quite heavily used, and with its' heavy pedestrian and Bicycle traffic adds to the congestion. Entrance to and exit from this proposed development will result, whether on Brook or Palmer Hill Road, in an exponential increase in the congestion in this area. It is worthy of note that Palmer Hill road is not a standard width street and is a holdover from Halifax County days where it was an access road to an area of what could be considered as summer homes and to a farm located in this area.

Another extremely important consideration is the safety of the young students that must pass through this area on their way to Springvale School. The additional Traffic congestion will result in the potential for unsafe condition for these young people as there is only a sidewalk on one side of Brook Street. From a traffic perspective this is a ill thought out proposal with far too many potential and real problems to be approved.

The last point that I would like to make is that The approval of this change is not in keeping with the nature of the "Fairmount Community". As stated earlier "Fairmount is a "Community " of Family Homes" It is an area in high demand as a place to live and raise your family away from the fast-paced bustle that has become HRM. The approval of this project does not fit with the nature of the community. While this may not seem important to some persons, It is important to many of us who live in this area and who treasure the peace and quiet of a Residential neighborhood and do not wish a "Commercial" property, a 3 story Apartment House, to begin what I fear will become an insidious encroachment of "Commercialism" into a Family Community.

Therefore, I respectfully request that the Proposed Changes not be allowed with respect to the properties in question and that this project not be approved. It is not in the best interests of those persons who are presently without a permanent residence nor for the Families who reside in the Fairmount Community. Thank You for your consideration

[REDACTED]

[REDACTED]
[REDACTED]
CB110

Hi [REDACTED]

Thank you very much for providing feedback. Your comments will be used to help form final staff recommendation for Council.

All the best,

ELEANOR FIERLBECK

SHE/HER

PLANNER I

REGIONAL & COMMUNITY PLANNING

PLANNING & DEVELOPMENT

Good day

This email records my concerns regarding the Suburban Housing Accelerator Plan for 390 Bedford Highway (#SS114). Can you please acknowledge receipt.

Property 390 Bedford Highway is within the triangle bordered by Dakin Drive, Kearney Lake Road and Bedford Highway. This triangle of land is a wildlife zone home to families of deer and many species of birds such as pheasant, woodpecker and hummingbird living within a forested area of maple, pine, elm and birch trees. Indeed deer are often seen walking down Dakin Drive as they enter this triangle of land through [REDACTED] I attach a photo of the property 390 Bedford Highway taken [REDACTED] showing the wooded area within which the property sits.

My concerns about replacing 390 Bedford Highway with a 4 storey building are as follows:

1. The proposed new property would decimate the ecosystem within the triangle of forest land. Trees shown in the attached photo surrounding 390 Bedford Highway would be cut down. And the backyard of this property inhabited by pheasants would be destroyed.

2. The ground in the area of the properties is very rocky and presumably any new property needing an underground carpark would be created using dynamite that can cause damage to surrounding properties.
3. A four storey property replacing 390 Bedford Highway would have floors looking down on properties of Dakin Drive and there would then be no privacy [REDACTED]
4. Sewage and fresh water requirements for the much larger four storey replacement would need enhanced pipework to replace current connections. This construction may severely disrupt surrounding properties.
5. Replacing the wildlife zone with concrete will alter the desirability of the surrounding properties of Dakin Drive and hence their market value.

Can you please acknowledge receipt of this email.

[REDACTED]

[REDACTED]

CB111

Good morning,

As a resident of [REDACTED] I strongly oppose the plan to add 2 high rise apartments to be built on the parking lot between Chebucto Heights School and Ridge Valley Apartments.

I have [REDACTED] since [REDACTED] I love the proximity to shopping and [REDACTED]

Many of the roads are one way and won't be able to handle the increase in traffic. Never the increase in parking on those one-way streets.

Again, I strongly oppose the plan.

Thank you

[REDACTED]

CB112

To Whom it May Concern,

I am writing you about the 30 Ridge Valley Road development. MPSA 2023-0339 former case 23600-30.

1.. [REDACTED] along with my [REDACTED]
[REDACTED] I do [REDACTED] in the area, but I do have a vested interest in any development affecting the area.

2.. After looking at the details of the city's proposal and the detail point by point critique of that proposal that [REDACTED] has prepared and submitted, I would like to put forward the following additional suggestions:

3.. Trying to shoe horn two apartment buildings into this area which will raise the population density and stretch the current planned geographic infrastructure (i.e. one way streets, access roadways and available parking) to a limit that presents a real inconvenience to the people who already live there. It will impinge on the access to and quality of life in the neighbourhood that the current residents chose to invest in.

4.. If it is deemed that the overall population density in the area needs to increase to meet city planning goals, why not explore the possibility of putting the development in the current wooded area behind the Albert Walker sports field. This still gives direct access to the elementary school, the Ridge Valley Road bus stops and the development can have its own discrete access road to Penny Avenue.

Sincerely,

[REDACTED]

CB113

Hello,

Thank you very much for reaching out to provide feedback and to share your situation. Your comments will be used to form final staff recommendations for Regional Council.

We appreciate you sharing your concern regarding the Cowie Hill Childcare Centre. As you have covered, it is very important for families to have adequate access to childcare in the municipality. These services are integral to building complete communities and play a major role in day-to-day life for residents.

This process reviews individual properties for potential rezoning to the Housing Accelerator (HA) zone under the Suburban Housing Accelerator (SHA) Plan Area and Land Use By-Law. The HA zone that would be applied if rezoning is approved does permit daycares within the zone. This was done to ensure existing daycares could remain and new daycares could open. Outside of permitting daycares within a zone,

the municipality does not have the ability to require a day care to operate on the property or to force lease agreements between two private parties.

Once staff recommendations are finalized and provided to Council, they will determine if they wish to continue consideration of the properties for rezoning. If consideration of rezoning continues for the properties, a public hearing will be scheduled. Updates on the rezoning process will be posted to the webpage linked below.

HRM UCPDH Additional Sites: <https://www.halifax.ca/about-halifax/regional-community-planning/housing-accelerator-fund/urgent-changes-planning>

Sincerely,

DILLON MCKENNA

HE/HIM

PLANNER I
COMMUNITY PLANNING – CENTRE PLAN

HRM PLANNING & DEVELOPMENT

This development is a terrible idea for our community, not only do we not have the infrastructure, but we now (thanks to this being proposed and I'm sure some pockets being lined for it to for sure happen) do not have a child care centre in our community less than a year from now. The Cowie Hill Childcare Centre is a pillar in our community (non for profit one at that), why does their lease have to not be extended so buildings full of children to be built and no child care centre in the community for them to go?? CHCC has been in the community longer than most of its residents . I

and the same wonderful loving caring teachers ARE STILL THERE!!! We lose our childcare, maybe some of us will lose our jobs, then with losing jobs how can we afford to live? It's the trickle affect, shit rolls down hill, and it's going to be a landslide for all of us in the community, except the ones making all the profit off it but they don't live in the community so the rich keep getting richer and the lower and middle class get covered in shit.

I know the concerns of the community will go unheard, I'm sure Universal has already paid off who they needed to in order to get what they want. And if you can't tell I'm so angry about all of this. I'm angry because the only people I can rely on aren't going to be there anymore. Like most regular everyday people who work regular everyday jobs they are essential to MY wellbeing, to my keeping a job. I'm who works an ok job and take care of my family alone. What is going to happen to us when I lose my childcare? I'm scared. I'm terrified . How am I going to keep my job ? I cannot work remotely . I can't take full

summers off, I can't hire private childcare , I barely get by as it is. Where there is 1 of me there are 100's and some of those people also rely on CHCC. What are we going to do ? Why can't the greedy guy let the childcare centre stay? why do they have to go ? I was told because it's going to be a construction zone, well that isn't going to happen any time soon , where are people's hearts?? Why can't he extend it until the daycare finds another place in our community? Why can't another place be built? Ohhh right , nowhere for them to go 😞 only room for massive buildings to be built not a small childcare centre that has been serving our community for decades. It's not only for children 18 months- 4 years, and school age children Primary- 5 for before school , lunch time (delicious nutritious meals made with love , actually made by a wonderful loving caring person who has been there for many many years like 90% of the staff), and after school YEAR ROUND, not just for school year, but for the entire year.

I'm typically not an angry person by nature, but I'm scared , not only for my family but for others as well. These kinds of things take time, why the rush to get rid of the only childcare centre our community has? No reasonable extension for them to stay, is it because they want to turn the space back into apartments to make more and more money ? instead of having some kind of humanity and thinking of the community and the children within it? Or thinking of the people who have worked there for many years? This is an exceptional facility losing them in our community is a travesty, a disservice for all currently and future children. A safe place for so manyjust gone... I just can't comprehend . Build , build , build , take away necessities in our community , why?? So far beyond my comprehension, for the life of me I cannot figure it out. I understand the need for housing , I do , but I don't understand what doesn't make logical sense. Building large buildings in an already over populated area, where the school is already over populated, take away childcare ... I just don't get it. I never will , and bag for our childcare to not be taken away.

How that guy sleeps at knowing he's ruining so many lives by not continuing to support our community by keeping the vital childcare centre I'll never understand, maybe you have to be a rich man and not have such barriers in life.

I apologize for my anger, I know this email will likely never get read, it likely wont make any kind of positive impact, because I don't believe people in our community have any kind of say, I hope I'm wrong and what I believe will turn around and I will be wrong.

Regards - Scared frightened for the future Mom

CB114

To Whom it May Concern:

I reside [REDACTED] and I'd like to express my concerns regarding the proposed construction of two high rise apartment buildings between

Chebucto Heights School and Ridgeway Tower on 30 Ridge Valley Road. I am totally opposed to the idea for the following reasons: blasting for months, a major increase in the rodent population (it is very bad now), lack of parking, overcrowding of the school and the neighbourhood, increased noise and several children playing in the parking lots and around the houses. Also, there will be heavy equipment driving [REDACTED] all day. I hope you will take this information into consideration and put a stop to this proposed project.

Sincerely,

[REDACTED]

CB115

CONCERNS:

Blasting - houses/basements on Shepherd Rd. were damaged during development off Dunbrack, ie Darjeeling a few years ago.

Noise from heavy equipment. Rerouting traffic.

Is it necessary to build on every green space!?

CB116

Good evening

Referencing - 30 Ridge Valley Rd- MPSA-2023-00399-former-case-23600-30-ridge-valley-road

I am [REDACTED] and I understand there are TWO new buildings going up. I will make my point simple.

Parking - there isn't enough as it is. We have issues already with visitors since there is nowhere for them to park. There is NO visitor parking, but typically they would park on the street, and 2 new buildings are going to take that away from the residents. This is already a SERIOUS problem in this area.

Schools - there are not enough schools in the area to accommodate that many people. This will overcrowd the schools at hand, and they can't handle the capacity.

Costs - people can't afford rents as it is, and we've been told the rents on these new buildings will not allow people to afford them. Costs are high and rising. This will put more people in jeopardy. People are struggling as it is.

More people - will damage our community. Overcrowding, crime, vandalism. The views will be gone, it will not be a quiet community any more with that many people moving in.

This is the worst area for 2 more buildings to crowd our community. There are places on the outskirts/edge of the city that would be more fitting to allow that many buildings/people/cars.

I was informed that the buildings would suggest tenants take rapid transit. There is no such thing and I'm sure the buses would struggle as well.

This is not the place for 2 new buildings, but contractors don't care about the people already in the community, they only care about building and making money. It would be nice for a change if someone would LISTEN to the people of the community and leave it as it is.

there is a seniors building across from the Cowie Hill site, they don't need the extra traffic.

The noise will make the quality of life will suffer severely.

Please leave this community alone. It doesn't need more buildings.

[REDACTED]

"Do not worry about tomorrow, for tomorrow will worry about itself. Each day has enough trouble of it's own."

CB117

Dear sir/ madam ,

We are writing to you as a concerned residents to express our concerns regarding the proposed development MPSA -2023-00399-former -case-23600-30-ridge-valley-road.

We have [REDACTED] It's always been family oriented.

The proposed construction in our area does not seem to take into consideration full impact to our community or to the well being of the families who have made this area their home.

The construction of two high rise apartment buildings does not fit in this area.

It would mean :

prolonged time of excessive noise from blasting, digging, truck traffick which would also pose a danger to our children going to and from school(children being able to learn while in school as well as staying safe while on breaks outside of school),

possible damage from blasting to [REDACTED] homes since all the Cowie Hill is sitting on the rocks.

More pedestrian traffick on many narrow streets, most without sidewalks,

More traffick on already congested roads in this area. Bottom line is, this community of families deserves to have our well being considered before a project like this disrupts our lives for years to come.

We hope any and all concerns from all community members will be carefully reviewed before the final decisions are made.

Thank you for your time and consideration.

Sincerely,

[REDACTED]

[REDACTED]

CB118

Hello,

Thank you very much for following up and providing feedback. Your comments will be used to help form final staff recommendations for Regional Council.

This process does not approve a new building or design for construction. This process is a review for potential rezoning to the Housing Accelerator (HA) zone under the Suburban Housing Accelerator (SHA) Plan Area and Land Use By-Law. Permits would be required before construction begins, if the rezoning is approved. The rezoning is not approved at this time. The engagement taking place is to gain community feedback to inform final staff recommendations for Council. If Council decides to continue consideration of the properties for rezoning a public hearing will be scheduled. Updates will be available on the webpage linked below.

HRM UCHPD Additional Sites: <https://www.halifax.ca/about-halifax/regional-community-planning/housing-accelerator-fund/urgent-changes-planning>

The site specific requests were received during the initial Housing Accelerator Fund (HAF) public engagement process and Second Reading. Council directed staff to review these sites further as part of the adoption process approved for the HAF

amendments on May 23, 2024. Additional information and the meeting minutes for the Halifax Regional Council Meeting from May 21-23, 2024 can be found below.

Halifax Regional Council May 21, 2024: <https://www.halifax.ca/city-hall/regional-council/may-21-2024-halifax-regional-council>

The HA zone does not have a minimum number of parking spaces required for strictly residential buildings. This requirement does not prohibit parking spaces from being provided on-site. This direction follows a recent announcement by the Province of Nova Scotia to remove minimum parking requirements from the urban serviced area. Further information on this announcement can be found at the link below:

Nova Scotia (News): <https://news.novascotia.ca/en/2024/08/21/new-regulations-remove-barriers-create-more-opportunities-housing-hrm>

The provision of public primary and secondary schools is the responsibility of the of Provincial [Department of Education and Early Childhood Development](#). However, the municipality is engaged in ongoing discussions with the Halifax Regional Centre for Education (HRCE) regarding our anticipated population growth. Additional information on new schools and the Nova Scotia School Capital Plan can be found at the link below.

Nova Scotia School Capital Plan: <https://www.ednet.ns.ca/capitalplan>

Emergency response and evacuations are highly important and continuously worked on within the HRM. This work falls within the municipality's Emergency Management Division of Halifax Regional Fire & Emergency (HRFE). Information on emergency management can be found at the website link below, contact information is listed under the website link.

Emergency Management: <https://www.halifax.ca/fire-police/emergency-management/about-emergency-management>

Contact Email: HRM_EMO@halifax.ca

Phone: (902) 490-3573

The 80 metre notification distance for the mailout that was sent was determined with direction from the [Administrative Order Respecting Public Participation for Planning Documents](#). All information present on the mailout is available on the [Urgent Changes to Planning Documents for Housing: Additional Sites webpage](#). Further correspondence will be sent by mail and updated on the website depending on Council's decision to continue consideration of the sites for rezoning, or not.

Sincerely,

DILLON MCKENNA

HE/HIM

PLANNER I
COMMUNITY PLANNING – CENTRE PLAN

HRM PLANNING & DEVELOPMENT

Before you respond with justification as to why the city thinks these proposals are good for the community, let me share my perspective as to how they will negatively impact the community at large.

There are two ways to exit the community via vehicle for the tens of thousands (maybe more) of current residents. Currently there is over an hour commute to the peninsula (without a traffic accident or snow conditions which add more time) for employment, medical appointments, etc.

18 more apartment builds would add a lot of additional traffic and increase commute times, not to mention the new and proposed subdivisions for over an additional 10,000 homes (Briarwood, Clifton Heights, Leiblin Park, extended McIntosh Estates) most of which are beyond the boundaries of Metro Transit service - resulting in more vehicles on the roads. Most of the recent newer builds have at least two cars in each driveway and in some cases one or more at the curb. (Governors Brook, McIntosh Estates). Do the math.

I understand that the proposed builds do not have to provide parking. Where do you propose parking will take place? On already car clogged residential streets?

Metro transit is unreliable and not an option for the communities beyond Spryfield (Harrietsfield, Williamswood, Sambro, Ketch Harbour, Portuguese Cove, Bear Cove, Herring Cove, etc) Add all of these cars to the already clogged roads.

The schools in Spryfield area are already at capacity and, in some cases, over capacity with on site modular classrooms (Elizabeth Sutherland). Where will the new school age children, that will live in these proposed builds go to school?

What is the evacuation plan in case of fire, there have already been two fires in the community in the last ten years. There is only one fire station, the others are volunteer Departments.

Quality of life and mental health issues will be impacted as residents will have to be forced to deal with an increased commute to and from work resulting in less time spent with family and increase in cost of child care time due to additional time spent in traffic. Additionally, there is a current two or more year wait for child care in the community. Additional builds resulting in the need for additional child care with no

current resources available. One long term daycare just closed on Ridge Valley Rd due to the proposed build at 30 Ridge Valley.

Staff recommendations for initial storeys can change as developers requests are accepted for additional storeys resulting in a further increase in traffic on already dwindling resources. We all know that developers run this city. Are any of the proposed builds low cost or affordable housing, this was not mentioned in the letter.

The city planners need to do better. The community, at large, should have received this letter so their voices could be heard; not just the chosen few who received it. These proposals will impact the whole community. The letter received was not dated and is a great example of subterfuge as some of the addresses listed are already under construction - shame!

Question: Who gets paid to make these asinine decisions that will negatively impact a huge community that is already experiencing severely depleted resources? Answer: Surely no one who lives in the community.

"Nothing angers me more than when someone expects you to be okay with something that they wouldn't be okay with if it was done to them."

CB119

Good morning [REDACTED]

Thank you for providing feedback, your comments will be used to help form final staff recommendation for Council.

Please note that this site-specific process is related to the rezoning of the subject property to the [Housing Accelerator \(HA\) Zone](#) under the [Suburban Housing Accelerator \(SHA\) Plan](#). We are not approving construction of a building through this process. If blasting is required, a blasting permit would be required as per [By-law B-600](#). The By-law sets out permitted hours of blasting and notification requirements for the affected community. These applications would be reviewed by an engineer. There are also requirements for when certain construction noises are permitted within HRM, as per [By-Law N200: Respecting Noise](#).

In terms of planned infrastructure improvements, the [Herring Cove Road multi-modal corridor](#) is an ongoing project to review and improve Herring Cove Road. At this time, the section of road from the Armdale Roundabout to Cowie Hill has a detailed (90%) design in progress and the section of road from Glenora Avenue to Greystone Drive has a preliminary (60%) design in progress. This project will consider future transportation needs based on anticipated population density. It is expected to improve safety for all users as well as decreased travel times for those taking transit.

Other ongoing projects intended to address transportation and transit improvements include:

- The [Rapid Transit Strategy](#), which involves the development of Bus Rapid Transit (BRT) and additional ferry service locations.
- The [Integrated Mobility Plan \(IMP\)](#) directs investment within HRM that impact transportation demand management, roadway network and other areas. This includes developing streets plans for key corridors.
- The Joint Regional Transportation Agency (JRTA) is currently developing a regional transportation plan. Additional information on the work the JRTA is doing can be found [here](#).

All the best,

ELEANOR FIERLBECK

SHE/HER

PLANNER I

REGIONAL & COMMUNITY PLANNING

[REDACTED] and have some concerns about the proposed development at 30 Ridge Valley Rd.

Not the least of which is the months of blasting that will be required and with what risk to the homes in the area?

Then there is the issue of hundreds of more people in the area, more car traffic and pedestrians with no known plans for more infrastructure to help support this.

We love our quiet little neighborhood and will not support any part of this proposed plan.

[REDACTED]

CB120

Good evening,

I would like to share my concerns and thoughts about the project MPSA - 2023 - 00399 (Former Case 23600) - 30 Ridge Valley Rd, Halifax.

I understand the urgency on planning and building new homes, in order to minimize the house crisis. However, it will cause more problems in the future if it is not planned properly.

Building another 8 storeys building on 30 Ridge Valley Rd will only bring more cars on small and one way only streets, more students to a already crowded Chebucto Heights Elementary School, more traffic to an extremely busy Hering Cove Rd close to the rotary during the mornings and afternoons. And there's NO plans announced to improve any of that.

This community has always been calming, kids friendly and amazing neighborhood to [REDACTED]

This excessive growth without adequate infrastructure will only compromise the quality of life of current residents, causing more and more distress and pushing us for moving out.

[REDACTED] this school and I can tell how crowded it has become lately, compromising the quality of the children's education. After all, it doesn't matter having a container if there's only one gym, one library, one music class and one playground.

Please, [REDACTED] would like to ask you to reconsider and DO NOT build the building on 30 Ridge Valley Rd.

Thank you!

[REDACTED]

CB121

To Whom It May Concern,

I am writing to express my deep concerns regarding the proposed development at 30 Ridge Valley Road. As a resident, I am alarmed by the significant environmental, health, and safety risks that such a project would bring to our neighborhood, particularly to the vulnerable populations in this area.

Firstly, the development will likely generate substantial environmental concerns, particularly through the increase in noise pollution and traffic congestion. This is especially alarming given the proximity of the development to a school zone. Increased traffic on already strained roads will not only disrupt the tranquility of the area but will also pose a serious safety hazard to children and families who regularly walk to and from the school. The likelihood of accidents will rise, putting the lives of our community's children at risk.

Moreover, the noise pollution caused by heavy construction equipment and the

subsequent increase in traffic will create an environment that is unsuitable for learning. Schools thrive on quiet, stable surroundings that foster concentration and learning, but this development threatens to undermine that. It will also contribute to the already high levels of air pollution in the area, further endangering the health of [REDACTED] children, many of whom already suffer from respiratory conditions.

In addition to noise and traffic, this development poses immense health risks to the residents. Increased emissions from vehicles and construction activities will exacerbate health issues, particularly for families already dealing with strained health conditions, such as asthma and other respiratory problems. These hazards should not be overlooked when considering the overall well-being of this community.

For these reasons, I plead that the proposed development be re-evaluated. The long-term health of our families and the integrity of our neighborhood must be prioritized. I urge the planning committee and relevant authorities to thoroughly assess the environmental, health, and safety impacts this development will cause and consider alternative solutions that protect the well-being of the community, especially our children.

Thank you for considering these concerns. I trust that you will carefully weigh the risks and act in the best interest of the community.

Warm regards,

[REDACTED]

[REDACTED]

CB122

To whom it may concern,

This message is regarding the development proposal request 23600-30. My family and I are completely opposed to this development. The current infrastructure can barely handle the traffic now, it takes 45 minutes to an hour to get in town from Cowie Hill in the morning traffic. The congestion is constantly getting worse with all the new developments being built and only one way into the city.

Parking for residents who currently live in the Cowie Hill area is already over maximum capacity and with the proposed new development we will lose 33% more spaces. This development will create major disruption as the hill is nothing but rock, which will require excessive blasting and drilling which in turn will have a major impact on the current structures. Cowie Hill is already experiencing sink holes which I believe are the result of the development at the top of Cowie Hill Road behind the water plant.

Chebucto Heights Elementary school is overflowing with students. Education is key and adding more children to an already crowded school with no plan for expansion seems to be ludicrous. If anything there should be plans for a new school.

This is a NO for the proposed new development of the apartment buildings.

Thank you,

[REDACTED]

[REDACTED]

CB123

I am writing to voice my concerns regarding the proposed development in our neighborhood. We have [REDACTED] traffic getting out of our neighborhood and getting out of Spryfield has increased drastically. With only have one lane on the Herring Cove Road, heading towards the rotary, it takes forever for people to get to work each morning now. I don't feel this location would benefit anyone except the developer. Our neighborhood was built in the early 1970's when most people did not have two cars and all units here only have one parking spot and have to park their second car on their road and not possible to build more parking lots as there is no more land available . By adding another two very large apartments at 30 Ridgevalley Road, with not much parking built into the plan, that would mean several hundred more people would be looking for parking on our streets that are already at capacity. Chebucto Heights was also built in the 1970's and is already full and would not have space for more children. I ask City Council to not approve this in Cowie Hill or anywhere else in Spryfield until they put better infrastructure here in Spryfield when it comes to traffic and buses. I feel it's time to put a bridge or ferry in the arm to the south end which would eliminate a lot of morning traffic. Thank you for your consideration in this matter. [REDACTED]

CB124

Hello,

I am reaching out regarding the new buildings proposed for spryfield/ cowie hill areas. These proposals are a TERRIBLE idea. The current infrastructure of these neighbourhoods will not sustain anymore people, in any case of an emergency evacuation, etc. every one in this area will be screwed. A simple accident on the herring cove rd. Puts this whole community in termoil due to the lack of infrastructure. This should not be this big of an issue. Before ANY more buildings are even considered the infrastructure of this area needs to be GREATLY improved, even with a rapid bus system it won't be good unless again the infrastructure is greatly improved. I hope my opinion will be one that helps make a difference and put a STOP

TO THESE GREEDY PEOPLE THAT SEE MONEY SIGNS AND NOT THE WELFARE OF EVERYONE IN THE COMMUNITY!

[REDACTED]

CB125

Hello,

My name is [REDACTED] and I'm [REDACTED]. I am concerned about the proposed development for two apartment buildings in the area without appropriate infrastructure developments in place. There are a lot of one way streets in the neighbourhood which will get even more congested and additional residents in the area will further contribute to the extremely dense traffic at the Armdale rotary. I do not support these developments being built unless there are measures in place to manage and mitigate the intense traffic.

Thank you,

[REDACTED]

[REDACTED]

[REDACTED]

CB126

Hi [REDACTED]

Thank you very much for providing feedback. Your comments will be used to help form final staff recommendations for Regional Council.

This process does not approve a building or design for construction. This process reviews site specific properties for potential rezoning to the Housing Accelerator (HA) zone under the Suburban Housing Accelerator (SHA) Plan Area and Land Use By-Law. If approved, permit applications would be required before construction begins.

Safety of the community is extremely important and is taken into consideration at each step of the process. If rezoning is approved, the following permits may be required depending on the building and potential construction:

- Building Permit: <https://www.halifax.ca/home-property/building-development-permits/commercial-buildings-permits/new-commercial-buildings>

- Lot Grading Permit: <https://www.halifax.ca/home-property/building-development-permits/relatedadditional-permits#blasting>
- Blasting Permit: <https://www.halifax.ca/home-property/building-development-permits/relatedadditional-permits#blasting>
 - By-Law B-600: <https://www.halifax.ca/city-hall/legislation-by-laws/by-law-b-600>

These permits would be reviewed by HRM Development Engineering, Building Officials, Development Services Planners and potentially other groups. Each permit application will be required to meet the standards outlined by the applicable by-laws and documents for each application. Additional information for each permit type can be found using the link after each bullet point.

Access to childcare is highly important within the Municipality and each individual community. Childcare plays an integral role in creating complete communities and is a big factor in the day-to-day life for residents and their families. The HA zone that would be applied if rezoning is approved does permit daycares within the zone. This was done to ensure existing daycares could remain and new daycares could open. Outside of permitting daycares within a zone, the municipality does not have the ability to require a day care to operate on the property or to force lease agreements between two private parties.

For access to the property with construction equipment, material and personal the property should be accessed directly. If crossing neighbouring private property or municipal owned property than an agreement should be arranged to allow access, if desired by the two property owners. This agreement would be discussed and negotiated between the two parties. Without an agreement in place, this would be considered trespassing and become a civil matter.

This current stage is an initial recommendation only. Once staff recommendations are finalized, Regional Council will determine if consideration for rezoning should continue, or not. A Public Hearing will be scheduled if consideration for rezoning continues. The website listed below will be updated with information on a Public Hearing, if scheduled.

HRM UCPDH Additional Sites: <https://www.halifax.ca/about-halifax/regional-community-planning/housing-accelerator-fund/urgent-changes-planning>

Sincerely,

DILLON MCKENNA

HE/HIM

PLANNER I
COMMUNITY PLANNING – CENTRE PLAN

I am writing to you as a concerned resident and a [REDACTED]

[REDACTED] The proposed construction in our area does not seem to take into consideration the full impact to our community or to the well being of the families who have made this area our home. The desire to create more housing in Halifax as a whole is of the utmost importance but this planned construction seems only to benefit those that will profit from it. This is a small community, we do not have the infrastructure to accommodate this kind of planned growth. With only one point of access to downtown, my 12 minute drive to work already takes 45 to 60 minutes during morning rush hour in good weather. Emergency vehicles already have a challenging enough time without adding more people, more vehicles, and more road closures. Our area can NOT accommodate more people with the current limited infrastructure the way it is. There are other areas that would be better suited for development of this scale.

Then there is the construction itself that offers many concerns. How are they planning to complete the construction? The elementary school, Chebucto Heights, sits directly above the proposed site for these buildings. How do children learn while there is blasting and construction going on outside their classrooms? Will it be safe for them to travel to and from the school? Will the school yard be safe? How are they going to get the big machinery to the construction site without using the school driveway? Will the construction workers be trained to watch for small children while they work? Will the worker be screened to ensure they are safe to be around small children? If they don't use the school driveway and the current residents lose their parking lot where will all those vehicles go? We do not have enough street parking to accommodate those vehicles and still get children to school safely. Will access to the school be blocked? How do they plan to protect the existing homes in the area? What about the damage that will be caused to our foundations from the blasting and constant travel from big machinery? Over the past 10 years there have been other construction projects. Those projects have needed to use blasting to get through the rock that the Cowie Hill area is built on (that current site is nothing but rock) that previous blasting has caused damage to our homes. This new project poses more risk to our homes. Homes that can not sustain much more. There are so many conflicts with the site for this new construction.

Then there is the issue of child care. A few months ago Universal prosperities decided not to renew the lease of the Cowie Hill Child Care Centre to accommodate for this project. To build these buildings they need to remove the playground area that the centre is required by law to have, they want to turn the centre back into three apartments to make more money. A centre that has occupied that space for more than 40 years. A centre that is the ONLY licensed child care centre in the area and the ONLY centre that offers a school age program. You want to add more people to a small community but allow the ONLY option for childcare to be removed. There is no Excel in Chebucto Heights, there is NO other location for the centre to move to. Why

is this being allowed? Why is there no project to create a new location for the only licensed child care centre WITH a school aged program being built at the same time and universal properties being forced to keep the current centre open until a new one is built.

What do we do with our children and the new children from the families of the people who will move into these buildings if Universal prosperities is allowed to continue with their plan to not renew the lease for the Cowie Hill Child Centre? Where are the people who could stop this? Why is this not the top of the priority list for those who have influence? Why is cutting child care an approved sacrifice for "development?"

Cowie Hill along with the Spryfield area is often an area that is characterized by negative stigma, an area that is often not prioritized. An area that allows the people who live in it to be disadvantaged for the betterment of those who see opportunity for financial gain. But we are a community. Community of families, a community of friends. People who deserve to have our well being considered before a project like this disrupts our lives for years, disrupts our ability to care for our children.

As a [REDACTED] I am acutely aware of the need for more housing in all of HRM, but this is not the area.

Improve the infrastructure of this community before adding more people to it who will also be begging for this.

We depend on the vital services provided by the Cowie Hill Child care Center.

We depend on our representatives to do what is best for us. This is NOT what is best for us.

I beg you to look at this project and see the damage of what it will do to this community if the proper infrastructure is not put in place first.

Thank you for your time and consideration.

Sincerely,

[REDACTED]

[REDACTED]

CB127

Hi [REDACTED]

Thank you for following up on your original email. The comments you have included will go towards forming final staff recommendations for Regional Council.

The prior traffic impact study completed for the site was part of the Municipal Plan Strategy Amendment (MPSA) application. A traffic impact assessment was not a requirement for this site specific rezoning review process. Both processes are separate from each other, as mentioned in the first response email. Traffic impact assessments are to be prepared by a Professional Engineering in accordance with the Municipality's Guidelines for the Preparation of Transportation Impact Studies. The level of detail included is relative to the scope of the development. When a traffic impact assessment becomes dated an amendment to the document or a full new traffic impact assessment may be required.

Additional information on Traffic Impact Guidelines can be found at the link below, under the title Supplementary Reference Information - Traffic Impact Guidelines (PDF).

Municipal Design Guidelines: <https://www.halifax.ca/transportation/streets-sidewalks/municipal-design-guidelines-red-book>

Concerns for traffic will be included and presented in the staff report presented to Regional Council for their consideration.

Sincerely,

DILLON MCKENNA

HE/HIM

PLANNER I

COMMUNITY PLANNING – CENTRE PLAN

Hi all,

Today is the last day for residents to raise concerns about the proposed development plans in our District as a whole.

I think today's MVA on the HCR that closed off the road and now many residents cannot get out their subdivisions - highlights the fact that before we add hundreds of new drivers in the community we need better infrastructure. Imagine if we all had to evacuate? I raised safety concerns in my previous email (specifically for the Cowie Hill area and the narrow one way streets already being used for spill over resident parking - which is already raising safety and snow plowing concerns) and now I am raising it for the whole District. The HCR is a gridlock each morning with the traffic in our district trying to get past the rotary and now it's evident that the massive high

density subdivisions that keep being approved are under enormous strain bc we only have one entrance and exit that everyone travels (which by the way all leads to the standstill traffic as you approach Cowie Hill). I cannot stress enough how I appreciate we need more housing but first we need the infrastructure to support it!!!! Does no one look at each traffic impact study as a whole??? Or are they only viewed per proposal - so essentially in a vacuum? Maybe group them all together and reviews. And also don't rely on ones done during covid when our world was on lockdown and traffic was light.

[REDACTED]

CB128

Hi Eleanor,

All of this is extremely insightful and appreciated.

I understand our city is growing and looking forward to how it all roles out.

Have a lovely weekend.

[REDACTED]

Hello [REDACTED]

Thank you for providing feedback, your comments will be used to help form final staff recommendation for Council.

Please note that this is only an initial recommendation and may change due to comments received during the public engagement session or from feedback we receive from other municipal departments. Any final decisions will be made at the direction of Regional Council after a Public Hearing.

This process also does not approve construction of the building. The design and structure of the building, including the number of units, would be reviewed through applicable permit applications following the approval of rezoning. This is because proposed floor plans are subject to change depending on the site's maximum height requirement, which would be determined at the direction of Regional Council after the Public Hearing.

To address your questions regarding transportation infrastructure,

We recognize that users of the Herring Cove Road corridor may experience significant traffic during peak times. Herring Cove Road has been identified for an [improvement project](#) that considers future transportation needs based on anticipated population density. At this time, the section of road from the Armdale Roundabout to

Cowie Hill has a detailed (90%) design in progress and the section of road from Glenora Avenue to Greystone Drive has a preliminary (60%) design in progress. This is expected to improve safety for all users as well as decreased travel times for those taking transit.

[Bus Rapid Transit](#) is being explored for this corridor and will include dedicated transit priority lanes with frequent headways (approximately every 5 minutes). Removing buses from the general traffic lanes will increase storage space for vehicles waiting for the roundabout, and at the roundabout itself, the bus lane will also serve as a new right-turn lane. This is expected to result in a small increase to roundabout capacity from Herring Cove Road. Providing dedicated bike facilities that remove cyclists from the roadway and encourage and enable more cyclists is also expected to help reduce traffic congestion.

If you have further questions regarding the Herring Cove Road Multimodal Corridor, please reach out to Charlie & Ahmed using the contact details below. Charlie is the main contact, but they are out of office until September 24, 2024.

- Charlie Elliot
Project Manager, Design & Construction, Public Works
charlie.elliott@halifax.ca
- Ahmed Allahham
Program Manager
ahmed.allahham@halifax.ca

In terms of blasting, a blasting permit is required prior to any work, as per [By-law B-600](#). The By-law sets out permitted hours of blasting and notification requirements for the affected community. To obtain a permit, a blasting plan and pre-blast survey are required. These applications are reviewed by engineers and land use planners. There are also requirements for when certain construction noises are permitted within HRM, as per [By-Law N200: Respecting Noise](#).

I hope that this response has addressed some of your questions.

Thank you,

ELEANOR FIERLBECK

SHE/HER

PLANNER I

REGIONAL & COMMUNITY PLANNING

Hi there,

I am reviewing the sites being considered for inclusion in the Suburban Housing Accelerator Plan.

I appreciate the work our municipality is doing given the increased demand for housing in our community. As a resident of [REDACTED] and someone who lived in the [REDACTED] for numerous years prior to moving here - I have a few questions and concerns I hope you can answer/consider when moving forward with these sites.

1. The obvious question is the integration of infrastructure for folks who commute. Traffic May-August is not a time to judge. If you're looking to see the impact on the community travelling the HCR to the peninsula during 7am-10am M-F please conduct the study from Sept-November and January-April.
2. The proposed properties indicate number of storeys, however I think the city needs to look/consider the number of units. That number may provide a more accurate representation of the influx of traffic and respective planning to be done.
3. As someone who has flexibility when it comes to commuting, I've been able to accommodate the influx of traffic during the previously mentioned periods however I have been caught in a 2.5 wait before to get to my [REDACTED] [REDACTED] during those months which is ridiculous (to put that in perspective it was backed up to the Guardian on HCR from the rotary). That's a statement on the importance of properly considering the logistics of these proposals.
4. I understand a bus to/from Bedford/Larry Uteck is more costly than one from Spryfield however you'll have to considering additional express routes. I already take the bus (I also have a car) 3-4 days a week and depending on timing it's still questionable on the accuracy of the timing. They need to be staggered more efficiently so there's only ever 10-15 mins. Right now on the weekend it's every 45 minutes.
5. Are there not more options for Fairview area?
6. For the properties that currently exist behind the Old Sambro Road, Dentith and 300 block HCR - you cannot expect the houses to sustain that much blasting in a close proximity all at once. Is there a proposed timeline yet? The catamaran ponds, Long Lake also need to be considered as with the current property on Dunbrack/Old Sambro Rd.

Looking forward to hearing back but also appreciate you allowing communication with the community on the matter.

Kind regards,

[REDACTED]

CB129

It is understood that we need housing however we that now live In the area deserve peace and quiet as well.

Let's face it HRM failed to address this problem when it started many decades ago. So these apartments aren't going to alleviate any of the real problems. The rents aren't really going to be affordable.

So I vote no

[REDACTED]

CB130

Good afternoon [REDACTED]

Thank you for providing feedback, your comments will be used to help form final staff recommendation for Council.

To address some of your questions:

In terms of utilities, proposed sites must be serviced by municipal sewer and water to be considered for rezoning to the Housing Accelerator (HA) Zone under the [Suburban Housing Accelerator Land Use By-Law](#). Capacity and connection to local infrastructure is determined at the time of permitting and construction, if applicable.

Regarding transportation infrastructure, the [Herring Cove Road multi-modal corridor](#) is an ongoing project to review and improve Herring Cove Road. At this time, the section of road from the Armdale Roundabout to Cowie Hill has a detailed design in progress and the section of road from Glenora Avenue to Greystone Drive has a preliminary design in progress. This project considers future transportation needs based on anticipated population density and is expected to improve safety for all users as well as decreased travel times for those taking transit.

Proximity to a [proposed Rapid Transit](#) route or terminal is also included in the site selection criteria for proposed sites. This is to enable accessibility to a wider selection of transportation options for residents and is intended to reduce traffic delays during peak commute times. To be considered, proposals must meet at least one of the following:

- Be located within 800 metres of a proposed Rapid Transit route.
- Be located within 1200 metres of a proposed Rapid Transit terminal.
- Be located within 800 metres of a post-secondary institution campus; or
- Be a site identified by the Provincial Lands for Housing Program or an affordable housing project by a registered non-profit.

Other ongoing projects intended to address transportation and transit improvements include:

- The [Rapid Transit Strategy](#), which involves the development of Bus Rapid Transit (BRT) and additional ferry service locations.
- The [Integrated Mobility Plan \(IMP\)](#) directs investment within HRM that impact transportation demand management, roadway network and other areas. This includes developing streets plans for key corridors.
- The Joint Regional Transportation Agency (JRTA) is currently developing a regional transportation plan. Additional information on the work the JRTA is doing can be found [here](#).

If approved, the property will be zoned Housing Accelerator (HA) under the [Suburban Housing Accelerator Land Use By-Law](#). For strictly multi-unit residential buildings, there is no minimum or maximum number of parking spaces required. This parking requirement is in-line with a [recent announcement](#) from the Province of Nova Scotia to remove minimum parking requirements from the urban service area.

Thank you,

ELEANOR FIERLBECK

SHE/HER

PLANNER I

REGIONAL & COMMUNITY PLANNING

To whom it may concern,

I'll make this short and sweet...

I'm not sure how the city believes adding more buildings into Spryfield and surrounding areas is a good plan. (Don't get me started with the rest of the city.) The infrastructure Spryfield holds cannot support these new developments. Think before

you build. Build new streets; better yet, build new exits in and out of Spryfield before anything. We're already congested.

It baffles me that the city just doesn't get it. Stop being money hungry. Build roads first!!!! In the event (god forbid) that there is an emergency and we would all have to evacuate, we would be stuck in traffic for hours. Don't add to it.

Not to mention, the SS020 (30 Ridge Valley rd) proposed units... where is everyone going to park? The building that is there already has problems with everyone parking along Ridge Valley and their parking lot fills up pretty fast.

Make it make sense!!! There's a lot of people furious with this.

CB131

Hello,

I am writing today to express my concerns about the plans for housing acceleration planned for the Spryfield area. The morning commute to the downtown core at present is insanity. It can take over an hour to commute downtown in the morning. We do not have the infrastructure to accommodate even more vehicles on the road in our area. You seriously need to reconsider the current infrastructure before going ahead with these plans.

I live in a very big neighborhood, [REDACTED] and even this was poorly planned - we only have one main road way in and out. What if there was an evacuation? The traffic would be insane.

Please try driving from Spryfield to the downtown core sometime and you'll see what I'm talking about.

Very concerned citizen,

[REDACTED]

CB132

[REDACTED] has lived in [REDACTED] for [REDACTED]

We can not have 2-3 more apartments built here. Are roads are narrow and old. There are no more areas for parking .. with all the families having more family move back home our parking is gone. Streets are packed and there's no where for guests to park .

Our buses are packed to capacity when I have tried to access them, and this is not just at peak times !!!

This city needs to work on infrastructure !! This place can not handle this many people . Our provincial government over the years should have been building more housing for the poor and for the seniors, instead of dropping the ball.

I hope the citizens are going to be heard. Our roads can't take the mass amount of people already here !!

[REDACTED]

[REDACTED]

CB133

Hello,

I would like to object to the proposed rezoning of five properties on Brunswick Street from Er-2 to Hr-1 (2485 - 2497 and 2569 - 2581 Brunswick).

It feels to me like there is something shifty in the proposals regarding these properties along Brunswick Street - in one instance families were kicked out of their beautiful home and it was knocked down, in another of these sites it looks like other beautiful houses have been left to rot awaiting these zoning changes in order to be re-purposed.

I look forward to seeing what Harbour City Homes proposes to put there instead and the public hearings that will accompany those proposals. I do not object to higher density housing but the methods of this former non-profit feel worthy of note and deserve more scrutiny.

Maybe I'm wrong. I hope I am. But I'd like to have my objection registered.

Thank you, [REDACTED]

CB134

The large amount of additional housing proposed will have a severe detrimental impact on the traffic getting out of Herring Cove, Harrietsfield and other areas in case of fires. Unless an exit infrastructure roadwise is implemented bef...

CB135

Regarding 30 Ridge Valley Rd. development, MPSA-2023-00399-former-case-23600-30-ridge-valley-road:

As a [REDACTED] I am opposed to such a large development in what is a very quiet residential neighbourhood. I am listing my concerns.

1. The developers are not providing parking for each unit and they are building on the parking lot for the existing building. It's unrealistic to believe people don't have cars! Most households have two cars. Where are these vehicles going to be parked? The on street parking is already being used by the townhouse owners because we don't have garages or driveways and are deeded only one parking space, people have multiple cars, it's the norm.
2. Bromley Rd. is a tiny residential street that can't handle any more traffic. There is no reasonable way it can become an entrance for this development.
3. The hillside is rock and the homes along the end of Bromley will be extremely close to blasting, literally just feet away. But the blasting will adversely affect all of us, including Chebucto Heights School which is a few yards away.
3. This development is way too large in scope for such a small community, not to mention the lot size. The influx of that many people on the roads, the school, the buses, needs to be considered. I don't think it has.

Developers don't care about existing communities and the impact of their projects, profit is the goal. It's up to others, so we as residents are appealing to you help our voices be heard.

Sincerely,

[REDACTED]

[REDACTED]

CB136

To whom it may concern:

I am writing to raise my concerns regarding this proposed development of 2 high rise apartment buildings at 30 Ridgevalley. I live at [REDACTED] and already, without these buildings, we have a problem with traffic. There are always cars parked on the road and if a person is walking and a car drives up the street, then you have to climb up onto someone's lawn - or hope there is enough room between the parked cars for you to slide in until the moving car passes. There are no sidewalks and since every unit is built on some sort of elevation, there is no possibility of walking along the side of the road. It is practically impossible for seniors

and people with mobility issues to even get to their super mailboxes. There is rock everywhere since this was formerly a rock quarry, so we are built on rock as will the proposed high rise buildings have to be when they are constructed. I can't begin to imagine the noise and traffic congestion that this is going to cause once construction starts - and all happening next to a school. Forget the argument that blasting, drilling and rock removal will only happen at given times as we in these neighbourhoods have been through the process with the new subdivision development on Cowie Hill and we all know how ineffective that argument is!!!! Construction and time costs money and developers need the job done as quickly as possible. Early mornings, late nights and all day - every day!! As for the additional traffic that will be in this area, already Herring Cove Road is a nightmare in the early morning rush hour and evening traffic. I am not aware of any plans announced for improved infrastructure to handle the increased flow of traffic to downtown and back. If the planners for this development feel that a small one way street like Bromley Road can handle the traffic flow to at least one of these buildings, they have probably considered Herring Cove Road and Cowie Hill to be adequate for this proposed development. I recognize, as do most of the residents of this city, that there is a dire need for more housing and certainly for more affordable housing. But let's not, in our desire to achieve that goal, make decisions that will be detrimental to the long term well being of our residents that are currently housed. Thank you for your consideration.

Sincerely

[REDACTED]

CB137

To Whom It May Concern:

I am writing today as a resident of [REDACTED] and as a [REDACTED]
[REDACTED]

The school is too small to accommodate more students and I am very concerned for the safety of children in the area having to travel to school every day directly next to a construction zone. Will there be security at all times to ensure children do not enter. The noise from the blasting (the area has enormous rocks) will be distracting to the children who are trying to learn and can be very stressful for children [REDACTED] who have adhd/autism/learning disability who already have a hard time focusing on learning. This area is too small to accommodate two new high-rise buildings and the traffic is too heavy as it is and most of the streets in cowie hill are way too narrow. I really hope this development proposal is denied.

Sincerely,

[REDACTED]	
CB138	Attachment: YES
<p>Hello,</p> <p>Attached is the feedback that we are providing to the request by HRM to alter the zoning of 2627, 2633, and 2639 Connolly Street.</p> <p>Thank you for your engagement.</p> <p>[REDACTED]</p>	
CB139	
<p>Hello,</p> <p>I am writing to voice my opposition to the proposed changes outlined in MIORREV 2024-01198 regarding the planning document for housing within our community. As a deeply concerned resident, I believe these changes pose significant threats to the well-being of our neighborhood and could have irreversible negative consequences.</p> <p>While I recognize the need for housing development, the current proposal clearly prioritizes rapid growth over thoughtful, sustainable planning. It risks degrading the quality of life for existing residents while ignoring the critical issues of infrastructure, environmental preservation, and economic stability.</p> <p>My key concerns are as follows:</p> <ul style="list-style-type: none"> • Strain on infrastructure: Our community's roads, schools, and essential public services are already under strain. The proposed changes will only increase this burden without adequate planning or improvement. • Environmental impact: This development could irreparably damage local ecosystems and eliminate green spaces that are essential for environmental balance and community well-being. • Community character: The proposal threatens to disrupt the unique character of our neighborhood by introducing developments that do not align with its established design and feel. • Impact on property values: Rapid, unchecked development in the area could negatively affect the value of residential properties. As the density increases and infrastructure becomes overwhelmed, the desirability of the neighborhood is likely to decrease, impacting long-term homeowners and investors. 	

This proposal does not reflect the best interests of our community. I urge the Halifax Regional Municipality to reconsider this plan and instead work closely with residents to find sustainable, balanced solutions that support growth without sacrificing our community's infrastructure, environment, and property values.

Thank you for your attention to this matter. I expect that the concerns of the residents who have built this community will be given the serious consideration they deserve.

Concerned Resident of [REDACTED]
[REDACTED]

CB140

I am following up on previous concerns I have expressed about the plan to increase housing in Spryfield. There was an accident on Herring Cove Road that required re-routing onto Katrina and Danforth. A photo is posted on facebook showing the backlog of traffic being re-routed into a quiet neighborhood. Spryfield does not have adequate traffic control planned for this area should an emergency occur. Adding more houses without an adequate plan to address concerns about traffic is poor planning and is very concerning. We saw what happened in Hammonds Plains during the fire. This is not just about everyday traffic - which already is unmanageable. Although improved public transit can help. I am unaware of any statistics that would suggest that this impacts the number of current drivers or those who rely on vehicles for transportation.

CB141

Hi [REDACTED]

Thank you for providing feedback, your comments will be used to help form final staff recommendation for Council.

Please note that this is only an initial recommendation and may change due to comments received during the public engagement session or from feedback we receive from other municipal departments. Any final decisions will be made at the direction of Regional Council after a Public Hearing.

This process does not approve construction of the building. The design and structure of the building, including the location of parking, if provided, would be reviewed through applicable permit applications following the approval of rezoning.

If approved, the property will be zoned Housing Accelerator (HA) under the [Suburban Housing Accelerator Land Use By-Law](#). For strictly residential multi-unit buildings, there is no minimum or maximum number of parking spaces required. This parking

requirement is in-line with a [recent announcement](#) from the Province of Nova Scotia to remove minimum parking requirements from the urban service area. This does not mean that parking cannot be provided, but that there is no minimum on-site requirement for strictly residential buildings if the rezoning is approved.

If blasting is required, a blasting permit must be obtained as per [By-law B-600](#). The By-law sets out permitted hours of blasting and notification requirements for the affected community. To obtain a permit, a blasting plan and pre-blast survey are required. These applications are reviewed by engineers and land use planners. There are also requirements for when certain construction noises are permitted within HRM, as per [By-Law N200: Respecting Noise](#).

In terms of infrastructure, proposed sites must be serviced by municipal sewer and water to be considered for rezoning to the Housing Accelerator (HA) Zone under the [Suburban Housing Accelerator Land Use By-Law](#). Capacity and connection to local infrastructure is determined at the time of permitting and construction, if applicable.

There is also an ongoing [improvement project](#) that considers future transportation needs based on anticipated population density along the Herring Cove Road corridor. At this time, the section of road from the Armdale Roundabout to Cowie Hill has a detailed design in progress and the section of road from Glenora Avenue to Greystone Drive has a preliminary design in progress. This is expected to improve safety for all users as well as decreased travel times for those taking transit.

I hope that this response addressed some of your questions.

Thank you,

ELEANOR FIERLBECK

SHE/HER

PLANNER I

REGIONAL & COMMUNITY PLANNING

Councillors Cleary and Cuttall,

I'm writing to voice my deep concerns over the proposed construction of two new towers at 30 Ridge Valley Rd.

Parking

The proposed towers will be built on the existing parking lot at the site. Where will all of those vehicles go during the construction phase? There is almost no evening parking available in the Cowie Hill townhouse development, where will all

these cars park? On top of that, will the developer be providing adequate parking for all three towers? What happens when we have a snow day???

Blasting

This will be taking place next to residential properties and a school. What risks are there and how will it impact those students in the classrooms?

Traffic

There' already problems with cars speeding along Ridge Valley Rd, this will only worsen along with congestion.

Infrastructure

Do we have the water and electricity infrastructure to handle that many new residences?

I'm well aware of the housing crisis in Halifax, [REDACTED] cannot afford to buy their own home. I just feel that this particular site is not the right place to build two towers. It will most definitely have a negative imapct on the existing residents. Developers are not known for respecting the needs of others. Please don't allow this project to continue.

Kind Regards

[REDACTED]

[REDACTED]

[REDACTED]

CB142

Hello,

I am writing to voice my concerns about proposed changes to the SHA Plan. Specifically, I am concerned about the addition of high rises to the Cowie Hill Road/Ridgevalley Road/Bromley Rd area. At present, there are already two additional high rise developments planned for this area, which will result in four high rises in this section. The amended plan calls for more high rise development (leading to a total of at least six high rises) in what is now recreational space for the existing apartments, school, and community at large.

Why am I concerned? Firstly, the developers of the two currently planned high rises are seeking to have fewer than the number of required parking spaces per residential

unit. Presumably this change is being considered by the municipality on the basis that the currently planned high rises will be on a bus route and that Herring Cove Road will benefit from improvements in traffic flow and implementation of rapid transit. In my view, however, traffic on the Herring Cove Road currently precludes any rapid transit plan using that road and changes to the road will require major re-engineering and land acquisition. Frankly, any improvements in Herring Cove Road are a long way off. In my view, tenants will have cars and they will need a place to park. The currently planned high rises will create pressure for parking on the adjacent streets, and more high rises related to changes in the SHA Plan will compound the problem. As it is, caregivers and visitors struggle to find on street parking. This will only worsen as more residents, their visitors, or their caregivers seek on street parking. Let me emphasize: there is no capacity to absorb additional cars for on street parking in Cowie Hill, and there is no possibility for an immediate implementation of a rapid transit route on Herring Cove Road.

Secondly, these currently planned high rises, and any more as allowed by the amended SHA Plan, are immediately adjacent to the Cowie Hill townhouse community. There is/will be no significant buffer or green space separating these four (two existing + two currently planned) high rises from the single family townhouses. Green space and recreation facilities are key elements of a livable, healthy community. The creation of more high rises related to the amended SHA Plan will create density at the expense of livability.

I do not object to building in the area, but because the area is already densely populated with townhouses, it would make sense to create similar housing. It does not make sense to destroy the livability of an area by creating density where density cannot be supported by infrastructure. The addition of new high rises in the neighbourhood pursuant to the changes to the SHA plan (resulting in as many as six high rises) will place incredible pressure on the neighbourhood by increasing traffic in a neighbourhood of narrow streets. Ridgevalley Road has already required traffic calming. Bromley Road, another street adjacent to the planned and potential developments, is a narrow one way street without a sidewalk. Recent work on Cowie Hill Road does nothing to alleviate traffic on Ridgevalley Road and Highfield Street. Recreation space will be reduced further and buffer zones will be almost non-existent.

I know that we need housing, and we need a variety of types of housing to accommodate individuals and families. I do not object to development. I do object to the destruction of livable communities as a means of quickly increasing the supply of housing which does not provide adequate green space and recreation facilities, and burdens current and future residents with unsupported density. The Cowie Hill community is under pressure already. I hope that you will not make that pressure unbearable for current and future residents.

Sincerely,

<div>██████████</div> <div>██████████</div> <div>██████████</div> <div>██████████</div> <div>██████████</div>

CB143

Hello,

I am a resident ██████████ to the purposed site. I've lived in ██████████ for ██████████ and have noticed there already seems to be a lacking in the parking, adding these buildings would just make a borderline problem into a big deal.

The traffic is another issue, you have to take ridge valley to get out of the neighbourhood and adding these buildings means tons more people all hopping on the same road around the same time every day as if the traffic down herring cove to the round about wasn't already bad enough in the mornings.

This will be persistent issues that won't go away if these buildings are indeed built, and that doesn't even mention the problems for residents during construction. Heavy equipment up and down Bromley rd which is a narrow one way street will cause havoc on the residents (who park on the street daily) for months if not years depending on how long it takes to build to large apartment buildings.

Loud construction and blasting going on just outside your house every single day is bound to get on anyone's nerves, and not just the Bromley residents but the current apartment building residents as well.

Halifax and all of Canada are going through a housing crisis, that much is clear. There is no doubt we need more affordable homes and residences and fast. But I strongly believe building in this purposed location is a mistake, and more time should be taken to find a more suitable location.

Thank you for your time,

██████████

CB144

Attachment: YES

Good day,

I didn't receive the below documents however I [REDACTED]
[REDACTED] outside of the 80 meters for that project.

My commute for many years from [REDACTED] to [REDACTED] in Dartmouth was 23 minutes on average. I drive because public transport would take me almost two hours to get there (I did it ONCE and having to leave at 6 am to get to work for 8 am was and is ridiculous).

My current commute on the same route at the same time now takes me twice as much time. The last two mornings the trip was 45 and 47 minutes. The bulk of that time is sitting in traffic on Herring Cove Road and Chebucto Road. I dread to imagine how long public transit would take me now.

Coming home after work is worse with a commute time of almost an hour some days.

I moved here from [REDACTED] and traffic was a huge plus. Now, this city has focused so much on growth and not infrastructure that this city crawls during rush hour.

I see increasing incidents of road rage, people running lights and cutting others off daily. This morning at Chebucto and Mumford, not one, not two but three cars ran a red light, the third car almost taking out someone trying to make a left turn.

I understand we need places for people to live and for this city to grow but throwing up buildings and pushing people into areas that can't support them, is a disaster in the making.

What happens if people have to evacuate? We already saw the disaster that happened in Hammonds Plains with the fires. I wonder if it's going to take a tragedy before the people approving all of these developments realize that population and development growth without infrastructure growth doesn't work and just leads to frustrating drivers and commuters.

Let's face it, if it's going to take someone almost two hours on the bus to get to work, they are going to drive if they have a vehicle. That only leads to even more cars on the road and gridlock.

Please take this into consideration with this projects. I'm not saying they shouldn't happen at all but they certainly shouldn't happen until

the current issues are resolved.

My focus here has been on traffic but there are so many other things to consider as well such as schools, some of which are bursting at the seams already.

Thank you.

CB145

Good evening,

I am writing with my feedback on two of the proposed sites for inclusion in the Suburban Housing Accelerator (SHA) Plan, 380 Bedford Highway (#SS144) and 390 Bedford Highway (#SS114). [REDACTED] home at [REDACTED] to both sites.

I strongly believe that these sites should not be developed as multi-storey apartment buildings. They are located at an extremely busy major intersection, with a new apartment building *already* being built at the corner of Kearney Lake Road and the Bedford Highway to replace the old Wedgewood Motel. Traffic is regularly at a standstill now, and will only continue to get worse. This intersection is a corridor for heavy vehicle traffic coming down from Highway 102 on the way to Halifax. We do not simply need new housing, but new *affordable* housing, and I cannot see any kind of guarantee that this proposed development would be affordable to the average person. Importantly, the proposed apartment development would also necessitate the removal of mature trees, which would negatively affect the area for residents and wildlife and the environment.

[REDACTED] is unusual. It is not so much a road as a road passing through a wooded area. It was part of the original [REDACTED] and so has seen a lot of history. So have the trees. There are no sidewalks on [REDACTED] and it is not much more than a single track road in places. It rises and curves through a mixed wood of ancient hemlocks, birches, ash, towering scotch pines, and a small stream. The mature trees in and around [REDACTED] are four to five storeys high, or more. They provide home and shelter for wildlife from red squirrels to raccoons, cardinals, deer and pheasants all year.

The mature trees surrounding [REDACTED] protect us – the residents – as well. They shelter us from heavy snow and hurricane winds and summer heat. They filter noise and air pollution from the ever-increasing traffic in the area, especially heavy vehicle traffic coming down from Highway 102.

We have a [REDACTED] up a grassy slope to the old house at the top of 390 Bedford Highway. It is a wildish area and is home to a good number of mature trees – a small mixed wood in an urban environment. It also serves as a corridor for local wildlife.

Halifax cannot afford to continue cutting down mature trees to facilitate construction projects. The loss of these trees negatively affects nearby residents and wildlife,

especially given the increasing effects of climate change. Mature trees in a mixed wood help protect us from the extreme heat and high wind storms that we are experiencing more frequently. We need to protect our trees. Now.

--

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

CB146

To whom it may concern:

I have lived in [REDACTED] I wish to echo the concerns already stated by my neighbours in their correspondences, opposing the proposed change in zoning that would allow for the construction of a three story building under the Suburban Housing Accelerator Plan at Site S120 81 Brook St and 1 Palmer Hill Rd.

A previous proposal some years back to build a multi story unit at this location was determined to not be feasible as Palmer Hill Rd. is a single laneway that cannot support a driveway to a development of this size, nor the resultant increase in traffic in the area. Unsafe pedestrian issues already exist at this intersection and traffic on Brook St has increased dramatically in recent years. Any additional development of size will exacerbate the problem.

I understand that HRM is under pressure to provide more affordable housing. However, in this particular location, the resultant safety hazards for pedestrians (including many young school children) and traffic flow disruptions in a residential neighbourhood cannot be ignored.

As a [REDACTED] resident of this community, I do not support the proposed changes under the Suburban Accelerator Plan. The plan is inappropriate and potentially hazardous for families and residents of Fairmount Subdivision.

[REDACTED]

[REDACTED]

CB147

I received a letter regarding the request to re-zone Beaufort Ave park from ER-3 to PCF in order to correct an error in the zoning map.

I am writing to fully support correcting this error - that occurred which changed the designation of Beaufort Ave Park from PCF to ER (first ER 1 now ER 3).

This park should be designated and re-zoned as originally intended by the Centre Plan policy.

Sincerely

[REDACTED]

[REDACTED]

[REDACTED]

CB148

Hello [REDACTED]

Thank you for providing feedback, your comments will be used to help inform staff's final recommendation for Council.

Please note that this is only an initial recommendation and may change due to comments received during the public engagement session or from feedback we receive from other municipal departments. Any final decisions will be made at the direction of Regional Council after a Public Hearing.

If approved, the property will be zoned Housing Accelerator (HA) under the [Suburban Housing Accelerator Land Use By-Law](#). For strictly residential multi-unit buildings, there is no minimum or maximum number of parking spaces required. This parking requirement is in-line with a [recent announcement](#) from the Province of Nova Scotia to remove minimum parking requirements from the urban service area. This does not mean that parking cannot be provided, but that there is no minimum on-site requirement for strictly residential buildings if the rezoning is approved.

Thank you,

ELEANOR FIERLBECK

SHE/HER

PLANNER I

REGIONAL & COMMUNITY PLANNING

Hi All,

I am writing to you all because I am very concerned about approval for this development as it is currently proposed. Cowie Hill is a very small area with limited infrastructure in terms of roads, sidewalks, residents and public parking as well as public transit service. This development is going to be built right on Bromley Road and during construction and after completion it will severely impact residents' access to the only exit road we currently have, Ridge Valley Road. As proposed, this development will have no parking space of its own and the adjacent streets already have very limited public and resident parking space.

This is not another email about not in my backyard, this is more about Cowie Hill being too densely populated for an area that is already stretched beyond capacity.

I really appreciate looking into this development with critical eyes and saying no to it as currently proposed.

All the best,

[REDACTED]

[REDACTED]

CB149

Hello [REDACTED]

Thank you for providing feedback, your comments will be used to help inform staff's final recommendation for Council.

This process is related to the rezoning of the site specific requests [listed in this table](#) to the [Housing Accelerator \(HA\) Zone](#) under the [Suburban Housing Accelerator \(SHA\) Plan](#). This is only an initial recommendation and may change due to comments received during the public engagement session or from feedback we receive from other municipal departments. Any final decisions will be made at the direction of Regional Council after a Public Hearing. Updates can be found on the webpage [here](#).

Proximity to a [proposed Rapid Transit](#) route or terminal was included in the site selection criteria for this project. This is to enable accessibility to a wider selection of transportation options for residents and is intended to reduce traffic delays during

peak commute times. To be considered, proposals must meet at least one of the following:

- Be located within 800 metres of a proposed Rapid Transit route.
- Be located within 1200 metres of a proposed Rapid Transit terminal.
- Be located within 800 metres of a post-secondary institution campus; or
- Be a site identified by the Provincial Lands for Housing Program or an affordable housing project by a registered non-profit.

Proposed sites were not required to indicate that affordable housing will be provided in order to qualify for the rezoning process, however, sites identified by the [Provincial Lands for Housing Program](#) or affordable housing projects run by registered non-profits were given consideration in the [selection criteria](#) (as noted in the above list). While affordable housing falls under provincial jurisdiction, the municipality manages an [affordable housing grant program](#) and is currently exploring ways to further support the creation affordable housing, including through the other [Housing Accelerator Fund initiatives](#).

New developments (excluding low-density dwellings or eligible not for-profit housing) located in the Housing Accelerator (HA) zone are required to enter into an incentive or bonus zoning agreement, which requires the developer to contribute money-in-lieu for [affordable housing](#) to the municipality. For more information on incentive or bonus zoning requirements in the HA zone, please see *Division K* (page 78) of the [Suburban Housing Accelerator Land Use By-Law](#).

Regarding your second point - I believe that you are referring to the initial [Urgent Changes to Planning Documents](#) amendments. Up to four dwelling units are now permitted on serviced residential lots in most parts of the [Suburban Area](#) and [Regional Centre](#). These amendments were approved by Halifax Regional Council on May 23, 2024 following a public hearing that began on [May 21, 2024](#). As part of the adoption process, Regional Council directed staff to review a list of these [additional site-specific requests](#) (see Table A7-3) to be considered for additional planning amendments. We are currently inviting residents to provide feedback on these additional sites until the end of today, September 20. Please see [this webpage](#) for more information.

Any feedback that is received for this project is reviewed by members of the Community Planning team and will contribute to the creation of a What We Heard report (similar to [this document](#)) that summarizes feedback on the proposed changes. All public feedback will be included in an appendix of the report, but any identifying information (names, addresses, contact info, etc.) of members of the public will be redacted.

All the best,

ELEANOR FIERLBECK

SHE/HER

PLANNER I

REGIONAL & COMMUNITY PLANNING

Council and staff:

Please read and acknowledge my feedback on the changes to the Suburban Plan.

I have three key points.

1) I would support the urgent need for changes to land-use bylaws along busy HRM corridors with good nearby public transit access "IF" these urgent changes mandated a LARGE percentage of these multi-unit developments be AFFORDABLE Rental Units. Almost Every new rental building created since the acceleration of development, are UNAFFORDABLE...I see: condos in excess of \$500,000, one & two bedroom apartments with rent in excess of \$2500. Many do not include utilities. So how is this helping our housing and homeless crisis?

I am [REDACTED] followed by another [REDACTED]
I am debt free, but not even I could afford such high rents. I'm one of the lucky winners who was able to purchase a home when they were affordable and work very hard to pay it off. Which brings me to my second comment on the suburban/urban plan:

2) I highly object to the re-designation of existing R1 neighbourhoods (examples: Crichton Park, Portland Hills, etc, etc) to allow for the demolition and construction of a 3-4 unit building. Owning your own little piece of land on a quiet street and your own little yard where you can have pride of ownership where you care for and nurture it is essentially the "Canadian Dream". Societally we have been willing to work hard and make many sacrifices for this dream. I have many friends who moved to Canada specifically to live this dream which is often unobtainable in many countries. Are we now being made to change our shared culture that has existed since the founding of Canada? Now are we only to think of home ownership as an investment? Now are we following the path of larger world-wide cities that are overcrowded and cramped? How is this progress?

Please, please reconsider this change. I really feel that if these changes keep happening, there is no longer a place for me in my own community. I find my city is

becoming unrecognizable. Going, almost gone, is the friendly, relaxed community that Nova Scotia is so well known and admired for.

3) Very importantly, these land-use changes are being pushed forward with zero to extremely little additional forethought to the impact on infrastructure. Traffic has become unbearable in many areas, schools are over-capacity and meaningful health-care is almost non-existent. Only the MOST URGENT life-threatening illnesses are getting any care and even those have dangerous wait times.

I am at a loss as to how our Municipal and Provincial governments think this is sustainable and in any way improves our quality of life.

I would like to know how this feedback will be read. Who will read it and when a public sharing (unredacted) will take place. Or... is this simply a waste of time and the changes are already set in stone.

Sincerely, [REDACTED]

CB150

Dear Regional Council,

We're writing to express our opposition to the proposed 6 story housing development in our neighborhood as part of the request for plan amendments in the Suburban Housing Accelerator Municipal Planning Strategy and Land Use By-law. While we acknowledge that the decision-making process may be well underway, it is disheartening to feel that while community engagement has been requested, it has not historically mattered.

We recognize that we live in an exceptional city, and we wholeheartedly welcome the prospect of others joining our community to live and thrive here. Additionally, we respect the rights of private landowners to develop their property within the framework of existing regulations.

However, we believe the proposed changes are being implemented hastily, perhaps as an attempt to address past housing policy inaction. The chosen site on Joseph Howe Drive is surrounded by single-family homes in the Pinewood Acres subdivision and carries historical significance. A development of this scale—particularly one reaching six stories—feels excessive given the character of the surrounding area. Furthermore, such a tall structure would likely worsen congestion, especially given the current strain on nearby intersections and the approaches to the rotary.

We urge the council to consider these concerns, and to reassess the appropriateness of this scale of development in light of the community's long-term interests. We're

hopeful that our voices and those of our neighbours matter and that a compromise can be found.

Sincerely,

[REDACTED]

CB151

Attachment: YES

Hi [REDACTED]

Confirming receipt of your comments. Thank you for providing feedback, your comments will be used to help form final staff recommendation for Council.

Please note that this site-specific process is related to the rezoning of the subject property to the [Housing Accelerator \(HA\) Zone](#) under the [Suburban Housing Accelerator \(SHA\) Plan](#). This is only an initial recommendation and may change due to comments received during the public engagement session, which is ongoing until September 20th, or from feedback we receive from other municipal departments. Any final decisions will be made at the direction of Regional Council after a Public Hearing.

To answer some of your questions:

1. This process also does not approve construction of the building. The design and structure of the building would be reviewed through applicable permit applications following rezoning, if approved. The [request on behalf of the property owner](#) was to rezone the property to the HA Zone and permit a 7-storey multi-unit residential building. Staff are currently recommending a maximum height of 4 storeys for this site, should the rezoning for this be approved.

Part of the site selection criteria for this process requires that proposed projects must not result in the demolition of an existing multi-unit dwelling (three units or more). This is to prevent existing affordable housing stock from being demolished and displacing residents.

Outside of this site-specific process, the municipality cannot prevent the redevelopment of properties by property owners if the proposal is permitted [as-of-right](#) by the existing zoning. The R-2 zoning under the [Halifax Mainland Land Use By-Law](#) currently permits new construction of up to four units on serviced lots.

2. The necessary removal of any existing trees would be determined at the permitting stage. However, I will note that the HA Zone under the [SHA Land Use By-Law](#) includes landscaping requirements, including a minimum number of trees and shrubs (existing trees/shrubs may be counted towards meeting the

requirements). The existing R-2 zone under the [Halifax Mainland Land Use By-Law](#) does not have this landscaping requirement.

3. The site is not located within an identified wetland or a coastal or watercourse buffer.
4. This site-specific process is related to the rezoning of the subject property to the [Housing Accelerator \(HA\) Zone](#) under the [Suburban Housing Accelerator \(SHA\) Plan](#). The design and structure of the building, including the number of units proposed, would be reviewed through applicable permit applications following rezoning, if approved.
5. As per [By-law B-600](#), a Blasting Permit is required prior to all blasting. The By-law sets out permitted hours of blasting and notification requirements for the affected community. These applications would be reviewed by an engineer. There are also requirements for when certain construction noises are permitted within HRM, as per [By-Law N200: Respecting Noise](#).
6. There are ongoing projects intended to address transportation and transit improvements, including:
 - a. The [Rapid Transit Strategy](#), which involves the development of Bus Rapid Transit (BRT) and additional ferry service locations.
 - b. The [Integrated Mobility Plan \(IMP\)](#) directs investment within HRM that impact transportation demand management, roadway network and other areas. This includes developing streets plans for key corridors.
 - c. The Joint Regional Transportation Agency (JRTA) is currently developing a regional transportation plan. Additional information on the work the JRTA is doing can be found [here](#).
7. It is possible for commercial buildings to be converted and used for certain residential uses in the C-2B zone under the [Halifax Mainland Land Use By-Law](#) as well as in the HA Zone under the [Suburban Housing Accelerator \(SHA\) Plan](#) (given the requirements for residential use are met and the applicable permits are obtained). Despite the benefits of converting an existing building, commercial and residential buildings usually have different building code requirements which can make it difficult and expensive to convert them. The proposed HA zone has the potential to provide greater flexibility than the current C-2B in terms of height and building requirements.

I hope this response has addressed some of your concerns.

All the best,

ELEANOR FIERLBECK

SHE/HER

PLANNER I

REGIONAL & COMMUNITY PLANNING

Please find attached my letter expressing my deep concerns regarding the inclusion of 390 Bedford Hwy (#SS114) in the Housing Accelerator Plan.

Can you please acknowledge receipt and confirm that you can open the letter.

Thank you.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

CB152

Attachment: YES

Hi [REDACTED]

Through this process for the review of the additional sites individual traffic impact assessments (TIA) were not required at the time of submission of site specific requests. For the sites you have shown in blue on the attachment, it appears those locations are new subdivisions with new streets. TIAs are required with subdivision applications that involve new streets.

The Herring Cove Road Functional Plan considers existing conditions along the corridor and future projections. The presentation to the Transportation Standing Committee in 2021 included attachments for the reports below. The reports listed include information on various sections of Herring Cove Road, traffic volumes, intersection performance and other areas of traffic study. The Herring Cove Road project is ongoing and additional work is in progress, as Eleanor mentioned in the prior email.

- Attachment A: Herring Cove Road Functional Plan Existing Conditions Report

- Attachment B: Herring Cove Road Functional Plan Final Report
- Attachment C: Herring Cove Road 60% Design Final Report

The full report can be found at the link below under 12.1.1 Herring Cove Road Functional Plan.

Transportation Standing Committee (March 25, 2021): <https://www.halifax.ca/city-hall/standing-committees/march-25-2021-transportation-standing-committee-special>

TIAs are required to be prepared by a Professional Engineer. The TIA would include surrounding developments and a timeline for growth going forward in to the future. The scope of the study is dependent on the size of the development. Additional information on the requirements for traffic impact assessments can be found at the link below, near the bottom of the webpage under Supplementary Reference Information – Traffic Impact Guidelines (PDF).

HRM Design Guidelines: <https://www.halifax.ca/transportation/streets-sidewalks/municipal-design-guidelines-red-book>

Halifax Transit completes quarterly and yearly performance reports. The link below includes the most recent 2023/2024 reports and prior reports back to 2016/2017 near the bottom of the page, under Reports. The report does provide information on scheduling adherence, but it appears to be based on overall service and not broken down by route.

Halifax Transit – Plans and Reports: <https://www.halifax.ca/transportation/halifax-transit/plans-reports>

HRM provides a number of data sets for public access. The data sets collected include a wide range of topics, but there is a section specifically for transit and transportation. To view the data sets related to transportation and transit please click the link below, then click on Open Data and then select Transportation & Transit.

Halifax Data, Mapping & Analytics Hub: <https://www.halifax.ca/home/online-services/maps-data>

Two data sets that may be useful based on your questions are listed below.

- Transit Automated Passenger Counts
- HRM Traffic Studies

Sincerely,

DILLON MCKENNA

HE/HIM

PLANNER I
COMMUNITY PLANNING – CENTRE PLAN

Hello Eleanor

After going out to run errands I have two questions that also raise concerns for me about these opportunity sites:

1. Has the city completed a long term, multi-site traffic count on Herring Cove Road so that we can see how many cars are on the road at, what is concerned, both high and low level traffic times.
2. Has the city completed a full, long term review of ridership of the 9A, 9B, 127 minimum as well as a review of how off track gets during the higher traffic times? Meaning can you show me when buses reach bus stops compared to when they are suppose to be there and how many people, based on the population of Spryfield ride the buses.

Perhaps it was in all the material you sent me to read but I didn't see it on a quick glance.

Thank you

I appreciate your response and understand I am outside of the public consultation of September 20th but please see my responses below.

[REDACTED]

Hello [REDACTED] **Staff note:** resident's comments on staff response are indicated in **bold** below.

Thank you very much for providing feedback. Your comments will be used to help form final staff recommendation for Council.

Please note that This is only an initial recommendation and may change due to comments received during the public engagement session, which is ongoing until September 20th, or from feedback we receive from other municipal departments. Any final decisions will be made at the direction of Regional Council after a Public Hearing. **This response is flawed in the eyes of the community as we know any comments won't change the final decision as applications for developments continue to be approved no matter how many comments or concerns the residents the city receives. If the community was listened to the constant clear cutting and building won't be taking place. I won't even get into the fact that you are destroying a sensitive**

preliminary (60%) design in progress. This project considers future transportation needs based on anticipated population density and is expected to improve safety for all users as well as decreased travel times for those taking transit. **Again, major flaw here. What about safety now?**

90% design means years, if not a decade from being completed. And Cowie Hill to the Rotary isn't the only concern as traffic can back up to the 300 block of Herring Cove Road during rush hour. Nor does it answer the question of where the land for improvements will come from. Particularly in that area, where the land drops on one side and has housing on the other side.

For Glenore Avenue to Greystone – again 60% design isn't anywhere close to ready and it's beyond where you are approving a majority of the "opportunities". See the attached map of general areas of all developments in Spryfield.

Bus Rapid Transit is being explored for this corridor and will include dedicated transit priority lanes with frequent headways (approximately every 5 minutes). Removing buses from the general traffic lanes will increase storage space for vehicles waiting for the roundabout, and at the roundabout itself, the bus lane will also serve as a new right-turn lane. This is expected to result in a small increase to roundabout capacity from Herring Cove Road. Providing dedicated bike facilities that remove cyclists from the roadway and encourage and enable more cyclists is also expected to help reduce traffic congestion. **I know that rapid transportation is being explored but you didn't answer the question of where the land to do this will happen. Perhaps that's why it remains an exploration. The reality is removing buses from the road won't decrease delays as people aren't taking them and won't until it can be proved, seen, that they are reliable. There are never enough buses on the road. As for bike lanes I ask the same question – where does the land come from? This is a community with NO extra lane space without taking resident lands. And have you even asked who would bike? I see bike lanes downtown that are rarely used so is this a pipe dream or reality? You want to do something real build a walking/biking bridge between Purcell's Cove and the south end of the peninsula.**

Proximity to a [proposed Rapid Transit](#) route or terminal was included in the site selection criteria for this project. This is to enable accessibility to a wider selection of transportation options for residents and is intended to reduce traffic delays during peak commute times. To be considered, proposals must meet at least one of the following:

- Be located within 800 metres of a proposed Rapid Transit route.
- Be located within 1200 metres of a proposed Rapid Transit terminal.
- Be located within 800 metres of a post-secondary institution campus; or

- Be a site identified by the Provincial Lands for Housing Program or an affordable housing project by a registered non-profit.

Proposed doesn't mean real! We are not near a post-secondary institution. And where, in the list are sites identified for affordable housing by a registered non-profit? Are you talking the one tiny site for Habitat? Not good enough! What else. What is affordable? I mean it was a complete skip of the true housing crisis.

Other ongoing projects intended to address transportation and transit improvements include:

- The [Integrated Mobility Plan \(IMP\)](#) directs investment within HRM that impact transportation demand management, roadway network and other areas. This includes developing streets plans for key corridors. **It's great to have one but people over vehicles isn't reality right now. Improving accessibility doesn't mean add more people as that lessens accessibility. And if you want to truly create accessibility let's make all building accessible to people with mobility issues, not just new builds. Where are the links between people and community when at every turn the people of Spryfield are saying NO MORE. Fix what is here NOW, FIRST.**
- The Joint Regional Transportation Agency (JRTA) is currently developing a regional transportation plan. Additional information on the work the JRTA is doing can be found [here](#). **Again, another piece in development while the city just continues to approve developments the city can't handle. So, by the time the plan is completed it will be out of date.**

Housing studies (including the [Municipal Housing Needs Report](#) and this 2023 [Population and Housing Issue Paper](#)) have found that a general increase in housing stock is needed to reduce the pressure on existing supply. This is why the *Urgent Changes to Planning Documents* initiative seeks to enable more diverse types of housing in communities across the municipality. While affordable housing falls under provincial jurisdiction, the municipality manages an [affordable housing grant program](#) and is currently exploring ways to further support the creation affordable housing, including through the other [Housing Accelerator Fund initiatives](#). **Perhaps the pressure on existing supply should be considered before increasing stock. Why is there pressure? Who is the pressure coming from? What "general housing stock" is really needed?**

AND WHAT IS DIVERSE HOUSING? Because it's not affordable. It's sad that the HRM housing crisis is being put back onto the province because you approve new construction permits. You can ensure pricing by the developer. You can ensure landlord/tenant contracts. You can force multi-million-dollar developers take affordable seriously. How is this not something seen as a way to create a livable city? And you can share the city's grant program but it's NOT WORKING and no one is accepting that fact but I guess exploring makes it okay to continue to build inventory

that no one can afford, displacing people, increasing crime and decreasing overall safety.

This city could really be a change maker but Council would have to stop seeing growth as the fix and look at building a better HRM, a safer, stronger, and thoughtful.

I hope that this response has addressed some of your concerns.

All the best,

ELEANOR FIERLBECK

SHE/HER

PLANNER I

REGIONAL & COMMUNITY PLANNING

Public Consultation Submission

I am against the following and would like to hear how the candidates would reply to my thoughts and will be sending these to both Mayorial and District candidates for comment.

Does the Suburban Housing Accelerator look at housing prices? Does it look at city infrastructure? Before approving?

Why are a majority of these multi-store developments being approved in Spryfield, an area with some of the worse city infrastructure including no side walks after the 500 block, unreliable bussing, single lane road.

CITY INFRASTRUCTURE

How does the city suggest 18 multiple story buildings and those tenants be easily absorbed by a community where it can take you, at 650am to travel from the 700 block of Herring Cove Road to the Rotary, up to 25 minutes - before traffic moves into rush hour? After that it only gets worse and can take up to 1 1/2 hours to get onto the peninsula.

If we average 6 units per floor with 3 people per unit that's approximately 70 floors, 420 units and 1,260 people. If 1/2 of those units drive that's an additional 210 vehicles on the road. How does HRM and SHA staff suggest this is managed without causing additional major delays and issues on the roads?

With these traffic delays busses can not maintain their schedule ensuring that people can not properly plan for the morning commutes. How does HRM and SHA staff suggest this is corrected?

The City has noted the idea of rapid transit however how is this realistic. There is no room for a specified bus lane unless you displace people until Chocolate Lake where there are switch lanes. Could the city even offer adequate value for homes so that people can rehouse? How does HRM and SHA staff suggest rapid transit can be created?

HOUSING COSTS and INCOME

It is often noted that housing prices would drop if we just created more inventory but that's not reality as costs only continue to increase and landlords will not reduce pricing to be truly affordable.

Let's look at the math:

If a person is making Minimum wage or \$15.20

And is provided with 40 hours a week for 52 weeks the total income is 2,080 hours or \$31,616 per year pre tax

The low tax rate is 24% or \$7,588 leaving \$24,028 per annum or \$462 per week (\$1,848 per month)

On average a person spend 30% of gross income on housing or \$9,485 per annum or \$790 per month leaving \$1,058 for all other expenses (Bus pass - \$90 per month, Clothing, internet, phone, food, insurance)

Living wage \$28.30

If provided with 40 hours a week for 52 weeks the total income is 2,080 hours or \$58,864 per year pre tax

The low tax rate is 24% or \$14,127 leaving \$44,737 per annum or \$860 per week (\$3,441 per month)

On average a person spend 30% of gross income on housing or \$15,980 per annum or \$1,415 per month leaving \$2,026 for all other expenses. (Bus pass - \$90 per month, Clothing, internet, phone, food, insurance)

Rentals.ca shows the average rent in Nova Scotia is currently \$2,373

At a living wage that would leave \$1,068 per month for all other expenses

At a minimum wage that would put a per \$596 in debt each month without considering other expenses (Bus pass - \$90 per month, Clothing, internet, phone, food, insurance)

The average price of homes sold in August 2024 was \$435,701. A 10% down payment leaves a mortgage of 392.131. At the current rate of 5,25% over 25 years that a monthly mortgage payment of \$2,337 per month

At a living wage that would leave \$1,104 for for all other expenses

At a minimum wage that would put a per \$560 in debt each month without considering other expenses (Bus pass - \$90 per month, Clothing, internet, phone, food, insurance)

OTHER

How does HRM staff allow all these additional projects in the Spryfield area but not force the Aria developer (Cowie and Dunbrack) to complete their 5 year long project?

How is the city also allowing even more housing development in the Spryfield area. There are multiple housing projects also being developed including:

- McIntosh Run Estate with 350 homes
- Norris Drive development with ?? Homes
- Clear cutting at the Golf Course area behind Bronson and Herring Cove Road with ?? Homes
- Development sign at 900 block of Herring Cove Road across from Long Pond
- Development sign at Green Acres

The bottom line is Halifax needs to improve roads, offer more transit options - reliable ones, add lanes to the bridges, add another ferry to get people onto the peninsula and deal with the people who are street involved (not just moving them from one park to another as people complain or events come to town) before creating more housing for the people who want to move to the HRM.

We cannot accommodate these buildings and the influx of people and vehicle that will come with it without improving the area first!

[REDACTED]

[REDACTED]

CB153

Hi [REDACTED]

Thank you for providing feedback on this site. Should Regional Council move forward in considering the changes, residents that have provided feedback will be notified by email when a public hearing has been scheduled.

All the best,

ELEANOR FIERLBECK

SHE/HER

PLANNER I

REGIONAL & COMMUNITY PLANNING

HRM - I'd like to add my voice in opposition to the proposed 14-story Bldg under the HAF at 117 Kearney Lake Rd under the current proposal and T&Cs. Such a building is out of keeping with character of the neighbourhood, would negatively impact the current unacceptable traffic and parking trends and the 14 storey height seems totally inappropriate with all current development in reasonable proximity (e.g. between Farnham Gate Rd and Larry Uteck Dr).

Acknowledging the current housing problem in HRM and as not to revert to knee-jerk NIMBY, I'd submit that an 6-8 storey building with proper parking and traffic studies performed and implemented could form a reasonable component of the overall solution.

As a further comment on the existing traffic situation adjacent to 117 Kearney Lake Road - at the intersection with Castle Hill Dr. It is currently impossible to turn left onto Castle Hill Dr from Kearney Lk Rd (i.e. at the ESSO - during rush hour). Typically 2-cars run the red light each cycle. As a parent of a teenage driver this concerns me. I have flagged this to the city and have received several unacceptable responses. As part of this I have heard from HRM elected officials - and I paraphrase - " traffic studies are hard and take a long time". Perhaps some alignment of resources within the applicable HRM Departments is required.

I'd also point out that the current yield merge at Kearney Lake Rd with Dunback (but continuous on Kearney Lake Rd outbound) has demonstrated the most consistent rear-end collision trend without resolution in my observation experience [REDACTED]

[REDACTED] This intersection has weekly accidents and I've recently witnessed police presence at accidents twice in a single day. Traffic at this

intersection is increasing with the ongoing development and would be made worse with the proposed development. Please study and fix.

Due to the on-going elections I've cc'd several District 10 and several mayoralty candidates.

I'd also ask that I be personally informed of the next step for public engagements so I can attend personally and also ensure there is appropriate community representation. I have experience in the Public Participation Committee (PPC) process surrounding development in HRM and can help ensure that there is appropriate representation as this proceeds.

Respectfully and Best Regards

[REDACTED]

[REDACTED]

[REDACTED]

Hello,

Thank you very much for reaching out and providing feedback for SS158 – 117 Kearney Lake Rd.

Below is a list of responses based on the questions from the original email.

1. The initial staff recommendation is to approve rezoning to the Housing Accelerator (HA) zone under the Suburban Housing Land Use By-Law and permit a maximum building height of 14 storeys.
2. For building additions or new buildings above 20m in height a Wind Impact Assessment prepared by a professional engineer is required. This requirement applies if the rezoning to the Housing Accelerator (HA) zone is approved and would be completed at the time a building permit application is submitted. Wind Impact Assessment information can be found in the Suburban Housing Accelerator Land Use By-Law, under Appendix 1 (Pg. 139).

Suburban Housing Accelerator Land Use By-Law: <https://www.halifax.ca/about-halifax/regional-community-planning/community-plan-areas/suburban-housing-accelerator-plan>

3. If approved the zoning of the property would change to the Housing Accelerator (HA) zone. This zone regulates maximum height and form of the building, but does not regulate the number of units included.

4. For the number of people included within the building, the answer above is similar. This zone does not regulate a maximum density within the building.
5. Multiple projects are ongoing currently to address transportation and transit improvements. While not derived because of this site specifically, projects like the Rapid Transit Strategy which include Bus Rapid Transit (BRT) and additional ferry service locations are being worked on.

HRM Rapid Transit Strategy: <https://www.halifax.ca/transportation/transportation-projects/transforming-transit/rapid-transit-strategy>

The BRT Purple Line includes stops for Kearney Lake, Kearney Lake/Parkland and Larry Uteck West.

6. Highway 102 is owned and maintained by the Province of Nova Scotia.

The Joint Regional Transportation Agency (JRTA) is developing a regional transportation plan currently. Additional information on the work the JRTA is doing can be found at the link below:

JRTA Regional Transportation Plan: <https://jrta.ca/regional-transportation-plan/>

The Integrated Mobility Plan (IMP) directs investment within HRM that impact transportation demand management, roadway network and other areas. This includes developing streets plans for key corridors. The IMP Plan and additional information can be found at the link below.

HRM IMP Plan: <https://www.halifax.ca/about-halifax/regional-community-planning/transportation-planning>

7. If approved, the property will be zoned HA under the Suburban Housing Accelerator Land Use By-Law. For strictly multi-unit residential buildings, there is no minimum or maximum number of parking spaces required.

The parking requirement is in-line with a recent announcement from the Province of Nova Scotia. Additional information can be found at the link below:

NS New Regulations Remove Barriers, Create More Opportunities for Housing in HRM: <https://news.novascotia.ca/en/2024/08/21/new-regulations-remove-barriers-create-more-opportunities-housing-hrm>

8. The process for reviewing rezoning requests does not take into consideration property values/taxes.
9. Through this process we are adopting a standard zone, as a result we are not regulating construction start times. If approved, the submission and approval of

a building permit application will be required by the developer. Construction cannot start before the building permit is issued.

10. There are requirements for when certain construction noises are permitted within HRM. The noise requirements are under By-Law N200: Respecting Noise. Additional information on By-Law N200 can be found at the link below.

HRM By-Law N200: <https://www.halifax.ca/city-hall/legislation-by-laws/by-law-n-200>

11. Final recommendations will be brought to council. At that time Council will decide if they want to move forward with the recommendations. Should Council decide to proceed with consideration of the recommendations a public hearing will be scheduled.

A mailout will be sent with information regarding the public hearing, if scheduled. The project website will be updated with information on the Public Hearing, if scheduled.

HRM Website: <https://www.halifax.ca/about-halifax/regional-community-planning/housing-accelerator-fund/urgent-changes-planning>

Sincerely,

DILLON MCKENNA

PLANNER I
COMMUNITY PLANNING – CENTRE PLAN

[REDACTED]

I have re-read the information provided by HRM today. I actually find it more troubling that in the last paragraph of the HRM information provided reference is made to a public hearing, then in the next sentence it states "should it be scheduled". We are a [REDACTED] that has lived in who has lived in the area affected by this massive proposed development for [REDACTED] and will be significantly impacted by this development. [REDACTED] is [REDACTED]. We want a public hearing to occur, and we would like to speak with you or Council before our neighbour hood is destroyed.

If you want to know what 14 storey's looks like, take a drive by the Tupper Building at Dalhousie University on College Street and have a look at the height of it and would you want it built in your backyard? The fact that such a huge building was recommended in the area is insane, and makes me wonder about your planning department and the influences they are following or are under.

Regards

Hi [REDACTED]

Thank you for your email. I'm just learning about this. I will look into it. In the meantime, if you could send me a photo or copy of the flyer it would be v helpful.

Thanks,
[REDACTED]

To whom it may concern,

I just received a flyer [REDACTED] today stating that changes are being proposed for 117 Kearney Lake Road to approve it to be increased to a 14 storey apartment building on the site.

I have many questions regarding the proposed development, I will start with a few questions today, with a few more to follow.

How high will the proposed building be?

Has consideration been given for the additional wind that will be generated for the surrounding area?

How many apartment units will the building have?

What is the estimated number of residents that this building or buildings will house?

How is the increased traffic going to be addressed?

Will Kearney Lake Road be widened to accommodate the traffic increase? And the 102?

What is the plan for parking for the proposed building?

Significant parking issues have developed since the new building was constructed on Armstrong Court and HRM seems reluctant to address them for the residents of Armstrong and Castle Hill Drive that continually have vehicles parked blocking their driveways and in front of their homes. The parking situation is so bad that visitors to their homes have no place to park especially on Armstrong Court.

Will the property taxes of nearby residents be reduced as a result of impairment of value in their properties from such a large development in their backyard?

What is the estimated construction timeline?

What will be the allowable hours of construction for the project?

When will the public meeting be held for residents to voice their concerns?

I personally am opposed to such a large development being permitted to ruin our neighbourhood.

I look forward to hearing your responses?

Regards,

[REDACTED]

[REDACTED]

CB154

I write with some comments regarding Wedgewood Park and its inclusion as an area where occupancy beyond single family dwellings is permitted.

Wedgewood Park was developed over sixty years ago. At that time, covenants restricted the homes to bungalows and split levels. This is why the original houses look so cohesive and why there are so few two-storey homes in that subdivision. It was by agreement amongst the neighbours who purchased and developed the land. Now, 60+ year later, the Halifax City Council proposes multi-family housing on these individual neighbourhood lots.

This will fundamentally change the texture and nature of the neighbourhood. It will "clutter" the lots with multiple buildings, take up the green spaces in yards (used by local wildlife), and increase the population density well beyond what was planned and relied upon by every purchaser in the area.

While I understand that new homes are needed in HRM, it is not reasonable that they be constructed the backyards of existing homes. This is an unfair and unwelcomed change in the nature of our property ownership.

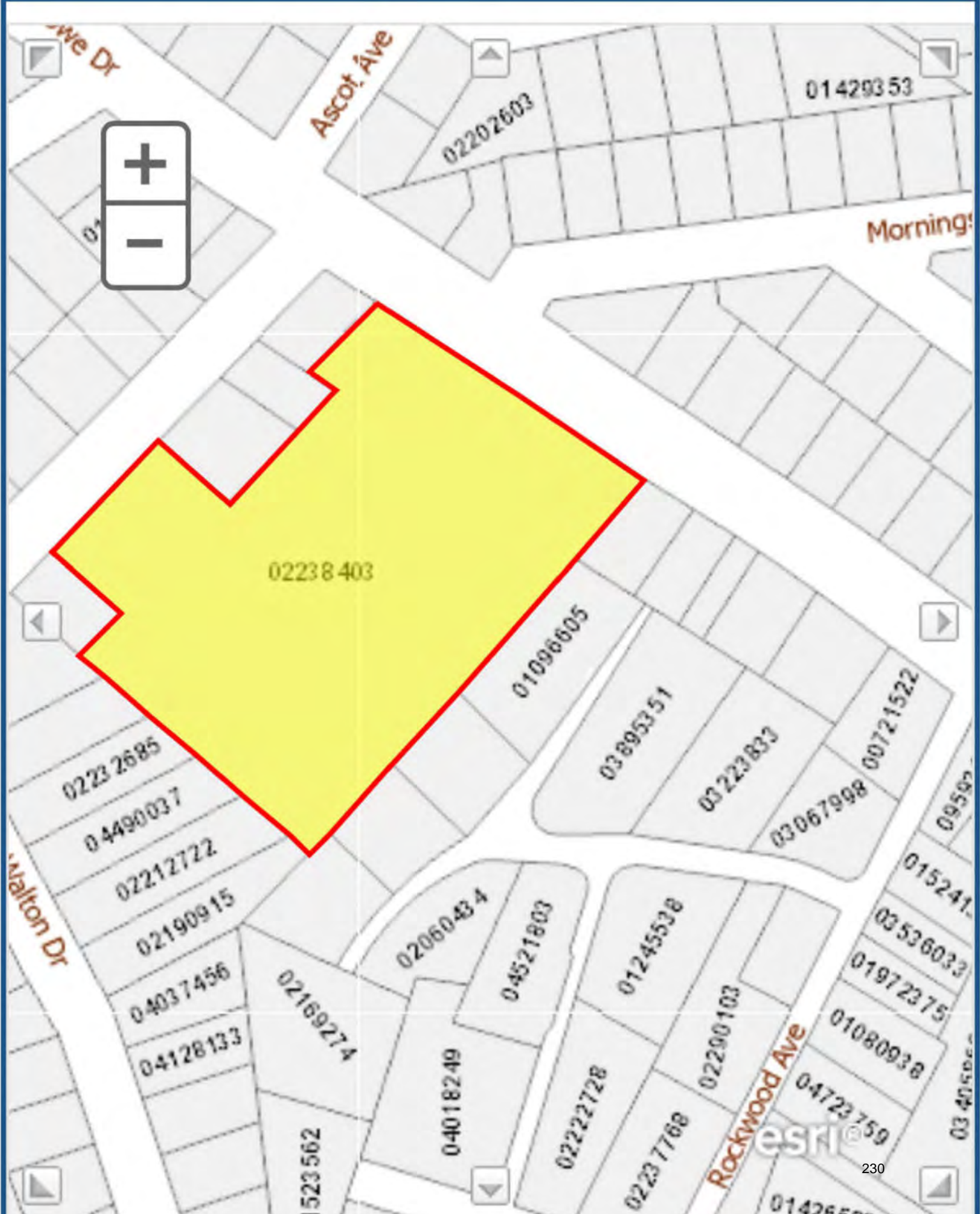
Sincerely,

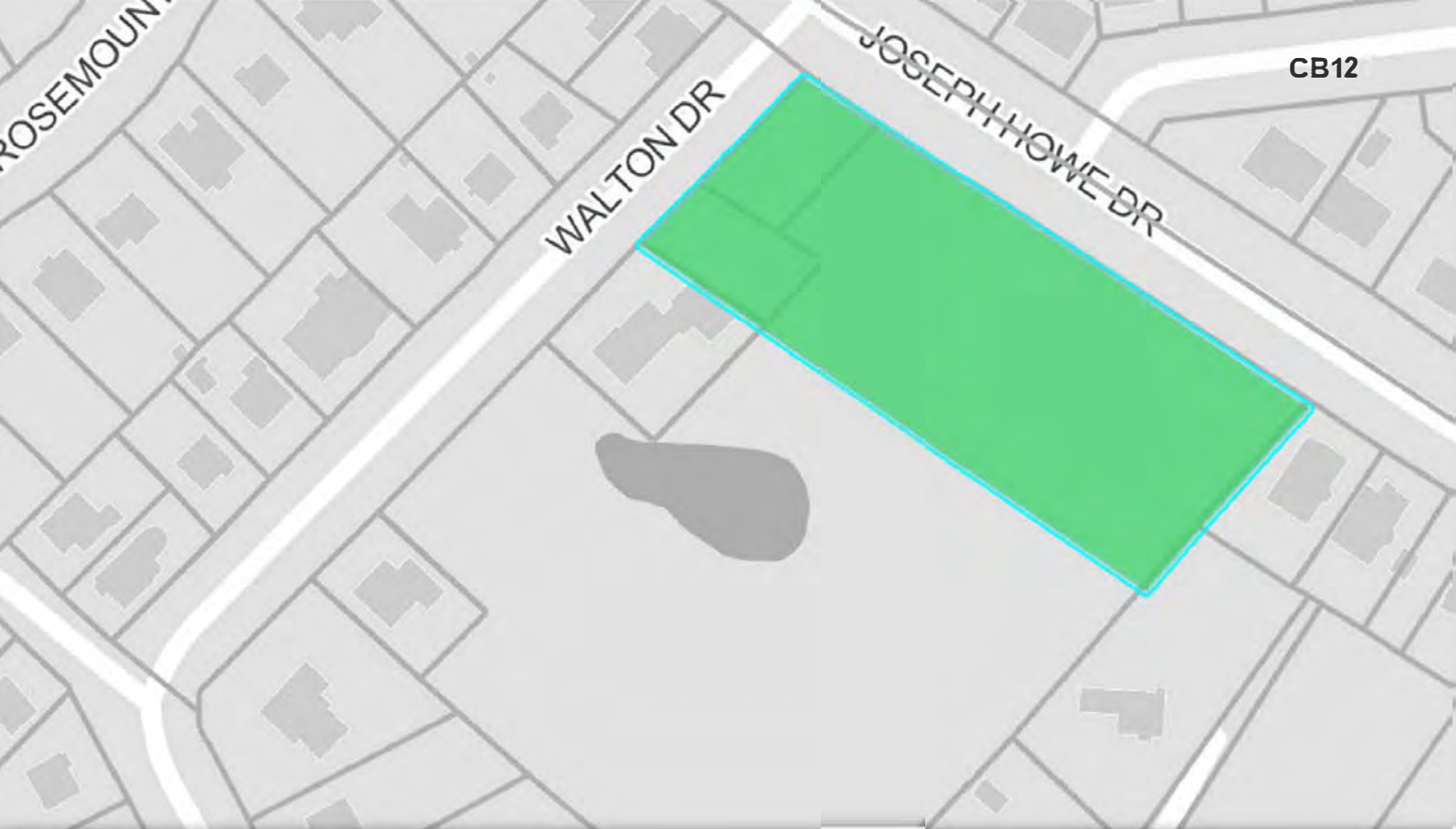
[REDACTED]

[REDACTED]

APPENDIX C

CORRESPONDENCE ATTACHMENTS





Additional Suburban Opportunity Sites

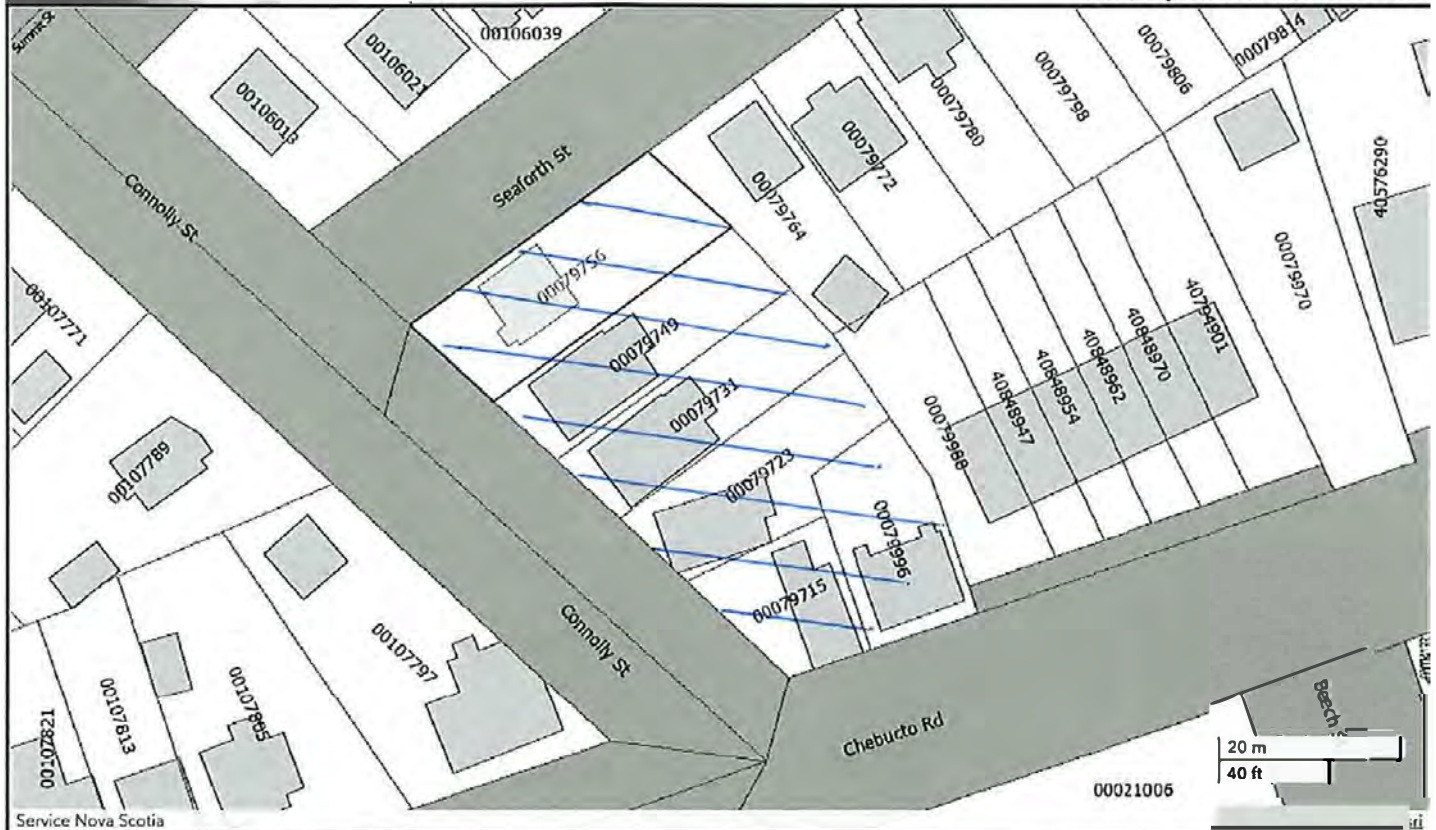


Request Number	SS164
Recommendation	HA Zone
Proposed Height	6-storeys
Polling District	District 9 - Councillor Cleary
More Information	View



Property Online Map

Date: September 1, 2024 19:05:38



PID: 00079756 Details
County: HALIFAX COUNTY
LR: LAND REGISTRATION

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.


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Electronically signed by:
Office of the Registrar of Joint Stock Companies
Date: 01 September 2024 19:08 ADT
Location: Nova Scotia, Canada
Contact: rjsc@novascotia.ca

Entity Snapshot

Entity details

- Information as of
- Registry ID
- Business/Organization Name
- Incorporation Date
- Annual Return due Date
- Type
- Status
- Registered Office
- Mailing Address



Directors and Officers

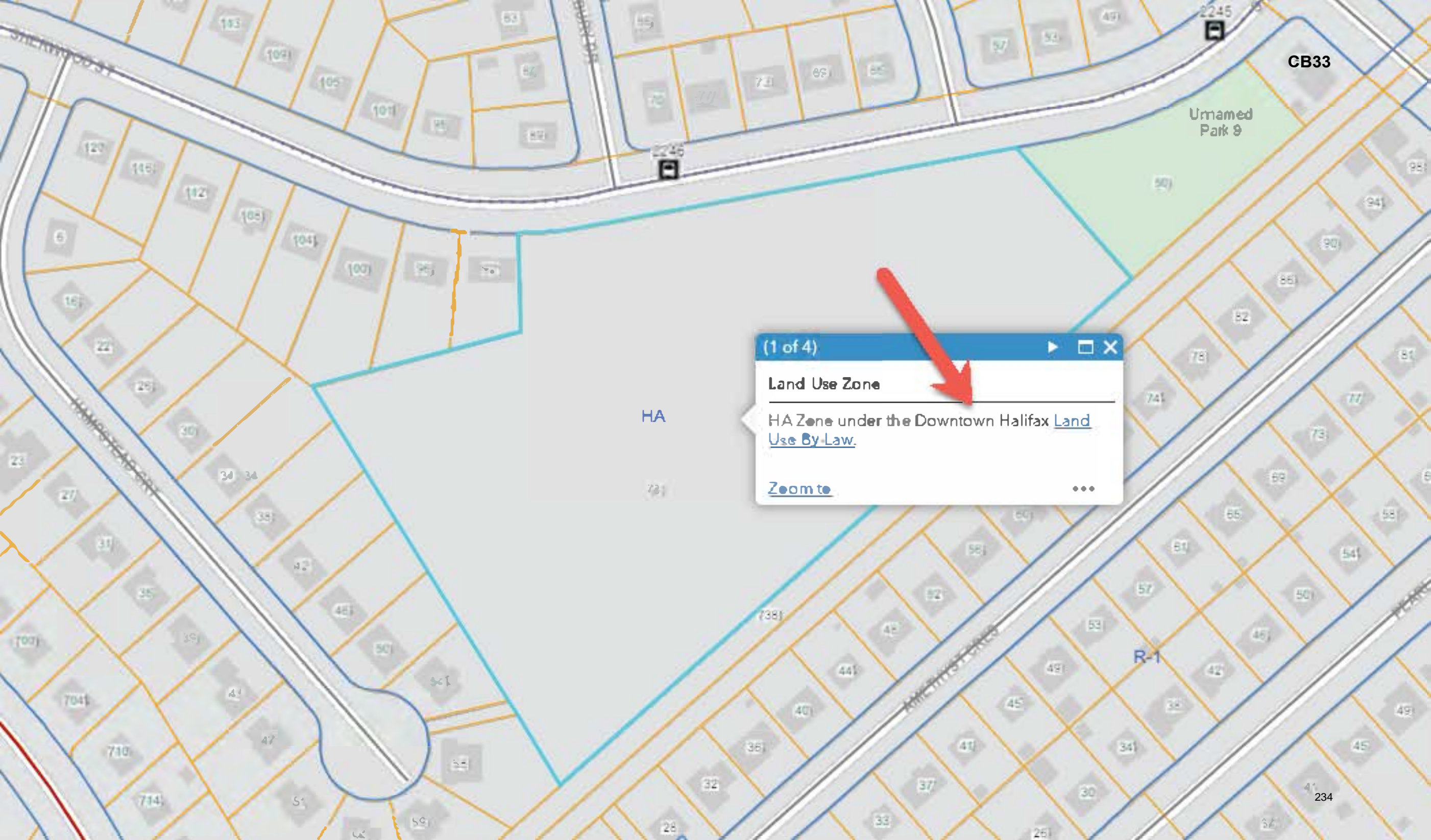
Name	Position
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Recognized Agent

Name	Position	Civic Address	Mailing Address
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CB33

Unnamed
Park 9

HA

(1 of 4) [Navigation icons]

Land Use Zone

HA Zone under the Downtown Halifax [Land Use By-Law](#).

[Zoom to](#) [More options icon]

R-1

September 3, 2024

To Whom it may Concern,

We received a letter regarding the 'Notice of a Planning Application: Case 2024-01198'. The letter identified that HRM initiated a request to re-zone 2627, 2633, and 2639 Connolly Street, Halifax from ER-3 to COR and to amend the Regional Centre Municipal Planning Strategy to incorporate the proposed changes. Planning staff invited the people who reside in the neighborhood to provide feedback to the proposed zoning adjustment. Thank you for the opportunity to provide this important input.

We are distinctly not in favor of the change from the current ER-3 zoning to the requested COR zoning. Connolly Street is not a major street within our city. It is a quiet street that is part of a well-established West End Halifax neighborhood. It has been alluded that part of the argument for this zoning is related to the fact that Connolly Street is in close proximity to a Chebucto Road bus stop. While Connolly Street is in "close proximity" to a bus stop it is "truly within", not "in proximity to" an actual neighborhood of people who love where they live and the community that has been established over the years.

The change to a COR Zone has significant implications.

The maximum height for a build would go from 11 meters to 3-9 storeys. There is a marked difference not only between the current zoning and the proposed zoning but within the proposed zoning itself. This allows for the possibility of a building to be erected that could be as high as 9 stories. A building of this stature would bring with it a significant influx of people, cars and traffic to our quiet family neighbourhood. As well, the sheer height of the building would negatively affect not only the light but the property value of many who live in close proximity to the building.

The proposed 'Maximum Number of Units' is "no maximum unit requirement" yet the 'Minimum Parking' to accommodate is stipulated as "Not required". This plan does not appear to have an infrastructure for parking which would have negative consequences for the neighbourhood.

We are aware that a housing crisis exists. A 'reasonably sized building' would assist in looking out for people in need of housing without compromising the people who have established their homes and lives within this community. It is our sincere hope that consideration will be taken of our concerns, comments and feedback, resulting in amendments to the existing proposal.

Sincerely

[REDACTED]

[REDACTED]

IMAGE REDACTED

Dictionary

Data from [Oxford Languages](#)

Enter a word

Look it up



com·mu·ni·ty

[kə'myoʊnədə]

noun

1. a group of people living in the same place or having a particular characteristic in common:
"the scientific community" · "Rhode Island's Japanese community"

Similar: [group](#) [section](#) [body](#) [company](#) [set](#) [circle](#) [▼](#)

- a group of people living together in one place, especially one practicing common ownership:
"a community of nuns"

Similar: [brotherhood](#) [sisterhood](#) [fraternity](#) [confraternity](#) [▼](#)

- a particular area or place considered together with its inhabitants:
"a rural community"

Similar: [district](#) [region](#) [zone](#) [area](#) [locality](#) [locale](#) [▼](#)

2. a feeling of fellowship with others, as a result of sharing common attitudes, interests, and goals:

"the sense of community that organized religion can provide"

3. *ecology*

a group of interdependent organisms that live together in a specified habitat:

"communities of insectivorous birds"


IMAGE REDACTED

IMAGE REDACTED

IMAGE REDACTED

Hi my name is [REDACTED] I am
 [REDACTED] live on [REDACTED]
 [REDACTED] I am
 sad they are building
 an apartment building
 near me. There will be
 too much construction and
 traffic. [REDACTED] [REDACTED]

[REDACTED] and there won't be
 nature around it any more.
 I am sad for the deer
 who live there. sincerely, [REDACTED]





Property Online Map

Date: September 1, 2024 19:05:38



PID: 00079756 Details
County: HALIFAX COUNTY
LR: LAND REGISTRATION

Address:

Owner:

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.

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Entity Snapshot

[illegible]

Petition Information

The following information outlines the purpose of the petition.

Title:	Reject the Proposed 14-Storey Apartment Complex for 117 Kearney Lake Road
Purpose:	<p>To reject the proposed 14-Storey apartment complex for 117 Kearney Lake Road.</p> <p>As residents of the Wedgewood Park area in Halifax, Nova Scotia, we are deeply concerned about the proposed 14-Storey Apartment Complex for 117 Kearney Lake Road where currently a commercial and retail strip mall resides, which is widely used by our area residents.</p> <p>While we recognize that our municipality is grappling with housing affordability and availability issues, this large complex may lead to unintended consequences.</p> <p>High-density housing can strain local infrastructure such as roads, schools, and utilities which are not designed to accommodate such an increase in population density (source: Municipal Planning Handbook), combined with a lack of planning for additional retail and other services in the areas will make our communities less livable.</p> <p>Changes from the recently passed Housing Accelerator Fund eliminated the requirement to provide parking for newly proposed developments. After the completion last year of a multi-storey apartment building o Armstrong Court, there has been a highly noticeable increase of parking and traffic issues, including residents' driveways being blocked by parked cars or even having those cars park in their driveways.</p> <p>There has also been a tremendous increase of traffic ignoring signage forbidding right turns on red from Caste Hill Dr (at the intersection next to 117 Kearney Lake Rd) onto Kearney Lake Road between 8am and 4pm, that also presents a hazard to the children utilizing the respective crosswalk to and from school.</p> <p>Additional concerns include, but are not limited to:</p> <ul style="list-style-type: none"> • Increase in traffic and density along with resulting noise pollution; • Impact on parking, including visitor parking; • Lack of walkways and pedestrian safety; • Construction noise, dust, timing and nuisance; • Potential loss without replacement or increase of current retail and commercial services; • Strain on overcrowded local schools; • Height & appearance of the proposed complex; and • Protection of trees & amenity space.
Remedy Sought:	<p>Urge our local government officials to reject this 14-storey complex. Instead, let us work together through community meetings and engagement towards more balanced solutions which address housing needs without compromising on neighborhood integrity or disregarding residents' concerns. We would consider a much more modest development that not only fits in the area aesthetically, but will not put overdue strain on an already taxed area while maintaining (or increasing) commercial and retail space, that is within walking distance for many area residents, due to the current lack of such.</p>
Start Date:	August 24, 2024

Organizer Information

Information that uniquely identifies the petition organizer(s).

Full Name(s):	██████████
Civic Address(es):	████████████████████████████████████████
Phone or Email:	████████████████████

[REDACTED]
[REDACTED]
[REDACTED]

Community Planning
HRM Planning and Development
Halifax, NS

Regarding HRM initiated request to re-zone 2627, 2633, and 2639 Connolly Street from ER-3 to COR

To the city planning committee,

We are writing to provide feedback concerning the request by HRM to alter the zoning of the above-noted properties from ER-3 to COR zoning. We support increased density in the city of Halifax to help with the housing shortage, and because dense cities are more efficient and allow for sustainable development of public transportation for example. However, if the city of Halifax gives developers free reign to do as they please the result will be a less livable city. In the many developments that have already happened in the last several years or are happening now within a few blocks of the proposed rezoning we have observed general contempt from the developers, their employees, and contractors for the neighbourhoods that they work in. We attribute this contempt directly to the permissive attitude that the city of Halifax has when dealing with developers.

The development one block away at the corner of Oxford and North is a good example. When the previous apartment building was being torn down, they destroyed a number of old trees near the road that could have been preserved with some effort. I observed debris from the tearing down the building falling on a bus shelter on Oxford and shattering the glass, and I observed an angry local father confronting the employees on site about this obvious safety issue, and they responded by shoving him into the street. Disruptive deliveries to the site were made at frequent intervals where on site employees blocked traffic on Seaforth with no official traffic flaggers. For the past year there has been little activity at the site, the construction crane has been down for months, and yet the developer still has all the sidewalks blocked off and Oxford Street is narrowed at the intersection with North. They are apparently using the extra space for little more than parking a few vehicles and as a storage yard. If the city of Halifax gives developers free reign in order to get housing constructed quickly it will be at the cost of safety and comfort in the neighbourhoods they operate in, since they clearly do not care about these issues unless they are forced to care about them.

With this in mind we do not necessarily object to the rezoning application, which will obviously turn into a new development in the near future, but the city of Halifax should take steps right

from the start to ensure that the developer leaves the neighbourhood a better place when it is done rather than a worse one. A development on the re-zoning site will increase the existing traffic and parking problems. Traffic on the North–Chebucto corridor is very busy and the uncontrolled intersection at Chebucto and Connolly is already dangerous. Because there are no turning lanes drivers frequently try to enter the intersection when pedestrians are crossing at the crosswalk to take advantage of the stopped traffic, which leads to angry drivers and dangerous situations. A development which adds more drivers trying to turn at Chebucto and Connolly will make the situation worse. When traffic is backed up on North-Chebucto, drivers already drive down Seaforth to avoid the backup. A development on the proposed rezoned site will add even more traffic to this residential street. Street parking on Seaforth is already in short supply and there have been cases of vehicles blocking driveways. Since new developments currently do not need to include parking, then these costs will effectively be downloaded to the city and neighbourhood, and street parking will become an even bigger issue especially with this increased population density.

Based on these traffic and parking issues, we think that either the city must invest in increased traffic safety measures, e.g. lights or turning lanes at Chebucto and Connolly or place limits on what developers can do the proposed rezoned site. Any parking exit from the eventual building should not be on Seaforth, it should preferably be on Chebucto since dumping “COR” traffic onto an “ER-3” street does not create a livable neighbourhood. The city could also limit the size of the development so that the impact on the neighbourhood is limited. If the plan is that residents in the new development will not have cars then the city should ensure sufficient bus service to the area and should mandate that street level commercial spaces are included so that there are amenities they do not have to drive to. This could be achieved by not granting the “COR” zone requested, but instead by providing an exception to the current zoning.

All this is to say that the population in a nine storey development would be far too great of an addition for the current infrastructure in our residential neighbourhood and any future development should be limited in scope. As a city, we should remember that in the rush to build more housing, it must be done in a reasonable manner that will result in a livable neighbourhood for all the residents, both new and old. We do not need to make the same mistakes that other condo-hungry cities in Canada have made in the past (e.g. Toronto, Vancouver), only to have to recover from them too.

We appreciate your effort in trying to engage the community.

Yours truly,

[REDACTED]

URGENT CHANGES TO PLANNING DOCUMENT FOR HOUSING – ADDITIONAL SITES

On May 23, 2024, Regional Council approved a series of changes to planning documents to support the creation of housing. These changes included the creation of new Suburban Housing Accelerator (SHA) Plan & By-law that allowed several site-specific developments to proceed. Council also directed staff to review additional site-specific development requests and consider including them in the SHA Plan & By-law, in a continued effort to support housing supply in the municipality's serviced area.

MINORREV 2024-01198

Halifax Regional Municipality initiated request for plan amendments to include additional properties in the Suburban Housing Accelerator Municipal Planning Strategy and Land Use By-law.

The municipality is inviting you to provide feedback about the proposed sites being considered for inclusion in the Suburban Housing Accelerator (SHA) Plan. Under the proposed changes the sites would receive the Housing Accelerator (HA) Designation and Zone.

The HA Zone permits a range of residential uses with maximum heights varying from site to site. Maximum heights generally range from 3 storeys to 14 storeys, depending on each site's surrounding built form and community context. The HA Zone also permits local commercial uses on the ground floor of multi-unit residential buildings and includes modern building design requirements and transitions to neighbouring lower density residential properties.

Information regarding the sites being considered and initial recommendations are on the reverse side of this page and at www.halifax.ca/haf.

The application is currently in the **public consultation stage**. Questions and comments may be submitted to haf@halifax.ca and will be accepted until Friday, September 20, 2024.

Following public consultation, HRM staff will finalize their recommendations in a report and the proposed amendments will be reviewed by Regional Council. Should Council wish to consider the proposal, a public hearing will be scheduled. If you received this letter, you are on the mail list to be notified about the public hearing, should it be scheduled. The public hearing is an opportunity for you to share your opinion about the proposed amendments directly to Regional Council.

All comments and feedback are welcome.
Please provide your feedback by Friday, September 20, 2024 to HAF@halifax.ca



HOUSING ACCELERATOR ZONE

CB144

Please see below a list of the sites being considered for inclusion in the Suburban Housing Accelerator Plan and staff's initial recommendations. For additional information, including an interactive map of the sites, please visit www.halifax.ca/haf.

<u>Request #</u>	<u>Opportunity Sites</u>	<u>Initial Staff Recommendation</u>
SS020	30 Ridge Valley Road	HA Zone 8-storeys
SS114	390 Bedford Highway	HA Zone 4-storeys
SS116	48 Old Sambro Road	HA Zone 4-storeys
SS118	174 Main Street	HA Zone 9 storeys
SS120	81 Brook Street & 1 Palmer Hill Road	HA Zone 3-storeys
SS123	466 Herring Cove Road	HA Zone 5-storeys
SS129	646 Bedford Highway	HA Zone 5-storeys
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SS136	15 Caledonia Road	HA Zone 14-storeys
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SS141	339 Herring Cove Road	HA Zone 7-storeys
SS144	380 Bedford Highway	HA Zone 4-storeys
SS146	1-3 Maplewood Drive	HA Zone 4-storeys
SS154	144 Old Sambro Road	No recommended changes
SS158	117 Kearney Lake Road	HA Zone 14-storeys
SS164	2882 Joseph Howe Drive	HA Zone 6-storeys
SS167	9 Dentith Road	HA Zone 5-storeys
SS169	4 Cherry Lane	HA Zone 4-storeys
SS170	29-33 Pine Grove Drive	HA Zone 4-storeys
SS171	2-4 Mayor Avenue, 219 Herring Cove Road	HA Zone 4-storeys
SS172	155-157 Old Sambro Road	No recommended changes
SS173	564 Herring Cove Road	HA Zone 5-storeys
SS174	21 McIntosh Street	HA Zone 3-storeys
SS178	531 Herring Cove Road	HA Zone 5-storeys
SS179	85 Tacoma Drive	No recommended changes
SS192	97 Tartan Avenue	No recommended changes
SS195	6 Brighton Avenue	No recommended changes
SS199	782 Portland Street	HA Zone 4-storeys
SS224	32A, 32B, 34A, and 34B Old Sambro Road	HA Zone 4-storeys



Questions?

Project contact:

www.halifax.ca/planning

HAF@halifax.ca

Halifax Regional Municipality

PO Box 1749

B3J 3A5

Subject : Inclusion of **390 Bedford Highway (SS114)** in the Suburban Housing Accelerator Plan

As a follow-up to your letter concerning the proposed inclusion of 390 Bedford Hwy (SS114) in the Suburban Housing Accelerator Plan, I want to express my deep concern with the proposed rezoning which would allow the construction of one (or more?) four storey residential units at that address. It should be noted that this property is now zoned R-2 according to the interactive map on the HRM Web Site (under ExploreHRM).

I live at [REDACTED] as do all the semi-detached and single homes on that side of [REDACTED]. The older house located on that lot on Bedford Hwy is surrounded by numerous and beautiful mature trees. It is a nature and wildlife oasis within our residential area, which has been preserved for over a hundred years, and is something that the city should value and protect. That park-like atmosphere is what prompted me, and surely all the other residents of [REDACTED], to buy a house on that street.

What would the rezoning to four-storeys mean? Here are just a few questions that come to mind:

1. Would the house at 390 Bedford Highway be demolished?
2. How many of the trees would need to be cut?
3. What would the impact of this proposal have on the ecosystem in the area?
4. How many residential units could potentially be built?
5. How about the blasting that would occur so close to our houses during the preconstruction phase?

6. The traffic in front of the proposed building site at the intersection of Kearney Lake Rd and the Bedford Hwy is at a standstill now during rush-hour. How much worse would it be with another four-storey apartment building at that intersection!? (One big apartment building is already under construction at that same intersection).

7. Instead of another new construction with all its negative impacts, would it be possible to convert the commercial building at 380 Bedford Hwy into a residential building? Halifax seems to be facing a lack of residential space but not commercial space.

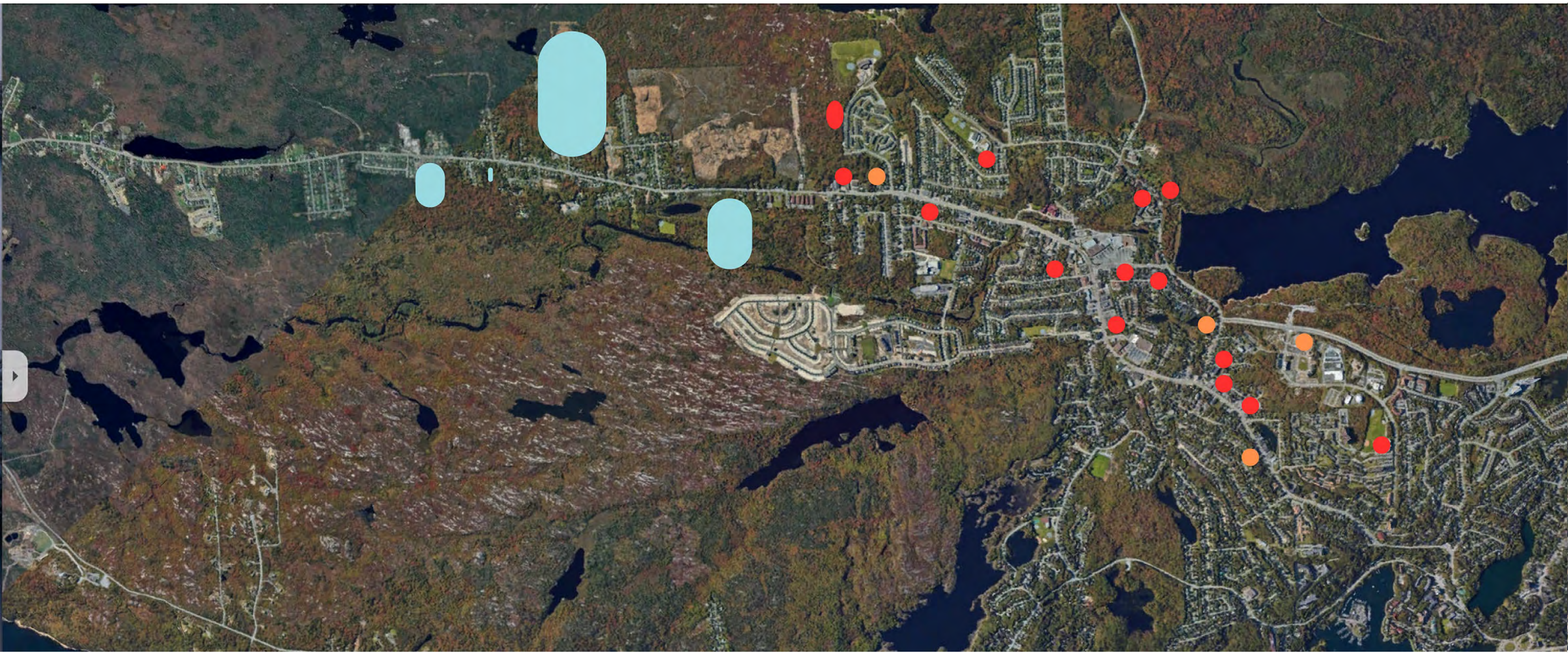
There is absolutely no doubt that the visual pollution, the noise pollution, the air pollution and the lack of privacy that would result from the construction of any four-storey structure on that lot at 390 Bedford Hwy would seriously diminish the quality of life of dozens of residents on [REDACTED] and the area, not to mention the detrimental effect it would have on the value of our properties.

I urge the Regional Council to not recommend the inclusion of 390 Bedford Hwy in the Suburban Housing Accelerator Plan. This is not just an address. The construction of a higher structure on that lot would frankly disfigure the landscape of one of Halifax's oldest and most beautiful neighbourhoods.

In conclusion, I would like to extend an invitation to district councillor Kathryn Morse to come and visit me on the lovely [REDACTED] so that she can see firsthand the negative impacts that this proposal would have.

Sincerely,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]



Blue are housing developments already in progress with over 500 houses planned
Orange are multi-story apartment already being constructed
Red are the "opportunities" listed on the form from the city

APPENDIX D

SITE-SPECIFIC MAILOUTS

Do Not Move – Or Edit

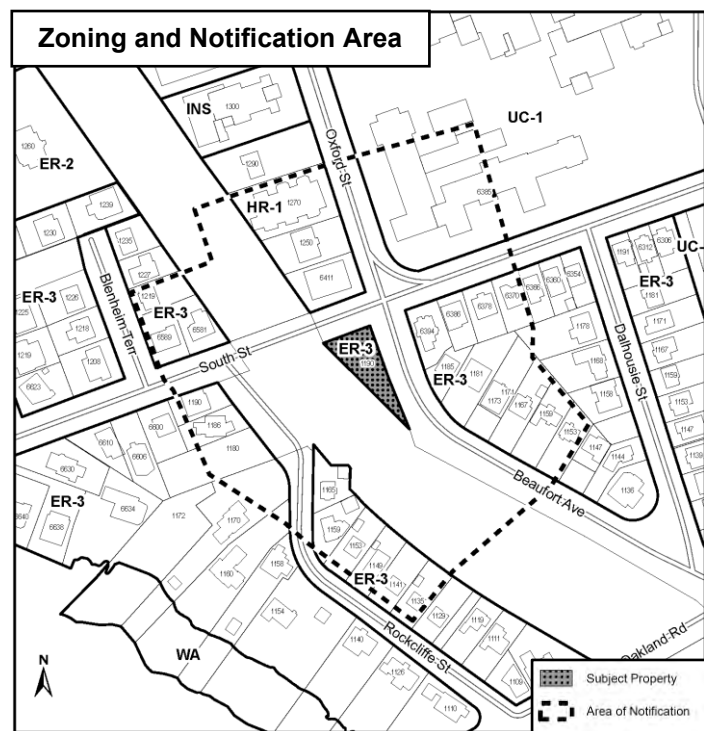
NOTICE OF A PLANNING APPLICATION: CASE 2024-01198 URGENT CHANGES TO PLANNING DOCUMENT FOR HOUSING

HRM initiated request to re-zone Beaufort Avenue Park (PID 00078527) from ER-3 to PCF and to amend the Regional Centre Municipal Planning Strategy to incorporate the proposed change.

Planning staff invite you to provide feedback and share any comments you may have about this planning application. Further details about this proposal are on the reverse side of this page and at www.halifax.ca/planning (scroll to Case 01198) and www.halifax.ca/haf.

The application is currently in the **public consultation stage**. We are inviting questions and comments on the proposed sites to be submitted to haf@halifax.ca until Sunday, September 20th, 2024.

Following public consultation, HRM staff will draft the proposed amendments to relevant Municipal Planning Strategies (MPS) and Land Use By-laws (LUB) and write a staff report for review by Regional Council.



Should Council wish to consider the proposal, a public hearing will be scheduled. If you received this letter, you are on the mail list to be notified about the public hearing. The public hearing is an opportunity for you to share your opinion about the proposed amendments to Regional Council.

Please provide your feedback by September 20, 2024 to haf@halifax.ca

PLANNING CASE 2024-01198 – FACT SHEET

You can find more details about this application and the planning application process at www.halifax.ca/planning (scroll down to Case 01198) or at www.halifax.ca/haf.

Background

- Beaufort Avenue Park is a small municipally owned park located at the intersection of Beaufort Avenue and South Street in the South End of the Halifax Peninsula. The land use designation for this parcel is intended to be Parks and Community Facilities (PCF) on the Regional Centre Zoning Boundary map.
- Due to a mapping error that occurred during the adoption of the Centre Plan in 2021, the land was designated Established Residential (ER) instead of the intended designation (PCF). In June 2024, the *Urgent Changes to Planning Documents for Housing* initiative broadly upzoned Established Residential (ER) properties across the Regional Centre and the parcel was re-zoned from ER-1 to ER-3. Beaufort Avenue Park currently remains zoned as ER-3.

How would this re-zoning impact my neighbourhood?

- The purpose of this proposed re-zoning and plan amendment is to correct the initial mapping error that occurred during the adoption of the Centre Plan. Designating and re-zoning this parcel as PCF would align the current use of the land (public park) with its designation and zone, as originally intended by Centre Plan policy.
- Changing the zone and designation of this parcel would not impact how this land is currently used by the municipality; the change is to ensure consistency between Regional Centre policy and the zoning map.



Do Not Move – Or Edit

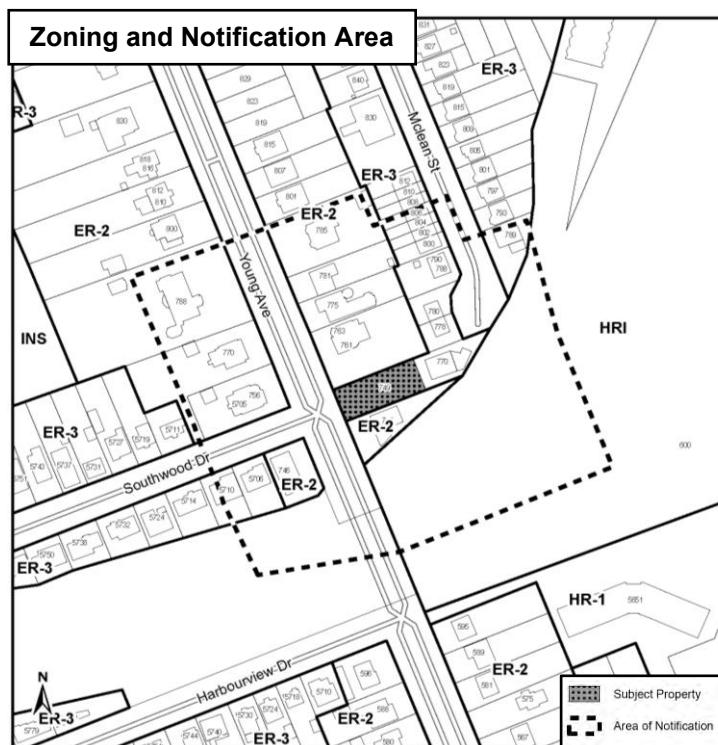
NOTICE OF A PLANNING APPLICATION: CASE 2024-01198 URGENT CHANGES TO PLANNING DOCUMENT FOR HOUSING

HRM initiated request to re-zone 749 Young Avenue, Halifax (PID 40701518) from ER-3 to ER-2 and to amend the Regional Centre Municipal Planning Strategy to incorporate the property into the Young Avenue proposed Heritage Conservation District Study Area.

Planning staff invite you to provide feedback and share any comments you may have about this planning application. Further details about this proposal are on the reverse side of this page and at www.halifax.ca/planning (scroll to Case 01198) and www.halifax.ca/haf.

The application is currently in the **public consultation stage**. We are inviting questions and comments on the proposed sites to be submitted to haf@halifax.ca until Sunday, September 20th, 2024.

Following public consultation, HRM staff will draft the proposed amendments to relevant Municipal Planning Strategies (MPS) and Land Use By-laws (LUB) and write a staff report for review by Regional Council.



Should Council wish to consider the proposal, a public hearing will be scheduled. If you received this letter, you are on the mail list to be notified about the public hearing. The public hearing is an opportunity for you to share your opinion about the proposed amendments to Regional Council.

Please provide your feedback by September 20, 2024 to haf@halifax.ca

PLANNING CASE 2024-01198 – FACT SHEET

You can find more details about this application and the planning application process at www.halifax.ca/planning (scroll down to Case 01198) or at www.halifax.ca/haf.

Background

- In 2021, the Centre Plan established a Young Avenue (YA) Residential Special Area and proposed Heritage Conservation District (HCD). The boundaries were based on an existing Young Avenue Area that was introduced to the Halifax Peninsula Plan in September 2017.
- Although 749 Young Avenue was included in the boundary of the YA Special Area, it was excluded from the boundary of the YA proposed HCD due to a mapping error. It has remained outside of the proposed HCD boundary since the adoption of the Centre Plan.
- The Urgent Changes to Planning Documents for Housing initiative resulted in a broad upzoning of Established Residential (ER) properties in the Regional Centre. All ER-1 zoned properties that were not Registered Heritage Properties or located in a proposed/established HCD were re-zoned to ER-3. Unlike the other properties with frontage along Young Avenue, which received ER-2 zoning, 749 Young Avenue was zoned ER-3.
- Because this property was intended to be part of the YA proposed HCD and re-zoned ER-2, a motion was made in May 2024 to correct the mapping error. The purpose of this notice is to provide an opportunity for public comment on the proposed zoning change.

How would this re-zoning impact my neighbourhood?

- If re-zoned from ER-3 to ER-2, the zoning of the subject site would be consistent with other properties along Young Avenue. These changes would not impact the boundaries of the Young Avenue Established Residential Special Area as the subject site is already within the area.
- If incorporated into the Young Avenue proposed HCD, 749 Young Avenue would be subject to a future assessment of potential cultural and heritage resources and considered for registration under the *Heritage Property Act*.

The table below shows the key differences between the current and proposed zoning:

	ER - 2 (proposed zoning)	ER - 3 (current zoning)
Intended purpose	Supports development that is sensitive to the architectural character and heritage value of a proposed HCD. ER-2 zone regulations are generally more restrictive than the ER-3 zone.	Applied broadly throughout the ER designation due to general walkability and connection to transit. The ER-3 zone permits a range of low-rise residential uses and its regulations are more permissive than the ER-2 zone.
Maximum # of units	2 through new construction; unlimited through internal conversion and rear additions	4 – 8 through new construction (depending on lot size); unlimited through internal conversion and rear additions
Permitted residential uses	Single and two-unit dwellings, backyard suites and other accessory uses	Low-density residential uses (1-4 units), townhouses, low-rise multi-unit buildings up to 8 units depending on a lot size, backyard suites, and other accessory uses



Do Not Move – Or Edit

NOTICE OF A PLANNING APPLICATION: CASE 2024-01198 URGENT CHANGES TO PLANNING DOCUMENT FOR HOUSING

HRM initiated request to re-zone 2485 to 2497 and 2569 to 2581 Brunswick Street, Halifax (PIDs 40264533, 40264541, 40261349, 40261356, and 41158411) from ER-2 to HR-1 and to amend the Regional Centre Municipal Planning Strategy to incorporate the proposed changes.

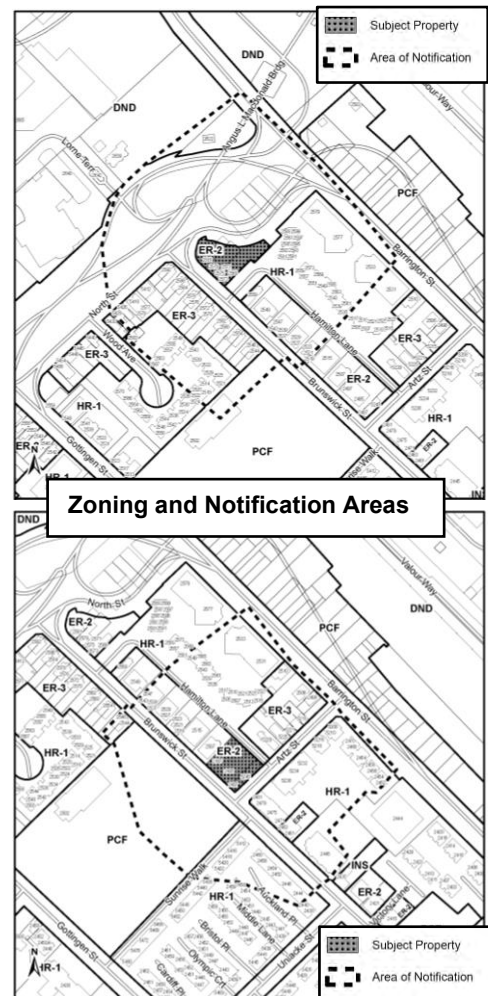
Planning staff invite you to provide feedback and share any comments you may have about this planning application. Further details about this proposal are on the reverse side of this page and at www.halifax.ca/planning (scroll to Case 01198) and www.halifax.ca/haf.

The application is currently in the **public consultation stage**. We are inviting questions and comments on the proposed sites to be submitted to haf@halifax.ca until Sunday, September 20th, 2024.

Following public consultation, HRM staff will draft the proposed amendments to relevant Municipal Planning Strategies (MPS) and Land Use By-laws (LUB) and write a staff report for review by Regional Council.

Should Council wish to consider the proposal, a public hearing will be scheduled. If you received this letter, you are on the mail list to be notified about the public hearing. The public hearing is an opportunity for you to share your opinion about the proposed amendments to Regional Council.

Please provide your feedback by September 20, 2024 to haf@halifax.ca



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Questions?
Project contact:

Josh Adams
Principal Planner
902-478-4056
haf@halifax.ca

PLANNING CASE 2024-01198 – FACT SHEET

You can find more details about this application and the planning application process at www.halifax.ca/planning (scroll down to Case 01198) or at www.halifax.ca/haf.

What: Request to re-zone five Established Residential (ER-2) properties on Brunswick Street to Higher Order Residential (HR-1) under the Regional Centre Plan.

Where: 2485 - 2497 Brunswick Street (PIDs 40264533 and 40264541) and 2569-2581 Brunswick Street (PIDs 40261349, 40261356, and 41158411).

Who: Request by Harbour City Homes (formerly Halifax Non-Profit Housing Society), a non-profit housing organization that provides rental units at below-market rates.

Why: To enable the development of two new apartment buildings containing affordable housing units. Re-zoning these sites to HR-1 would allow multi-unit dwellings units to be developed as-of-right, which means that the development would comply with all the regulations of the HR-1 zone.

Existing uses:

- 2495 and 2497 Brunswick St (PID 40264541): 14-unit dwelling
- 2485 and 2487 Brunswick St (PID 40264533): vacant
- 2573, 2571, 2569 and 2575 Brunswick St (PID 40261349): four-unit dwelling
- 2579 Brunswick St (PID 40261356): two-unit dwelling
- 2581 Brunswick St (PID 41158411): single-unit dwelling

Zone comparison

	ER - 2 (current zoning)	HR - 1 (requested zoning)
Intended purpose	Supports development that is sensitive to the architectural character and heritage value of a proposed HCD. ER-2 regulations are generally more restrictive than other residential zones.	Provides opportunities for new multi-unit dwelling developments and compatible commercial uses. Typically applied to properties that abut low-rise residential neighbourhoods.
Maximum height	11 metres	11-14 metres (as per policy CHR-11(c))
Maximum # of units	2 (through new construction); unlimited through internal conversion or rear addition	No maximum unit requirements
Permitted uses	Residential; neighbourhood commercial and institutional by Development Agreement	Residential; neighbourhood commercial and institutional
Required setbacks	Front: 2 metres Side: 1.25 (if semi-detached); 3 metres Rear: 6 metres	Front (on average): 1.5 - 2 metres If abutting an ER zone: Side: 3 metres Rear: 6 metres If abutting an HR zone: Side: 2.5 metres Rear: 3 metres
Maximum lot coverage	40% for single unit dwelling use; 50-60% for other residential uses	No maximum lot coverage requirements
Building dimensions	Max. width: 20 metres Max. depth: 30 metres	Max. width: 64 metres Max. depth: 64 metres; 40 metres (if through lot)
Landscaped buffer	Not required	Screen landscaped buffer required if abutting an ER zone



Do Not Move – Or Edit

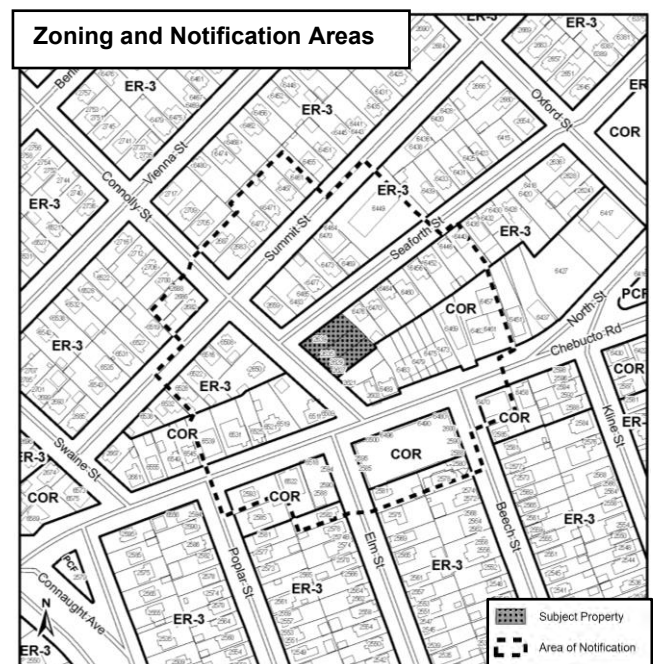
NOTICE OF A PLANNING APPLICATION: CASE 2024-01198 URGENT CHANGES TO PLANNING DOCUMENT FOR HOUSING

HRM initiated request to re-zone 2627, 2633, and 2639 Connolly Street, Halifax (PIDs 00079731, 00079749, and 00079756) from ER-3 to COR and to amend the Regional Centre Municipal Planning Strategy to incorporate the proposed changes.

Planning staff invite you to provide feedback and share any comments you may have about this planning application. Further details about this proposal are on the reverse side of this page and at www.halifax.ca/planning (scroll to Case 01198) and www.halifax.ca/haf.

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What: Request to re-zone three Established Residential (ER-3) properties on Connolly Street to Corridor (COR) under the Regional Centre Plan.

Where: 2627, 2629, 2633, 2635 and 2639 Connolly Street, Halifax (PIDs 00079731, 00079749, and 00079756)

Why: To add the three ER-3 properties along Connolly Street between Chebucto Road and Seaforth Street to the existing Chebucto Street COR zone.

Existing uses:

- 2627 and 2629 Connolly St (PID 00079731): two-unit dwelling
- 2633 and 2635 Connolly St (PID 00079749): two-unit dwelling
- 2639 Connolly St (PID 00079756): single-unit dwelling

Zone comparison

	ER-3 (current zoning)	COR (requested zoning)
Intended purpose	Applied broadly throughout the ER designation due to general walkability and connection to transit. Permits a range of low-rise residential uses, including low-density residential uses, townhouses and low-rise multi-unit dwellings.	Supports the intensification of key transportation links and connects commercial and community nodes. Typically abuts low-rise residential areas in the rear yard but can extend beyond the depth of lots abutting the commercial street to feasibly accommodate development.
Maximum height	11 metres	3 - 9 storeys (streetwall stepbacks required if building height is greater than 5 storeys)
Maximum # of units	4-8 depending on lot size; unlimited through internal conversion or rear addition	No maximum unit requirements
Permitted uses	Residential, neighbourhood-scale commercial and institutional (by Development Agreement)	Residential, commercial, institutional and park and community facility uses
Required setbacks	Front: 3.5 m Side: 1.25 m (if townhouse or semi-detached); 3 m (other residential uses) Rear: 6 m	Front (avg): 1.5 - 2 metres If abutting an ER zone: Side: 3 m (if townhouse or semi-detached); 6 m (other residential uses) Rear: 6 m If abutting a COR zone: Side: 0 m; 3m (if townhouse or semi-detached) Rear: 3 m
Maximum lot coverage	40% for single unit dwelling use; 50-60% for other residential uses	No maximum lot coverage requirements
Building dimensions	Max. width: 20 metres Max. depth: 30 metres	Max. width: 64 metres Max. depth: 64 metres
Minimum parking	Not required	Not required
Landscaped buffer	Not required	Screen landscaped buffer required if abutting an ER zone



Do Not Move – Or Edit

URGENT CHANGES TO PLANNING DOCUMENT FOR HOUSING – ADDITIONAL SITES

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All comments and feedback are welcome.
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Questions?
Project contact:

www.halifax.ca/planning
HAF@halifax.ca
(902) 233-2501

HOUSING ACCELERATOR ZONE

Please see below a list of the sites being considered for inclusion in the Suburban Housing Accelerator Plan and staff's initial recommendations. For additional information, including an interactive map of the sites, please visit www.halifax.ca/haf.

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SS164	2882 Joseph Howe Drive	HA Zone 6-storeys
SS167	9 Dentith Road	HA Zone 5-storeys
SS169	4 Cherry Lane	HA Zone 4-storeys
SS170	29-33 Pine Grove Drive	HA Zone 4-storeys
SS171	2-4 Mayor Avenue, 219 Herring Cove Road	HA Zone 4-storeys
SS172	155-157 Old Sambro Road	No recommended changes
SS173	564 Herring Cove Road	HA Zone 5-storeys
SS174	21 McIntosh Street	HA Zone 3-storeys
SS178	531 Herring Cove Road	HA Zone 5-storeys
SS179	85 Tacoma Drive	No recommended changes
SS192	97 Tartan Avenue	No recommended changes
SS195	6 Brighton Avenue	No recommended changes
SS199	782 Portland Street	HA Zone 4-storeys
SS224	32A, 32B, 34A, and 34B Old Sambro Road	HA Zone 4-storeys



ATTACHMENT 2.02

Proposed Amendments to the Bedford Municipal Planning Strategy

BE IT ENACTED by the Regional Council of the Halifax Regional Municipality that the Bedford Municipal Planning Strategy is hereby further amended as follows:

- 1 The table of contents of the *Bedford Municipal Planning Strategy* is amended by adding the following after "Map 2: Mainstreet Commercial Core":

Map 3: Mainstreet Improvement District/CCDD Location.....[59]

- 2 Part "Introduction" of the Planning Strategy is amended by adding the following in the second paragraph after "September 18, 1979.":

Notwithstanding the foregoing, the Municipal Planning Strategy does not apply to the lands designated as "Housing Accelerator", as shown on Map 1: Designation Boundaries, of the Suburban Housing Accelerator Secondary Municipal Planning Strategy.

- 3 The Planning Strategy is amended by removing all the properties designated as "Housing Accelerator", as shown on Map 1: Designation Boundaries, of the Suburban Housing Accelerator Secondary Municipal Planning Strategy, from the following maps:

- (a) Map 1 "Proposed Street Network";
- (b) Map 2 "Mainstreet Commercial Core";
- (c) Map 3 "Mainstreet Improvement District/CCDD Location";
- (d) Map 4 "Bedford Waterfront Development";
- (e) Schedule I "Bedford South - Land Use Designation";
- (f) Schedule II "Bedford South - Street Hierarchy";
- (g) Schedule III "Bedford South - Density Allocations";
- (h) Schedule IV "Community Concept Plan Sewersheds";
- (i) Schedule V "Larry Uteck Interchange Node";
- (j) Schedule BW-1 "Bedford West - Study Area";
- (k) Schedule BW-2 "Bedford West - Paper Mill Lake Watershed";
- (l) Schedule BW-3 "Bedford West - Water Service System";
- (m) Schedule BW-4 "Bedford West - Sanitary Sewer Servicing";
- (n) Schedule BW-5 "Bedford West - Transportation System Bedford West"; and
- (o) Schedule BW-8 "Larry Uteck Interchange Node".

- 4 The Planning Strategy is amended by removing the lands known as PID 00289686, 00325217, 40619785, and 40662413 from the following maps:

- (a)** Schedule I "Bedford South - Land Use Designation";
- (b)** Schedule II "Bedford South - Street Hierarchy";
- (c)** Schedule III "Bedford South - Density Allocations";
- (d)** Schedule IV "Community Concept Plan Sewersheds";
- (e)** Schedule V "Larry Uteck Interchange Node";
- (f)** Schedule BW-1 "Bedford West - Study Area";
- (g)** Schedule BW-2 "Bedford West - Paper Mill Lake Watershed";
- (h)** Schedule BW-3 "Bedford West - Water Service System";
- (i)** Schedule BW-4 "Bedford West - Sanitary Sewer Servicing";
- (j)** Schedule BW-5 "Bedford West - Transportation System Bedford West".
- (k)** Schedule BW-6 "Bedford West - Development Sub-Areas";
- (l)** Schedule BW-7A "Community Concept Plan"; and
- (m)** Schedule BW-8 "Larry Uteck Interchange Node".

THIS IS TO CERTIFY that the planning strategy of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional Municipality held on the ____ day of _____, A.D., 20_____.

GIVEN under the hand of the Municipal Clerk and under the Corporate Seal of the said Municipality this ____ day of _____, A.D., 20_____.

Municipal Clerk

ATTACHMENT 2.03

Proposed Amendments to the Bedford Land Use By-law

BE IT ENACTED by the Regional Council of the Halifax Regional Municipality that the Bedford Land Use By-law is hereby further amended as follows:

- 1 Schedule A "Bedford Zoning" to the By-Law is amended by removing all the properties that are outside of the Bedford Planning Area, which are PID 00286930, 00286948, and 00288514, from "Refer to the Suburban Housing Accelerator Land Use By-law".
- 2 The By-law is amended by removing all the properties designated as "Housing Accelerator", as shown on Map 1: Designation Boundaries, of the Suburban Housing Accelerator Secondary Municipal Planning Strategy, from the following maps:
 - (a) Schedule C-2 "Auto Body Repair Shops as Permitted Use in the ILI (Light Industrial) Zone";
 - (b) Schedule C-3 "Service Stations as Permitted Use on ILI (Light Industrial) Zone";
 - (c) Appendix C "Areas of Elevated Archaeological Potential";
 - (d) Appendix D "Wetlands";
 - (e) Appendix E "Wind Energy Zoning Map";
 - (f) Schedule B "Northgate Retail Complex"; and
 - (g) Schedule C "Lands Subject to Interim Bonus Zoning Requirements".

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional Municipality held on the ____ day of _____, A.D., 20____.

GIVEN under the hand of the Municipal Clerk and under the Corporate Seal of the said Municipality this ____ day of _____, A.D., 20____.

Municipal Clerk

ATTACHMENT 2.04

Proposed Amendments to the Cole Harbour-Westphal Municipal Planning Strategy

BE IT ENACTED by the Regional Council of the Halifax Regional Municipality that the Cole Harbour-Westphal Municipal Planning Strategy is hereby further amended as follows:

- 1 Part "Introduction" of the *Cole Harbour-Westphal Municipal Planning Strategy* is amended by adding the following at the end of the first paragraph:

Notwithstanding the foregoing, the Municipal Planning Strategy does not apply to the lands designated as "Housing Accelerator", as shown on Map 1: Designation Boundaries, of the Suburban Housing Accelerator Secondary Municipal Planning Strategy.

- 2 The Planning Strategy is amended by removing the lands known as PID 00175455, 00186213, and 41398581 from the following maps:
 - (a) Map 4 "Morris-Russell Lake Secondary Plan, Watershed Boundaries"; and
 - (b) Map 5 "Future Land Use and Transportation Plan".

THIS IS TO CERTIFY that the planning strategy of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional Municipality held on the ____ day of _____, A.D., 20____.

GIVEN under the hand of the Municipal Clerk and under the Corporate Seal of the said Municipality this ____ day of _____, A.D., 20____.

Municipal Clerk

ATTACHMENT 2.05

Proposed Amendments to the Cole Harbour/Westphal Land Use By-law

BE IT ENACTED by the Regional Council of the Halifax Regional Municipality that the Cole Harbour/Westphal Land Use By-law is hereby further amended as follows:

- 1** The *Cole Harbour/Westphal By-law* is amended by removing all the properties designated as "Housing Accelerator", as shown on Map 1: Designation Boundaries of the Suburban Housing Accelerator Secondary Municipal Planning Strategy, from the following maps:
- (a)** Appendix F "LANDS OF THE FORMER A.R. HEMMINGS BUILDING SYSTEMS LIMITED INDUSTRIAL SITE";
 - (b)** Schedule A-1 "Wind Energy Zoning";
 - (c)** Schedule B "Areas of Elevated Archaeological Potential";
 - (d)** Schedule C "Wetlands";
 - (e)** Schedule E "SUB AREAS OF MOD (MIXED OPPORTUNITY DISTRICT) ZONE"; and
 - (f)** Schedule F "Lands Subject To Bonus Zoning Requirements".

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional Municipality held on the ____ day of _____, A.D., 20____.

GIVEN under the hand of the Municipal Clerk and under the Corporate Seal of the said Municipality this ____ day of _____, A.D., 20____.

Municipal Clerk

ATTACHMENT 2.06

Proposed Amendments to the Dartmouth Municipal Planning Strategy

BE IT ENACTED by the Regional Council of the Halifax Regional Municipality that the Dartmouth Municipal Planning Strategy is hereby further amended as follows:

- 1 Chapter "Introduction", Part "Introduction" of this Planning Strategy is amended by adding the following after the first paragraph:

Notwithstanding the foregoing, the Municipal Planning Strategy for Dartmouth does not apply to the lands designated as "Housing Accelerator", as shown on Map 1: Designation Boundaries, of the Suburban Housing Accelerator Secondary Municipal Planning Strategy.

- 2 The Planning Strategy is amended by removing 174 Main Street, Dartmouth (PID 00175455), 15 & 17 Caledonia Road, Dartmouth (PID 00186213), and 651 Portland Hills Drive, Dartmouth (PID 41398579), from the following maps:
 - (a) Map 1 "Development Areas";
 - (b) Map 2 "Existing Land Uses (1977)";
 - (c) Map 9M "Morris-Russell Lake Secondary Plan";
 - (d) Map 9N "Future Land Use and Transportation Plan";
 - (e) Map 3 "Industrial";
 - (f) Map 4 "Major Transportation Network";
 - (g) Map 5A "Major Recreation Areas";
 - (h) Map 5b "Lake and Stream Protection";
 - (i) Map 6 "Lakeshore Land Acquisition";
 - (j) Map 9M "Housing";
 - (k) Map 9y "Main Street Generalized Future Land Use" ;
 - (l) Map 9z "Gordon & Tacoma Agreement Option Area";
 - (m) Map 9za "Kuhn Road Designation and Kuhn Road Conservation Lands"; and
 - (n) Map 10 "Dartmouth Generalized Future Land Use".

THIS IS TO CERTIFY that the planning strategy of which
this is a true copy was duly passed at a duly called
meeting of the Council of Halifax Regional Municipality
held on the ____ day of _____, A.D., 20_____.

GIVEN under the hand of the Municipal Clerk and under
the Corporate Seal of the said Municipality this _____
day of _____, A.D., 20_____.

Municipal Clerk

ATTACHMENT 2.07

Proposed Amendments to the Dartmouth Land Use By-law

BE IT ENACTED by the Regional Council of the Halifax Regional Municipality that the Dartmouth Land Use By-law is hereby further amended as follows:

- 1 Section 2 “General Provisions” of the *Dartmouth Land Use By-law* is amended by adding the following after clause 2B:

2C The Land Use By-law for Dartmouth shall not apply to the lands designated as “Housing Accelerator”, as shown on Map 1: Designation Boundaries, of the Suburban Housing Accelerator Secondary Municipal Planning Strategy.

- 2 Schedule AF “Main Street Building Heights” to the By-law is amended by increasing the maximum building height of certain lands on the north side of Main Street, Dartmouth, shown on Sheet 9 - Dartmouth LUB Schedule AF attached hereto, from 21.4 metres (70 feet) to 45 metres (147.6 feet).

- 3 Schedule AJ, Table 1 “Lands Subject To Interim Bonus Zoning Requirements” to the By-law is amended by adding the following after Ref. # SS201:

Ref. #	Case #	PIDs
N/A	2024-01198 (HAF-2)	00191742, 00191759, 00191718, 40400657, 00191700, 00191684, 40638694, 00191643, 40699258, 00191627, 00191817, 00191825, 00191593, 40279945, 00191585, 00191577, 00191668, 00191783

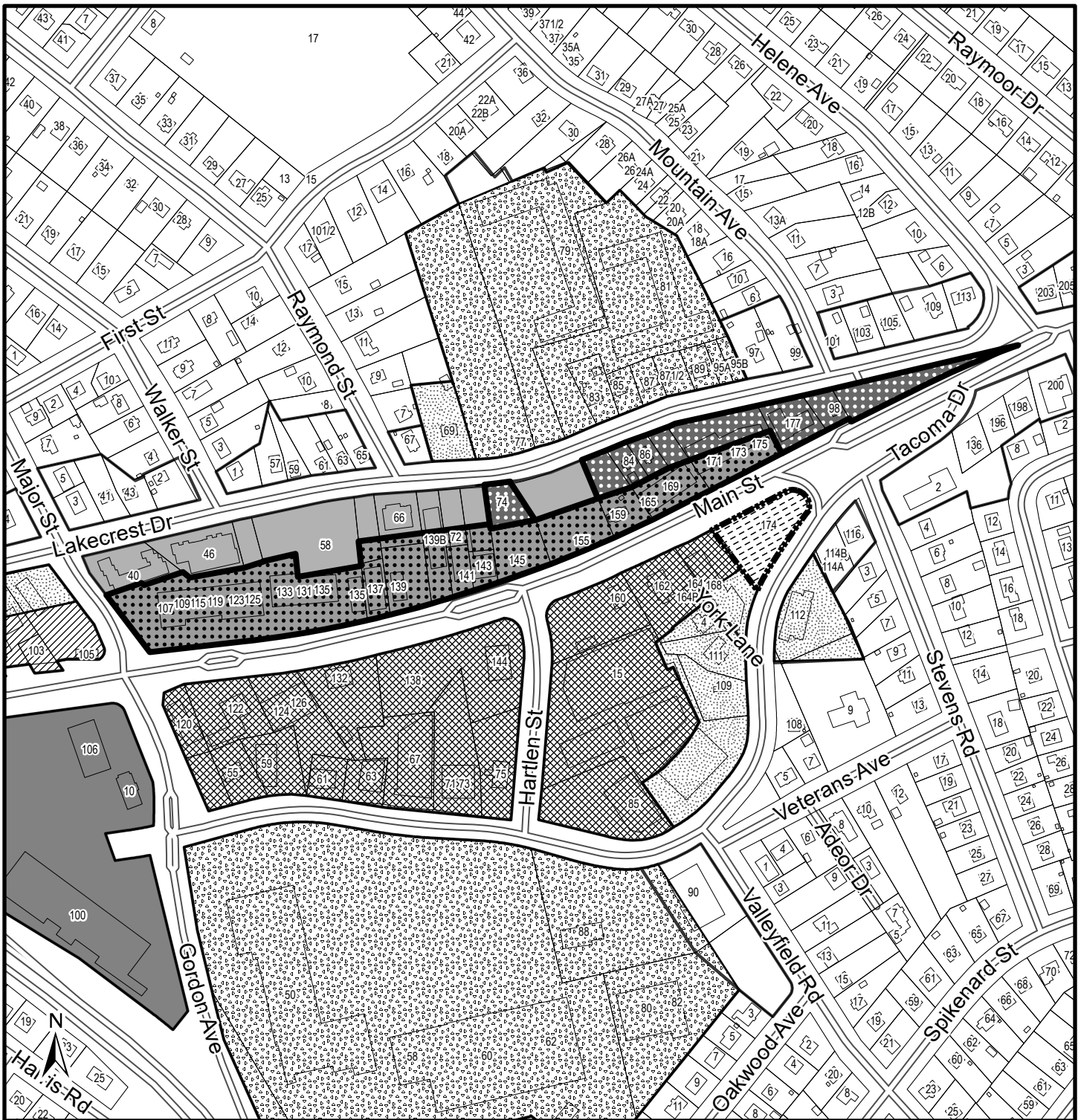
- 4 The By-law is amended by removing 174 Main Street, Dartmouth (PID 00175455), 15 & 17 Caledonia Road, Dartmouth (PID 00186213), and 651 Portland Hills Drive, Dartmouth (PID 41398579) from the following schedules:

- (a) Schedule A-1 “Wind Energy Zoning”;
- (b) Schedule Y(1) “Areas of Elevated Archaeological Potential”;
- (c) Schedule Z “Wetlands”;
- (d) Schedule AF “Main Street Building Heights”;
- (e) Schedule AG “Main Street Streetwall Heights”;
- (f) Schedule AH “Gordon & Tacoma Development Agreement Option Area”;
- (g) Schedule AI “Kuhn Road Area Zoning”;
- (h) Schedule AJ “Lands Subject to Interim Bonus Zoning Requirements”; and
- (i) Schedule 1 “Zoning Map for Dartmouth”.

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional Municipality held on the ____ day of _____, A.D., 20_____.

GIVEN under the hand of the Municipal Clerk and under the Corporate Seal of the said Municipality this ____ day of _____, A.D., 20_____.

Municipal Clerk



Sheet 9 - Dartmouth LUB Schedule AF

Dartmouth

- LUB Schedule AF area maximum building height to be changed from 21.4m (70ft) to 45m (147.6ft)
- LUB Schedule AF area maximum building height to be changed from 13.7 m (45ft) to 45m (147.6ft)
- LUB Schedule AF area maximum building height to be removed

Dartmouth
Land Use By-Law Area

LUB Schedule AF Existing Maximum Building Height

- 10.7m (35ft)
- 13.7m (45ft)
- 18.3m (60ft)
- 21.4m (70ft)
- 24.4m (80ft)
- 36.6m (120ft)
- 45m (147.6ft)

0 40 80 120 m

This map is an unofficial reproduction of a portion of the Maximum Building Height Precincts Map for the plan area indicated.

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

ATTACHMENT 2.09

Proposed Amendments to the Eastern Passage-Cow Bay Land Use By-law

BE IT ENACTED by the Regional Council of the Halifax Regional Municipality that the Eastern Passage/Cow Bay Land Use By-law is hereby amended as follows:

- 1 Part 14, section 14.1 of the *Eastern Passage-Cow Bay Land Use By-law* is amended by adding "up to a maximum of 12 dwelling units" after "Multiple unit dwellings".
- 2 Part 14, section 14.3 of the By-law is amended by adding "Maximum Gross Floor Area: 15 000 square feet" after "Maximum Building Footprint: 7500 square feet".

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional Municipality held on the ____ day of _____, A.D., 20____.

GIVEN under the hand of the Municipal Clerk and under the Corporate Seal of the said Municipality this ____ day of _____, A.D., 20____.

Municipal Clerk

ATTACHMENT 2.10

Proposed Amendments to the Halifax Municipal Planning Strategy

BE IT ENACTED by the Regional Council of the Halifax Regional Municipality that the Halifax Municipal Planning Strategy is hereby amended as follows:

- 1 The table of contents of the *Halifax Municipal Planning Strategy* is amended by adding “SECTION I: BASIC APPROACH AND OVERALL OBJECTIVE.....10” after “Map 1: Planning Areas”.
- 2 Section 1 “Basic Approach And Overall Objective” of this Planning Strategy is amended by adding the following after the last paragraph:

The Municipal Planning Strategy for Halifax shall also not apply to the lands designated as “Housing Accelerator”, as shown on Map 1: Designation Boundaries, of the Suburban Housing Accelerator Secondary Municipal Planning Strategy.

- 3 The Planning Strategy is amended by removing all the properties designated as “Housing Accelerator”, as shown on Map 1: Designation Boundaries, of the Suburban Housing Accelerator Secondary Municipal Planning Strategy, from the following maps:
 - (a) Section I, Map 1 “Planning Areas”;
 - (b) Section II, Map 3 “Areas for Detailed Planning”;
 - (c) Section II, Map 8 “Principal Streets”;
 - (d) Section VII, Map 1 “Fairview Area Plan Boundary”;
 - (e) Section VII, Map 9C “Generalized Future Land Use – Fairview”;
 - (f) Section VII, Map 9C(1) “Plan Dutch Village Road Overview Map”;
 - (g) Section VIII, Map 1 “Bedford Highway Area Plan Boundary”;
 - (h) Section VIII, Map 9Da “Generalized Future Land Use – Bedford Highway”;
 - (i) Section VIII, Map 9Db “Generalized Future Land Use – Bedford Highway”;
 - (j) Section VIII, Map 9Dc “Generalized Future Land Use – Bedford Highway”;
 - (k) Section VIII, Map 9De “Generalized Future Land Use – Bedford Highway”;
 - (l) Section X, Map 3 “Former BC Silver School Site”;
 - (m) Section X, Map 7 “McIntosh Run Flood Plain”;
 - (n) Section X, Map 3a “Environmental Sensitivity – Significant Natural Features”;
 - (o) Section X, Map 3b “Environmental Sensitivity – Slopes”;
 - (p) Section XIV, Schedule I “Community Concept Plan Land Use Designation”;
 - (q) Section XIV, Schedule II “Community Concept Plan Street Hierarchy”;

- (r) Section XIV, Schedule III "Community Concept Density Allocations";
- (s) Section XIV, Schedule IV "Community Concept Plan Sewersheds";
- (t) Section XIV, Schedule V "Larry Uteck Interchange Node";
- (u) Section XV, Schedule BW-1 "Study Area";
- (v) Section XV, Schedule BW-2 "Paper Mill Lake Watershed";
- (w) Section XV, Schedule BW-3 "Water Service System";
- (x) Section XV, Schedule BW-4 "Sanitary Sewer Servicing"; and
- (y) Section XV, Schedule BW-5 "Transportation System Bedford West".

4 The Planning Strategy is amended by removing certain lands shown on Sheet 15, Insets 01-06 to 03-06 inclusive, attached hereto, from the following maps:


- (a) Section I, Map 1 "Planning Areas";
- (b) Section II, Map 3 "Areas for Detailed Planning";
- (c) Section II, Map 8 "Principal Streets";
- (d) Section VIII, Map 1 "Bedford Highway Area Plan Boundary";
- (e) Section VIII, Map 9Da "Generalized Future Land Use – Bedford Highway";
- (f) Section VIII, Map 9Db "Generalized Future Land Use – Bedford Highway";
- (g) Section VIII, Map 9Dc "Generalized Future Land Use – Bedford Highway";
- (h) Section X, Map 2 "Mainland South Area Plan Boundary";
- (i) Section X, Map 3 "Former BC Silver School Site";
- (j) Section X, Map 7 "McIntosh Run Flood Plain";
- (k) Section X, Map 3a "Environmental Sensitivity – Significant Natural Features";
- (l) Section X, Map 3b "Environmental Sensitivity – Slopes";
- (m) Section XIV, Schedule I "Community Concept Plan Land Use Designation";
- (n) Section XIV, Schedule II "Community Concept Plan Street Hierarchy";
- (o) Section XIV, Schedule III "Community Concept Density Allocations";
- (p) Section XIV, Schedule IV "Community Concept Plan Sewersheds";
- (q) Section XIV, Schedule V "Larry Uteck Interchange Node";
- (r) Section XV, Schedule BW-1 "Study Area";

- (s)** Section XV, Schedule BW-2 "Paper Mill Lake Watershed";
- (t)** Section XV, Schedule BW-3 "Water Service System";
- (u)** Section XV, Schedule BW-4 "Sanitary Sewer Servicing";
- (v)** Section XV, Schedule BW-5 "Transportation System Bedford West";
- (w)** Section XV, Schedule BW-6 "Development Sub-Areas";
- (x)** Schedule BW-7A "Community Concept Plan";
- (y)** Schedule BW-8 "Larry Uteck Interchange Node";
- (z)** Map 9 "Generalized Future Land Use"; and
- (z.1)** Map 9F "Mainland South Generalized Future Land Use".


THIS IS TO CERTIFY that the planning strategy of which
this is a true copy was duly passed at a duly called
meeting of the Council of Halifax Regional Municipality
held on the ____ day of
_____, A.D., 20_____.

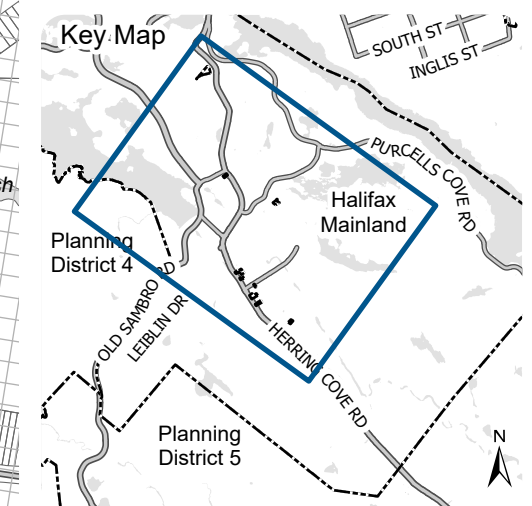
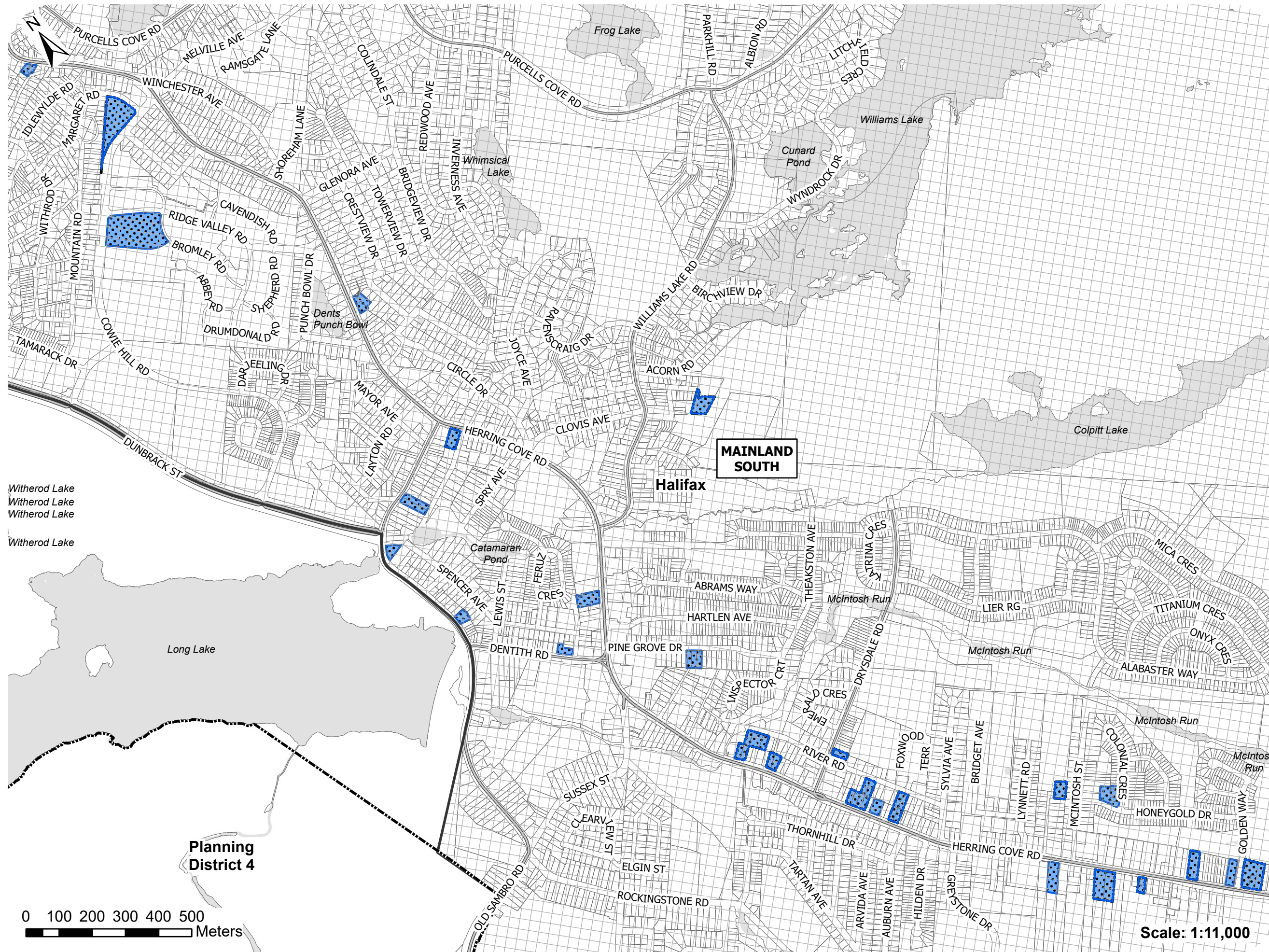
GIVEN under the hand of the Municipal Clerk and under
the Corporate Seal of the said Municipality this ____
day of _____, A.D., 20_____.

Municipal Clerk

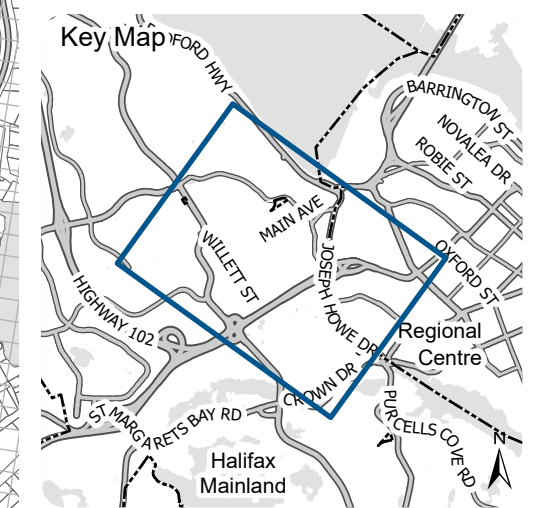
 Area to be removed from
Halifax SMPS (Mainland South
Secondary Plan) and all
associated maps

 Other Plan Area Boundaries





 Secondary Plan Areas

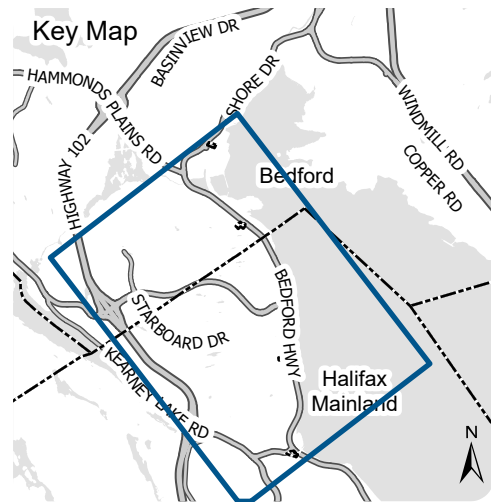


Prepared By: Halifax Regional Municipality
HRM does not guarantee the accuracy of any base
map representation on this plan.



Prepared By: Halifax Regional Municipality
HRM does not guarantee the accuracy of any base map representation on this plan.

-  Area to be removed from Halifax SMPS (Bedford Highway Secondary Plan) and all associated maps
-  Area to be removed from Halifax SMPS and all associated maps
-  Area to be removed from Bedford SMPS and all associated maps
-  Other Plan Area Boundaries



Prepared By: Halifax Regional Municipality
HRM does not guarantee the accuracy of any base map representation on this plan.

Scale: 1:12,000

ATTACHMENT 2.11

Proposed Amendments to the Halifax Mainland Land Use By-law

BE IT ENACTED by the Regional Council of the Halifax Regional Municipality that the Halifax Mainland Land Use By-law is hereby amended as follows:

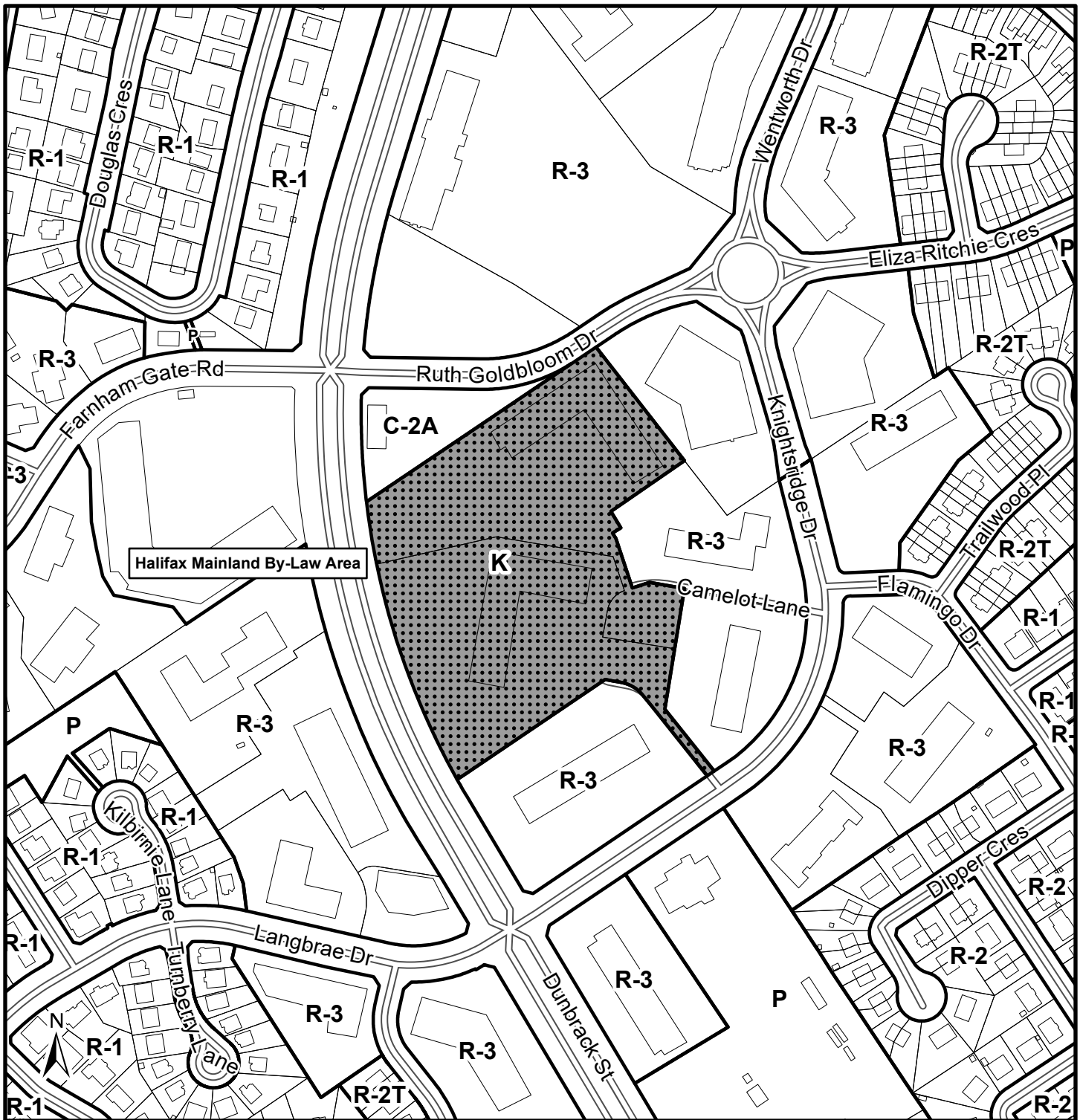
- 1** Section 1A of *Halifax Mainland Land Use By-law* is amended by adding “, except for the lands designated as “Housing Accelerator”, as shown on Schedule 1: Zone Boundaries”, of the Suburban Housing Accelerator Land Use By-Law after “Section 2”.
- 2** Map ZM-1 “Zoning (North Section)” to the By-law is amended by rezoning 80 and 90 Camelot Lane, Halifax, shown on Sheet 8 – Halifax Mainland LUB Map ZM-1, attached hereto, from the Schedule K (K) zone to the Low-Rise Apartment (R-3) zone.
- 3** Schedule ZM-32 “Plan Dutch Village Road Height Map” to the By-law is amended by increasing the maximum building height of the lands as shown in Sheet 10– Dutch Village Road Schedule ZM-32, attached hereto, from 11 metres to 15 metres.
- 4** The By-law is amended by removing all the properties designated as “Housing Accelerator”, as shown on Map 1: Designation Boundaries, of the *Suburban Housing Accelerator Secondary Municipal Planning Strategy*, from the following maps:
 - (a)** Schedule ZM-19 “McIntosh Run Flood Plain”;
 - (b)** Schedule ZM-22 “Areas of Elevated Archaeological Potential”;
 - (c)** Schedule ZM-23 “Wetlands”;
 - (d)** Schedule ZM-24 “Northwest Arm”;
 - (e)** Schedule ZM-25 “Winde Energy Zoning”;
 - (f)** Schedule ZM-28 “Plan Dutch Village Road Overview Map”;
 - (g)** Schedule ZM-31 “Plan Dutch Village Road Street Wall Height Map”;
 - (h)** Schedule ZM-32 “Plan Dutch Village Road Height Map”;
 - (i)** Schedule ZM-35 “Kearney Lake Area”;
 - (j)** Schedule A “Lands Subject to Interim Bonus Zoning Requirements”; and
 - (k)** Map ZM-2 “Schedules and Secondary Plan Areas”.
- 5** The By-law is amended by removing certain lands as shown on Sheet 16, Insets 01-06 to 03-06, inclusive, attached hereto, from the following maps:
 - (a)** Schedule ZM-19 “McIntosh Run Flood Plain”;
 - (b)** Schedule ZM-22 “Areas of Elevated Archaeological Potential”;
 - (c)** Schedule ZM-23 “Wetlands”;

- (d)** Schedule ZM-24 "Northwest Arm";
- (e)** Schedule ZM-25 "Winde Energy Zoning";
- (f)** Schedule ZM-35 "Kearney Lake Area";
- (g)** Schedule A "Lands Subject to Interim Bonus Zoning Requirements";
- (h)** Map ZM-1 "Zoning (North Section)";
- (i)** Map ZM-1 "Zoning (Centre Section)";
- (j)** Map ZM-1 "Zoning (South Section)"; and
- (k)** Map ZM-2 "Schedules and Secondary Plan Areas".

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional Municipality held on the ____ day of _____, A.D., 20____.

GIVEN under the hand of the Municipal Clerk and under the Corporate Seal of the said Municipality this ____ day of _____, A.D., 20____.


Municipal Clerk



Sheet 8 - Halifax Mainland LUB Map ZM-1 1-1

Halifax

HALIFAX

 Area to be rezoned from K (Schedule K) to R-3 (Low-Rise Apartment)

Zone - Halifax

- C2-A Minor Commercial
- P Park and Institutional
- R-1 Single Family Dwelling
- R-2 Two Family Dwelling
- R-2T Townhouse
- R-3 Low-Rise Apartment

0 40 80 120 m

This map is an unofficial reproduction of a portion of the Zoning Map for the plan area indicated.


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


Halifax Mainland
Land Use By-Law Area



Sheet 10 - Dutch Village Road Schedule ZM-32

Halifax

 LUB Schedule ZM-32 area maximum building height to be changed from 11m to 15m

 LUB Schedule ZM-32 Existing Maximum Building Height meters (m)

0 40 80 120 m

This map is an unofficial reproduction of a portion of the Maximum Building Height Precincts Map for the plan area indicated.


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

Halifax Mainland (Dutch Village Road)
Land Use By-Law Area

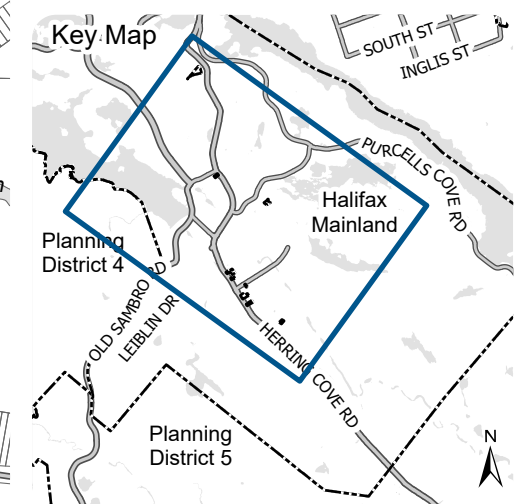
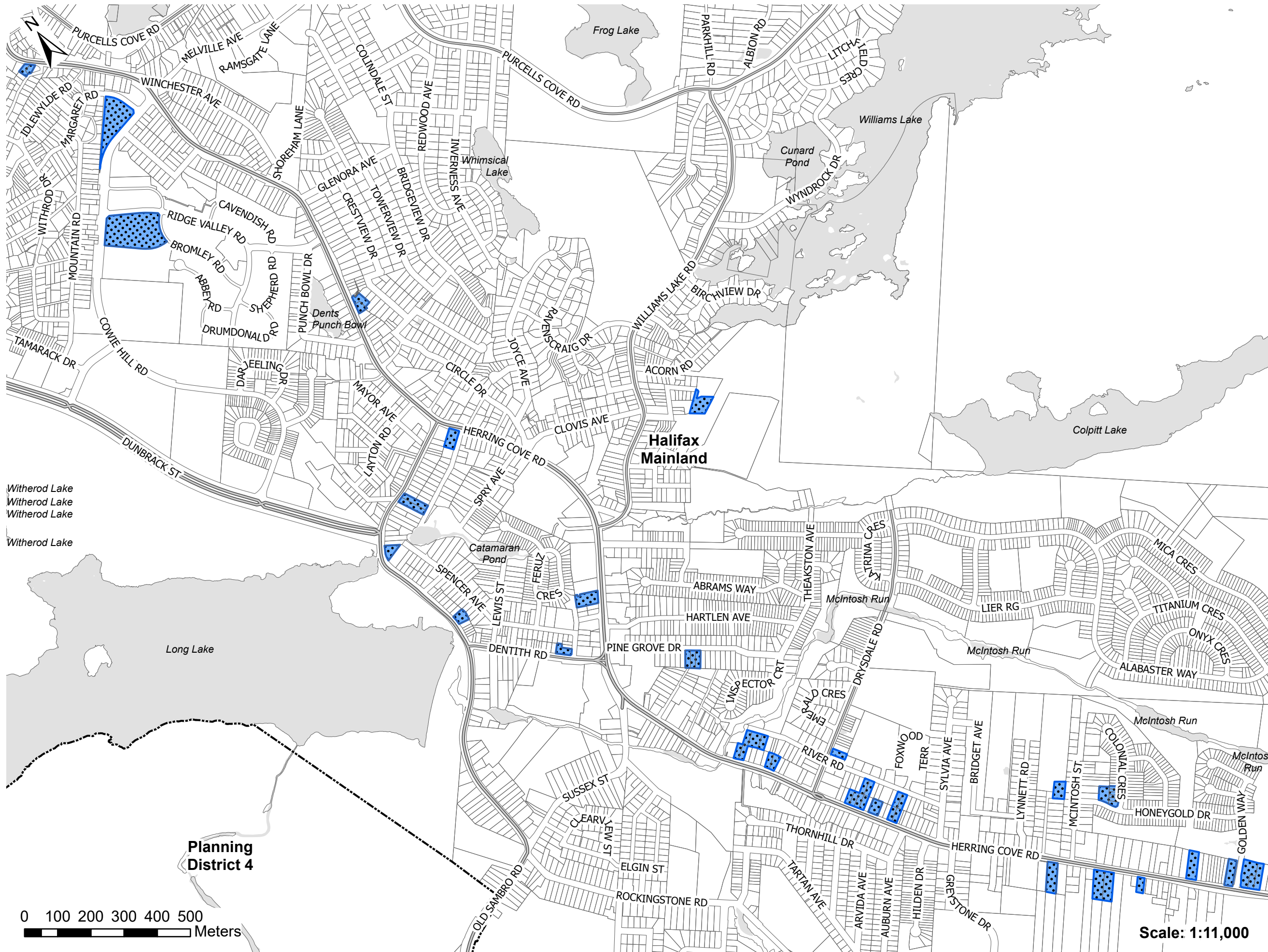
HALIFAX

Suburban Housing Accelerator Land Use By-Law

Sheet 16 1-6


 Area to be removed from
Halifax Mainland Land Use
By-law and all associated maps

 Other By-Law Boundaries



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map representation on this plan.

Scale: 1:11,000

 Area to be removed from
Halifax Mainland Land Use
By-law and all associated maps




 Other By-Law Boundaries

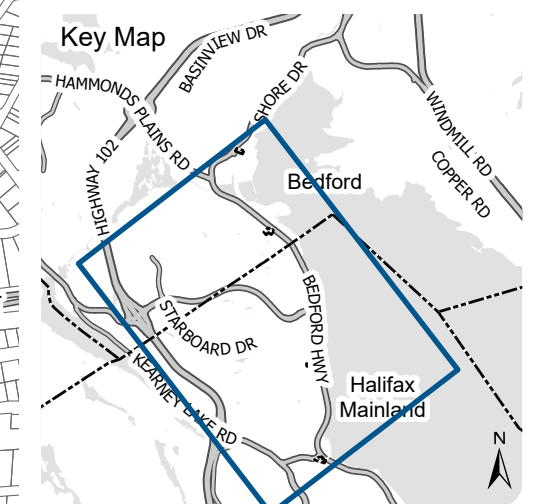
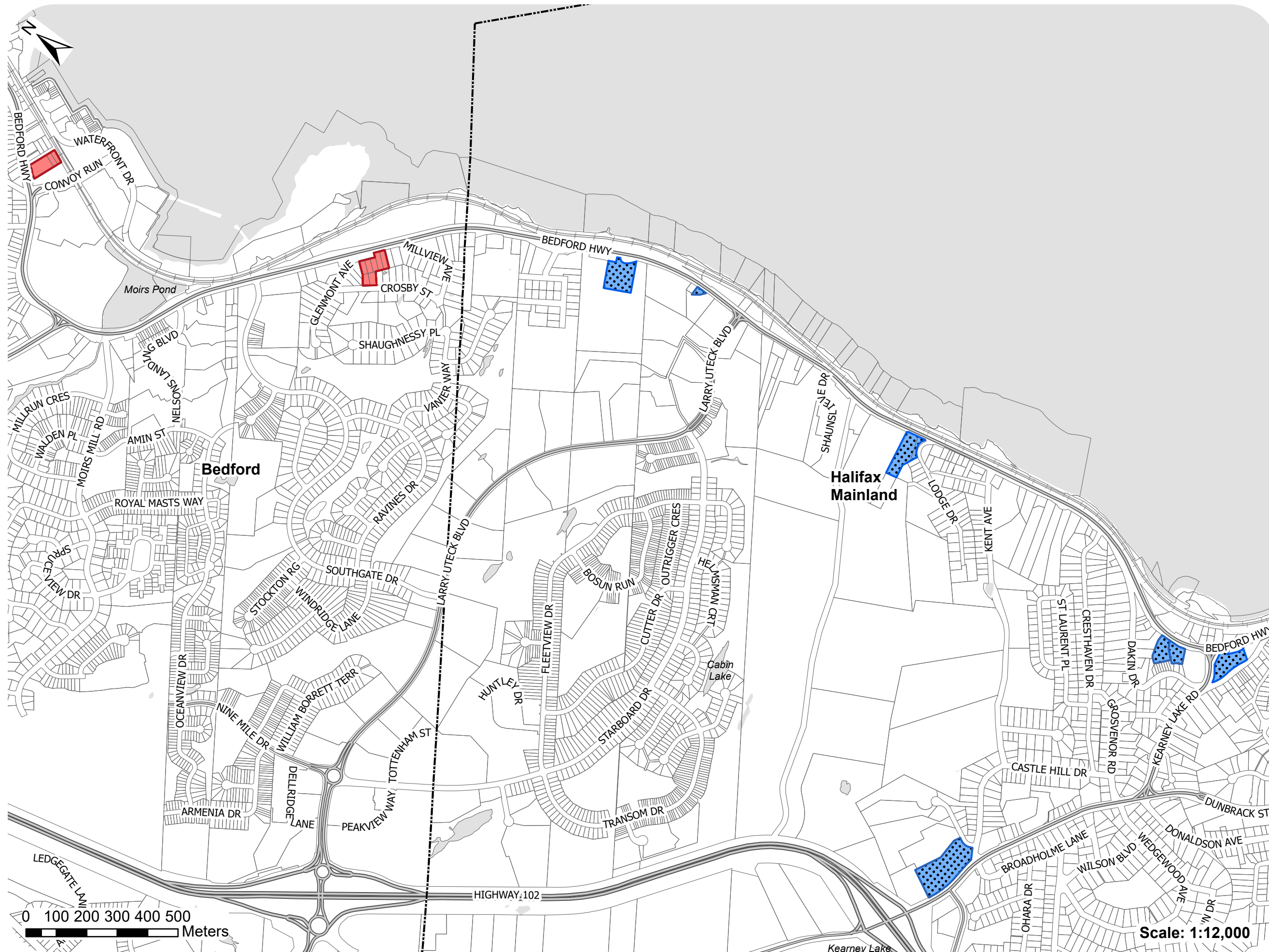


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Scale: 1:10,000

Sheet 16 3-6

-  Area to be removed from Halifax Mainland Land Use By-law and all associated maps
-  Area to be removed from Bedford Land Use By-law and all associated maps
-  Other By-Law Boundaries



Prepared By: Halifax Regional Municipality
HRM does not guarantee the accuracy of any base map representation on this plan.

ATTACHMENT 2.13

Proposed Amendments to the Regional Centre Secondary Municipal Planning Strategy

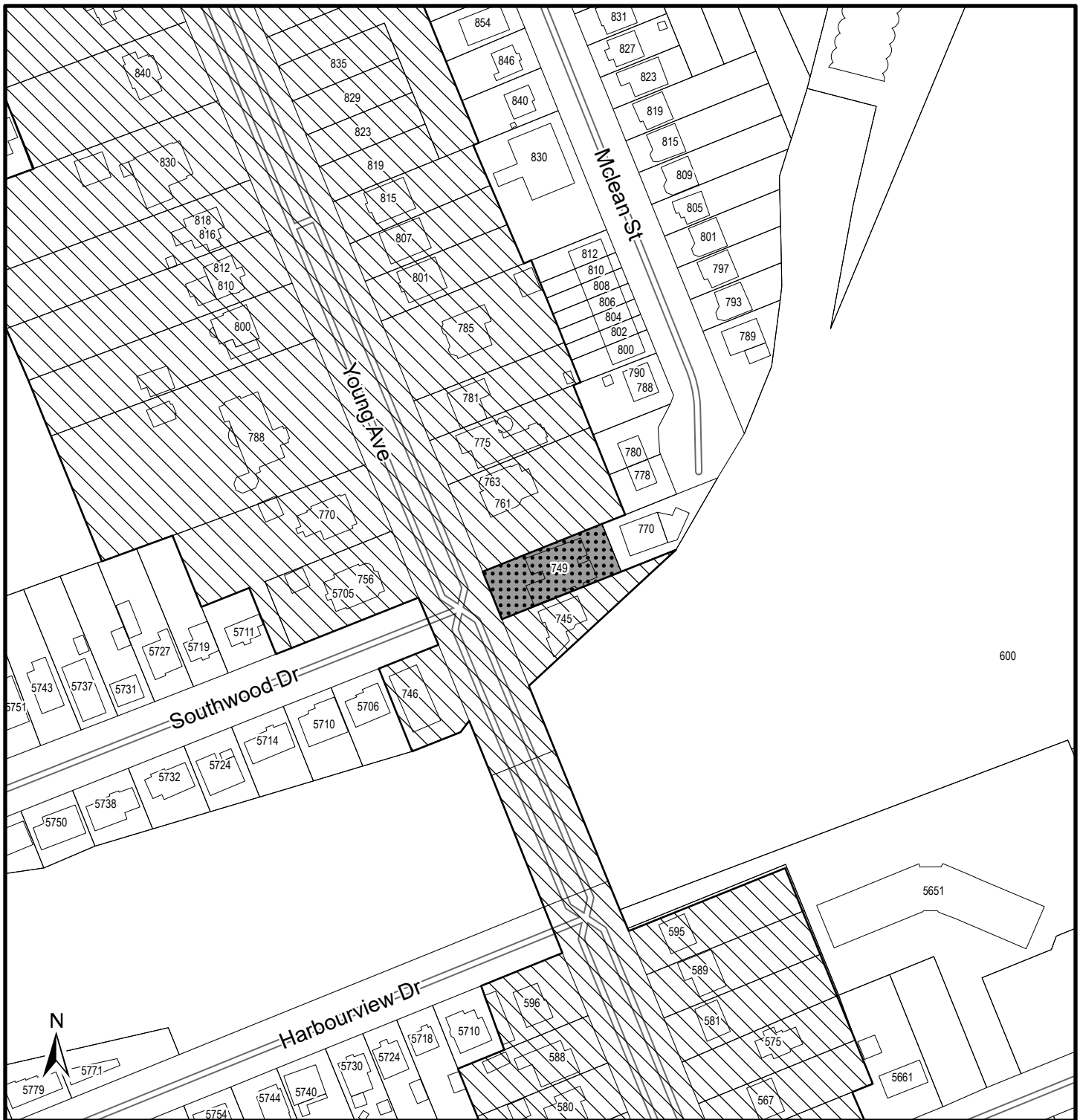
BE IT ENACTED by the Regional Council of Halifax Regional Municipality that the Regional Centre Secondary Municipal Planning Strategy is hereby amended as follows:

- 1 Map 1 "Urban Structure Designation" to the *Regional Centre Secondary Municipal Planning Strategy* is amended
 - (a) by redesignating 1190 Beaufort Avenue, Halifax (PID 00078527), shown on Sheet 13 – RC SMPS Map 1, Inset 2-4, attached hereto, from an Established Residential Designation to a Park and Community Facility Designation;
 - (b) by redesignating 2485 Brunswick Street, 2487 Brunswick Street & 5245 Artz Street, Halifax (PID 40264533) and 2495 Brunswick Street & 2497 Brunswick Street, Halifax (40264541), shown on Sheet 13 – RC SMPS Map 1, Inset 3-4, attached hereto from an Established Residential Designation to a Higher-Order Residential Designation; and
 - (c) by redesignating 2627 Connolly Street & 2629 Connolly Street, Halifax (PID 00079731), 2633 Connolly Street & 2635 Connolly Street, Halifax (PID 00079749) and 2639 Connolly Street, Halifax (PID 00079756), shown on Sheet 13 – RC SMPS Map 1, Inset 4-4, attached hereto from an Established Residential Designation to a Corridor Designation.
- 2 Map 4 "Maximum Building Height Precincts" to the By-law is amended by changing 2627 Connolly Street & 2629 Connolly Street, Halifax (PID 00079731), 2633 Connolly Street & 2635 Connolly Street, Halifax (PID 00079749) and 2639 Connolly Street, Halifax (PID 00079756), shown on Sheet 14 – RC SMPS Map 4 – RC LUB Schedule 15, Inset 1-1, attached hereto, from 11 metres to 5 storeys.
- 3 Map 20 "Proposed Heritage Conservation District Study Areas" to the By-law is amended by adding 749 Young Avenue, Halifax (PID 40701518), shown on Sheet 13 – RC SMPS Map 20, Inset 1-4, attached hereto to the Young Avenue Proposed Heritage Conservation District.

THIS IS TO CERTIFY that the planning strategy of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional Municipality held on the ____ day of _____, A.D., 20____.

GIVEN under the hand of the Municipal Clerk and under the Corporate Seal of the said Municipality this ____ day of _____, A.D., 20____.


Municipal Clerk



Sheet 13 - RC SMPS Map 20 1-4

749 Young Avenue, Halifax
PID 40701518

HALIFAX

 Area to be added to
Young Avenue Proposed HCD Study Area

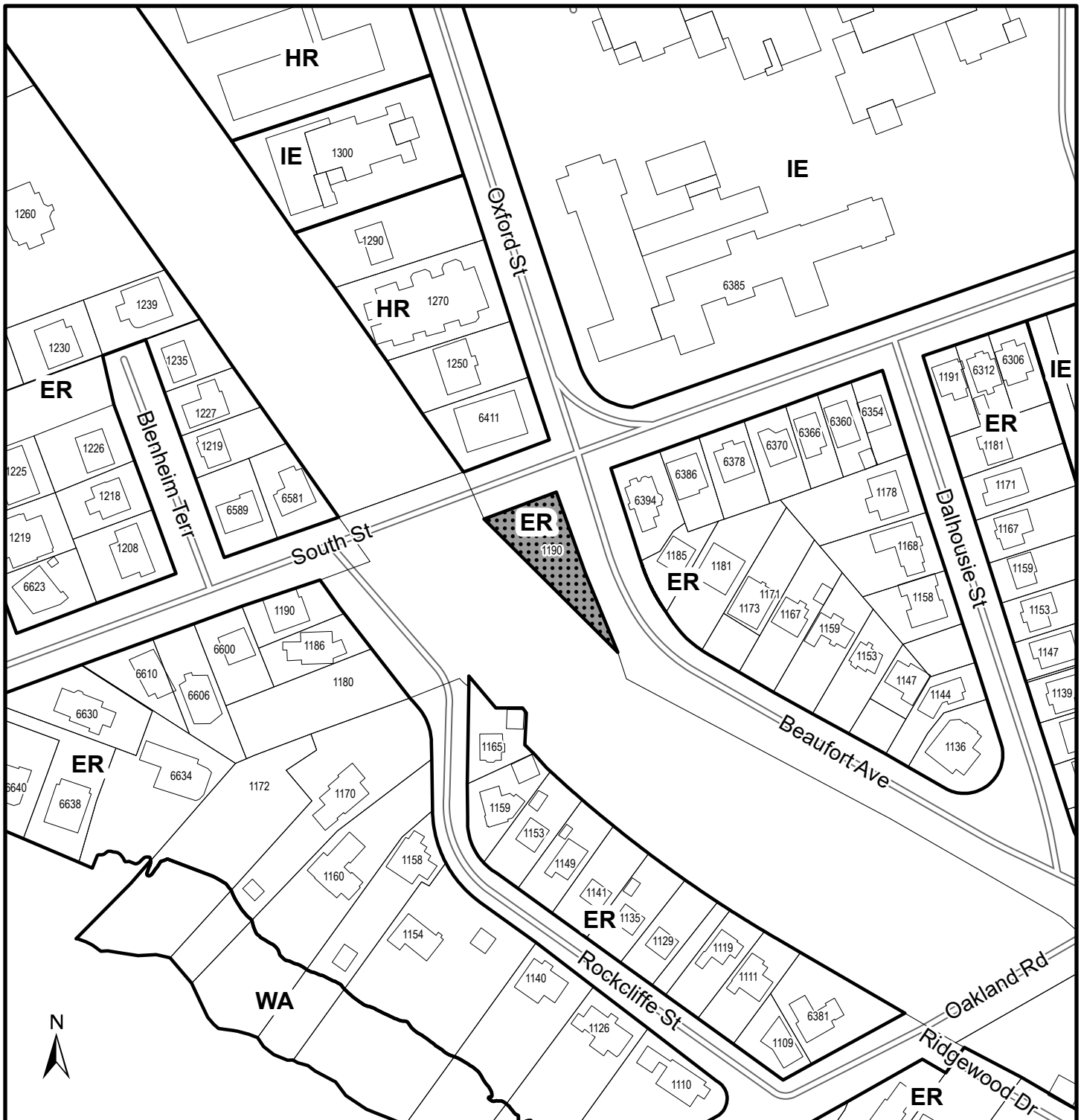
 Young Avenue Proposed HCD Study Area

Regional Centre
Plan Area

0 40 m



This map is an unofficial reproduction of
a portion of the Proposed Heritage
Conservation District Study Areas for
the plan area indicated.

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



Sheet 13 - RC SMPS Map 1 2-4

1190 Beaufort Avenue, Halifax
PID 00078527

 Area proposed to be re-designated from ER (Established Residential) to PCF (Park and Community Facility)

DESIGNATION

ER Established Residential
HR Higher-Order Residential
IE Institutional Employment
WA Water Access

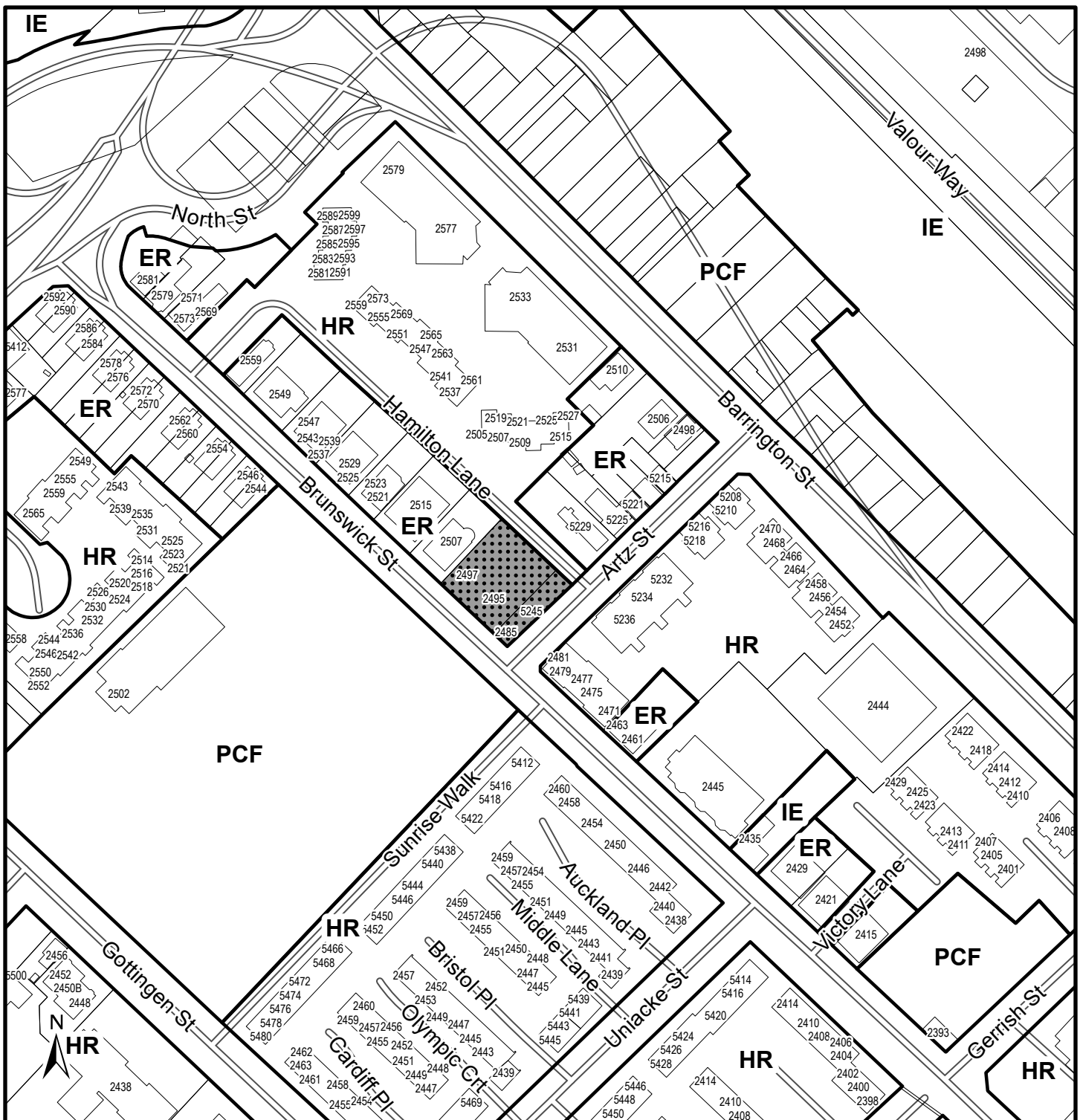
HALIFAX

0 40 m

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.

Regional Centre
Plan Area



Sheet 13 - RC SMPS Map 1 3-4

2485 to 2497 Brunswick Street, Halifax
PID 40264533 and 40264541

 Area proposed to be redesignated
from ER (Established Residential)
to HR (Higher-Order Residential)

DESIGNATION

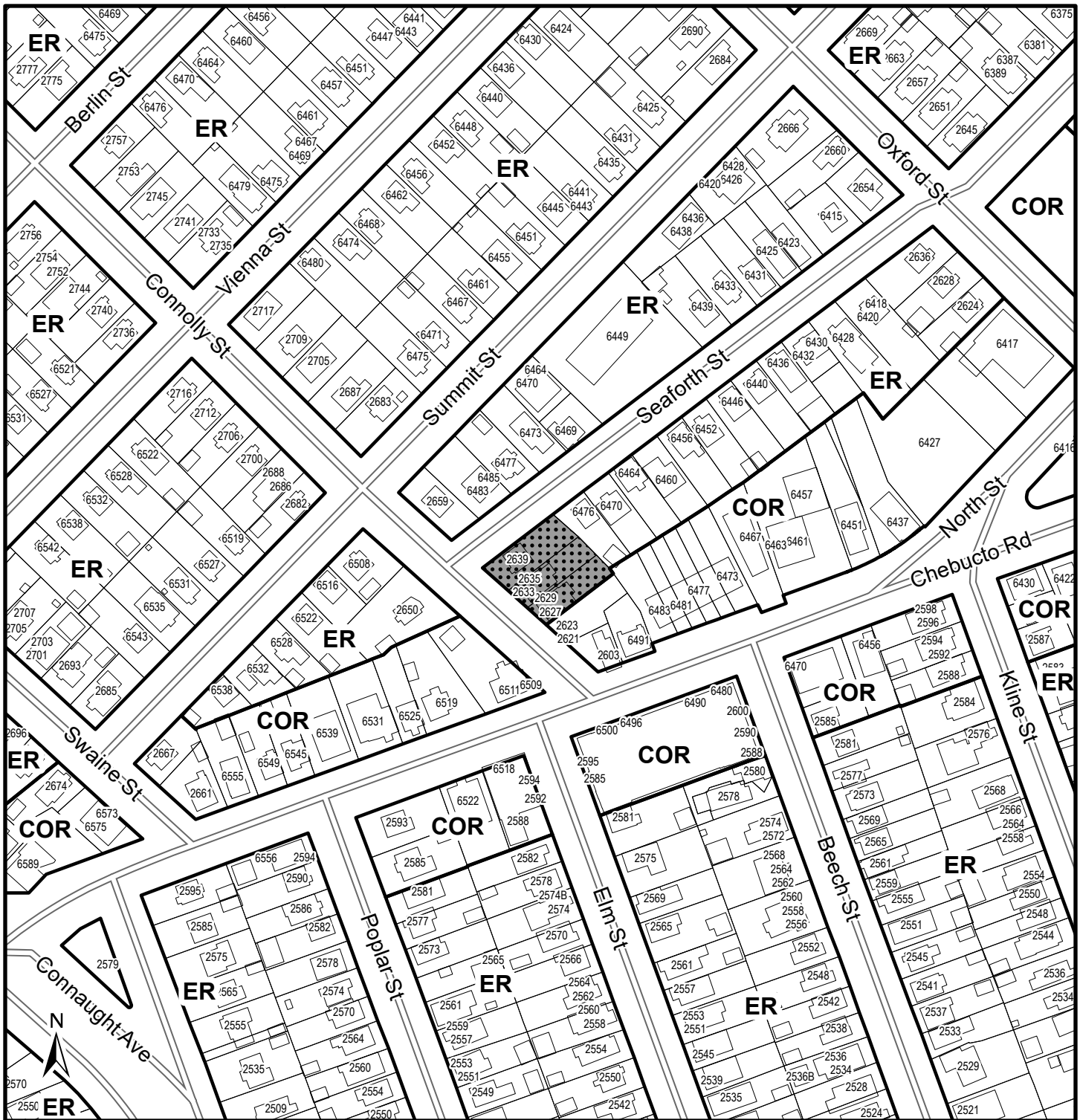
ER Established Residential
HR Higher-Order Residential
IE Institutional Employment
PCF Park and Community Facility

0 40 m

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.

Regional Centre
Plan Area



Sheet 13 - RC SMPS Map 1 4-4

2627, 2633, and 2639 Connolly Street, Halifax
PID 00079731, 00079749, and 00079756

 Area proposed to be re-designated
from ER (Established Residential)
to COR (Corridor)

DESIGNATION

ER Established Residential
COR Corridor

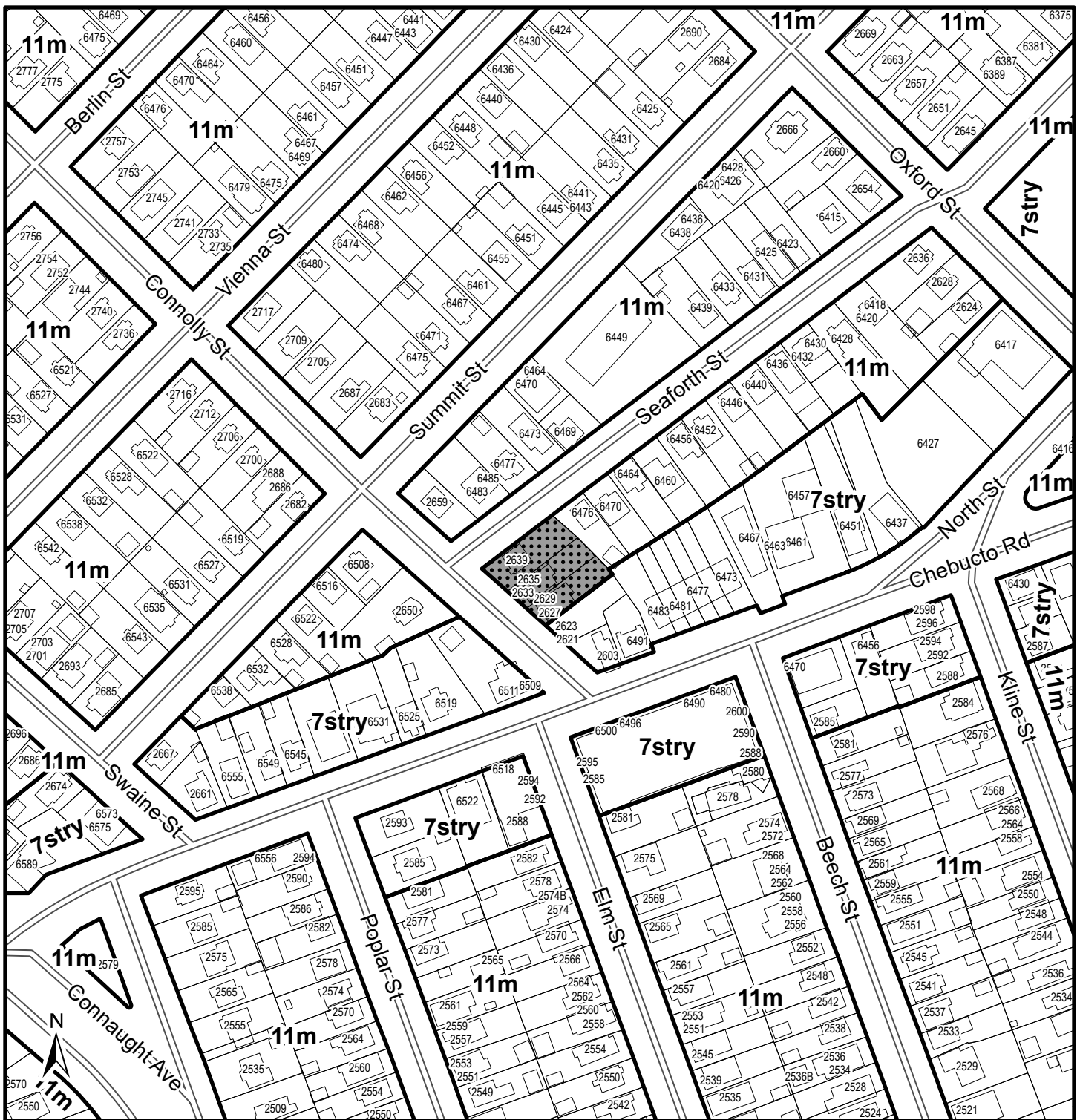
HALIFAX

0 40 m


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.

Regional Centre
Plan Area



Sheet 14 - RC SMPS Map 4 – RC LUB Schedule 15 1-1

2627, 2633, and 2639 Connolly Street, Halifax
PID 00079731, 00079749, and 00079756

 Map 4 and Schedule 15
area height precinct
proposed to be changed
from 11 meters to 5 storeys

Regional Centre
Land Use By-Law & Plan Area

HALIFAX

0 40 m

This map is an unofficial reproduction of
a portion of the Maximum Building Height
Precincts Map for the plan area indicated.

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

ATTACHMENT 2.14

Proposed Amendments to the Regional Centre Land Use By-law

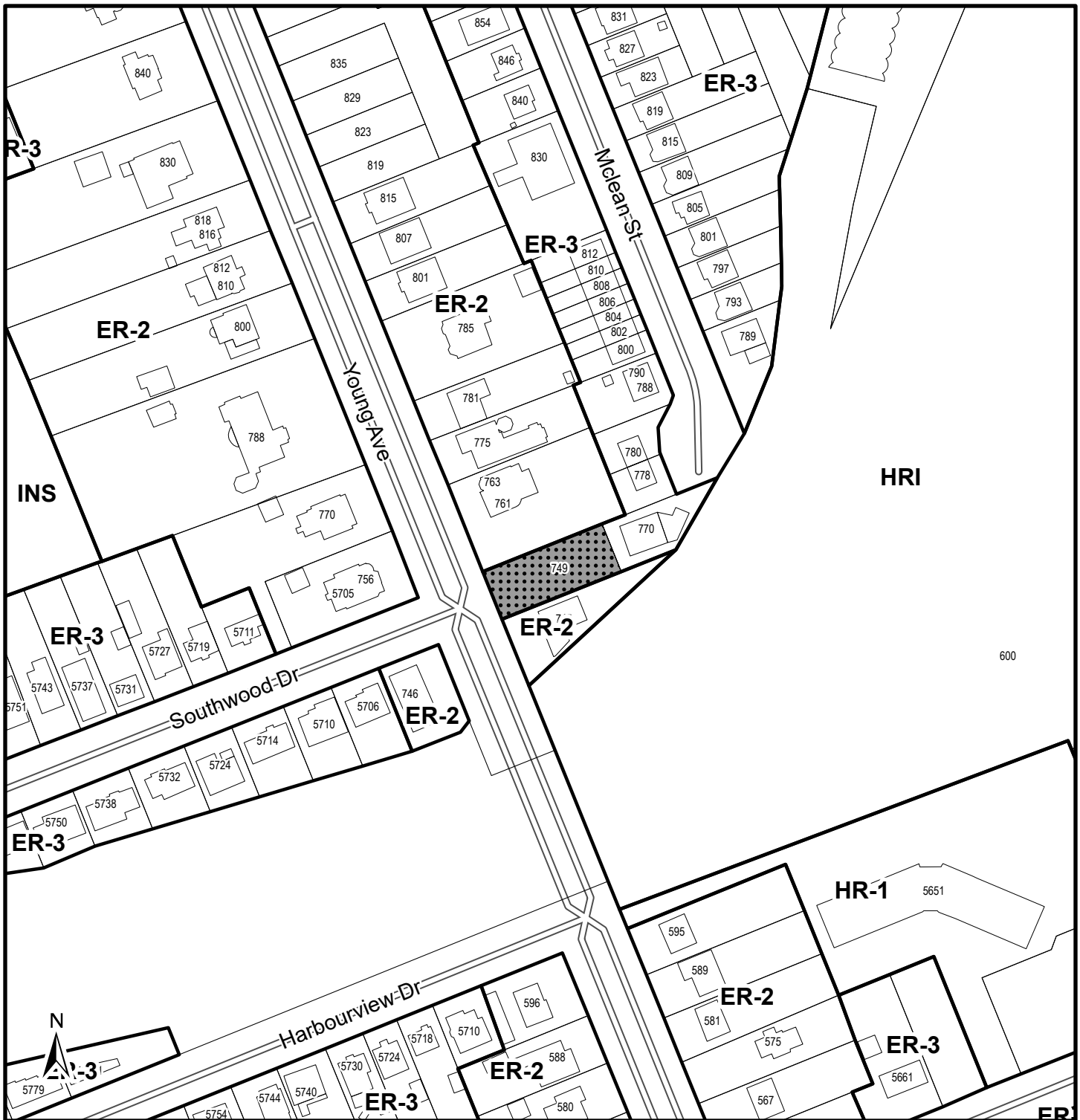
BE IT ENACTED by the Regional Council of Halifax Regional Municipality that the Regional Centre Land Use By-law is hereby amended as follows:

- 1 Schedule 2 "Zone Boundaries" to the *Regional Centre Land Use By-law* is amended
 - (a) by rezoning 749 Young Avenue, Halifax (PID 40701518), shown on Sheet 12, RC LUB Schedule 2, Inset 1-4, attached hereto, from an Established Residential 3 Zone to an Established Residential 2 Zone;
 - (b) by rezoning 1190 Beaufort Avenue, Halifax (PID 00078527), shown on Sheet 12 – RC LUB Schedule 2, Inset 2-4, attached hereto, from an Established Residential 3 Zone to a Parks and Community Facilities Zone;
 - (c) by rezoning 2485 Brunswick Street, 2487 Brunswick Street & 5245 Artz Street, Halifax (PID 40264533), 2495 Brunswick Street & 2497 Brunswick Street, Halifax (PID 40264541), shown on Sheet 12 – RC LUB Schedule 2, Inset 3-4, attached hereto, from an Established Residential 2 Zone to a Higher-Order Residential 1 Zone; and
 - (d) by rezoning 2627 Connolly Street & 2629 Connolly Street, Halifax (PID 00079731), 2633 Connolly Street & 2635 Connolly Street, Halifax (PID 00079749) and 2639 Connolly Street, Halifax (PID 00079756), shown on Sheet 12 – RC LUB Schedule 2, Inset 4-4, attached hereto, from an Established Residential 3 Zone to a Corridor Zone.
- 2 Schedule 15 "Maximum Building Height Precincts" to the By-law is amended by changing 2627 Connolly Street & 2629 Connolly Street, Halifax (PID 00079731), 2633 Connolly Street & 2635 Connolly Street, Halifax (PID 00079749) and 2639 Connolly Street, Halifax (PID 00079756), shown on Sheet 14 – RC SMPS Map 4 – RC LUB Schedule 15, Inset 1-1, attached hereto, from 11 metres to 5 storeys.

THIS IS TO CERTIFY that the planning strategy of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional Municipality held on the ____ day of _____, A.D., 20____.


GIVEN under the hand of the Municipal Clerk and under the Corporate Seal of the said Municipality this ____ day of _____, A.D., 20____.

Municipal Clerk



Sheet 12 - RC LUB Schedule 2 1-4

749 Young Avenue, Halifax
PID 40701518

 Area to be rezoned from ER-3 (Established Residential 3) to ER-2 (Established Residential 2)

Regional Centre
Land Use By-Law Area

Zone

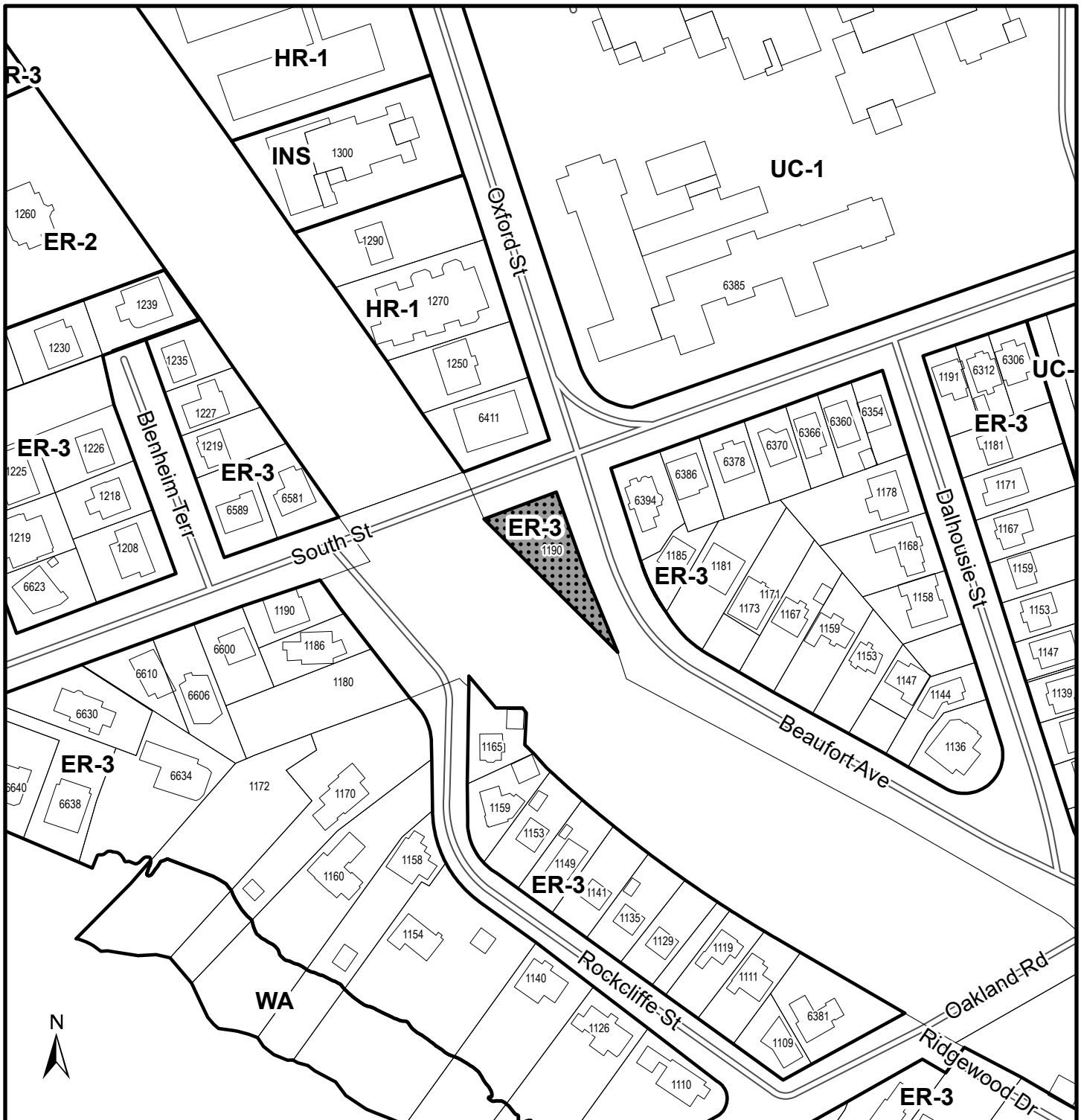
ER-2 Established Residential 2
ER-3 Established Residential 3
HRI Harbour-Related Industrial
INS Institutional

HALIFAX

0 40 m



This map is an unofficial reproduction of a portion of the Zoning Map for the plan area indicated.

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



Sheet 12 - RC LUB Schedule 2 2-4

1190 Beaufort Avenue, Halifax
PID 00078527

 Area to be rezoned from ER-3 (Established Residential 3) to PCF (Parks and Community Facilities)

Regional Centre
Land Use By-Law Area

Zone

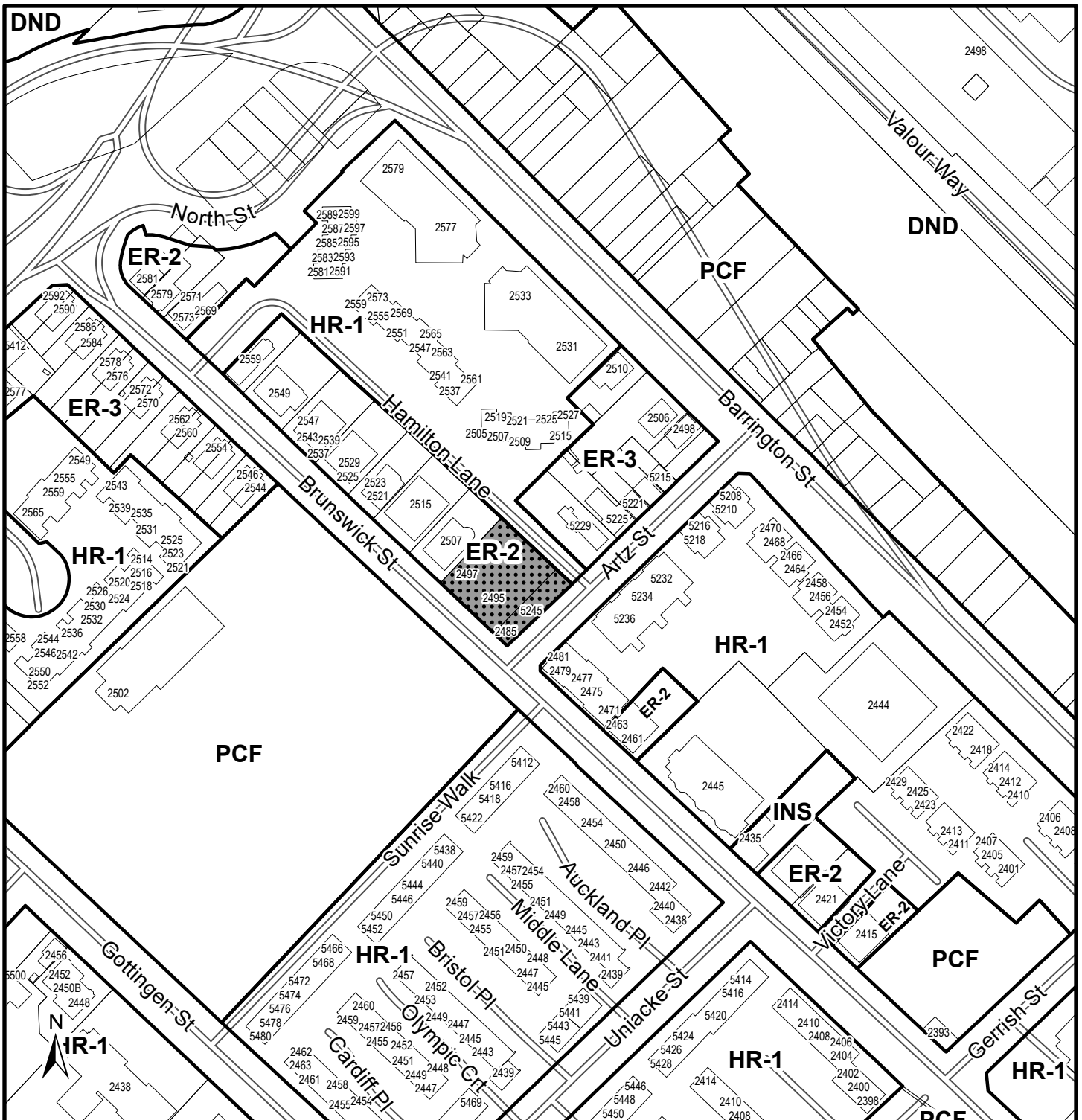
ER-2 Established Residential 2
ER-3 Established Residential 3
HR-1 Higher-Order Residential 1
INS Institutional
UC-1 University and College 1
WA Water Access

HALIFAX

0 40 m


This map is an unofficial reproduction of a portion of the Zoning Map for the plan area indicated.

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



Sheet 12 - RC LUB Schedule 2 3-4

2485 to 2497 Brunswick Street, Halifax
PID 40264533 and 40264541

 Area to be rezoned from ER-2 (Established Residential 2) to HR-1 (Higher-Order Residential 1)

Zone

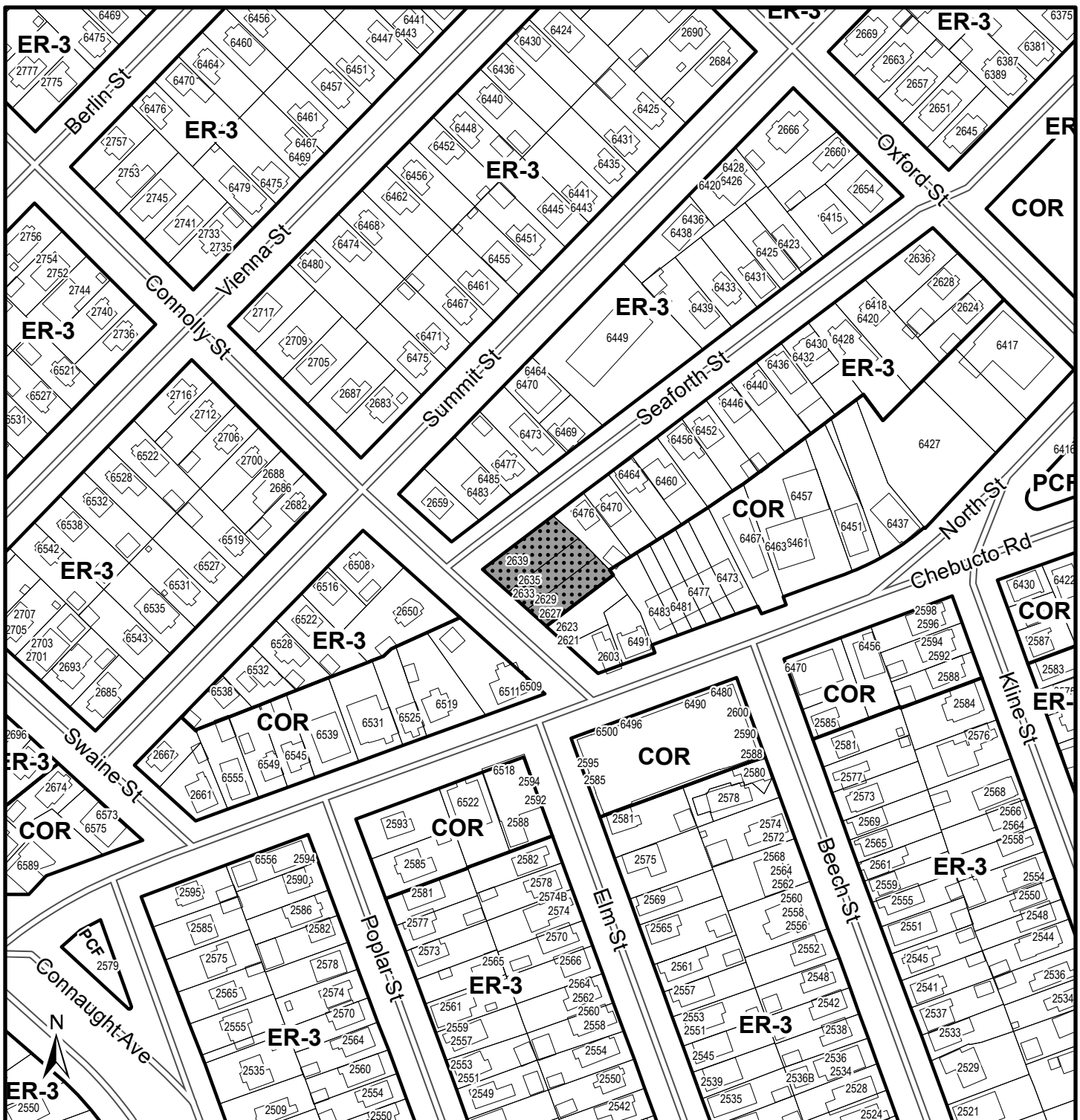
DND Department of National Defense
ER-2 Established Residential 2
ER-3 Established Residential 3
HR-1 Higher-Order Residential 1
INS Institutional
PCF Parks and Community Facilities

0 40 m


This map is an unofficial reproduction of a portion of the Zoning Map for the plan area indicated.


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

Regional Centre
Land Use By-Law Area



Sheet 12 - RC LUB Schedule 2 4-4

2627, 2633, and 2639 Connolly Street, Halifax
PID 00079731, 00079749, and 00079756

 Area to be rezoned from ER-3 (Established Residential 3) to COR (Corridor)

Zone

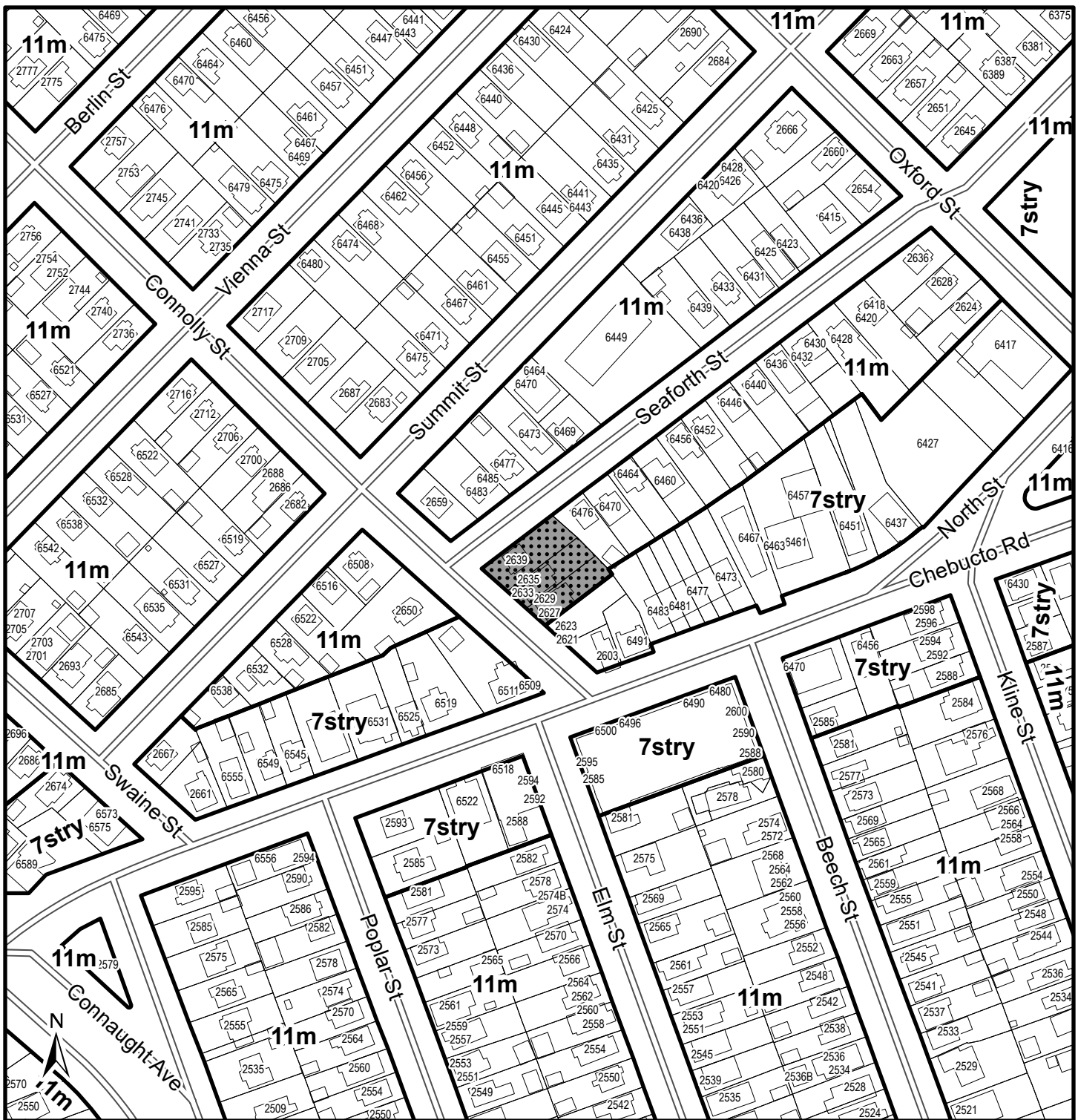
COR Corridor
ER-3 Established Residential 3
PCF Parks and Community Facilities

0 40 m

Regional Centre
Land Use By-Law Area


This map is an unofficial reproduction of a portion of the Zoning Map for the plan area indicated.

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



Sheet 14 - RC SMPS Map 4 – RC LUB Schedule 15 1-1

2627, 2633, and 2639 Connolly Street, Halifax
PID 00079731, 00079749, and 00079756

 Map 4 and Schedule 15
area height precinct
proposed to be changed
from 11 meters to 5 storeys

Regional Centre
Land Use By-Law & Plan Area

HALIFAX

0 40 m



This map is an unofficial reproduction of
a portion of the Maximum Building Height
Precincts Map for the plan area indicated.

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

ATTACHMENT 2.15

Proposed Amendments to the Sackville Municipal Planning Strategy

BE IT ENACTED by the Regional Council of the Halifax Regional Municipality that the Sackville Municipal Planning Strategy is hereby amended as follows:

- 1 Section "Introduction" of the *Sackville Municipal Planning Strategy* is amended by adding the following at the end of the first paragraph:

The Municipal Planning Strategy does not apply to the lands designated as "Housing Accelerator", as shown on Map 1: Designation Boundaries, of the Suburban Housing Accelerator Secondary Municipal Planning Strategy.

THIS IS TO CERTIFY that the planning strategy of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional Municipality held on the ____ day of _____, A.D., 20____.

GIVEN under the hand of the Municipal Clerk and under the Corporate Seal of the said Municipality this ____ day of _____, A.D., 20____.

Municipal Clerk

ATTACHMENT 2.16

Proposed Amendments to the Sackville Land Use By-law

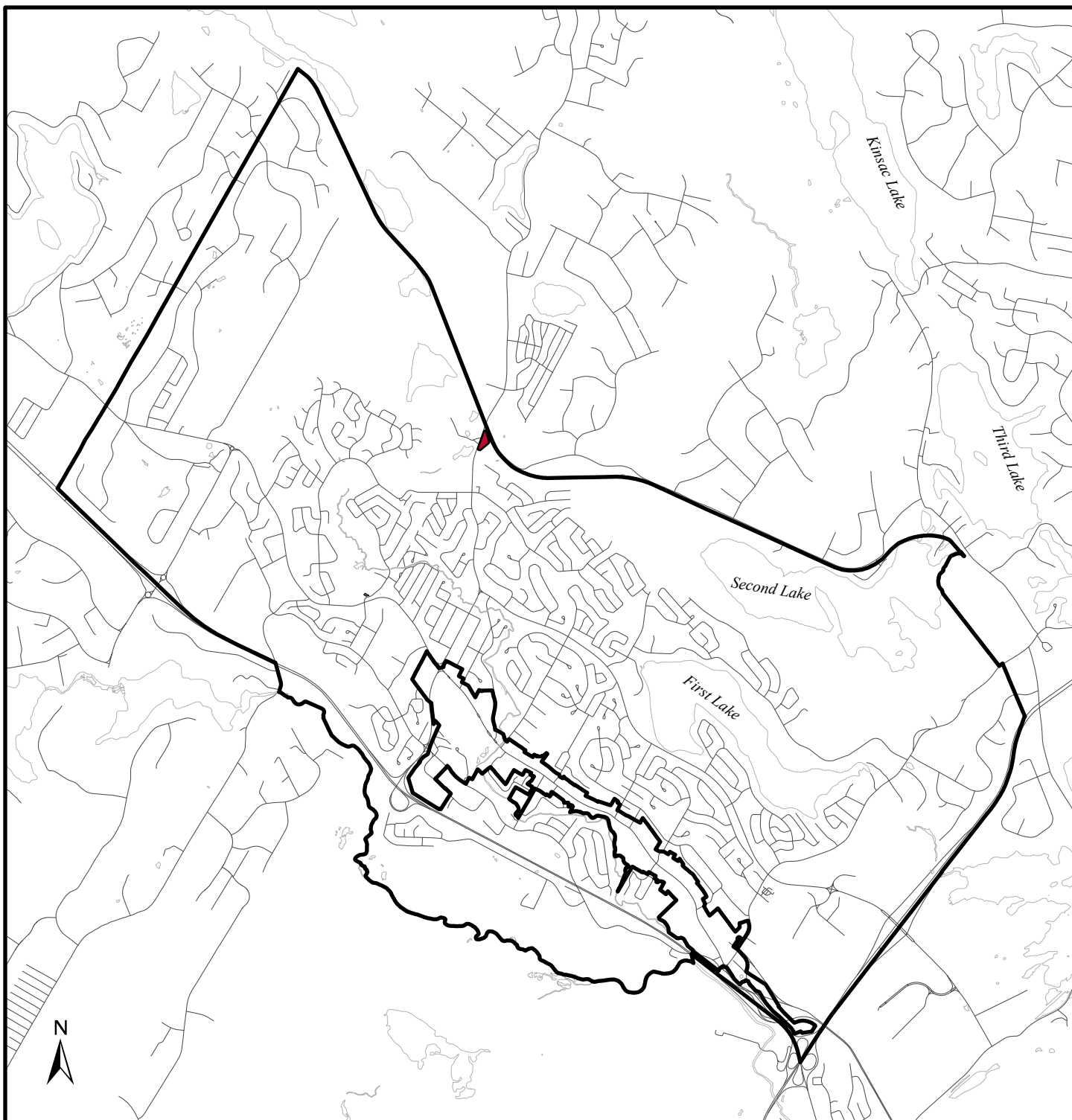
BE IT ENACTED by the Regional Council of the Halifax Regional Municipality that the Sackville Land Use By-law is hereby amended as follows:

- 1 The *Sackville Land Use By-law* is amended by removing the lands known as PID 40443285, shown in Sheet 15, Inset 4-6, attached hereto, from the following maps:
 - (a) Schedule C "Areas of Elevated Archaeological Potential";
 - (b) Schedule D "Wetlands";
 - (c) Schedule E "Wind Energy Zoning"; and
 - (d) Schedule F "Lands Subject To Bonus Zoning Requirements".
- 2 Schedule F: "Lands Subject to Interim Bonus Zoning Requirements" is amended by deleting the map on page 117 and replacing it with the map attached hereto titled Schedule F: Lands Subject to Interim Bonus Zoning Requirements, and by striking out "Schedule D, Table 1" in the title of a table on Page 118 and replacing it with "Schedule F, Table 1"

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional Municipality held on the ____ day of _____, A.D., 20____.


GIVEN under the hand of the Municipal Clerk and under the Corporate Seal of the said Municipality this ____ day of _____, A.D., 20____.


Municipal Clerk



SCHEDULE F: Lands Subject to Interim Bonus Zoning Requirements

HALIFAX

 Subject Lands (see Schedule F Table 1)

 Refer to the Suburban Housing Accelerator Land Use By-Law

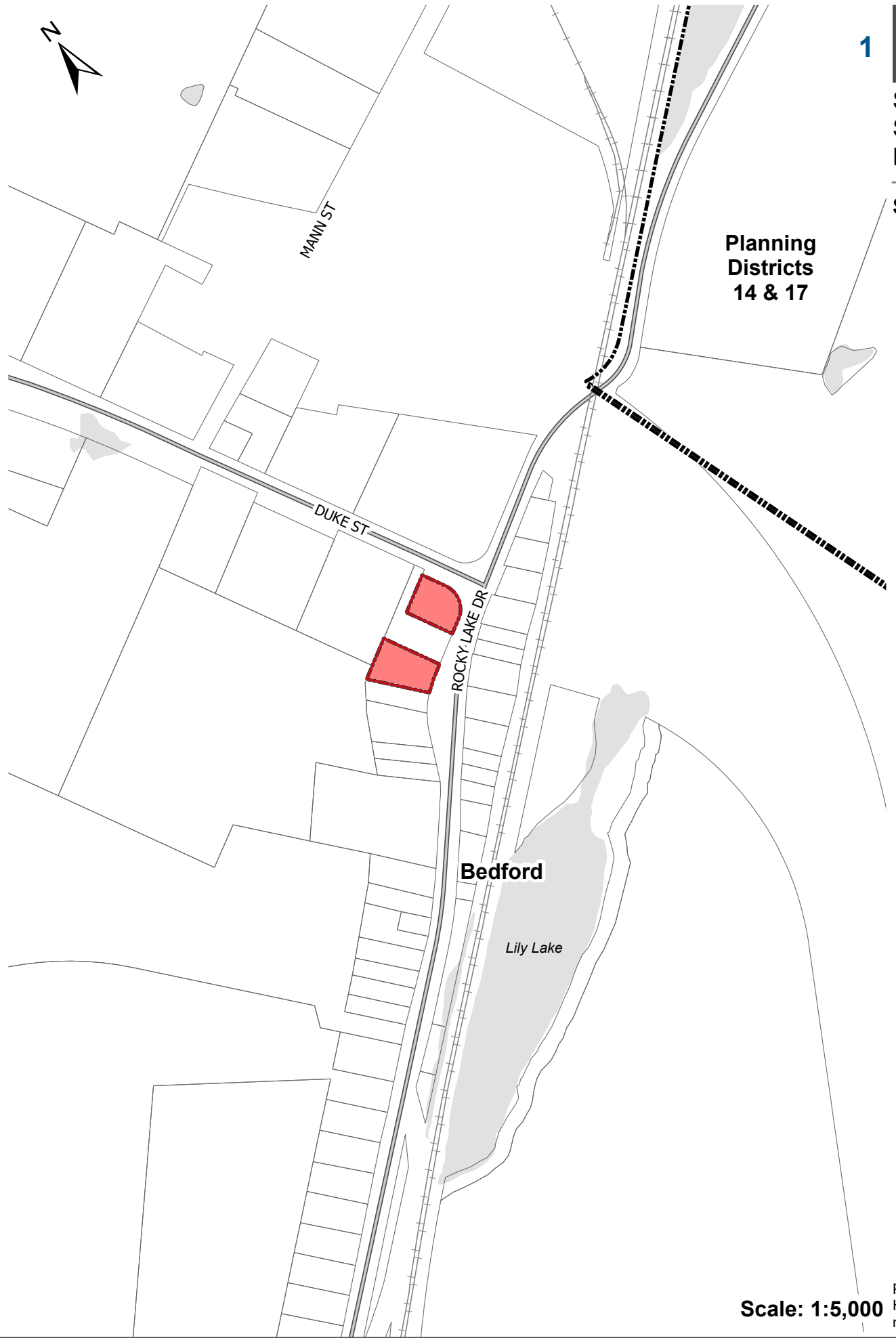
0 1 Kilometers

Sackville

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

Effective:

T:\work\planning\SER_Group_Official Plan Maps\LUB\Sackville



HALIFAX

Suburban Housing Accelerator
Secondary Municipal
Planning Strategy

Sheet 15 4-6

- Area to be removed from Bedford SMPS and all associated maps
- Area to be removed from Sackville SMPS and all associated maps
- Other Plan Area Boundaries

Planning Districts 14 & 17

Key Map

Planning Districts 14 & 17

Sackville

Bedford

Prepared By: Halifax Regional Municipality
HRM does not guarantee the accuracy of any base map representation on this plan.

ATTACHMENT 2.17

Proposed Amendments to the Suburban Housing Accelerator Secondary Municipal Planning Strategy

BE IT ENACTED by the Regional Council of the Halifax Regional Municipality that the Suburban Housing Accelerator Secondary Municipal Planning Strategy is hereby amended as follows:

- 1 Section 1.3 of the *Suburban Housing Accelerator Secondary Municipal Planning Strategy* is amended by adding the following after the third paragraph:

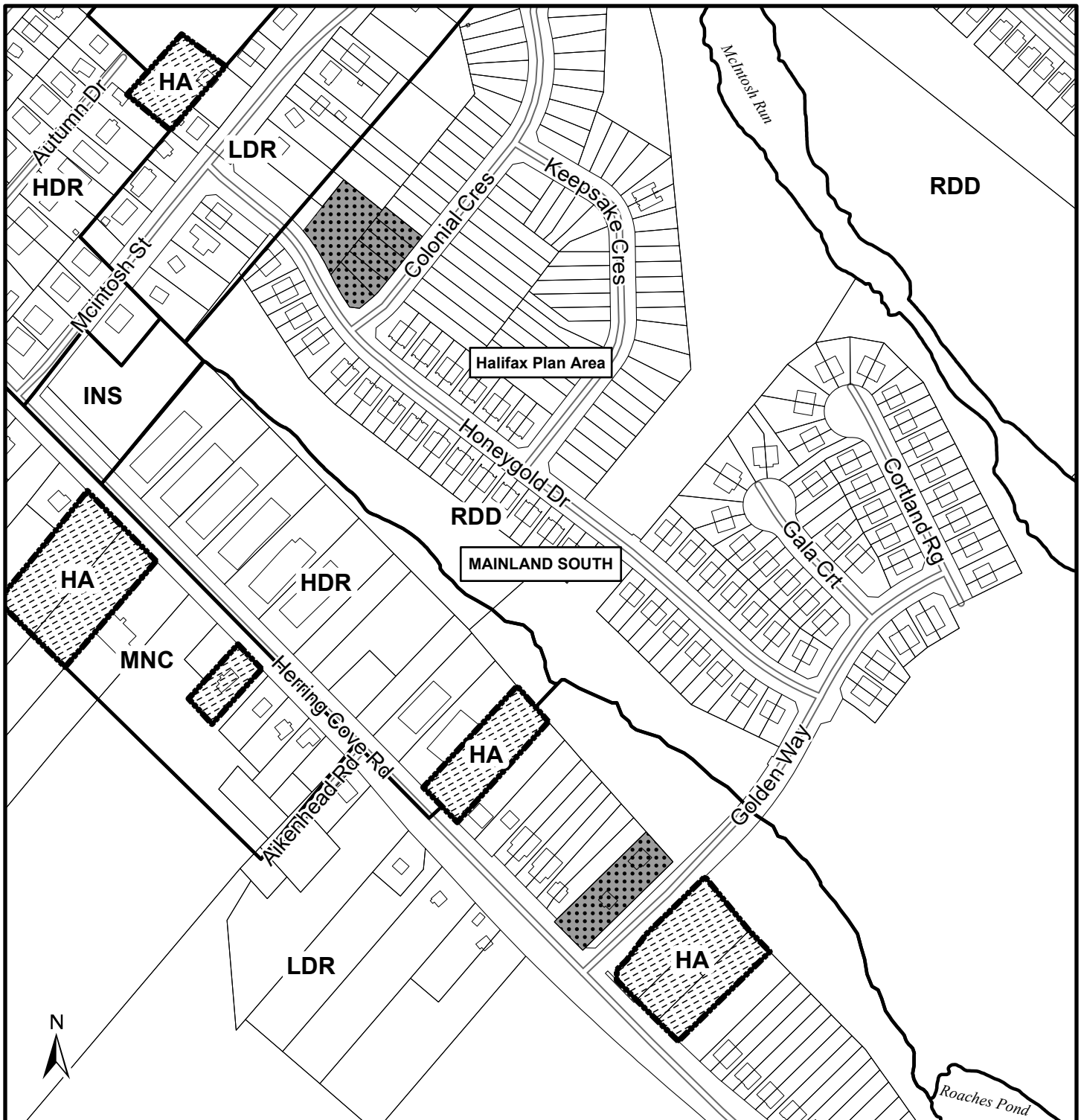
The majority of the potential opportunity sites were presented for public consultation and public comment between January 17 and February 16, 2024. During that period a large number of other site-specific requests were received, which could not be adequately reviewed or provided for public feedback prior to the completion of this Plan. As a result, only new sites that were part of Provincial Land for Housing or not-for-profit affordable housing project were included. The remaining sites will be considered as part of the Suburban Planning process.

- 2 Map 1 to the Planning Strategy "Designation Boundaries" is amended by adding those lands, shown on Sheet 1 – SHA SMPS Map 1, Insets 1-12 to 12-12 inclusive, attached hereto, to the Map, and designating those added lands as HA (Housing Accelerator).
- 3 Map 2 to the Planning Strategy "Maximum Building Height Precincts" is amended by adding those lands, shown on Sheet 2 – SHA SMPS MAP 2 and LUB Schedule 2, Insets 1-12 to 12-12 inclusive, attached hereto to the Suburban Housing Accelerator Secondary Municipal Planning Strategy, and setting the maximum height precincts for those added lands.

THIS IS TO CERTIFY that the planning strategy of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional Municipality held on the ____ day of _____, A.D., 20____.


GIVEN under the hand of the Municipal Clerk and under the Corporate Seal of the said Municipality this ____ day of _____, A.D., 20____.


Municipal Clerk



Sheet 1 - SHA SMPS Map 1 1-12

Halifax

 Area to be removed from Halifax Mainland South SMPS and added to Suburban Housing Accelerator SMPS designated HA (Housing Accelerator)

 Suburban Housing Accelerator Plan Area

Halifax Mainland South
Secondary Plan Area

Designation - Suburban Housing Accelerator

HA Housing Accelerator

Designation - Halifax Mainland South

HDR High Density Residential

INS Institutional

LDR Low Density Residential

MNC Minor Commercial

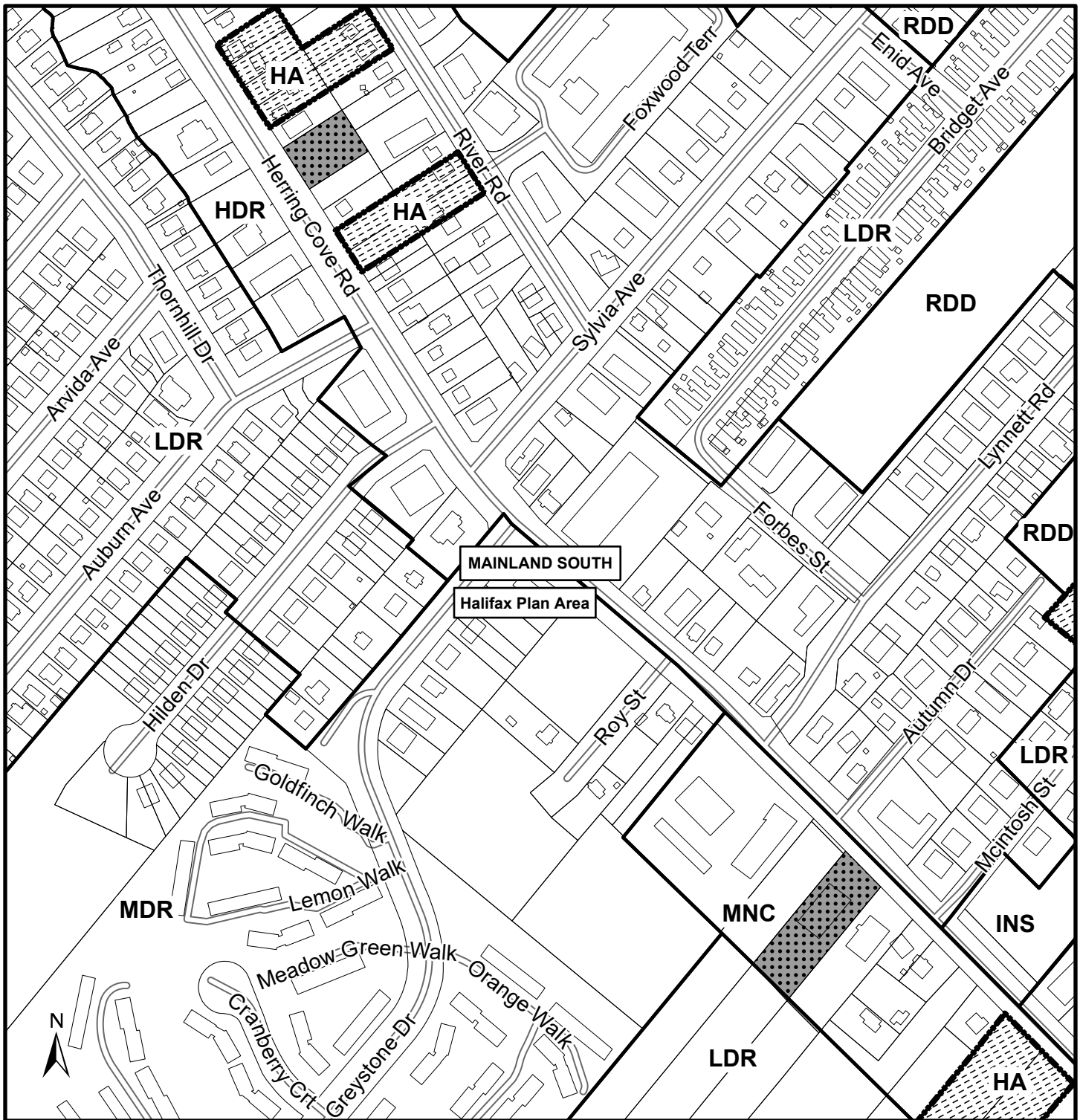
RDD Residential Development District

HALIFAX

0 40 80 120 m


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.



Sheet 1 - SHA SMPS Map 1 2-12

Halifax

 Area to be removed from Halifax Mainland South SMPS and added to Suburban Housing Accelerator SMPS designated HA (Housing Accelerator)

 Suburban Housing Accelerator Plan Area

Halifax Mainland South
Secondary Plan Area

Designation - Suburban Housing Accelerator

HA Housing Accelerator

Designation - Halifax Mainland South

HDR High Density Residential

INS Institutional

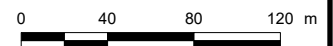
LDR Low Density Residential

MDR Medium Density Residential

MNC Minor Commercial

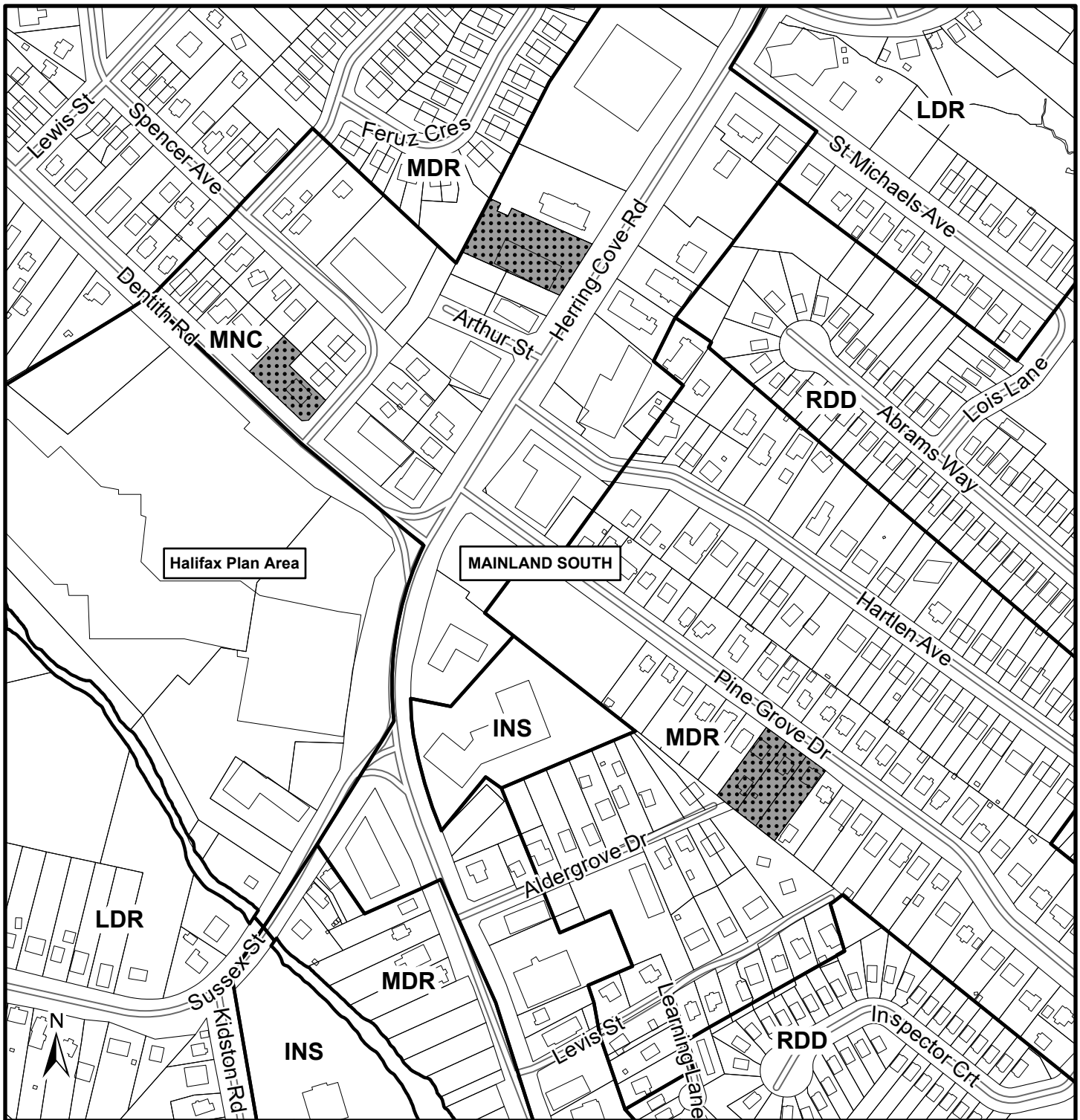
RDD Residential Development District

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.




Sheet 1 - SHA SMPS Map 1 3-12

Halifax

HALIFAX

 Area to be removed from Halifax Mainland South SMPS and added to Suburban Housing Accelerator SMPS designated HA (Housing Accelerator)

 Suburban Housing Accelerator Plan Area

Halifax Mainland South
Secondary Plan Area

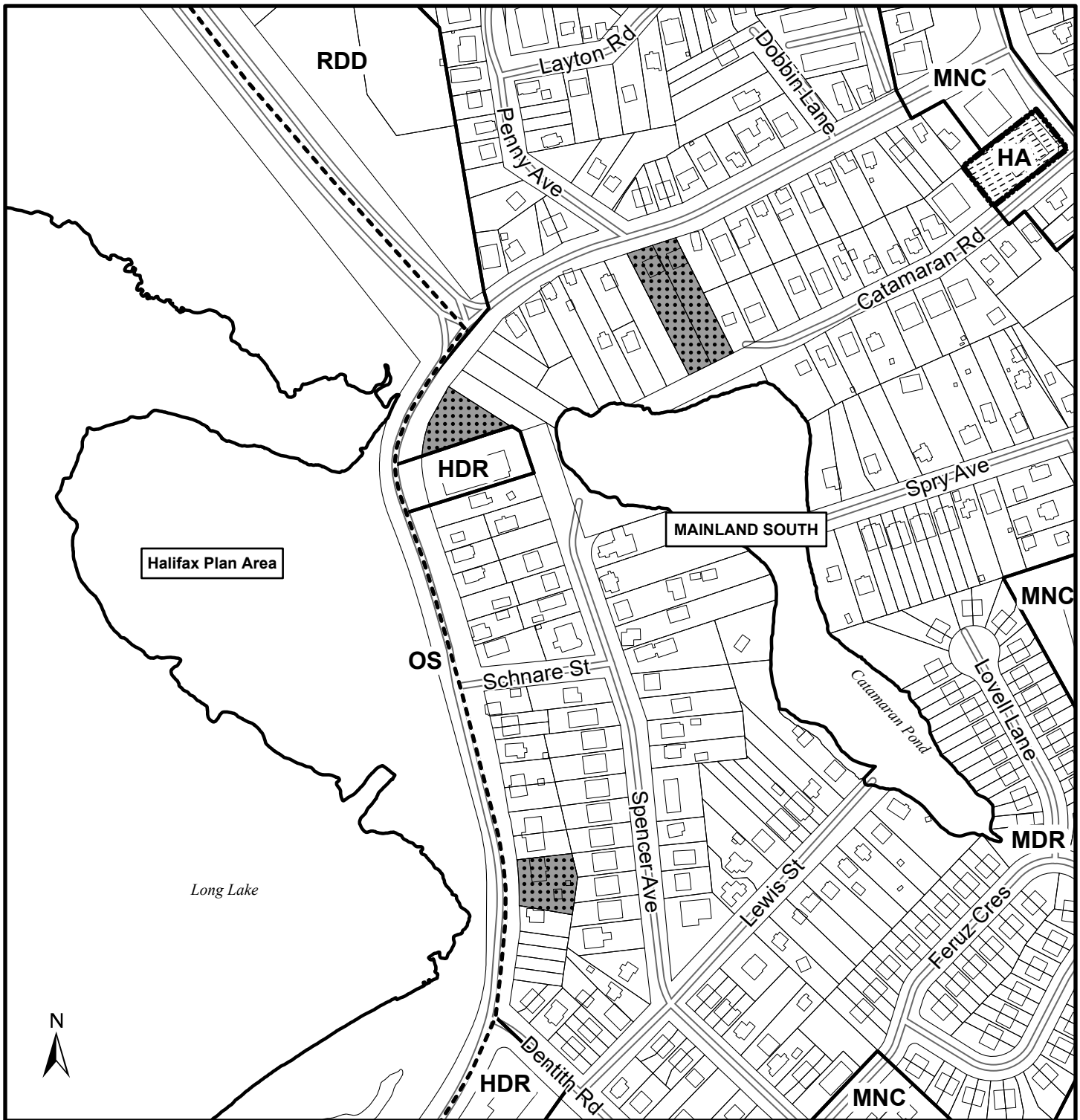
Designation - Halifax Mainland South

INS Institutional
LDR Low Density Residential
MJC Major Commercial
MNC Minor Commercial
RDD Residential Development District

0 40 80 120 m


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.



Sheet 1 - SHA SMPS Map 1 4-12

Halifax

 Area to be removed from Halifax Mainland South SMPS and added to Suburban Housing Accelerator SMPS designated HA (Housing Accelerator)

 Suburban Housing Accelerator Plan Area

Halifax Mainland South
Secondary Plan Area

Designation - Suburban Housing Accelerator

HA Housing Accelerator

Designation - Halifax Mainland South

HDR High Density Residential

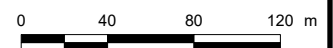
MDR Medium Density Residential

MNC Minor Commercial

OS Major Community Open Space

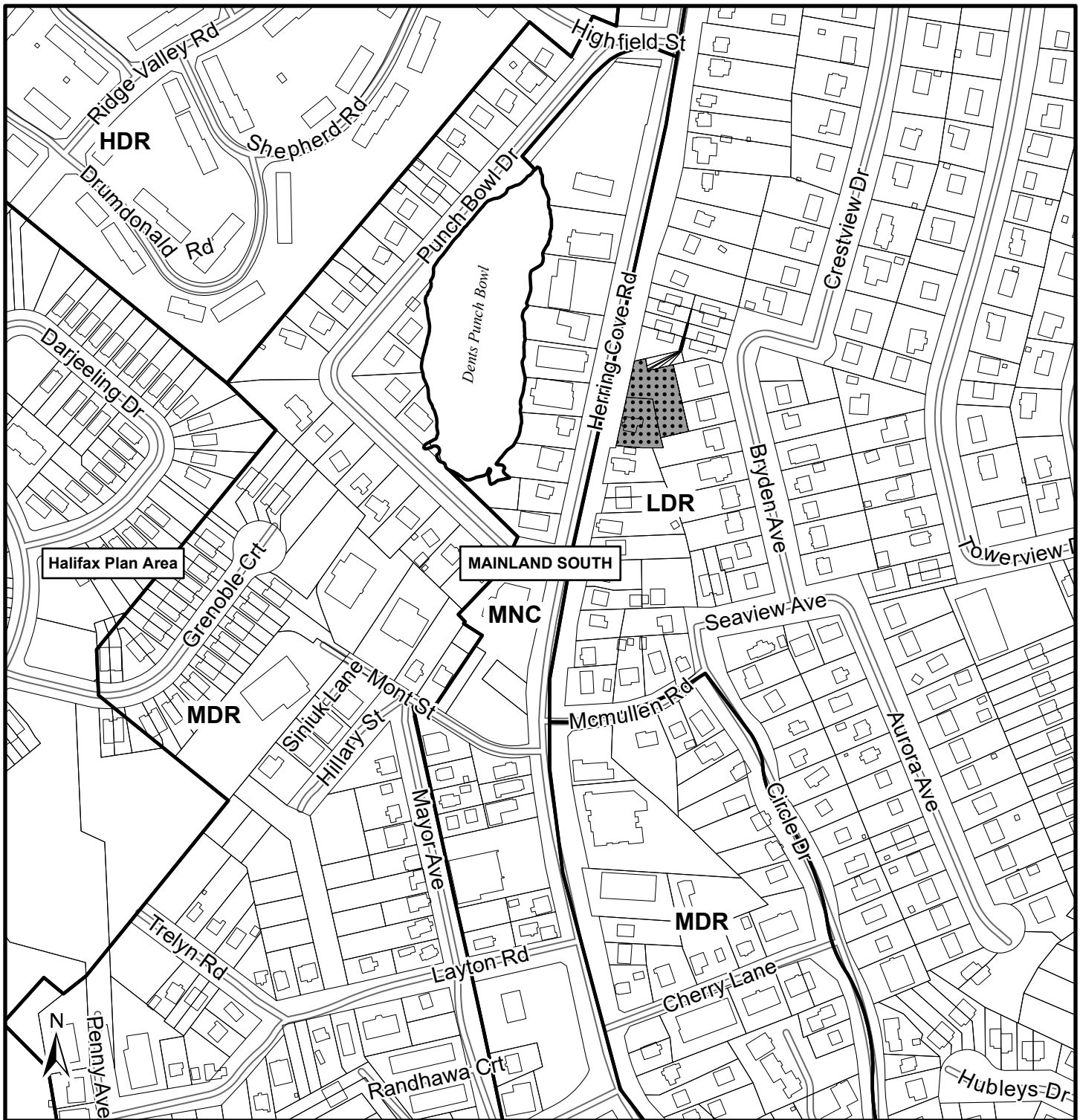
RDD Residential Development District

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.




Sheet 1 - SHA SMPS Map 1 5-12

Halifax

HALIFAX

 Area to be removed from Halifax Mainland South SMPS and added to Suburban Housing Accelerator SMPS designated HA (Housing Accelerator)

 Suburban Housing Accelerator Plan Area

Halifax Mainland South
Secondary Plan Area

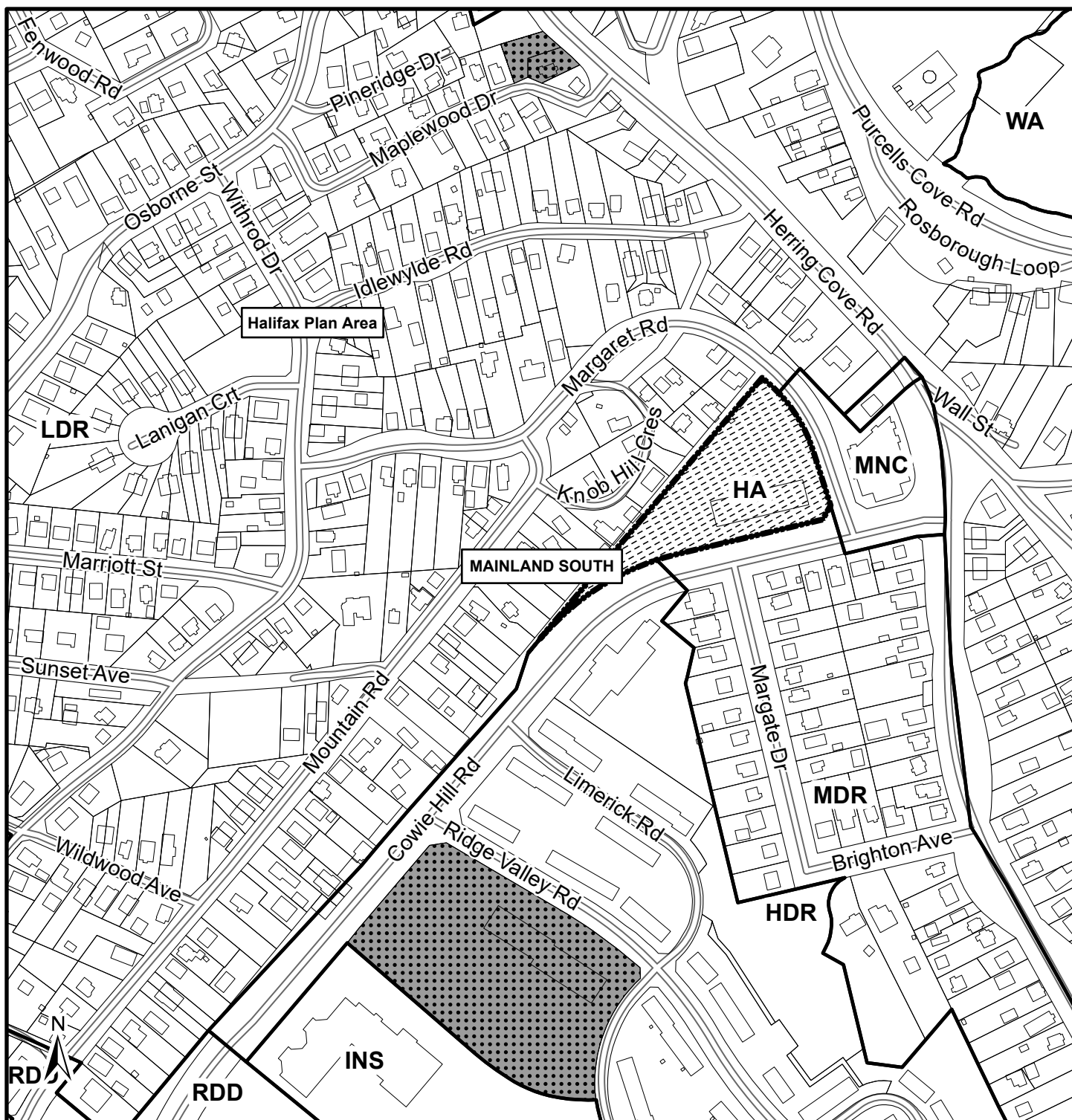
Designation - Halifax Mainland South

HDR High Density Residential
LDR Low Density Residential
MDR Medium Density Residential
MNC Minor Commercial
RDD Residential Development District

0 40 80 120 m

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.



Sheet 1 - SHA SMPS Map 1 6-12

Halifax



Area to be removed from Halifax Mainland South SMPS and added to Suburban Housing Accelerator SMPS designated HA (Housing Accelerator)



Suburban Housing Accelerator Plan Area

Halifax Mainland South
Secondary Plan Area

Designation - Suburban Housing Accelerator

HA Housing Accelerator

Designation - Halifax Mainland South

HDR High Density Residential

INS Institutional

LDR Low Density Residential

MDR Medium Density Residential

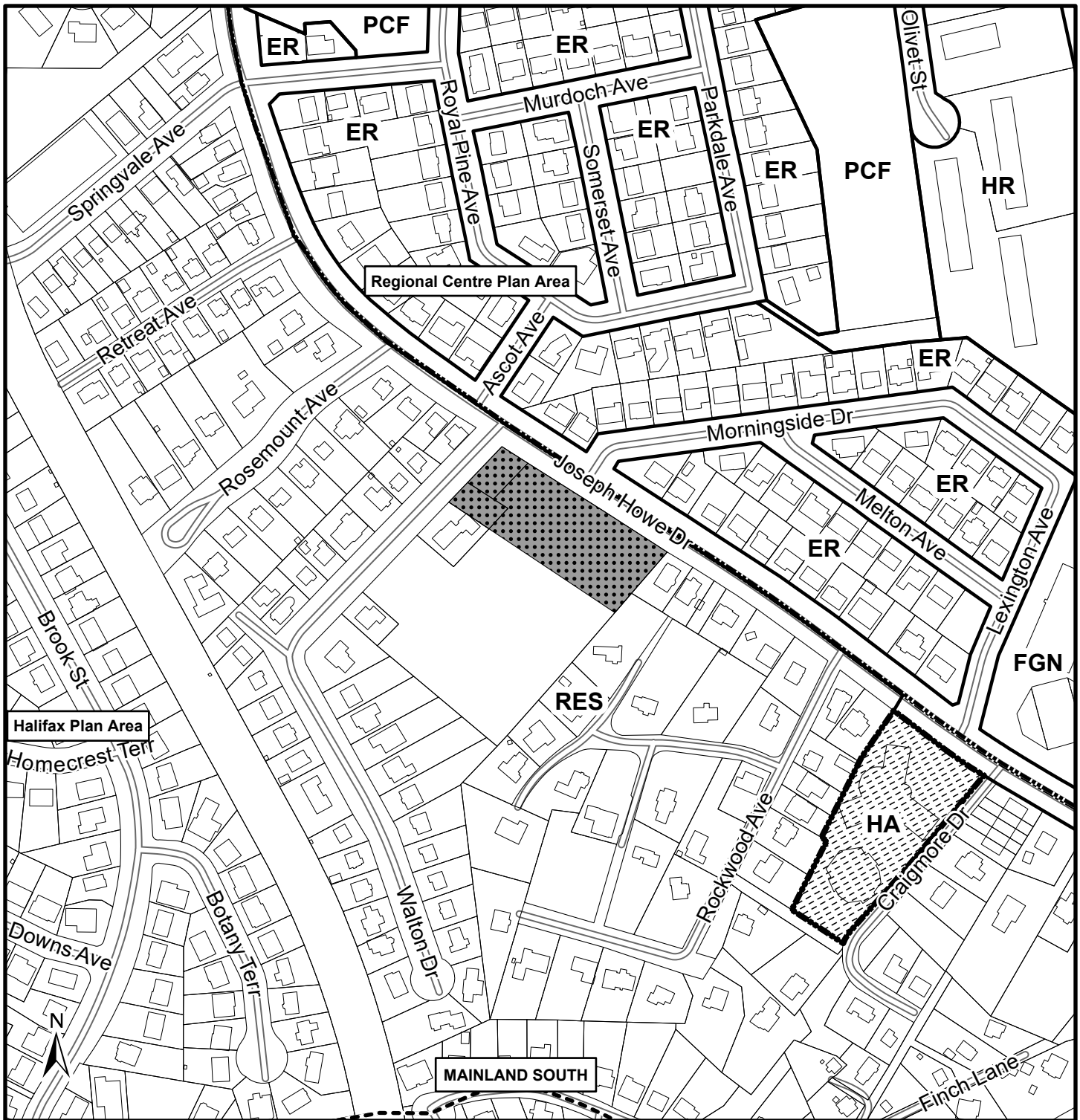
MNC Minor Commercial

RDD Residential Development District




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.



Sheet 1 - SHA SMPS Map 1 7-12

Halifax

 Area to be removed from Halifax SMPS and added to Suburban Housing Accelerator SMPS designated HA (Housing Accelerator)

 Suburban Housing Accelerator Plan Area

Halifax
Plan Area

Designation - Suburban Housing Accelerator

HA Housing Accelerator

Designation - Regional Centre

ER Established Residential

FGN Future Growth Node

HR Higher-Order Residential

PCF Park and Community Facility

Designation - Halifax

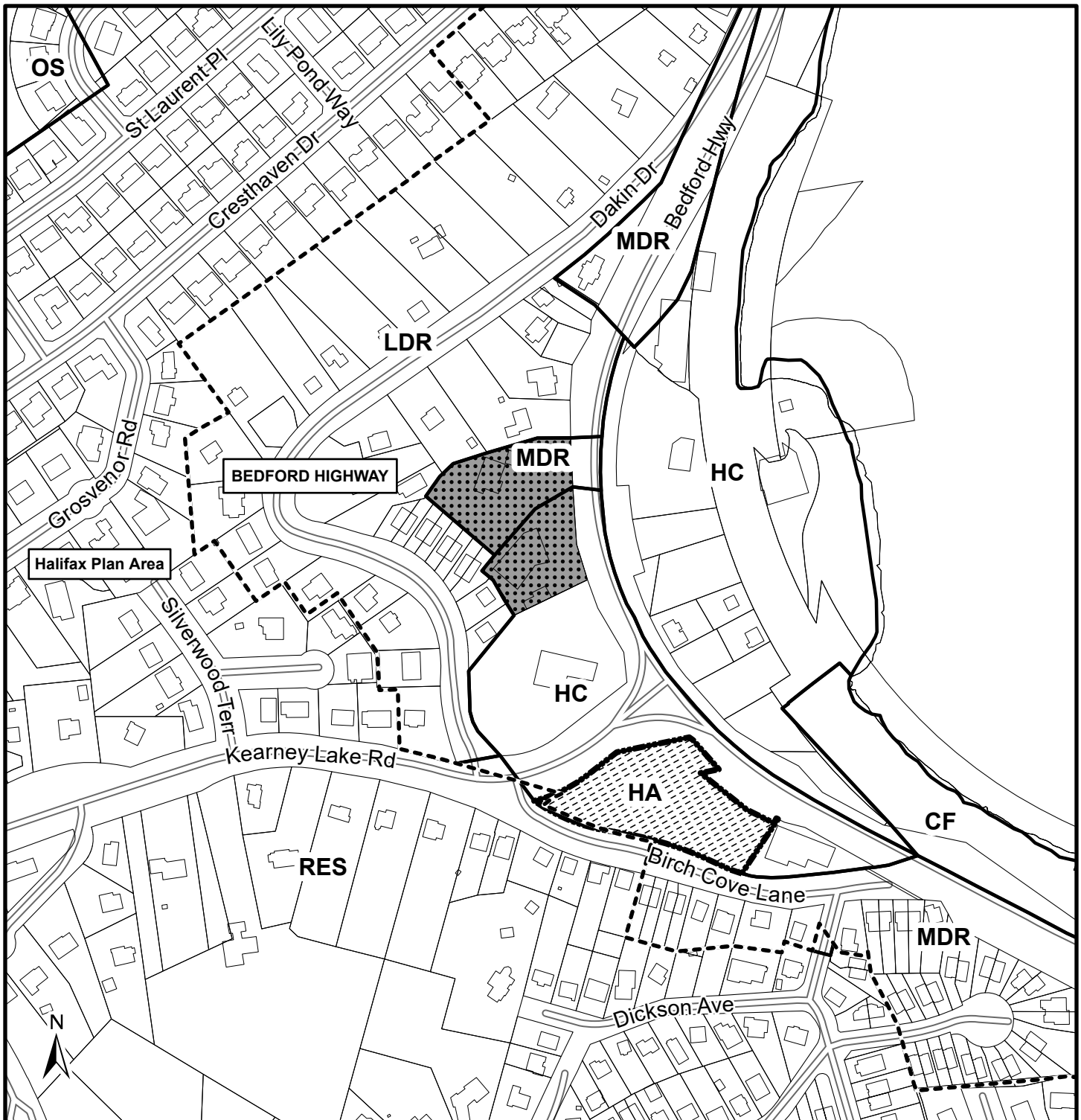
RES Residential Environments

HALIFAX

0 40 80 120 m


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.



Sheet 1 - SHA SMPS Map 1 8-12

Halifax

 Area to be removed from Bedford Highway SMPS and added to Suburban Housing Accelerator SMPS designated HA (Housing Accelerator)

 Suburban Housing Accelerator Plan Area

Bedford Highway Secondary Plan Area

Designation - Suburban Housing Accelerator

HA Housing Accelerator

Designation - Bedford Highway

CF Community Facilities

HC Highway Commercial

LDR Low Density Residential

MDR High Density Residential

Designation - Halifax

OS Major Community Open Space

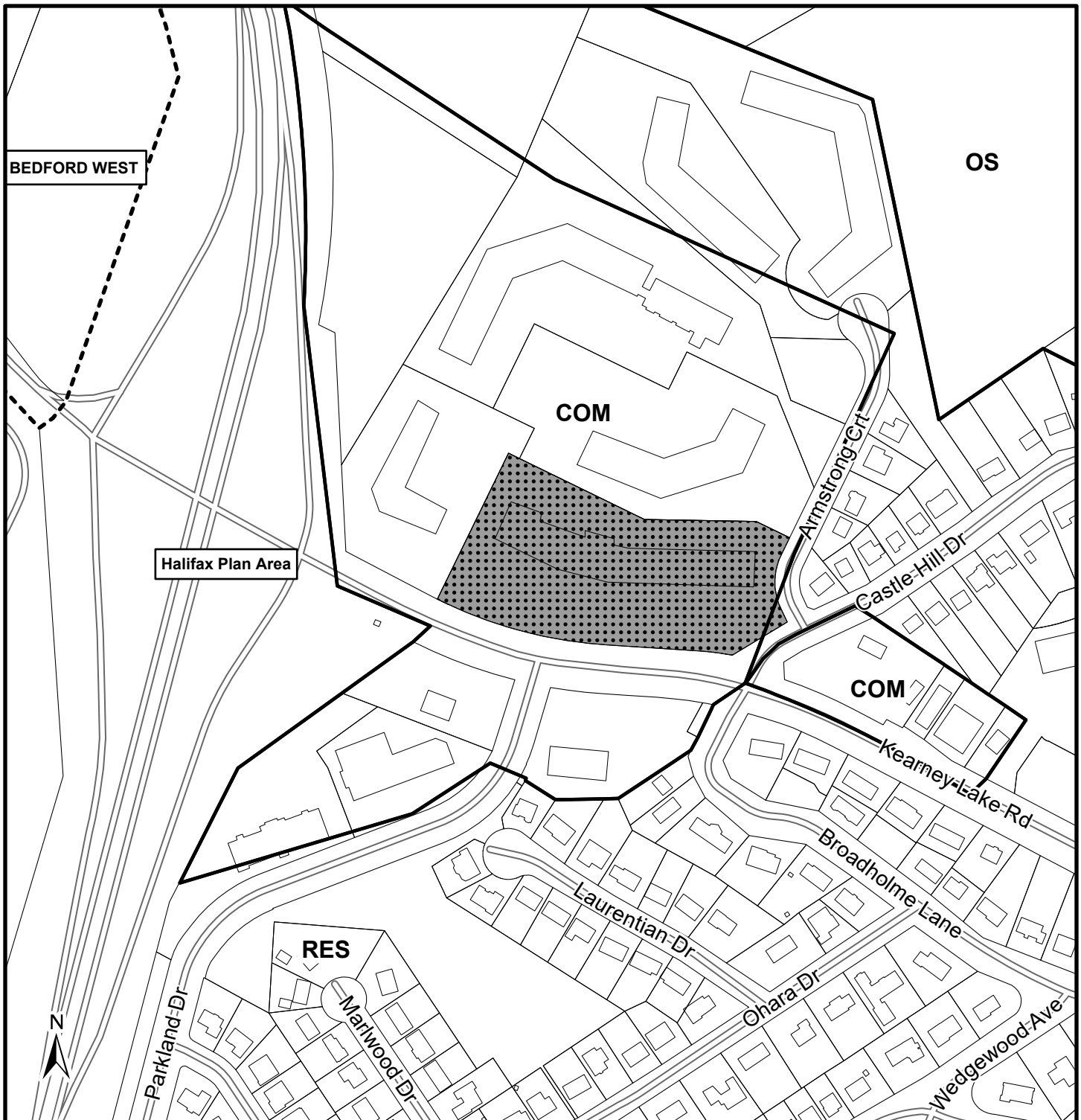
RES Residential Environments

HALIFAX

0 40 80 120 m


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.



Sheet 1 - SHA SMPS Map 1 9-12

Halifax

 Area to be removed from Halifax Mainland SMPS and added to Suburban Housing Accelerator SMPS designated HA (Housing Accelerator)

 Suburban Housing Accelerator Plan Area

Halifax
Plan Area

Designation - Suburban Housing Accelerator

HA Housing Accelerator

Designation - Halifax

COM Commercial

OS Major Community Open Spaces

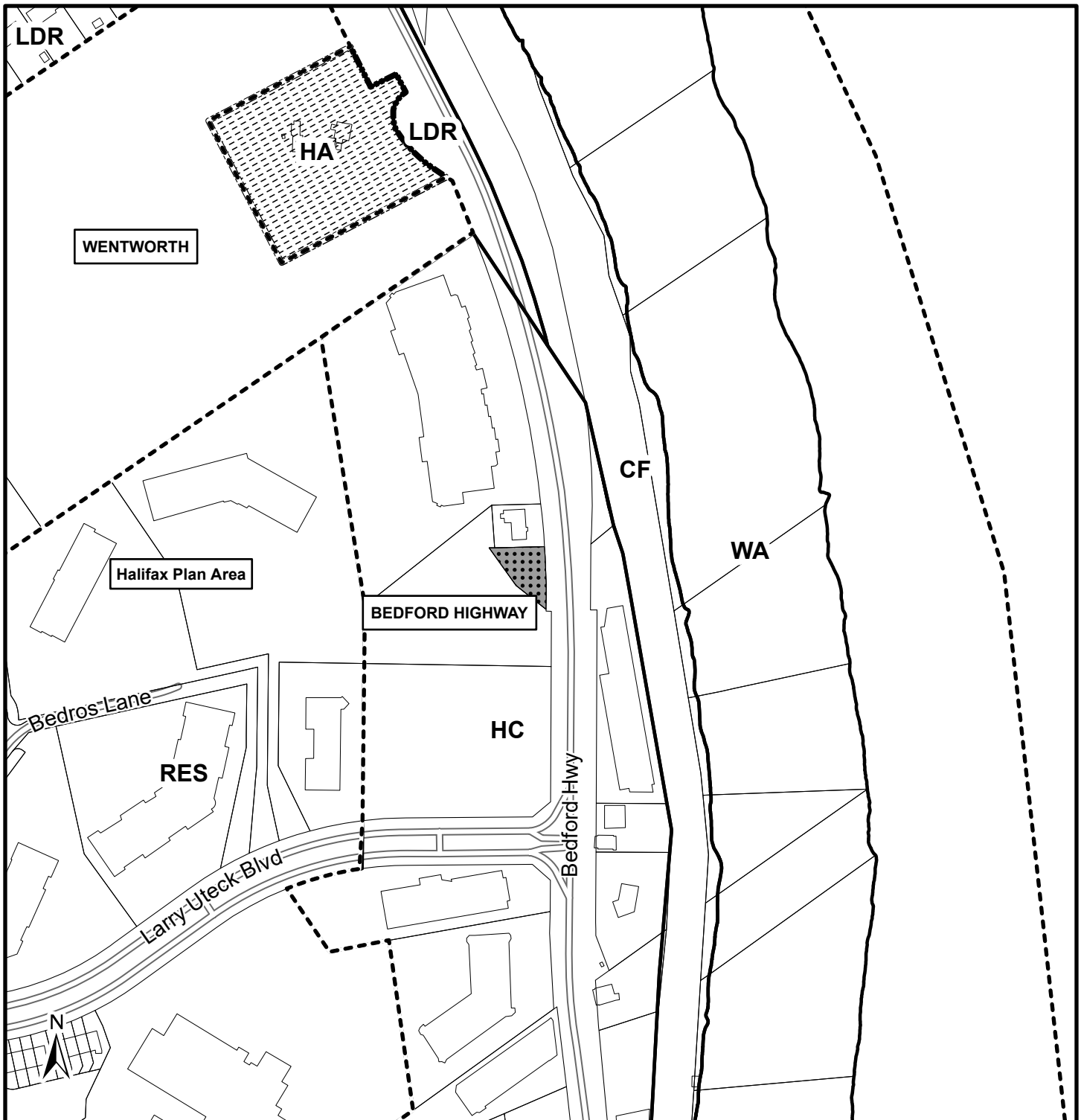
RES Residential Environments

HALIFAX

0 40 80 120 m

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.




Sheet 1 - SHA SMPS Map 1 10-12

Halifax

HALIFAX

 Area to be removed from Bedford Highway SMPS and added to Suburban Housing Accelerator SMPS designated HA (Housing Accelerator)

 Suburban Housing Accelerator Plan Area

Bedford Highway Secondary Plan Area

Designation - Suburban Housing Accelerator

HA Housing Accelerator

Designation - Bedford Highway

CF Community Facilities

HC Highway Commercial

WA Water Access

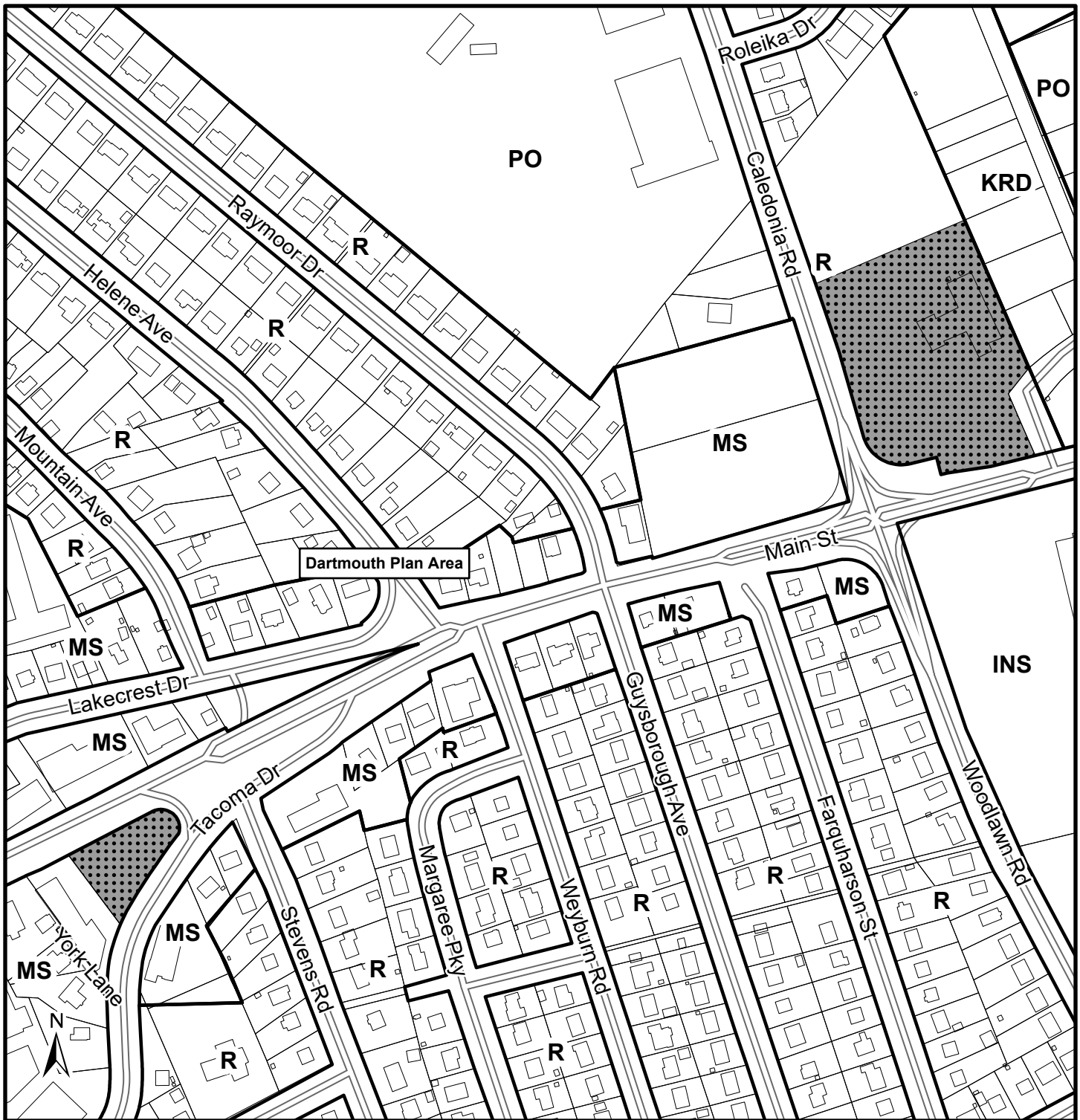
Designation - Halifax

RES Residential Environments

0 40 80 m

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.




Sheet 1 - SHA SMPS Map 1 11-12

Dartmouth

HALIFAX

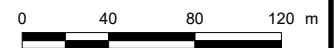
 Area to be removed from Dartmouth SMPS and added to Suburban Housing Accelerator SMPS designated HA (Housing Accelerator)

 Suburban Housing Accelerator Plan Area

Dartmouth
Plan Area

Designation - Dartmouth

INS Institutional
MS Main Street
PO Park & Open Space
R Residential




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.



Sheet 1 - SHA SMPS Map 1 12-12

Dartmouth

 Area to be removed from Dartmouth SMPS and added to Suburban Housing Accelerator SMPS designated HA (Housing Accelerator)

 Suburban Housing Accelerator Plan Area

Dartmouth
Plan Area

Designation - Cole Harbour / Westphal

UR Urban Residential

Designation - Dartmouth

C Commercial

PO Park & Open Space

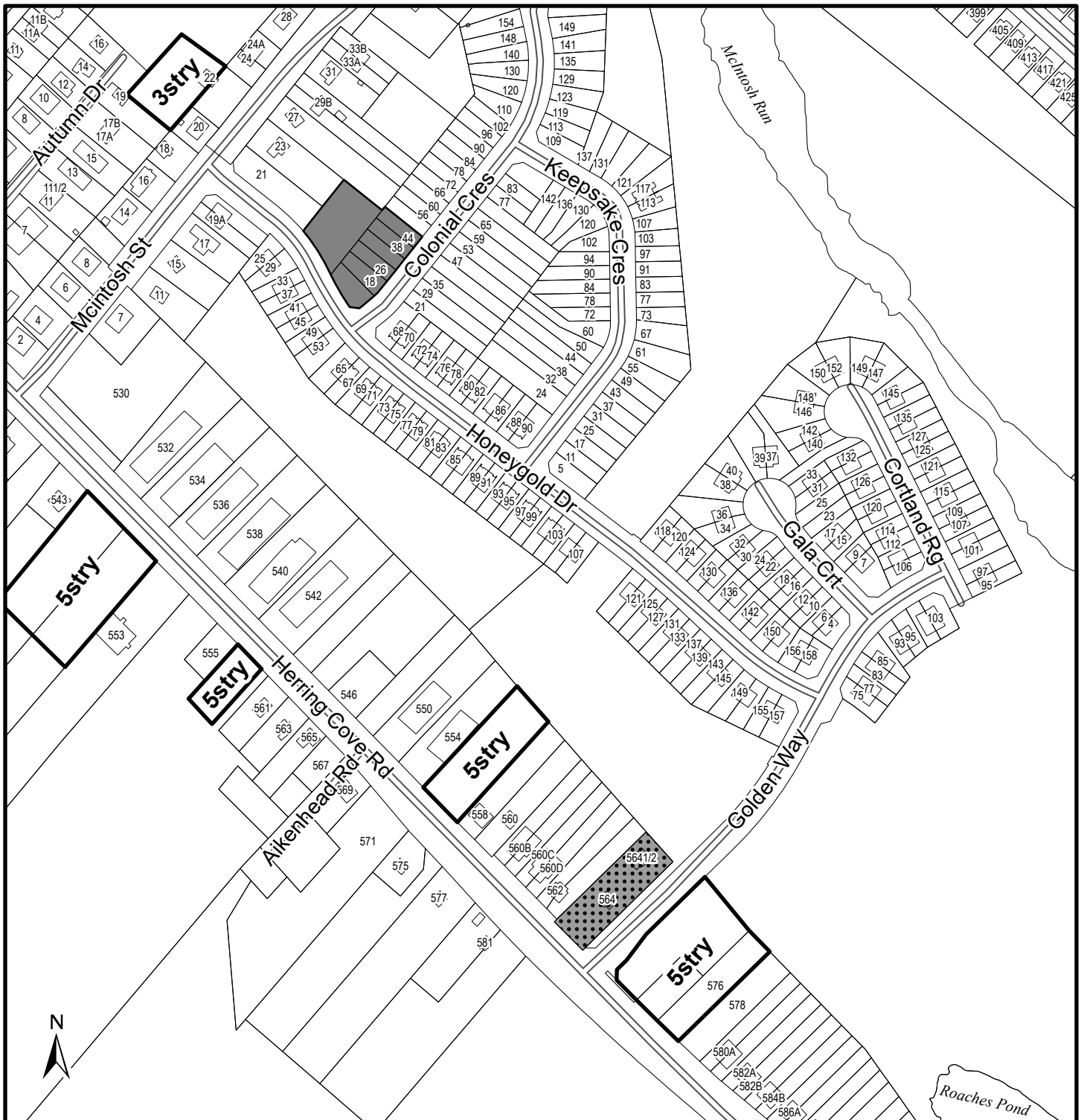
R Residential

HALIFAX

0 40 80 120 m

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.




Sheet 2 - SHA SMPS Map 2 and LUB Schedule 2 1-12


Halifax

HALIFAX

 SMPS Map 2 and LUB Schedule 2
area height precinct to be 3 Storeys

 SMPS Map 2 and LUB Schedule 2
existing height precinct

0 40 80 120 m

 SMPS Map 2 and LUB Schedule 2
area height precinct to be 5 Storeys

This map is an unofficial reproduction of
a portion of the Maximum Building Height
Precincts Map for the plan area indicated.

Suburban Housing Accelerator
Land Use By-Law & Plan Area

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this plan is not guaranteed.



Sheet 2 - SHA SMPS Map 2 and LUB Schedule 2 2-12

Halifax

HALIFAX



SMPS Map 2 and LUB Schedule 2
area height precinct to be 5 Storeys



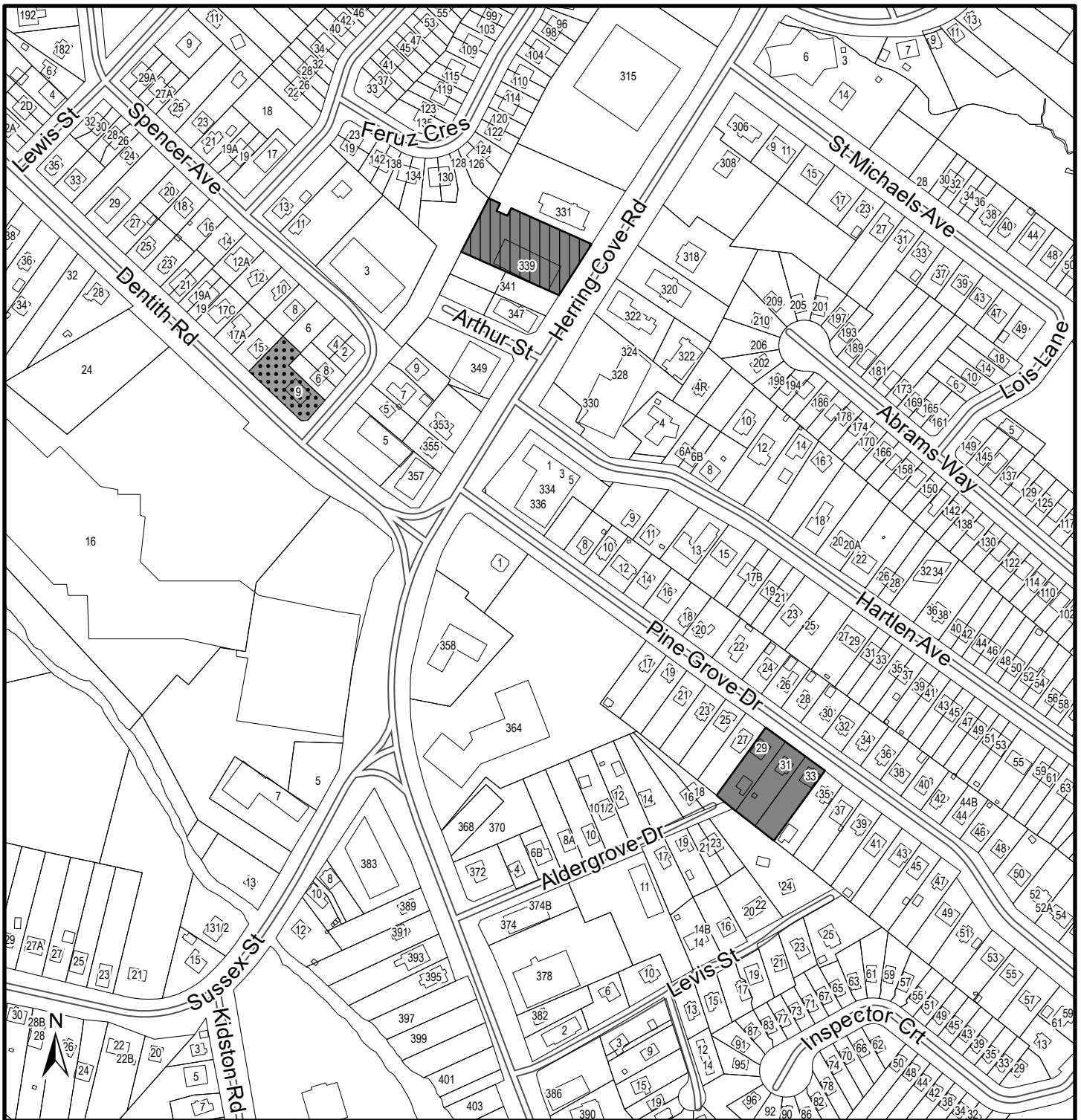
SMPS Map 2 and LUB Schedule 2
existing height precinct



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a portion of the Maximum Building Height
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Suburban Housing Accelerator
Land Use By-Law & Plan Area





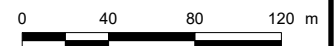
Sheet 2 - SHA SMPS Map 2 and LUB Schedule 2 3-12

Halifax

HALIFAX

-  SMPS Map 2 and LUB Schedule 2
area height precinct to be 3 Storeys
-  SMPS Map 2 and LUB Schedule 2
area height precinct to be 5 Storeys

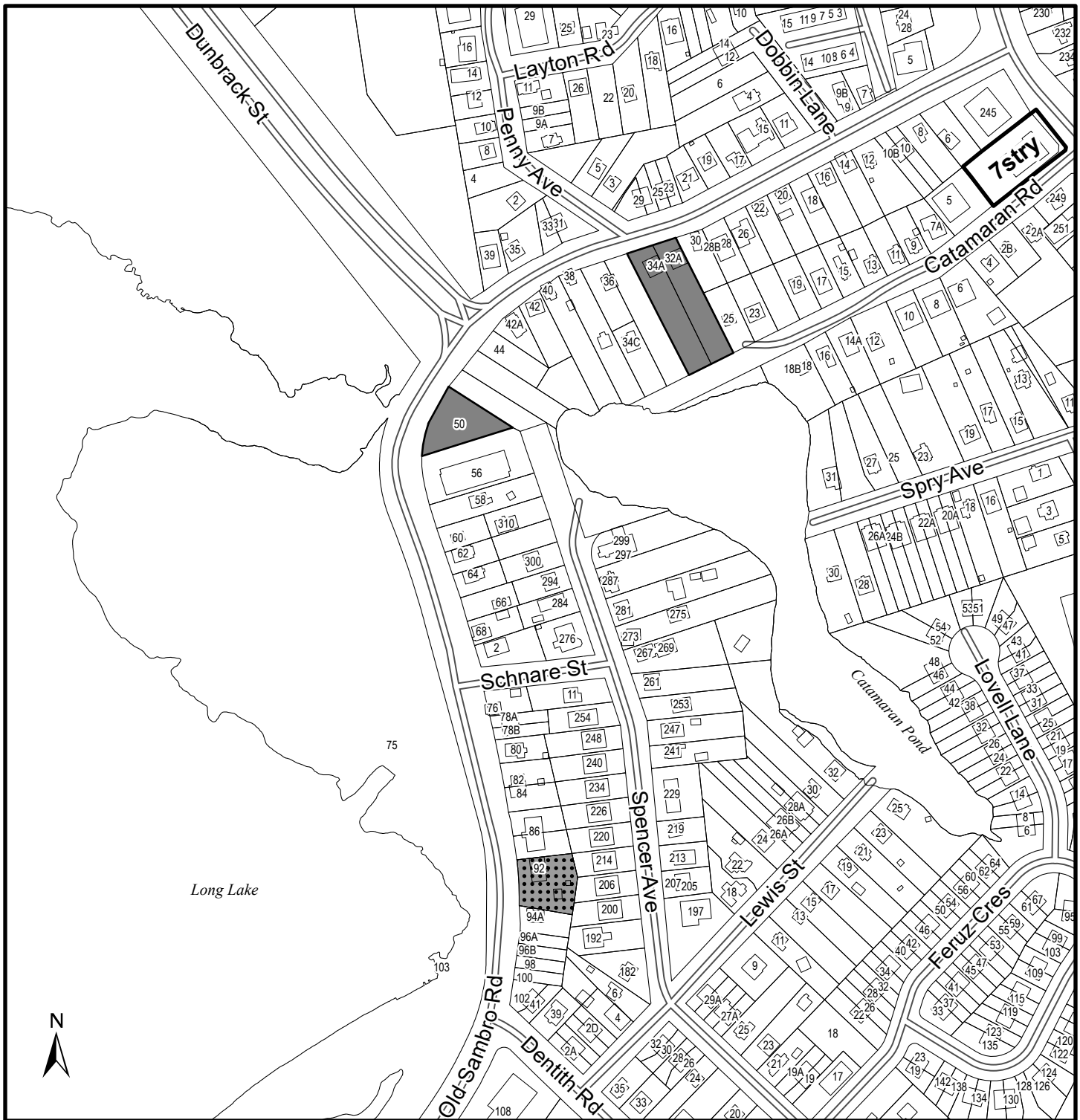
-  SMPS Map 2 and LUB Schedule 2
area height precinct to be 7 Storeys
-  SMPS Map 2 and LUB Schedule 2
existing height precinct



This map is an unofficial reproduction of
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Precincts Map for the plan area indicated.

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Suburban Housing Accelerator
Land Use By-Law & Plan Area





Sheet 2 - SHA SMPS Map 2 and LUB Schedule 2 4-12

Halifax

HALIFAX

 SMPS Map 2 and LUB Schedule 2
area height precinct to be 4 Storeys

 SMPS Map 2 and LUB Schedule 2
existing height precinct

 SMPS Map 2 and LUB Schedule 2
area height precinct to be 5 Storeys

Suburban Housing Accelerator
Land Use By-Law & Plan Area

0 40 80 120 m

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Sheet 2 - SHA SMPS Map 2 and LUB Schedule 2 5-12

Halifax

HALIFAX

 SMPS Map 2 and LUB Schedule 2
area height precinct to be 5 Storeys

 SMPS Map 2 and LUB Schedule 2
existing height precinct

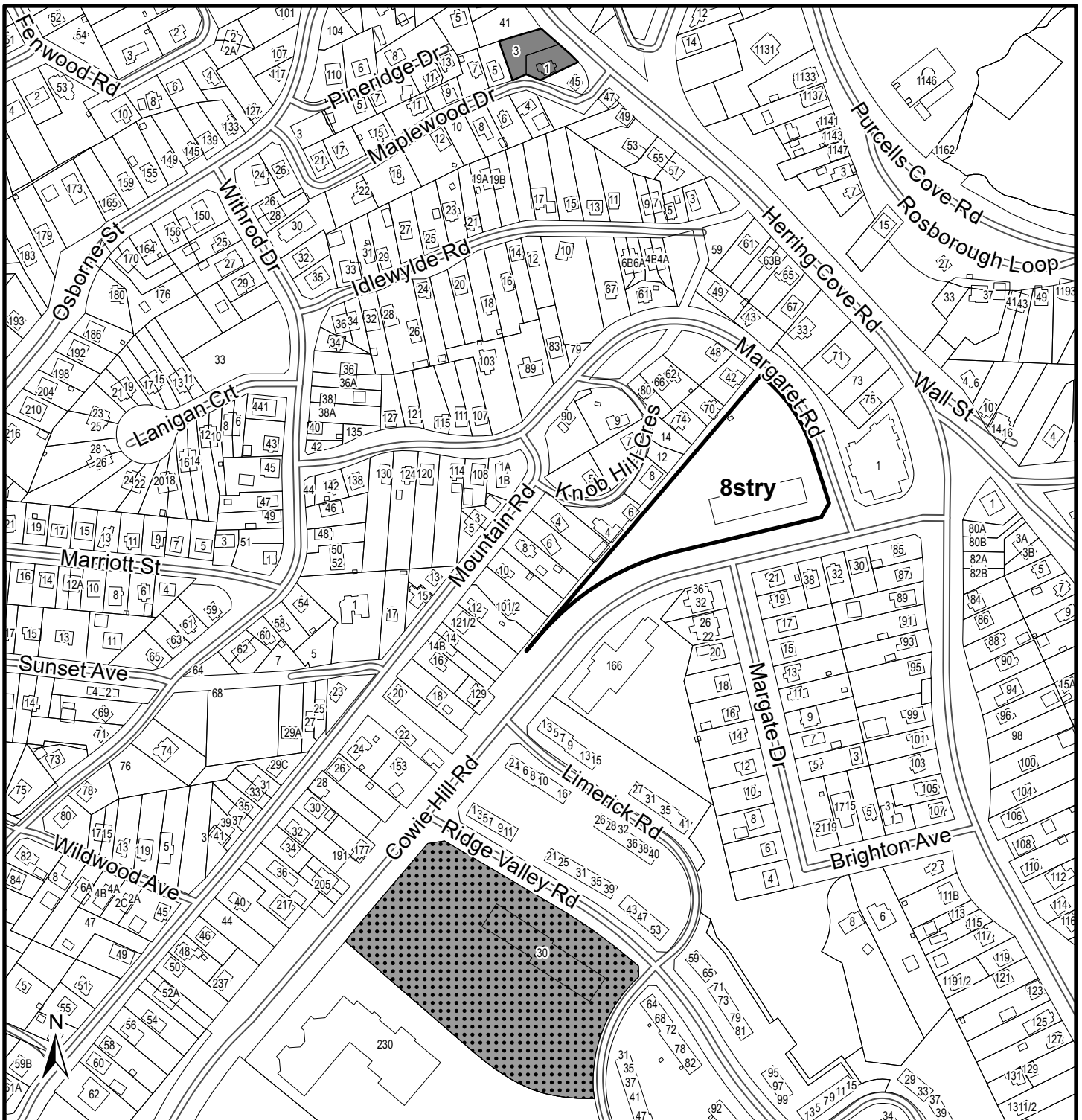
0 40 80 120 m



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Precincts Map for the plan area indicated.

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Suburban Housing Accelerator
Land Use By-Law & Plan Area




Sheet 2 - SHA SMPS Map 2 and LUB Schedule 2 6-12


Halifax

HALIFAX

 SMPS Map 2 and LUB Schedule 2
area height precinct to be 4 Storeys

 SMPS Map 2 and LUB Schedule 2
existing height precinct

0 40 80 120 m

 SMPS Map 2 and LUB Schedule 2
area height precinct to be 8 Storeys

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Suburban Housing Accelerator
Land Use By-Law & Plan Area



Sheet 2 - SHA SMPS Map 2 and LUB Schedule 2 7-12

Halifax

HALIFAX



SMPS Map 2 and LUB Schedule 2
area height precinct to be 6 Storeys



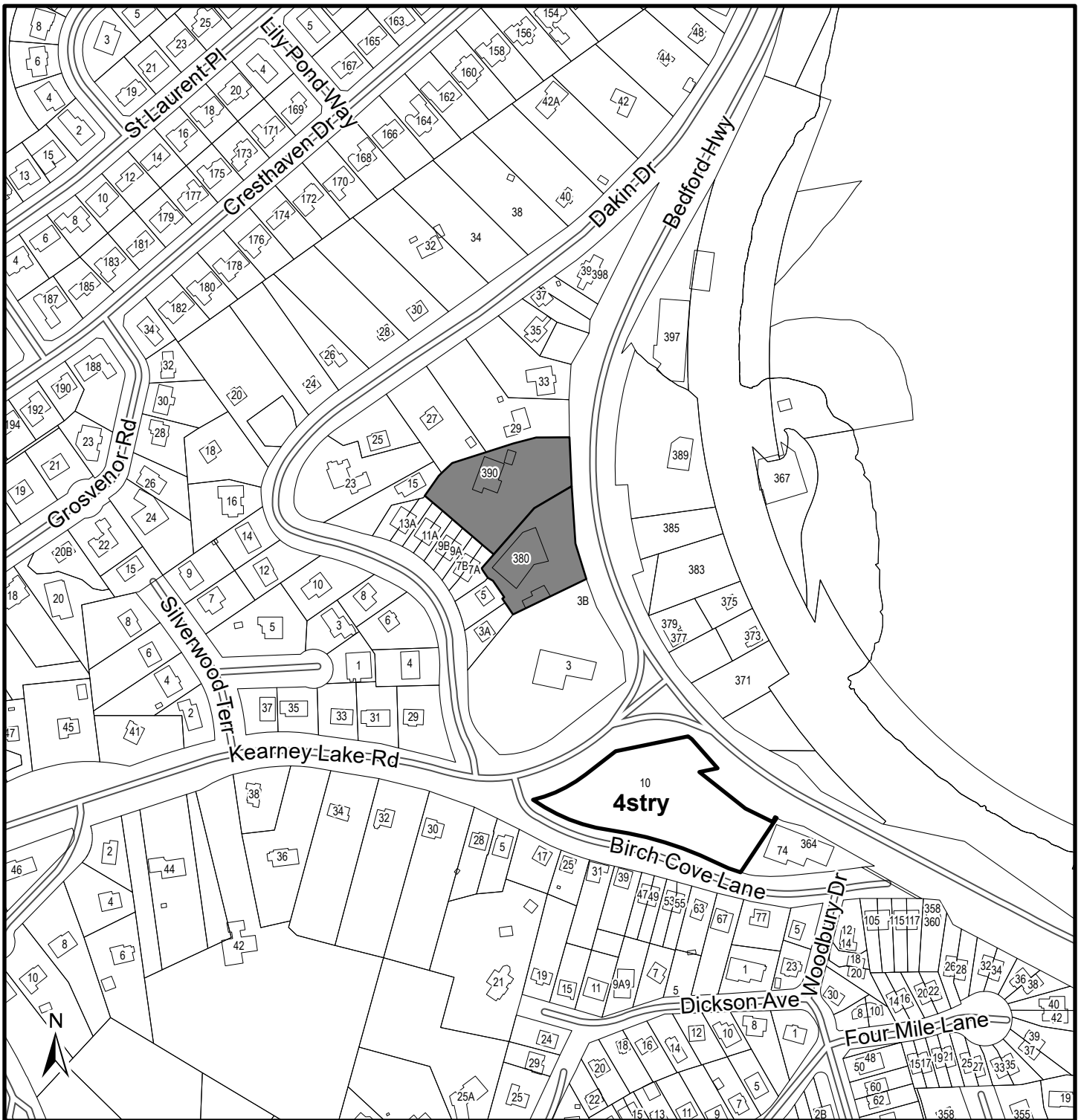
SMPS Map 2 and LUB Schedule 2
existing height precinct

0 40 80 120 m

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Precincts Map for the plan area indicated.

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Suburban Housing Accelerator
Land Use By-Law & Plan Area




Sheet 2 - SHA SMPS Map 2 and LUB Schedule 2 8-12


Halifax

HALIFAX

 SMPS Map 2 and LUB Schedule 2
area height precinct to be 4 Storeys

 SMPS Map 2 and LUB Schedule 2
existing height precinct

0 40 80 120 m



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Precincts Map for the plan area indicated.

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Sheet 2 - SHA SMPS Map 2 and LUB Schedule 2 9-12

Halifax

HALIFAX



SMPS Map 2 and LUB Schedule 2
area height precinct to be 7 Storeys



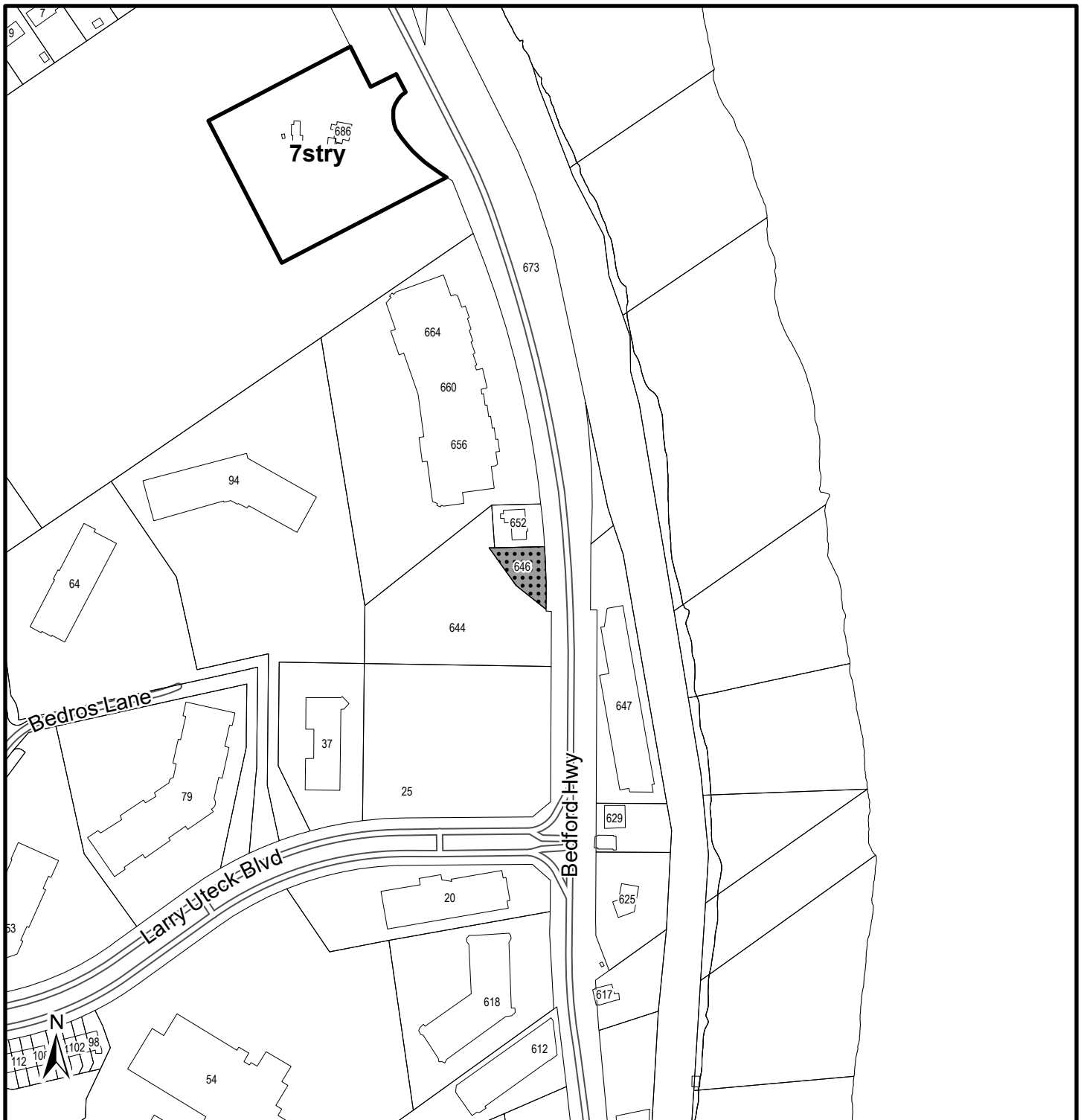
SMPS Map 2 and LUB Schedule 2
existing height precinct



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Suburban Housing Accelerator
Land Use By-Law & Plan Area



Sheet 2 - SHA SMPS Map 2 and LUB Schedule 2 10-12

Halifax

HALIFAX



SMPS Map 2 and LUB Schedule 2
area height precinct to be 5 Storeys



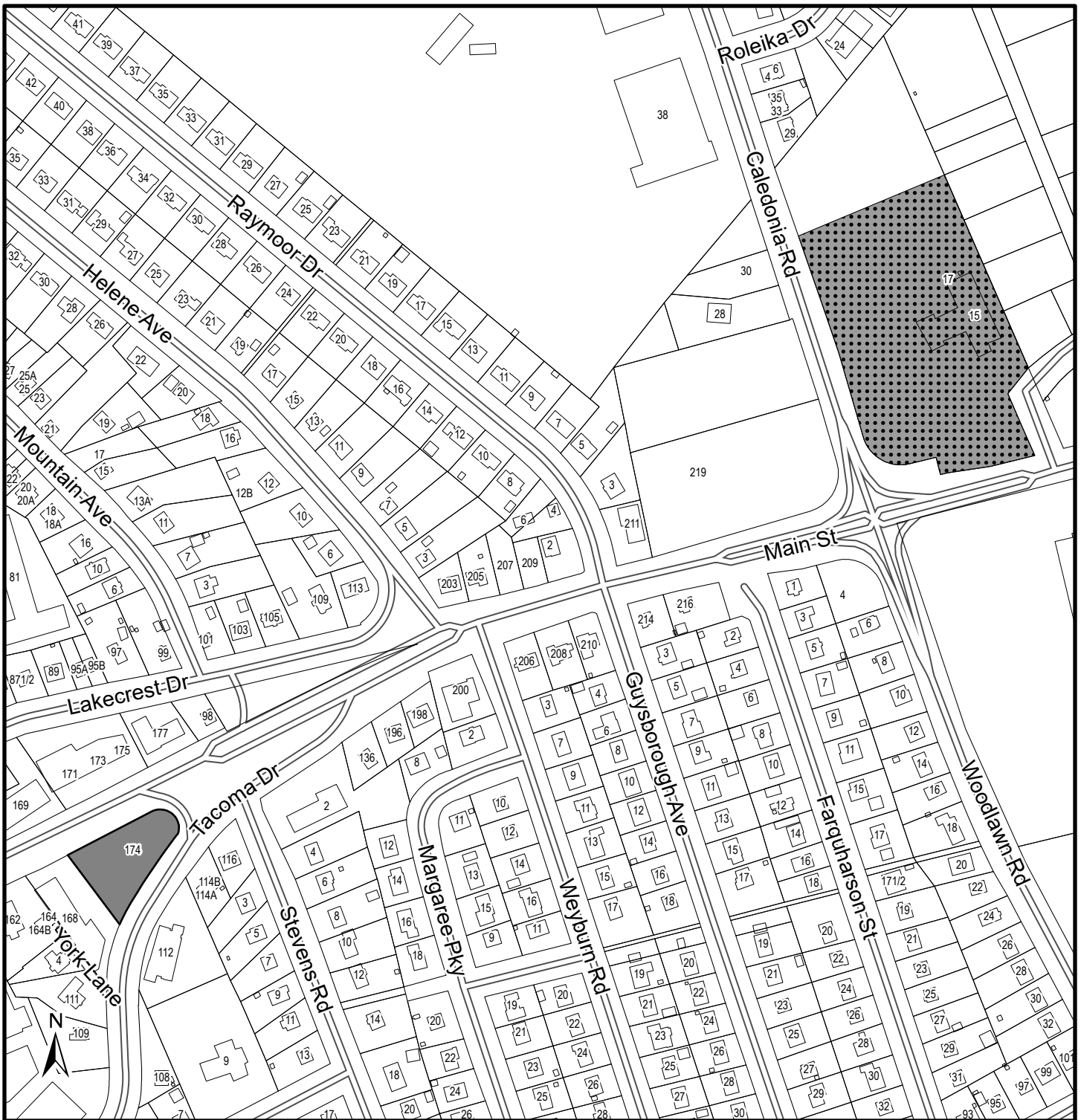
SMPS Map 2 and LUB Schedule 2
existing height precinct

0 40 80 m

Suburban Housing Accelerator
Land Use By-Law & Plan Area

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Precincts Map for the plan area indicated.


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Sheet 2 - SHA SMPS Map 2 and LUB Schedule 2 11-12


Dartmouth


HALIFAX

 SMPS Map 2 and LUB Schedule 2
area height precinct to be 9 Storeys

 SMPS Map 2 and LUB Schedule 2
existing height precinct

0 40 80 120 m

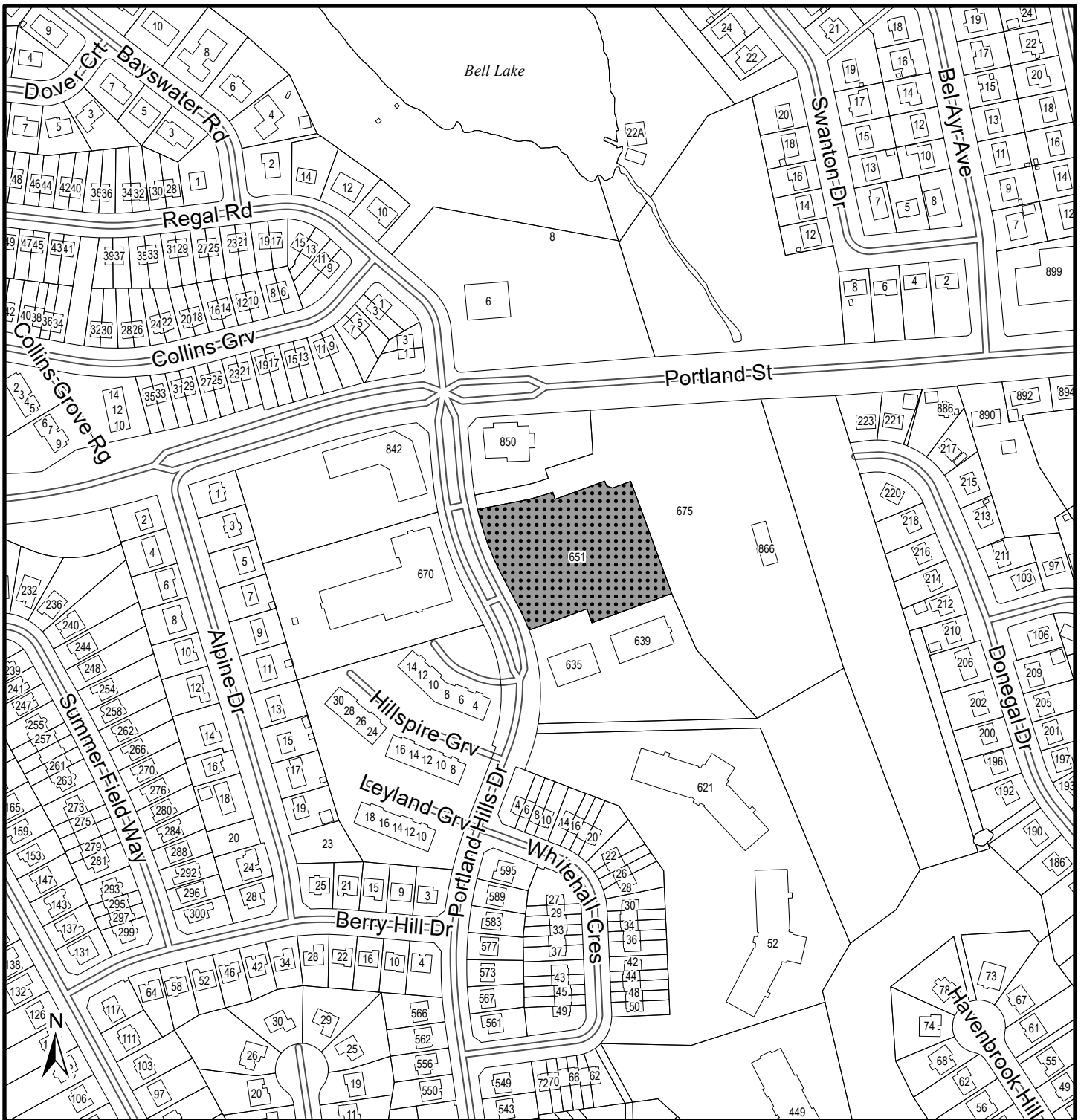


 SMPS Map 2 and LUB Schedule 2
area height precinct to be 14 Storeys

This map is an unofficial reproduction of
a portion of the Maximum Building Height
Precincts Map for the plan area indicated.

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Suburban Housing Accelerator
Land Use By-Law & Plan Area



Sheet 2 - SHA SMPS Map 2 and LUB Schedule 2 12-12

Dartmouth

HALIFAX



SMPS Map 2 and LUB Schedule 2
area height precinct to be 10 Storeys



SMPS Map 2 and LUB Schedule 2
existing height precinct

0 40 80 120 m

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Precincts Map for the plan area indicated.

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Suburban Housing Accelerator
Land Use By-Law & Plan Area

ATTACHMENT 2.18

Proposed Amendments to the Suburban Housing Accelerator Land Use By-law

BE IT ENACTED by the Regional Council of the Halifax Regional Municipality that the Suburban Housing Accelerator Land Use By-law is hereby amended as follows:

- 1** Section 38 of the *Suburban Housing Accelerator Land Use By-law* is amended by repealing subsection (2) and by adding the following after the repealed subsection (2):
 - (3)** Subject to subsection (4) and section 39, a balcony or unenclosed porch may encroach into a required setback, stepback, or separation distance by no more than
 - (a)** 1.5 metres at the ground floor, except for a balcony that does not have access to a street without going through a main dwelling; or
 - (b)** 2.0 metres at the second storey or above.
 - (4)** Except as provided in subsection (5), a balcony or unenclosed porch shall not encroach into a required setback or stepback, if it faces a transition line.
 - (5)** A balcony or unenclosed porch in subsection (4) may encroach into a required stepback if a main building is setback from a transition line by at least
 - (a)** 8.0 metres for a mid-rise building;
 - (b)** 12.5 metres for a tall mid-rise building; or
 - (c)** 12.5 metres for a high-rise building.
- 2** Subsection 44(2) of the By-law is amended by striking out “or” at the end of clause (a), by replacing a period at the end of clause (b) with “; or”, and by adding the following after clause (b):
 - (c)** a permitted encroachment in section 38, Table 1 prevails.
- 3** Clause 102(2)(j) of the By-law is amended by replacing “an interior renovation” with “a renovation”.
- 4** Subclause 134(a)(i) of the By-law is amended by adding “duplex apartment use,” after “semi-detached dwelling use,”.
- 5** Section 135 of the By-law is repealed and replaced by the following:

HA zone lot area

- 135** The minimum required lot area in a HA zone is
- (a)** 130.0 square metres for an interior unit on the ground floor of a townhouse dwelling use; or
 - (b)** 220.0 square metres for a use that is not under clause (a), including an end unit on the ground floor of a townhouse dwelling use or duplex apartment use.

- 6 Subsection 136(2) of the By-law is amended by striking out “of a townhouse block” in clause (a) and replacing it with “on the ground floor of a townhouse dwelling use”, and by striking out “of a townhouse block” in clause (b) and replacing it with “on the ground floor of a townhouse dwelling use, semi-detached dwelling use, and duplex apartment use”.
- 7 Subsection 139(2) of the By-law is amended by adding “, duplex apartment use,” after “a semi-detached dwelling use”.
- 8 Subsection 139(4) of the By-law is amended by adding “, except for a low-rise building” after “Schedule 4”.
- 9 Section 155 of the By-law is amended by adding the following after subsection (47):

(47.1) Duplex Apartment Use means a two-unit dwelling use that is joined with another two-unit dwelling use, or another dwelling unit, along a single lot line divided vertically by a shared wall.
- 10 Subsection 155(110) of the By-law is amended by replacing “Mezzanine Space” with “Mezzanine”.
- 11 Subsection 155(184) of the By-law is replaced by the following:

(184) Storey means the portion of a building that is situated between the top of a floor and the top of the floor next above it, including a mezzanine, and if there is no floor above it, the portion between the top of the floor and the ceiling above it, and

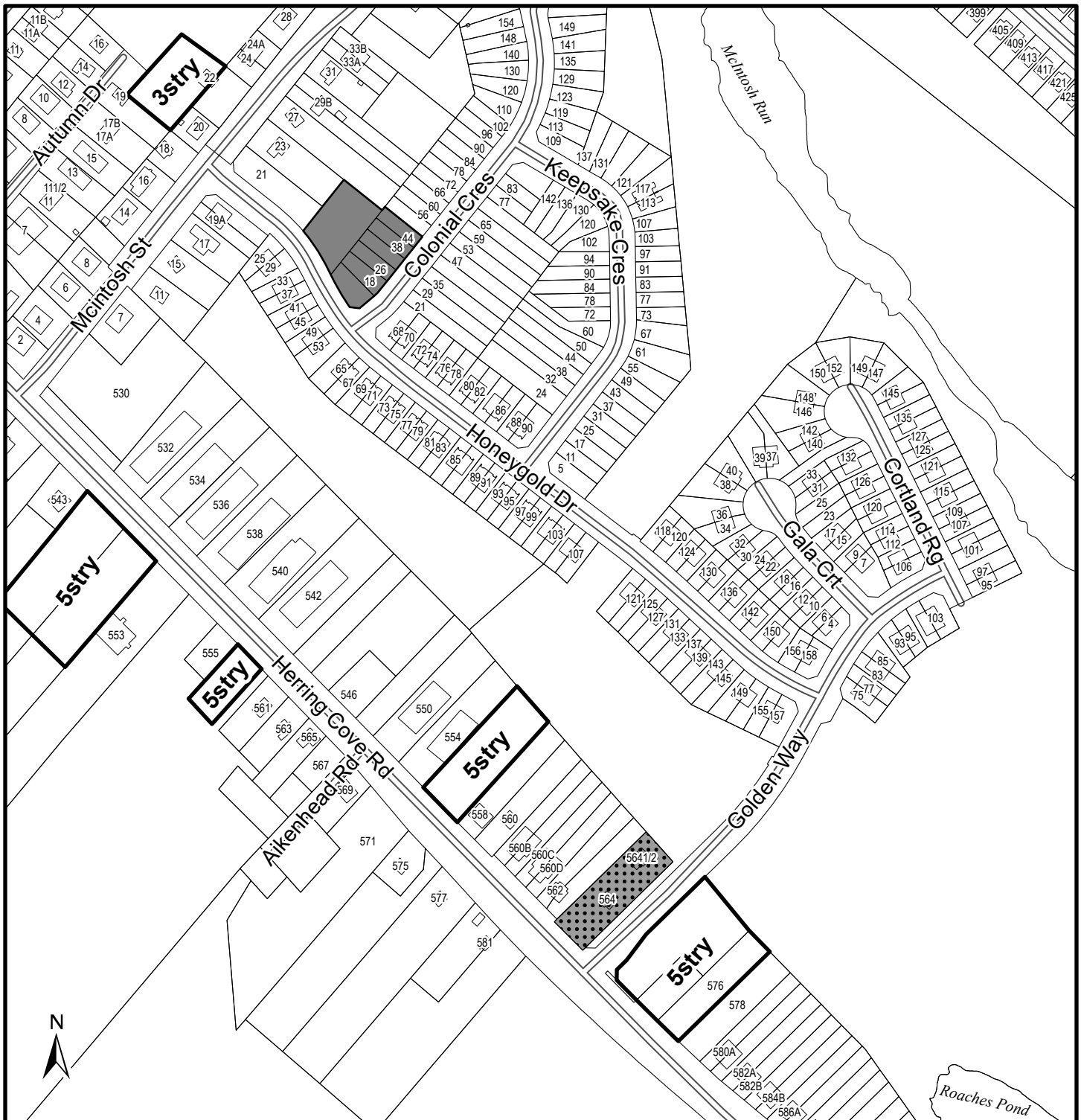
 - (a) for the purpose of calculating the streetwall height, a portion of a building that is partly below the streetline grade is not deemed to be a storey unless its ceiling is a minimum of 2.0 metres above the streetline grade; and
 - (b) for a purpose other than calculating the streetwall height, a portion of a building that is partly below the average finished grade is not deemed to be a storey unless its ceiling is a minimum of 2.0 metres above the average finished grade.
- 12 Subsection 155(202) of the By-law is amended by adding “, but excludes a duplex apartment use” after “entrance”.
- 13 Schedule 1 to the By-law is amended by zoning certain lands, shown on Sheet 3 – SHA LUB Schedule 1, Insets 1-12 to 12-12 inclusive, attached hereto, as Housing Accelerator (HA).
- 14 Schedule 2 to the By-law is amended by adding those lands, shown on Sheet 2, Insets 1-12 to 12-12 inclusive, attached hereto, and by assigning maximum height precincts for those added lands, shown on Sheet 2 – SHA SMPS Map 2 and LUB Schedule 2, Insets 1-12 to 12-12 inclusive, attached hereto.
- 15 Schedule 3 to the By-law is amended by assigning minimum front and flanking setbacks to certain lands, shown on Sheet 4 – SHA LUB Schedule 3, Insets 1-12 to 12-12 inclusive, attached hereto.

- 16** Schedule 4 to the By-law is amended by removing transition lines from certain lands, shown on Sheet 5 – SHA LUB Schedule 4, Insets 1-6 to 6-6 inclusive, attached hereto, and by adding translation lines to certain lands, shown on Sheet 6 – SHA LUB Schedule 4, Insets 1-12 to 12-12 inclusive, attached hereto.
- 17** Schedule 5 to the By-law is amended by assigning incentive or bonus zoning rate districts to certain lands, shown on Sheet 7 – SHA LUB Schedule 5, Insets 1-12 to 12-12 inclusive, attached hereto.

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional Municipality held on the ____ day of _____, A.D., 20____.

GIVEN under the hand of the Municipal Clerk and under the Corporate Seal of the said Municipality this ____ day of _____, A.D., 20____.


Municipal Clerk




Sheet 2 - SHA SMPS Map 2 and LUB Schedule 2 1-12


Halifax

HALIFAX

 SMPS Map 2 and LUB Schedule 2
area height precinct to be 3 Storeys

 SMPS Map 2 and LUB Schedule 2
existing height precinct

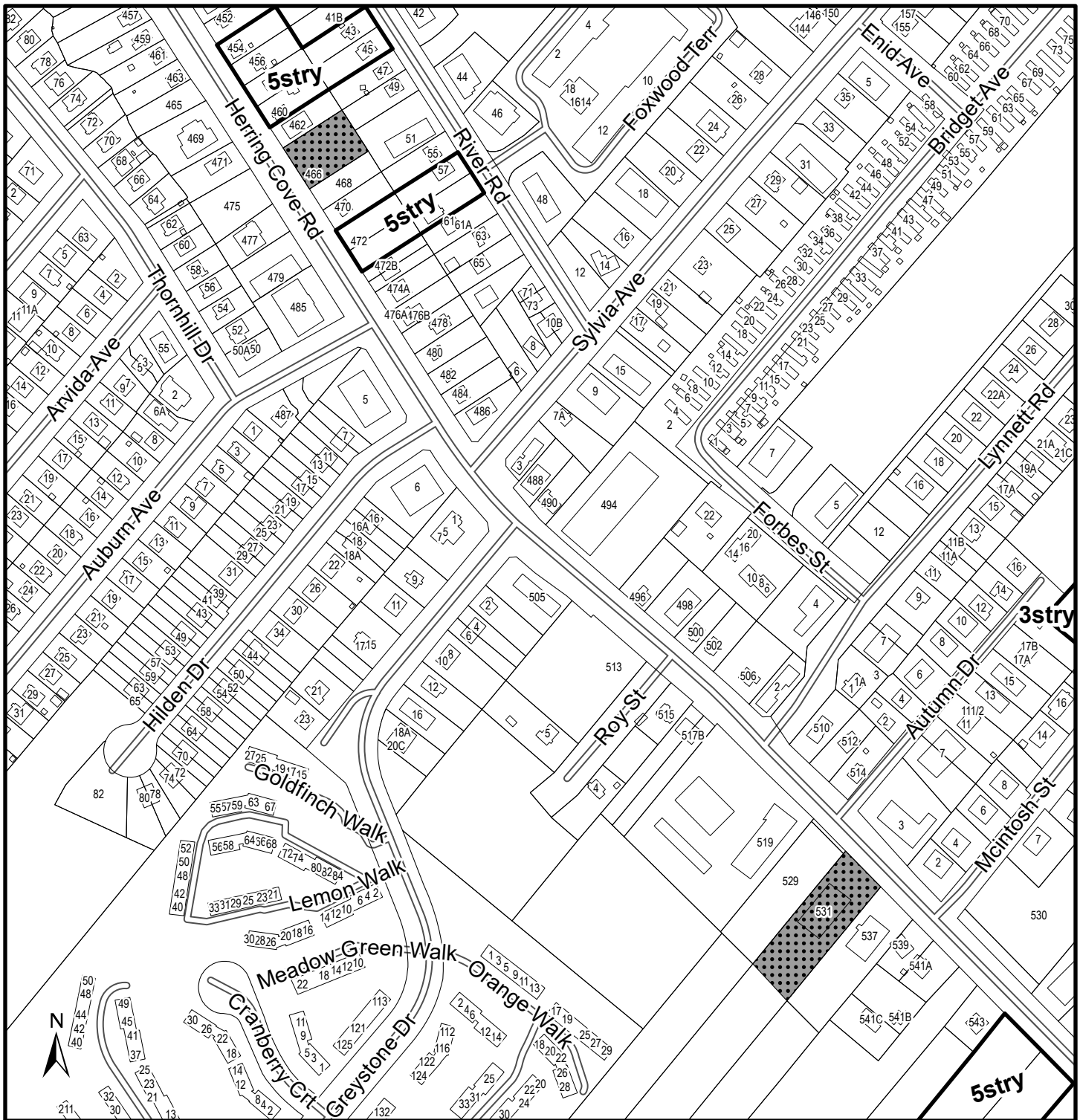
0 40 80 120 m

 SMPS Map 2 and LUB Schedule 2
area height precinct to be 5 Storeys

This map is an unofficial reproduction of
a portion of the Maximum Building Height
Precincts Map for the plan area indicated.

Suburban Housing Accelerator
Land Use By-Law & Plan Area

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this plan is not guaranteed.



Sheet 2 - SHA SMPS Map 2 and LUB Schedule 2 2-12

Halifax

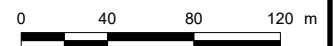
HALIFAX



SMPS Map 2 and LUB Schedule 2
area height precinct to be 5 Storeys



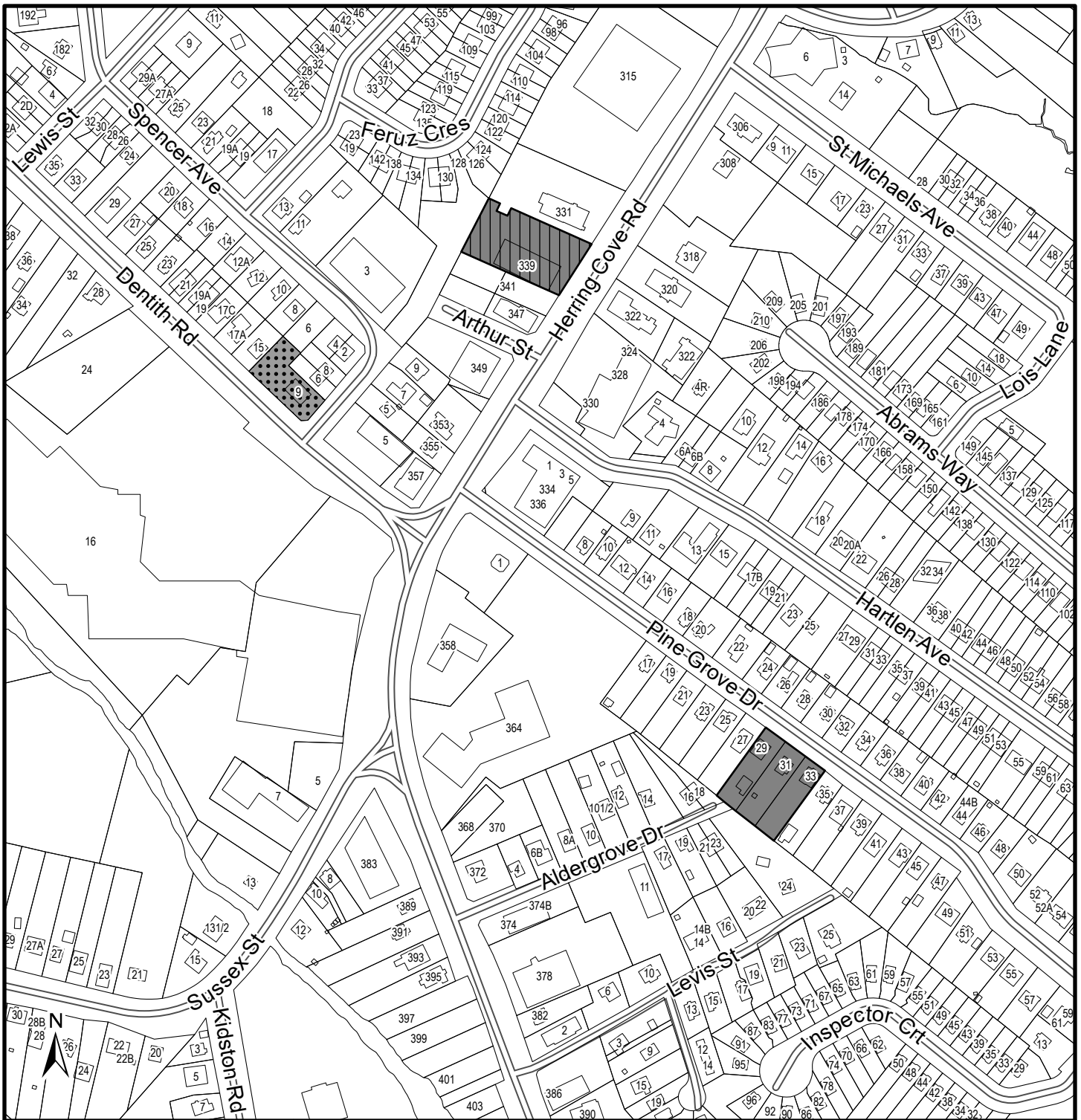
SMPS Map 2 and LUB Schedule 2
existing height precinct



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Suburban Housing Accelerator
Land Use By-Law & Plan Area





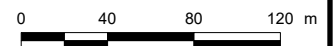
Sheet 2 - SHA SMPS Map 2 and LUB Schedule 2 3-12

Halifax

HALIFAX

-  SMPS Map 2 and LUB Schedule 2
area height precinct to be 3 Storeys
-  SMPS Map 2 and LUB Schedule 2
area height precinct to be 5 Storeys

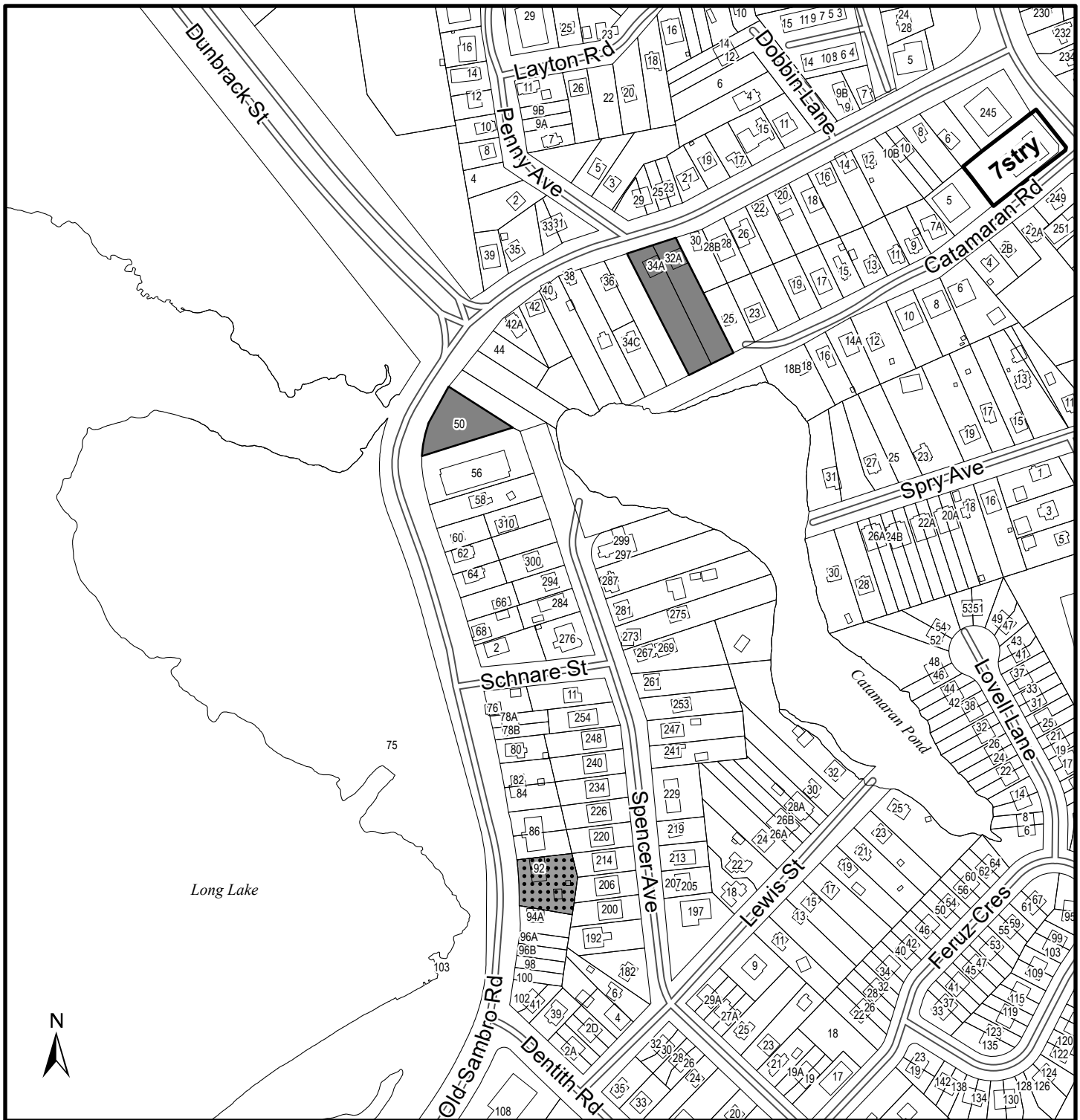
-  SMPS Map 2 and LUB Schedule 2
area height precinct to be 7 Storeys
-  SMPS Map 2 and LUB Schedule 2
existing height precinct



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Precincts Map for the plan area indicated.

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Suburban Housing Accelerator
Land Use By-Law & Plan Area





Sheet 2 - SHA SMPS Map 2 and LUB Schedule 2 4-12

Halifax

HALIFAX

 SMPS Map 2 and LUB Schedule 2
area height precinct to be 4 Storeys

 SMPS Map 2 and LUB Schedule 2
existing height precinct

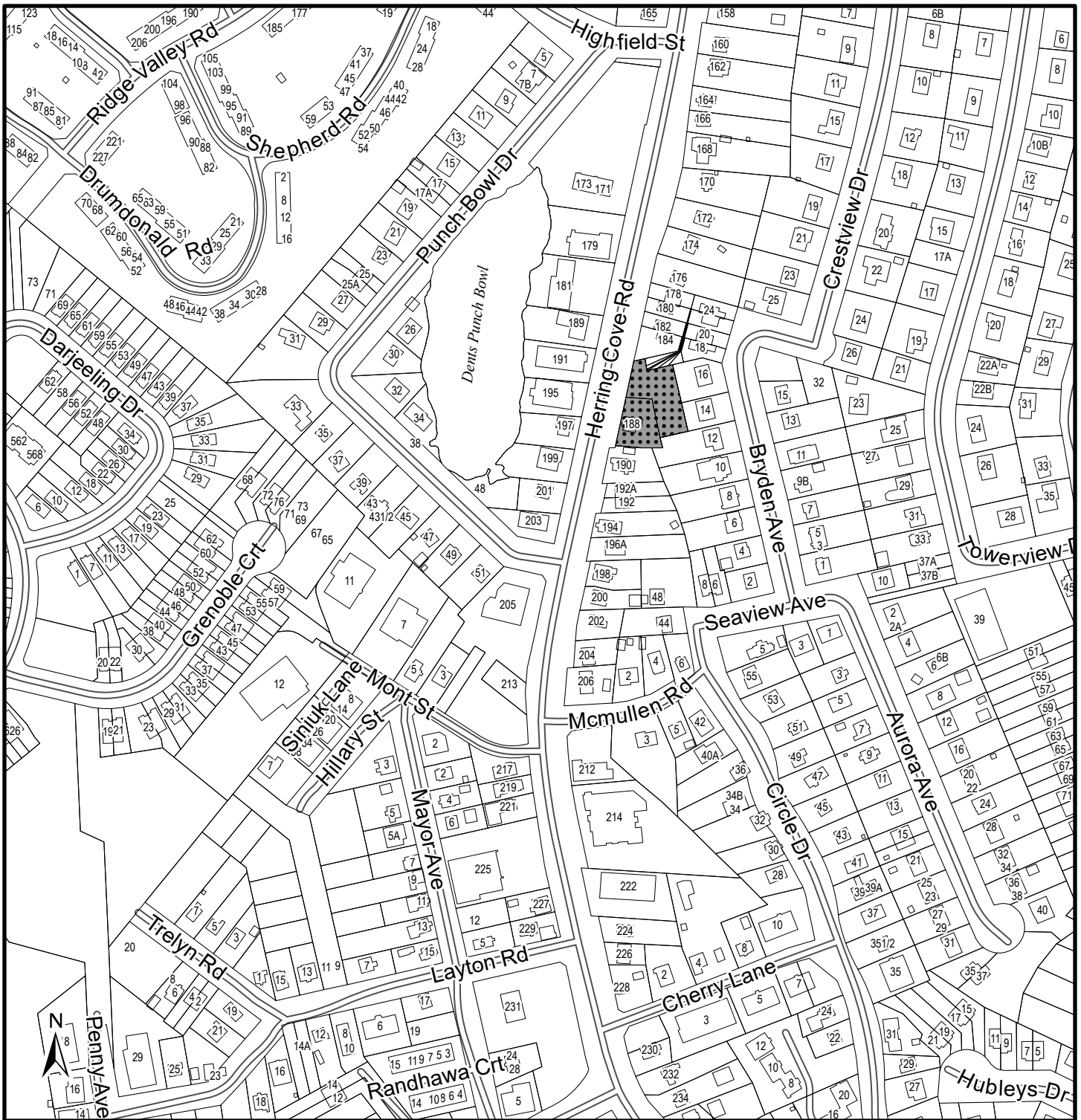
 SMPS Map 2 and LUB Schedule 2
area height precinct to be 5 Storeys

Suburban Housing Accelerator
Land Use By-Law & Plan Area

0 40 80 120 m

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Sheet 2 - SHA SMPS Map 2 and LUB Schedule 2 5-12

Halifax

HALIFAX

 SMPS Map 2 and LUB Schedule 2
area height precinct to be 5 Storeys

 SMPS Map 2 and LUB Schedule 2
existing height precinct

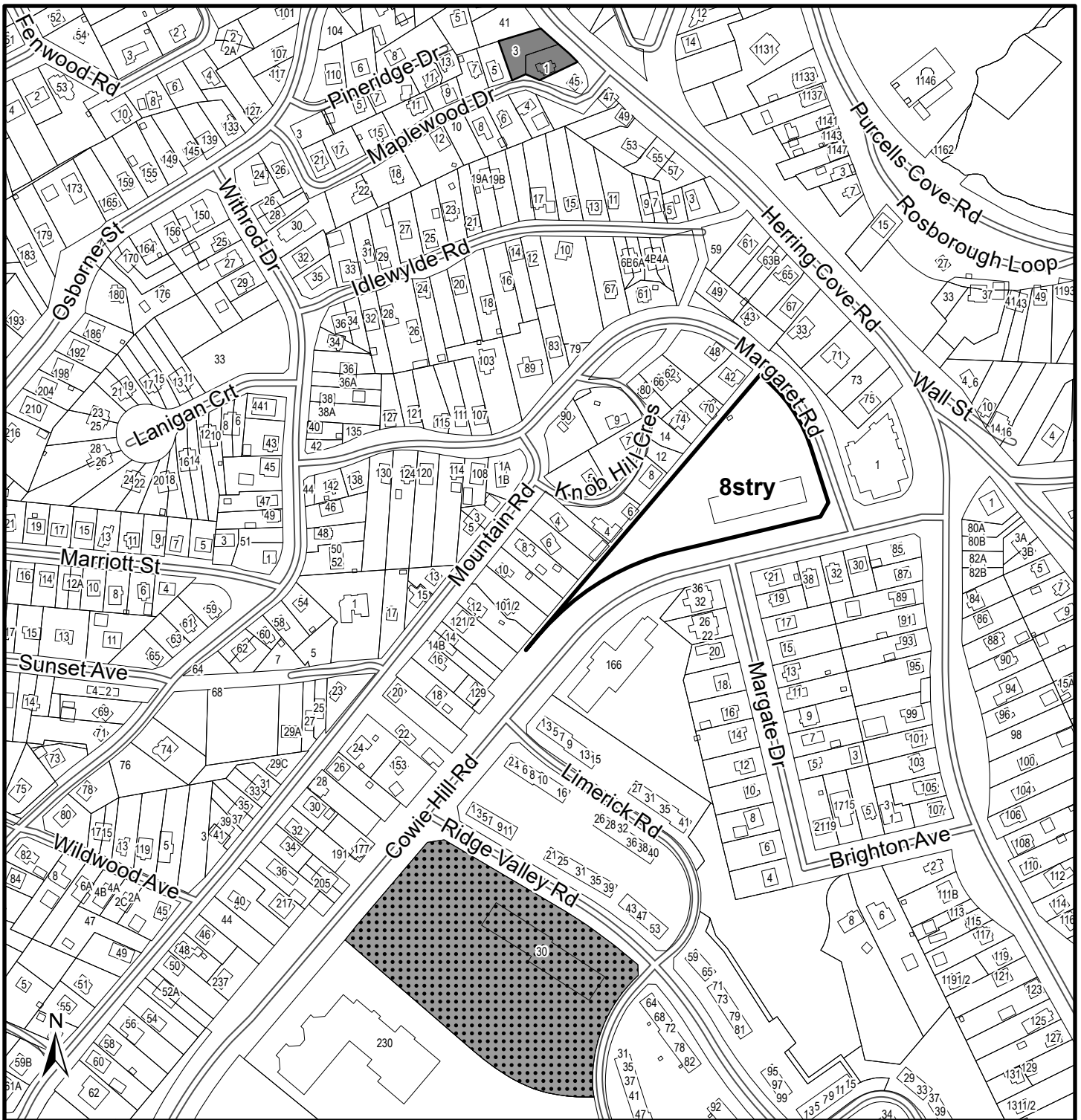
0 40 80 120 m



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Precincts Map for the plan area indicated.

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Suburban Housing Accelerator
Land Use By-Law & Plan Area




Sheet 2 - SHA SMPS Map 2 and LUB Schedule 2 6-12


Halifax

HALIFAX

 SMPS Map 2 and LUB Schedule 2
area height precinct to be 4 Storeys

 SMPS Map 2 and LUB Schedule 2
existing height precinct

0 40 80 120 m


 SMPS Map 2 and LUB Schedule 2
area height precinct to be 8 Storeys

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Precincts Map for the plan area indicated.

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Suburban Housing Accelerator
Land Use By-Law & Plan Area



Sheet 2 - SHA SMPS Map 2 and LUB Schedule 2 7-12

Halifax

HALIFAX



SMPS Map 2 and LUB Schedule 2
area height precinct to be 6 Storeys



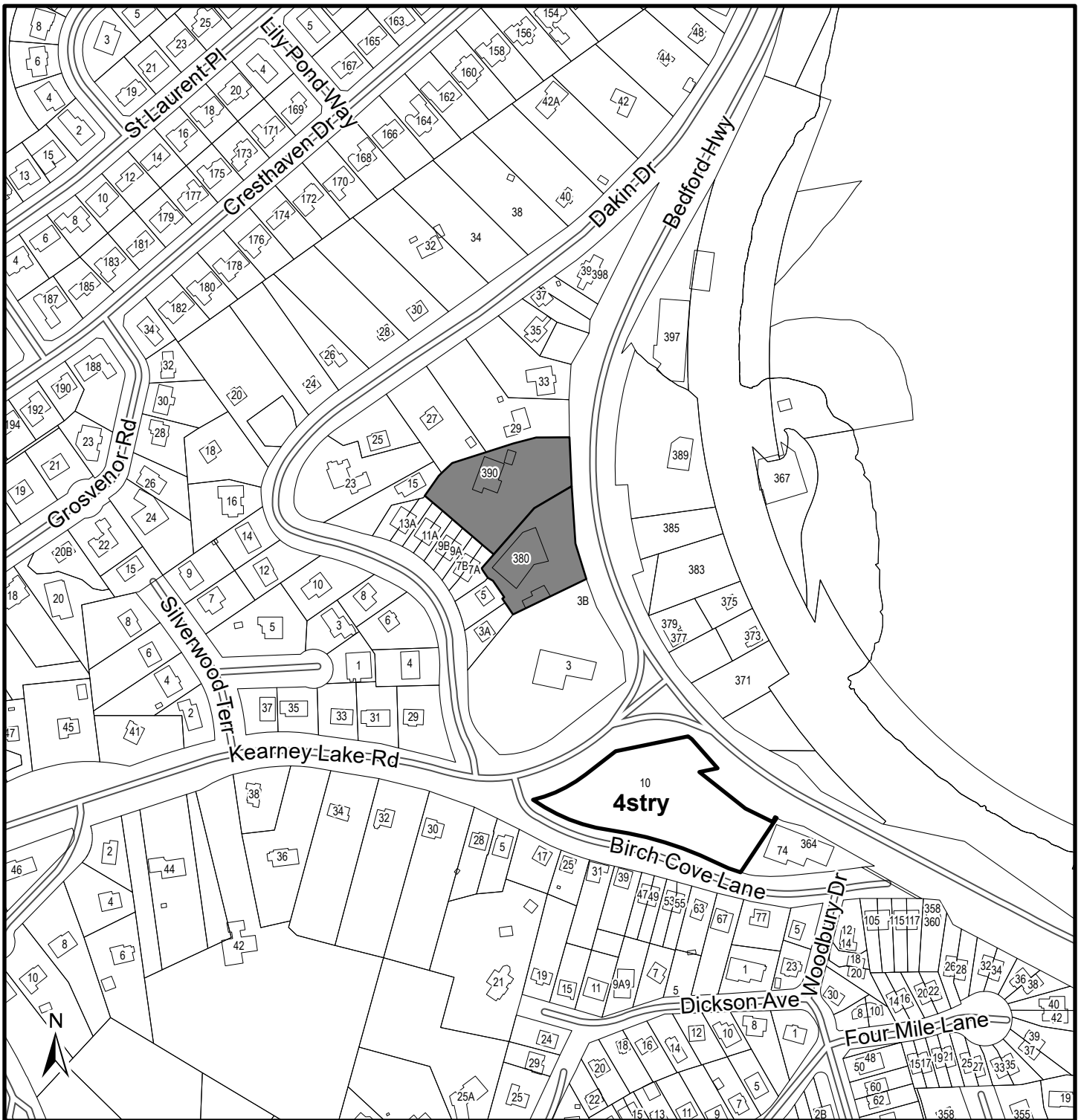
SMPS Map 2 and LUB Schedule 2
existing height precinct

0 40 80 120 m

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Precincts Map for the plan area indicated.

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Suburban Housing Accelerator
Land Use By-Law & Plan Area




Sheet 2 - SHA SMPS Map 2 and LUB Schedule 2 8-12


Halifax

HALIFAX

 SMPS Map 2 and LUB Schedule 2
area height precinct to be 4 Storeys

 SMPS Map 2 and LUB Schedule 2
existing height precinct

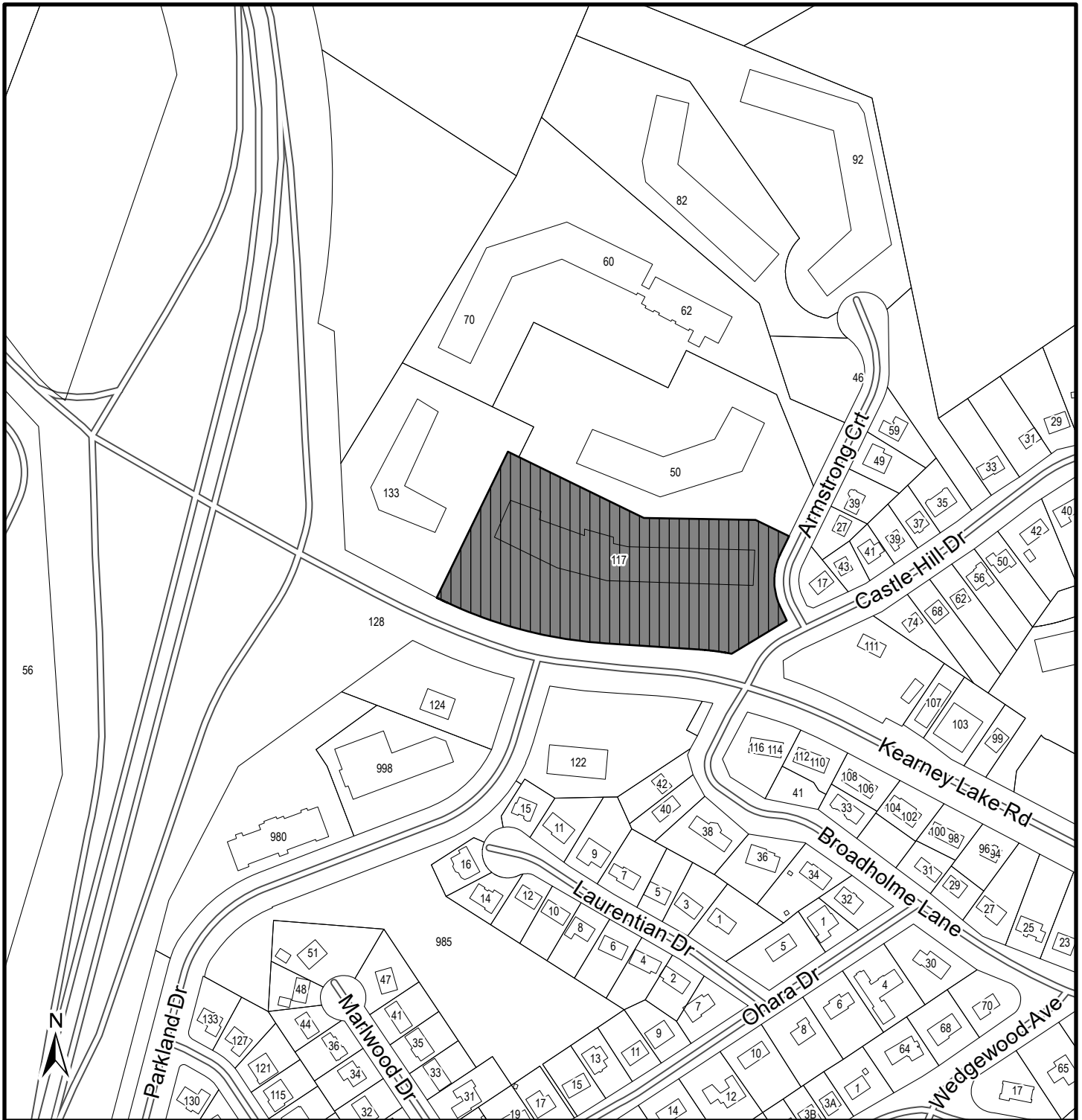
0 40 80 120 m



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Suburban Housing Accelerator
Land Use By-Law & Plan Area



Sheet 2 - SHA SMPS Map 2 and LUB Schedule 2 9-12

Halifax

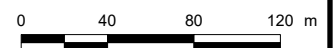
HALIFAX



SMPS Map 2 and LUB Schedule 2
area height precinct to be 7 Storeys



SMPS Map 2 and LUB Schedule 2
existing height precinct



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Precincts Map for the plan area indicated.

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Sheet 2 - SHA SMPS Map 2 and LUB Schedule 2 10-12

Halifax

HALIFAX



SMPS Map 2 and LUB Schedule 2
area height precinct to be 5 Storeys



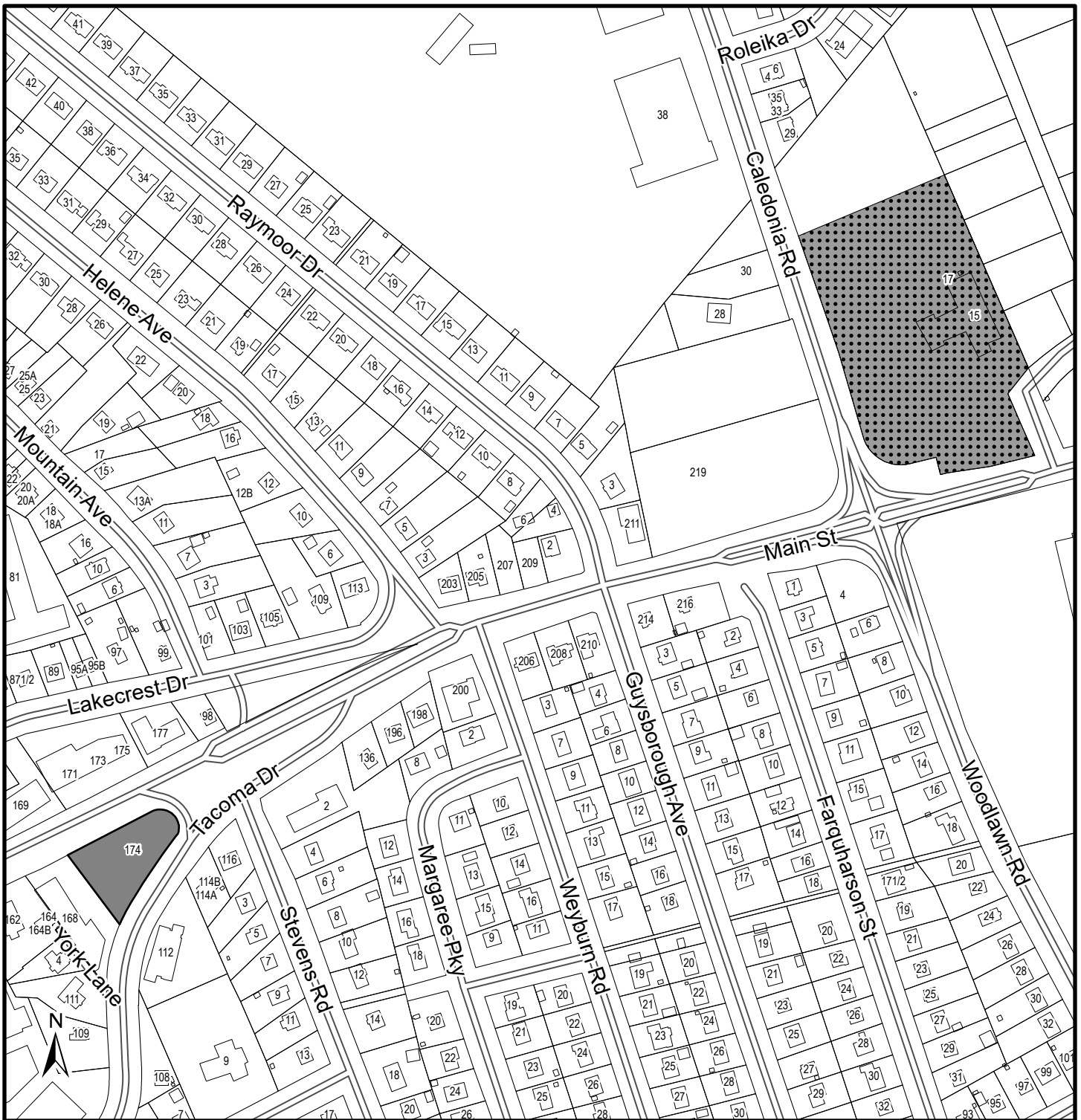
SMPS Map 2 and LUB Schedule 2
existing height precinct

0 40 80 m

Suburban Housing Accelerator
Land Use By-Law & Plan Area

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Precincts Map for the plan area indicated.



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Sheet 2 - SHA SMPS Map 2 and LUB Schedule 2 11-12

Dartmouth

HALIFAX

-  SMPS Map 2 and LUB Schedule 2 area height precinct to be 9 Storeys
-  SMPS Map 2 and LUB Schedule 2 area height precinct to be 14 Storeys

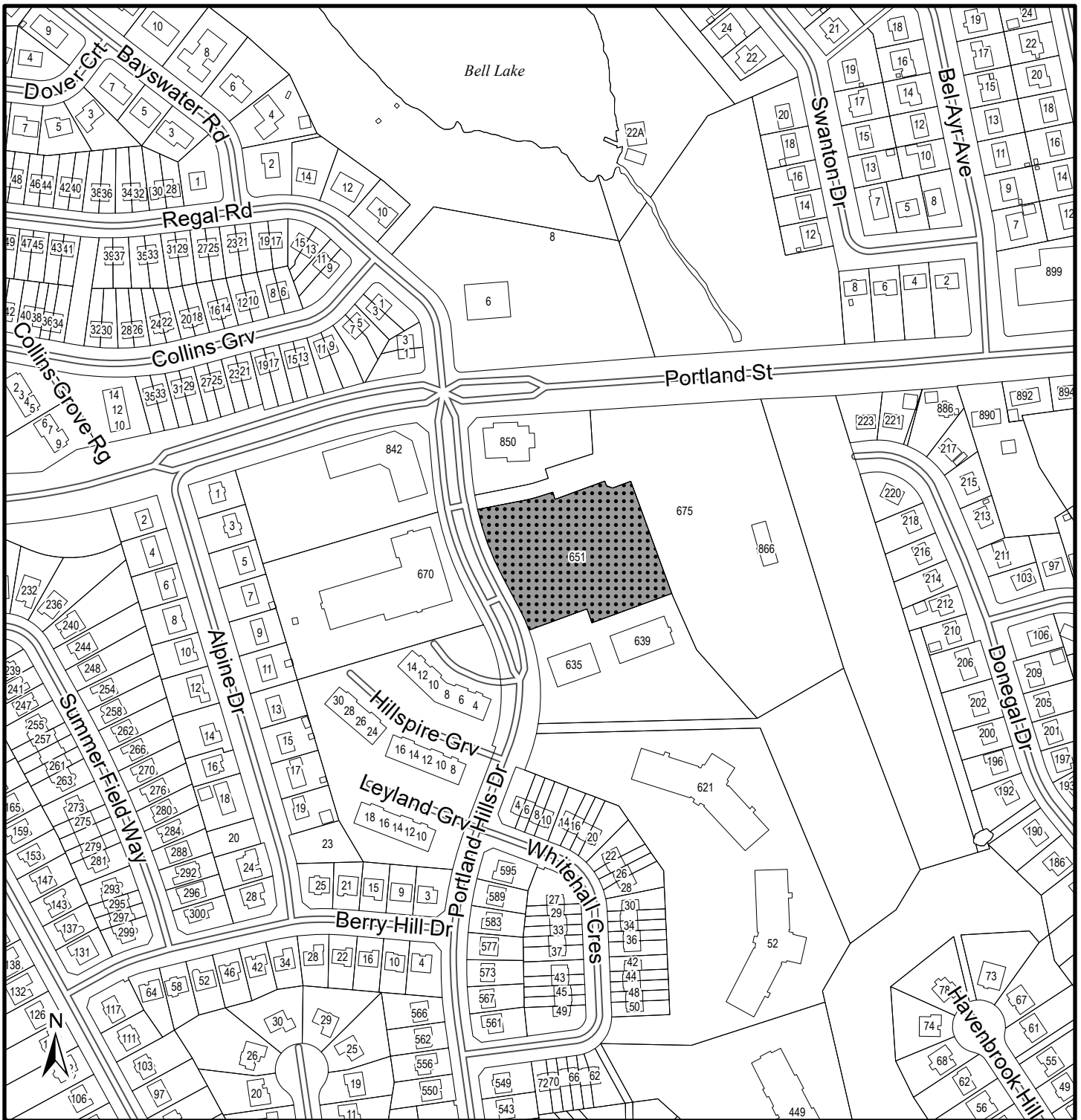
-  SMPS Map 2 and LUB Schedule 2 existing height precinct



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Suburban Housing Accelerator
Land Use By-Law & Plan Area



Sheet 2 - SHA SMPS Map 2 and LUB Schedule 2 12-12

Dartmouth

HALIFAX



SMPS Map 2 and LUB Schedule 2
area height precinct to be 10 Storeys



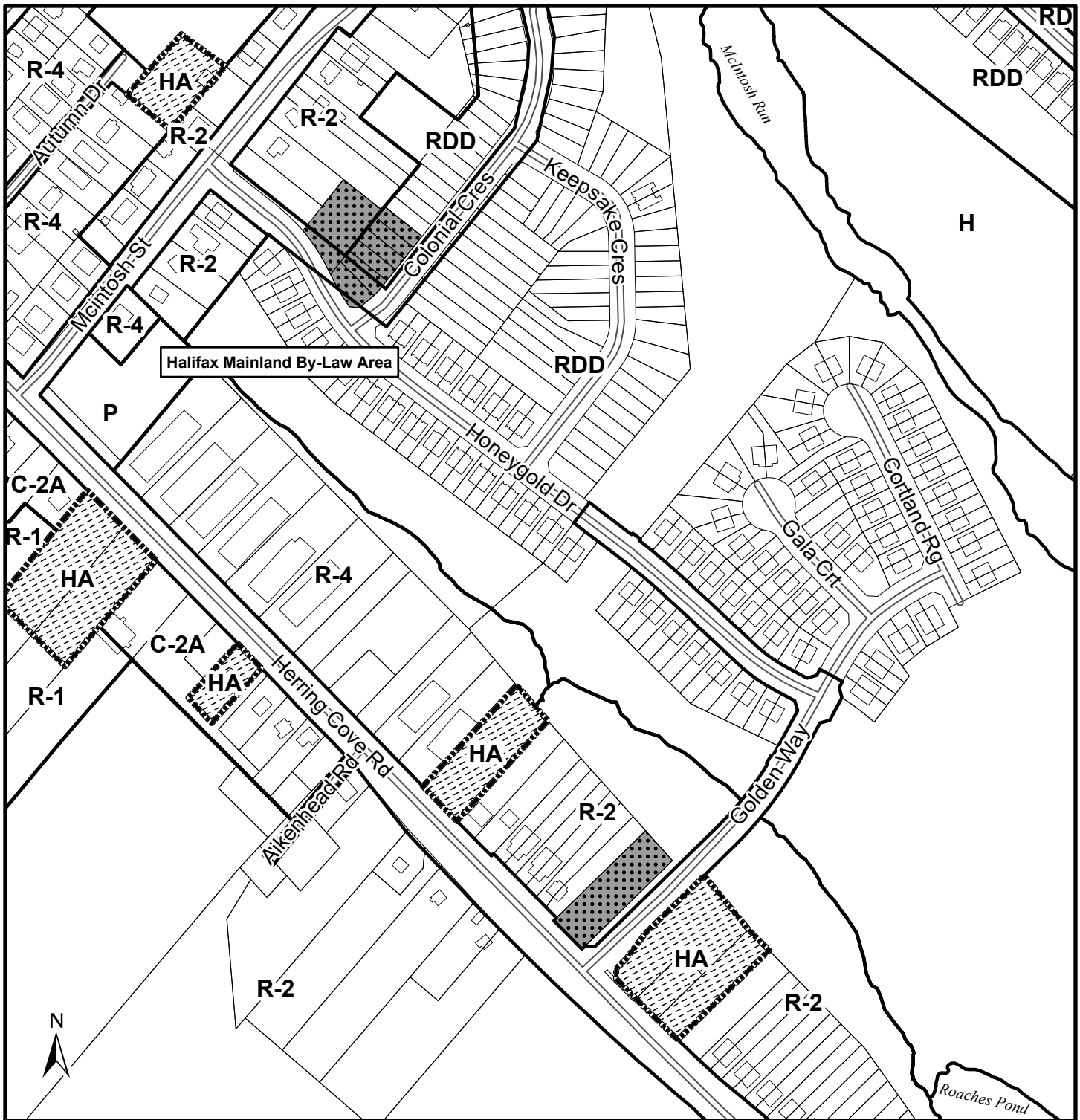
SMPS Map 2 and LUB Schedule 2
existing height precinct

0 40 80 120 m

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Precincts Map for the plan area indicated.


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Suburban Housing Accelerator
Land Use By-Law & Plan Area



Sheet 3 - SHA LUB Schedule 1 1-12

Halifax

 Area to be removed from Halifax Mainland LUB and added to Suburban Housing Accelerator LUB zoned HA (Housing Accelerator)

 Suburban Housing Accelerator Land Use By-Law Area

Halifax Mainland
Land Use By-Law Area

Zone - Suburban Housing Accelerator

HA Housing Accelerator

Zone - Halifax

C-2A Minor Commercial

H Holding

P Park and Institutional

R-1 Single Family Dwelling

R-2 Two Family Dwelling

R-4 Multiple Dwelling

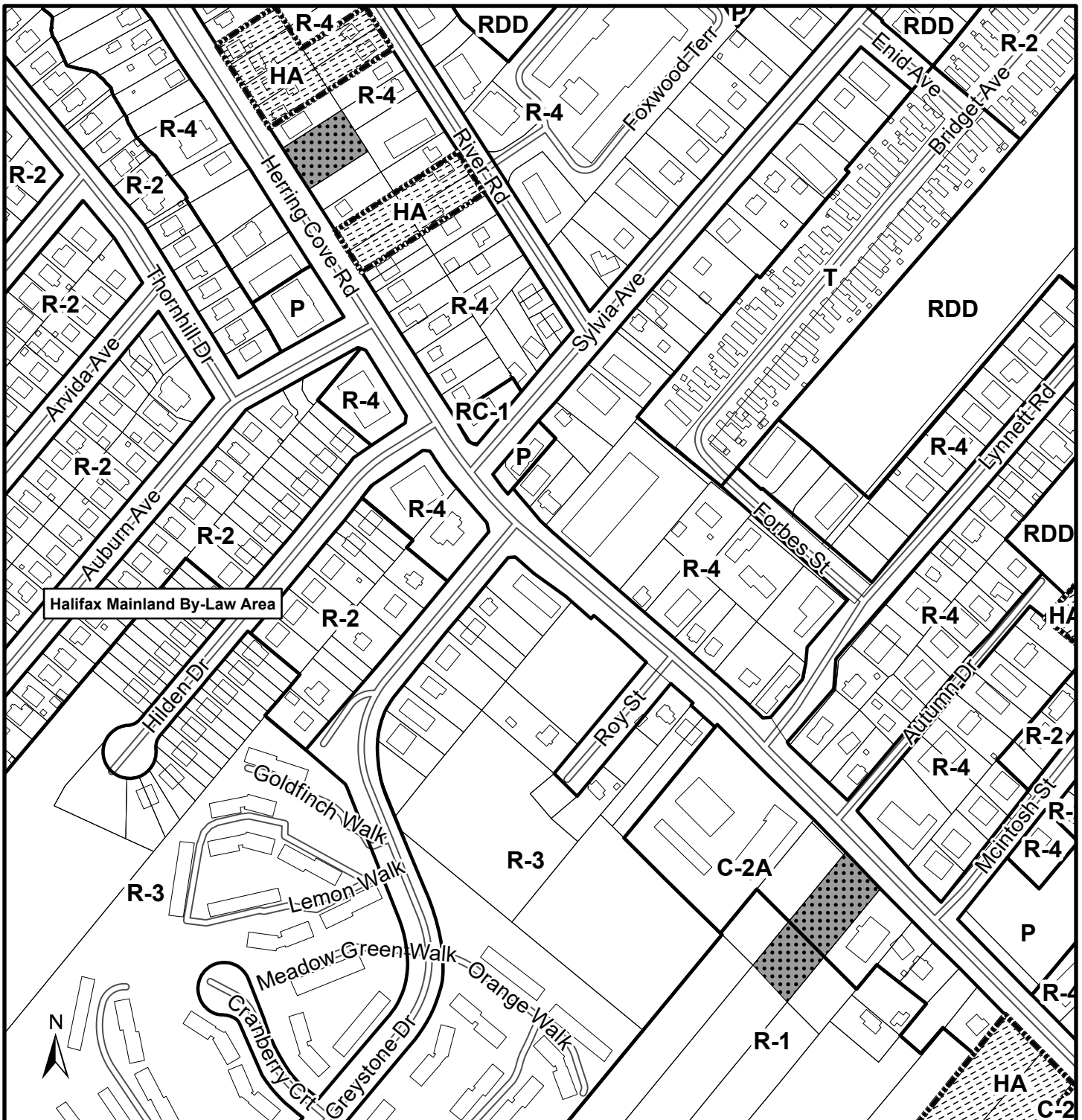
RDD Residential Development District

HALIFAX

0 40 80 120 m


This map is an unofficial reproduction of a portion of the Zoning Map for the plan area indicated.


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



Sheet 3 - SHA LUB Schedule 1 2-12

Halifax

 Area to be removed from Halifax Mainland LUB and added to Suburban Housing Accelerator LUB zoned HA (Housing Accelerator)

 Suburban Housing Accelerator Land Use By-Law Area

Halifax Mainland
Land Use By-Law Area

Zone - Suburban Housing Accelerator

HA Housing Accelerator

Zone - Halifax

P Park and Institutional
R-1 Single Family Dwelling

R-2 Two Family Dwelling

R-3 Low-Rise Apartment

R-4 Multiple Dwelling

RC-1 Neighbourhood Commercial

RDD Residential Development District

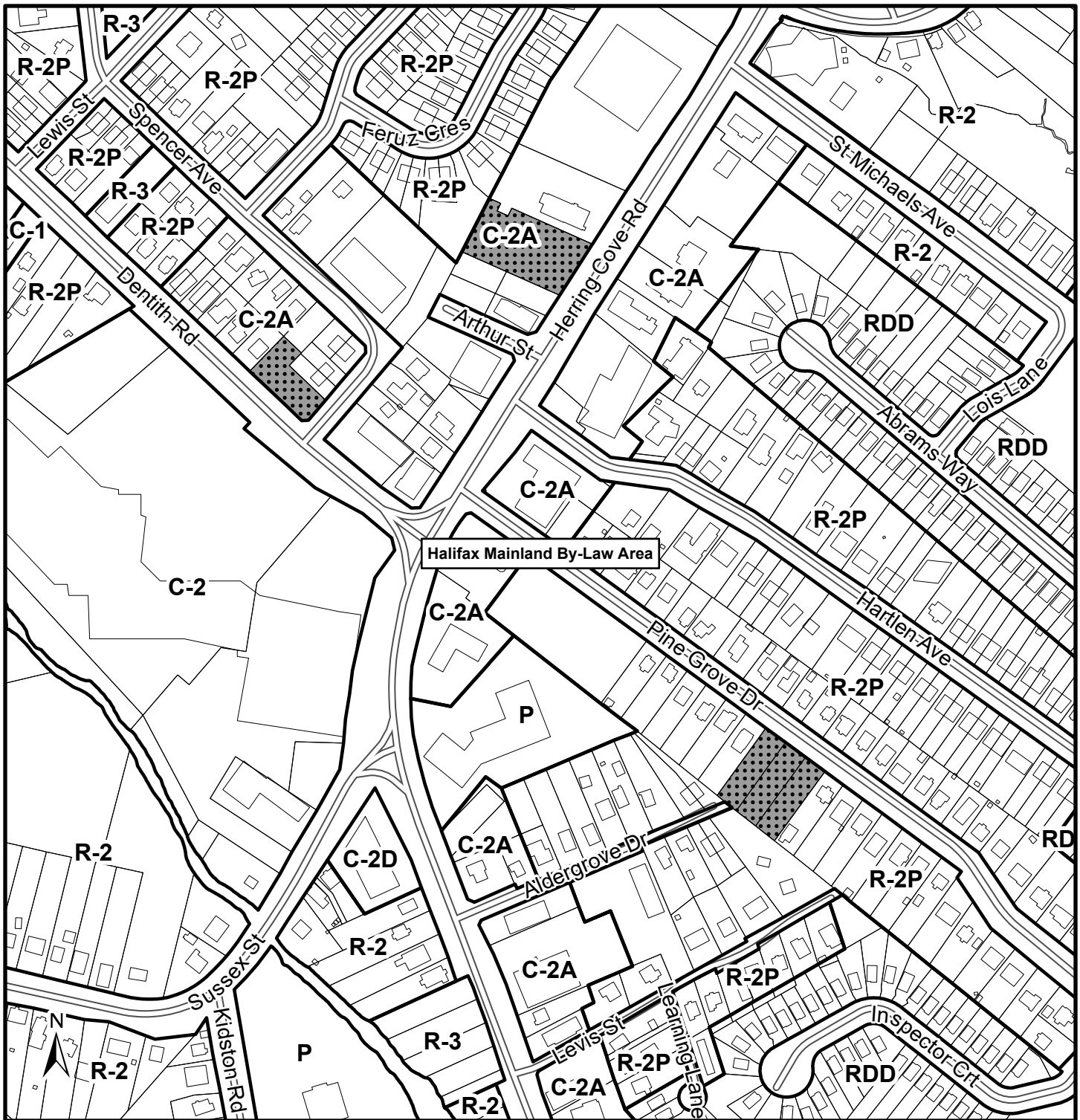
T Mobile Home Park

HALIFAX

0 40 80 120 m


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Sheet 3 - SHA LUB Schedule 1 3-12

Halifax

 Area to be removed from Halifax Mainland LUB and added to Suburban Housing Accelerator LUB zoned HA (Housing Accelerator)

 Suburban Housing Accelerator Land Use By-Law Area

Halifax Mainland
Land Use By-Law Area

Zone - Halifax

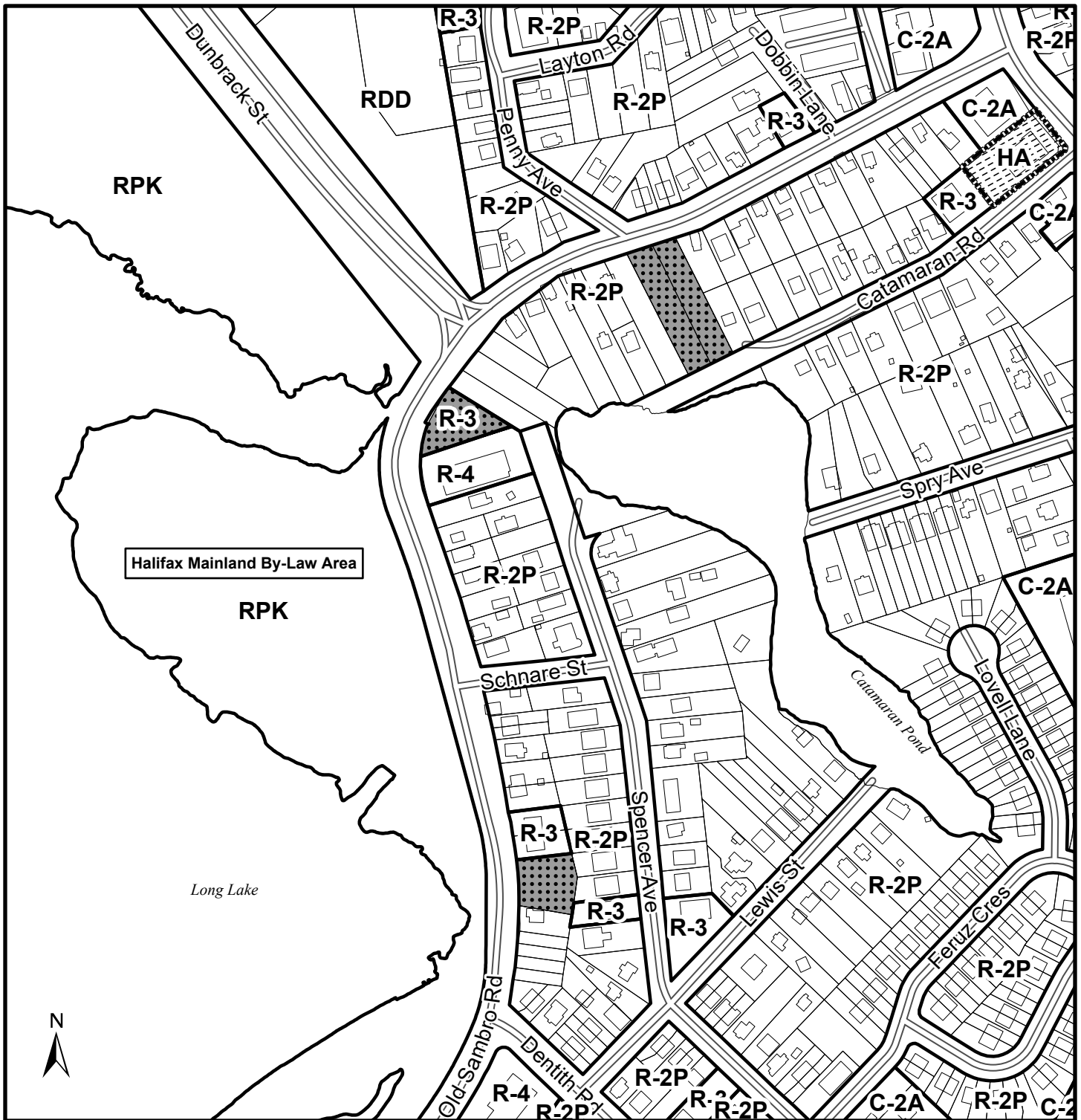
C-2	General Business
C-2A	Minor Commercial
C-2D	Residential / Minor Commercial
P	Park and Institutional
R-2	Two Family Dwelling
R-2P	General Residential
R-3	Low-Rise Apartment
RC-1	Neighbourhood Commercial
RDD	Residential Development District

HALIFAX

0 40 80 120 m


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Sheet 3 - SHA LUB Schedule 1 4-12

Halifax

 Area to be removed from Halifax Mainland LUB and added to Suburban Housing Accelerator LUB zoned HA (Housing Accelerator)

 Suburban Housing Accelerator Land Use By-Law Area

Halifax Mainland
Land Use By-Law Area

Zone - Suburban Housing Accelerator

HA Housing Accelerator

Zone - Halifax

C-2A Minor Commercial

R-2P General Residential

R-3 Low-Rise Apartment

R-4 Multiple Dwelling

RDD Residential Development District

RPK Regional Park

HALIFAX

0 40 80 120 m


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



Sheet 3 - SHA LUB Schedule 1 5-12

Halifax

 Area to be removed from Halifax Mainland LUB and added to Suburban Housing Accelerator LUB zoned HA (Housing Accelerator)

 Suburban Housing Accelerator Land Use By-Law Area

Halifax Mainland
Land Use By-Law Area

Zone - Halifax

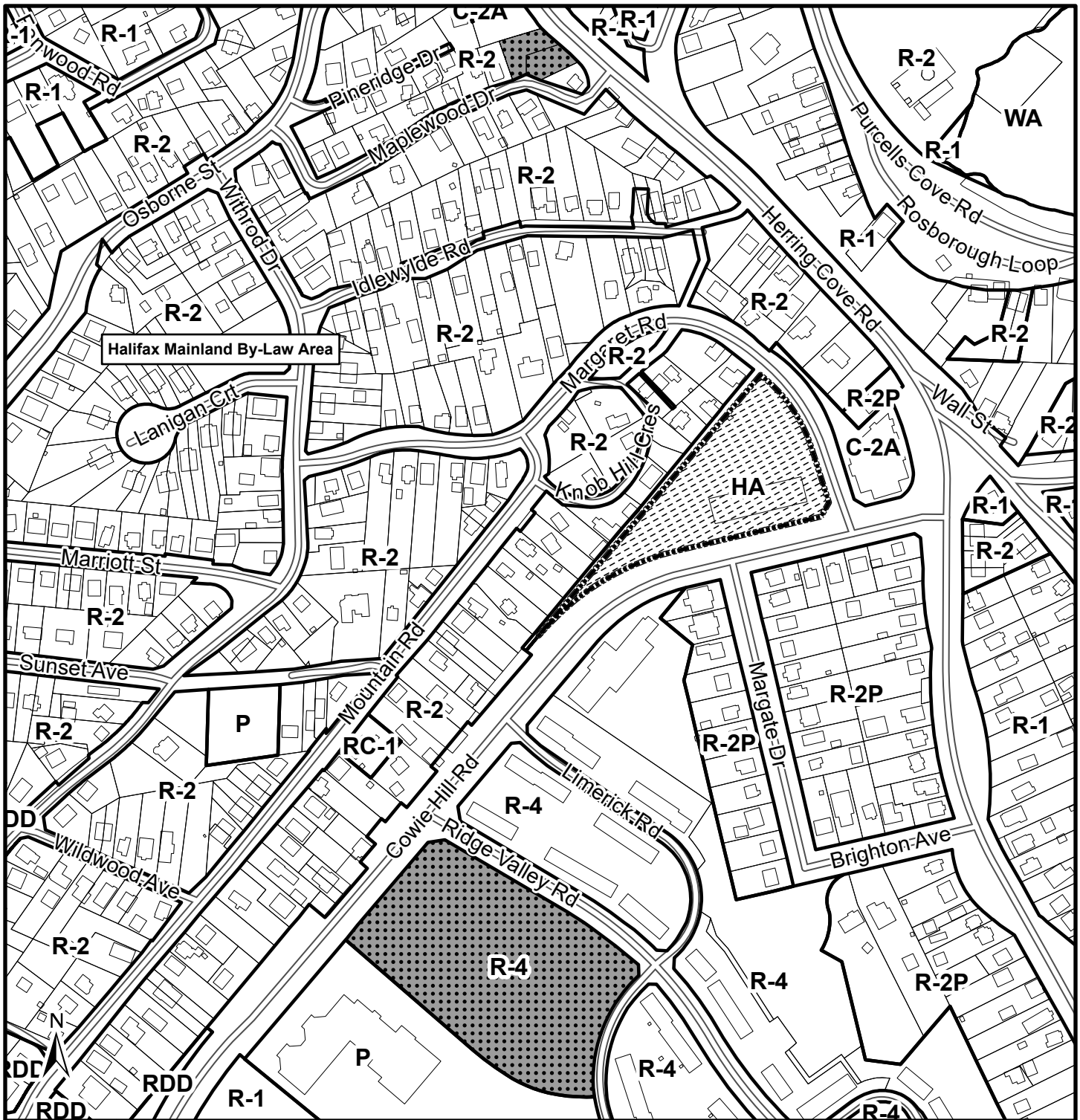
C2-A	Minor Commercial
P	Park and Institutional
R-1	Single Family Dwelling
R-2	Two Family Dwelling
R-2P	General Residential
R-3	Low-Rise Apartment
R-4	Multiple Dwelling
RDD	Residential Development District

0 40 80 120 m




This map is an unofficial reproduction of a portion of the Zoning Map for the plan area indicated.


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Sheet 3 - SHA LUB Schedule 1 6-12

Halifax

 Area to be removed from Halifax Mainland LUB and added to Suburban Housing Accelerator LUB zoned HA (Housing Accelerator)

 Suburban Housing Accelerator Land Use By-Law Area

Halifax Mainland
Land Use By-Law Area

Zone - Suburban Housing Accelerator

HA Housing Accelerator

Zone - Halifax

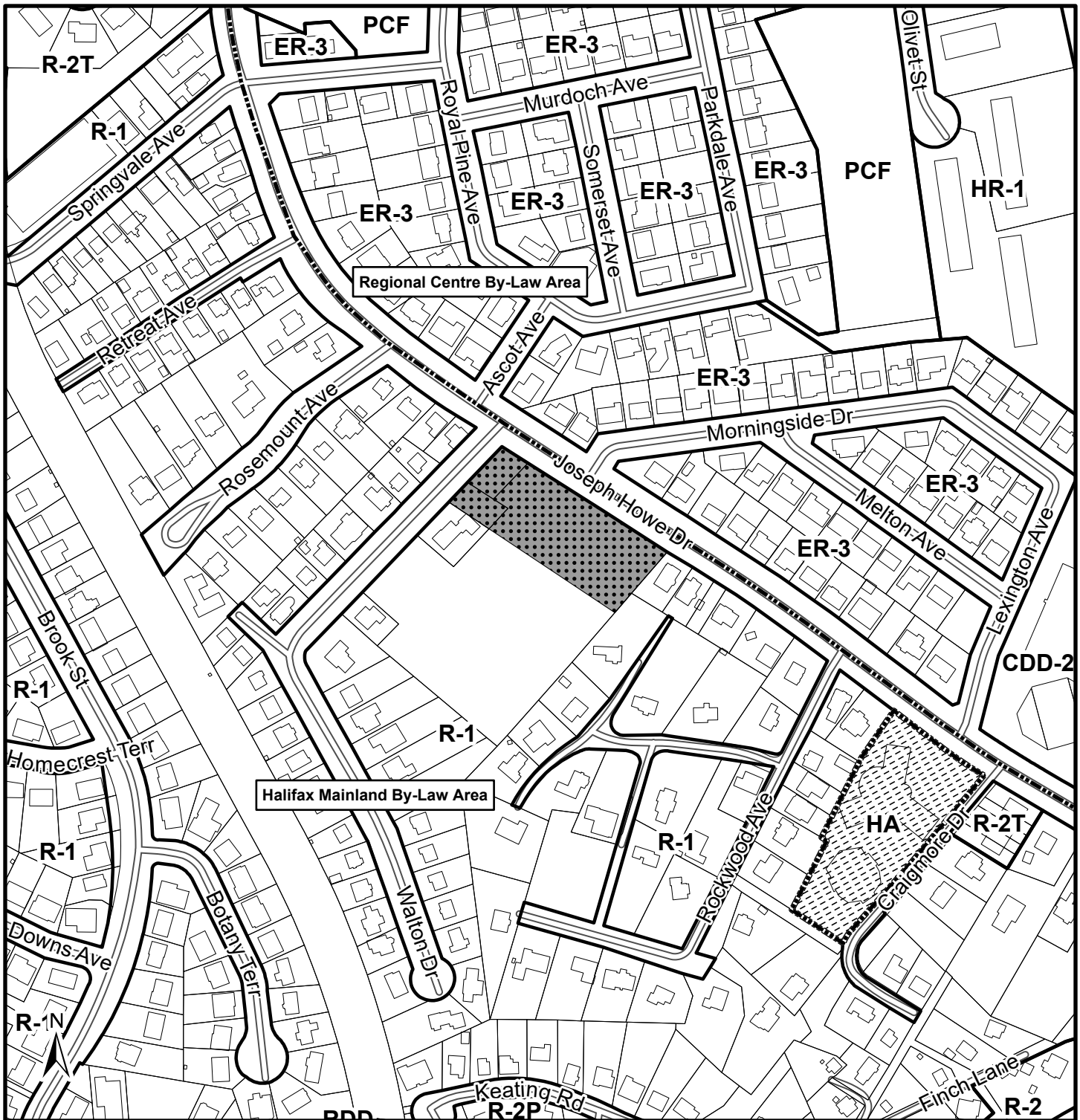
- C-2A Minor Commercial
- P Park and Institutional
- R-1 Single Family Dwelling
- R-2 Two Family Dwelling
- R-2P General Residential
- R-4 Multiple Dwelling
- RC-1 Neighbourhood Commercial
- RDD Residential Development District

HALIFAX

0 40 80 120 m


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Sheet 3 - SHA LUB Schedule 1 7-12

Halifax

 Area to be removed from Halifax Mainland LUB and added to Suburban Housing Accelerator LUB zoned HA (Housing Accelerator)

 Suburban Housing Accelerator Land Use By-Law Area

Halifax Mainland
Land Use By-Law Area

Zone - Regional Centre

CDD-2 Comprehensive Development District 2

ER-3 Established Residential 3

Zone - Suburban Housing Accelerator

HA Housing Accelerator

Zone - Halifax

R-1 Single Family Dwelling

R-2 Two Family Dwelling

R-2P General Residential

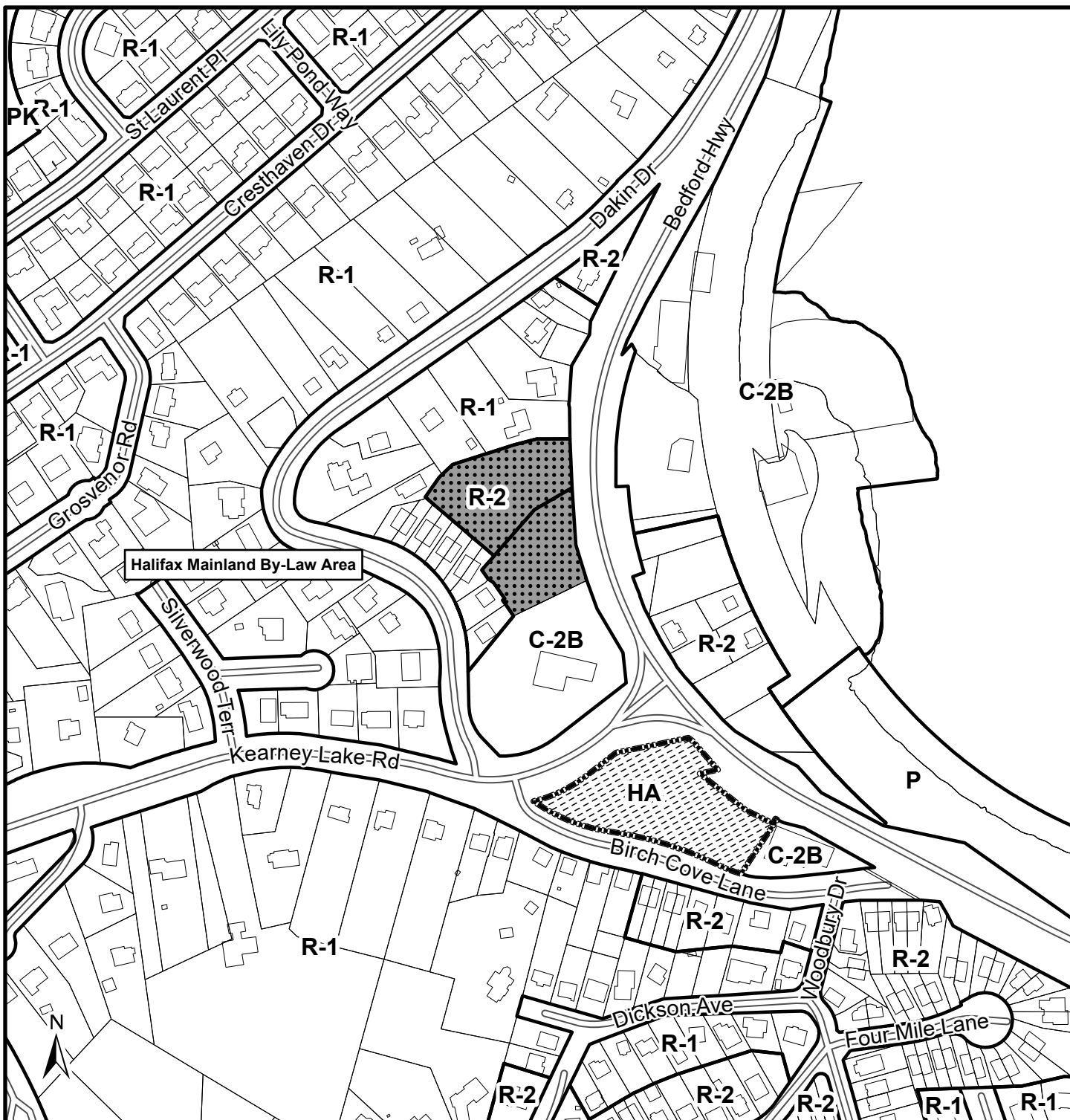
R-2T Townhouse

HALIFAX

0 40 80 120 m


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Sheet 3 - SHA LUB Schedule 1 8-12

Halifax

 Area to be removed from Halifax Mainland LUB and added to Suburban Housing Accelerator LUB zoned HA (Housing Accelerator)

 Suburban Housing Accelerator Land Use By-Law Area

Halifax Mainland Land Use By-Law Area

Zone - Suburban Housing Accelerator

HA Housing Accelerator

Zone - Halifax

C2-B Highway Commercial

P Park and Institutional

R-1 Single Family Dwelling

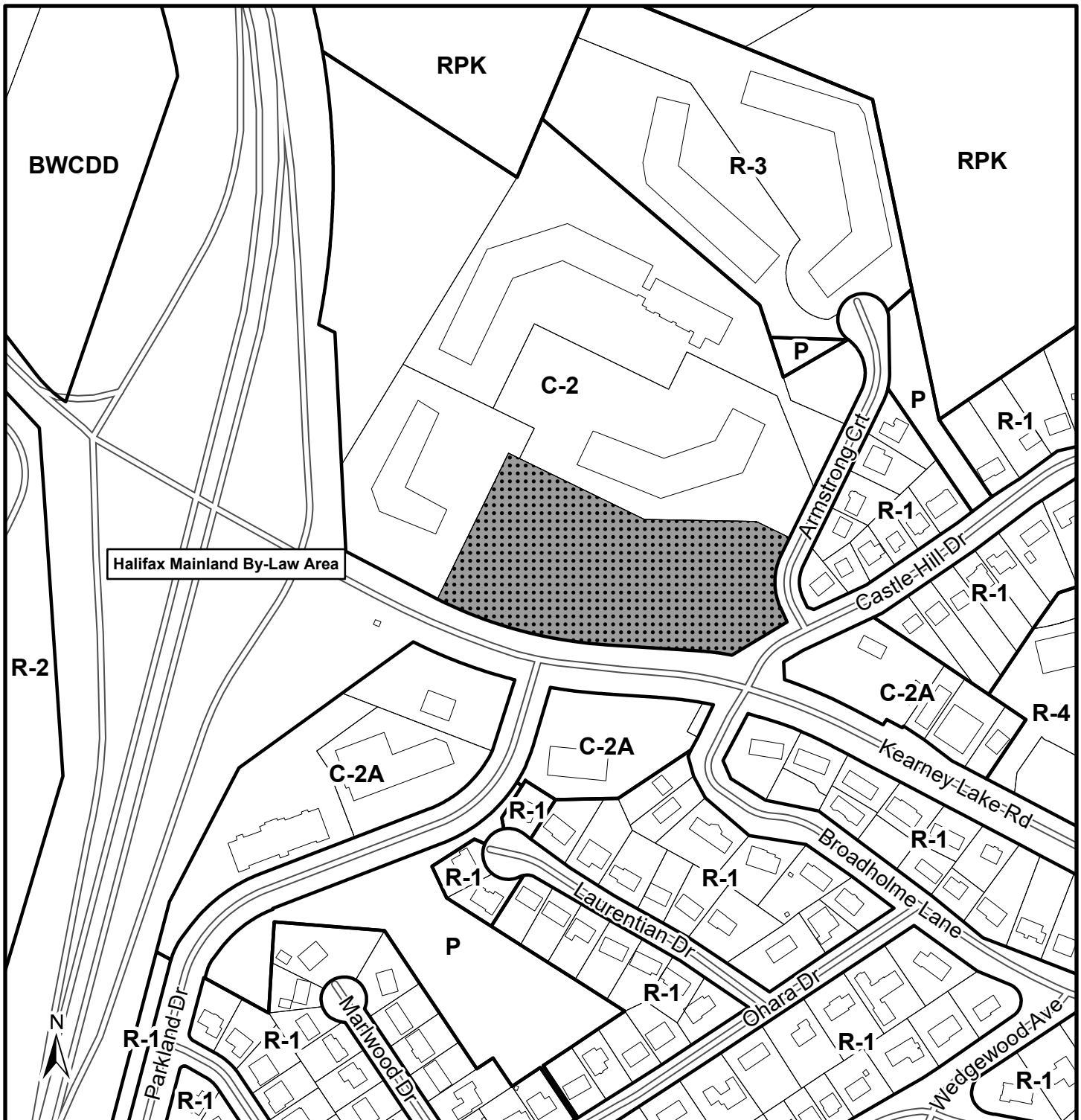
R-2 Two Family Dwelling

RPK Regional Park

0 40 80 120 m


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Sheet 3 - SHA LUB Schedule 1 9-12

Halifax

 Area to be removed from Halifax Mainland LUB and added to Suburban Housing Accelerator LUB zoned HA (Housing Accelerator)

 Suburban Housing Accelerator Land Use By-Law Area

Halifax Mainland
Land Use By-Law Area

Zone - Halifax

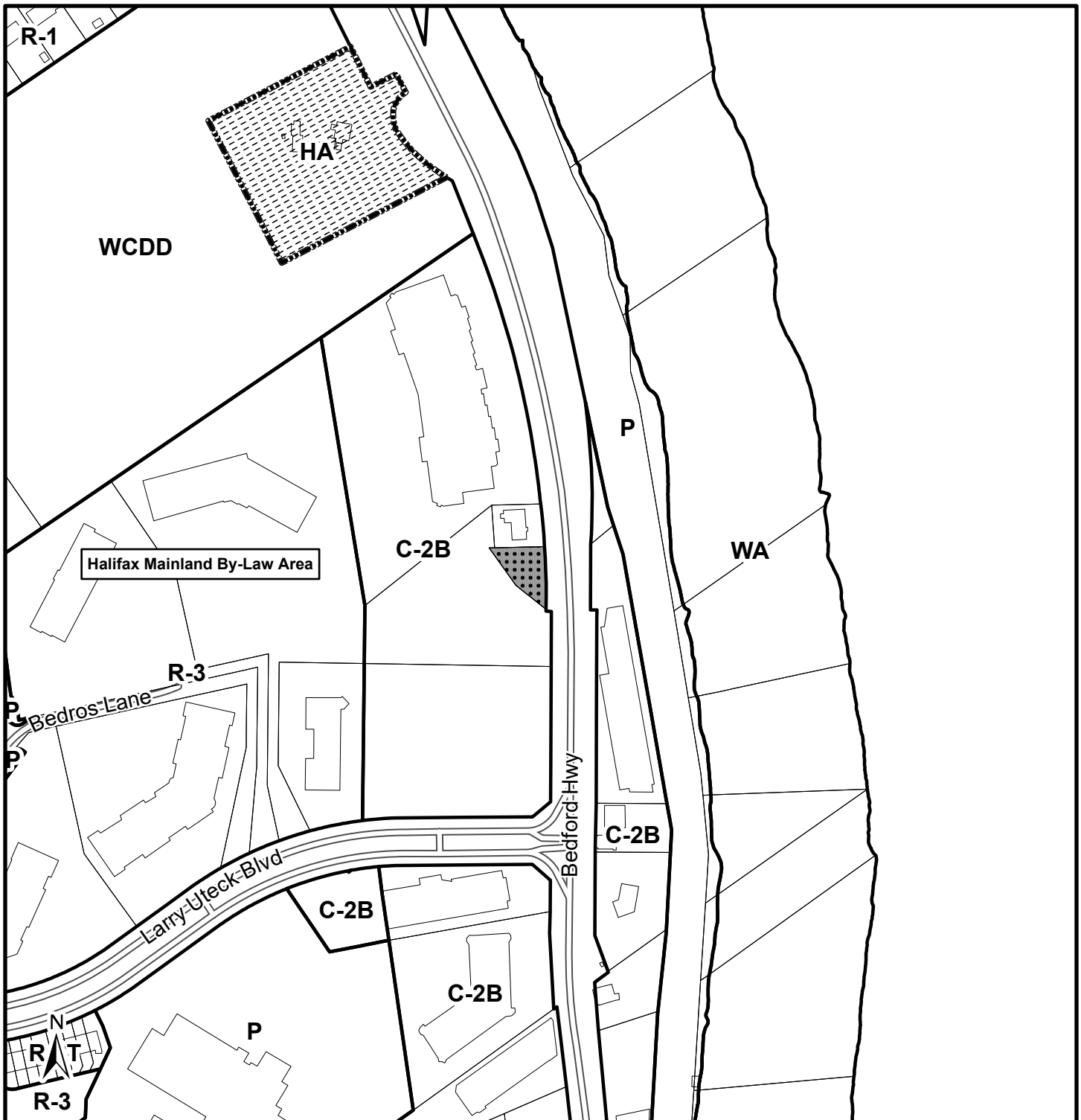
C-2	General Business
C-2A	Minor Commercial
P	Park and Institutional
R-1	Single Family Dwelling
R-2	Two Family Dwelling
R-3	Low-Rise Apartment
R-4	Multiple Dwelling
RPK	Regional Park

0 40 80 120 m




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Sheet 3 - SHA LUB Schedule 1 10-12

Halifax

 Area to be removed from Halifax Mainland LUB and added to Suburban Housing Accelerator LUB zoned HA (Housing Accelerator)

 Suburban Housing Accelerator Land Use By-Law Area

Halifax Mainland
Land Use By-Law Area

Zone - Suburban Housing Accelerator

HA Housing Accelerator

Zone - Halifax

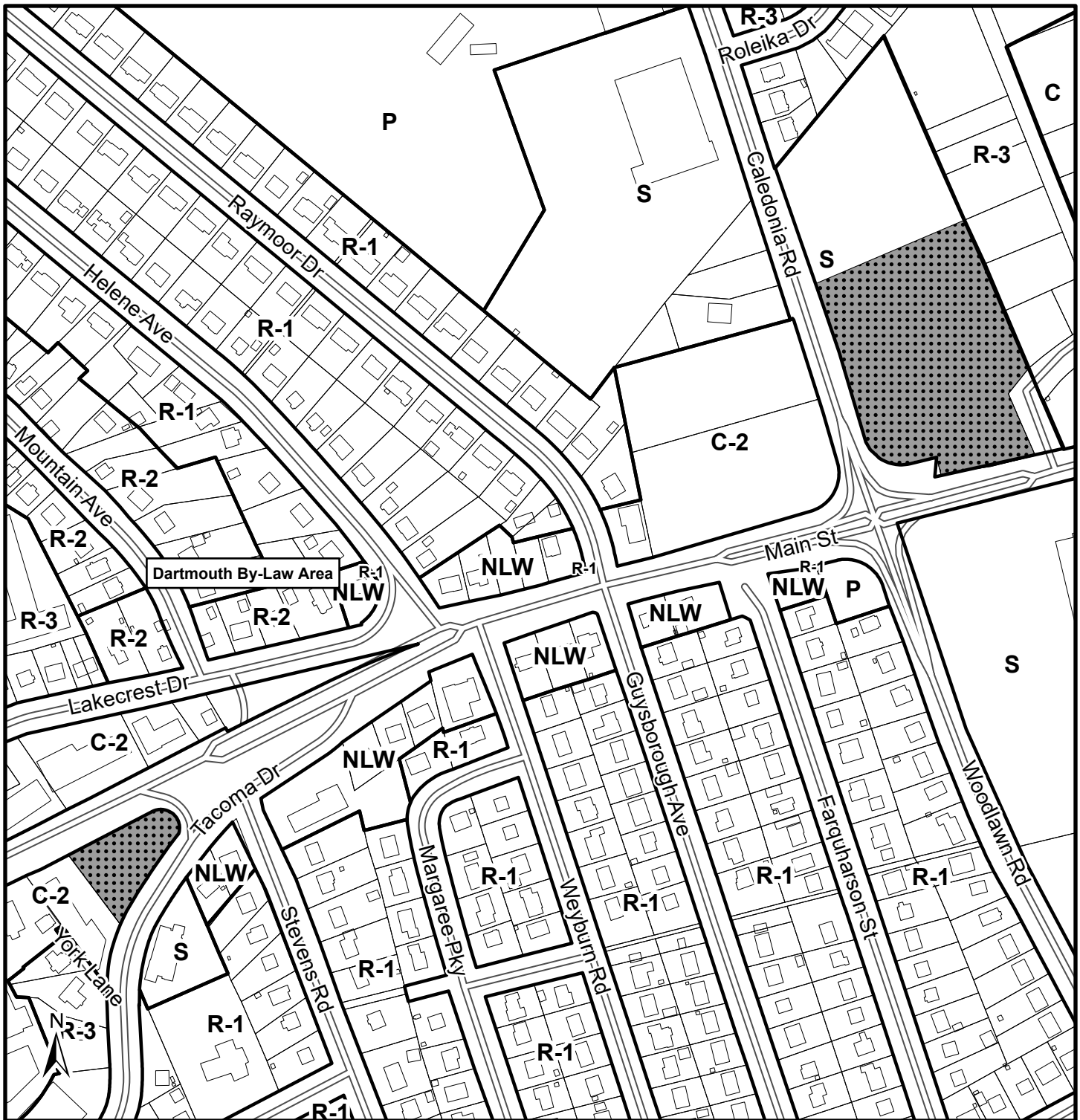
C-2B Highway Commercial
P Park and Institutional
R-1 Single Family Dwelling
R-2T Townhouse
R-3 Low-Rise Apartment
WA Water Access
WCDD Wentworth Comprehensive Development District

HALIFAX

0 40 80 m


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Sheet 3 - SHA LUB Schedule 1 11-12

Dartmouth

 Area to be removed from Dartmouth LUB and added to Suburban Housing Accelerator LUB zoned HA (Housing Accelerator)


 Suburban Housing Accelerator Land Use By-Law Area

Dartmouth
Land Use By-Law Area

Zone - Dartmouth

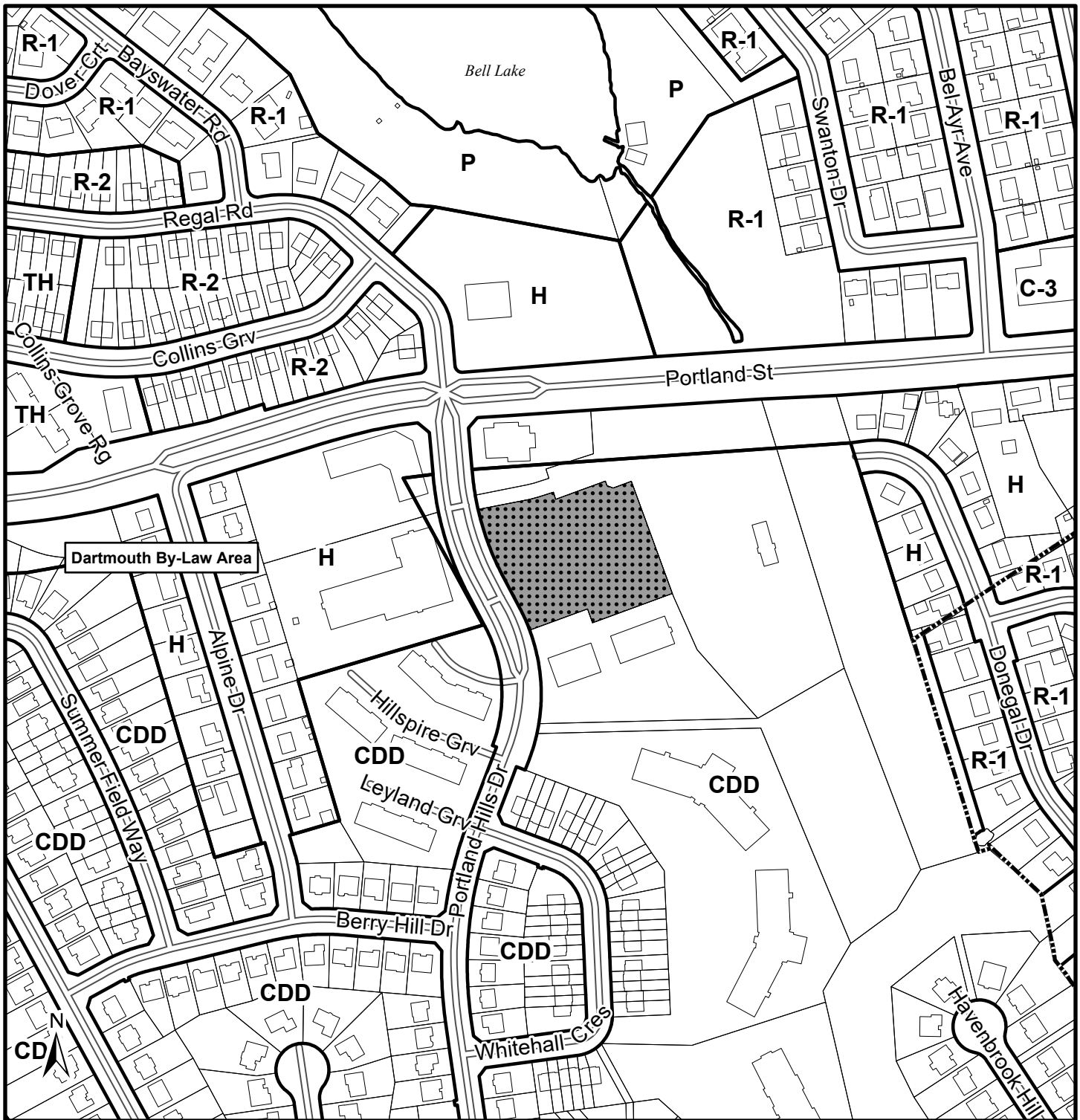
C	Conservation
C-2	General Business
NLW	Neighbourhood Live-Work
P	Park
R-1	Single Family Residential
R-2	Two Family Residential
R-3	Multiple Family Residential
S	Institutional

0 40 80 120 m



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Sheet 3 - SHA LUB Schedule 1 12-12

Dartmouth

HALIFAX

 Area to be removed from Halifax Mainland LUB and added to Suburban Housing Accelerator LUB zoned HA (Housing Accelerator)

 Suburban Housing Accelerator Land Use By-Law Area

Dartmouth
Land Use By-Law Area

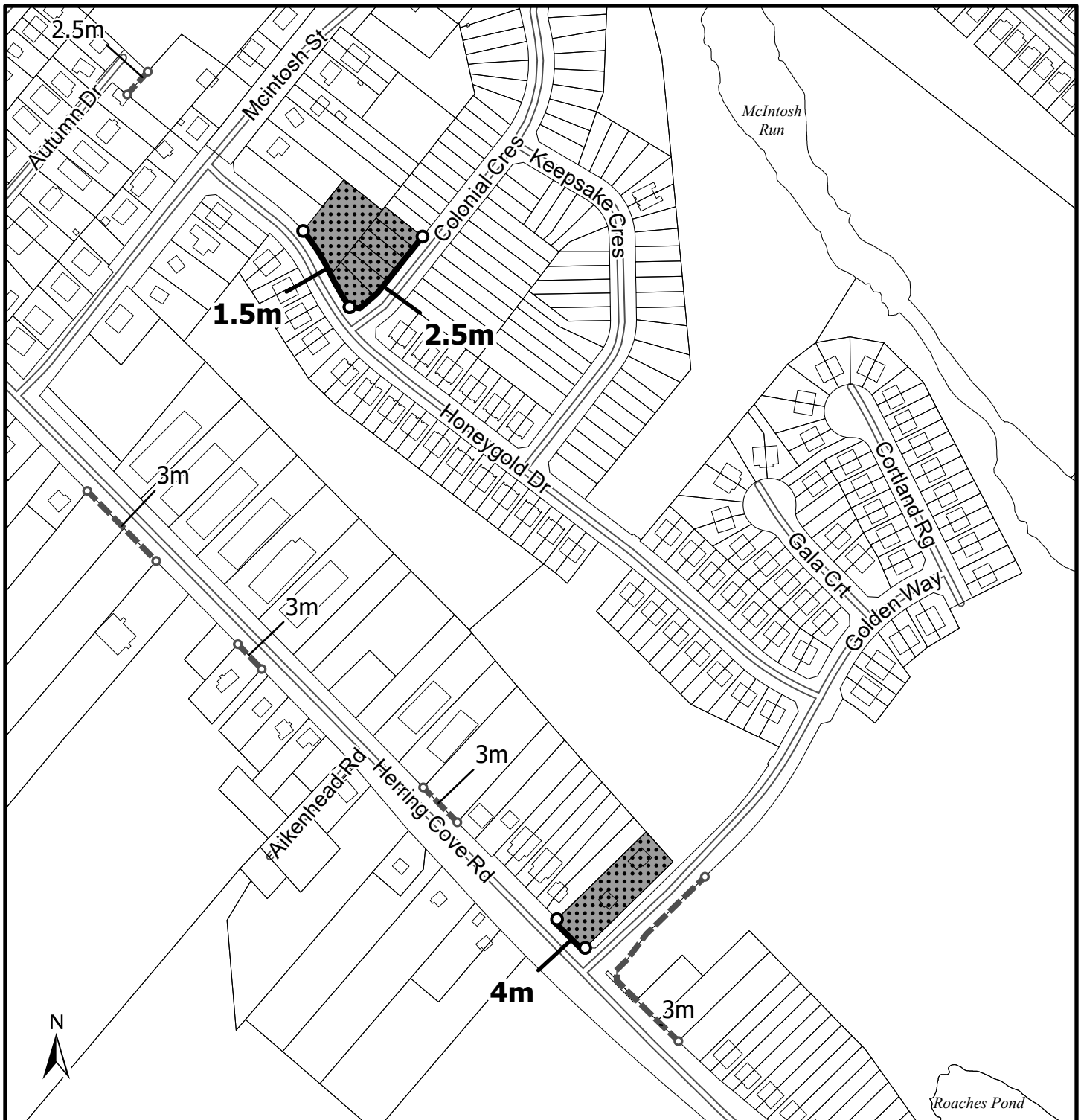
Zone - Dartmouth

- C-3 General Business
- CDD Comprehensive Development District
- H Holding
- P Park
- R-1 Single Family Residential
- R-2 Two Family Residential
- TH Town Housing

0 40 80 120 m

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Sheet 4 - SHA LUB Schedule 3 1-12

Halifax

HALIFAX



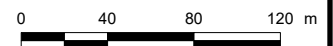
Subject Properties



Schedule 3 existing minimum front and flanking setbacks



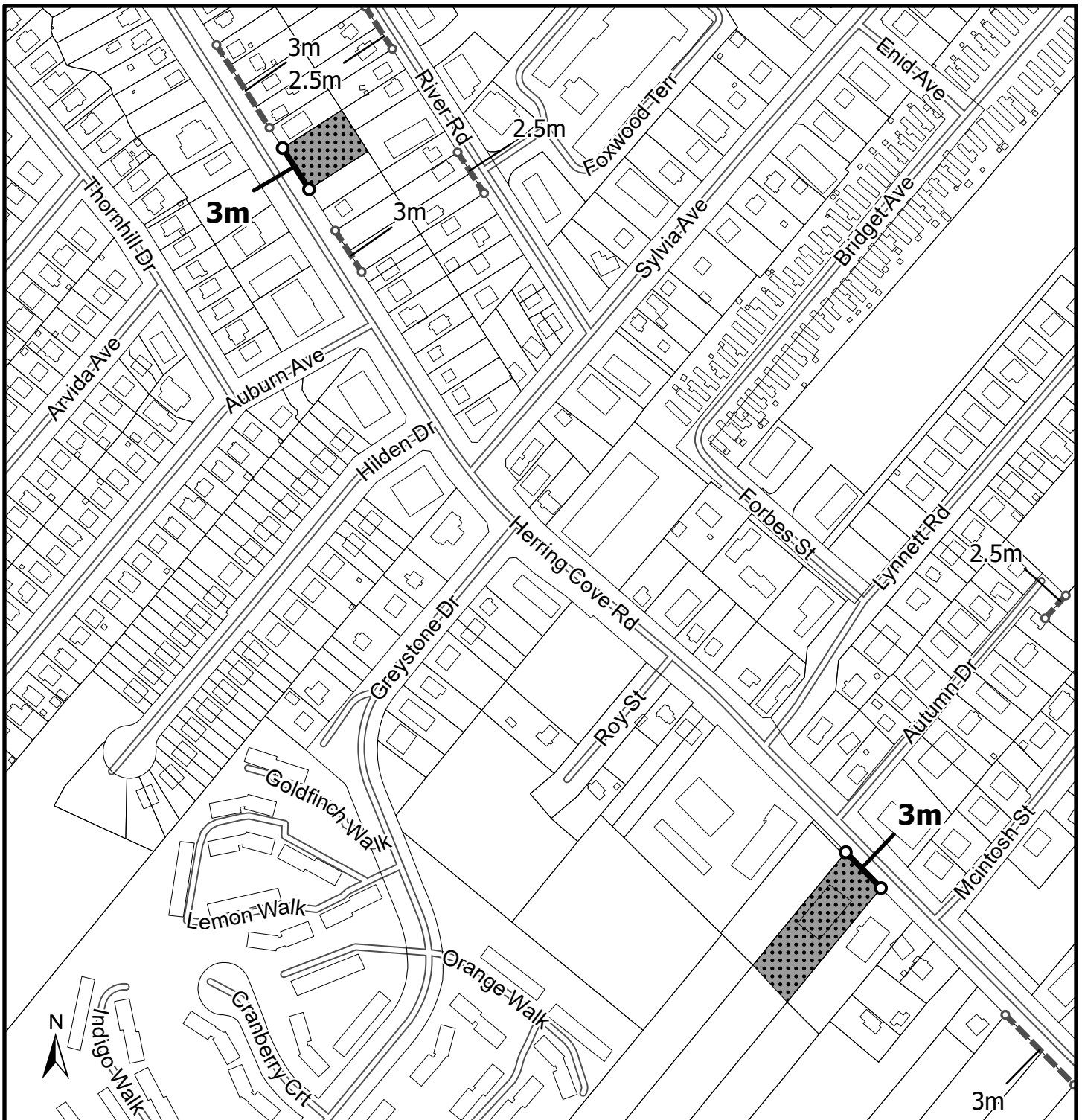
Schedule 3 minimum front and flanking setbacks to be as indicated on the map in meters.



This map is an unofficial reproduction of a portion of the Minimum Front and Flanking Setbacks Map for the plan area indicated.

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

Suburban Housing Accelerator
Land Use By-Law



Sheet 4 - SHA LUB Schedule 3 2-12

Halifax

HALIFAX



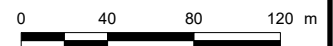
Subject Properties



Schedule 3 existing minimum front and flanking setbacks



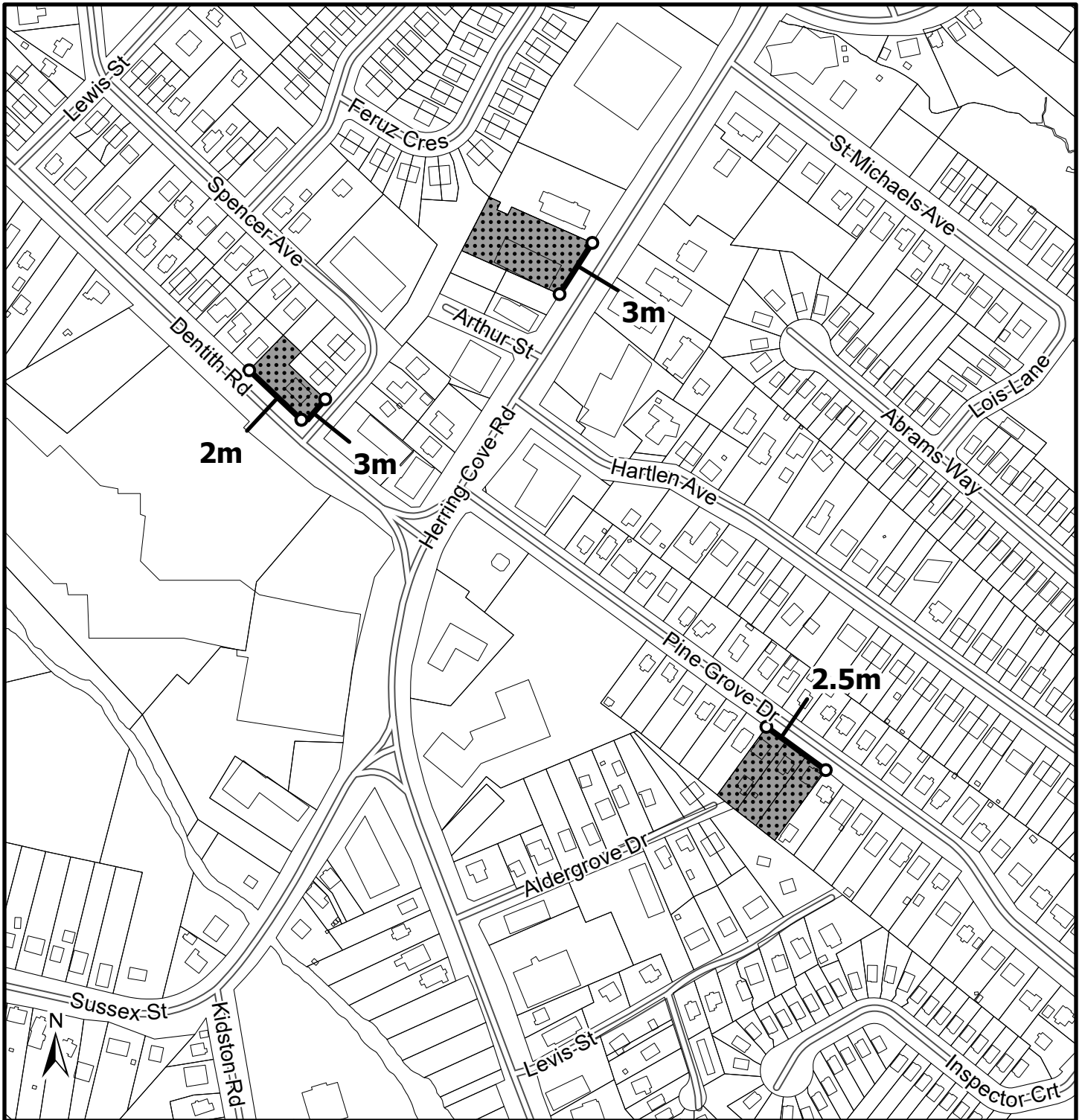
Schedule 3 minimum front and flanking setbacks to be as indicated on the map in meters.



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Suburban Housing Accelerator
Land Use By-Law



Sheet 4 - SHA LUB Schedule 3 3-12

Halifax

HALIFAX



Subject Properties



Schedule 3 existing minimum
front and flanking setbacks



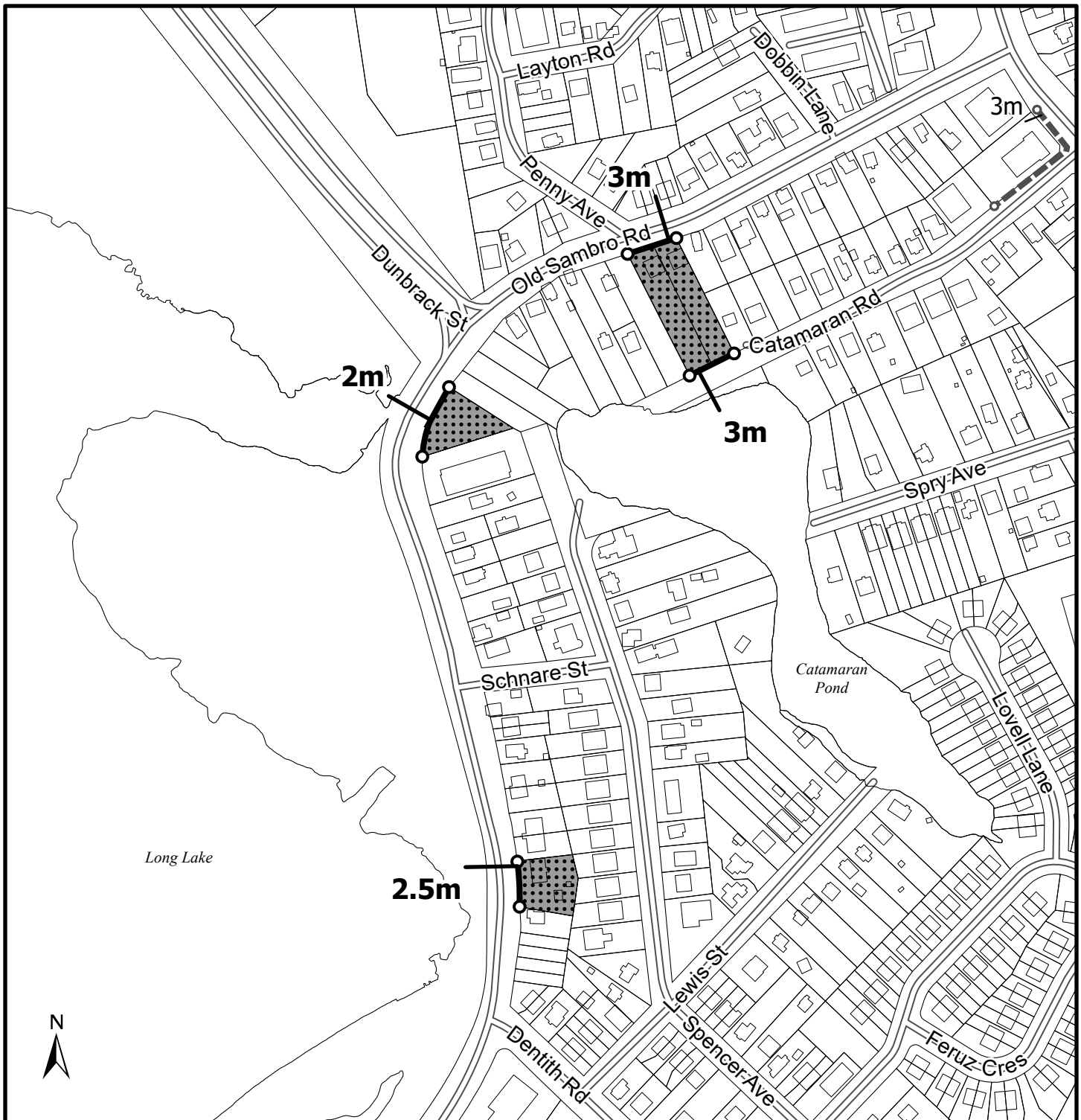
Schedule 3 minimum front and flanking
setbacks to be as indicated on the map
in meters.

0 40 80 120 m

This map is an unofficial reproduction of
a portion of the Minimum Front and Flanking
Setbacks Map for the plan area indicated.

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Suburban Housing Accelerator
Land Use By-Law



Sheet 4 - SHA LUB Schedule 3 4-12

Halifax

HALIFAX



Subject Properties



Schedule 3 existing minimum front and flanking setbacks



Schedule 3 minimum front and flanking setbacks to be as indicated on the map in meters.

0 40 80 120 m

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Suburban Housing Accelerator
Land Use By-Law



Sheet 4 - SHA LUB Schedule 3 5-12

Halifax

HALIFAX



Subject Properties



Schedule 3 existing minimum front and flanking setbacks



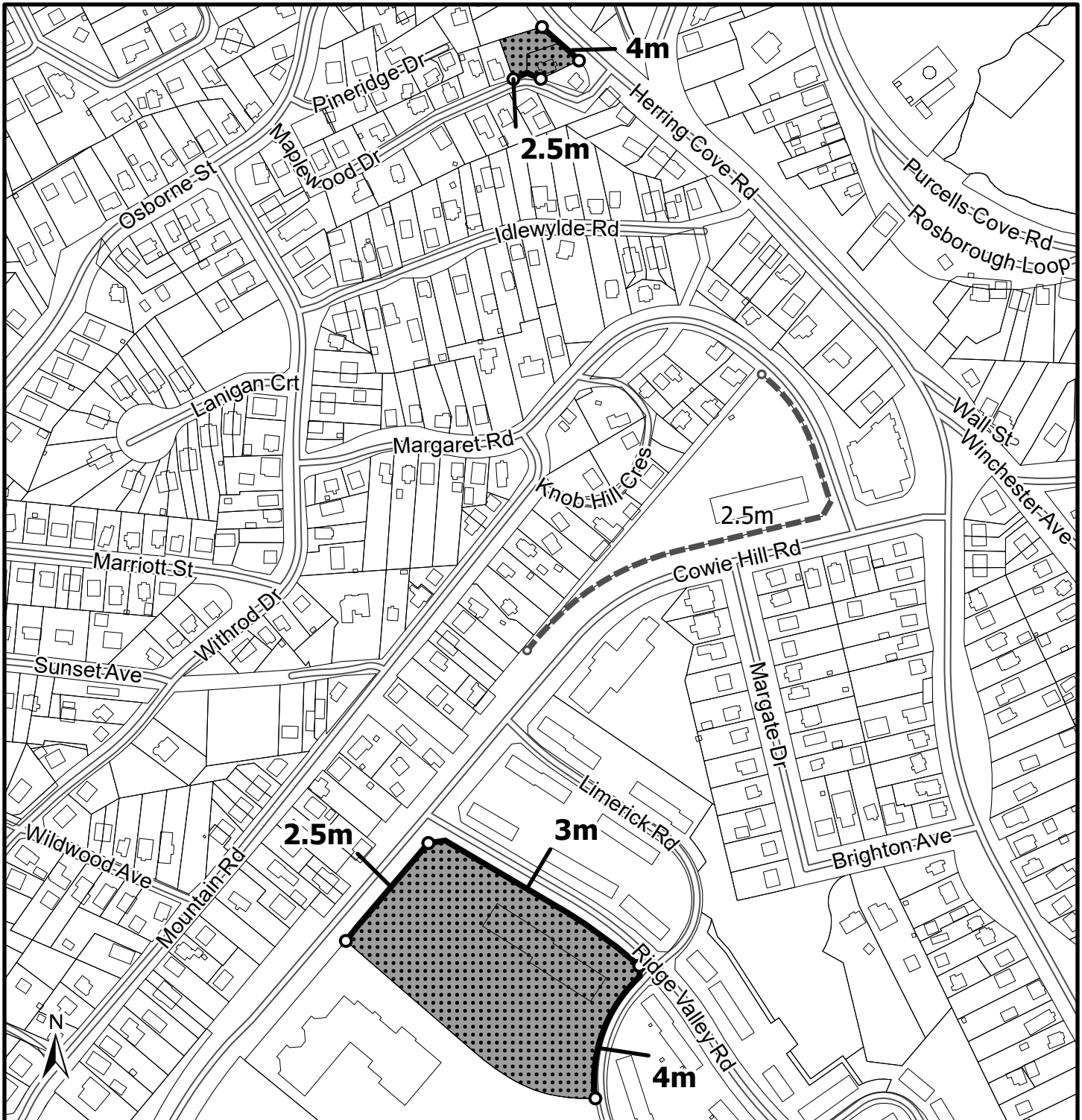
Schedule 3 minimum front and flanking setbacks to be as indicated on the map in meters.

0 40 80 120 m

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Suburban Housing Accelerator
Land Use By-Law



Sheet 4 - SHA LUB Schedule 3 6-12

Halifax

HALIFAX



Subject Properties



Schedule 3 existing minimum
front and flanking setbacks



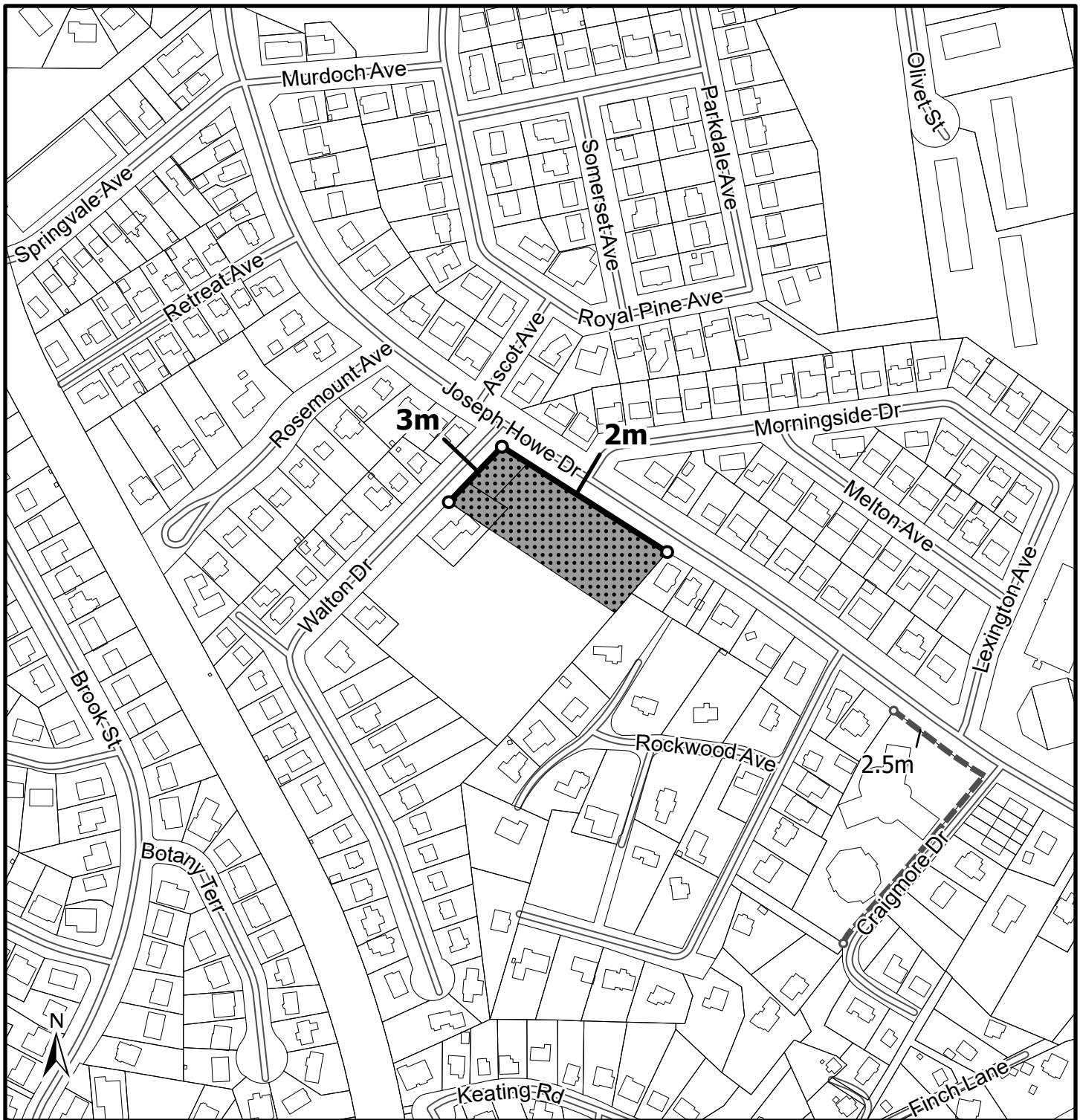
Schedule 3 minimum front and flanking
setbacks to be as indicated on the map
in meters.

0 40 80 120 m

This map is an unofficial reproduction of
a portion of the Minimum Front and Flanking
Setbacks Map for the plan area indicated.

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this plan is not guaranteed.

Suburban Housing Accelerator
Land Use By-Law



Sheet 4 - SHA LUB Schedule 3 7-12

Halifax

HALIFAX



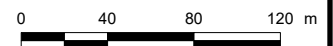
Subject Properties



Schedule 3 existing minimum front and flanking setbacks



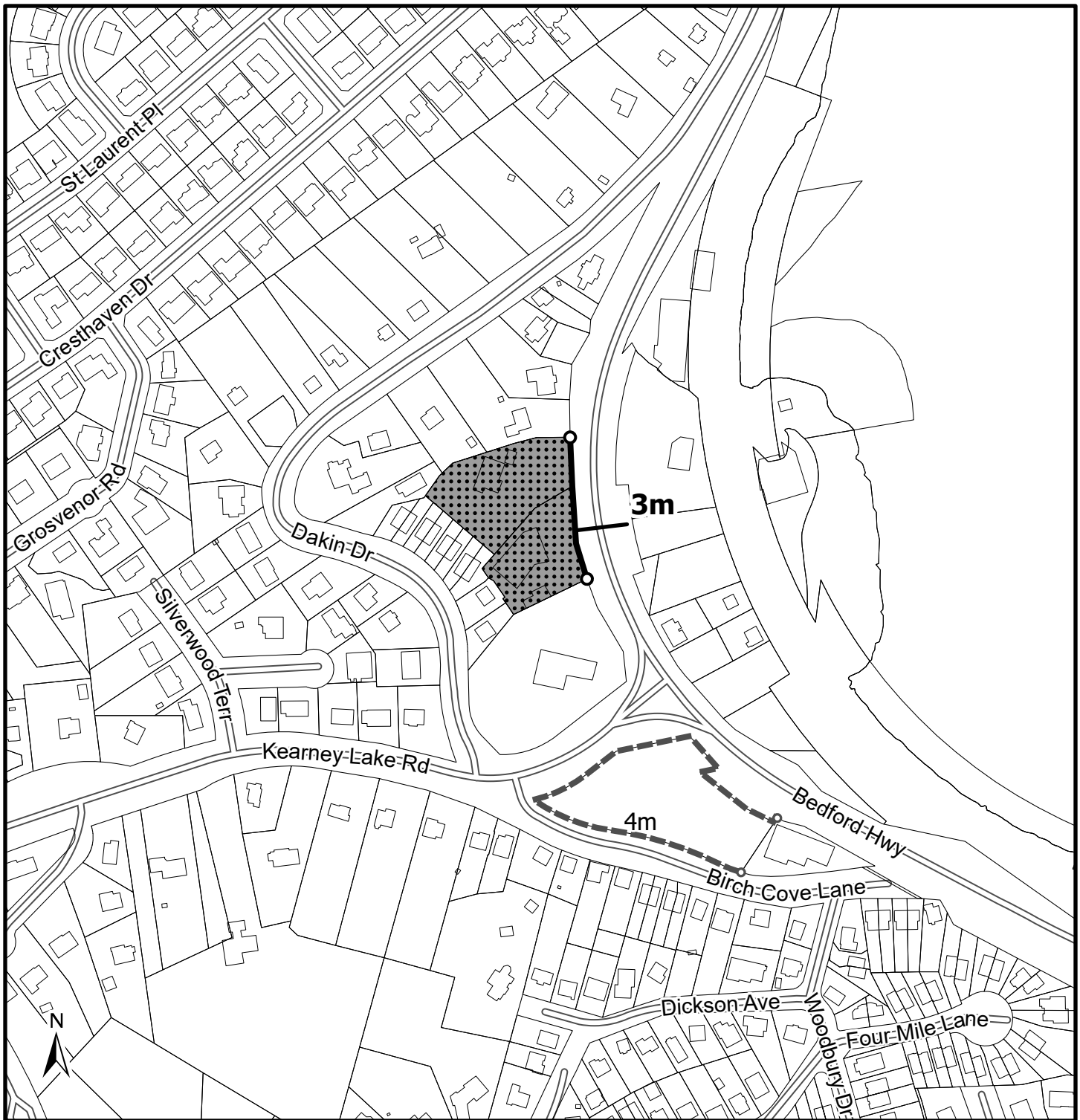
Schedule 3 minimum front and flanking setbacks to be as indicated on the map in meters.



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Suburban Housing Accelerator
Land Use By-Law



Sheet 4 - SHA LUB Schedule 3 8-12

Halifax

HALIFAX



Subject Properties



Schedule 3 existing minimum front and flanking setbacks



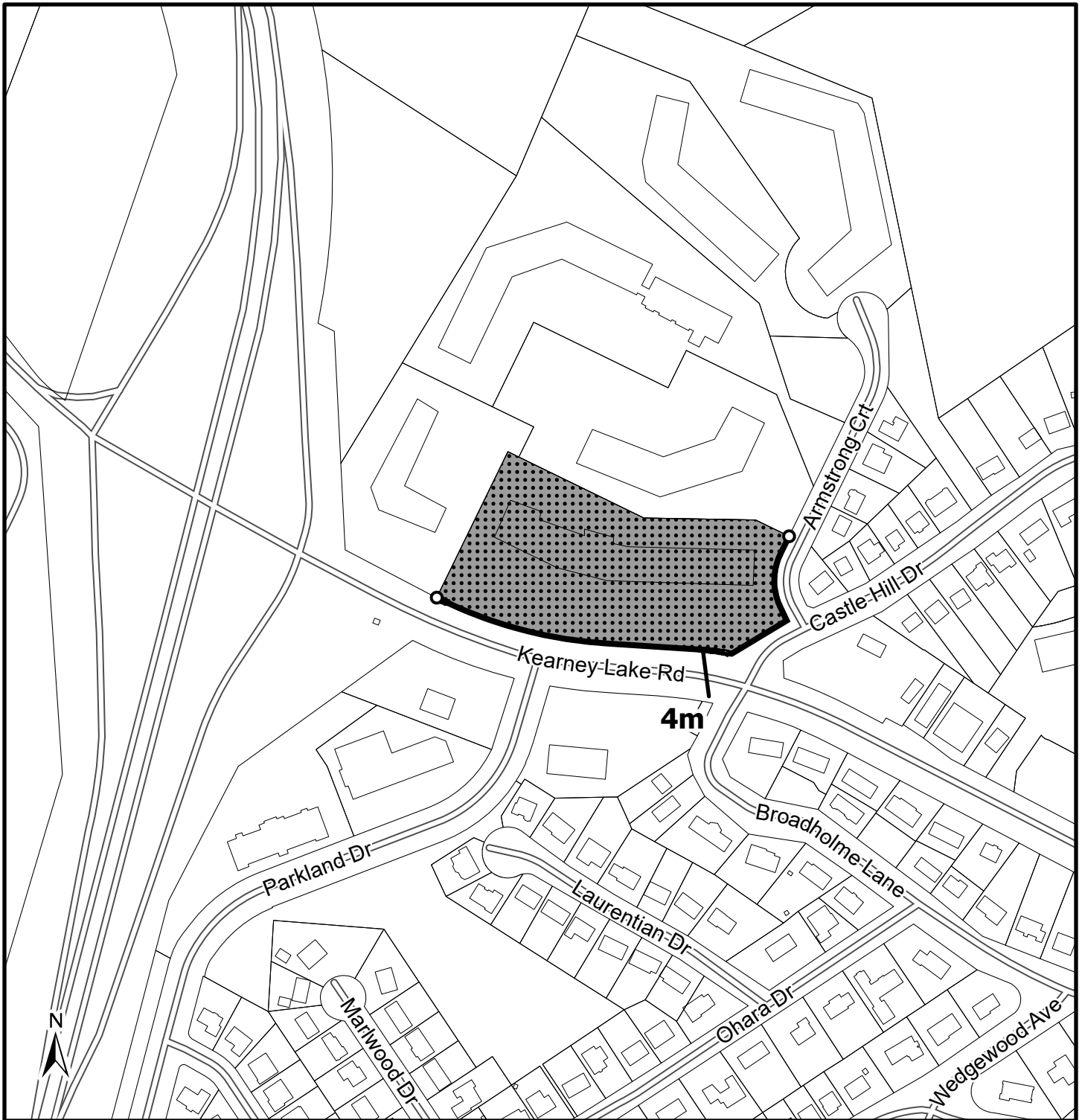
Schedule 3 minimum front and flanking setbacks to be as indicated on the map in meters.

0 40 80 120 m

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Suburban Housing Accelerator
Land Use By-Law



Sheet 4 - SHA LUB Schedule 3 9-12

Halifax

HALIFAX



Subject Properties



Schedule 3 minimum front and flanking setbacks to be as indicated on the map in meters.



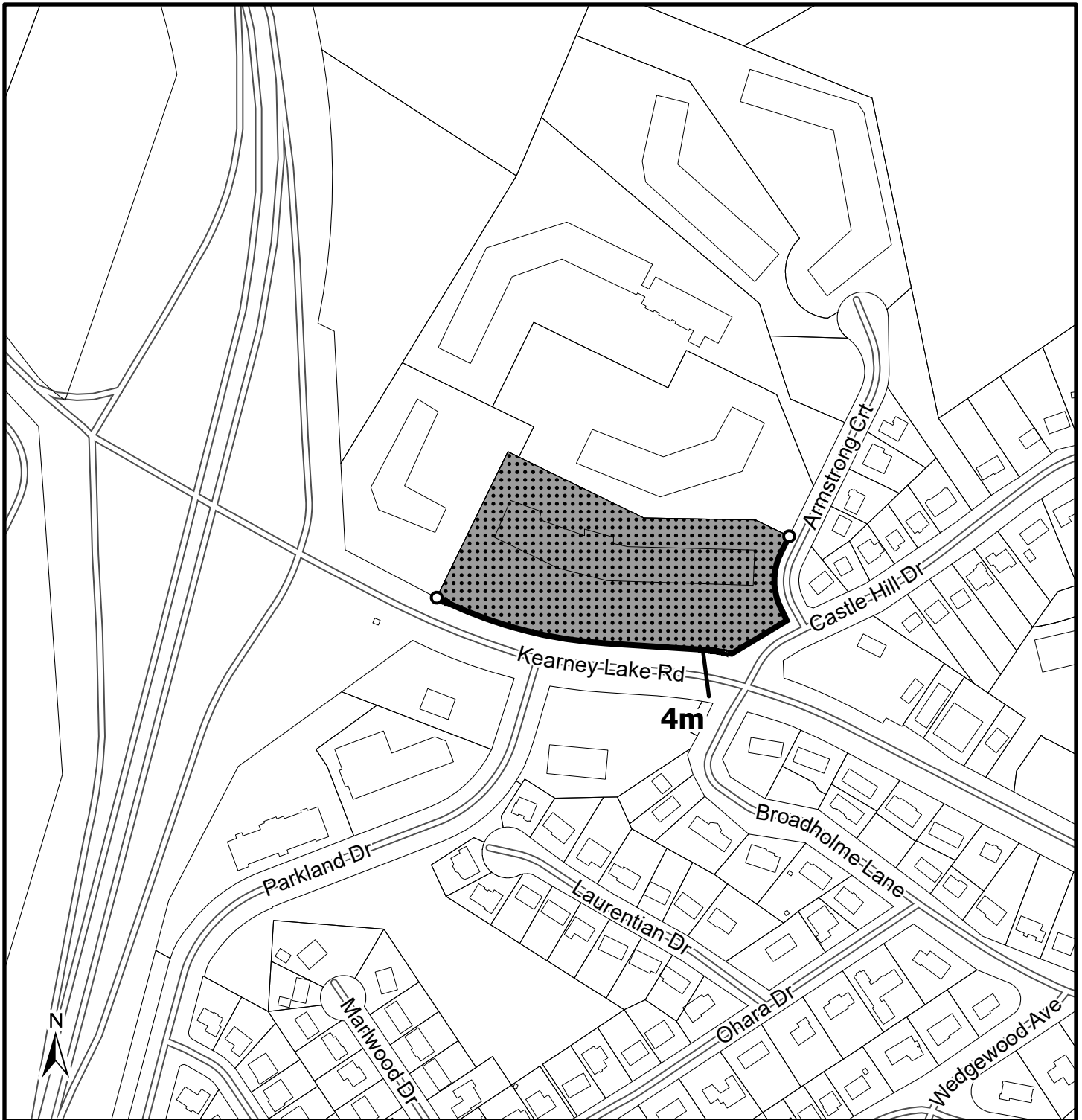
Schedule 3 existing minimum front and flanking setbacks

0 40 80 120 m

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Suburban Housing Accelerator
Land Use By-Law



Sheet 4 - SHA LUB Schedule 3 10-12

Halifax

HALIFAX



Subject Properties



Schedule 3 minimum front and flanking setbacks to be as indicated on the map in meters.



Schedule 3 existing minimum front and flanking setbacks

0 40 80 120 m

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Suburban Housing Accelerator
Land Use By-Law



Sheet 4 - SHA LUB Schedule 3 11-12

Dartmouth

HALIFAX



Subject Properties



Schedule 3 existing minimum
front and flanking setbacks



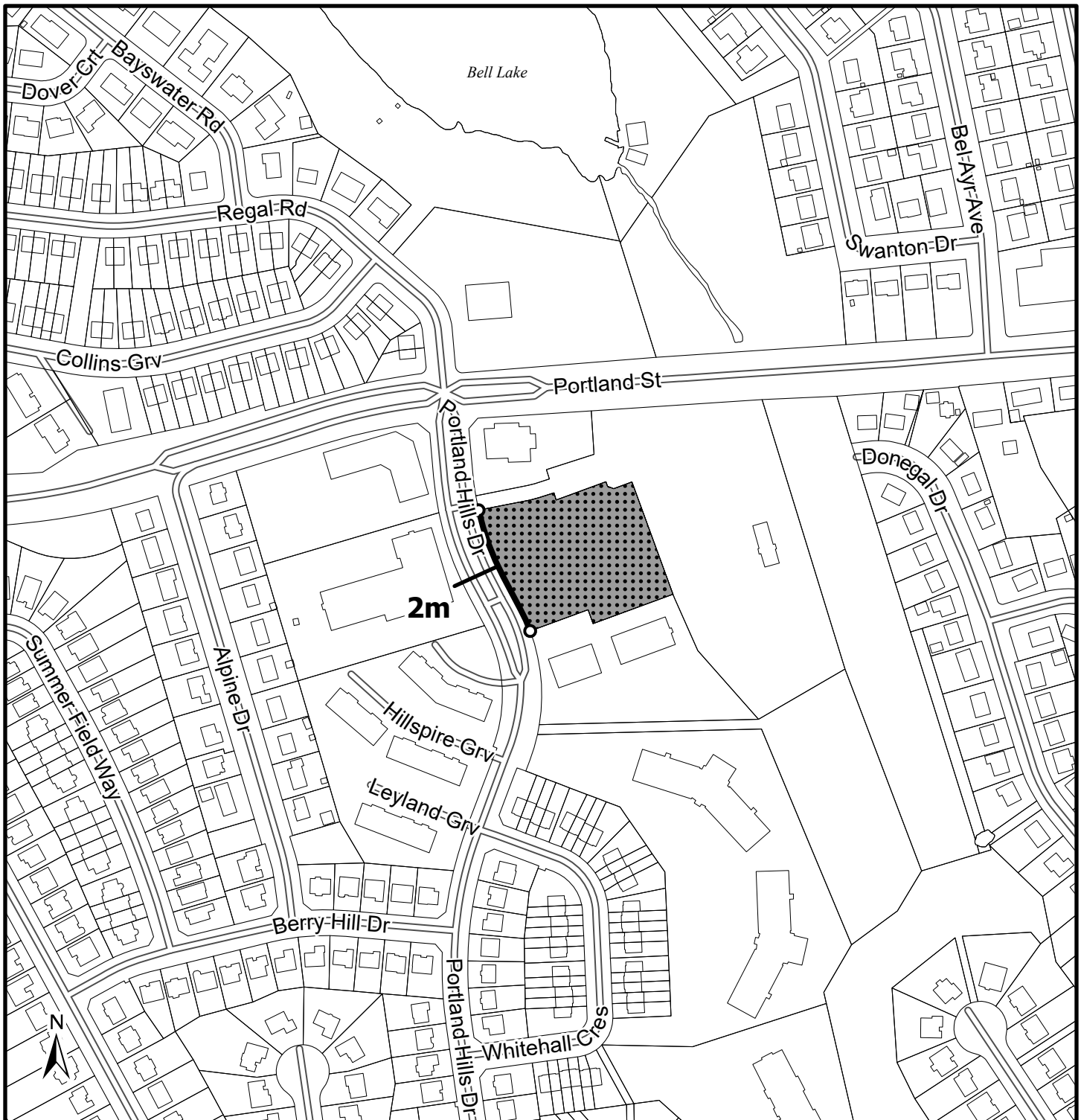
Schedule 3 minimum front and flanking
setbacks to be as indicated on the map
in meters.

0 40 80 120 m

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a portion of the Minimum Front and Flanking
Setbacks Map for the plan area indicated.

Suburban Housing Accelerator
Land Use By-Law

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Sheet 4 - SHA LUB Schedule 3 12-12

Dartmouth

HALIFAX



Subject Properties



Schedule 3 existing minimum
front and flanking setbacks



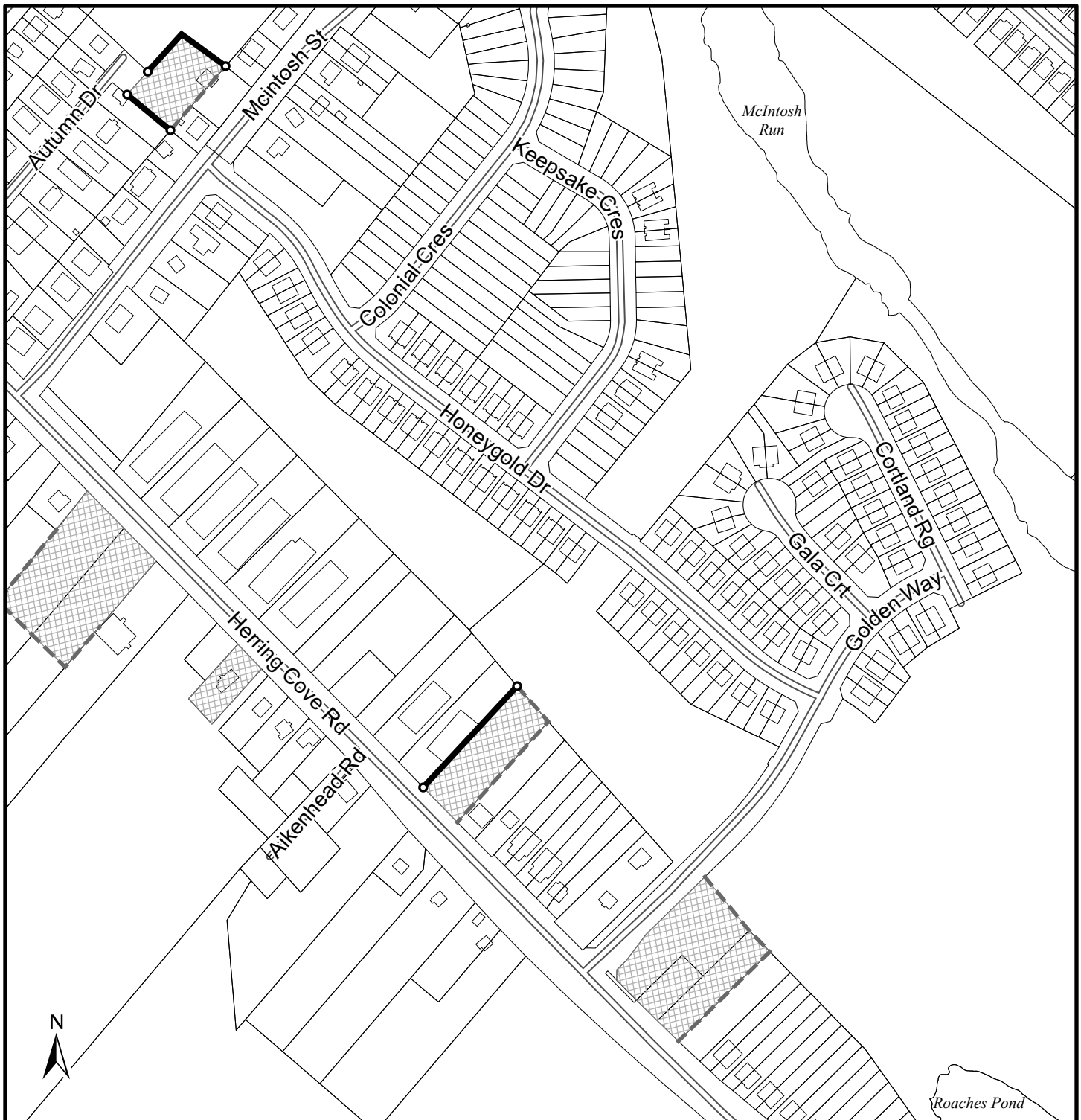
Schedule 3 minimum front and flanking
setbacks to be as indicated on the map
in meters.

0 40 80 120 m

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a portion of the Minimum Front and Flanking
Setbacks Map for the plan area indicated.

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Suburban Housing Accelerator
Land Use By-Law



Sheet 5 - SHA LUB Schedule 4 1-6

Halifax

HALIFAX



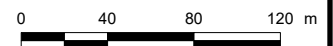
Suburban Housing Accelerator
Land Use By-Law Area



Schedule 4 existing
transition lines



Schedule 4 transition lines
to be removed as indicated on the map.



This map is an unofficial reproduction of
a portion of the Transition Lines Map
for the plan area indicated.

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this plan is not guaranteed.

Suburban Housing Accelerator
Land Use By-Law



Sheet 5 - SHA LUB Schedule 4 2-6

Halifax

HALIFAX



Suburban Housing Accelerator
Land Use By-Law Area



Schedule 4 existing
transition lines



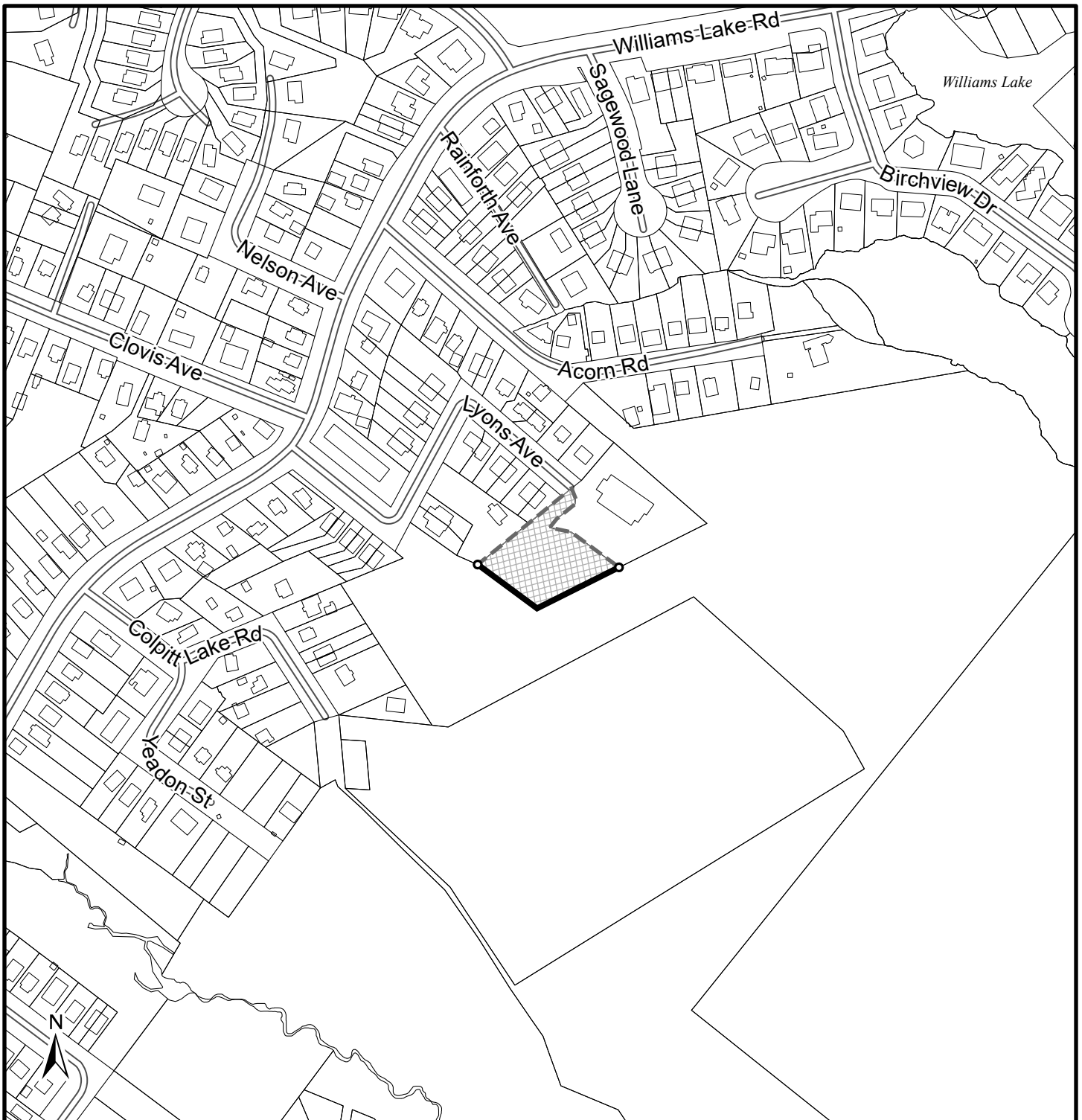
Schedule 4 transition lines
to be removed as indicated on the map.

0 40 80 120 m

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a portion of the Transition Lines Map
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this plan is not guaranteed.

Suburban Housing Accelerator
Land Use By-Law



Sheet 5 - SHA LUB Schedule 4 3-6

Halifax

HALIFAX



Suburban Housing Accelerator
Land Use By-Law Area



Schedule 4 existing
transition lines



Schedule 4 transition lines
to be removed as indicated on the map.

0 40 80 120 m

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a portion of the Transition Lines Map
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Suburban Housing Accelerator
Land Use By-Law



Sheet 5 - SHA LUB Schedule 4 4-6

Halifax

HALIFAX



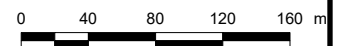
Suburban Housing Accelerator
Land Use By-Law Area



Schedule 4 existing
transition lines



Schedule 4 transition lines
to be removed as indicated on the map.



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Suburban Housing Accelerator
Land Use By-Law



Sheet 5 - SHA LUB Schedule 4 5-6

Halifax

HALIFAX



Suburban Housing Accelerator
Land Use By-Law Area



Schedule 4 existing
transition lines



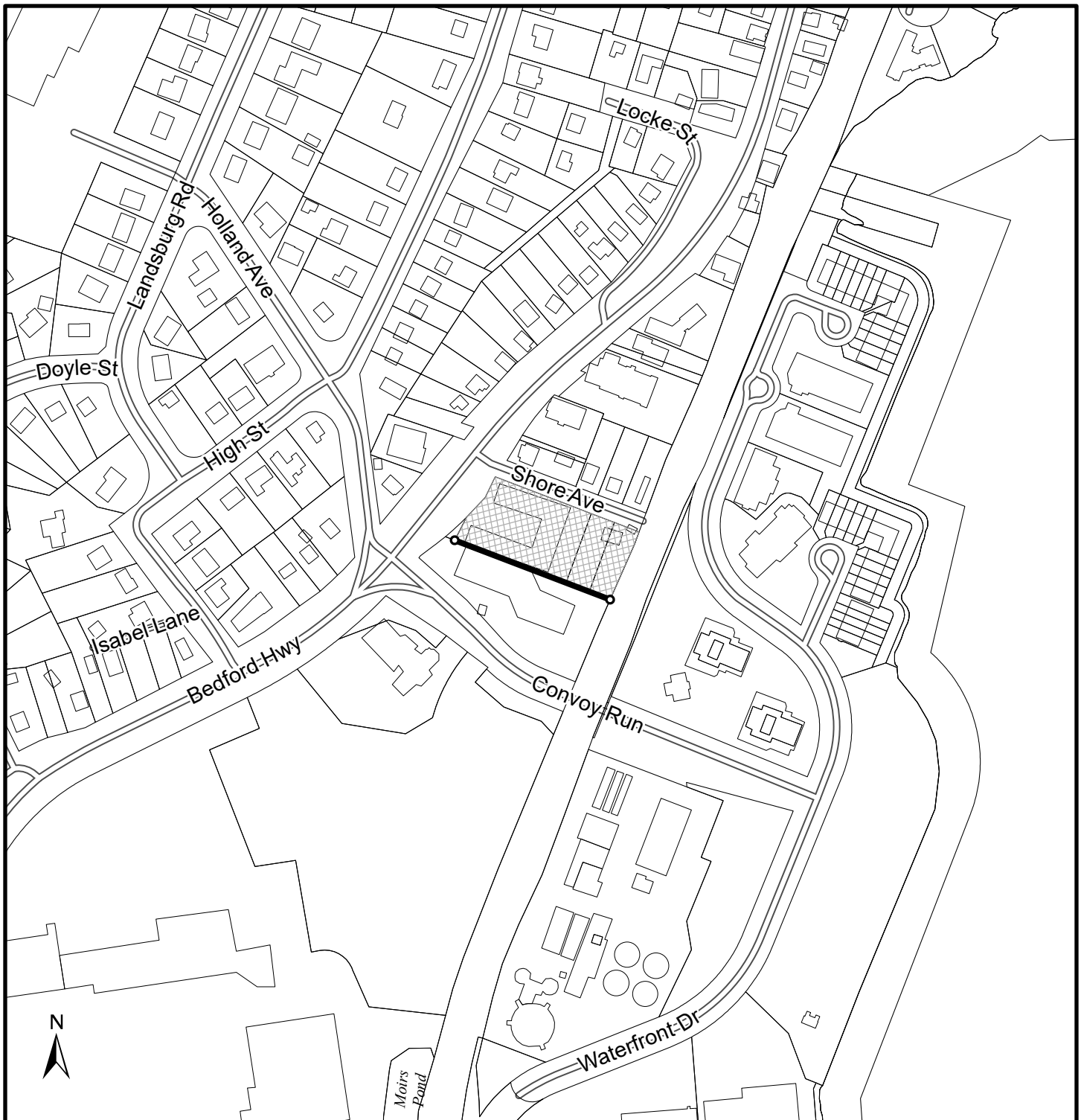
Schedule 4 transition lines
to be removed as indicated on the map.

0 40 80 120 m

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Suburban Housing Accelerator
Land Use By-Law



Sheet 5 - SHA LUB Schedule 4 6-6

Bedford

HALIFAX



Suburban Housing Accelerator
Land Use By-Law Area



Schedule 4 existing
transition lines



Schedule 4 transition lines
to be removed as indicated on the map.

0 40 80 120 m

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a portion of the Transition Lines Map
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Suburban Housing Accelerator
Land Use By-Law



Sheet 6 - SHA LUB Schedule 4 1-12

Halifax

HALIFAX



Subject Properties



Schedule 4 existing
transition lines



Schedule 4 transition lines
to be added as indicated on the map.

0 40 80 120 m

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Suburban Housing Accelerator
Land Use By-Law



Sheet 6 - SHA LUB Schedule 4 2-12

Halifax

HALIFAX



Subject Properties



Schedule 4 existing
transition lines



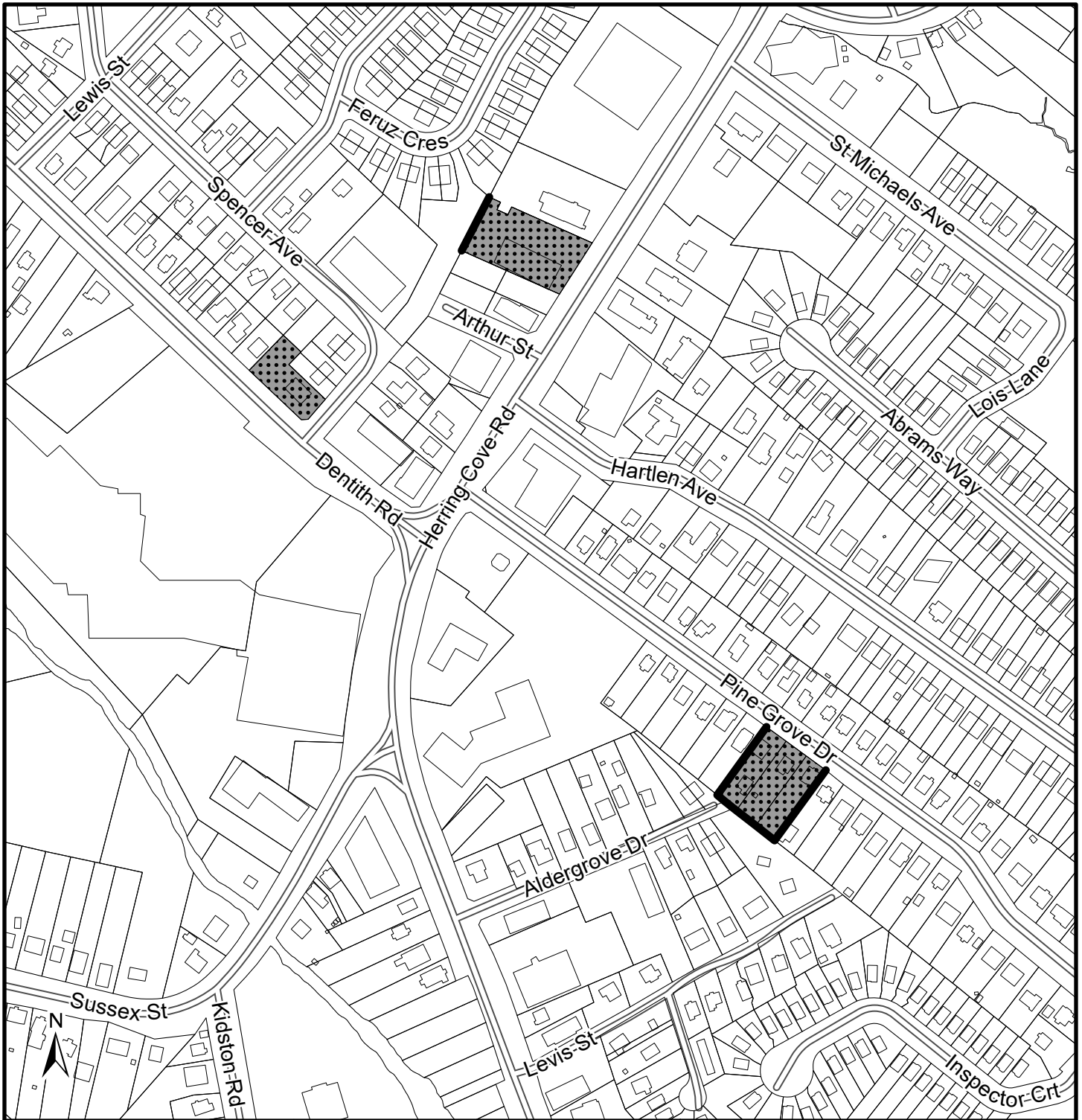
Schedule 4 transition lines
to be added as indicated on the map.

0 40 80 120 m

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Suburban Housing Accelerator
Land Use By-Law



Sheet 6 - SHA LUB Schedule 4 3-12

Halifax

HALIFAX



Subject Properties



Schedule 4 existing
transition lines



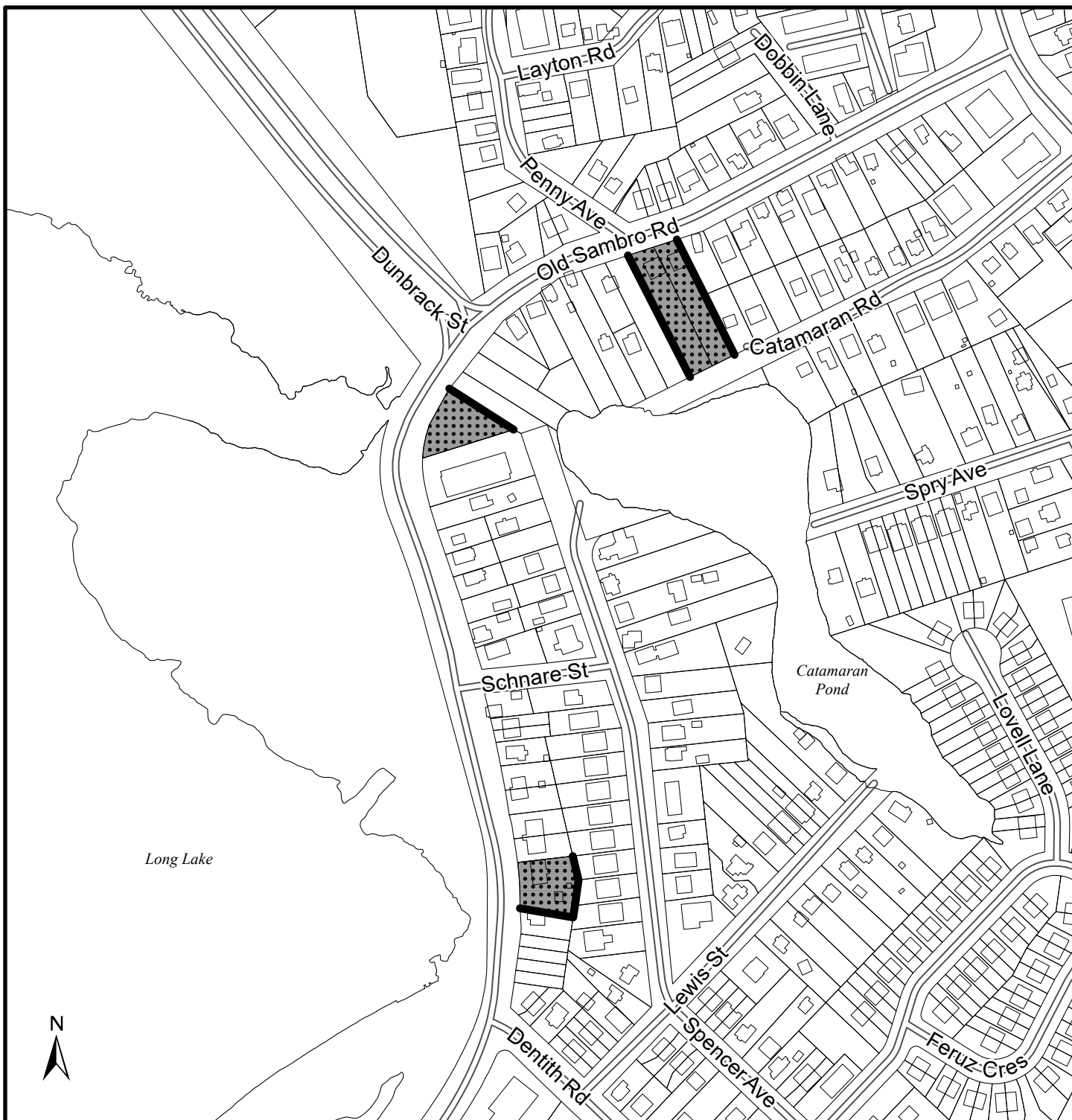
Schedule 4 transition lines
to be added as indicated on the map.

0 40 80 120 m

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Suburban Housing Accelerator
Land Use By-Law



Sheet 6 - SHA LUB Schedule 4 4-12

Halifax

HALIFAX



Subject Properties



Schedule 4 existing
transition lines



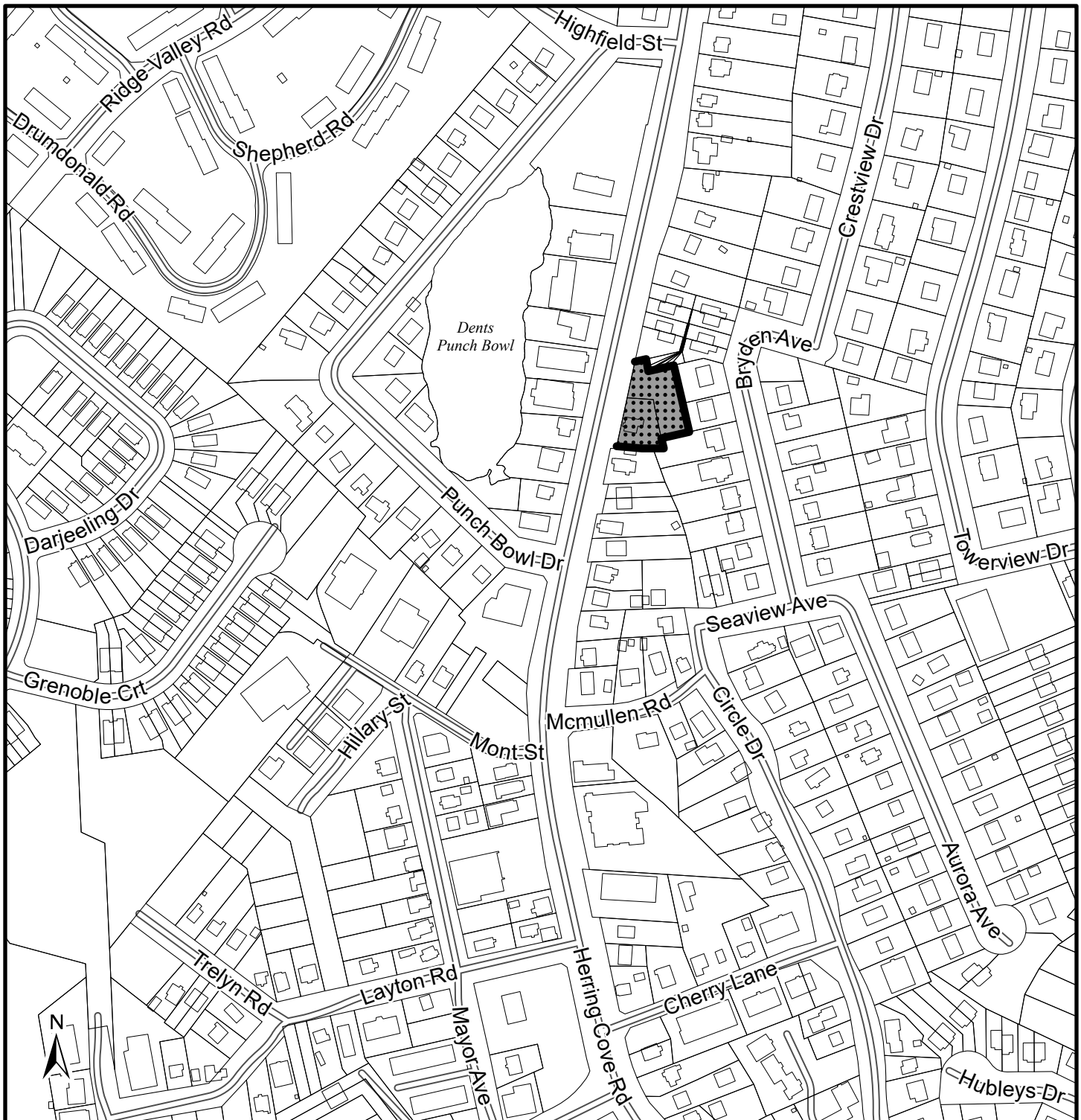
Schedule 4 transition lines
to be added as indicated on the map.

0 40 80 120 m

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Suburban Housing Accelerator
Land Use By-Law



Sheet 6 - SHA LUB Schedule 4 5-12

Halifax

HALIFAX



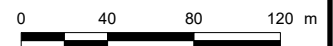
Subject Properties



Schedule 4 existing
transition lines



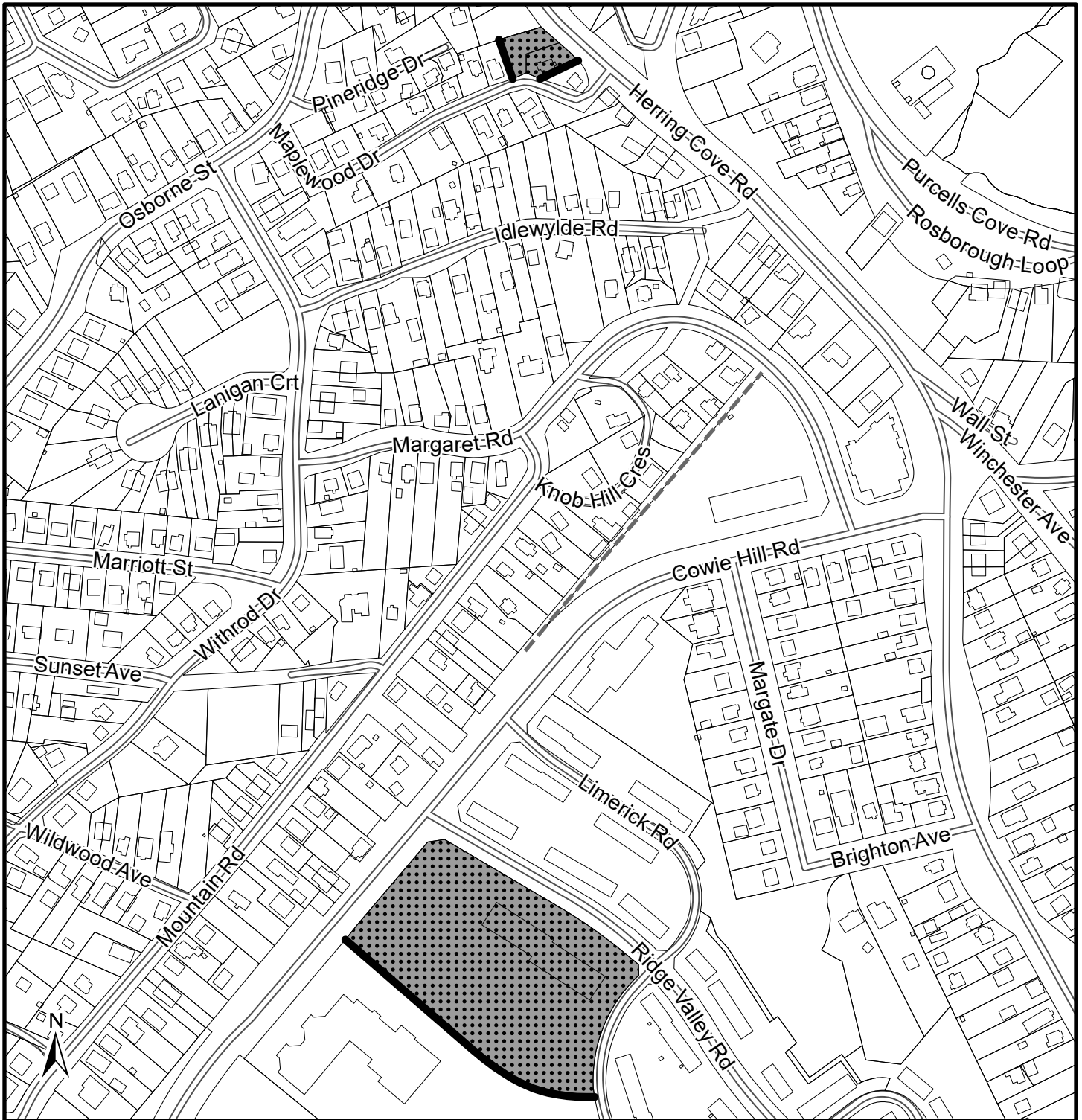
Schedule 4 transition lines
to be added as indicated on the map.



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Suburban Housing Accelerator
Land Use By-Law



Sheet 6 - SHA LUB Schedule 4 6-12

Halifax

HALIFAX



Subject Properties



Schedule 4 existing
transition lines



Schedule 4 transition lines
to be added as indicated on the map.

0 40 80 120 m

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Suburban Housing Accelerator
Land Use By-Law



Sheet 6 - SHA LUB Schedule 4 7-12

Halifax

HALIFAX



Subject Properties



Schedule 4 existing
transition lines



Schedule 4 transition lines
to be added as indicated on the map.

0 40 80 120 m

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Suburban Housing Accelerator
Land Use By-Law



Sheet 6 - SHA LUB Schedule 4 8-12

Halifax

HALIFAX



Subject Properties



Schedule 4 existing
transition lines



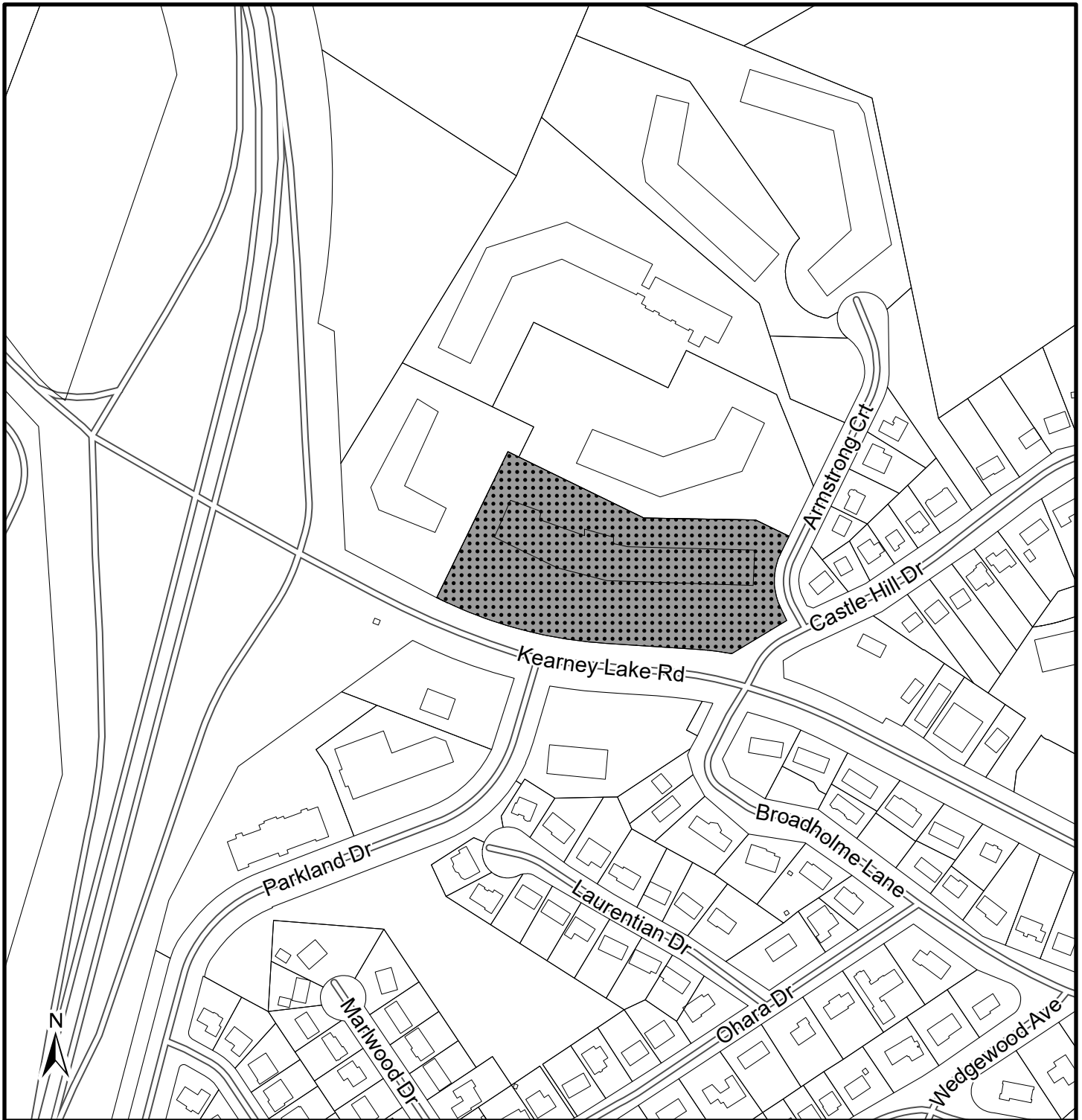
Schedule 4 transition lines
to be added as indicated on the map.

0 40 80 120 m

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a portion of the Transition Lines Map
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Suburban Housing Accelerator
Land Use By-Law



Sheet 6 - SHA LUB Schedule 4 9-12

Halifax

HALIFAX



Subject Properties



Schedule 4 existing
transition lines



Schedule 4 transition lines
to be added as indicated on the map.

0 40 80 120 m

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Suburban Housing Accelerator
Land Use By-Law



Sheet 6 - SHA LUB Schedule 4 10-12

Halifax

HALIFAX



Subject Properties



Schedule 4 existing
transition lines



Schedule 4 transition lines
to be added as indicated on the map.

0 40 80 m

Suburban Housing Accelerator
Land Use By-Law

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Sheet 6 - SHA LUB Schedule 4 11-12

Halifax

HALIFAX



Subject Properties



Schedule 4 existing
transition lines



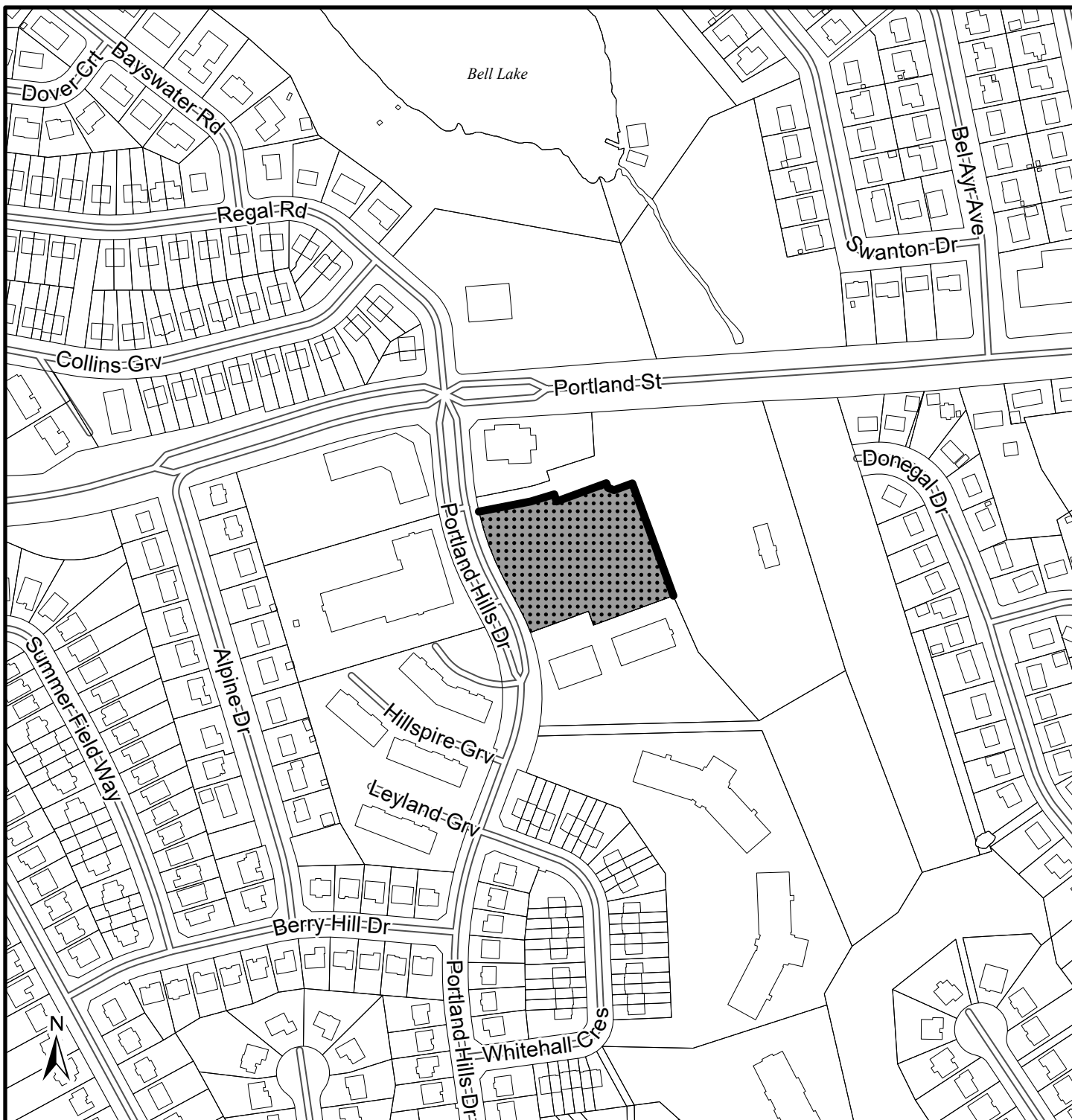
Schedule 4 transition lines
to be added as indicated on the map.

0 40 80 120 m

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Suburban Housing Accelerator
Land Use By-Law



Sheet 6 - SHA LUB Schedule 4 12-12

Halifax

HALIFAX



Subject Properties



Schedule 4 existing
transition lines



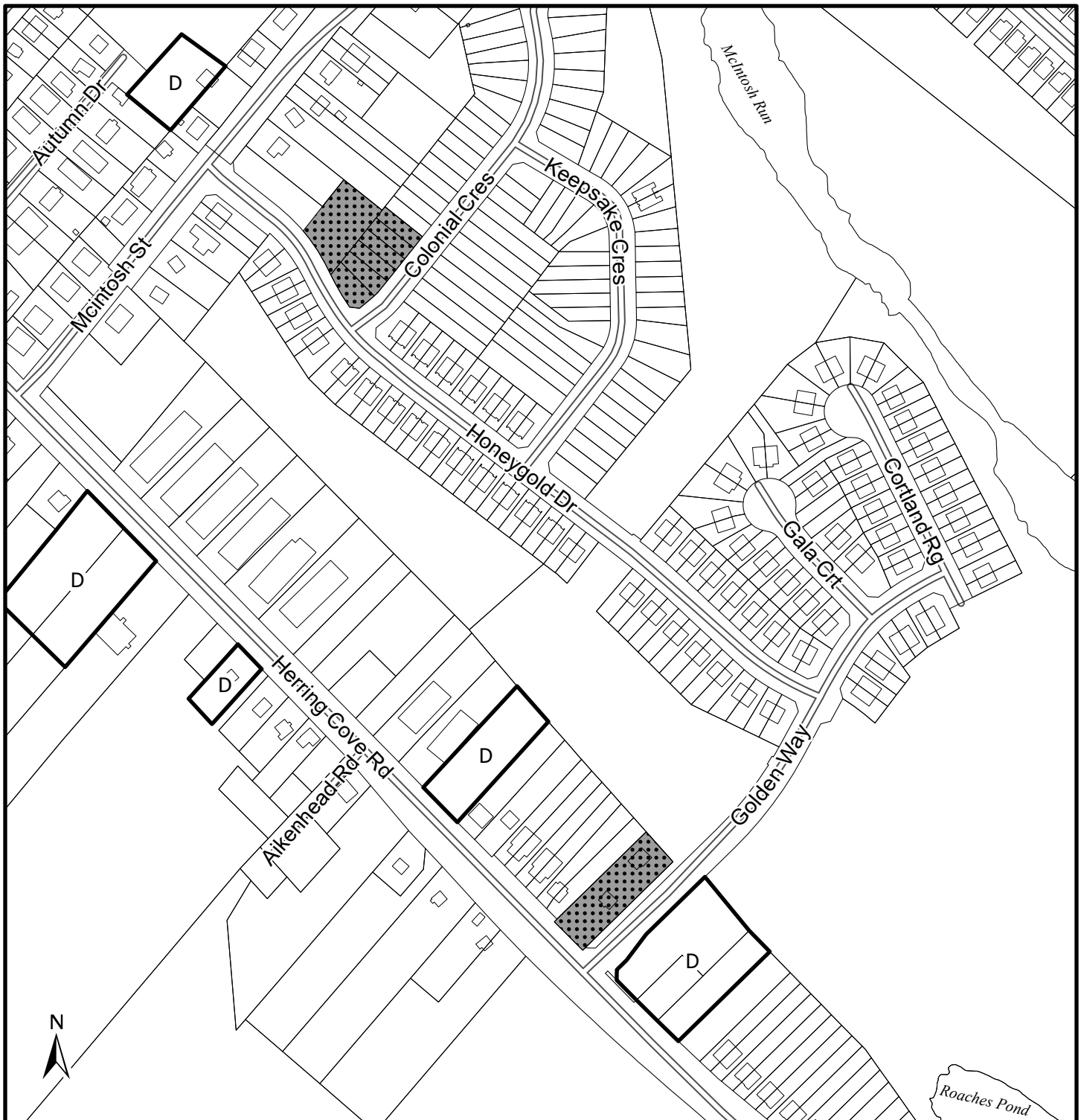
Schedule 4 transition lines
to be added as indicated on the map.

0 40 80 120 m

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Suburban Housing Accelerator
Land Use By-Law



Sheet 7 - SHA LUB Schedule 5 1-12

Halifax

HALIFAX



LUB Schedule 5 Incentive or Bonus
Zoning Rate District to be D Halifax Mainland



LUB Schedule 5 existing
Incentive or Bonus Zoning Rate
District D Halifax Mainland

0 40 80 120 m

This map is an unofficial reproduction of
a portion of the Incentive or Bonus Zoning
Rate Boundary Map for the plan area indicated.

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this plan is not guaranteed.

Suburban Housing Accelerator
Land Use By-Law & Plan Area



Sheet 7 - SHA LUB Schedule 5 2-12

Halifax

HALIFAX



LUB Schedule 5 Incentive or Bonus
Zoning Rate District to be D Halifax Mainland



LUB Schedule 5 existing
Incentive or Bonus Zoning Rate
District D Halifax Mainland

0 40 80 120 m

This map is an unofficial reproduction of
a portion of the Incentive or Bonus Zoning
Rate Boundary Map for the plan area indicated.

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



Sheet 7 - SHA LUB Schedule 5 3-12

Halifax

HALIFAX



LUB Schedule 5 Incentive or Bonus
Zoning Rate District to be D Halifax Mainland



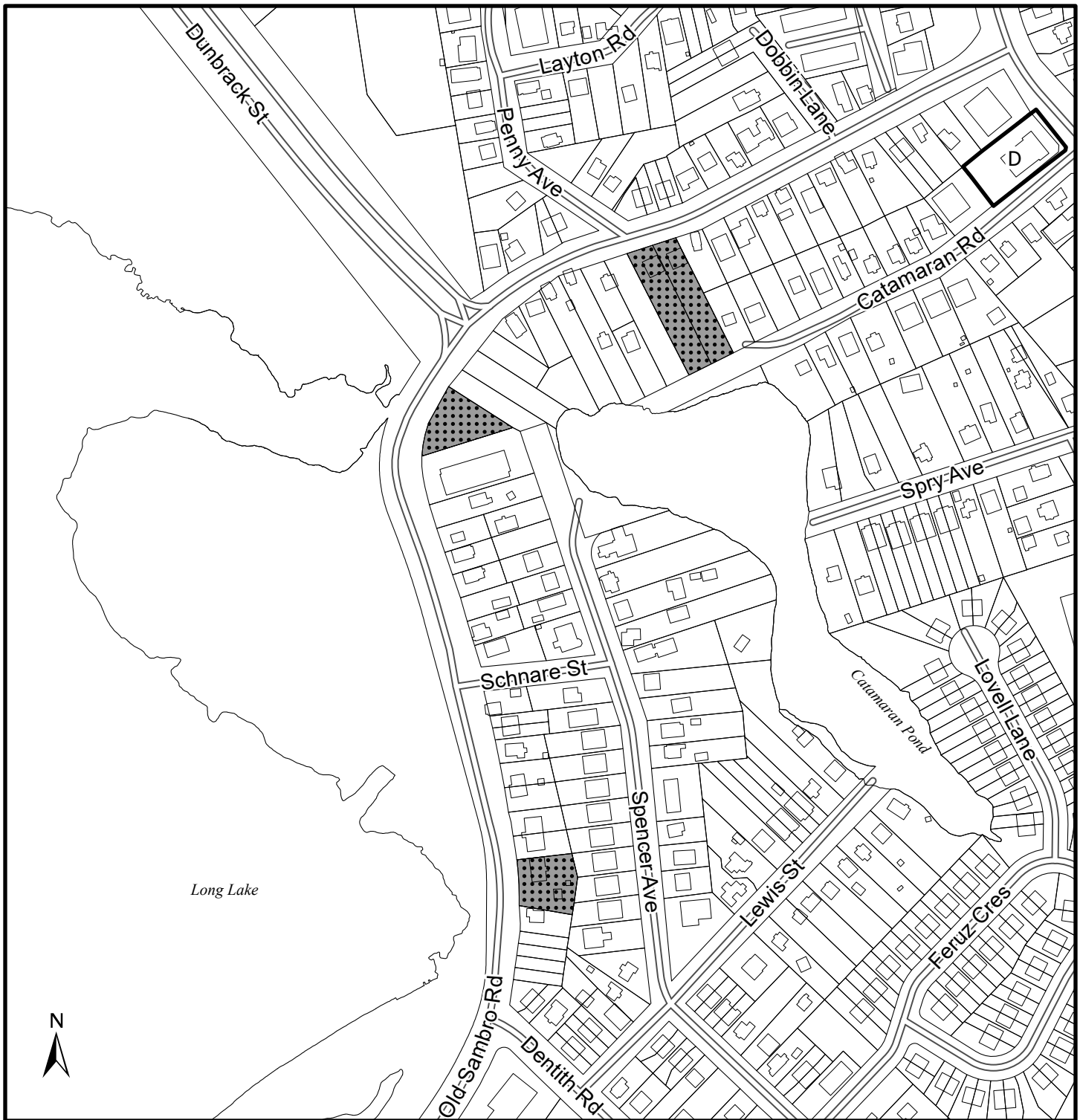
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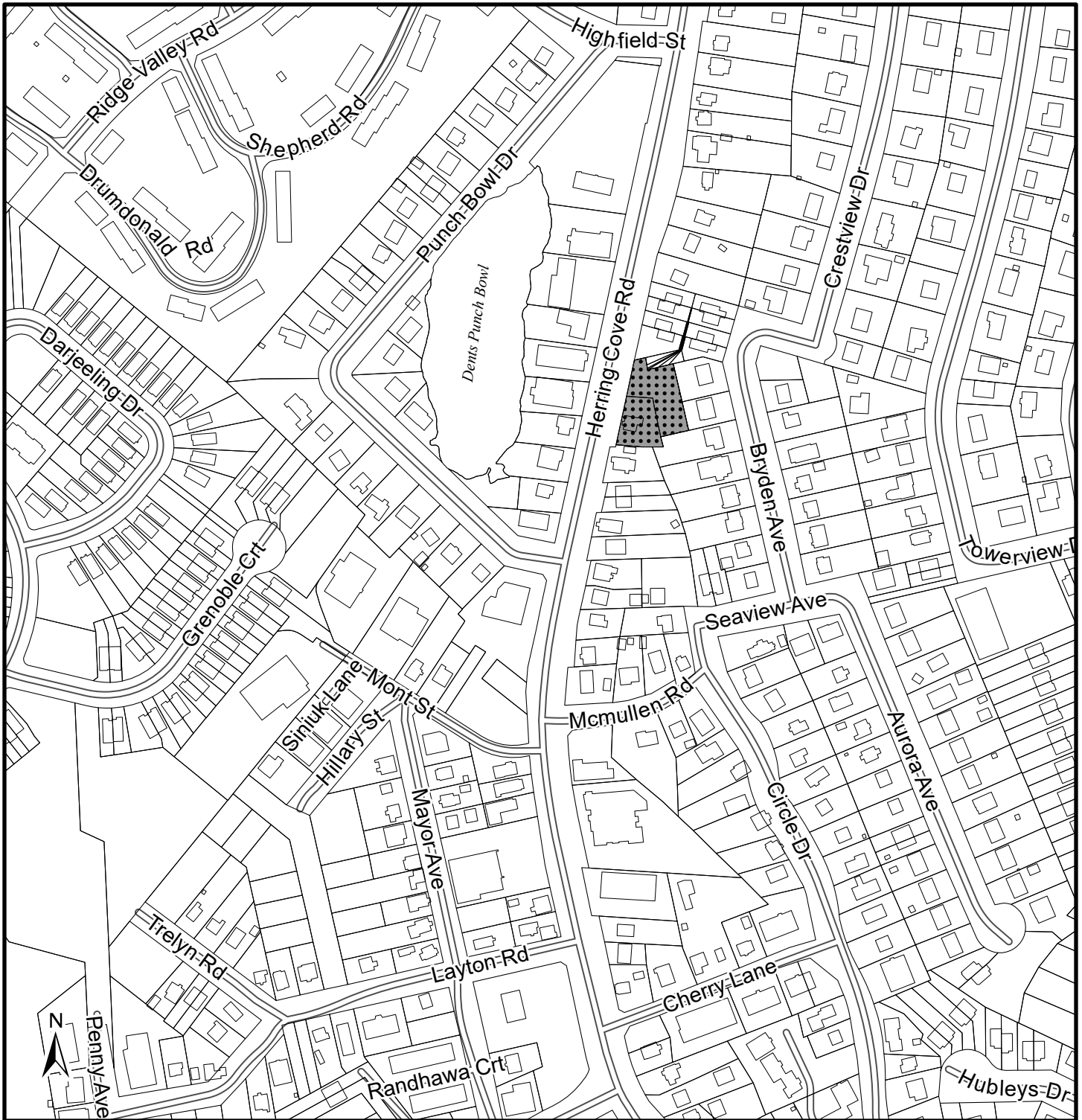
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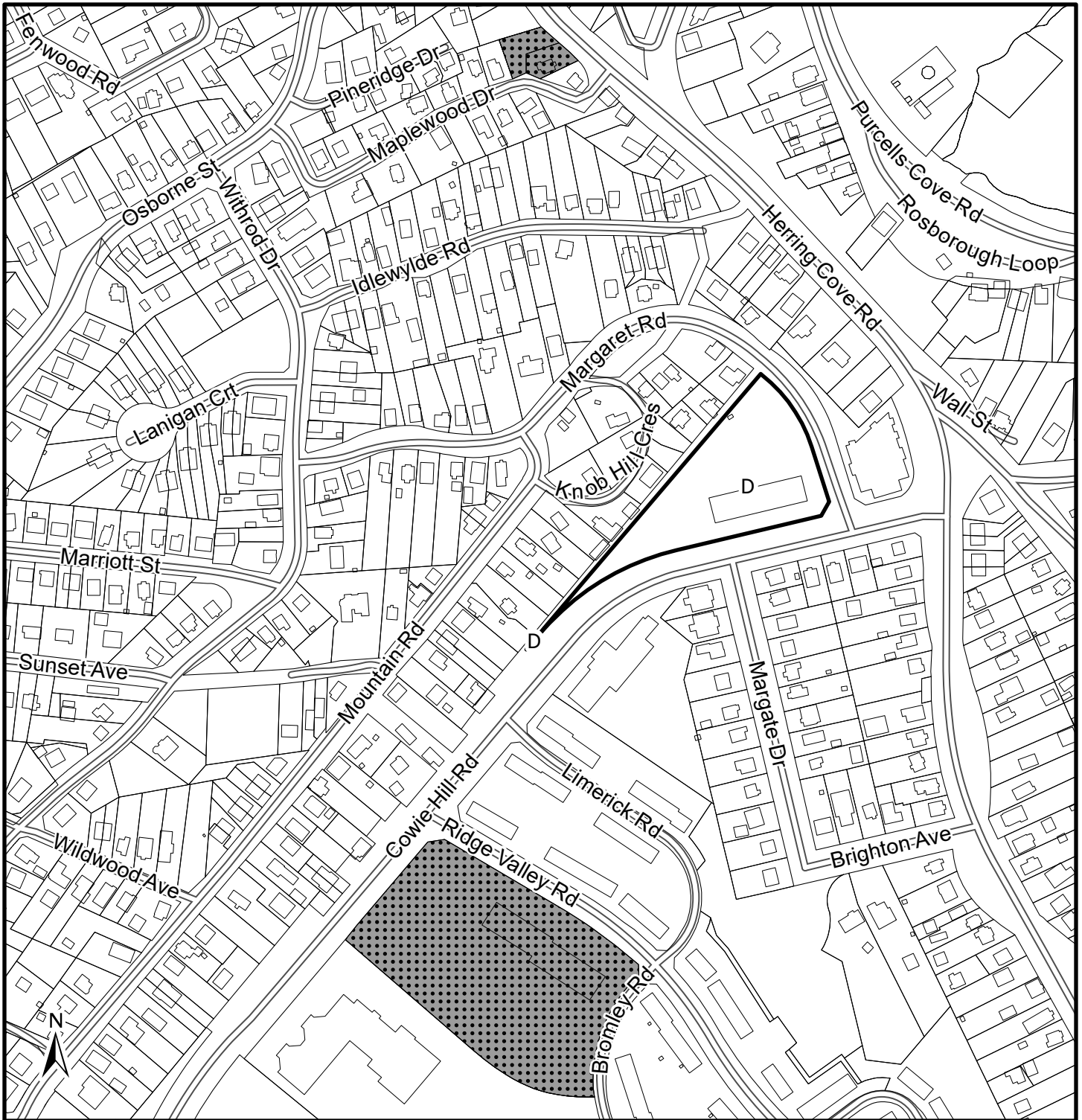


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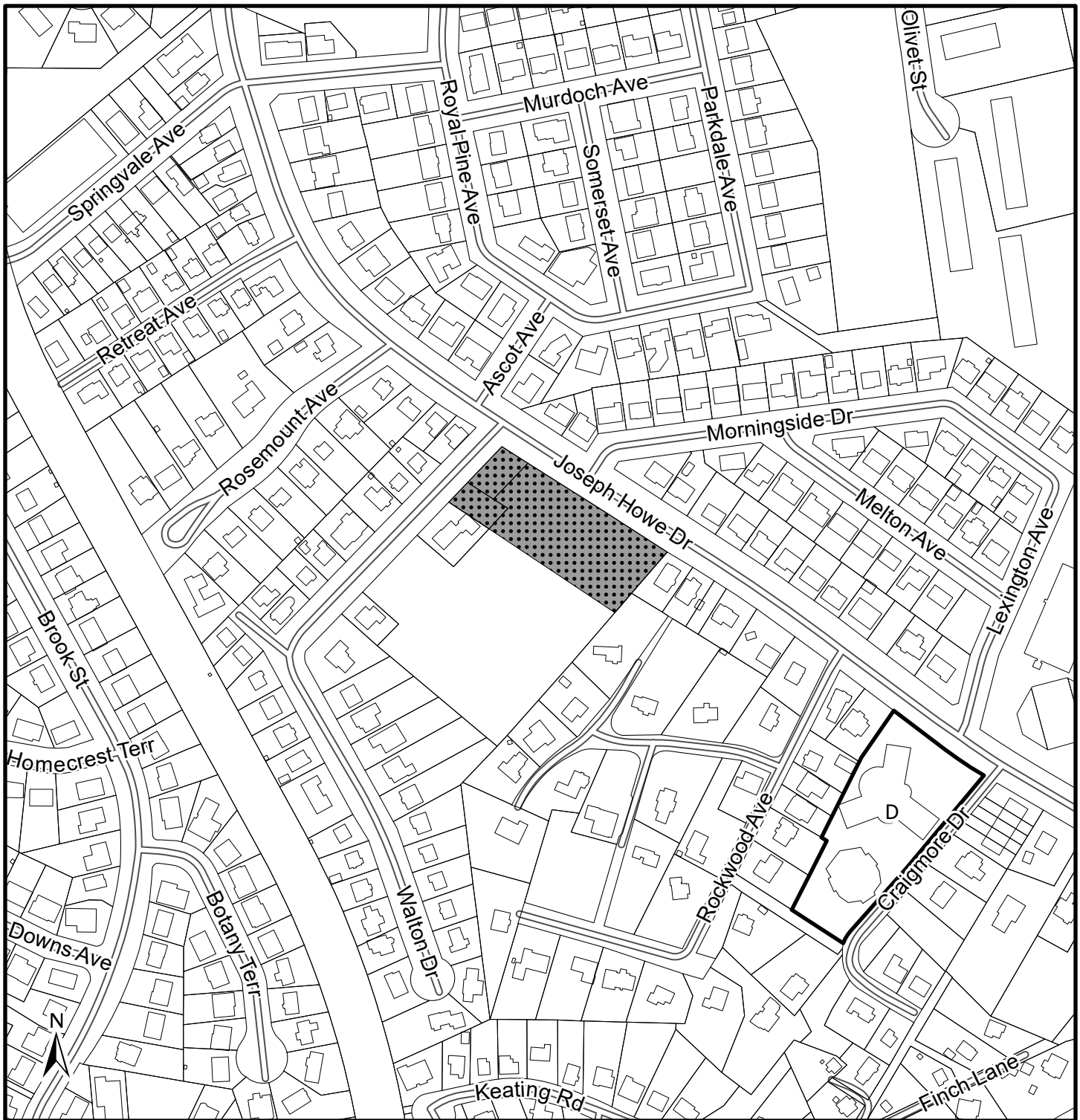
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Halifax

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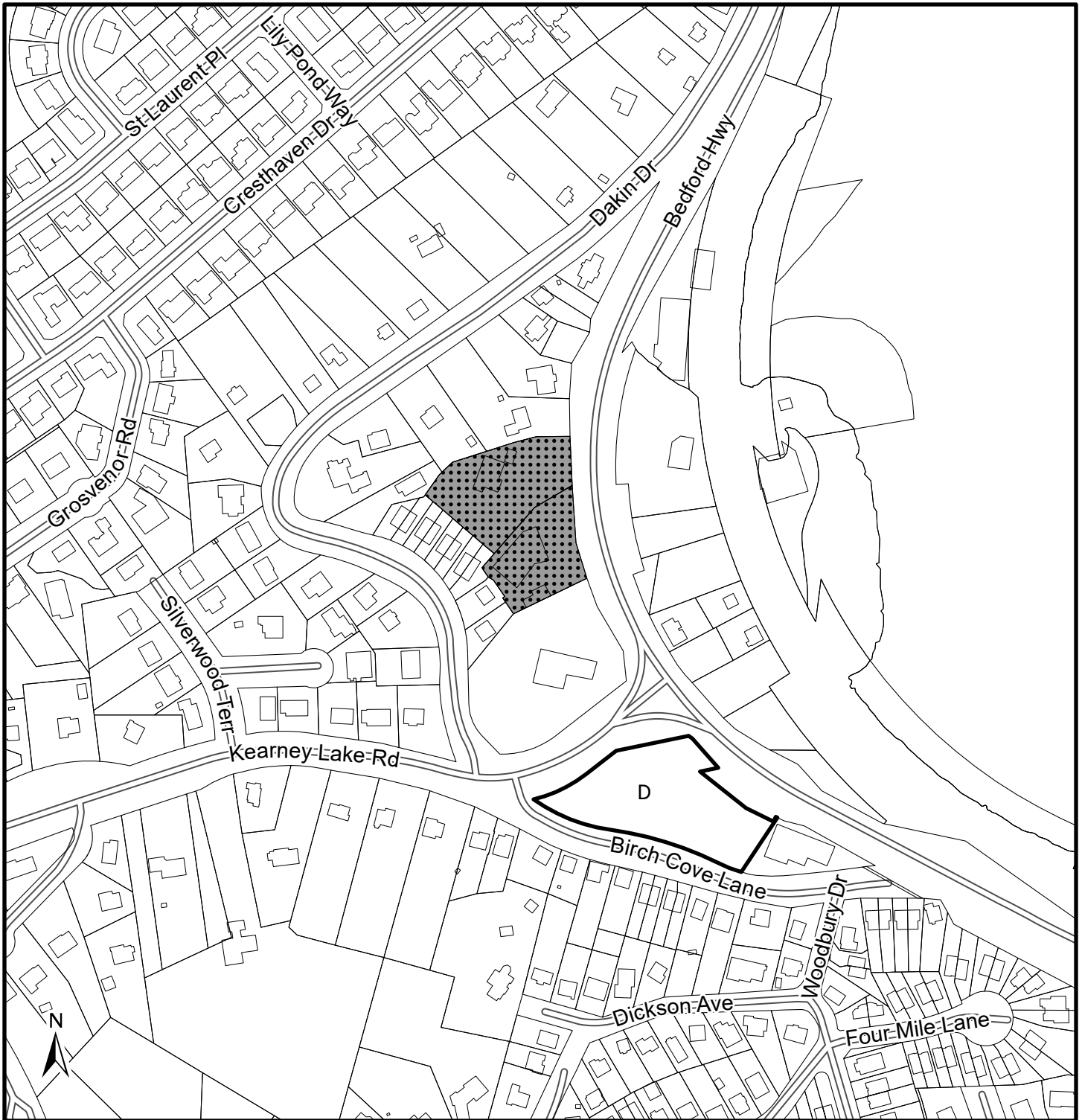
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Suburban Housing Accelerator
Land Use By-Law & Plan Area



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Halifax

HALIFAX



LUB Schedule 5 Incentive or Bonus
Zoning Rate District to be D Halifax Mainland



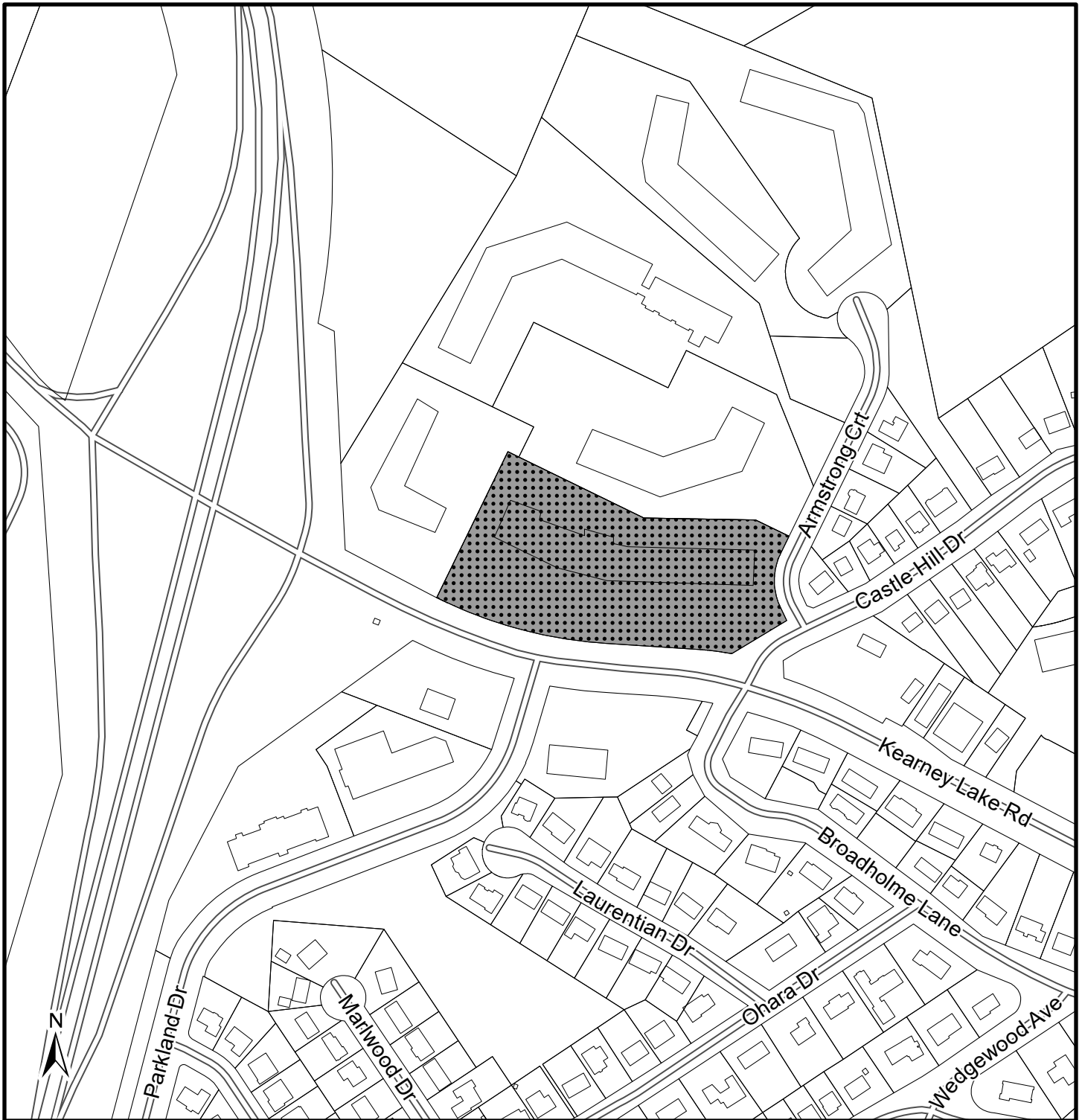
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Suburban Housing Accelerator
Land Use By-Law & Plan Area



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Halifax

HALIFAX



LUB Schedule 5 Incentive or Bonus
Zoning Rate District to be D Halifax Mainland



LUB Schedule 5 existing
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District D Halifax Mainland

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Suburban Housing Accelerator
Land Use By-Law & Plan Area



Sheet 7 - SHA LUB Schedule 5 10-12

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LUB Schedule 5 Incentive or Bonus
Zoning Rate District to be D Halifax Mainland



LUB Schedule 5 existing
Incentive or Bonus Zoning Rate
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Suburban Housing Accelerator
Land Use By-Law & Plan Area



Sheet 7 - SHA LUB Schedule 5 11-12

Dartmouth

HALIFAX



LUB Schedule 5 Incentive or Bonus
Zoning Rate District to be C Dartmouth

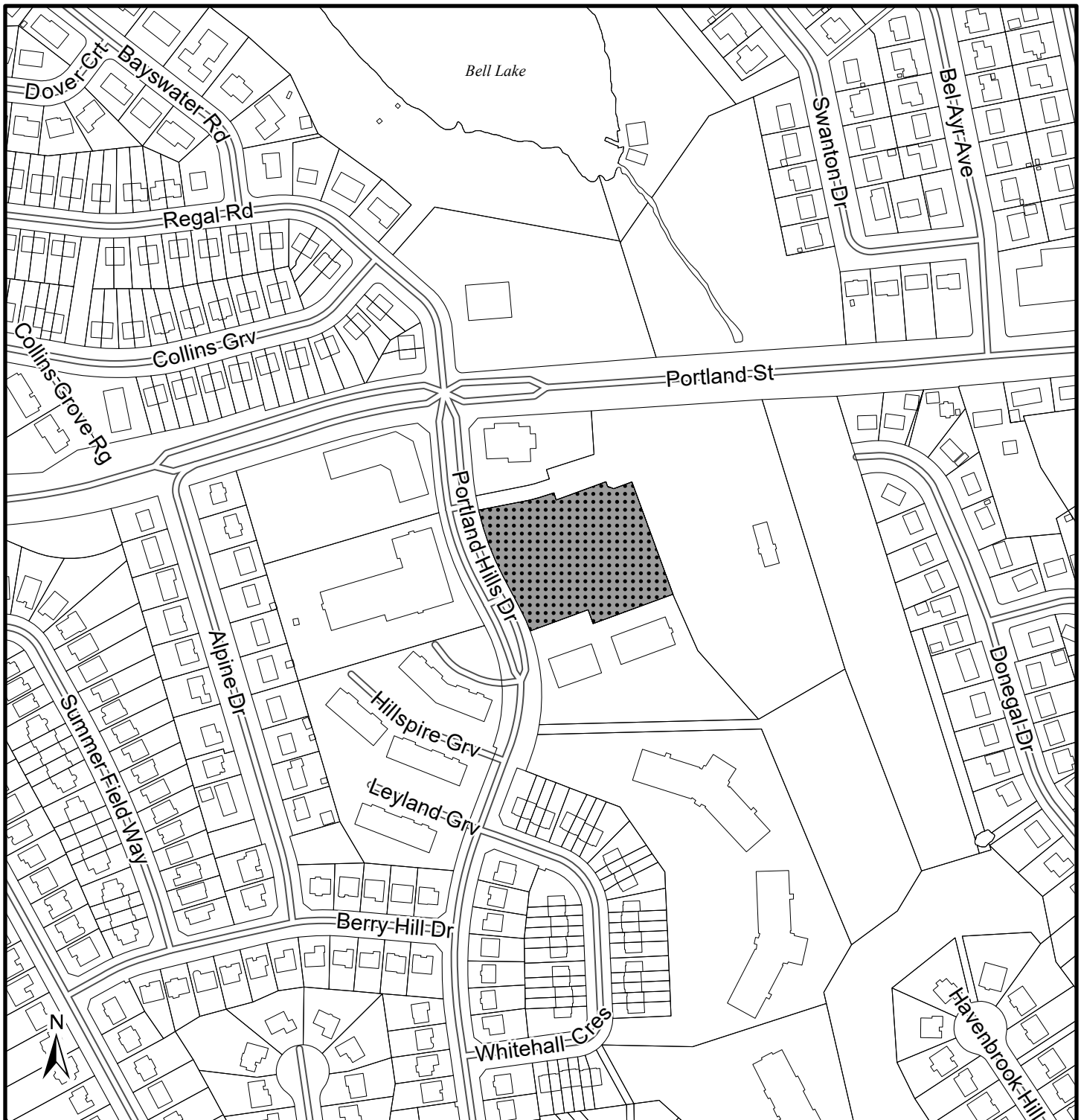


LUB Schedule 5 existing
Incentive or Bonus Zoning Rate
District C Dartmouth

0 40 80 120 m

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Sheet 7 - SHA LUB Schedule 5 12-12

Dartmouth

HALIFAX



LUB Schedule 5 Incentive or Bonus
Zoning Rate District to be C Dartmouth



LUB Schedule 5 existing
Incentive or Bonus Zoning Rate
District C Dartmouth

0 40 80 120 m

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Appendix 2.19: Amendment Comparison Chart

Existing provisions (current to January 1, 2025)	Proposed provisions
Attachment 2.02: Bedford Municipal Planning Strategy	
This Municipal Planning Strategy covers the entire area of land and water contained within the geographical boundaries of the Town of Bedford as described in Order #MB-59-3 Public Utilities Board, dated September 18, 1979.	This Municipal Planning Strategy covers the entire area of land and water contained within the geographical boundaries of the Town of Bedford as described in Order #MB-59-3 Public Utilities Board, dated September 18, 1979. Notwithstanding the foregoing, the Municipal Planning Strategy does not apply to the lands designated as “Housing Accelerator”, as shown on Map 1: Designation Boundaries, of the Suburban Housing Accelerator Secondary Municipal Planning Strategy.
Attachment 2.04: Cole Harbour-Westphal Municipal Planning Strategy	
This Municipal Planning Strategy has been prepared according to the provisions of the Planning Act, RSNS 1989, c.346, and pursuant to Municipal Council's adoption of Policy Paper I: Municipal Development Plan Preparation for the Urban Areas in the Autumn of 1980. The planning strategy covers the area within the boundary of Municipal Districts 23, 24 and 25 and portions of Districts 7 and 8, being the communities of Cole	This Municipal Planning Strategy has been prepared according to the provisions of the Planning Act, RSNS 1989, c.346, and pursuant to Municipal Council's adoption of Policy Paper I: Municipal Development Plan Preparation for the Urban Areas in the Autumn of 1980. The planning strategy covers the area within the boundary of Municipal Districts 23, 24 and 25 and portions of Districts 7 and 8, being the communities of Cole

Existing provisions (current to January 1, 2025)	Proposed provisions
Harbour and Westphal and intervening lands.	Harbour and Westphal and intervening lands. Notwithstanding the foregoing, the Municipal Planning Strategy does not apply to the lands designated as “Housing Accelerator”, as shown on Map 1: Designation Boundaries, of the Suburban Housing Accelerator Secondary Municipal Planning Strategy.
Attachment 2.06: Dartmouth Municipal Planning Strategy	
<p>Chapter 1 (Introduction)</p> <p>The Municipal Planning Strategy for Dartmouth shall not apply to the lands located within the Regional Centre Municipal Planning Strategy as shown on Map 1: Urban Structure - Secondary Municipal Planning Strategy for Regional Centre.</p> <p>This Municipal Development Plan for the City of Dartmouth has been prepared in accordance with the provisions of “The Planning Act,” Chapter 16, Statutes of Nova Scotia, 1969. This Municipal Development Plan covers the entire area of land and water contained within the political boundaries of the City of Dartmouth.</p>	<p>Chapter 1 (Introduction)</p> <p>The Municipal Planning Strategy for Dartmouth shall not apply to the lands located within the Regional Centre Municipal Planning Strategy as shown on Map 1: Urban Structure - Secondary Municipal Planning Strategy for Regional Centre.</p> <p>Notwithstanding the foregoing, the Municipal Planning Strategy for Dartmouth does not apply to the lands designated as “Housing Accelerator”, as shown on Map 1: Designation Boundaries, of the Suburban Housing Accelerator Secondary Municipal Planning Strategy.</p>

Existing provisions (current to January 1, 2025)	Proposed provisions
	This Municipal Development Plan for the City of Dartmouth has been prepared in accordance with the provisions of “The Planning Act,” Chapter 16, Statutes of Nova Scotia, 1969. This Municipal Development Plan covers the entire area of land and water contained within the political boundaries of the City of Dartmouth.
Attachment 2.07: Dartmouth Land Use By-law	
Section 2C <i>New provision</i>	Section 2C The Land Use By-law for Dartmouth shall not apply to the lands designated as “Housing Accelerator”, as shown on Map 1: Designation Boundaries, of the Suburban Housing Accelerator Secondary Municipal Planning Strategy.
Attachment 2.09: Eastern Passage-Cow Bay Land Use By-law	
Section 14.1 Residential Uses Single unit dwellings Two unit dwellings Townhouse dwellings Multiple unit dwellings Shared housing use	Section 14.1 Residential Uses Single unit dwellings Two unit dwellings Townhouse dwellings Multiple unit dwellings up to a maximum of 12 dwelling units Shared housing use

Existing provisions (current to January 1, 2025)	Proposed provisions
Home business uses in conjunction with permitted dwellings	Home business uses in conjunction with permitted dwellings
Section 14.3 Maximum Building Footprint: 7500 square feet	Section 14.3 Maximum Building Footprint: 7500 square feet Maximum Gross Floor Area: 15 000 square feet
Attachment 2.10: Halifax Municipal Planning Strategy	
Section 1 The Municipal Planning Strategy for Halifax shall not apply to the lands located within the Regional Centre Secondary Municipal Planning Strategy Plan Area, as shown on Map 1: Urban Structure - Secondary Municipal Planning Strategy for Regional Centre.	Section 1 The Municipal Planning Strategy for Halifax shall not apply to the lands located within the Regional Centre Secondary Municipal Planning Strategy Plan Area, as shown on Map 1: Urban Structure - Secondary Municipal Planning Strategy for Regional Centre. The Municipal Planning Strategy for Halifax shall also not apply to the lands designated as “Housing Accelerator”, as shown on Map 1: Designation Boundaries, of the Suburban Housing Accelerator Secondary Municipal Planning Strategy.
Attachment 2.11: Halifax Mainland Land Use By-law	
Section 1A (Application) This by-law shall apply to the zoning area as defined in Section 2.	Section 1A (Application) This by-law shall apply to the zoning area as defined in Section 2, except for the lands designated

Existing provisions (current to January 1, 2025)	Proposed provisions
	as “Housing Accelerator”, as shown on Schedule 1: Zone Boundaries.
Attachment 2.15: Sackville Municipal Planning Strategy	
This Municipal Planning Strategy has been prepared according to the provisions of the Planning Act, RSNS 1989, c.346, and pursuant to Municipal Council's adoption of Policy Paper I: Municipal Planning Strategy Preparation for the Urban Areas in the autumn of 1980. The Plan covers the area within the boundary of Municipal Electoral Districts 16, 20, 21, 22 and a portion of District 19.	This Municipal Planning Strategy has been prepared according to the provisions of the Planning Act, RSNS 1989, c.346, and pursuant to Municipal Council's adoption of Policy Paper I: Municipal Planning Strategy Preparation for the Urban Areas in the autumn of 1980. The Plan covers the area within the boundary of Municipal Electoral Districts 16, 20, 21, 22 and a portion of District 19. The Municipal Planning Strategy does not apply to the lands designated as “Housing Accelerator”, as shown on Map 1: Designation Boundaries, of the Suburban Housing Accelerator Secondary Municipal Planning Strategy.
Attachment 2.17: Suburban Housing Accelerator Secondary Municipal Planning Strategy	
Section 1.3 In addition to the ongoing Suburban Planning process and in response to rapid population growth, housing shortage and declining affordability, the Municipality has prioritized removing barriers to housing within	Section 1.3 In addition to the ongoing Suburban Planning process and in response to rapid population growth, housing shortage and declining affordability, the Municipality has prioritized removing barriers to housing within

Existing provisions (current to January 1, 2025)	Proposed provisions
<p>the Urban Service Boundary, partially in support of the Federal Government's Housing Accelerator Fund (HAF) and Province of Nova scotia Housing Strategy. Amendments to planning documents or the creation of new planning documents such as this one, are intended to quickly remove policy barriers to the development of additional small multi-unit housing types which can fill the gap between single unit dwellings and high-density dwellings (also called "missing middle"). The initiative also builds on the recent Regional Plan review process by providing opportunities for more density close to proposed rapid transit routes and post-secondary institutions. This is an interim opportunity to advance site specific requests that have been received as part of the Suburban Planning process to date, and that are consistent with the goals of the HAF and the vision for the Suburban Planning process outlined in recent Council reports. This plan creates a new designation and a new zone for a select number of sites to help spur the development of new housing that meets the core goals of the Regional Plan.</p>	<p>the Urban Service Boundary, partially in support of the Federal Government's Housing Accelerator Fund (HAF) and Province of Nova scotia Housing Strategy. Amendments to planning documents or the creation of new planning documents such as this one, are intended to quickly remove policy barriers to the development of additional small multi-unit housing types which can fill the gap between single unit dwellings and high-density dwellings (also called "missing middle"). The initiative also builds on the recent Regional Plan review process by providing opportunities for more density close to proposed rapid transit routes and post-secondary institutions. This is an interim opportunity to advance site specific requests that have been received as part of the Suburban Planning process to date, and that are consistent with the goals of the HAF and the vision for the Suburban Planning process outlined in recent Council reports. This plan creates a new designation and a new zone for a select number of sites to help spur the development of new housing that meets the core goals of the Regional Plan.</p> <p>The majority of the potential opportunity sites were presented</p>

Existing provisions (current to January 1, 2025)	Proposed provisions
	<p>for public consultation and public comment between January 17 and February 16, 2024. During that period a large number of other site-specific requests were received, which could not be adequately reviewed or provided for public feedback prior to the completion of this Plan. As a result, only new sites that were part of Provincial Land for Housing or not-for-profit affordable housing project were included. The remaining sites will be considered as part of the Suburban Planning process.</p>
Attachment 2.18: Suburban Housing Accelerator Land Use By-law	
<p>Section 38 (Encroachment)</p> <p>(1) <i>omitted</i></p> <p>(2) A balcony or unenclosed porch may</p> <p>(a) encroach into a required stepback, if it is facing a lot line that abuts a transition line, is attached to a main building that is above grade, and is setback by</p> <p>(i) 8.0 metres for a mid-rise building,</p> <p>(ii) 12.5 metres for a tall mid-rise building, or</p>	<p>Section 38 (Encroachment)</p> <p>(1) <i>omitted</i></p> <p>(2) <i>repealed</i> A balcony or unenclosed porch may</p> <p>(a) encroach into a required stepback, if it is facing a lot line that abuts a transition line, is attached to a main building that is above grade, and is setback by</p> <p>(i) 8.0 metres for a mid-rise building,</p> <p>(ii) 12.5 metres for a tall mid-rise building, or</p>

Existing provisions (current to January 1, 2025)	Proposed provisions
<p>(iii) 12.5 metres for a high-rise building; or</p> <p>(b) subject to section 39, encroach into a required setback, stepback, or separation distance, if an encroachment is no more than</p> <p>(i) 1.5 metres at the ground floor, if the encroachment is not a balcony that does not have a direct access to a street other than through the main dwelling, and</p> <p>(ii) 2.0 metres at the second storey or above.</p>	<p>(iii) 12.5 metres for a high-rise building; or</p> <p>(b) subject to section 39, encroach into a required setback, stepback, or separation distance, if an encroachment is no more than</p> <p>(i) 1.5 metres at the ground floor, if the encroachment is not a balcony that does not have a direct access to a street other than through the main dwelling, and</p> <p>(ii) 2.0 metres at the second storey or above.</p> <p>(3) Subject to subsection (4) and section 39, a balcony or unenclosed porch may encroach into a required setback, stepback, or separation distance by no more than</p> <p>(a) 1.5 metres at the ground floor, except for a balcony that does not have access to a street without going through a main dwelling; or</p> <p>(b) 2.0 metres at the second storey or above.</p> <p>(4) Except as provided in subsection (5), a balcony or unenclosed porch shall not encroach into a required setback or stepback, if it faces a transition line.</p>

Existing provisions (current to January 1, 2025)	Proposed provisions
	<p>(5) A balcony or unenclosed porch in subsection (4) may encroach into a required setback if a main building is setback from a transition line by at least</p> <p>(a) 8.0 metres for a mid-rise building;</p> <p>(b) 12.5 metres for a tall mid-rise building; or</p> <p>(c) 12.5 metres for a high-rise building.</p>
<p>Subsection 44(2) (Rooftop features)</p> <p>If Table 1 conflicts with</p> <p>(a) a maximum required building height in Schedule 2, Table 1 prevails; or</p> <p>(b) a minimum setback requirement in Part III, Table 1 prevails.</p>	<p>Subsection 44(2) (Rooftop features)</p> <p>If Table 1 conflicts with</p> <p>(a) a maximum required building height in Schedule 2, Table 1 prevails; or</p> <p>(b) a minimum setback requirement in Part III, Table 1 prevails; or</p> <p>(c) a permitted encroachment in section 38, Table 1 prevails.</p>
<p>Subsection 102(2) (Exemption from the design requirements)</p> <p>(a) to (i) <i>omitted</i></p> <p>(j) an interior renovation;</p> <p>(k) to (q) <i>omitted</i></p>	<p>Subsection 102(2) (Exemption from the design requirements)</p> <p>(a) to (i) <i>omitted</i></p> <p>(j) an interior renovation a renovation;</p> <p>(k) to (q) <i>omitted</i></p>

Existing provisions (current to January 1, 2025)	Proposed provisions
<p>Clause 134(a) (Permitted residential uses in a HA zone)</p> <p>All of the following uses are permitted in a HA zone:</p> <p>(a) all of the following residential uses:</p> <p>(i) a single-unit dwelling use, semi-detached dwelling use, two-unit dwelling use, three-unit dwelling use, and four-unit dwelling use,</p> <p>(ii) to (vii) <i>omitted</i></p>	<p>Clause 134(a) (Permitted residential uses in a HA zone)</p> <p>All of the following uses are permitted in a HA zone:</p> <p>(a) all of the following residential uses:</p> <p>(i) a single-unit dwelling use, semi-detached dwelling use, duplex apartment use, two-unit dwelling use, three-unit dwelling use, and four-unit dwelling use,</p> <p>(ii) to (vii) <i>omitted</i></p>
<p>Section 135 (HA zone lot area)</p> <p>The minimum required lot area in a HA zone is 220.0 square metres.</p>	<p>Section 135 (HA zone lot area)</p> <p>The minimum required lot area in a HA zone is 220.0 square metres.</p> <p>The minimum required lot area in a HA zone is</p> <p>(a) 130.0 square metres for an interior unit on the ground floor of a townhouse dwelling use; or</p> <p>(b) 220.0 square metres for a use that is not under clause (a), including an end unit on the ground floor of a townhouse dwelling use or duplex apartment use.</p>
<p>Subsection 136(2) (HA zone lot frontage for a townhouse)</p> <p>The minimum required lot frontage for a townhouse dwelling use is</p>	<p>Subsection 136(2) (HA zone lot frontage for a townhouse)</p> <p>The minimum required lot frontage for a townhouse dwelling use is</p>

Existing provisions (current to January 1, 2025)	Proposed provisions
(a) 4.5 metres for an interior unit of a townhouse block; or (b) 7.5 metres for an end unit of a townhouse block.	(a) 4.5 metres for an interior unit of a townhouse block on the ground floor of a townhouse dwelling use ; or (b) 7.5 metres for an end unit of a townhouse block on the ground floor of a townhouse dwelling use, semi-detached dwelling use, and duplex apartment use.
Subsection 139(2) (HA zone side setback) The minimum required side setback in subsection (1) may be exempted along a common wall between each unit of a semi-detached dwelling use or townhouse dwelling use.	Subsection 139(2) (HA zone side setback) The minimum required side setback in subsection (1) may be exempted along a common wall between each unit of a semi-detached dwelling use, duplex apartment use , or townhouse dwelling use.
Subsection 139(4) The minimum required side setback in a HA zone is 6.0 metres from a transition line, as shown in Schedule 4.	Subsection 139(4) The minimum required side setback in a HA zone is 6.0 metres from a transition line, as shown in Schedule 4, except for a low-rise building.
Subsection 155(47.1) <i>New provision</i>	Subsection 155(47.1) Duplex Apartment Use means a two-unit dwelling use that is joined with another two-unit dwelling use, or another dwelling unit, along a single lot line

Existing provisions (current to January 1, 2025)	Proposed provisions
	<div data-bbox="820 317 1344 394" data-label="Text"> <div></div> <div>divided vertically by a shared wall.</div> </div>
<div data-bbox="199 438 565 478" data-label="Section-Header"> Subsection 155(110) </div> <div data-bbox="199 499 781 835" data-label="Text"> <p>Mezzanine Space means an intermediate floor assembly between the floor and ceiling of a room or storey, and includes an interior balcony. For the purpose of height calculation, a storey with a mezzanine counts as two full storeys.</p> </div>	<div data-bbox="820 438 1182 478" data-label="Section-Header"> Subsection 155(110) </div> <div data-bbox="820 499 1409 835" data-label="Text"> <p>Mezzanine Space Mezzanine means an intermediate floor assembly between the floor and ceiling of a room or storey, and includes an interior balcony. For the purpose of height calculation, a storey with a mezzanine counts as two full storeys.</p> </div>
<div data-bbox="199 879 565 919" data-label="Section-Header"> Subsection 155(184) </div> <div data-bbox="199 940 797 1276" data-label="Text"> <p>Storey means a portion of building between a floor and another floor including a mezzanine. A portion of a building partly below the streetline grade will not be deemed to be a storey unless its ceiling is a minimum of 2.0 metres above the streetline grade.</p> </div>	<div data-bbox="820 879 1182 919" data-label="Section-Header"> Subsection 155(184) </div> <div data-bbox="820 940 1414 1276" data-label="Text"> <p>Storey means a portion of building between a floor and another floor including a mezzanine. A portion of a building partly below the streetline grade will not be deemed to be a storey unless its ceiling is a minimum of 2.0 metres above the streetline grade.</p> </div> <div data-bbox="820 1297 1398 1640" data-label="Text"> <p>Storey means the portion of a building that is situated between the top of a floor and the top of the floor next above it, including a mezzanine, and if there is no floor above it, the portion between the top of the floor and the ceiling above it, and</p> </div> <div data-bbox="820 1661 1398 1860" data-label="Text"> <p>(a) for the purpose of calculating the streetwall height, a portion of a building that is partly below the streetline grade is not deemed to be a storey</p> </div>

Existing provisions (current to January 1, 2025)	Proposed provisions
	<p>unless its ceiling is a minimum of 2.0 metres above the streetline grade; and</p> <p>(b) for a purpose other than calculating the streetwall height, a portion of a building that is partly below the average finished grade is not deemed to be a storey unless its ceiling is a minimum of 2.0 metres above the average finished grade.</p>
<p>Subsection 155(202)</p> <p>Townhouse Dwelling Use means a building that is divided horizontally or vertically into three or more dwelling units, where each unit has an independent pedestrian entrance.</p>	<p>Subsection 155(202)</p> <p>Townhouse Dwelling Use means a building that is divided horizontally or vertically into three or more dwelling units, where each unit has an independent pedestrian entrance, but excludes a duplex apartment use.</p>

Disclaimer: This table shows a consolidated copy of the proposed regulations. In an event of an inconsistency between a consolidated copy and the original amendment or a subsequent amendment as certified by the Municipal Clerk, the original amendment or subsequent amendment prevails to the extent of the inconsistency.

Attachment 3.1

Urgent Changes to Planning Documents for Housing Additional Suburban Sites Final Recommendations

Request No.	Applicant	Location	District	Request Summary	Existing Conditions	Selection Criteria	Recommendation	Rationale
SS020	Universal Reality Group	30 Ridge Valley Road (PID 00274407)	11	10 storey and 16 storey residential buildings	<p>Site is developed with an existing 12 storey residential building, and residential parking lot. The area is a mix of low, medium and high density residential uses, an elementary school and public parks.</p> <p>Halifax MPS: HDR Designation Halifax LUB: R-4 Zone</p>	<ul style="list-style-type: none">• The site is less than 2 hectares in size.• The proposed development does not require the demolition of the existing multi-unit dwelling.• The site is located within the 800m walkshed for the Yellow Line proposed by the Rapid Transit Strategy.	HA Zone Max Height: 8 storeys	<p>This request was originally an application to amend the Halifax MPS and enter into a Development Agreement (Case 23600), which Regional Council directed for consideration outside of the Suburban Planning process. Staff are recommending consideration of this request through the UCPDH Additional Sites package for inclusion in the SHA Plan and By-law, rather than creating site specific policy for the property through a Development Agreement under the Halifax MPS. This approach allows the request to be considered holistically with the other requests in the area. Additionally, by enabling development of the site through the SHA Plan and By-law, the more modern planning regulations established in the SHA By-law will be applied to the site, should Council approve the recommendation.</p> <p>The site is recommended for inclusion in the SHA Plan and By-law as it is currently developed with a high density residential building and features significant surface parking. As a result, it represents an opportunity for infill residential development in an area that is serviced and meets the criteria of the UCPDH without significant impacts to the character of the area.</p> <p>A maximum height of 8 storeys is recommended to ensure that the redevelopment of the existing 12 storey residential building is not incentivized, potentially resulting in the loss of existing dwelling units. Additionally, the construction of 8 storey buildings on the site would provide a more gradual transition from the existing 12 storey building on the property to the surrounding properties, including an adjacent school. The built form requirements of the SHA By-law would also provide a visual transition to the lower density uses in the area.</p>

Request No.	Applicant	Location	District	Request Summary	Existing Conditions	Selection Criteria	Recommendation	Rationale
SS114	WM Fares Architects on behalf of the property owner	390 Bedford Highway (PID 40619785)	10	7 storey residential building	<p>Site is developed with an existing single detached residential building. The area is a mix of low density residential and commercial uses.</p> <p>Halifax MPS: MDR Designation Halifax LUB: R-2 Zone</p>	<ul style="list-style-type: none">• The site is less than 2 hectares in size.• The proposed development does not require the demolition of an existing multi-unit dwelling.• The site is located within the 800m walkshed for the Purple Line proposed by the Rapid Transit Strategy.	HA Zone Max Height: 4 storeys	<p>The site is recommended for inclusion in the SHA Plan and By-law because the size and location of the property between low density residential and commercial uses allow it to accommodate some additional density without significantly impacting the visual character of the area. The property is in an area that is serviced and meets the criteria of the UCPDH.</p> <p>A maximum height of 4 storeys is recommended based on the site's context, abutting low density residential uses, and to maintain consistency with sites in the area approved through the original UCPDH/HAF package. Additionally, the site is located on the Bedford Highway within 125 metres of a major intersection (Kearney Lake Road). This is a key area of the Bedford Highway where the character of the roadway itself and the built form in the area transitions. As such, it requires further consideration through the Suburban Planning process before significant amounts of density are enabled. The Bedford Highway Functional Plan indicated that the characteristics of the Bedford Highway change significantly throughout its length but there are consistent physical constraints related to implementing transit priority measures on the Bedford Highway. The Plan cautioned against significant density increases along the corridor.</p> <p>There are three sites being recommended for inclusion in the SHA Plan in this area, and five sites were previously approved during the first package of HAF amendments. As a result, staff are concerned about permitting significantly greater density at this time and setting a precedent for this area prior to the Suburban Planning process, the results of the Bedford Highway Functional Plan and plans for the potential future ferry service.</p>

Request No.	Applicant	Location	District	Request Summary	Existing Conditions	Selection Criteria	Recommendation	Rationale
SS116	WM Fares Architects on behalf of the property owner	48 Old Sambro Road (PID 00285429)	11	4 storey residential building	<p>Site is currently being developed with a multiunit residential building. The area is a mix of low and medium density residential uses, across from the Long Lake Provincial Park.</p> <p>Halifax MPS: MDR Designation Halifax LUB: R-3 Zone</p>	<ul style="list-style-type: none"> The site is less than 2 hectares in size. The proposed development does not require the demolition of an existing multi-unit dwelling. The site is located within the 800m walkshed for the Yellow Line proposed by the Rapid Transit Strategy. 	HA Zone Max Height: 4 storeys	<p>This site is currently under development and the building has been substantially completed.</p> <p>The site is recommended for inclusion in the SHA Plan and By-law as it would potentially enable the creation of 3 new units in existing unused portions of the building. The property is in an area that is serviced and meets the criteria of the UGPDH.</p> <p>A maximum height of 4 storeys is recommended to maintain the maximum height recently approved for the site through an LUB Amendment application (Case 22890). Staff do not have concerns with this minor increase of density as the built form of the site will remain consistent with what has been approved.</p>
SS118	WM Fares Architects on behalf of the property owner	174 Main Street (PID 00175455)	6	14 storey residential building	<p>Site is undeveloped. The area is a mix of low and high density residential uses and fronts on the Main Street commercial area.</p> <p>Dartmouth MPS: MS Designation Dartmouth LUB: C-2 Zone</p>	<ul style="list-style-type: none"> The site is less than 2 hectares in size. The proposed development does not require the demolition of an existing multi-unit dwelling. The site is located within the 800m walkshed of a Nova Scotia Community College campus. 	HA Zone Max Height: 9 storeys	<p>The site is recommended for inclusion in the SHA Plan and By-law based on the property's location on a major commercial and transportation corridor (Main Street) where amendments were made through the original UCPDH package to encourage greater density.</p> <p>Staff are recommending a maximum height of 9 storeys to provide a more gradual transition from the higher building heights enabled on the north side of Main Street (approximately 15 storeys) to the lower density residential neighbourhood on the other side of the site.</p>
SS120	WM Fares Architects on behalf of the property owner	81 Brook Street and 1 Palmer Hill Road (PID 40493710, 00232686)	9	5 storey residential building	<p>Site is developed with an existing single detached residential building. The area is developed with low density residential uses.</p> <p>Halifax MPS: RDD Designation Halifax LUB: RDD Zone</p>	<ul style="list-style-type: none"> The site is less than 2 hectares in size. The proposed development does not require the demolition of an existing multi-unit dwelling. The site is located within the 800m walkshed for the Yellow Line proposed by the Rapid Transit Strategy. 	Consider through the Suburban Planning process.	<p>Staff are recommending that no changes be made to this site at this time and that this site-specific development request be considered further through the Suburban Planning process.</p> <p>During the review of the request with internal and external service providers, concerns around access and stormwater were identified. In particular, the shape and topography of the site may impact the ability to provide access in a manner that would meet emergency service requirements. Staff recommend that this request be considered further through the Suburban Planning process, when additional policy tools and regulations can be explored through that comprehensive project to help address these concerns.</p>

Request No.	Applicant	Location	District	Request Summary	Existing Conditions	Selection Criteria	Recommendation	Rationale
SS123	WM Fares Architects on behalf of the property owner	466 Herring Cove Road (PID 00283408)	11	7 storey residential building	<p>Site is developed with an existing single detached residential building. The area is a mix of low density residential and commercial uses.</p> <p>Dartmouth MPS: HDR Designation Dartmouth LUB: R-4 Zone</p>	<ul style="list-style-type: none"> The site is less than 2 hectares in size. The proposed development does not require the demolition of an existing multi-unit dwelling. The site is located within the 800m walkshed for the Yellow Line proposed by the Rapid Transit Strategy. 	HA Zone Max Height: 5 storeys	<p>The site is recommended for inclusion in the SHA Plan and By-law because the size and location of the property between low density residential and commercial uses allow it to accommodate some additional density without significantly impacting the visual character of the area. The property is in an area that is serviced and meets the criteria of the UCPDH.</p> <p>A maximum height of 5 storeys is recommended based on the site's context, directly fronting on a proposed BRT route but abutting low density residential uses. A maximum height of 5 storeys also maintains consistency with sites in the area approved through the original UCPDH package.</p>
SS129	WM Fares Architects on behalf of the property owner	646 Bedford Highway (PID 00289686)	16	7 storey residential building	<p>Site is undeveloped. The area is a mix of low and high density residential and commercial uses.</p> <p>Halifax MPS: HC Designation Halifax LUB: C-2B Zone</p>	<ul style="list-style-type: none"> The site is less than 2 hectares in size. The proposed development does not require the demolition of an existing multi-unit dwelling. The site is located within the 800m walkshed for the Larry Uteck Ferry Terminal proposed by the Rapid Transit Strategy. 	HA Zone Max Height: 5 storeys	<p>The site is recommended for inclusion in the SHA Plan and By-law because the location of the property in a mixed-use area allows it to accommodate some additional density without significantly impacting the visual character of the area. The property is in an area that is serviced and meets the criteria of the UCPDH.</p> <p>A maximum height of 5 storeys is recommended based on the size of the site and the built form in the surrounding area.</p>
SS131	Property Owner	651 Portland Hills Drive (PID 41398579)	3	10 storey residential building	<p>Site is undeveloped. It abuts the Portland Hills Transit Terminal. The area is a mix of low and high density residential and commercial uses.</p> <p>Dartmouth MPS: R Designation Dartmouth LUB: CDD Zone</p>	<ul style="list-style-type: none"> The site is less than 2 hectares in size. The proposed development does not require the demolition of an existing multi-unit dwelling. The site is located within the 800m walkshed for the Red Line proposed by the Rapid Transit Strategy. 	HA Zone Max Height: 10 storeys	<p>The site is recommended for inclusion in the SHA Plan and By-law because it is a vacant property that is located next to the Portland Hills Transit Terminal and other commercial uses. As a result, the site is able to accommodate additional density and support the creation of a transit oriented complete community in an area that is serviced and meets the criteria of the UCPDH.</p> <p>A maximum height of 10 storeys is recommended due to its proximity to the Portland Hills Transit Terminal, which represents an opportunity to introduce transit supportive levels of density where residents have a variety of mobility options and services are available within walking or rolling distances.</p>

Request No.	Applicant	Location	District	Request Summary	Existing Conditions	Selection Criteria	Recommendation	Rationale
SS136	WM Fares Architects on behalf of the property owner	15 Caledonia Road (PID 00186213)	6	Five 19-27 storey residential buildings	<p>Site is developed with an existing church. It is across the street from Nova Scotia Community College Akerley Campus. The area is a mix of low and high density residential and commercial uses.</p> <p>Dartmouth MPS: R Designation Dartmouth LUB: S Zone</p>	<ul style="list-style-type: none"> The site is less than 2 hectares in size. The proposed development does not require the demolition of an existing multi-unit dwelling. The site is located within the 800m walkshed of a Nova Scotia Community College campus. 	HA Zone Max Height: 14 storeys	<p>The site is recommended for inclusion in the SHA Plan and By-law because it is a largely vacant property on a major commercial and transportation corridor (Main Street) where amendments were made through the original UCPDH package to encourage greater density. The property is also located across the street from an NSCC campus.</p> <p>A maximum height of 14 storeys is recommended due to the property's proximity to services and institutions and to be consistent with enabled development in the area.</p>
SS137	Property Owner	92 Old Sambro Road (PID 00309070)	11	7 storey residential building	<p>Site is developed with an existing single detached residential building. The area is a mix of low and medium density residential uses, across from the Long Lake Provincial Park.</p> <p>Halifax MPS: MDR Designation Halifax LUB: R-2P Zone</p>	<ul style="list-style-type: none"> The site is less than 2 hectares in size. The proposed development does not require the demolition of an existing multi-unit dwelling. The site is located within the 800m walkshed for the Yellow Line proposed by the Rapid Transit Strategy. 	HA Zone Max Height: 5 storeys	<p>The site is recommended for inclusion in the SHA Plan and By-law because the size and location of the property between low and medium density residential uses allow it to accommodate some additional density without significantly impacting the visual character of the area. The property is in an area that is serviced and meets the criteria of the UCPDH.</p> <p>A maximum height of 5 storeys is recommended based on the site's location near transit routes, commercial services and parkland.</p>
SS138	Property Owner	186 and 188 Herring Cove Road (PID 41537200, 00312165)	11	9 storey residential building	<p>Site is developed with an existing single detached residential building. The area is a mix of low and high density residential and commercial uses.</p> <p>Halifax MPS: LDR Designation Halifax LUB: R-2 Zone</p>	<ul style="list-style-type: none"> The site is less than 2 hectares in size. The proposed development does not require the demolition of an existing multi-unit dwelling. The site is located within the 800m walkshed for the Yellow Line proposed by the Rapid Transit Strategy. 	HA Zone Max Height: 5 storeys	<p>The site is recommended for inclusion in the SHA Plan and By-law because the size and location of the property between low and high density residential uses allow it to accommodate some additional density without significantly impacting the visual character of the area. The property is in an area that is serviced and meets the criteria of the UCPDH.</p> <p>A maximum height of 5 storeys is recommended based on the site's context, directly fronting on a proposed BRT route but abutting low density residential uses. A maximum height of 5 storeys also maintains consistency with sites in the area approved through the original UCPDH package.</p>

Request No.	Applicant	Location	District	Request Summary	Existing Conditions	Selection Criteria	Recommendation	Rationale
SS140	Property Owner	Lands along Greystone Drive (PID 40098881, 40098774, 40098931, 40098873)	11	Permitting additional density for a multi-unit residential building	<p>Site is undeveloped. The area is a mix of low and medium density residential uses.</p> <p>Halifax MPS: MDR Designation Halifax LUB: R-3 Zone</p>	<ul style="list-style-type: none"> The site is less than 2 hectares in size. The proposed development does not require the demolition of an existing multi-unit dwelling. The site is located within the 800m walkshed for the Yellow Line proposed by the Rapid Transit Strategy. 	Consider through the Suburban Planning process.	<p>Staff are recommending that no changes be made to this site at this time and that this site-specific development request be considered further through the Suburban Planning process.</p> <p>During the review of the request with internal and external service providers, staff identified concerns around access. There is currently only one access to Greystone Drive and enabling increased density without a secondary access point was identified as a potential safety issue. Additionally, the property contains steep slopes, as shown on Map 3b “Environmental Sensitivity - Slopes” of the Halifax Mainland MPS which indicates that the area around the site contains slopes of 25% or greater, raising concerns regarding site developability, soil erosion, and storm water management. Staff recommend that this request be considered further through the Suburban Planning process, when additional policy tools and regulations can be explored through that comprehensive project to help address these concerns.</p>
SS141	WM Fares Architects on behalf of the property owner	339 Herring Cove Road (PID 00284463)	11	9 storey residential building	<p>Site is developed with an existing two-storey commercial building. The area is a mix of low density residential and commercial uses.</p> <p>Halifax MPS: MDR Designation Halifax LUB: R-3 Zone</p>	<ul style="list-style-type: none"> The site is less than 2 hectares in size. The proposed development does not require the demolition of an existing multi-unit dwelling. The site is located within the 800m walkshed for the Yellow Line proposed by the Rapid Transit Strategy. 	HA Zone Max Height: 7 storeys	<p>The site is recommended for inclusion in the SHA Plan and By-law because the size and location of the property in a commercial area allows it to accommodate some additional density without significantly impacting the visual character of the area. The property is in an area that is serviced and meets the criteria of the UCPDH.</p> <p>A maximum height of 7 storeys is recommended based on the site’s context, directly fronting on a proposed BRT route with no impact on low density residential uses, but in an area generally characterized by 2 storey built form.</p>

Request No.	Applicant	Location	District	Request Summary	Existing Conditions	Selection Criteria	Recommendation	Rationale
SS144	Zzap Consulting Inc on behalf of the property owner	380 Bedford Highway (PID 00325217)	10	9 storey residential building	<p>Site is developed with an existing two-storey commercial building. The area is a mix of low density residential and commercial uses.</p> <p>Halifax MPS: HC Designation Halifax LUB: C-2B Zone</p>	<ul style="list-style-type: none">• The site is less than 2 hectares in size.• The proposed development does not require the demolition of an existing multi-unit dwelling.• The site is located within the 800m walkshed for the Purple Line proposed by the Rapid Transit Strategy.	HA Zone Max Height: 4 storeys	<p>The site is recommended for inclusion in the SHA Plan and By-law because the size and location of the property between low density residential and commercial uses allow it to accommodate some additional density without significantly impacting the visual character of the area. The property is in an area that is serviced and meets the criteria of the UCPDH.</p> <p>A maximum height of 4 storeys is recommended based on the site's context, abutting low density residential uses, and to maintain consistency with sites in the area approved through the original UCPDH/HAF package. Additionally, the site is located on the Bedford Highway within 125 metres of a major intersection (Kearney Lake Road). This is a key area of the Bedford Highway where the character of the roadway itself and the built form in the area transitions. As such, it requires further consideration through the Suburban Planning process before significant amounts of density are enabled. The Bedford Highway Functional Plan indicated that the characteristics of the Bedford Highway change significantly throughout its length but there are consistent physical constraints related to implementing transit priority measures on the Bedford Highway. The Plan cautioned against significant density increases along the corridor.</p> <p>There are three sites being recommended for inclusion in the SHA Plan in this area, and five sites were previously approved during the first package of HAF amendments. As a result, staff are concerned about permitting significantly greater density at this time and setting a precedent for this area prior to the Suburban Planning process, the results of the Bedford Highway Functional Plan and plans for the potential future ferry service.</p>

Request No.	Applicant	Location	District	Request Summary	Existing Conditions	Selection Criteria	Recommendation	Rationale
SS146	Property Owner	1 and 3 Maplewood Drive (PID 41068677, 41068685)	11	25-40 unit residential building	<p>Site is developed with an existing single detached residential building. The area is a mix of low density residential and commercial uses.</p> <p>Halifax MPS: LDR Designation Halifax LUB: R-2 Zone</p>	<ul style="list-style-type: none"> The site is less than 2 hectares in size. The proposed development does not require the demolition of an existing multi-unit dwelling. The site is located within the 800m walkshed for the Yellow Line proposed by the Rapid Transit Strategy. 	HA Zone Max Height: 4 storeys	<p>The site is recommended for inclusion in the SHA Plan and By-law because the size and location of the property, backing on a major commercial and transportation corridor (Herring Cove Road), allow it to accommodate some additional density without significantly impacting the visual character of the area. The property is in an area that is serviced and meets the criteria of the UCPDH.</p> <p>A maximum height of 4 storeys is recommended based on the site's topography and context, abutting low density residential uses, while recognizing that the property backs on to a future BRT Corridor and is located a short distance to the Regional Centre.</p>
SS154	WM Fares Architects on behalf of the property owner	144 Old Sambro Road (PID 00334417)	11	8 storey residential building	<p>Site is developed with an existing two-unit residential building. The area is a mix of low and medium density residential uses, across from the Long Lake Provincial Park.</p> <p>Halifax MPS: HDR Designation Halifax LUB: R-2P Zone</p>	<ul style="list-style-type: none"> The site is less than 2 hectares in size. The proposed development does not require the demolition of an existing multi-unit dwelling. The site is located within the 800m walkshed for the Yellow Line proposed by the Rapid Transit Strategy. 	Consider through the Suburban Planning process.	<p>Staff are recommending that no changes be made to this site at this time and that this site-specific development request be considered further through the Suburban Planning process.</p> <p>Further consideration of this site is required due to concerns regarding the developability of the lot using the regulations of the HA Zone.</p>

Request No.	Applicant	Location	District	Request Summary	Existing Conditions	Selection Criteria	Recommendation	Rationale
SS158	Zzap Consulting Inc on behalf of the property owner	117 Kearney Lake Road (PID 40662413)	10	14 storey residential building	<p>Site is developed with an existing one-storey commercial building that contains a number of local commercial uses and a daycare. The area is a mix of low, medium and high density residential and commercial uses. It is next to the Kearney Lake Road-Highway 102 interchange.</p> <p>Halifax MPS: COM Designation Halifax LUB: C-2 Zone</p>	<ul style="list-style-type: none"> The site is less than 2 hectares in size. The proposed development does not require the demolition of an existing multi-unit dwelling. The site is located within the 800m walkshed for the Purple Line proposed by the Rapid Transit Strategy. 	HA Zone Max Height: 7 storeys	<p>The site is recommended for inclusion in the SHA Plan and By-law because the size and location of the property between low to high density residential and commercial uses allow it to accommodate some additional density without significantly impacting the visual character of the area. The property is in an area that is serviced and meets the criteria of the UCPDH.</p> <p>A maximum height of 7 storeys is recommended because, while the site can accommodate additional density, it is located within 100 metres of the Kearney Lake Drive/Highway 102 interchange. During the review of the request with internal and external service providers, staff identified that this interchange currently has issues with capacity. As a result, staff are concerned about permitting significantly greater density at this time and setting a precedent for this area prior to the Suburban Planning process, the results of the Joint Regional Transportation Agency's Regional Transportation Plan and plans for the potential future upgrades to the interchange.</p>
SS164	Property Owner	2882 Joseph Howe Drive (PID 00207902, 40429037, 40429045)	9	6 storey residential building	<p>Site is undeveloped. It is the site of the former Halifax Zoo. The area is a mix of low and medium density residential uses.</p> <p>Halifax MPS: RES Designation Halifax LUB: R-1 Zone</p>	<ul style="list-style-type: none"> The site is less than 2 hectares in size. The proposed development does not require the demolition of an existing multi-unit dwelling. The site is located within the 800m walkshed for the Purple and Yellow Lines proposed by the Rapid Transit Strategy. 	HA Zone Max Height: 6 storeys	<p>The site is recommended for inclusion in the SHA Plan and By-law because the size and location of the property, near major transportation routes and commercial services, allow it to accommodate some additional density without significantly impacting the visual character of the area. The property is in an area that is serviced and meets the criteria of the UCPDH.</p> <p>A maximum height of 6 storeys is recommended based on the site's context in an area that is generally lower density but features some taller buildings.</p>

Request No.	Applicant	Location	District	Request Summary	Existing Conditions	Selection Criteria	Recommendation	Rationale
SS167	Upland Studio on behalf of the property owner	9 Dentith Road (PID 40415465)	11	10 storey mixed use building	<p>Site is developed with an existing one-storey commercial building. It is across the street from a large commercial plaza. The area is a mix of low density residential and commercial uses.</p> <p>Halifax MPS: MNC Designation Halifax LUB: C-2A Zone</p>	<ul style="list-style-type: none"> The site is less than 2 hectares in size. The proposed development does not require the demolition of an existing multi-unit dwelling. The site is located within the 800m walkshed for the Yellow Line proposed by the Rapid Transit Strategy. 	HA Zone Max Height: 5 storeys	<p>The site is recommended for inclusion in the SHA Plan and By-law because the size and location of the property, near major transportation routes and commercial services, allow it to accommodate some additional density without significantly impacting the visual character of the area. The property is in an area that is serviced and meets the criteria of the UCPDH.</p> <p>A maximum height of 5 storeys is recommended as the site is in an area that includes a mix of low density residential and commercial uses but is not located direction on the future BRT Corridor.</p>
SS169	Sightline Approvals on behalf of the property owner	4 Cherry Lane (PID 00314781)	11	7 storey residential building	<p>Site is developed with an existing two-unit residential building. The area is a mix of low and medium density residential and commercial uses.</p> <p>Halifax MPS: MDR Designation Halifax LUB: R-3 Zone</p>	<ul style="list-style-type: none"> The site is less than 2 hectares in size. The proposed development does not require the demolition of an existing multi-unit dwelling. The site is located within the 800m walkshed for the Yellow Line proposed by the Rapid Transit Strategy. 	Consider through the Suburban Planning process.	<p>Staff are recommending that no changes be made to this site at this time and that this site-specific development request be considered further through the Suburban Planning process.</p> <p>An LUB Amendment application (PLANAPP 2023-00465) was recently approved for this property, rezoning it to R-3 and increasing the maximum height to 4 storeys. Staff identified concerns about further increasing height following such a recent public approval process. Staff also identified the proposed development, which is currently under review for a development permit, would not meet the regulations of the HA Zone, which would prevent it from proceeding without a redesign.</p>
SS170	Sightline Approvals on behalf of the property owner	29-33 Pine Grove Drive (PID 00327627, 00327635, 00327643)	11	5 storey residential building	<p>Site is developed with three existing single-detached residential buildings. The area includes low density residential uses and an elementary school.</p> <p>Halifax MPS: MDR Designation Halifax LUB: R-2P Zone</p>	<ul style="list-style-type: none"> The site is less than 2 hectares in size. The proposed development does not require the demolition of an existing multi-unit dwelling. The site is located within the 800m walkshed for the Yellow Line proposed by the Rapid Transit Strategy. 	HA Zone Max Height: 3 storeys	<p>The site is recommended for inclusion in the SHA Plan and By-law because the size and location of the property, within walking and rolling distance of a proposed BRT Corridor and some commercial services, allow it to accommodate some additional density. The property is in an area that is serviced and meets the criteria of the UCPDH.</p> <p>A maximum height of 3 storeys is recommended as the site is located in a primarily low density residential area and does not directly front on the future BRT Corridor.</p>

Request No.	Applicant	Location	District	Request Summary	Existing Conditions	Selection Criteria	Recommendation	Rationale
SS171	Sightline Approvals on behalf of the property owner	2 and 4 Mayor Avenue, 219 Herring Cove Road (PID 00313023, 00313031, 00311829)	11	7 storey residential building	<p>Site is developed with two existing single-detached residential buildings. The area includes low density residential and commercial uses.</p> <p>Halifax MPS: MNC Designation Halifax LUB: C-2A Zone</p>	<ul style="list-style-type: none"> The site is less than 2 hectares in size. The proposed development does not require the demolition of an existing multi-unit dwelling. The site is located within the 800m walkshed for the Yellow Line proposed by the Rapid Transit Strategy. 	Consider through the Suburban Planning process.	The applicant has withdrawn their request as part of the Additional Opportunity Sites and asked to be instead considered through the Suburban Planning process.
SS172	Sightline Approvals on behalf of the property owner	155 and 157 Old Sambro Road (PID 00334797, 00334789)	11	5 storey residential building	<p>Site is developed with two existing single-detached residential buildings. The area is a mix of low and medium density residential uses, across from the Long Lake Provincial Park.</p> <p>Halifax MPS: LDR Designation Halifax LUB: R-2 Zone</p>	<ul style="list-style-type: none"> The site is less than 2 hectares in size. The proposed development does not require the demolition of an existing multi-unit dwelling. The site is located within the 800m walkshed for the Yellow Line proposed by the Rapid Transit Strategy. 	Consider through the Suburban Planning process.	<p>Staff are recommending that no changes be made to this site at this time and that this site-specific development request be considered further through the Suburban Planning process.</p> <p>Further consideration of this site is required due to concerns regarding the distance of the site from the proposed future BRT Corridor without sidewalks or crosswalks nearby to access it. Staff also identified that development of the lot using the regulations of the HA Zone would likely be challenging due to transition requirements and could be better considered through the more comprehensive Suburban Planning process.</p>
SS173	Sightline Approvals on behalf of the property owner	564 Herring Cove Road (PID 40019127)	11	7 storey residential building	<p>Site is developed with an existing two-unit residential building. The area is a mix of low and medium density residential uses.</p> <p>Halifax MPS: LDR Designation Halifax LUB: R-2 Zone</p>	<ul style="list-style-type: none"> The site is less than 2 hectares in size. The proposed development does not require the demolition of an existing multi-unit dwelling. The site is located within the 800m walkshed for the Yellow Line proposed by the Rapid Transit Strategy. 	HA Zone Max Height: 5 storeys	<p>The site is recommended for inclusion in the SHA Plan and By-law because the size and location of the property between low and medium density residential uses allow it to accommodate some additional density without significantly impacting the visual character of the area. The property is in an area that is serviced and meets the criteria of the UCPDH.</p> <p>A maximum height of 5 storeys is recommended based on the site's context, directly fronting on a proposed BRT route but abutting low density residential uses. A maximum height of 5 storeys also maintains consistency with sites in the area approved through the original UCPDH package.</p>

Request No.	Applicant	Location	District	Request Summary	Existing Conditions	Selection Criteria	Recommendation	Rationale
SS174	Sightline Approvals on behalf of the property owner	21 McIntosh Street (PID 41539818, 41540337, 41540311, 41480427, 41100041, 40096794, 40096802)	11	5 storey residential building	<p>Site is undeveloped. The area is currently being developed with a low density residential subdivision.</p> <p>Halifax MPS: LDR/RDD Designation Halifax LUB: R-2/RDD Zone</p>	<ul style="list-style-type: none"> The site is less than 2 hectares in size. The proposed development does not require the demolition of an existing multi-unit dwelling. The site is located within the 800m walkshed for the Yellow Line proposed by the Rapid Transit Strategy. 	HA Zone Max Height: 3 storeys	<p>The site is recommended for inclusion in the SHA Plan and By-law as it is located on a corner lot in a residential subdivision that is currently under development. It can accommodate some additional density without significantly impacting the visual character of the area. The property is in an area that is serviced and meets the criteria of the UCPDH.</p> <p>A maximum height of 3 storeys is recommended as the site is in a future lower density residential area and does not front directly on the future BRT Corridor.</p>
SS178	Sightline Approvals on behalf of the property owner	531 Herring Cove Road (PID 00325910)	11	7 storey residential building	<p>Site is developed with an existing two-storey commercial building. The area is a mix of low and medium density residential and commercial uses.</p> <p>Halifax MPS: MNC Designation Halifax LUB: C-2A Zone</p>	<ul style="list-style-type: none"> The site is less than 2 hectares in size. The proposed development does not require the demolition of an existing multi-unit dwelling. The site is located within the 800m walkshed for the Yellow Line proposed by the Rapid Transit Strategy. 	HA Zone Max Height: 5 storeys	<p>The site is recommended for inclusion in the SHA Plan and By-law because the size and location of the property between low and medium density residential and commercial uses allow it to accommodate some additional density without significantly impacting the visual character of the area. The property is in an area that is serviced and meets the criteria of the UCPDH.</p> <p>A maximum height of 5 storeys is recommended based on the site's context, directly fronting on a proposed BRT route but abutting low density residential uses. A maximum height of 5 storeys also maintains consistency with sites in the area approved through the original UCPDH package.</p>
SS179	Fathom Studio on behalf of the property owner	85 Tacoma Drive (PID 00175554)	6	14 storey residential building	<p>Site is developed with an existing self-storage building. It is across the street from a large commercial plaza. The area is a mix medium density residential and commercial uses.</p> <p>Dartmouth MPS: MS Designation Dartmouth LUB: C-2 Zone</p>	<ul style="list-style-type: none"> The site is less than 2 hectares in size. The proposed development does not require the demolition of an existing multi-unit dwelling. The site is located within the 800m walkshed for the Red Line proposed by the Rapid Transit Strategy. 	Consider through the Suburban Planning process.	<p>Staff are recommending that no changes be made to this site at this time and that this site-specific development request be considered further through the Suburban Planning process.</p> <p>This site is located in an area that staff have identified for more comprehensive planning through the Suburban Planning process due to its size, location beside the Main Street corridor and the availability of land currently used for surface parking. This comprehensive planning process would include the identification of appropriate densities, current and future transportation network design and open space needs for the area prior to enabling significant development.</p>

Request No.	Applicant	Location	District	Request Summary	Existing Conditions	Selection Criteria	Recommendation	Rationale
SS192	NDD Law on behalf of the property owner	97 Tartan Avenue (PID 00282988)	11	Additional density.	<p>Site is undeveloped. The area is a mix of low and medium density residential uses. Several school and recreation centres are also located in the area.</p> <p>Halifax MPS: LDR Designation Halifax LUB: R-2 Zone</p>	<ul style="list-style-type: none"> The site is less than 2 hectares in size. The proposed development does not require the demolition of an existing multi-unit dwelling. The site is located within the 800m walkshed for the Yellow Line proposed by the Rapid Transit Strategy. 	Consider through the Suburban Planning process.	<p>Staff are recommending that no changes be made to this site at this time and that this site-specific development request be considered further through the Suburban Planning process.</p> <p>Further consideration of this site is required due to concerns regarding the developability of the lot using the regulations of the HA Zone.</p>
SS195	Property Owner	6 Brighton Avenue (PID 00273870)	11	4 storey residential building or 13 townhouses	<p>Site is developed with an existing single detached residential building. The area is a mix of low and medium density residential uses.</p> <p>Halifax MPS: MDR Designation Halifax LUB: R-2P Zone</p>	<ul style="list-style-type: none"> The site is less than 2 hectares in size. The proposed development does not require the demolition of an existing multi-unit dwelling. The site is located within the 800m walkshed for the Yellow Line proposed by the Rapid Transit Strategy. 	Consider through the Suburban Planning process.	<p>Staff are recommending that no changes be made to this site at this time and that this site-specific development request be considered further through the Suburban Planning process.</p> <p>Further consideration of this site is required due to concerns regarding the developability of the lot using the regulations of the HA Zone.</p>

Request No.	Applicant	Location	District	Request Summary	Existing Conditions	Selection Criteria	Recommendation	Rationale
SS199	Sightline Approvals on behalf of the property owner	782 Portland Street (PID 00230896)	3	9 storey residential building	<p>Site is developed with an existing single detached residential building. The area is a mix of low and medium density residential uses.</p> <p>Dartmouth MPS: R Designation Dartmouth LUB: H Zone</p>	<ul style="list-style-type: none"> The site is less than 2 hectares in size. The proposed development does not require the demolition of an existing multi-unit dwelling. The site is located within the 800m walkshed for the Red Line proposed by the Rapid Transit Strategy. 	Consider through the Suburban Planning process.	<p>Staff are recommending that no changes be made to this site at this time and that this site-specific development request be considered further through the Suburban Planning process.</p> <p>During the review of the request with internal and external service providers, staff identified concerns around access to the site. The property fronts on Portland Street in an area where abutting properties are publicly owned and residential lots are accessed from side streets. Additionally, the property is located on a portion of Portland Street that has a significant curve. Staff identified concerns about increasing the number of vehicles accessing the site on an ongoing basis without a more comprehensive review and consideration through the ongoing Portland Street Functional Plan. Staff recommend that this request be considered further through the Suburban Planning process, when additional policy tools and regulations can be explored through that comprehensive project to help address these concerns.</p>
SS224	Property Owner	32A, 32B, 34A, and 34B Old Sambro Road (PID 00309013, 00309021)	11	4 storey residential building	<p>Site is developed with two existing two-unit residential buildings. The area is a mix of low and medium density residential uses, across from the Long Lake Provincial Park.</p> <p>Halifax MPS: MDR Designation Halifax LUB: R-2P Zone</p>	<ul style="list-style-type: none"> The site is less than 2 hectares in size. The proposed development does not require the demolition of an existing multi-unit dwelling. The site is located within the 800m walkshed for the Yellow Line proposed by the Rapid Transit Strategy. 	HA Zone Max Height: 4 storeys	<p>The site is recommended for inclusion in the SHA Plan and By-law because the request supports an affordable housing development on a property in an area that is serviced and meets the criteria of the UCPDH.</p> <p>A maximum height of 4 storeys is recommended as the site is in an area that includes a mix of low and medium density residential uses and is located away from the future BRT Corridor.</p>

ATTACHMENT 3.2
Urgent Changes to Planning Documents for Housing: Additional Regional Centre Sites Final Recommendations

Location	District	Request Summary	Existing Conditions	Recommendation	Rationale
749 Young Avenue, Halifax (PID 40701518)	7	Rezone from ER-3 to ER-2 to correct a mapping error	Single-unit dwelling	It is recommended to rezone 749 Young Avenue, Halifax (PID 40701518) from ER-3 to ER-2 and include the subject site in the Young Avenue Heritage Conservation District Study Area to correct a mapping error.	<ul style="list-style-type: none">• In 2021, the Centre Plan established a Young Avenue (YA) Residential Special Area and proposed Heritage Conservation District (HCD) study area. The boundaries were based on an existing Young Avenue Area that was introduced to the Halifax Peninsula Plan in September 2017 (Case 20854).• While the subject site was also included in the boundary of the YA Special Area, it was excluded from the boundary of the YA proposed HCD study area due to a mapping error. Because of that, the subject site was rezoned from ER-2 to ER-3 during the Urgent Changes to Planning Documents for Housing initiative in June 2024.• Staff support this change because this property was always intended to be part of the YA proposed HCD study area as identified in Case 20854.
Beaufort Avenue Park (PID 00078527)	7	Rezone from ER-3 to PCF to correct a mapping error	Public Park	It is recommended to redesignate and rezone Beaufort Avenue Park (PID 00078527) from ER-3 to PCF to correct a mapping error.	<ul style="list-style-type: none">• Due to a mapping error that occurred during the adoption of the Centre Plan in 2021, the land was designated as Established Residential (ER) and zoned ER-1 instead of the intended designation as Park and Community Facility (PCF) and zoned as PCF.• In June 2024, the Urgent Changes to Planning Documents for Housing initiative upzoned Beaufort Avenue Park from ER-1 to ER-3.• Staff support rezoning to PCF Zone because the property is a municipally owned park.

Location	District	Request Summary	Existing Conditions	Recommendation	Rationale
2485 to 2497 Brunswick Street, Halifax (PID 40264533 and 40264541)	8	Rezone from ER-2 to HR-1 to allow for low-rise non-profit housing	Vacant property at the corner of Artz Street and Brunswick Street	HR-1 Zone Max Height: 11 metres	<ul style="list-style-type: none">• It is recommended that 2485 to 2497 Brunswick Street, Halifax (PID 40264533 and 40264541) be redesignated from ER to HR, and rezoned from ER-2 to HR-1 to support low-rise affordable housing projects.• 2485 to 2497 Brunswick Street are deemed as underutilized sites (vacant or do not have contributing heritage value).• The maximum building height is recommended to remain the same at 11 metres despite the policy allowing up to 14 metres in certain contexts. This is consistent with surrounding building heights, avoids enabling building heights that would trigger additional built-form requirements for a mid-rise building, and aligns with Council's direction to enable low-rise non-profit housing

Location	District	Request Summary	Existing Conditions	Recommendation	Rationale
2569 to 2581 Brunswick Street, Halifax (PID 40261349, 40261356, and 41158411)	8	Rezone from ER-2 to HR-1 to allow for low-rise non-profit housing	3 buildings, two of which are occupied with a total of 6 units and one that is vacant	ER-2 Zone Max Height: 11 metres	<ul style="list-style-type: none"> These properties are owned by a non-profit housing provider: Harbour City Homes. In 2012, a development agreement was approved for these three properties that allowed for the demolition of the existing buildings to accommodate a 3-storey, 34-unit building (Case 16803). In 2019, a non-substantive amendment to the development agreement was passed that allowed a 4-year extension to the DA. However, construction did not proceed and the DA has now lapsed. As per transition policy IM-31 in the Centre Plan, any new development application on the site should be subject to Centre Plan policies. In 2021, the Regional Centre SMPS proposed a future Brunswick Street heritage conservation district (HCD) on Brunswick Street between North Street and Cogswell Street under Policy CHR-10. Under Policy CHR-12 areas in the Established Residential Designation were to be zoned ER-1 to protect heritage resources in their current uses, prior to the HCD being studied and adopted. The Urgent Changes for Housing (HAF-1) package of amendments changed the policy and zoning on the site to ER-2. As per policy CHR-11, future HCD areas can include the HR-1 Zone, but this is specifically based on underutilized sites or local context. 2569 to 2581 Brunswick Street are identified in this future HCDs as potentially contributing heritage resources. The future HCD process can consider alternative zoning on these properties.

Location	District	Request Summary	Existing Conditions	Recommendation	Rationale
2569 to 2581 Brunswick Street, Halifax (PID 40261349, 40261356, and 41158411) (cont'd)					<ul style="list-style-type: none"> Should the property be registered as a heritage property, another development option is available through Policy CHR-7 of the Regional Centre SMPS, which permits Council to consider a Development Agreement (DA) to exceed the existing zoning regulations. This option would allow for greater density than the HR-1 zone, while also conserving the integrity of the contributing heritage assets on the site. Staff recommend that 2569 to 2581 Brunswick Street retain the zoning of ER-2 in order to protect the integrity of the future HCD, which also includes other properties on Brunswick Street of similar age and condition. Staff are proposing to continue to work with the applicant to realize their goals for development of this site for affordable housing.
2627, 2633, and 2639 Connolly Street, Halifax (PID 00079731, 00079749, and 00079756)	9	Rezone from ER-3 (11m) to COR (5 storeys) to allow for a new mixed-use building	3 buildings, including two duplexes and one single-unit dwelling	COR Zone Max Height: 5 storeys	<ul style="list-style-type: none"> Typically, a COR-zoned property directly faces a commercial street and abuts low-rise residential areas in the rear yard. However, it can extend beyond the depth of lots abutting the commercial street to feasibly accommodate development. It is recommended to allow up to 5 storeys to provide a transitional height between the 7-storey mixed-use properties on Chebucto Road and the 11-metre (approximately 4 storeys) residential properties on Seaforth Street. A landscaped buffer and screening are required on the property line abutting 6476 Seaforth Street, per the requirements of the Corridor Zone in Centre Plan.

Attachment 4

Proposed Amendments to the Administrative Order 48, the Community Council Administrative Order

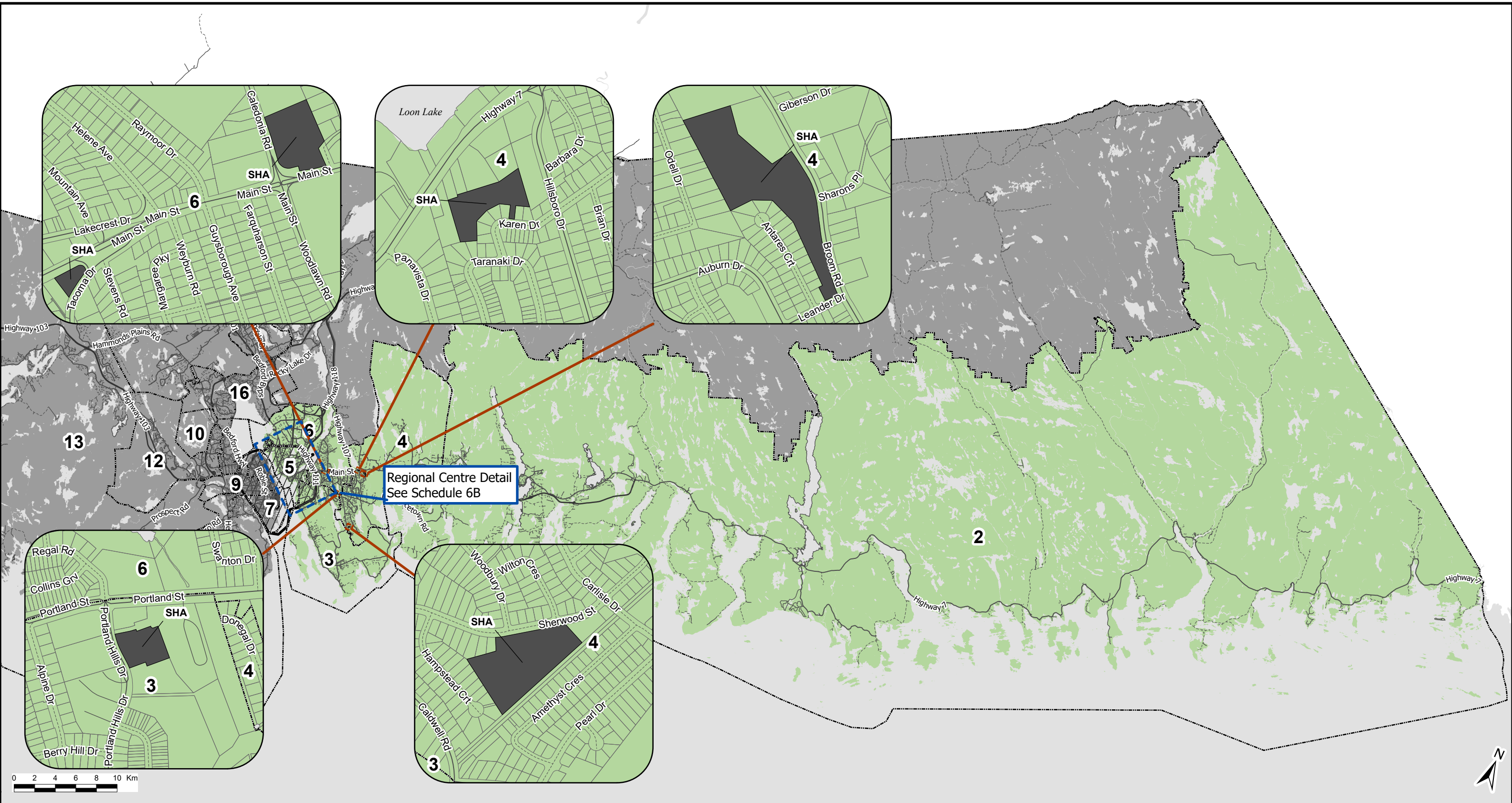
BE IT RESOLVED AS AN ADMINISTRATIVE ORDER of the Council of the Halifax Regional Municipality under the authority of subsection 24(1) of the *Halifax Regional Municipality Charter*, as follows:

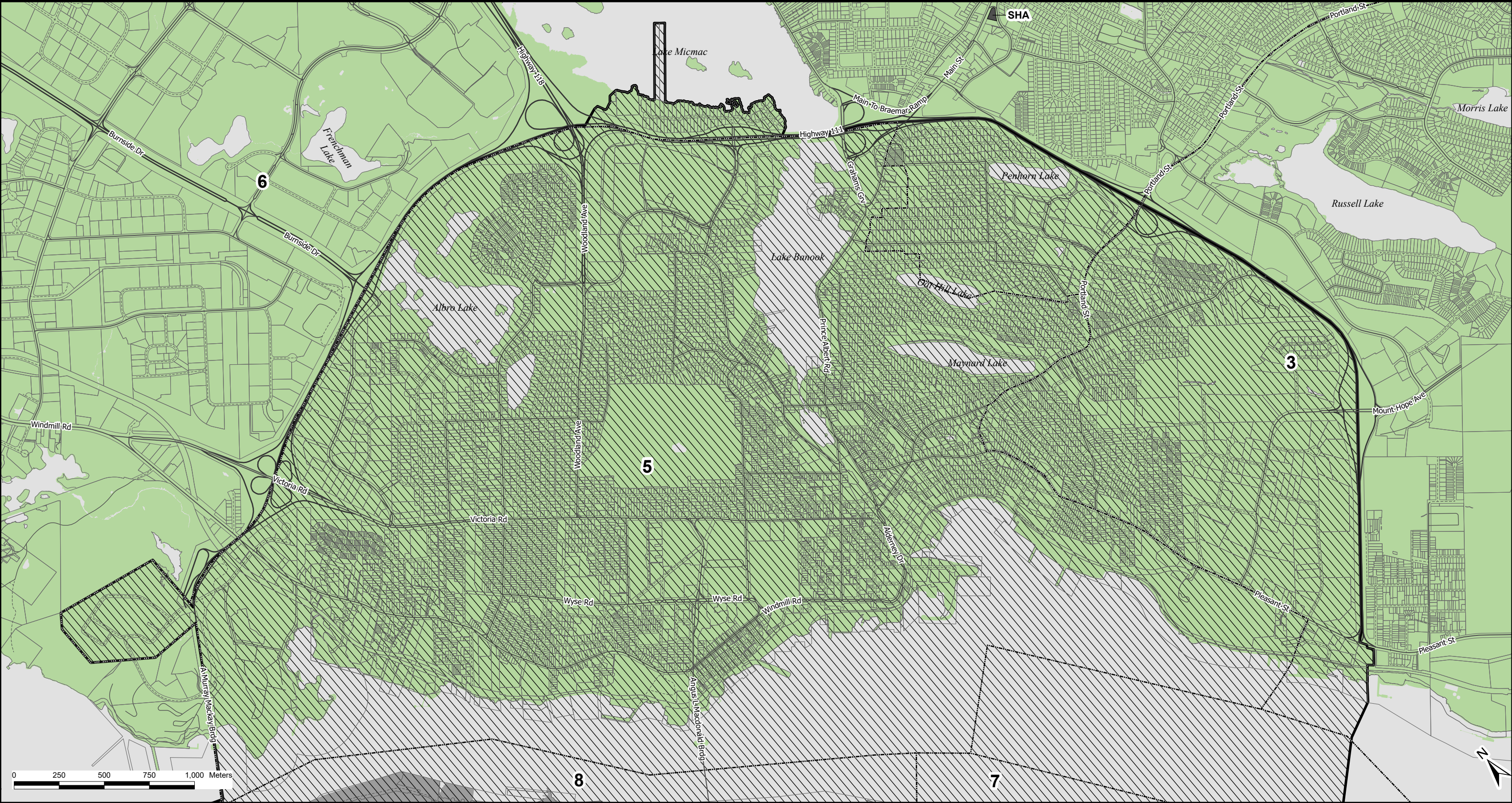
- 1 Schedule 5 of the *Community Council Administrative Order* is amended by adding 646 Bedford Highway, Halifax (PID 00289686), shown on Schedule 5 – North West Community Council Area, attached hereto, to the Suburban Housing Accelerator Planning Area (SHA).
- 2 Schedule 6A of the Administrative Order is amended by adding 174 Main Street, Dartmouth (PID 00175455), 15 & 17 Caledonia Road, Dartmouth (PID 00186213), and 651 Portland Hills Drive, Dartmouth (PID 41398579), shown on Schedule 6A – Harbour East-Marine Drive Community Council Area, attached hereto, to the Suburban Housing Accelerator Planning Area (SHA).
- 3 Schedule 6B of the Administrative Order is amended by adding 174 Main Street, Dartmouth (PID 00175455), shown on Schedule 6B – Harbour East-Marine Drive Community Council Area (Regional Centre Detail), attached hereto, to the Suburban Housing Accelerator Planning Area (SHA).
- 4 Schedule 7A of the Administrative Order is struck-out and replaced by the map titled Schedule 7A, shown on Schedule 7A – Halifax & West Community Council Area, attached hereto.
- 5 Schedule 7B of the Administrative Order is amended by adding the portion of 2882 Joseph Howe Drive, Halifax (PID 00207902), shown on Schedule 7B – Halifax & West Community Council Area (Regional Centre Detail), attached hereto, to the Suburban Housing Accelerator Planning Area (SHA).

THIS IS TO CERTIFY that the Administrative Order of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional Municipality held on the ____ day of _____, A.D., 20____.




GIVEN under the hand of the Municipal Clerk and under the Corporate Seal of the said Municipality this ____ day of _____, A.D., 20____.

Municipal Clerk



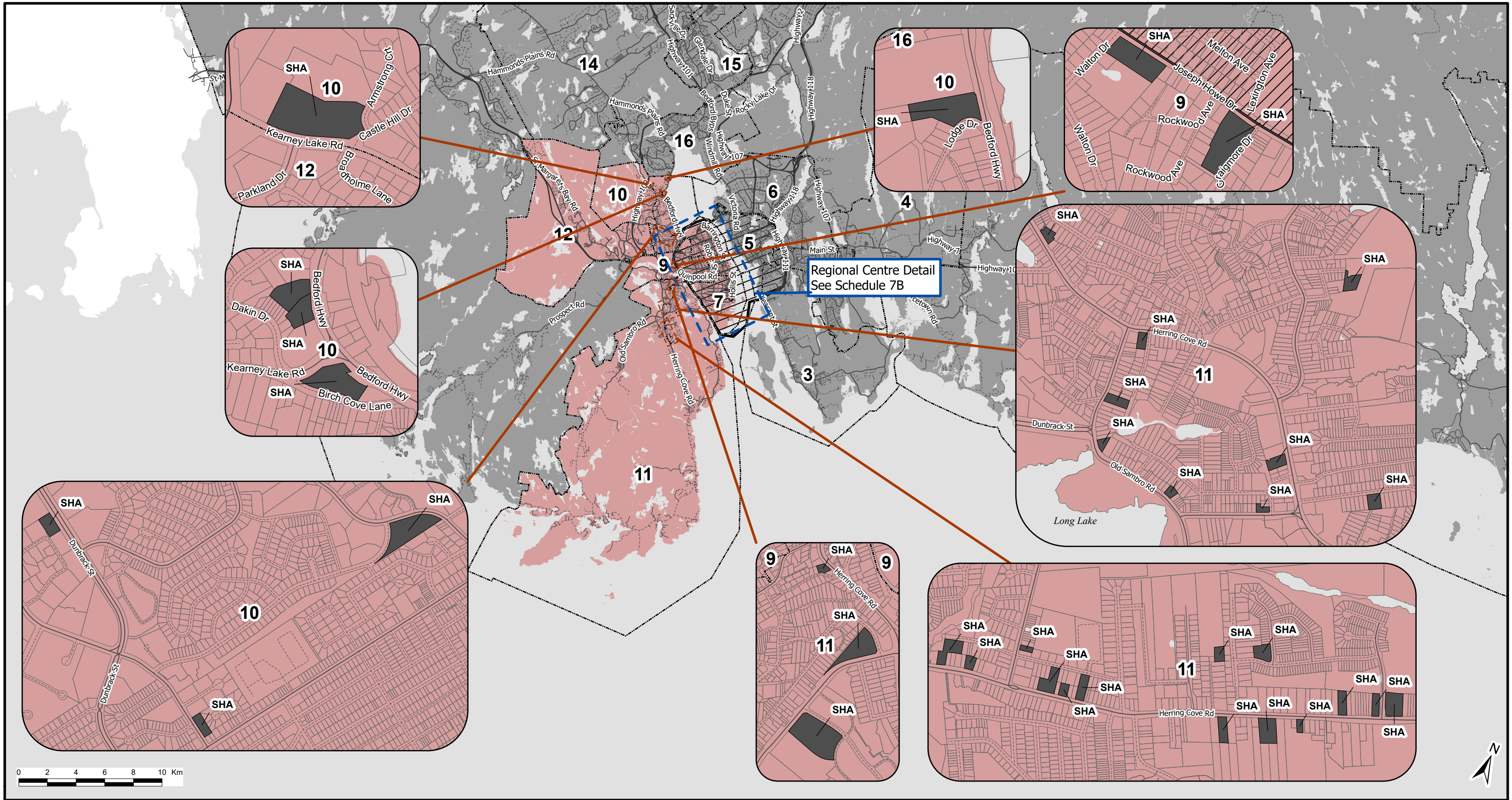


Schedule 6B
Harbour East-Marine Drive
Community Council Area
(Regional Centre Detail)

-  Harbour East-Marine Drive Community Council Area
-  Polling Districts
-  Suburban Housing Accelerator Planning Area (SHA)

 Regional Centre Community Council Area

HALIFAX



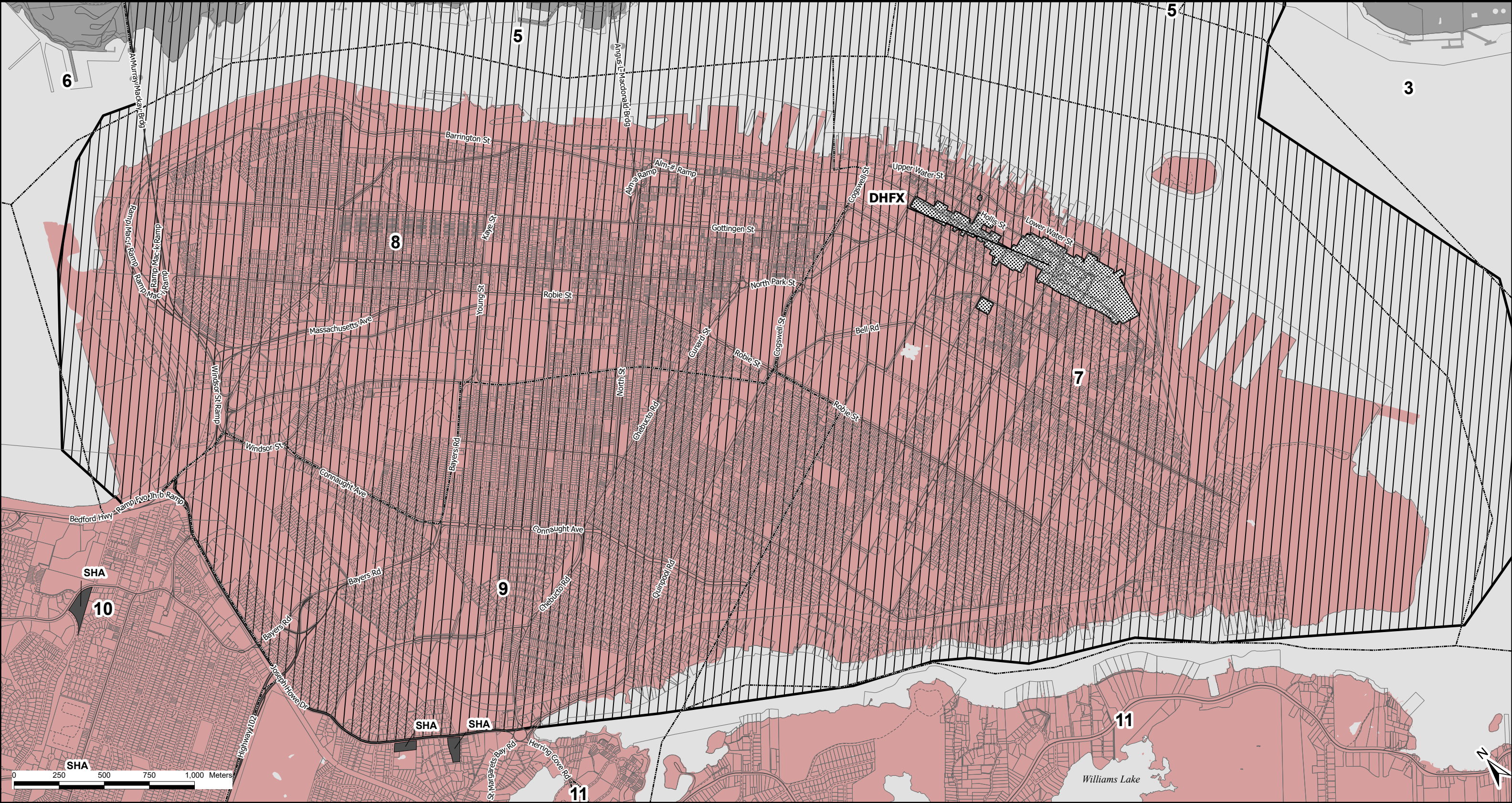
Schedule 7A
Halifax & West Community Council Area

- Halifax & West Community Council Area
- Polling Districts
- Suburban Housing Accelerator Planning Area (SHA)

- Regional Centre Community Council Area
- Downtown Halifax Planning Area (DHFX)
Area excluded from Halifax & West Community Council

HALIFAX

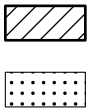
The accuracy of any representation on this plan is not guaranteed.



Schedule 7B
Halifax & West Community Council Area
(Regional Centre Detail)



- Halifax & West Community Council Area
- Polling Districts
- Suburban Housing Accelerator Planning Area (SHA)



- Regional Centre Community Council Area
- Downtown Halifax Planning Area (DHFX)
Area excluded from Halifax & West Community Council

HALIFAX