



PO Box 1749
Halifax, Nova Scotia
B3J 3A5 Canada

MEMORANDUM

TO: Chair and Members of District 7 and 8 Planning Advisory Committee
FROM: Miles Agar, Planner, HRM Planning & Development
DATE: June 12, 2015

SUBJECT: Case 19862: Application by Michael Napier Architecture, on behalf of Samir Metlej, to amend the Halifax Peninsula Land Use By-law to apply Schedule "Q" and allow, by development agreement, a seven-storey residential building containing ground floor commercial on four parcels located at 5555, 5549 and 5543 Almon Street, Halifax.

As noted in the subject description, this case will consider allowing for a 7-storey residential building containing ground floor commercial at 5555, 5549 and 5543 Almon Street (subject property). To enable the proposal, the applicant has requested that Schedule Q of the Halifax Peninsula Land Use By-law (LUB) and a development agreement be applied to the subject property. The applicant's submission materials are attached to this memo (Attachments B to E).

Location

The subject property:

- Is located at the northeast intersection of Almon Street and Isleville Street in North End Halifax (Maps 1 & 2);
- is comprised of 4 properties;
- contains 3 small apartment buildings, containing a total of 15 residential units;
- contains a vacant property on Isleville Street;
- is 836.1 square metres (9,000 square feet) in area, with 30.5 metres (100 feet) of frontage on Almon Street and 27.4 metres (90 feet) of frontage on Isleville Street.

Planning Policy

The subject property is located in Area 5 of the Peninsula North Secondary Planning Strategy (PNSPS), and is designated Major Commercial (MJC) (Map 1). Properties within the MJC commercial designation in Area 5 are zoned General Business (C-2) under the LUB (Map 2). The PNSPS has adopted two approaches for considering development within the MJC designation of Area 5.

Proposals can proceed under the provisions of the C-2 Zone, which allows for commercial and multi-unit residential development through an as-of-right-process. This process does not include provisions for the design of buildings, and due to the lack of height controls, in some cases may result in large buildings.

Planning & Development

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The second approach involves applying a LUB Schedule (Schedule Q) to properties that will benefit from comprehensive site planning. Where Schedule Q is applied, the design and overall integration of redevelopment proposals containing more than 4 dwelling units is considered by development agreement. Attachment A of this memo outlines the policies associated with the Schedule Q process.

Proposal

The applicant is proposing to develop a 7-storey mixed-use building comprising of:

- 308 square metres (3,315 square feet) of commercial ground floor uses;
- 35 residential units (18 one-bedroom & 17 two-bedroom);
- 27 indoor parking spaces accessed from Isleville Street;
- a 2 storey streetwall along Almon Street, which wraps the corner at Isleville Street;
- interior and rooftop amenity space.

Drawings and renderings further detailing the proposal are provided as Attachments C and D.

Public Meeting

A public meeting to allow for community input on the proposed building was held on June 8, 2015. Minutes of this meeting are included as Attachment F.

Input Sought from the Committee

Pursuant to the Committee's Terms of Reference, feedback is sought from the Committee relative to the proposed development. The recommendation will be included in the staff report to Halifax and West Community Council. Specific items that the Committee may wish to address include the following:

- the height and mass of the building;
- the setbacks from interior property lines;
- the design and exterior materials of the building;
- the location and size of the proposed commercial space;
- the residential unit types;
- on-site parking.

Attachments

Map 1: Generalized Future Land Use Map
Map 2: Zoning Map
Attachment A: Excerpts from the Halifax Municipal Planning Strategy
Attachment B: Applicant's Letter of Intent
Attachment C: Building Plans
Attachment D: Renderings
Attachment E: Wind Analysis Letter
Attachment F: Public Information Meeting Minutes (June 8, 2015)

Attachment A: Excerpts from the Halifax Municipal Planning Strategy (MPS)

Section XI - Peninsula North Secondary Planning Strategy (PNSPS)

2.3 In areas designated major commercial, uses consistent with Section II, Policy 3.1.3 shall be permitted.

2.3.1 In order to promote investment in commercial and residential redevelopment and to prevent conflict between new and existing uses the city may, through the land use by-law, identify areas that provide an opportunity for and will benefit from comprehensive site planning.

2.3.2 In those areas identified in the land use by-law pursuant to Policy 2.3.1 all residential and mixed residential-commercial development over four units shall be by agreement.

2.3.3 In considering agreements pursuant to Policy 2.3.2, Council shall consider the following:

(i) the relationship of new development to adjacent properties and uses; and, the mitigation of impacts on the amenity, convenience and development potential of adjacent properties through effective urban design and landscape treatment;

(ii) the appropriate integration of the development into the traditional grid street system of the Peninsula;

(iii) the design and layout of the development should encourage vehicular traffic to use Principal Streets and discourage traffic from infiltrating through existing neighbourhoods;

(iv) the creation of high quality design detail at street level through attention to such matters as landscaping, signs, building entrances, and vehicle layby areas;

(v) the provision of high quality open space and leisure areas of a size and type adequate for the resident population;

(vi) residential and commercial densities consistent with municipal services;

(vii) encouraging high quality exterior construction materials such as masonry; and

(viii) other relevant land use considerations which are based on the policy guidance of this Section.



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Feb 13th, 2015

Halifax
Planning Applications
Planning & Development Services
PO Box 1749
Halifax, NS B3J 3A5

Attention: Kurt Pyle

**Re: Development Agreement Application, 5555 Almon Street, Halifax, Mixed-Use
Commercial and Residential**

The proposed development is a residential and commercial mixed-use project on the northeast corner of Almon and Isleville Streets. Presently there are three properties with separate PID's which have three woodframe buildings located thereon which contain 15 apartment units in their present day configuration. Previously the ground floor corner location contained a neighbourhood commercial use. These buildings would be removed and the new concrete framed structure would contain ground floor uses including commercial space of approximately 3500 square feet, an entrance and lobby for the residential above, an entrance to interior parking and other building service spaces. Above this would be six floors of residential occupancy with a total of 35 units.

It's location on this corner places it in the North end of peninsular Halifax, one block West of Gottingen Street and the entrance gate to the Stadacona Military Base. Almon Street is a busy thoroughfare with a mix of residential and minor commercial while Isleville is a minor cross street, again with a mix of commercial and residential. The property is zoned C2 which allows for commercial use and permits residential development under R3 zoning regulations. As presently massed a fully commercial use would meet HRM Land Use Bylaw requirements and be deemed as-of-right. The residential use proposed above the ground floor exceeds the R3 requirements in several areas and hence the need for the development agreement process most likely utilizing the schedule 'Q' route. This process has been utilized within the past several years for approximately six similar projects within a two block radius.

This area of Halifax has continued to see increased development in the last number of years. Traditionally the North End was thought of as 'almost' suburbia but with increased growth in more traditional areas of Halifax people have realized the untapped resource that is close at hand. Besides being a walkable area, it is located on transportation routes which make it readily accessible to all areas of HRM. As mentioned the Canadian Forces Base Stadacona is one block away and the Irving Shipyards is located on the harbour side of Stadacona. These two economic engines will continue to provide strong demand for local residential density. The Hydrostone retail areas is a few blocks North while the nearby Robie and Young Street areas offer grocery, drug stores and an abundance of services. The addition of nearby schools, churches, restaurants, etc. make this area a highly desirable location to live.

There continues to be a desire for people to occupy newer accommodations in this area. There is also demand for small scale commercial service space in this neighbourhood, again due to its central location. The ground floor commercial component is sized to fit this need without creating extraneous space that could remain vacant creating undesirable streetscapes. The space is flexible with a comfortable depth to length ratio, good daylighting and ample street frontage. This commercial space fronts on both Almon and Isleville streets both reflecting the present situation and respecting the traditional zero building setback which is present for the majority of this area. Provision of a recessed landscaped entry area allowing for protective cover for the retail/service occupants has been made. The final configuration/ location may vary over time dependent on the actual commercial useage. The residential entrance is on Isleville Street, with at-grade landscaping and entry court leading to the lobby and elevator beyond. The residential units themselves are proposed to have an even unit mix with half the units to be 2 bedroom. This desire by the developer to provide a greater proportion of 2 bedroom units penalizes the project because of the present method of calculating density in the current R3 regulations. Rather than propose all bachelor and one bedrooms or one bedrooms and 'dens' in order to meet the as-of-right density requirements we are proceeding along the Development Agreement route to obtain the desired end product. This density calculation penalty also affects open and landscaped open space requirements. These areas have been allocated to the level two podium, at both the residential and commercial entries, and on the roof. Residential amenity areas have been provided that complement these landscaped areas.

Our desire to create a neighbourhood compatible streetfront negates the opportunity to have a podium that fully complies with the R3 open and landscaped open space requirements. These R3 requirements also require minimum setbacks from property lines and certain related angle controls. The building as proposed does not fully comply with these requirements which were crafted originally to help control daylight etc. to adjoining neighbours. Being on a corner lot the building will only affect two directions of neighbours, those to the east and north. To the north the adjacent property has been granted a Development Agreement. Given its required setbacks and this projects proposed setbacks the distance between building faces will be approximately 44 feet. With the buildings being of similar heights this will provide a comfortable relationship with only early morning overshadowing in the winter months. The house to the East along Almon Street will be separated by approximately 13 feet. Given the site's relationship to True North this means that only the late PM period would provide shading to the immediate neighbouring house. With present conditions and no windows along this house's western elevation there would be no change in the status quo.

Although many transit routes are readily available within a short walk underground parking has been provided for 26 vehicles. This will allow for both the residential and commercial component depending on varying needs over time.

In general we feel that this project meets the overall aims of the existing municipal planning strategy. Although the peninsula is presently under planning review we feel that future requirements for densification of the peninsula and of this neighbourhood will make infill projects similar to this more the norm. Future land use bylaws will both encourage this type of development and make the implementation of these projects more timely.

Regards,

Original Signed

Michael Napier NSAA AANB MRAIC

PROJECT DATA: 5555 ALMON STREET

PID : 00161380, 00161372, 00161364

SITE AREA : 9,000 SQ.FT.

BUILDING FOOTPRINT : 5,120 SQ.FT.

PROPOSED LOT COVERAGE ABOVE PODIUM : 57 %

MIXED-USE PROJECT CONSISTING OF:

LOWER PARKADE	- (9,000 SQ.FT.)	: 21 PARKING SPACES
MAIN LEVEL	- PARKADE (3,510 SQ.FT.)	: 6 PARKING SPACES
	- COMMERCIAL (3,315 SQ.FT.)	
SECOND LEVEL	- AMENITY (1247 SQ.FT.)	
ROOFTOP	- AMENITY (660 SQ.FT.)	

RESIDENTIAL

LEVELS	1BR	2BR	TOTAL
2 (5,578 SQ.FT.)	3	2	5
3-6 (27,558 SQ.FT.)	3	3	6 x (4) FLOORS
PENTHOUSE (4,509 SQ.FT.)	3	3	6
UNIT TOTAL	21	20	35

BICYCLE PARKING REQUIREMENTS (HLUB)

0.5 SP / RES. UNIT	- 35 x 0.5 = 18 REQUIRED
80% CLASS 'A'	- 14 CLASS 'A' REQUIRED
20% CLASS 'B'	- 4 CLASS 'B' REQUIRED

TOTAL: 35 RESIDENTIAL UNITS
 27 INTERIOR PARKING SPACES (25 TYP + 2 BARRIER FREE)
 18 BICYCLE PARKING SPACES



PROPOSED MIXED-USE DEVELOPMENT

ISLEVILLE STREET AND ALMON STREET
 HALIFAX, NOVA SCOTIA

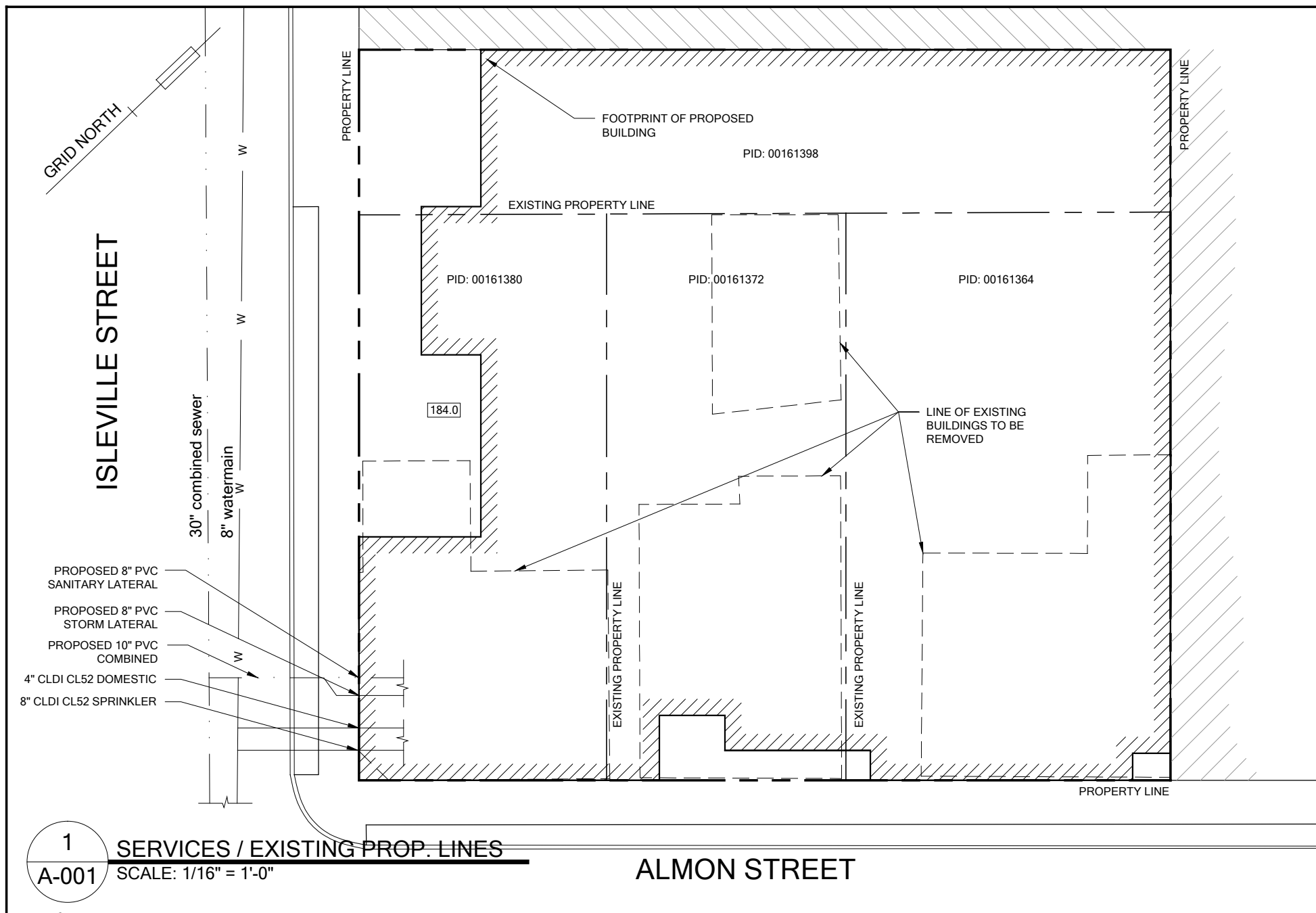


DRAWING
PROJECT DATA

DATE
FEB 2015

SCALE
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DRAWING NO.
A-000



PROPOSED MIXED-USE DEVELOPMENT

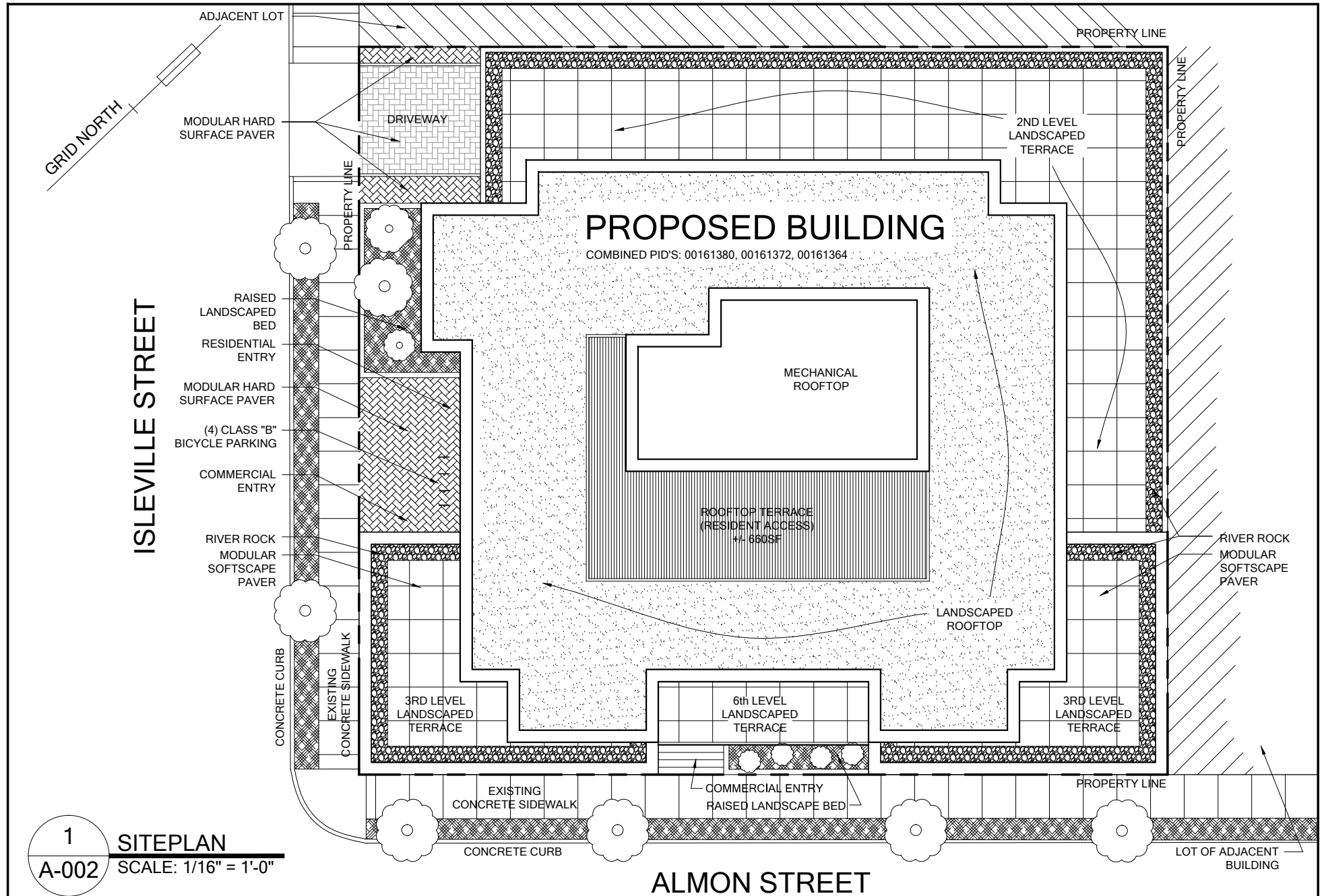
ISLEVILLE STREET AND ALMON STREET
HALIFAX, NOVA SCOTIA



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SERVICES / EXISTING
PROPERTY LINES
SCALE
1/16" = 1'-0"

DATE
FEB 2015

DRAWING NO.
A-001



1
A-002

SITEPLAN
SCALE: 1/16" = 1'-0"

PROPOSED MIXED-USE DEVELOPMENT
ISLEVILLE STREET AND ALMON STREET
HALIFAX, NOVA SCOTIA

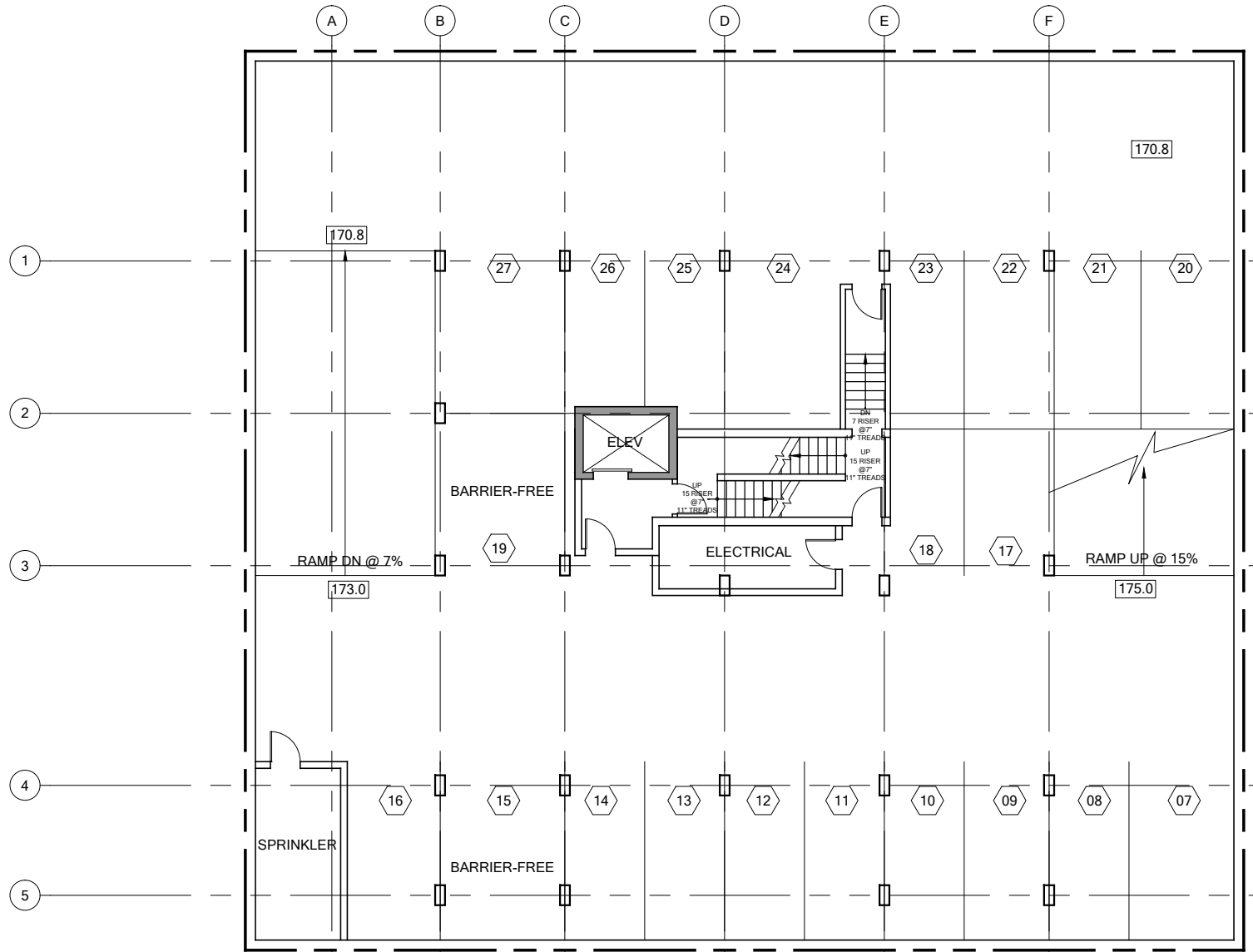
MZ MICHAEL
APIER
ARCHITECTURE inc

DRAWING
SITEPLAN

SCALE
1/16" = 1'-0"

DATE
MAR 2015

DRAWING NO.
A-002



1
A-101

LOWER PARKADE LEVEL
SCALE: 1/16" = 1'-0"

PROPOSED MIXED-USE DEVELOPMENT

ISLEVILLE STREET AND ALMON STREET
HALIFAX, NOVA SCOTIA

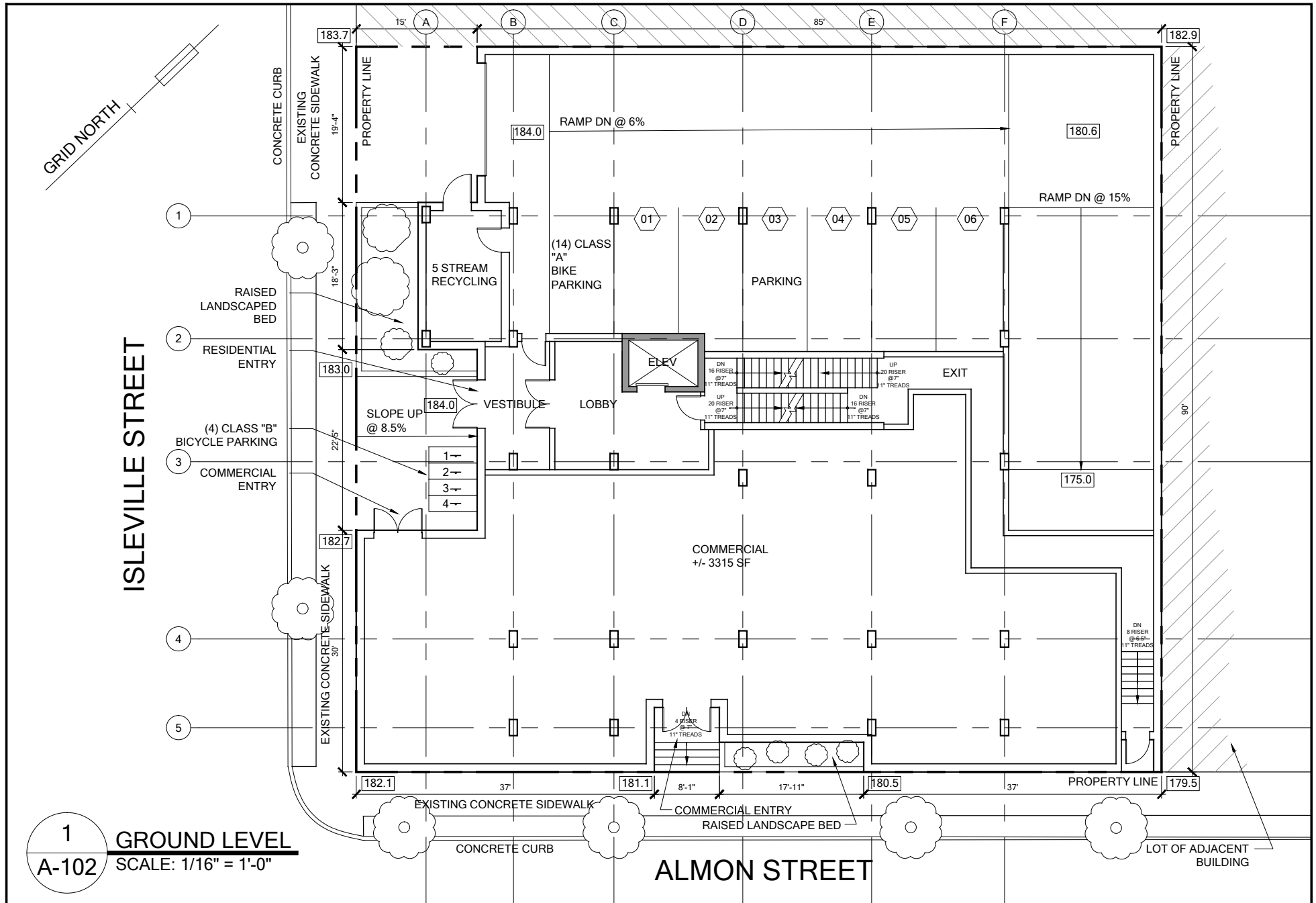


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LOWER PARKADE LEVEL

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PROPOSED MIXED-USE DEVELOPMENT

ISLEVILLE STREET AND ALMON STREET
HALIFAX, NOVA SCOTIA



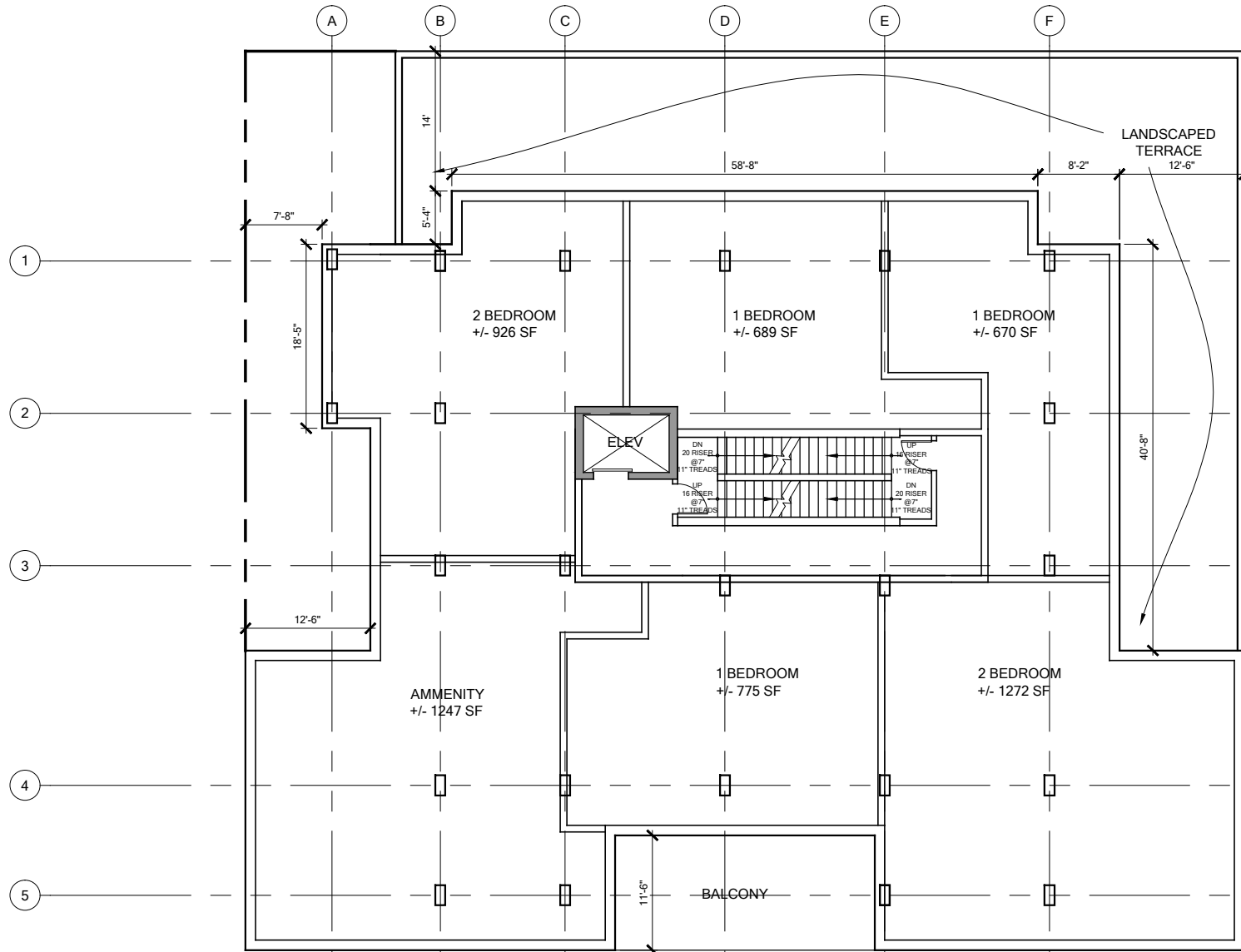
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GROUND LEVEL

SCALE

$1/16" = 1'-0"$

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A-102



1
A-103 **SECOND LEVEL**
SCALE: 1/16" = 1'-0"

PROPOSED MIXED-USE DEVELOPMENT

ISLEVILLE STREET AND ALMON STREET
HALIFAX, NOVA SCOTIA

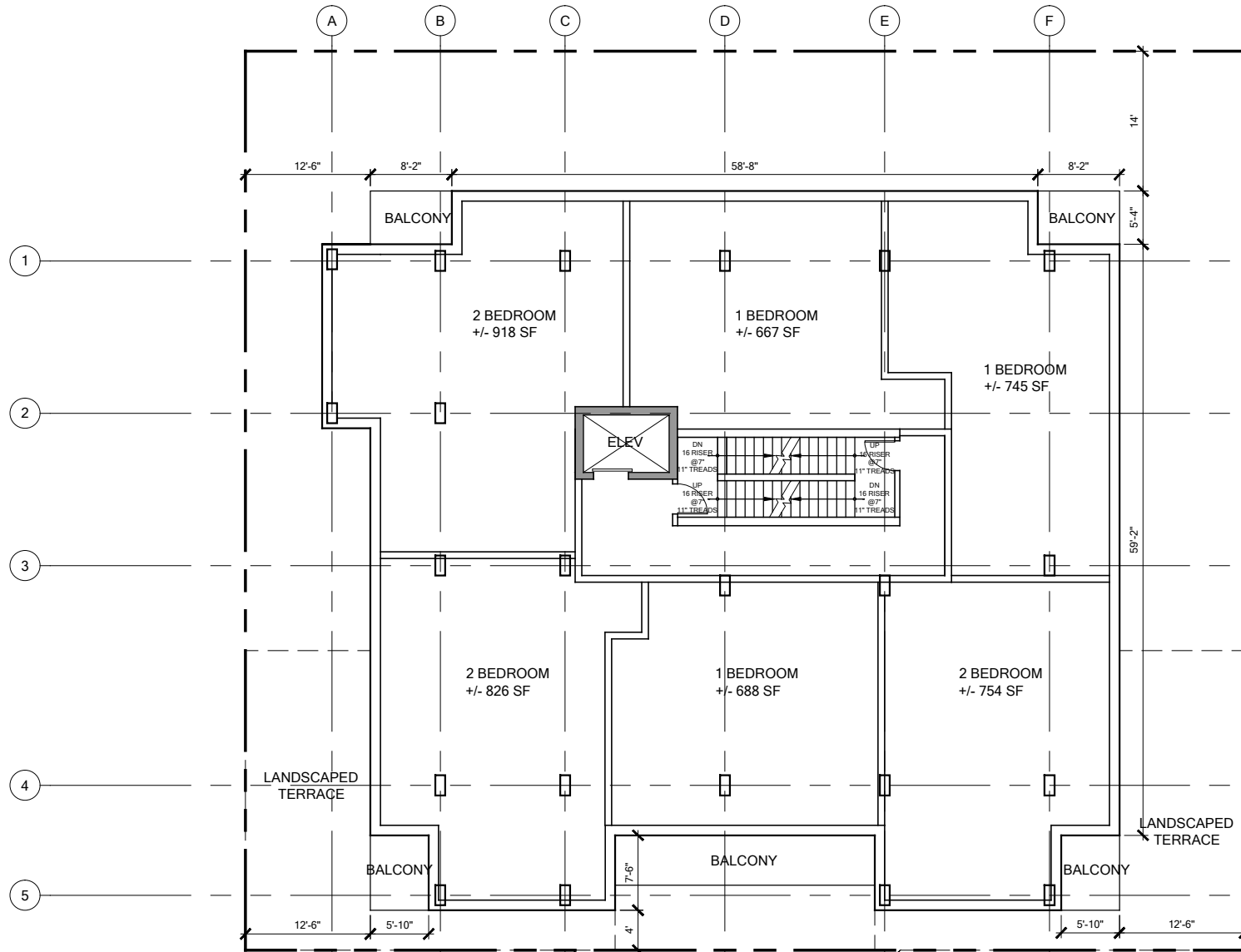


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SECOND LEVEL

SCALE
1/16" = 1'-0"

DATE
FEB 2015

DRAWING NO.
A-103



1
A-104
TYPICAL LEVEL
SCALE: 1/16" = 1'-0"

PROPOSED MIXED-USE DEVELOPMENT

ISLEVILLE STREET AND ALMON STREET
HALIFAX, NOVA SCOTIA

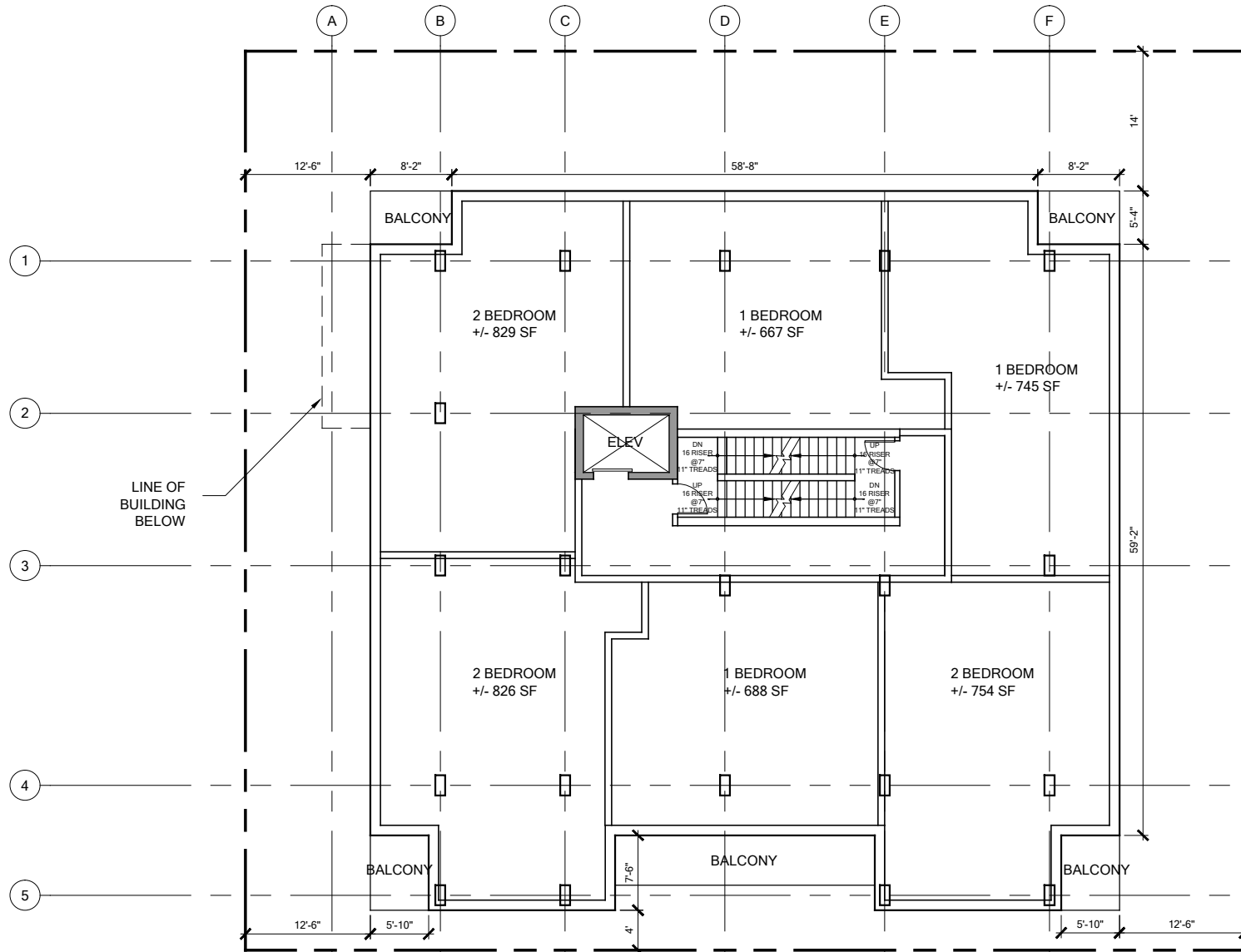


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TYPICAL LEVEL

SCALE
1/16" = 1'-0"

DATE
FEB 2015

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A-104



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A-105 **PENTHOUSE LEVEL**
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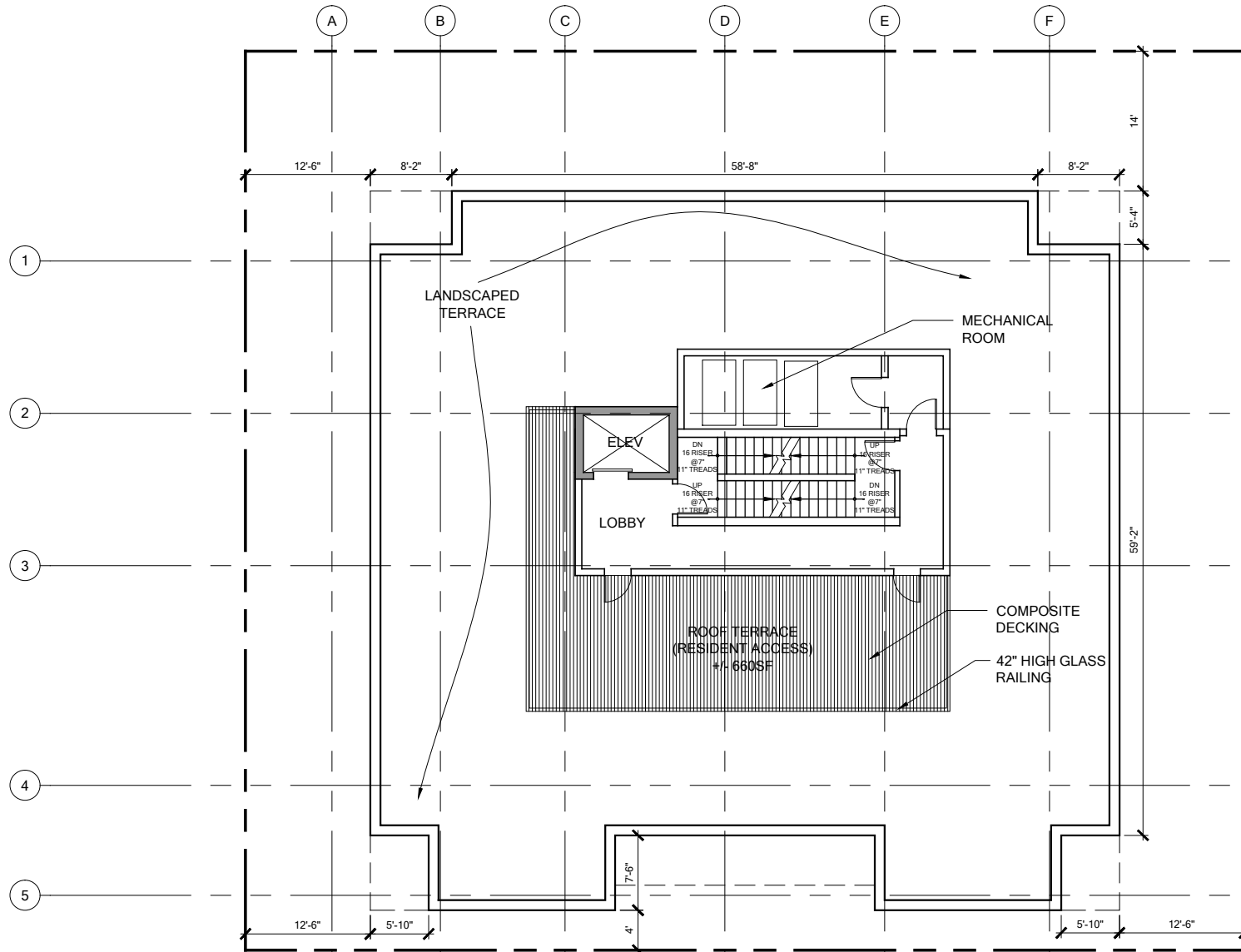
PROPOSED MIXED-USE DEVELOPMENT

ISLEVILLE STREET AND ALMON STREET
HALIFAX, NOVA SCOTIA



DRAWING
PENTHOUSE LEVEL
SCALE
1/16" = 1'-0"

DATE
FEB 2015
DRAWING NO.
A-105



1
A-106 **ROOF PLAN**
SCALE: 1/16" = 1'-0"

PROPOSED MIXED-USE DEVELOPMENT

ISLEVILLE STREET AND ALMON STREET
HALIFAX, NOVA SCOTIA



DRAWING ROOF PLAN	DATE FEB 2015
SCALE 1/16" = 1'-0"	DRAWING NO. A-106



PROPOSED MIXED-USE DEVELOPMENT

ISLEVILLE STREET AND ALMON STREET
HALIFAX, NOVA SCOTIA

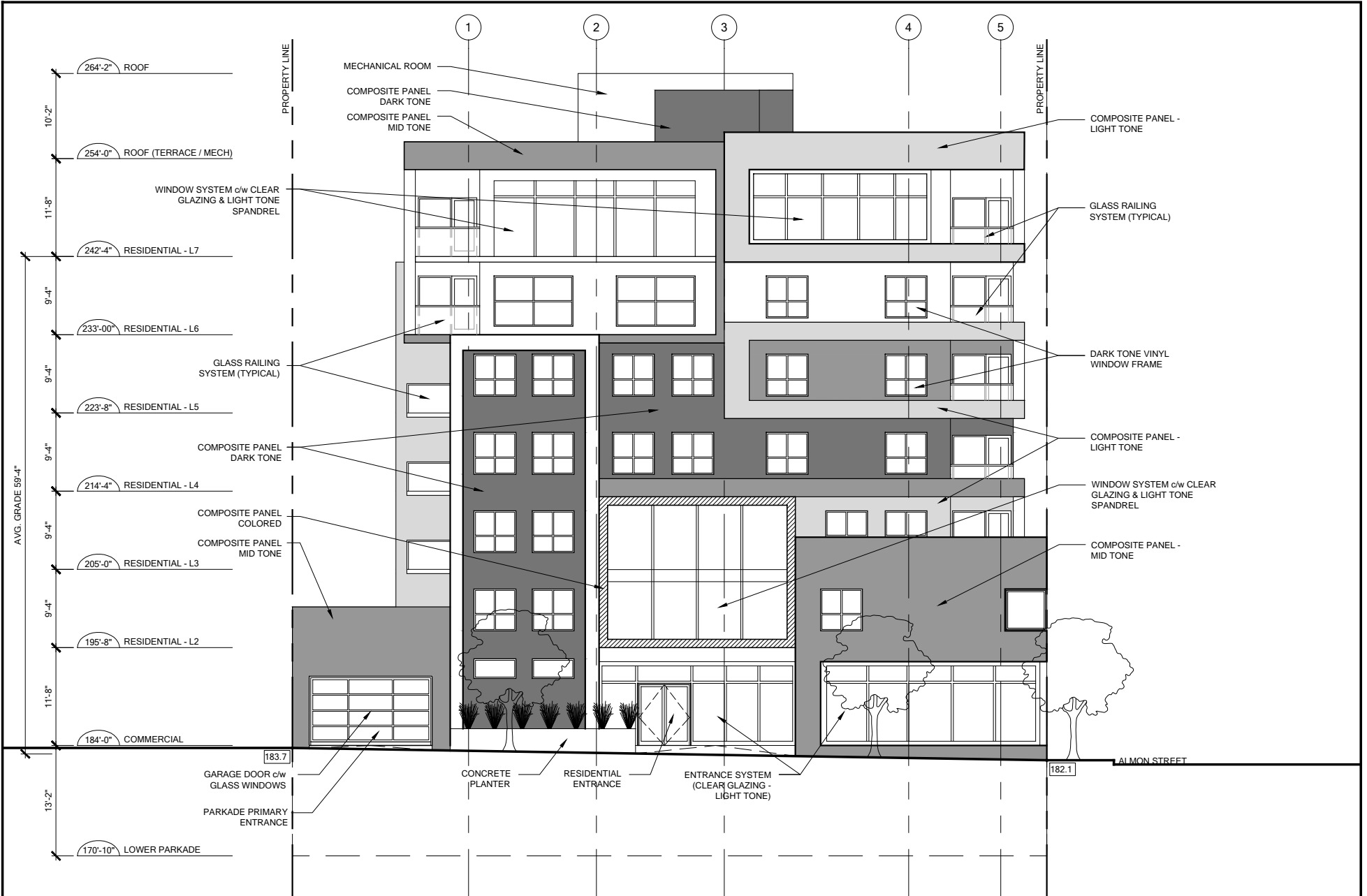


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SOUTH ELEVATION

SCALE
1/16" = 1'-0"

DATE
FEB 2015

DRAWING NO.
A-201



PROPOSED MIXED-USE DEVELOPMENT

ISLEVILLE STREET AND ALMON STREET
HALIFAX, NOVA SCOTIA

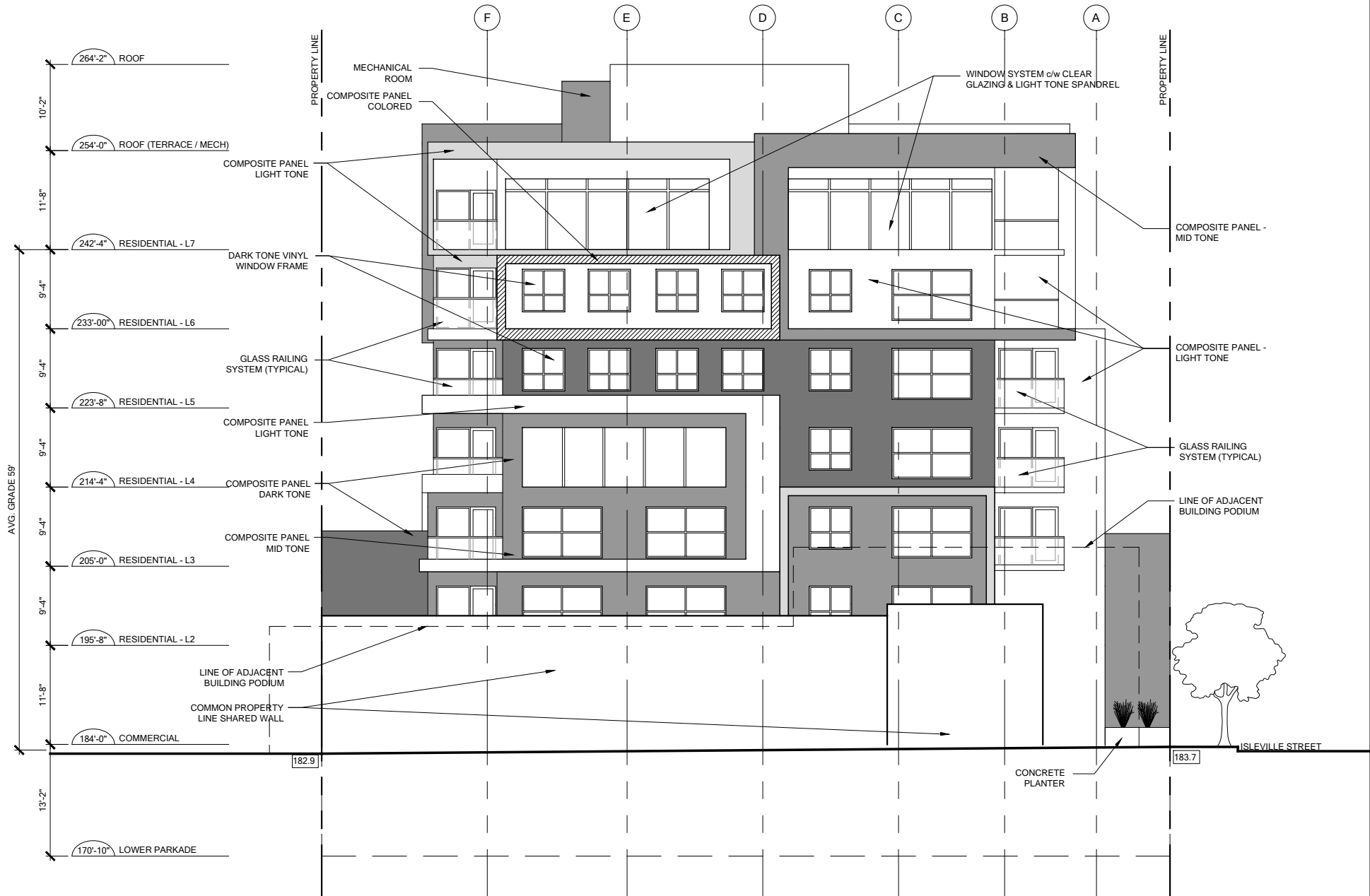


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WEST ELEVATION

SCALE
1/16" = 1'-0"

DATE
FEB 2015

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A-202



PROPOSED MIXED-USE DEVELOPMENT

ISLEVILLE STREET AND ALMON STREET
HALIFAX, NOVA SCOTIA

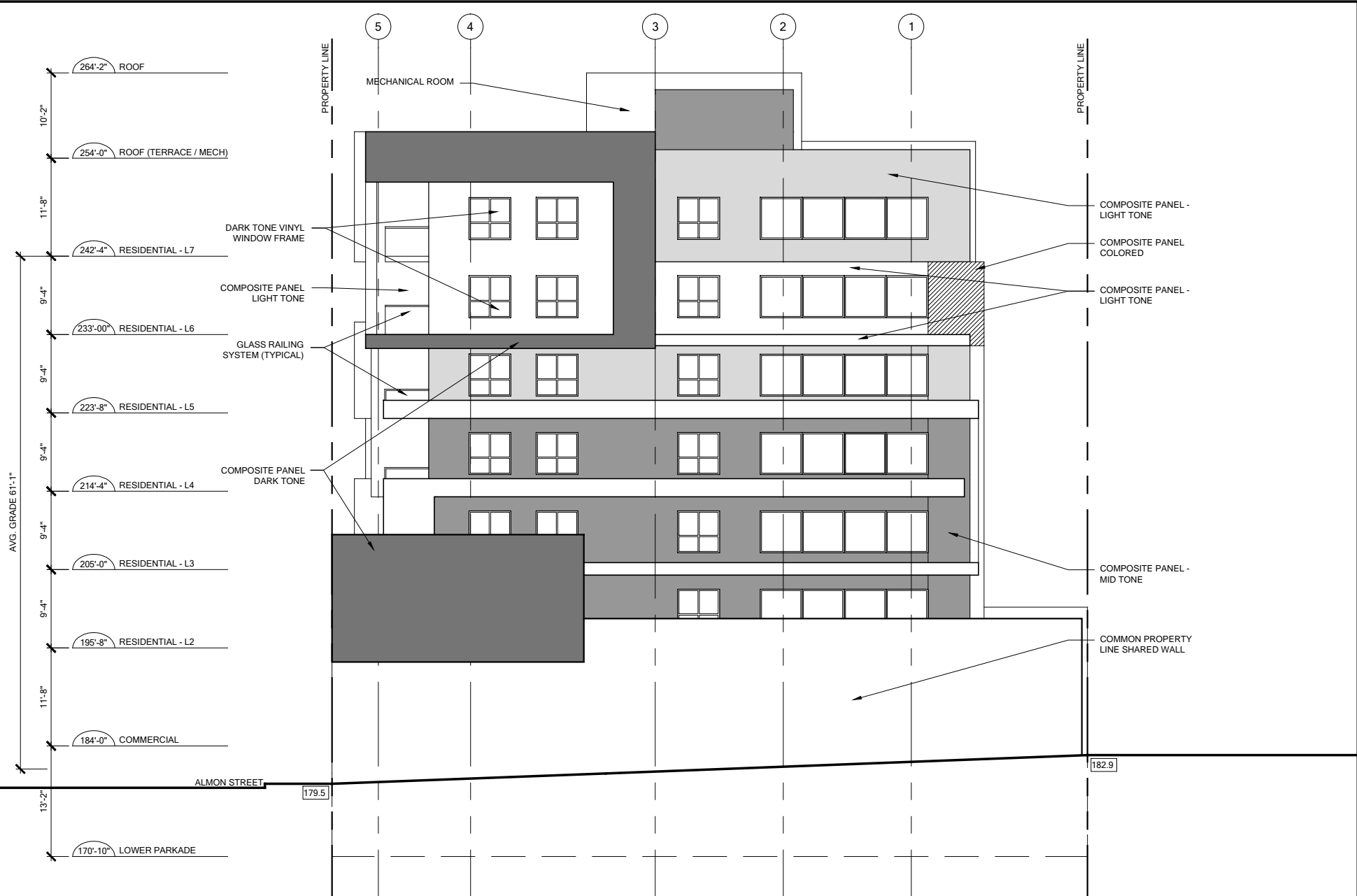


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NORTH ELEVATION

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1/16" = 1'-0"

DATE
FEB 2015

DRAWING NO.
A-203



PROPOSED MIXED-USE DEVELOPMENT

ISLEVILLE STREET AND ALMON STREET
HALIFAX, NOVA SCOTIA



DRAWING
EAST ELEVATION

SCALE
1/16" = 1'-0"

DATE
FEB 2015

DRAWING NO.
A-204



PROPOSED MIXED-USE DEVELOPMENT

ISLEVILLE STREET AND ALMON STREET
HALIFAX, NOVA SCOTIA



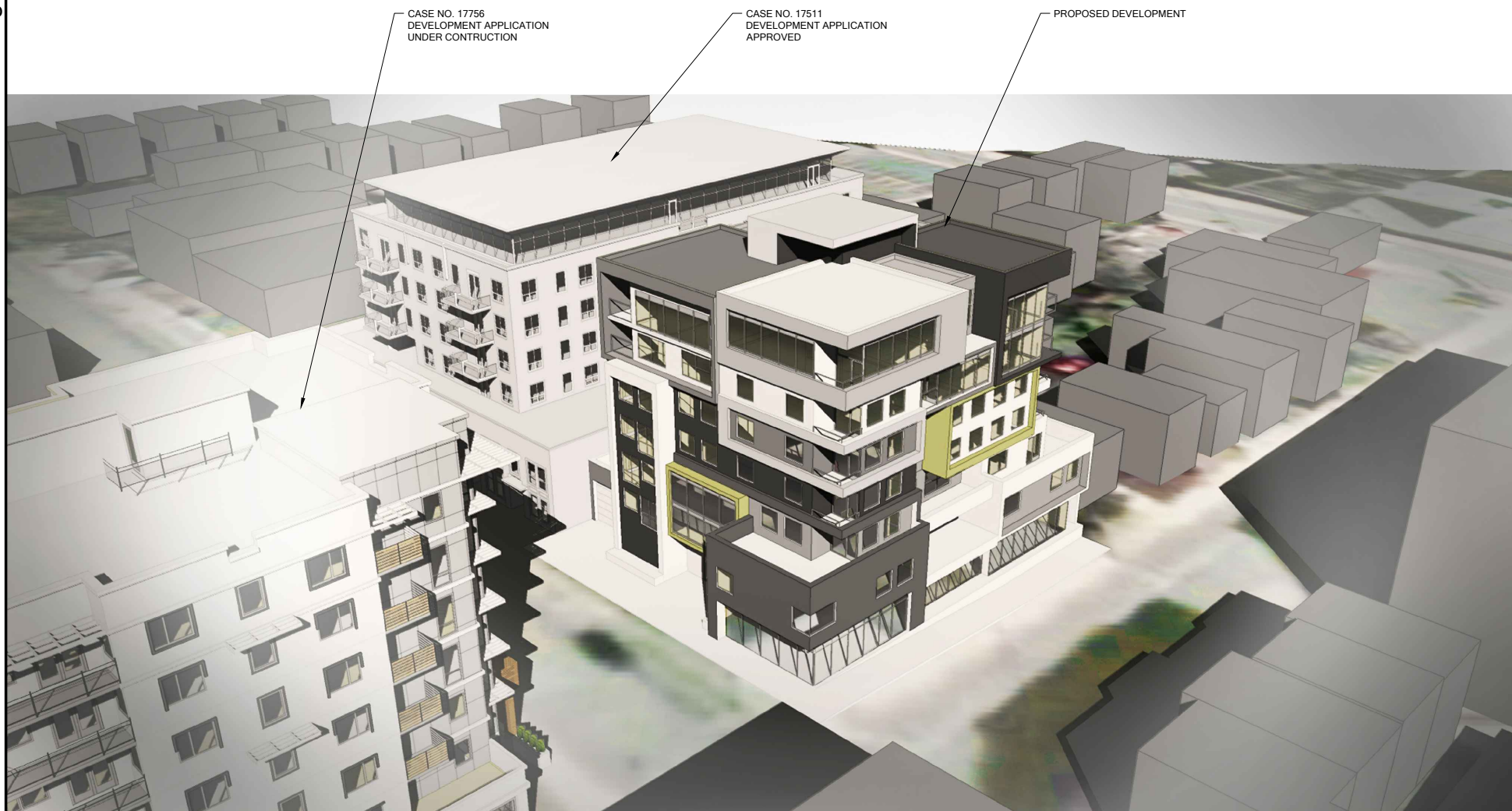
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3D VIEW

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DATE
FEB 2015

DRAWING NO.
A-901



PROPOSED MIXED-USE DEVELOPMENT

ISLEVILLE STREET AND ALMON STREET
HALIFAX, NOVA SCOTIA



DRAWING
3D VIEW

SCALE

1/16" = 1'-0"

DATE
FEB 2015

DRAWING NO.
A-902



PROPOSED MIXED-USE DEVELOPMENT

ISLEVILLE STREET AND ALMON STREET
HALIFAX, NOVA SCOTIA



DRAWING
3D VIEW

SCALE

1/16" = 1'-0"

DATE
FEB 2015

DRAWING NO.
A-903



VIEW NORTH. PROPOSED.
ALMON AND ISLEVILLE.





COMMERCIAL ENTRY.





VIEW NORTHWEST.





SOUTH ELEVATION.





WEST ELEVATION.





5540 Kaye Street
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B3K 1Y5

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6 April, 2015

Planning Applications – Community Development
Bayers Road Centre
7071 Bayers Road, Suite 2005
Halifax, NS

Attention: Miles Agar

**Re: Development Agreement Application – Proposed Apartment Building Development,
5555 Almon Street, Halifax, NS**

Wind Impact Statement

The proposed project is situated on the consolidated lots comprising 5555, 5549, and 5543 Almon Street, as well as vacant PID 00161398 on Isleville Street, Halifax. The lots on Almon are currently occupied with low-rise, multi-unit residential buildings. Proposed is a new mixed-use project comprised of a 2-storey podium, 4 typical residential levels, and one residential penthouse level. The project has 35 units, +/-27 underground parking spaces, +/- 3,300 sf ground floor commercial space, and indoor and outdoor residential amenity spaces on the various podium levels and rooftop.

Almon Street is a two-lane minor collector that runs between Gottingen Street and Agricola Street. The street has concrete curbs and sidewalks on both sides of the street. The proposed development includes approximately 100' of street frontage on the north side of Almon Street, located between Isleville and Gottingen Street. Immediate residential adjacencies include a 7 storey mixed use development - currently under construction - on the west corner of Almon and Isleville streets; a 4 storey mixed use on the southern corner of the intersection; multiple smaller, multi-unit dwellings on the east corner of the intersection; and an approved 7 storey mid-rise, mixed use residential building immediately North on the corner of Bilby and Isleville streets.

The proposed project extends 2 storeys above grade on Almon Street, stepping back above the 2nd floor. The primary building facades are irregularly articulated to minimize the aerodynamic effects of flat slabs, harsh corners and downwashing. There is one well protected, at-grade entrance for residents, two sheltered commercial entrances, and articulations above each to break up massing and minimize laminar flow. Massing of the podium at street level and proposed street trees will help in the mitigation and control of streetwall channeling and subsequent wind events for pedestrians.

Though downwashing flow – wind striking tall vertical surfaces and accelerating to the ground below - is more typical of taller buildings, the proposed project nonetheless implements a varied façade massing, step-backs and extrusions, and landscaped terraces to minimize the ability of the wind to channel down the façade and create an impact on pedestrians.

Prevailing winds primarily enter the site from the Northwest quadrant in the fall/winter (November-April) and the South-west quadrant in the spring/summer (May-October). Balconies are varied in size

and form and, in some cases, have been wrapped around the building edges to aid in the disbursement of laminar flow and to provide additional protection for residents whenever possible. The 2nd floor setback interrupts the wind (see Downwashing above) from being able to run down the face of the building and out onto the street during both low and moderate velocity wind events, mitigating transfer of these winds to the pedestrian sidewalk below.

Halifax will always present unique weather events that create challenging conditions for pedestrians. However upon considering the direction of prevailing winds in the summer and winter and the location of the surrounding buildings, it is generally expected that streetwall channeling will have little impact upon pedestrians on adjacent sidewalks. We feel the proposed project will create a built form that will not add appreciably to the wind conditions in this area of Halifax or adversely affect the street quality of Almon or Isleville Streets.

Regards,

Original Signed

Michael Napier NSAA AANB MRAIC

Attachment F: Public Information Meeting Minutes

HALIFAX REGIONAL MUNICIPALITY Public Information Meeting Case 19862

**Monday, June 8, 2015
7:00 p.m.
Halifax Forum (Maritime Hall)**

STAFF IN

ATTENDANCE: Miles Agar, Planner, HRM Development Approvals
Alden Thurston, Planning Technician, HRM Development Approvals
Cara McFarlane, Planning Controller, HRM Development Approvals

ALSO IN

ATTENDANCE: Councillor Jennifer Watts, District 8
Michael Napier, Applicant, Michael Napier Architect & Associates
Michael Schraefel, Applicant, Michael Napier Architect & Associates

PUBLIC IN

ATTENDANCE: Approximately 35

The meeting commenced at approximately 7:00 pm.

1. Call to order, purpose of meeting – Miles Agar

Mr. Agar introduced himself as the Planner facilitating the application through the planning process; Cara McFarlane and Alden Thurston, HRM Development Approvals; Councillor Jennifer Watts, District 8; and Michael Napier, Michael Napier Architect and Associates.

The purpose of the Public Information Meeting (PIM) is to: identify that HRM has received a proposal for the site; highlight the current planning approach in this particular neighbourhood; describe the proposal; explain the process; and the applicant will present the proposal. This is the beginning of the process and no decisions will be made at this PIM. Staff is here to gather feedback from the public.

2. Overview of planning process – Miles Agar

The PIM is the beginning of the process. Staff will include comments from a detailed internal/external review, public input and feedback from Districts 7 and 8 Planning Advisory Committee (PAC) in a Staff Report, in the form of a recommendation, to Halifax and West Community Council (HWCC). HWCC is required to hold a public hearing and make a decision in regards to this application. HWCC's decision is subject to an appeal process.

3. Presentation of Proposal – Miles Agar

There are four properties (the one on Iselville Street is vacant) that make up the development site (highlighted in yellow).

As part of the Halifax Municipal Planning Strategy (MPS) there is a Secondary Planning

Strategy for the Northend which is broken into several neighbourhoods. This particular one, bounded by Robie, Young, Gottingen and North Streets, is known as Peninsula North Area 5.

On the map, areas shown in orange are designated Major Commercial through the MPS. The areas not highlighted are considered medium density residential. In the Major Commercial area, there are two approaches when it comes to planning and development: C-2 zoning and Schedule Q.

The site is zoned C-2 and has no design controls. There are no height limits except for some land along Agricola Street on the east side. Depending on lot configuration, there is potential, through the as-of-right permitting process, for some rather large projects.

Mr. Agar identified some projects that have moved forward by way of the C-2 Zone approach over the last decade.

The second approach is applying Schedule Q to the property which would promote commercial and residential redevelopment and comprehensive site planning. If Schedule Q is applied, then a development agreement could be considered on the property. This process allows the Municipality to control things like building mass and design. He identified some examples of where this approach has been used in the neighbourhood.

Mr. Agar talked briefly about the Centre Plan. Regional Council has directed Staff to rethink planning policy for basically the Peninsula of Halifax and areas of Dartmouth within the Circumferential Highway and make them consistent. Public consultation is scheduled for the Fall 2015 with new policies anticipated to be forwarded to Regional Council in the Fall of 2016. Until that time, any proposal for the Major Commercial sites within this neighbourhood will continue to be evaluated under the two aforementioned processes.

The proposal is for a seven-storey, 35 unit (18 one bedroom and 17 two bedroom), mixed-used building with approximately 3300 square feet of ground-floor commercial. The commercial component is positioned at the corner and along the street frontage of Almon Street. There is a proposed access off of Almon Street with a secondary access off of Isleville Street. There is a two-storey form (streetwall) along the base. The building next door (approved but not constructed) has a two-storey streetwall and rises to seven storeys in total. The building across the street (under construction) has a one-storey streetwall with commercial on the first floor and residential above.

The site plan was shown. The access for commercial comes off of Almon Street with the secondary commercial access off of Isleville Street. The primary entrance to the residential portion of the building was shown. The driveway access to the underground parkade is on the north side of the property. There is some proposed landscaping at grade. The building is hard up to the property line in some cases and recesses in others. The elevations were shown. There is a proposed amenity space (rooftop area) recessed from the edges of the roof in the middle part of the building.

Presentation of Proposal – Michael Napier

He introduced **Michael Schraefel, Michael Napier Architect and Associates**, who has been leading the process on this proposal. An informal information meeting was held in December 2014. Unfortunately, the weather at the time discouraged members of the public from attending.

Mr. Schraefel – This project is located on Almon and Isleville Streets. Proposed is a seven-storey, 35-unit mixed use building with approximately 3000 to 3500 square feet of commercial space on the ground floor. He is cognizant of the fact that for many in attendance this would become part of their day to day life.

This neighbourhood is zoned C-2. There is a broad array of programming here and varying typologies. The neighbourhood has a rich fabric of single family houses at its core and is bookended by Bloomfield to the south and the Hydrostone to the north. The neighbourhood is quite diverse.

The fabric of the proposed building is quite a departure from the formal design of many of the other buildings. It has a strong character making it exciting and interesting. Almon Street is a throughfare for traffic and pedestrians. The adjacent property (currently under construction) will have some ground-floor commercial space as well and will flow nicely with this proposed ground-floor commercial. This is an opportunity for the community to be in this space. The Hydrostone District works very well and he acknowledges the fact that two commercial spaces will not be the catalyst to create a Hydrostone District, but it's well intentioned to aspire towards getting people there.

He showed some slides in respect to some additional use and context in the area.

4. Questions and Comments

Judith Meyrick, lives in the neighbourhood – What parking allowances will there be for parking in the building? Will there be enough spaces to accommodate all of the needs of the building itself and the commercial space around it? The neighbourhood is already stressed for parking. **Mr. Agar** – From a staff perspective, the proposed parking will be reviewed and a recommendation provided to HWCC. **Mr. Napier** – There are 35 units and approximately 27 underground parking spots. Some people don't have cars. Parking is always a contentious issue in this area. Stadacona puts great pressures on the neighbourhood as far as parking. **Ms. Meyrick** – The residents there do not have parking plus there are Stadacona and Northwood staff that come and go all day. Anything that adds another car onto the street is in fact a huge issue in this downtown part of the City. If there was more parking, the spaces could be rented to people who need a place to put their car in the winter. Has this been considered? Why is there never enough parking? It is serendipitous to think that some people might not have cars. Some may have two. The stress on the inner city neighbourhood will be extreme and not just from this building but from all of the other buildings. **Mr. Napier** – The residents of the neighbourhood are most important here and people who work at Stadacona and Northwood are the ones creating the hardship. Not everyone needs a car. To build a parking garage to rent would be very expensive, add onto the timeline for construction and cause a lot of noise as there would be a lot of digging required. **Ms. Meyrick** – What happens with the overflow when there is not enough parking? **Mr. Napier** – These issues do not stem just from a multi-unit building. It is something that is shared in a community in an urban context.

Harry Ward, 5553 Almon Street – Parking has always been an issue especially throughout the day. His main concern is the traffic. The statistics used in traffic reports are from five years ago. In the last couple of years, 200 to 300 units have been approved in this area. The situation with the vehicles may change in the future but today is what counts. Traffic in the area is getting worse. Every traffic report has a different scenario to make things look fine but in fact traffic keeps getting worse. Is anything going to be done about traffic as a result of all the development in the area? **Mr. Agar** – There was a Traffic Impact Statement (TIS) submitted as part of this proposal and is available on the HRM webpage. The engineer looks at the TIS along with the analysis of other buildings that have been approved recently and will work with HRM's Traffic Department. Staff does not have any comment back to date.

Steve Hart, Fuller Terrace – Who will own and construct the building? **Mr. Napier** – He is the applicant on behalf of the owner. Some owners carry through with the developments and others

sell the properties before the development takes place. **Mr. Hart** – He is concerned that what is being proposed at this meeting may change with new ownership. He was curious as to the width of the sidewalk that was shown in the presentation. Will that actually be there? Who gets to decide? **Mr. Agar** – The agreement will only deal with the private property. In terms of the sidewalk, it would only get bigger or wider if some of the sidewalk actually moved onto an entrance plaza for that residential building. **Mr. Hart** – He has a problem with the public being convinced that the development will be as shown in the presentation but knowing there could be a change and it won't look anything like the representation. In reality, this sidewalk may be very small and would affect the neighbourhood when walking along that site. Why is the commercial portion abutting the sidewalk and the upper storeys setback? It would be nicer to have it the other way around. **Mr. Agar** - This is what has been proposed to Staff for evaluation. The tools used to evaluate are the conditions (the criteria) that are listed in the MPS. As the proposal moves through the process, Staff will ensure that it meets the conditions of the Policy. Commercial character introduced very close to the street is a common condition in general urban design. Residential units on the upper floors provide some relief for the occupants from the noise and so on. **Mr. Napier** – That design follows the guidelines of HRMbyDesign for Downtown Halifax. The guidelines don't apply here but people feel that the rationale is desirable. The guidelines don't allow buildings to be constructed as suggested. He feels that commercial is important at ground level. In this design, instead of an entrance at the corner, a glazed corner is proposed. This is also favoured by HRMbyDesign. As far as the width of the sidewalk, it may be a bit narrow on the grass but the representation is not far off of what exists. **Mr. Schraefel** – His intent was not to misrepresent but it is very difficult to create the reality for many reasons. Sometimes these things end up changing inevitably. The representation of the sidewalk may be off a bit but the intent is there to create a corner space for this community. **Mr. Ward** – Is the owner going to give up his land space to create a bigger sidewalk? A bigger sidewalk has been created for the representation of the building but what exists there is a basic sidewalk. **Mr. Napier** – There is more there than meets the eye. **Mr. Schraefel** – He doesn't feel that what is being proposed is a stretch of the imagination.

Mr. Ward – Over the years, he has witnessed properties with development agreements attached to them be sold to other developers resulting in different buildings being constructed as to what was proposed. Why does this happen? **Mr. Agar** – When Schedule Q has been applied to a property in this area, a development agreement was also registered on the title of the property. The agreement typically contains conditions and elevation drawings as to how the site and building are to be developed and regardless of who owns the property, the clauses of the agreement are to be followed. Sometime development agreements, depending on the site, can be very general in nature. That is why feedback from this PIM is very beneficial.

Jerry Blumenthal – Parking is a worry for people but the more people that move into the area, the less parking you will need because they will walk or take the bus. He feels that parking should be taken away. The current traffic problems are from traffic already coming into the downtown.

Jennifer Beamer, Bilby Street – She likes the different and interesting design of the building in the context of the other seven being developed in the area. What was the rationale and who is envisioned to move into the one and two bedroom units? Why not some other configuration? **Mr. Napier** – Market demand dictates the configuration. One bedroom units are popular and there aren't many newer ones in the City. Unfortunately, very few families in Halifax live in apartments.

Patrick Lawlor, Bilby Street – Parking should be at least a ratio of 1:1. Some of the tenants may not have cars but they do have friends that will visit which will put pressure on the residents. All the forthcoming developments are short-changed for parking. Why is there only one entrance for parking? Some have two accesses to help alleviate some of the traffic. Future

approvals by the City should be condo units as opposed to apartment rentals. **Mr. Napier** – The driveway location is dictated by traffic standards which discourages two entrances and in some cases don't allow it at all. The traffic entrance to a parkade is required to be off of the minor street, not the major thoroughfare to avoid backups. In reference to the condos versus apartments, the design of the buildings and units are far superior in quality and would be the same either way. **Mr. Lawlor** – He is suggesting it for the tax base for the City. Three to four times the tax revenue can be generated by condos. For the longevity of the people, it is a better solution and gives a balance. Currently, there is no balance of condos and apartments. **Mr. Blumenthal** – He reminded the public that condos owners can rent their units. **Mr. Agar** – HRM regulates land use and does not have the ability to regulate occupancy.

Mike LeBlanc – Who will look after the landscaping? **Mr. Agar** – The property owner is required to do so. **Mr. LeBlanc** – During the twelve years he's lived in the area, the applicant's track record is not good. Snow removal has been atrocious. Parking is going to be a chronic problem with cars on the street blocking in tenants. He's not crazy about the shape of the building but the building itself looks fine.

Peter Lavell, Belle Aire Terrace – In order to have successful densification, there needs to be an architecture where people are going to live their whole lives within the centre of the City. By the applicant's own admission, families with children are not going to live there. Leading into the Centre Plan, there are so many applications requiring Schedule Q to be applied to properties in the area. They are all seven storey building proposals along Isleville and Almon Streets. There is no hope for successful densification if childless people live in the City. This proposal, and the other projects in the area, is an example of the wrong way to increase densification. This building is nice, but it is not a solution to the problem.

Mary McLaren, Bilby Street – She is not against densification and believes it is necessary for the City to survive. She likes the look and feel of the building. She is very concerned about the upcoming eight buildings being one and two bedroom apartments. It was said that people don't move families into these units but isn't that what the City wants. Many people would love to move into an apartment in a neighbourhood where they could walk to their work downtown, their children walk to school and feel safe. There are many families in the area that are surrounded by a sea of commercial. Does the orange block on the screen mean that there is going to be a sea of one and two bedroom high rise apartments? Is there no other vision for how to achieve densification? Currently, families are not a priority. **Mr. Agar** – Some of the other proposals in the area have townhouse style units along the street instead of commercial. These units would be geared towards families. **Mr. Napier** – He believes that these developments will continue on thoroughfares and that the inner areas will remain protected. **Ms. McLaren** – There is a feel and a vibe in the neighbourhood but there are no guarantees that everyone is going to construct a building like what is being proposed. **Mr. Napier** – He doesn't see all of these approved projects going forward. This building could be another year before HWCC makes a decision on it and then it has to be constructed; therefore, it will probably be four years before anyone will move in.

Lloyd Hawes, Isleville Street – In his experience, the public is forever being told that a proposal will not have any impact on traffic. How much water will this building use and how much will it cost residents? How much garbage will be generated and what will it cost to dispose of it? He has noticed a turn in development and architecture in the area. Urban renewal is real and affects this area; therefore, listen to what the residents have to say.

Graham Edgar, Cunard Street – Traffic, parking, water and garbage are issues that come up constantly. He believes that these issues are not particular to one building but they are inherent in the process of densifying the Peninsula. These issues will not be solved in this building alone and a ratio of 27 to 35 parking spaces is fair. He commended the architectural quality and suspects that the other proposals will follow. How can the City invite families to come? **Mr. Agar**

– Staff will look at the proposal and determine whether or not the addition of some three bedroom units would be a benefit to the area now and in the future.

Mr. Lavell – St. Joseph's Square is an example of a development that has gone through the planning process and subsequently sold to another developer. The new developer was able to increase the number of units by way of a non-substantial amendment which did not involve a public hearing. Can this happen here? **Mr. Agar** – He doesn't have a lot of familiarity with St. Joseph's Square but development agreements, in general, typically include a section in the agreement that identifies the matters that are non-substantive. The approval of a non-substantive amendment is still subject to the standard appeal process. **Mr. Lavell** – Basically, some of tonight's issues might be non-substantive as well. It makes a mockery of the process.

Councillor Jennifer Watts – The building code requires accessible units after a certain number. **Mr. Napier** - the building code of Nova Scotia requires one barrier free unit for every 20 units; therefore, this building will have two barrier free units. There are two barrier free parking spaces provided in the parkade to accommodate those two units. **Councillor Watts** – She encouraged people to write to her and Mr. Agar regarding specific things they would like to see as a result of the project. PAC members would be informed as well. The St. Joseph's Square amendments were non-substantive. The revisions affected the unit configuration not overall density. She has struggled for a number of years with how to bring families to the area and believes there needs to be a combination of things in the neighbourhood (schools, playgrounds, parks). It is important for people to engage in the public process for the Centre Plan to provide suggestions and comments on issues like the ones mentioned tonight.

Ms. Meyrick – Was a wind study at ground level done? **Mr. Napier** – The streetwall has a mitigating effect on the wind that will come over the top of the building. The entrances were placed in areas that will be less affected by wind. Normally, the planner will determine if further research is required.

Neila MacDonald, Bilby Street – What will be between the two buildings? **Mr. Napier** – The streetwalls and the podium will join together. **Ms. MacDonald** – She likes the building but is not fussy about the other proposed buildings in the area.

Michael Murphy – Is this a condo or rental building? **Mr. Agar** – The Municipality doesn't regulate one or the other. **Mr. Murphy** – How much parking is there? **Mr. Agar** – There are 35 units and 27 underground parking spaces proposed. **Mr. Napier** – There will be 1.5 levels of parking.

5. Closing Comments

Mr. Agar thanked everyone for coming and expressing their comments.

6. Adjournment

The meeting adjourned at approximately 8:45 p.m.