

Districts 7 & 8 PAC  
October 28, 2013

# MEMORANDUM

To: Chair and Members and Districts 7 and 8 Planning Advisory Committee

From: Dali H. Salih, Planner, Planning Services, HRM Development Approvals

Date: October 16, 2013

Subject: **Case 18555: Application by Genivar, on behalf of Onyx Properties, to investigate amending the Halifax Peninsula Land Use By-law by applying Schedule Q to 2857-2863 Isleville Street and 5559 Bilby Street, Halifax, to allow for an 8-storey residential building by Development Agreement.**

Please find attached a set of plans and supporting information detailing a proposal submitted by Genivar, on behalf of Onyx Properties, to construct a residential building on the north eastern corner of the intersection of Isleville Street and Bilby Street, identified as 2857-2863 Isleville Street and 5559 Bilby Street, Halifax (PID 00127613).

**Existing Use** The site currently consists of a single mixed use building on a single lot with multiple tenants. There are two residential rental units and three commercial/industrial tenants. (refer to Maps 1 and 2)

**Designation** 'Commercial Facilities' under the Halifax Municipal Planning Strategy (MPS) and 'Major Commercial' under the Peninsula North Secondary Municipal Planning Strategy. (refer to Map 1)

**Zoning** C-2 (General Business) under the Halifax Peninsula Land Use By-law (LUB).  
(refer to Map 2)

**Proposal** The proposal, included in Attachments A and B, consists of the following details:

- The proposed development comprises a total of 37-unit residential building (4 townhouse-style units and 33 units on a residential tower) with a total height of 8 storeys (~80 feet);
- The townhouse units are individually-accessed at the street level with the units in the upper building levels accessed via an exterior lobby;

- Vehicular accesses to the building are proposed to be from Bilby Street, where a driveway leads to an internal grade level parking area consisting of 11 parking spaces. The second access is from Isleville Street, which has a ramp that leads to a single level of underground parking consisting of 19 parking spaces (total of 30 parking spaces); and
- Private rooftop landscaped areas and amenity space for the building tenants.

### **Schedule Q**

Schedule 'Q' is currently applied to a large area of Peninsula North that is designated Major Commercial, the proposed development represents a small expansion of the area under the Schedule (refer to Map 3). The proposal will benefit from the controls and flexibility that the development agreement process provides to reduce future land use conflicts. Policies 2.3, 2.3.1, 2.3.2 and 2.3.3 include criteria for Council to consider when evaluating proposals prior to the Municipality entering into a development agreement (Attachment D). Criteria required to be met includes the following matters:

- land use, building and site requirements;
- architectural, signage and lighting requirements;
- parking (bicycle and vehicular), circulation and site access;
- detailed landscaping requirements for public and private landscaped areas;
- building services, maintenance and waste facilities; and
- others.

### **Public Meeting**

The community engagement process is consistent with the intent of the HRM Community Engagement Strategy. The level of community engagement was consultation, achieved through a Public Information Meeting (PIM) held on September 18, 2013. Attachment E contains a copy of the minutes from the meeting. Notices of the Public Information Meeting were posted on the HRM website, in the newspaper and mailed to property owners within the notification area shown on Map 2.

### **Input Sought from Districts 7 & 8 Planning Advisory Committee**

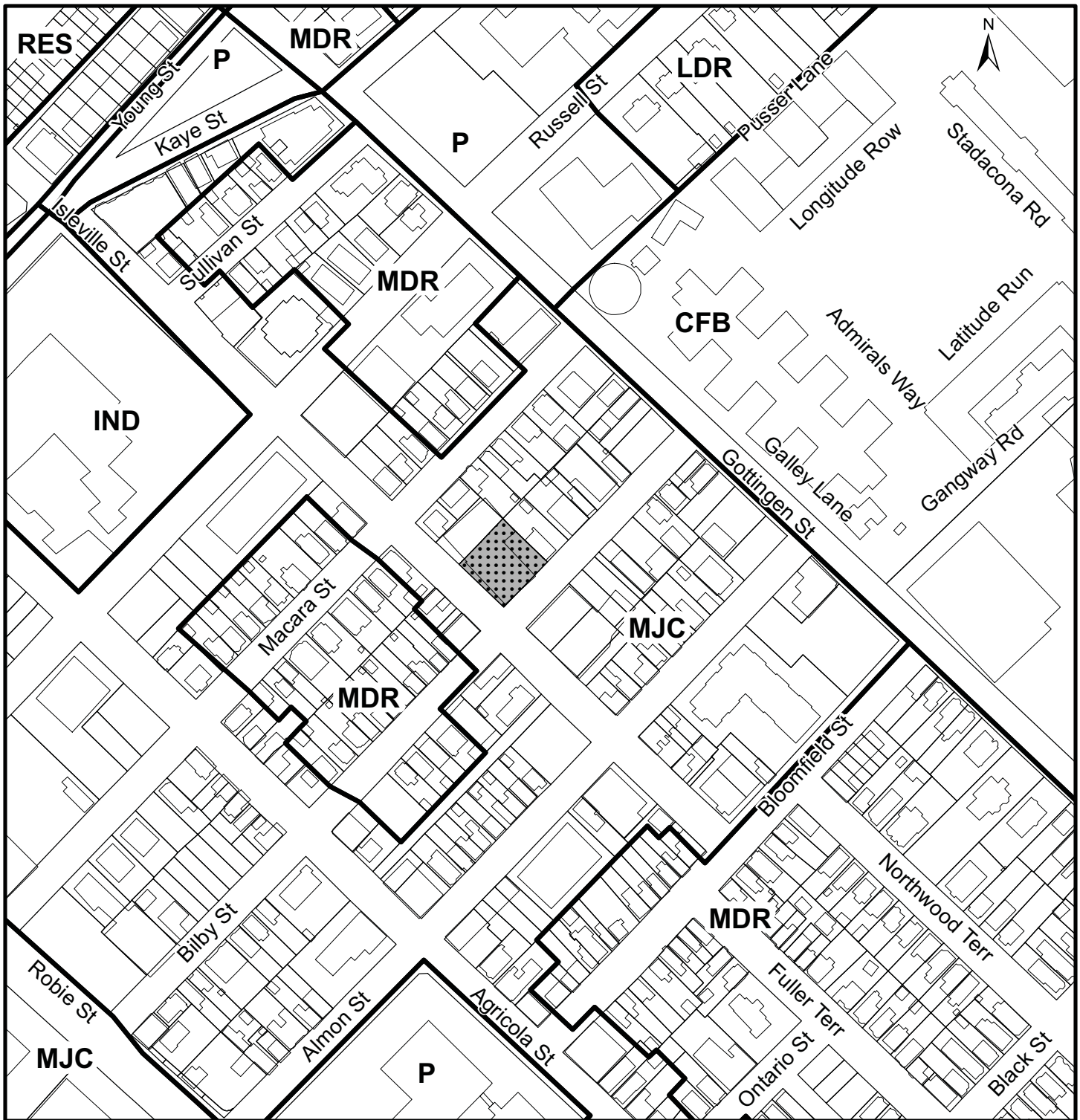
Pursuant to the Committee's Terms of Reference, feedback is sought from the Committee relative to applying Schedule Q on the subject site to allow for a residential building by way of Development Agreement. PAC's recommendations will be included in the staff report to Halifax and West Community Council.

### **Attachments**

Map 1	Generalized Future Land Use Map (GFLUM) Map
Map 2	Zoning Map
Map 3	Schedule 'Q' Areas
Attachment A	Site Plan


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Attachment B	Floor and Elevation Plans
Attachment C	Traffic Impact Statement (TIS)
Attachment D	Relevant Policies of Halifax Municipal Planning Strategy
Attachment E	Public Information Meeting Minutes – September 18, 2013



## Map 1 - Generalized Future Land Use

2857-2863 Isleville Street  
and 5559 Bilby Street  
Halifax

 Subject Property


Halifax Plan Area  
Peninsula North Secondary Plan Area

### Designations

CFB	Canadian Forces Base
LDR	Low Density Residential
MDR	Medium Density Residential
MJC	Major Commercial
P	Park and Institutional
IND	Industrial

**HALIFAX**  
REGIONAL MUNICIPALITY  
DEVELOPMENT APPROVALS

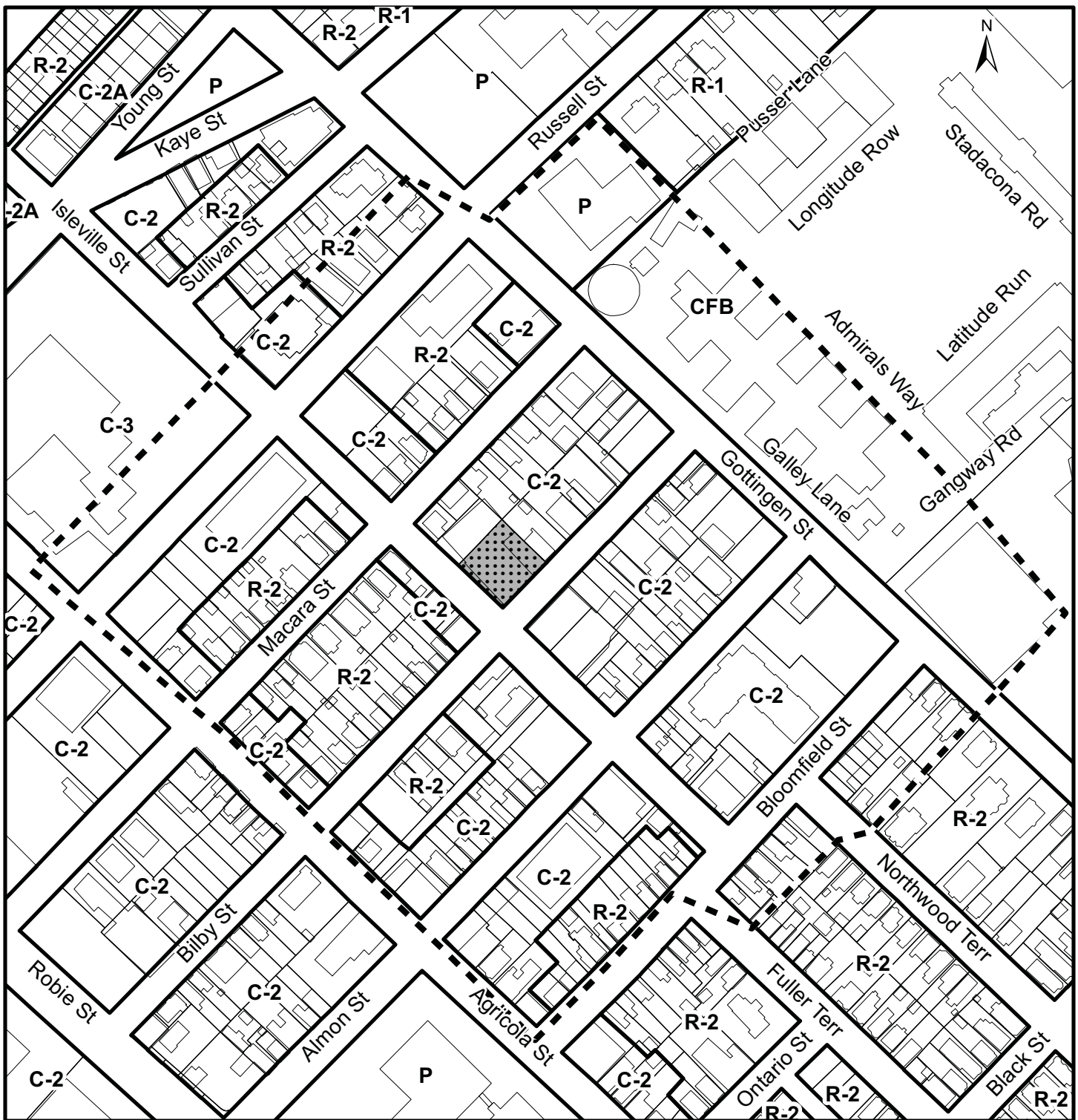
0 20 40 60 80 m



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



HRM does not guarantee the accuracy of any representation on this plan.





## Map 2 - Zoning and Notification

2857-2863 Isleville Street  
and 5559 Bilby Street  
Halifax

-  Subject Property
-  Area of notification

Halifax Peninsula  
Land Use By-Law Area

### Zones

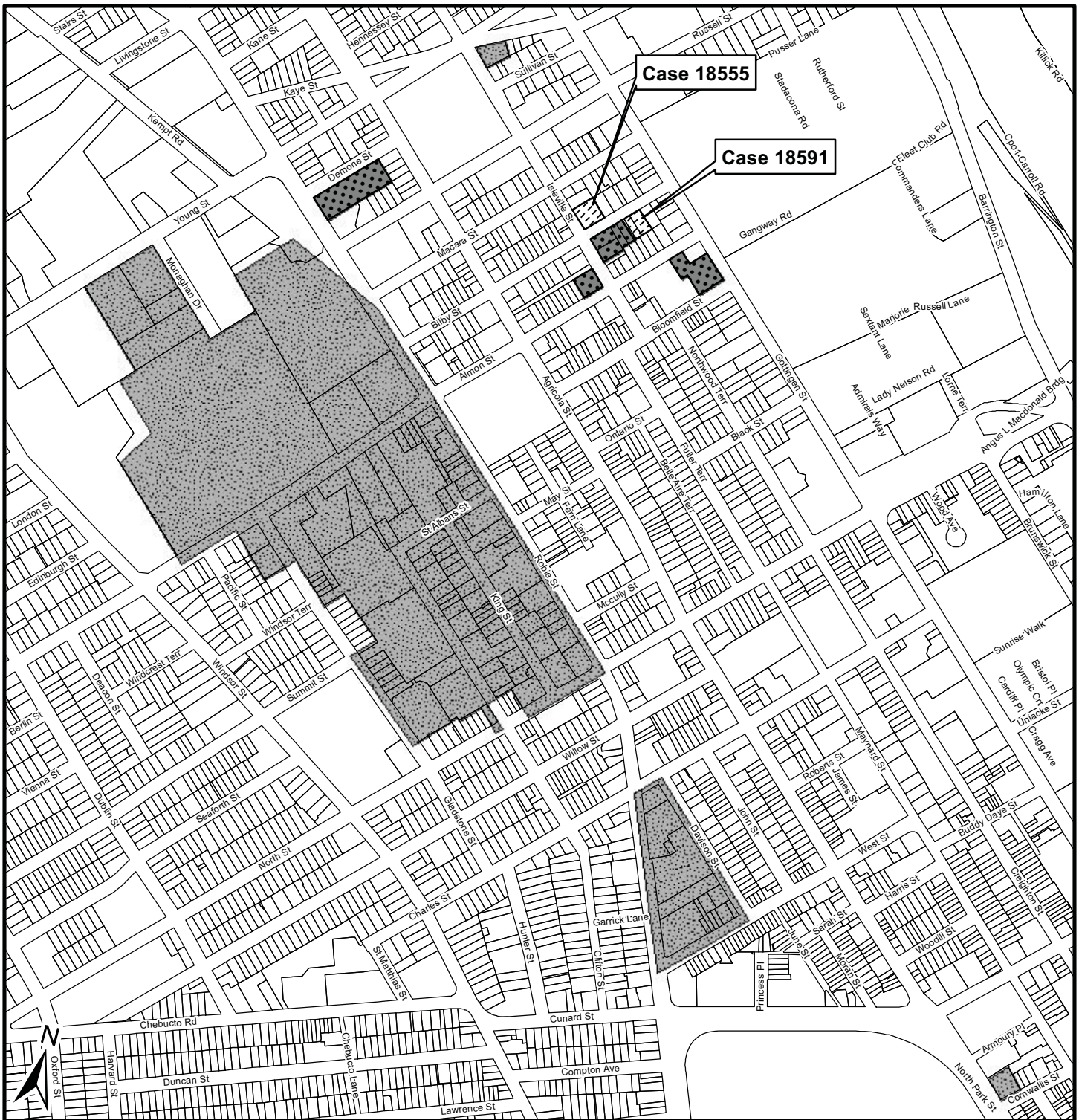
- R-1 Single Family
- R-2 General Residential
- C-2 General Business
- C-2A Minor Commercial
- C-3 Industrial
- CFB Canadian Forces Base
- P Park and Institutional

**HALIFAX**  
REGIONAL MUNICIPALITY  
DEVELOPMENT APPROVALS

0 20 40 60 80 m




This map is an unofficial reproduction of  
a portion of the Zoning Map for the plan  
area indicated.

HRM does not guarantee the accuracy  
of any representation on this plan.



### Map 3 - Schedule Q Areas

Halifax Peninsula

-  Schedule Q
-  Schedule Q areas approved in 2013
-  Area proposed to be added to Schedule Q (currently under application)

Halifax Peninsula  
Land Use By-Law Area

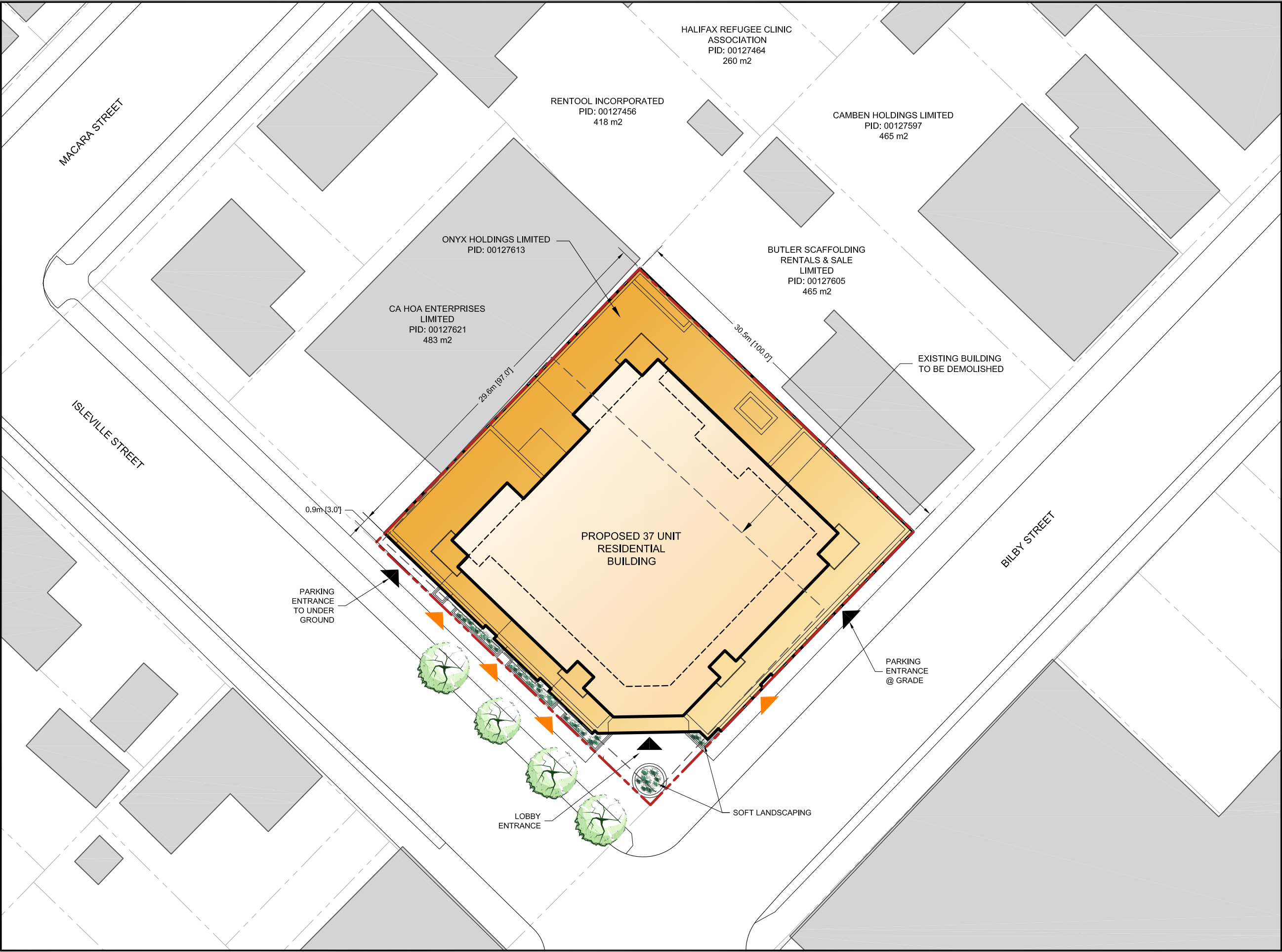
**HALIFAX**  
REGIONAL MUNICIPALITY  
DEVELOPMENT APPROVALS



This map is an unofficial reproduction of a portion of the Zoning Map for the plan area indicated.

HRM does not guarantee the accuracy of any representation on this plan.





**KEY PLAN**

**LEGEND**

- Site Boundary
- Adjacent Property Boundary
- Building Access
- Townhouse Unit Access
- Proposed Tree

**SITE SUMMARY:**

- Land Area - 969.5 m<sup>2</sup>
- Existing Zone - C-2
- Proposed Parking U/G - 19 Stalls
- Proposed Parking at Grade - 11 Stalls

**NOTES:**

- Property lines approximate only. Site subject to survey

**SOURCES:**

- PROPERTY LINES FROM PROVINCIAL PROPERTY MAPPING
- WHW ARCHITECTS SKETCHUP MODEL FILE: isleville DA FINAL.skp

Designer: TJ Maguire / K Watters	VERSION
Planner: Jeff Haggett	1.0

**CONCEPT PLAN - ISLEVILLE ST.**  
**HALIFAX, NOVA SCOTIA**

**ONYX HOLDING LIMITED**  
APRIL 16, 2013      131-14398100\_V10

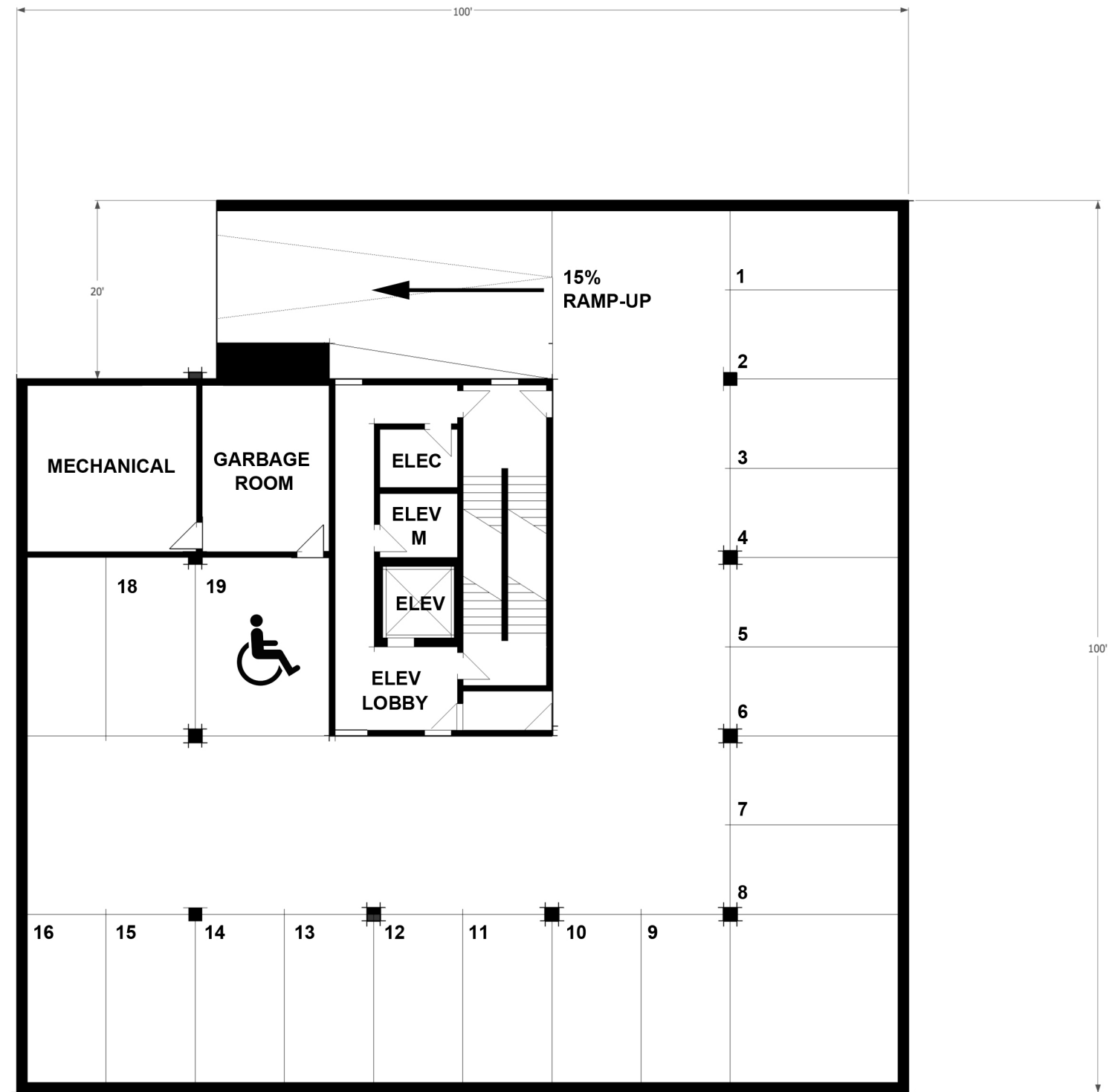
<b>SCALE</b>	<b>NORTH</b>
1 : 300	

**GENIVAR**  
1 SPECTACLE LAKE DRIVE  
DARTMOUTH, NOVA SCOTIA  
CANADA, B3B 1X7  
PHONE: 902 835-9955 ~ FAX: 902 835-1645  
WWW.GENIVAR.COM

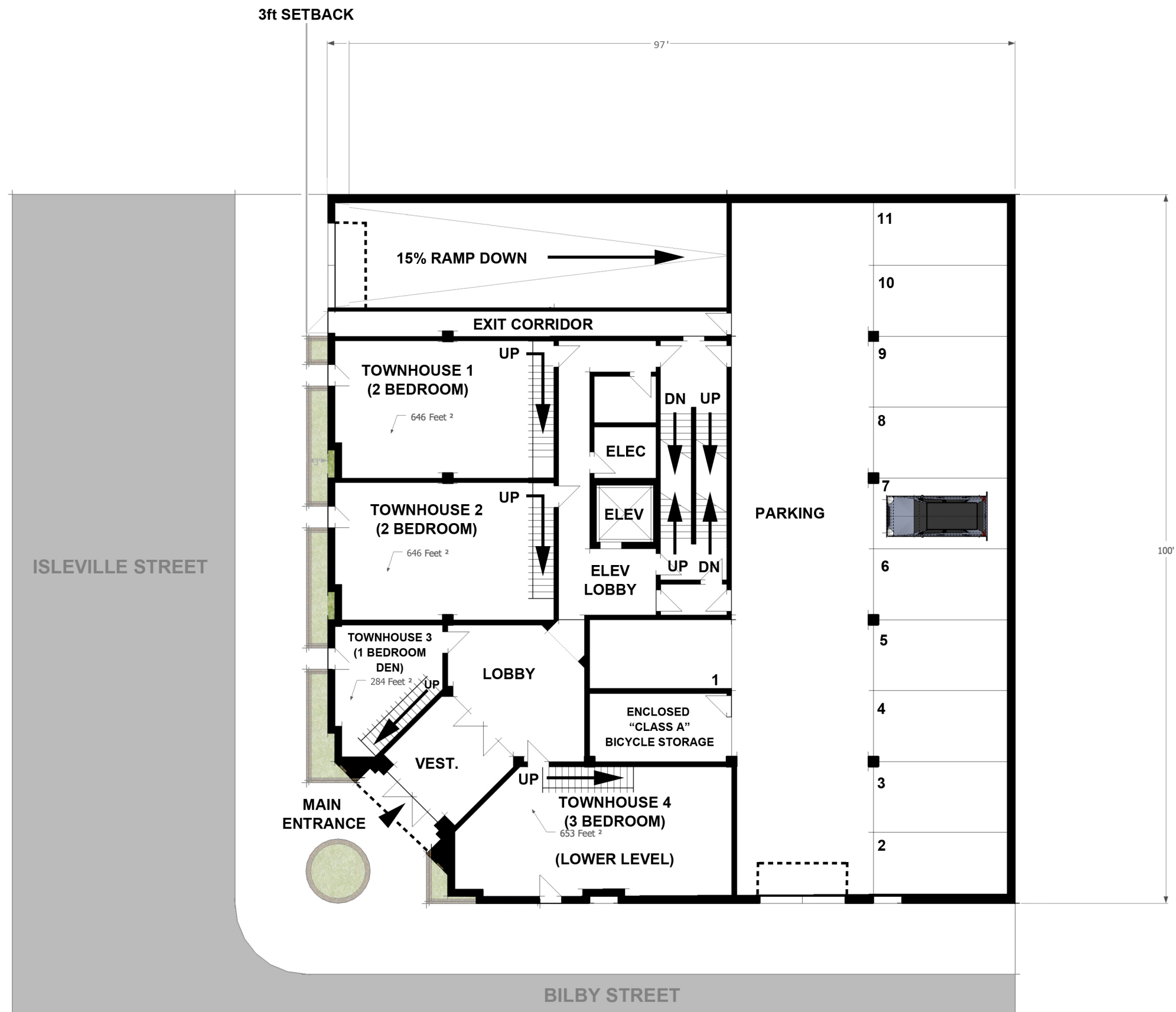


Attachment B:  
Floor and Elevation Plans





**P1 LEVEL PLAN**



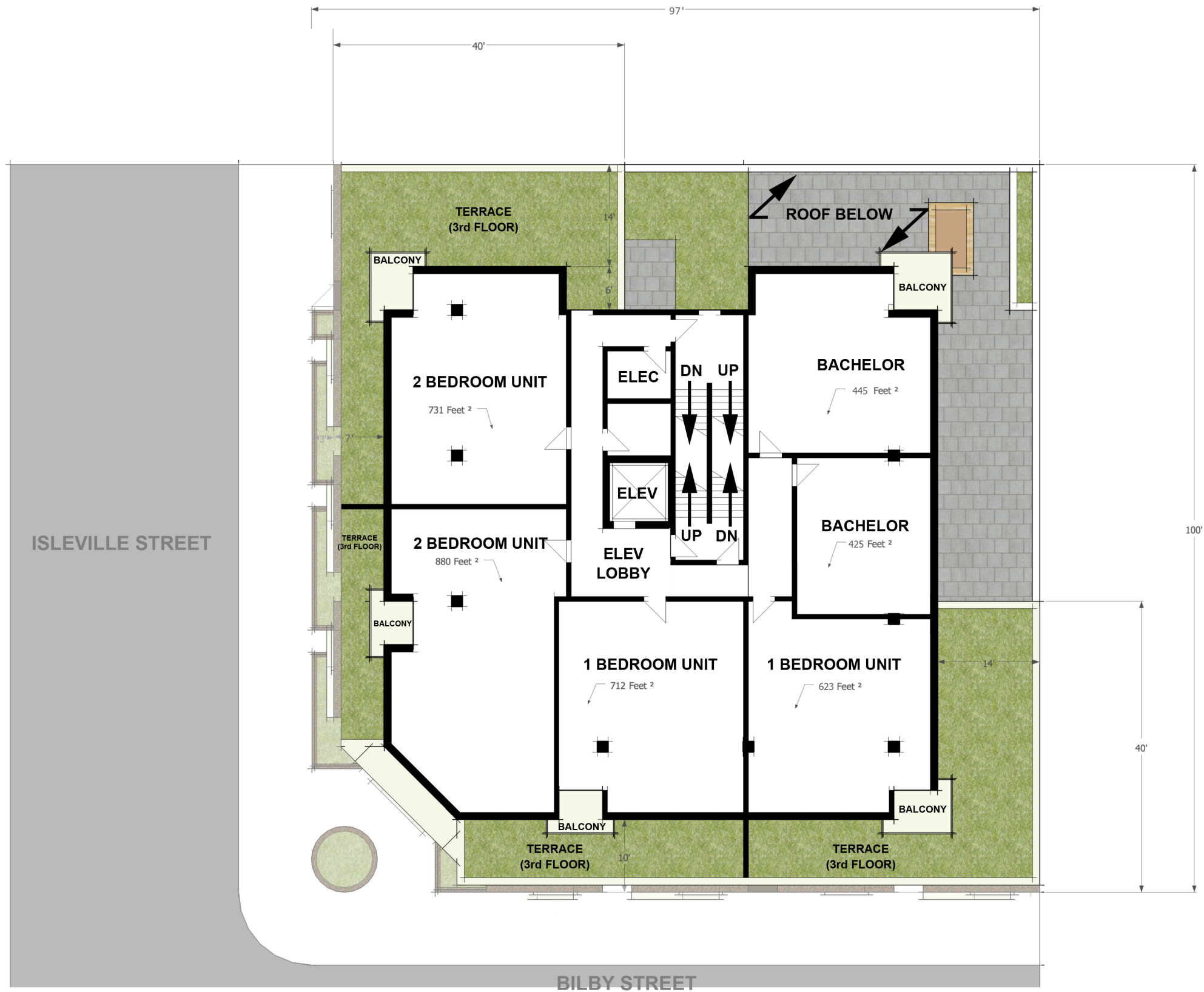
GROUND LEVEL PLAN



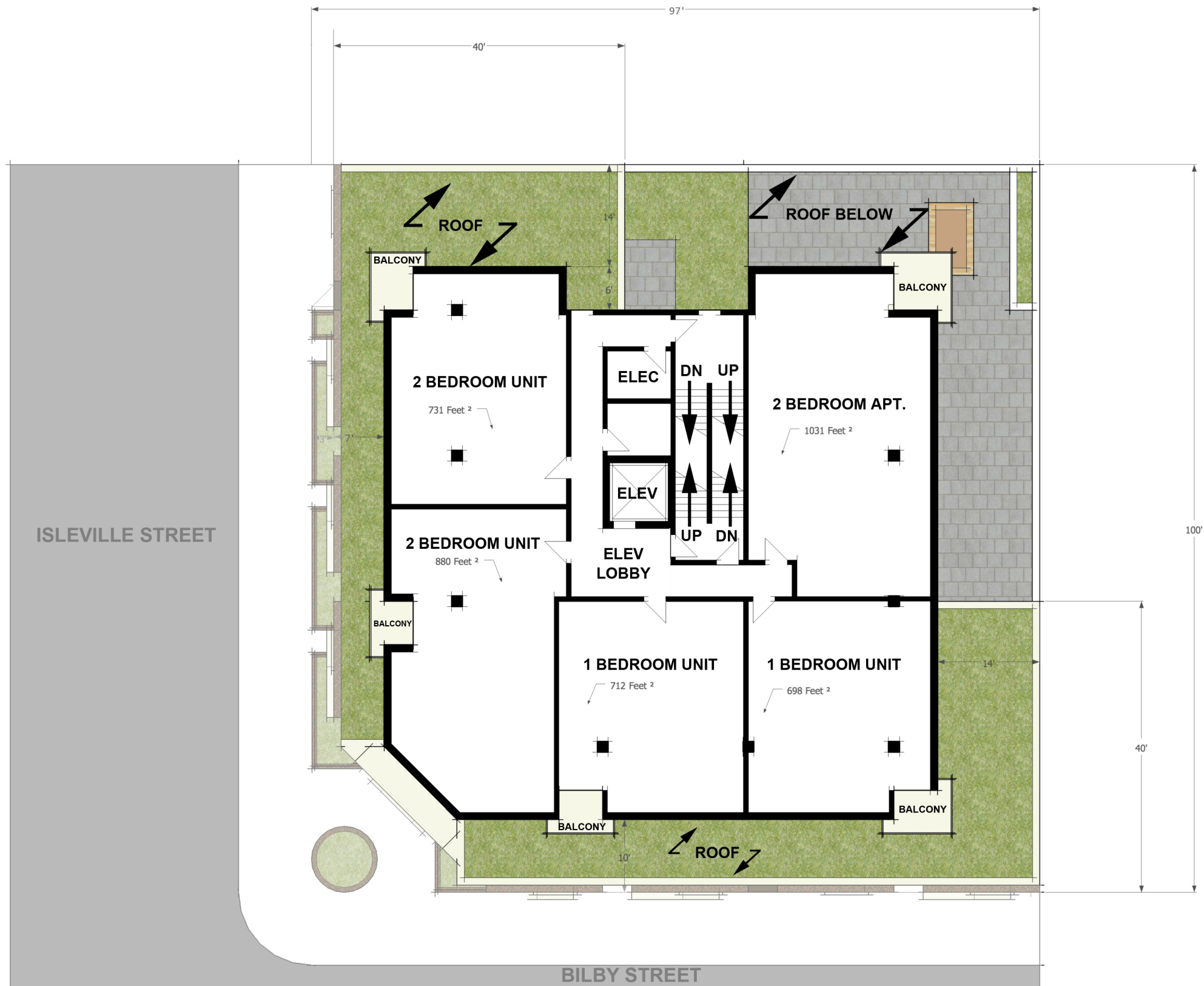


2nd LEVEL PLAN

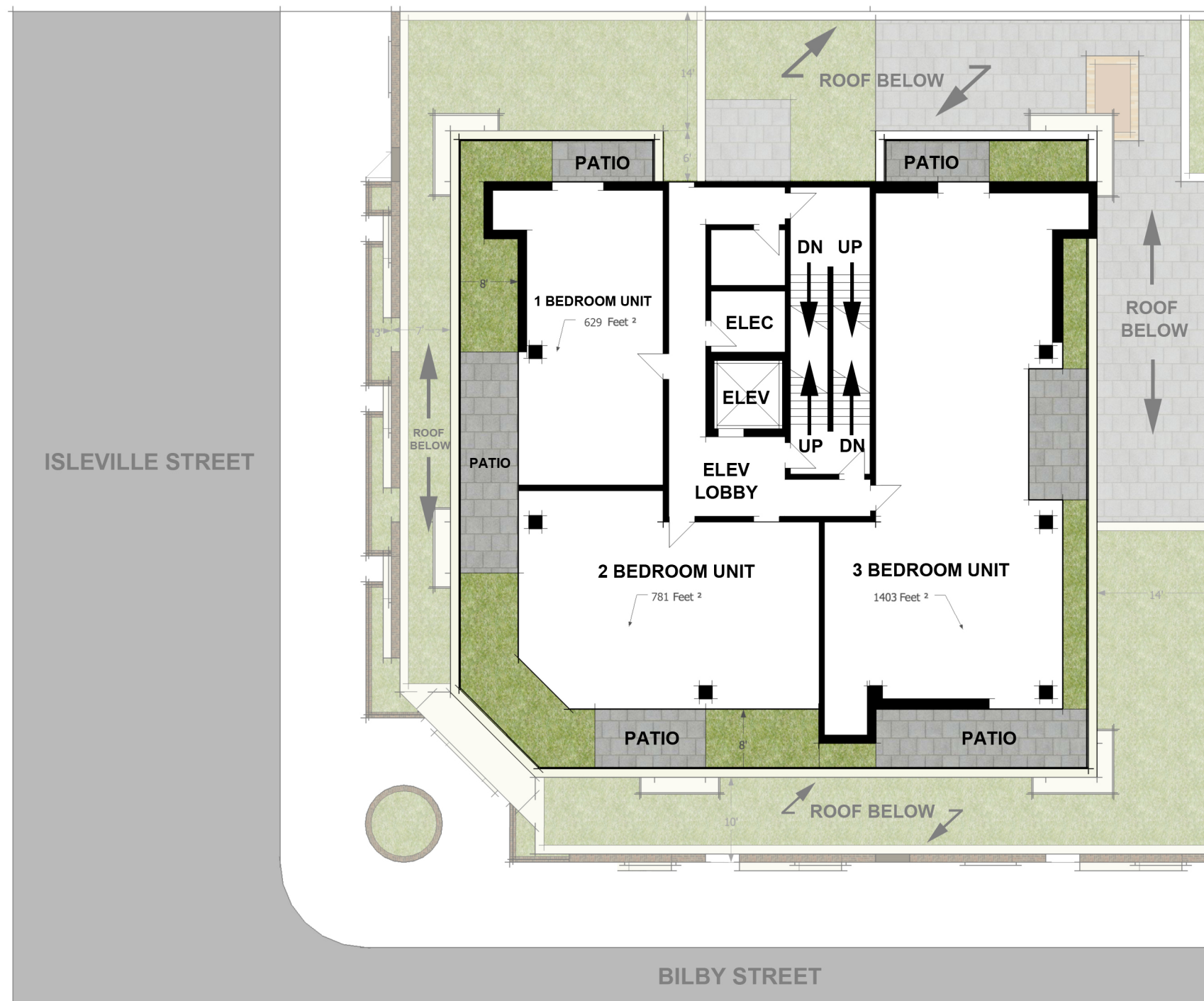




**3rd & 4th LEVEL PLAN (TYPICAL)**



5th THRU 7th LEVEL PLAN (TYPICAL)



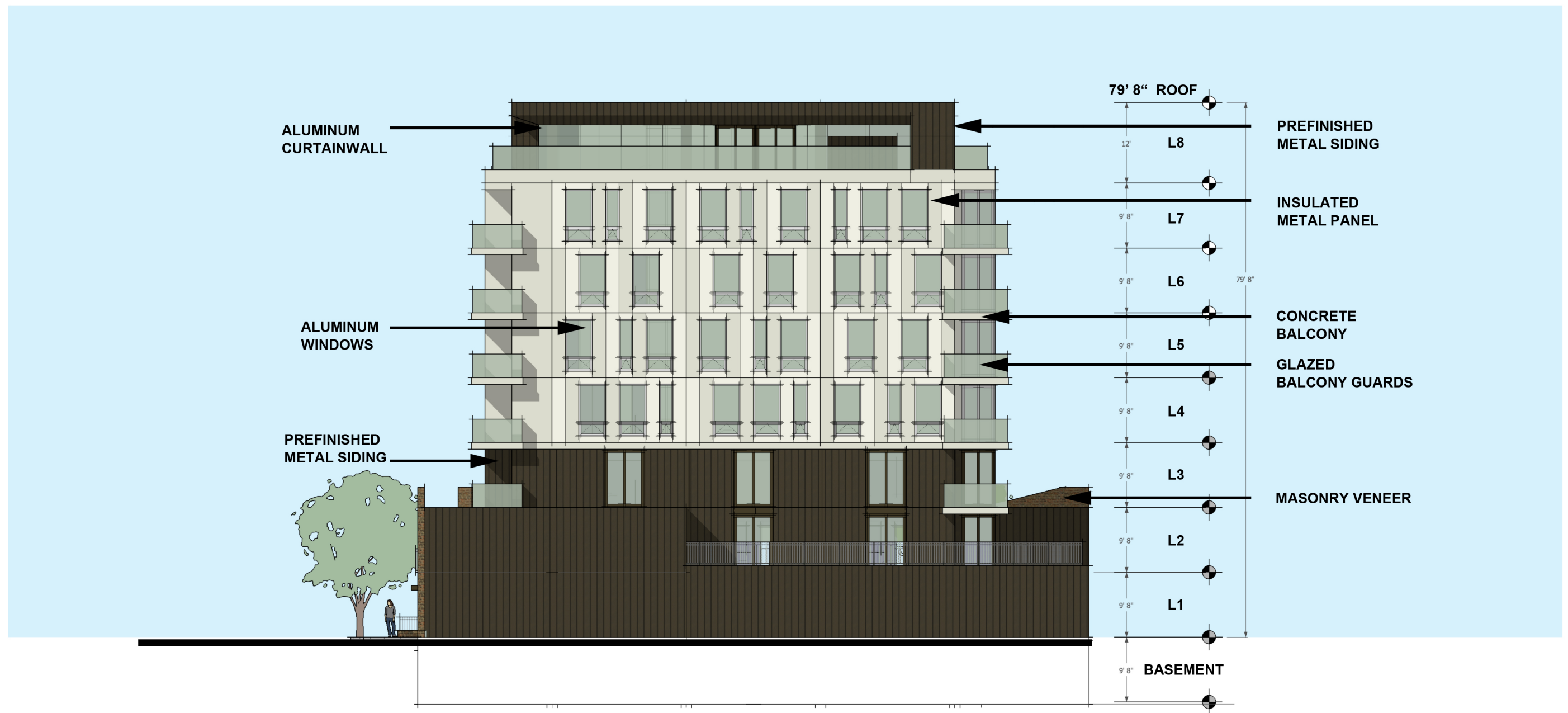
8th LEVEL PLAN







**SOUTH ELEVATION**



**EAST ELEVATION**



WEST ELEVATION





Ref. No. 131-14398

April 25, 2013

Ms. Ashley Blissett, P. Eng.,  
Development Engineer  
HRM Community Development  
PO Box 1749  
HALIFAX NS B3J 3A5

**RE: Traffic Impact Statement, Proposed Residential Development,  
Northeast Corner Bilby Street and Isleville Street, Halifax, Nova Scotia**

Dear Ms. Blissett:

*ONYX Holding Limited* is preparing plans to redevelop a property at the northeast corner of Isleville Street and Bilby Street, Halifax. The existing site includes a commercial building with three tenants and two residential apartments. The proposed development (Figure 1) will include construction of a 37 unit apartment building. This is the Traffic Impact Statement (TIS) required to accompany the development application.

***Description of the Existing Land***

***Use*** - The site (Photo 1) is now occupied by two apartment units and the following three commercial tenants:

- Metro Electric
- Dalcam Solutions
- Century Medical.

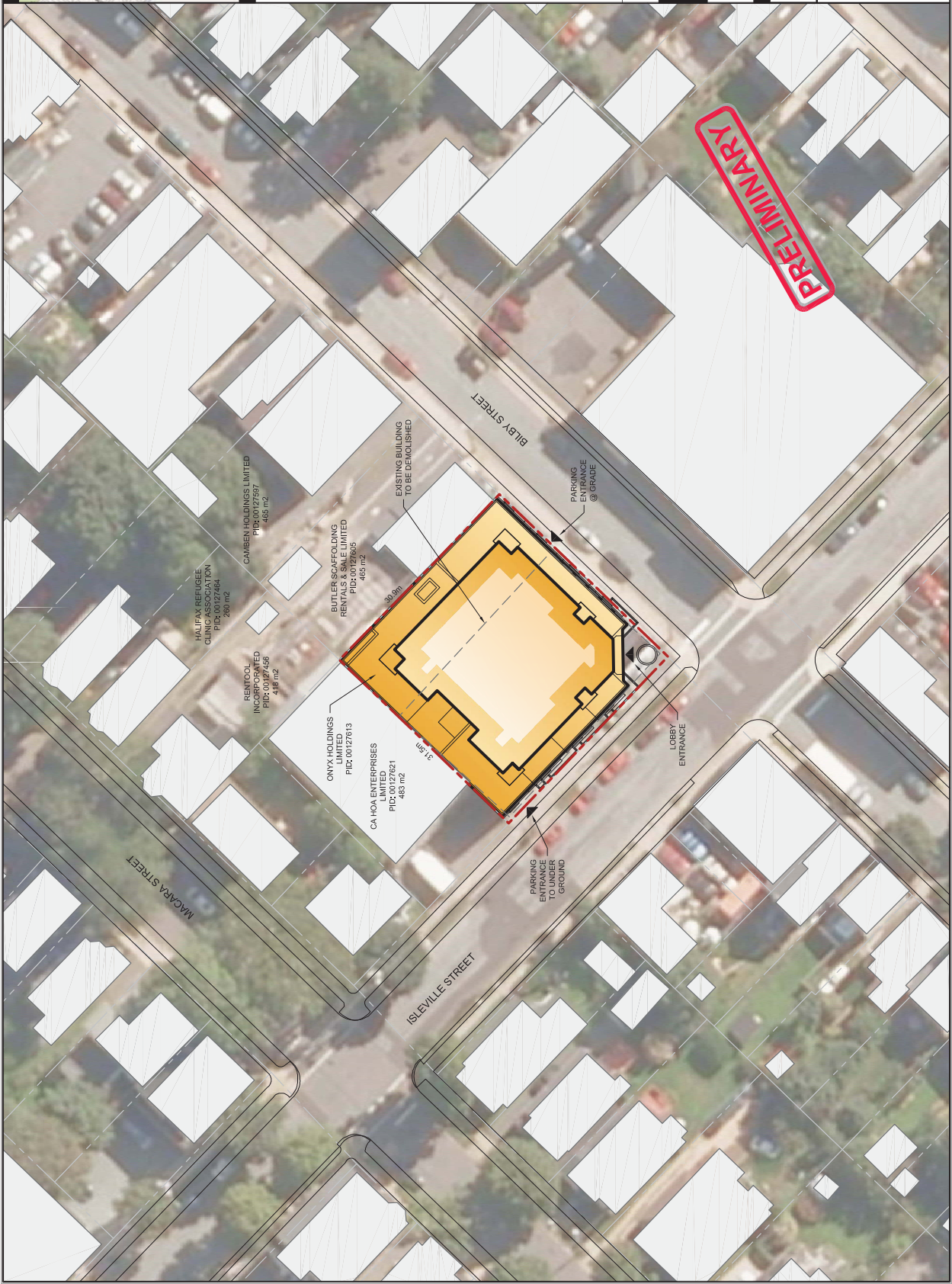
Employee and commercial vehicles park on adjacent sections of Isleville Street or Bilby Street, as well as a driveway from the north side of Bilby Street on the east side of the building (Photo 2).



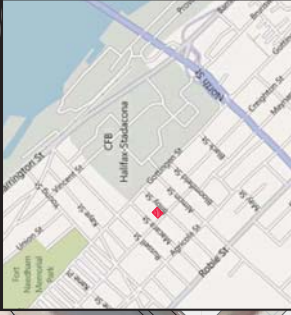
**Photo 1 - Looking at the existing building on the site from the southwest corner of the Isleville Street / Bilby Street intersection.**



**Photo 2 - Looking into the existing site driveway on the north side of Bilby Street.**



KEY PLAN



LEGEND

- Site Boundary
- Adjacent Property Boundary
- Point of Entry

SITE SUMMARY:

- Land Area - 960.5 m<sup>2</sup>
- Building Area - 19 Stalls
- Proposed Parking - 19 Stalls
- Proposed Parking at Grade - 11 Stalls

NOTES:

- Property lines approximate only. Site subject to survey

SOURCES:

- PROPERTY LINES FROM PROVINCIAL PROPERTY MAPPING
- WHY ARCHITECTS SKETCHUP MODEL
- FILE: BSMF DA FINAL.sdp

Designer: T.J. MacGill / K. Waters  
Planner: Jeff Haggart

VERSION  
**1.0**

**CONCEPT PLAN - ISLEVILLE ST.**  
HALIFAX, NOVA SCOTIA

ONYS HOLDING LIMITED

APRIL 10, 2013 131-14388100\_V10

SCALE

7.5 5 2.5 0 12.5 m

1:500

NORTH

GENIVAR

1100 SPECTACLE LAKE DRIVE  
DARTMOUTH, NOVA SCOTIA  
PHONE: 902-835-5555 • FAX: 902-835-1645  
WWW.GENIVAR.COM



**Description of Site Accesses -**

The residential entrance to the site will be at the southwest corner of the building (Figure 1). A driveway to 11 enclosed at grade parking spaces is proposed on Bilby Street near the existing site driveway (Photos 3 and 4). Another driveway to 19 underground parking spaces is proposed on Isleville Street near the north end of the building (Photos 5 and 6). Sight distances at the proposed driveway locations are adequate as illustrated in Photos 3 to 6.

**Bilby Street** is a two lane local street which has sidewalks on both sides (Photos 3 and 4). The street has STOP sign controlled intersections with Isleville Street to the west and Gottingen Street to the east. Parking is permitted for up to 30 minutes between 8:00 AM and 6:00 PM on the south side of Bilby Street opposite the site. The north side of the street adjacent to the site is currently a loading zone.

**Isleville Street** is a two lane local street that runs south to north from Bloomfield Street to Drummond Court in the North End of Halifax. Two hour parking is permitted on the east side of Isleville Street adjacent to the site from 8:00 AM to 6:00 PM Monday to Friday, and one hour parking is permitted on the west side of the street opposite the site.

**Traffic Volumes -** Turning movement counts were obtained by HRM Traffic and Right of Way Section at two Isleville Street intersections during October 2012. Two-way volumes on Isleville Street north of Bloomfield Street two blocks south of Bilby Street included approximately 90 vehicles per hour (vph) during the AM peak hour and 110 vph during the PM peak hour. Two-way volumes on Isleville Street south of Young Street four blocks north of Bilby Street included approximately 160 vph during the AM peak hour and 170 vph during the PM peak hour.



Photo 3 - Looking left from the proposed site driveway on Bilby Street towards the Gottingen Street intersection.



Photo 4 - Looking right from the proposed site driveway on Bilby Street towards the Isleville Street intersection.



Photo 5 - Looking right from the proposed site driveway on Isleville Street towards the Macara Street intersection.



Photo 6 - Looking left from the proposed site driveway on Isleville Street towards the Bilby Street intersection.

**Trip Generation** - The following information has been provided for vehicle trip making characteristics of the three existing commercial tenants and two apartments:

1. Metro Electric has nine trucks and average 15 employees that drive and park at the site daily;
2. Dalcam Solutions has five employees that come and go daily, as well as five or six trucks that load and unload daily;
3. Century Medical has three employees that park at the site as well as daily Fed-X trucks.
4. The two apartments have only one car and do not generate an significant trips.

While arrival and departure times are not known, it has been assumed that approximately 25% of the 23 employees at the three businesses arrive and depart during peak hours. It has also been assumed that approximately 25% Metro Electric's Trucks and Dalcam Solutions' five employees leave the site during the AM peak hour and return during the PM peak hour. That is, it is assumed that the existing site development generates approximately 9 vehicle trips (6 entering and 3 exiting) during the AM peak hour and 9 vehicle trips (3 entering and 6 exiting) during the PM peak hour.

Trip generation estimates for the proposed 37 unit apartment building development were prepared using published trip generation rates from *Trip Generation, 9<sup>th</sup> Edition*. Since the existing building will be removed, trips now generated by the existing land uses have been considered as a 'credit' when determining additional vehicle trips that will be generated by the redeveloped site.

Table 1 - Trip Generation Estimates for Proposed and Existing Developments									
Land Use <sup>1</sup>	Units <sup>2</sup>	Trip Generation Rates <sup>3</sup>				Trips Generated <sup>3</sup>			
		AM Peak		PM Peak		AM Peak		PM Peak	
		In	Out	In	Out	In	Out	In	Out
Trip Generation Estimates for the Proposed Development									
Mid-Rise Apartment <sup>4</sup> (Land Use 223)	37 Units	0.09	0.21	0.23	0.16	3	8	8	6
Trip Generation Estimate for the Existing Land Uses <sup>5</sup>									
Commercial <sup>5</sup>		Trip generation assumptions detailed in the above paragraph				6	3	3	6
Estimated Additional Trips Generated by the Redeveloped Site									
Additional Vehicle Trip Estimates for the Redeveloped Site <sup>6</sup>						-3	5	5	0
NOTES: 1. Trip generation rates are 'vehicles per hour per unit'. Rates are for the indicated Land Use Code, <i>Trip Generation, 9<sup>th</sup> Edition</i> , Institute of Transportation Engineers, 2012. 2. Units are 'number of apartment units'. 3. Rates are 'vehicles per hour per unit'; Trips generated are 'vehicles per hour for peak hours'. 4. While four of the proposed units are designed to simulate a townhouse streetscape, all units are rental apartment units. 5. These are the trips generated by existing land uses on the site which can be considered as a 'credit' for site trip generation estimates for the redeveloped site. 6. These are the estimated additional trips that will be generated by the redeveloped site after consideration of the 'credit' for trips generated by the existing land uses on the site.									

It is estimated (Table 1) that the redeveloped site will generate a total of 11 vehicle trips (3 entering and 8 exiting) during the AM peak hour and 14 vehicle trips (8 entering and 6 exiting) during the PM peak hour. However, when trips generated by the existing land uses are considered, it is estimated that the redeveloped site will generate only 2 additional vehicle trips (3 fewer entering and 5 additional exiting) during the AM peak hour and 5 additional trips (5 entering and zero exiting) during the PM peak hour.

**Transit Service** - The proposed development site is well served by Metro Transit, with several bus routes operating in close proximity on Gottingen Street including Routes 7, 21, 31, 33, 34, 35, and 86. Additional transit service within 500m is available on Robie Street (Routes 7, 42, 80, and 81) and North Street (Routes 2, 4, and 52).

**Other Proposed Residential and Commercial Properties in the Study Area** - When this Traffic Impact Statement letter was prepared in mid-April, 2013, TISs had been prepared for five other developments within about two blocks of the study site. All of the proposed developments involve sites with existing residential and commercial developments, or sites that have recently been demolished because of fires. The six proposed developments include a total of approximately 276 apartment units and 13,747 square feet of commercial space. The net additional trips estimated to be generated by the six developments (Table 2) are not expected to have any significant cumulative effect on traffic operations on area intersections or streets, or the regional street network.

Table 2 - Commutative Developments near Proposed Site								
Site	Report		Development		Vehicle Trips AM Peak <sup>1</sup>		Vehicle Trips PM Peak <sup>1</sup>	
	Consultant	Date	Apts	Commercial	Exit	Enter	Exit	Enter
PFK Properties Limited SE Corner Isleville / Bilby <sup>2</sup>	Genivar	Sep. 2011	56	0	-3	9	10	0
Michael Napier Architecture NW Corner Almon / Isleville <sup>3</sup>	Genivar	Jan. 2012	42	3,700	7	11	13	13
Michael Napier Architecture NW Corner Gottingen / Bilby <sup>3</sup>	Genivar	Jul. 2012	39	3,200	7	11	14	12
North End Beverage Room Gottingen Street <sup>3</sup>	exp	Oct. 2012	70	6,847	6	11	26	17
ONYX Holding Limited NE Corner Isleville / Bilby <sup>2</sup>	Genivar	Apr. 2013	37	0	-3	5	5	0
PFK Properties Limited South Side of Bilby <sup>2</sup>	Genivar	Apr. 2013	32	0	-1	5	3	1
TOTALS for Six Projects			276	13,747	13	52	71	43
NOTES: 1. Vehicle trips are 'net additional vehicles per hour' generated by each site considering credit for trips generated by existing development on the site. 2. These sites had existing residential and commercial developments when Traffic Impact Statements were prepared. 3. While these sites were vacant when Traffic Impact Statements were prepared, they were occupied by residential and / or commercial buildings which would have generated vehicle trips before buildings were destroyed by fire or removed for other reasons.								

### Summary-

1. The proposed development at the northeast corner of Isleville Street and Bilby Street, Halifax, includes removal of an existing building with three commercial tenants and two residential apartments, and construction of a 37 unit apartment building.
2. The site is proposed to be served by a driveway near the east edge of the site on the north side of Bilby Street to access 11 enclosed at grade parking spaces and another driveway on



Isleville Street near the north end of the site to access 19 underground parking spaces. Visibility is good on both approaches to both the Bilby Street and Isleville Street driveway locations.

3. It is estimated that the redeveloped site will generate a total of 11 vehicle trips (3 entering and 8 exiting) during the AM peak hour and 14 vehicle trips (8 entering and 6 exiting) during the PM peak hour. However, when trips generated by the existing land uses are considered, it is estimated that the redeveloped site will generate only 2 additional vehicle trips (3 fewer entering and 5 additional exiting) during the AM peak hour and 5 additional trips (5 entering and zero exiting) during the PM peak hour.
4. The proposed development site is well served by Metro Transit, with several bus routes operating in close proximity on Gottingen Street. Additional transit service within 500m is available on Robie Street and North Street.
5. When this Traffic Impact Statement letter was prepared in mid-April, 2013, TISs had been prepared for five other developments within about two blocks of the study site. The six proposed developments include a total of approximately 276 apartment units and 13,747 square feet of commercial space. It is estimated that the six redeveloped sites will generate an additional 65 vehicle trips (13 entering and 52 exiting) to the area during the AM peak hour and an additional 114 vehicle trips (71 entering and 43 exiting) during the PM peak hour.

**Conclusions -**

6. The low numbers of additional vehicle trips generated by the redeveloped site at the corner of Isleville Street and Bilby Street are not expected to have any significant impact to the performance of the adjacent intersections or streets, or the regional street network.
7. The net additional trips estimated to be generated by the six developments in the area are not expected to have any significant cumulative effect on traffic operations on area intersections or streets, or the regional street network.

**Recommendation -**

8. While visibility is good on both approaches to the two proposed site driveways, care must be exercised when designing the driveway exits from both the underground and ground level lots to ensure that exiting drivers have a clear view of pedestrians using the sidewalk.

If you have any questions or comments, please contact me by email to  
or telephone

Sincerely,

**ORIGINAL SIGNED**

Ken O'Brien, P. Eng.  
Senior Traffic Engineer  
GENIVAR Inc.

**ATTACHMENT D:**  
**Relevant Policies of Halifax Municipal Planning Strategy (MPS)**

**Halifax Municipal Planning Strategy (MPS)**  
**Section XI (Peninsula North Secondary Planning Strategy)**

**Commercial Facilities Designation:**

*Objective: A variety of appropriately located commercial facilities to serve the needs of both the resident and working populations of Peninsula North and the City as a whole.*

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

**Policy 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

**Policy 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.

**Policy 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.



**ATTACHMENT E:**  
**Public Information Meeting Minutes – September 18, 2013**

**STAFF IN**

**ATTENDANCE:** Dali Salih, 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  
Jeffry Haggett, GENIVAR Inc.  
Norm Dube, Developer

**PUBLIC IN**

**ATTENDANCE:** Approximately 10

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The meeting commenced at approximately 7:00 pm.

**1. Call to order, purpose of meeting – Dali Salih**

**Ms. Salih** introduced herself as the Planner facilitating the application through the Planning Process; Cara McFarlane and Alden Thurston, HRM Planning Applications; Norm Dube, property owner; Jeffry Haggett, GENIVAR Inc.; and Councillor Jennifer Watts (District 8).

Case No. 18555 is an application by GENIVAR Inc., on behalf of Onyx Properties Limited, to amend the Halifax Peninsula Land Use By-law (LUB) to include 2857 to 2863 Isleville Street and 5559 Bilby Street within Schedule Q to allow for an eight storey residential building by development agreement.

The purpose of the Public Information Meeting (PIM) tonight is to inform the residents of the proposal that has been submitted by the applicant and to explain Planning Policy and Process associated with this application.

The PIM agenda was reviewed.

**2. Presentation of Proposal – Dali Salih**

The subject site is located on the corner of Isleville and Bilby Streets and is comprised of approximately 929 square metres (about 10,000 square feet). The applicant is proposing an eight storey residential building with a maximum height of 80 feet to include 33 residential units within a residential tower and four townhouse units. There will be 11 parking spaces at grade and entry to them will be from Isleville Street. There are 19 underground parking spaces with an entrance from Bilby Street.

The property is designated MC (Major Commercial) under the Halifax Municipal Planning Strategy (MPS) and zoned C-2 (General Commercial) Zone under the Halifax Peninsula LUB. Because the proposed building is eight storeys and approximately 80 feet, it is not permitted as of right under the C-2 Zone regulations.

An example of what the development might look like if constructed as-of-right was shown.

Ms. Salih explained the definition of a development agreement. She reminded the residents that their comments would be beneficial when negotiating the development agreement.

A rendering of the proposed building was shown.

Planning Policy and regulations allow the applicant to apply for a development agreement but certain criteria have to be met. Those criteria are basically specific to the design of the building, massing, street level elements, exterior cladding, landscaping and open space, traffic, site access parking and impacts on municipal services.

### **3. Presentation of Proposal – Jeffrey Haggett, GENIVAR Inc.**

Together with WHW Architects, tonight's presentation will show some of the details on the building's design and some of the background of the proposed project. From research, it was determined that the building was built in two sections sometime before 1940s and 1950s. Presently, it is occupied by three tenants (one commercial and two residential).

Tonight's PIM will allow the applicant to hear ideas and comments in addition to ones heard at a previous public consultation held by GENIVAR. When creating this proposed development, the application considered the site context, not just the immediate and surrounding area, but also the area in general (number of applications in process, some of the business developments that are going on in the area, parks, schools, etc.). The applicant will be looking at market demand while following HRM policies, regulations, building codes and guidelines.

The Developer's (Norm Dube) family has a strong history and tradition in the Northend with a family business of Camille's Fish and Chips followed by Metro Electric. This project is named in honor of his parents and also their contribution to the community. The vision for this development is to create a building that is not only a delight to look at but also one that contributes to the community and pays tribute to that family heritage.

This area is in transition but also has a great history of being diverse architecturally. The applicant has looked at some of the more interesting contemporary designs incorporating brick and corner entrances into the project. When engaging the public, the applicant realized that the existing community (area below Isleville and Bilby Streets, between Gottingen and Isleville Streets), has a history. The public also understands that a residential transition along Isleville Street is happening and the idea is to help establish and compliment a more stable community that is developed around it. People expressed their dislike for blank walls but liked the brick detail. The public want this to reflect the heritage and character of the existing residential area, want to see an improvement of the pedestrian experience and a support of the community's green principles. They also want residential units that can help sustain variety and mixture of people living in this community and particularly families.

The applicant recognizes the industrial character of the area and wanted to respect that as well as the incredible emerging local business development happening in this area. The idea is to support that by bringing additional residences into the area. There is also an incredible mixture of parks in the area and the community is not only historic but the architectural design is diverse.

Mr. Haggett showed the elevations of the building. This project is a two storey streetwall, a ten foot stepback from the building lot edge along the front corners and along the side interior lot line, a 14 foot stepback. At the top floor, an eight foot stepback will help create a nicer pedestrian experience and reduce the visual impact and weight of the building along the street edge. A 40 foot depth stepback along the buildings two edges to emulate the residential character in the surrounding area and allow for an amenity terrace and amenity room with a gym and community room. A landscaped area where kids can play throughout the day and used for community functions during the night has been created.

For improvements of the pedestrian experience, sidewalks would be redone through the project, grass would be replanted along the edge and the treeline would continue all the way from Young Street to Almon Street. In front of the townhouses there are three foot green spaces. The community expressed their interest in the residents of the building being able to create their own landscaping by having the opportunity to plant themselves to reflect their own character.

The applicant would like to contribute to the sustainability of Halifax's urban core, reinforce the residential character of Isleville Street and assist in reducing sprawl. Also, offer access to great walking, cycle and transit routes that already exist in the area and buildings that support some of the existing infrastructure. This building will offer economic benefits for the city and for the region.

#### **4. Overview of Planning Process – Dali Salih**

When an application is received by HRM, Staff makes sure there is policy within the MPS for Council to consider the proposal. A PIM is then held to receive public comments which assist Staff in preparing a recommendation and Staff Report that would go to District 7&8 Planning Advisory Committee. The Committee would then forward their recommendation of approval or refusal to Halifax and West Community Council (HWCC). HWCC would give the application First Reading and schedule a Public Hearing at which time the public is given another opportunity to comment before a decision is made by HWCC to approve or refuse the application. Whether approved or refused, a 14-day appeal period follows. The application can be appealed through the NSURB.

#### **5. Questions and Comments**

**Neila MacDonald, Halifax** – Likes the look of the building but is concerned about traffic. She lives on Bilby Street and knows there is no room to have entrance for parking come onto the street. The corner for the proposed building is very busy and hazardous.

Ms. Salih mentioned that as part of the application, a Traffic Impact Statement (TIS) performed by a Traffic Engineer was submitted by the applicant. The Engineer takes into account the growth rate in the area (approved and potential developments). The statement was reviewed by HRM Traffic and Right-of-Way Services and HRM Development Engineering and was deemed acceptable. Ms. Salih also stated that she can forward additional information about that Traffic Impact Statement.

**Lois Randall, Halifax** – Asked when the A.M. and P.M. peak times were and for what period of time. Mr. Haggett said for A.M. peak, it was between 6:00 and 9:00 A.M. and for P.M. peak was either between 3:00 and 6:00 P.M. or 4:00 and 7:00 P.M.. He will double check and let Ms. Salih know. Ms. Randall believes that the traffic study is a valued judgment. These counts at peak times do not include the St. Joseph Square development, the 18-storey building that is going to

go up and any other buildings (the townhouse development that burned down). In the P.M. peak you are looking at another 114 cars coming and going in a three hour period of time, which impacts her life. She finds the building attractive but is concerned with the amount of density in a compact area. All traffic impact statements say there will be no impact from the developments but it will and already has.

**Fred Connors, Halifax** – What is the capacity for parking in this development?

Ms. Salih said there are a total of 30 parking spaces (11 parking spaces at ground level with an entrance from Bilby Street and 19 parking spaces underground with an entrance from Isleville Street).

**Jennifer Beamer, Halifax** – In general, she likes the building. She attended the previous meeting that the applicant had for input from the community. They did take into account some of the things that were said and she is generally in agreement. My comment is more focused on the city and the fact that there are seven buildings within a few blocks, not including an 18 storey building and ones that haven't been talked about yet. She would like to see a complete picture of what the block will look like with the renderings combined. She asked if the developer would contribute money toward paint and funding to allow the residents to paint that intersection.

Ms. Salih explained that that would be something to discuss with the consultant and property owner.

**One resident** – Will these be condos or apartments? Mr. Haggett said it is the developer's intent to make these condos.

**Patrick Lawlor, Halifax** – Do any changes to the development agreement, if approved, require the developer to come back for further approval?

Ms. Salih explained that once the public hearing is held and HWCC approves the application, any changes to the development agreement would require council to hold a second public hearing. Mr. Lawlor finds the building very attractive and feels it will add some value that neighbourhood.

**Ms. Randall** – If the developer decides to have apartments instead of condos, does that have to come before the public again?

Ms. Salih said that whether the building has apartments or condos, it is something that would not be regulated through the development agreement, so it's the developer's decision.

**Mr. Connors** – Young professionals want to be within walking or biking distance from their work place. They want to live in developments of high quality so that they can raise their families and build careers within neighbourhoods where they don't have to drive to work.

**Jim Trites, Halifax** – Shares Mr. Connor's concern about quality of buildings and the materials that are used. Can these types of things be built into development agreements? This building seems to have nice materials that seem to compliment the neighbourhood and city. As a resident, I have a strong belief that people who are living in their own space (owner/occupied) are healthier in general for neighbourhoods. My hope is that this does stay as condominiums so people will own, invest and live in the neighbourhood.

Ms. Salih explained that the materials used in the development will be included as an essential part of the development agreement. Norm Dube said that he intends to build condos. There are too many apartment buildings in the neighbourhood.

**Councillor Watts** – In reference to the question raised about the place making project. HRM encourages the project and it has amazing community benefits but there is a process through Traffic Services and Right-of-Ways to follow.

## **6. Closing Comments**

**Ms. Salih** thanked everyone for coming and expressing their comments.

## **7. Adjournment**

The meeting adjourned at approximately 7:52 p.m.