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MEMORANDUM

TO: Chair and Members of District 7 and 8 Planning Advisory Committee

FROM: Mitch Dickey, Major Projects Planner

DATE: February 17, 2016

SUBJECT: **Case 20149 - Application by WSP Canada Inc for lands at 2858/2866 Gottingen Street and 5518 Macara Street to amend the Halifax Peninsula Land Use Bylaw by adding the properties to Schedule Q and for approval of a development agreement to allow an eight storey, mixed use development with 71 units.**

The proposal is for an eight storey 71 unit building with ground floor commercial space at the corner of Gottingen Street and Macara Street. To enable the proposal, the applicant has requested that Schedule Q of the Halifax Peninsula Land Use By-law (LUB) be applied to the site and that a development agreement be approved. The applicant's submission materials are attached to this memo (Attachment B)

Location

The subject property:

- Is located at the intersection of Gottingen Street and Macara Street in North End Halifax (Maps 1 & 2);
- is comprised of 3 properties, each containing a building;
- contains commercial space on the corner property and 4 apartment units;
- is 1403 square metres (15,100 square feet) in area, with 30 metres (100 feet) of frontage on Gottingen Street and 45 metres (148 feet) of frontage on Macara 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 includes two approaches for considering development within the MJC designation of Area 5 – as of right development under the C-2 zone or by development agreement under Schedule Q. Attachment A of this memo outlines the applicable MPS policies.

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Land Use Bylaw

Development 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, does not establish height controls and may result in large buildings in close proximity to low density housing

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 may only be considered by development agreement.

Proposal

The applicant is proposing to develop an 8-storey mixed-use building consisting of:

Commercial Space

- ± 3,510 square feet on Gottingen Street

Residential Units

- 33 x 2BR @ ± 850 square feet
- 35 x 1BR @ ± 730 square feet
- 3 x 2BR TOWNHOUSE @ ± 1,800 square feet on Macara Street

The full submission detailing the proposal is provided as Attachment B.

Public Meeting

A public meeting to allow for community input on the proposed building was held on February 1, 2016. Minutes of this meeting are included as Attachment C.

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;
- setbacks of upper floors;
- the design and exterior materials of the building;
- the location and size of the proposed commercial space;
- the mix of residential unit types;
- on-site parking and parking garage access.

Attachments

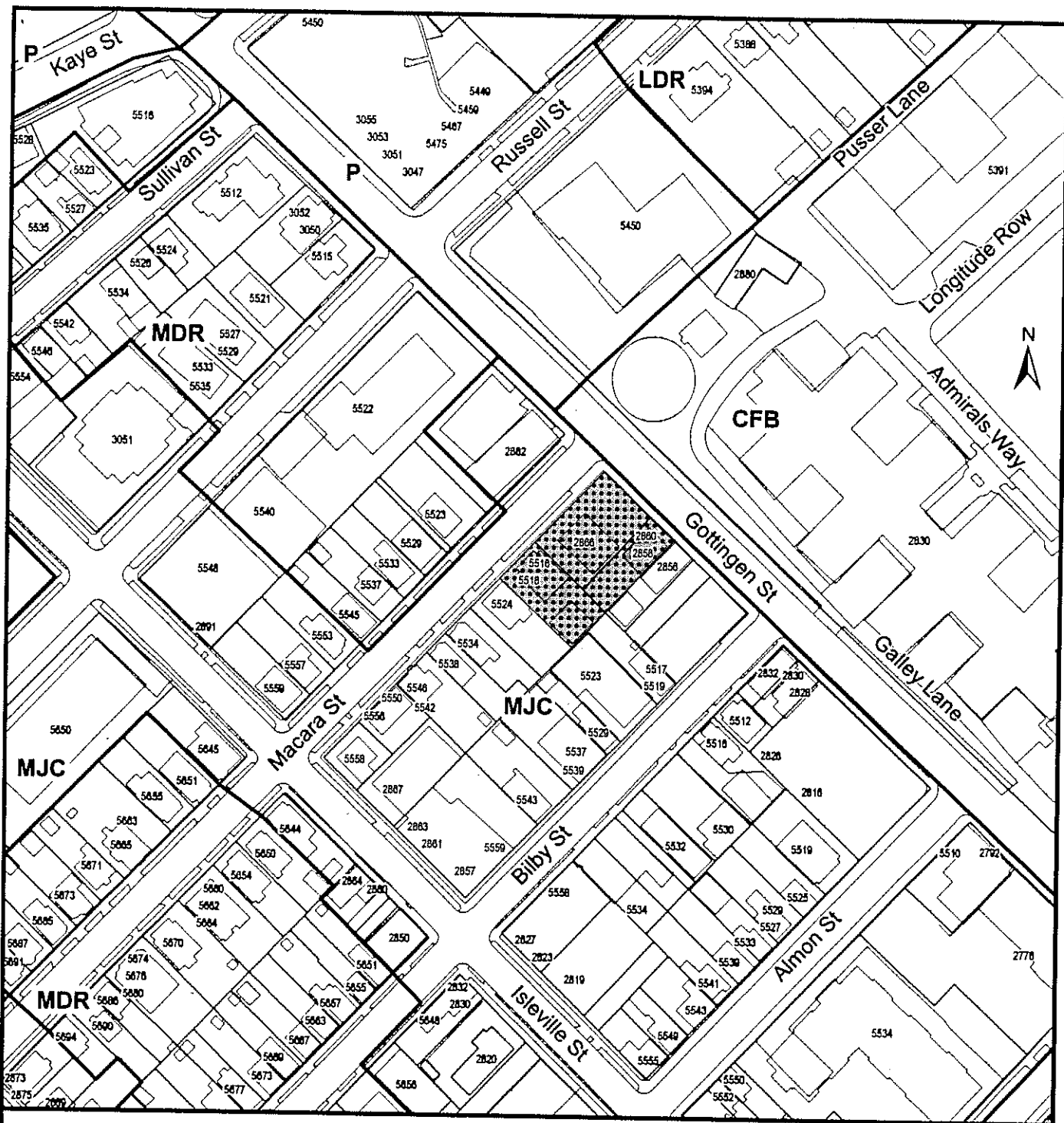
- Map 1: Generalized Future Land Use Map
Map 2: Zoning Map
Attachment A: Excerpts from the Halifax Municipal Planning Strategy
Attachment B: Applicant's Submission
Attachment C: Public Information Meeting Minutes (February 1, 2016)

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Map 1 - Generalized Future Land Use

2858 & 2866 Gottingen Street
and 5518 Macara Street
Halifax

HALIFAX



Subject Properties

Designation

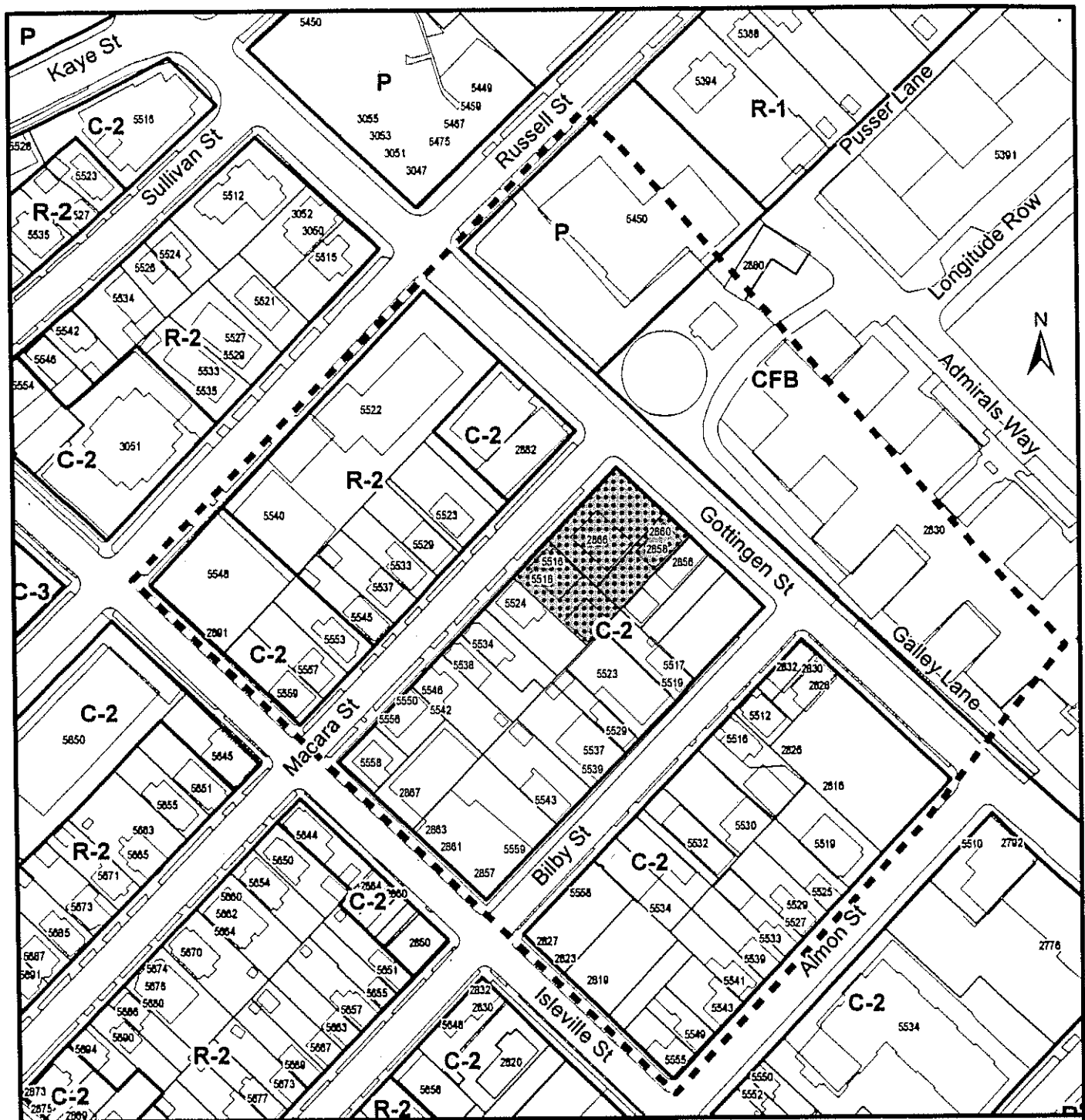
LDR Single Family Dwelling
MDR Medium Density Residential
MJC Major Commercial
CFB Canadian Forces Base
P Park and Institutional

0 20 40 60 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.


Halifax Plan Area
Peninsula North Secondary Plan Area



Map 2 - Zoning and Notification

2858 & 2866 Gottingen Street
and 5518 Macara Street
Halifax

 Subject Properties

 Area of Notification

Halifax Peninsula
Land Use By-Law Area

Zone

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

HALIFAX

0 20 40 60 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.

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.

ATTACHMENT B - APPLICANT'S SUBMISSION



DEVELOPMENT AGREEMENT
APPLICATION FOR:

2866 & 2858 GOTTINGEN STREET
AND 5518 MACARA STREET

SEPTEMBER 23, 2015

151-05840

**FH DEVELOPMENT GROUP INC.
DEVELOPMENT AGREEMENT
APPLICATION FOR:**

**2866 & 2858 Gottingen Street, and 5518
Macara Street**

Planning Application
Project No.: 151-05840
Date: September 23, 2015

—
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151-03355

September 23, 2015

Mr. Mitch Dickey, Major Projects Planner
HALIFAX | Development Approvals
7071 Bayers Road, Suite 2005
Halifax, NS B3J 3A5

**Subject: Development Agreement Application for: 2866 & 2858
Gottingen Street and 5518 Macara Street**

Dear Mitch:

On behalf of our client, FH Development Group Inc., Architecture49 (A49) and WSP Canada Inc. (WSP) are pleased to submit a Development Agreement Application for the above referenced project.

To assist with the application, the following supporting materials are enclosed and included as appendices to this report:

- Completed Planning Application Form
- \$2,600 Application Fee
- Appendix A: Parcel Description
- Appendix B: Detailed Site Plan
- Appendix C: Servicing Schematic
- Appendix D: Traffic Impact Statement
- Appendix E: Preliminary Building Elevations
- Appendix F: Preliminary Building Floor Plans
- Appendix G: Preliminary Building Renders

A49 and WSP trust that the enclosed materials satisfy the Development Agreement Application requirements, and we look forward to working with Staff, Council and members of the public throughout the application process. Should you have any questions, comments or concerns with regards to this application, please do not hesitate to contact the undersigned.

Yours truly,
WSP Canada Inc.

ORIGINAL SIGNED

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SIGNATURES

APPLICATION PREPARED BY

ORIGINAL SIGNED

Blaise Morrison, MCIP, LPP
Manager, Planning - WSP

APPLICATION PREPARED BY

ORIGINAL SIGNED

Joe Zareski, NSAA, MRAIC, LEED AP
Regional Director, Atlantic Canada – A49

TABLE OF CONTENTS

1	INTRODUCTION.....	ERROR! BOOKMARK NOT DEFINED.
1.1	OVERVIEW.....	1
1.2	PRESIDIO APPROACH	1
2	SITE CHARACTERISTICS	2
2.1	LOCATION	2
2.2	PHYSICAL CHARACTERISTICS	2
2.3	PROPERTY ACCESS	2
2.4	EXISTING PLANNING DESIGNATION & ZONING	2
3	PROPOSED DEVELOPMENT.....	3
3.1	DEVELOPMENT SUMMARY	3
3.2	DEVELOPMENT BREAKDOWN	3
4	ADDRESSING POLICY 2.3.3	4
4.1	POLICY UNDERSTANDING.....	4
4.2	BUILDING HEIGHT	5
5	CONCLUSION	6

APPENDICES

Appendix A:	Parcel Description
Appendix B:	Detailed Site Plan
Appendix C:	Servicing Schematic
Appendix D:	Traffic Impact Statement
Appendix E:	Preliminary Building Elevations
Appendix F:	Preliminary Building Floor Plans
Appendix G:	Preliminary Building Renders

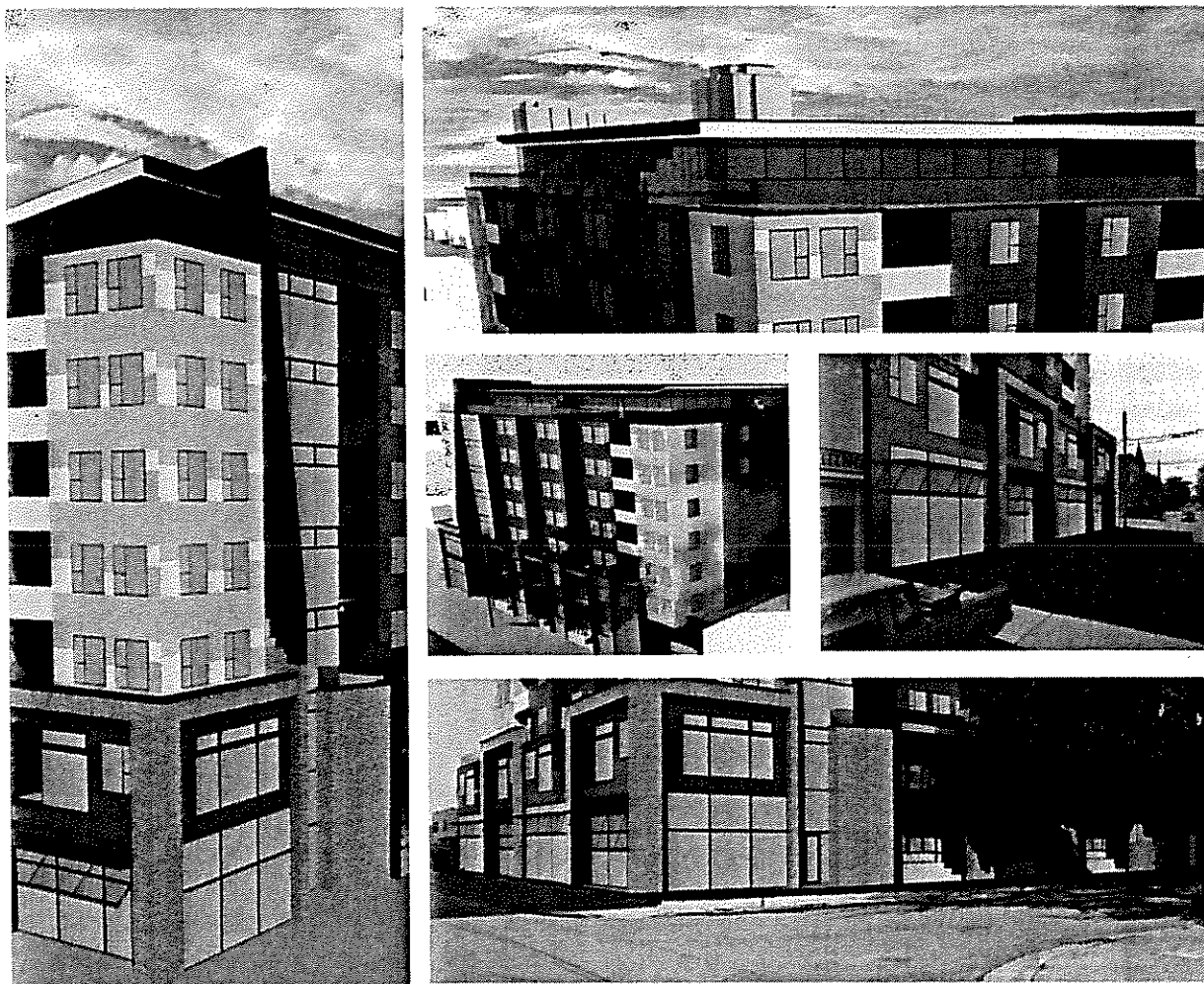
1 INTRODUCTION

1.1 OVERVIEW

On behalf of our client, FH Development Group Inc., Architecture49 (A49) and WSP Canada Inc. (WSP) are pleased to make an application for a map amendment to the Halifax Peninsula Land Use Bylaw (LUB) to enable a Development Agreement (DA) for a new 71 unit mixed-use building at 2866 & 2858 Gottingen Street and 5518 Macara Street in Halifax (PIDs 00127506, 00127514 and 00127498, respectively).

Based on Municipal Planning Strategy (MPS) Policy 2.3.3, we understand that the proposed development project requires an amendment to Map ZM-2 of the LUB to apply a Schedule Q to the subject properties. Schedule Q allows Council to consider areas that would benefit from comprehensive site planning through a development agreement process. A49 and WSP are seeking to undertake the required bylaw amendment and development agreement processes concurrently.

A summary of site's characteristics, the proposed development's features and it's applicability to Policy 2.3.3 of the MPS is provided in the following report.



2 SITE CHARACTERISTICS

2.1 LOCATION

The subject site consists of three contiguous legal parcels (PIDs 00127506, 00127514 and 00127498) on the corner of Gottingen and Macara Streets in Halifax's North End.

2.2 PHYSICAL CHARACTERISTICS

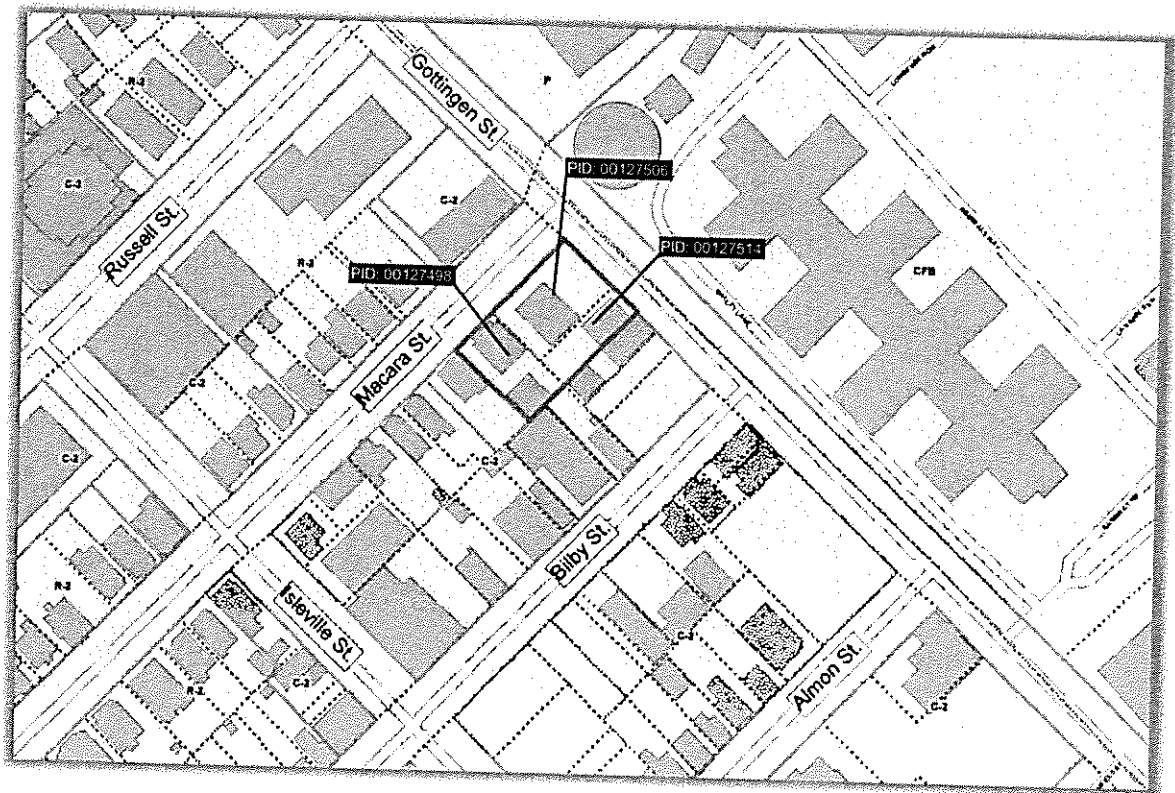
The three properties combine to approximately 15,000 square feet in size (subject to survey), with approximately 100 feet of frontage on Gottingen Street and 150 feet of frontage on Macara Street.

2.3 PROPERTY ACCESS

Existing access to the site is from Gottingen Street and Macara Street.

2.4 EXISTING PLANNING DESIGNATION & ZONING

The subject properties are designated Regional Centre (Urban Core) under the HRM Regional Plan, and Major Commercial under the Peninsula North Planning Area (Area 5) of the MPS. High density residential and commercial uses are permitted and encouraged in the Major Commercial designation as-of-right under the current General Business (C-2) Zone. In order for Council to consider promoting investment in commercial and residential redevelopment at greater densities, these properties require a Schedule Q designation which enables a DA.



3 PROPOSED DEVELOPMENT

3.1 DEVELOPMENT SUMMARY

The proposed development at the corner of Gottingen Street and Macara Street consists of a 71-unit residential building combined with 3,510 square feet of Commercial/Retail space at ground level. The total building height is 80 feet (8 storeys). The existing buildings are to be demolished. Given the proposed building crosses the property line of the three subject parcels, the lots will be consolidated through the subdivision process.

3.2 DEVELOPMENT BREAKDOWN

The breakdown of the proposed residential/commercial development is as follows:

Commercial Space

- $\pm 3,510$ square feet

Residential Units

- 33 x 2BR @ ± 850 square feet
- 35 x 1BR @ ± 730 square feet
- 3 x 2BR TOWNHOUSE @ $\pm 1,800$ square feet

Population Density

We are proposing a density of 151 people, given that there are 35 one-bedroom units (70 people), 33 two-bedroom units (74 people) and 3 Townhouse units (7 people) based on the following calculations:

- 2 people per One Bedroom Units
- 2.25 people per Two Bedroom Units
- 2.25 people per Townhouse

Parking

- 1 level underground: 37
- 1 level at-grade (interior): 16
- Total: 53 stalls

A single driveway access is provided for a shared internal-at-grade and underground parking area.

On the internal-at-grade parking level, 3-4 parking spaces may be provided to accommodate the commercial uses.

Amenity Space

- Interior and Exterior: $\pm 1,107$ square feet

Open Space

- Decks: $\pm 12,513$ square feet

Bicycle Parking

Bicycle parking will be provided as per LUB requirements.

4 ADDRESSING POLICY 2.3.3

4.1 POLICY UNDERSTANDING

We understand that the Schedule Q was established to address challenges with introducing new residential uses into existing commercial and industrial areas on a site-by-site basis. The existing area around Gottingen Street and Macara Street does not generate the commercial-type development at the level the planning strategy had originally envisioned. The surrounding land uses are mostly residential and, in our opinion, the proposed development will create an appealing and desirable living environment for future residents within close proximity to commercial uses and amenities along Gottingen, Agricola and Robie Street corridors.

In order to address Policy 2.3.3 of the MPS, we note the following:

Relationship to Adjacent Properties

The North End area of Halifax is currently seeing an increased interest in redevelopment projects, thusly enabling greater density on the Peninsula. This is noted with the recent development projects and proposals such as Gladstone Ridge, Kaye Street development, St. Joseph's Square, Q Lofts, the Bloomfield Centre, and several HALIFAX Development Agreements, including, but not limited to Case Numbers: 16417, 17256, 17456, 17511, 17757, 18149 and 18254. The proposed development seeks to compliment this trend by introducing a new development respective of the style of the changing neighbourhood, as well as the character of the historic neighbourhood.

The increased number of residential units in the area would provide residents with easy access to employment, entertainment, and recreational opportunities such as CFB Stadacona, Fort Needham Memorial Park, the Hydrostone area, and the many businesses along Robie Street, Almon Street and Young Street.

The proposed building is located across the street from CFB Stadacona and it includes several design elements that highlight a relationship between these two land uses. Metal panels are incorporated into the corner facades of the proposed building that are an army green colour pattern. These design elements intend to highlight and represent the strong military presence in the area. Additionally, a large metal panel divides the building and separates its commercial and residential uses. This panel is intended to represent a piece of shrapnel holding the building together. The building is stepped back from the other surrounding residential uses to the rear and side. The streetwall is maintained by continuing the townhouse-style frontages facing Macara Street and commercial frontages facing Gottingen Street. The building stepbacks provide rooftop terrace and open spaces.

Integration into the Grid Street System

The proposed development is located with the existing street network and no new streets are proposed. The proposed development includes nearly 100% lot coverage adding vitality to the street level environment.

Traffic

Please refer to Appendix D: Traffic Impact Statement.

High Quality Street Level Design

The proposed development offers an opportunity to maintain a desirable public-private interface with a townhouse style facade fronting on Macara Street and commercial uses fronting Gottingen Street. The residential 'tower' portion of the building is stepped back at various locations. At ground level, the building features a garage access to the interior parking and the lobby access for the upper-level units.

The building is proposed to be placed at the street edge directly accessing the sidewalk and has a clearly defined entry points.

Open Space

The development proposal includes open / rooftop terrace space on the 2nd and 8th storeys. One of these terraces is being proposed as open amenity space accessible to all residents, while the others are for individual units. In order to encourage families and social interaction within the building, we have located the larger family-type units (two-bedroom) with the most appealing access to terrace spaces.

Individual apartment balconies are provided for the remaining residential units.

Municipal Services

Please refer to Appendix C: Servicing Schematic.

Quality Exterior Construction Materials

A49 has been retained to prepare the architectural plans for this development. As per the exterior elevation plans, quality materials are proposed for the development (see Appendix E: Preliminary Building Elevations).

The exterior construction materials are intended to represent the military heritage and residential character of the surrounding area, while still managing to integrate modern design elements. The combination of these features, we believe, has been well-reflected in the proposed building and its materials, and is particularly well-captured in by the 'shrapnel' metal panel. This feature not only works as a functional piece for the building (separating residential and commercial uses), but serves as a recognizable architectural detail to the community.

4.2 BUILDING HEIGHT

The proposed development is 80 feet in height (8 storeys), which is in-line with current LUB requirements. According to the LUB:

"The height of a building in a C-2 Zone shall not exceed a height of eighty (80) feet, but for each foot that the building or that portion of the building which would exceed eighty (80) feet in height is set back from the property line, two (2) feet may be added to the height of the building."

The proposed building is also stepped back before it reaches its maximum height. It is our understanding that the proposed building height meets the intention of the LUB: to protect the integrity of the surrounding residential communities, as well as to compliment developments of a similar scale in the surrounding neighbourhood.

We also understand multi-unit buildings currently built or being proposed in the North End area range from 6-8 storeys in height. Offering a range of heights will offer a variety in skyline, perception, and scale of development in the area.

The building's design in and of itself is also intended to reduce the visual impact and perception of height. The two-storey townhouse-style and commercial podium keeps pedestrian attention on the street level. The building design also intends to frame the block along Gottingen Street and take advantage of the corner lot by providing a frontal design to both street frontages that is at a human scale.

5 CONCLUSION

We look forward to HALIFAX's comments as we move ahead with the public planning process. Should you have any comments or questions, please do not hesitate to contact the undersigned.

Yours truly,

WSP Canada Inc.

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cc Faisal Al-Hammadi, FH Development Group Inc.
Alaa Al-Hammadi, FH Development Group Inc

Appendices

Appendix A

Parcel Description

APPENDIX A: Parcel Description

The following parcel information was taken from Nova Scotia Property Online:

PID: 00127506 (2866 Gottingen Street)

Parcel Description

All that certain lot, piece or parcel of land situate, lying and being in the northern part of the City of Halifax, Province of Nova Scotia and bounded and described as follows,

Beginning at a point distant of sixty-six feet eight inches or thereabouts from the corner formed by the intersection of the west line of Gottingen Street with the southern line of Macara Street said point being the northeast angle of land heretofore conveyed to one Thomas Prendergast;

Thence from said point to run westerly along the northern boundary line of said land conveyed to Thomas Prendergast aforesaid seventy-five feet;

Thence northerly in a line parallel with the western line of Gottingen Street aforesaid thirty-three feet four inches;

Thence eastwardly in a line parallel with said northern line of the aforesaid land conveyed to Thomas Prendergast aforesaid seventy-five feet to said western line of Gottingen Street;

Thence southerly by said last mentioned line thirty-three feet four inches to the place of beginning.

And also all that certain lot, piece or parcel of land situate, lying and being on the west side of Gottingen Street and on the south side of Macara Street in the said City of Halifax and bounded and described as follows,

Bounded eastwardly by the western line of Gottingen Street and there measuring thirty-one feet eight inches between the northern line of Jane Truesdale's property and the southern line of Macara Street aforesaid (and allowing fifty-five feet as the full width of Macara Street instead of fifty-three feet as it was originally laid out on the plan thereof and of his other lands adjacent thereto made by George Isles and now or formerly in his possession) the lot hereby conveyed or intended so to be being further bounded northerwardly by said southern line of Macara Street and measuring thereon ninety-eight feet and four inches to the eastern line of property now or formerly of James S. MacKay;

Thence running southwardly on said last mentioned line sixty-five feet to the northern line of property of Thomas Prendergast;

Thence eastwardly by said mentioned line twenty-four feet to the southwest corner of said Jane Truesdale's property there;

Thence northwardly by the western line of said last mentioned property to the northwest corner thereof;

Thence eastwardly by the northern line of said lands mentioned property seventy-five feet to the northeast corner thereof at Gottingen Street aforesaid.

Subject to a right of way in favour of PID 00127514 as described in document 21841 in book 5237 at page 452.

The parcel is exempt from the requirement for subdivision approval under the Municipal Government Act because of Defacto Consolidation registered as document 90916819.

PID: 00127514 (2858 Gottingen Street)

Parcel Description

All that certain lot or parcel of land situate, lying and being in the said City of Halifax and described as follows, that is to say;

Beginning on the western side of Gottingen Street at a point distant 66 feet and 8 inches southerly from the corner formed by the intersection of the said western side line of Gottingen Street and the southern side line of Macara Street ;

Thence to run westerly on a line parallel with said southern side line of Macara Street 100 feet;

Thence southerly on a line parallel to said western side line of Gottingen Street 33 feet and 4 inches;

Thence easterly 100 feet or to said western side line of Gottingen Street;

Thence northerly along the said western side line of Gottingen Street 33 feet and 4 inches to the place of beginning;

Together with a right of way in favour of the above described lot, along and over all that portion of land being on the southern sideline of property known as Civic No. 2866 Gottingen Street, described as follows:

Commencing on the northeast corner of 2860 Gottingen Street, the above described lot;

Thence northerly along the western boundary line of Gottingen Street a distance of 5 feet more or less to a point being the prolongation of the South side of the building presently existing on the property and known as 2866 Gottingen Street.

Thence westerly parallel to the southern boundary line of 2866 Gottingen Street a distance of 66 feet;

Thence southerly a distance of 5 feet more or less to the northern boundary line of the above described lot;

Thence easterly along the northern boundary line of the above described lot to the place of beginning.

For the purpose of clarity, it is clearly understood that no part of this right of way should exist over any part of the lot presently occupied by the building presently existing on the property known as 2866 Gottingen Street.

Provided that If the existing building on the above described lot is demolished after November 15, 1989, the right of way shall cease to exist.

MUNICIPAL GOVERNMENT ACT:

The description for this parcel originates with a Deed dated July 14, 1894, registered in the registration district of Halifax in Book 303, Page 36 and the subdivision is validated by Section 291 of the Municipal Government Act.

PID: 00127498 (5518 Macara Street)

Parcel Description

ALL that certain lot of land and premises situate, lying and being in the said City of Halifax, being Lot No. 16 on plan of division Letter C of property of one George Isles, which said lot measured fifty feet in width and one hundred feet in depth and is more particularly described as follows:

COMMENCING on the Southern side of Macara Street at the Northeastern corner or angle of Lot 15 formerly owned by one Hamilton;

THENCE running in a Southerly direction and at right angles to said street and along the Eastern side line of said Lot 15, one hundred feet or until it comes to the junction of Lots 5 and 6 on said plan;

THENCE in an easterly direction parallel to Macara Street fifty feet or until it comes to Lot No. 2 on said plan;

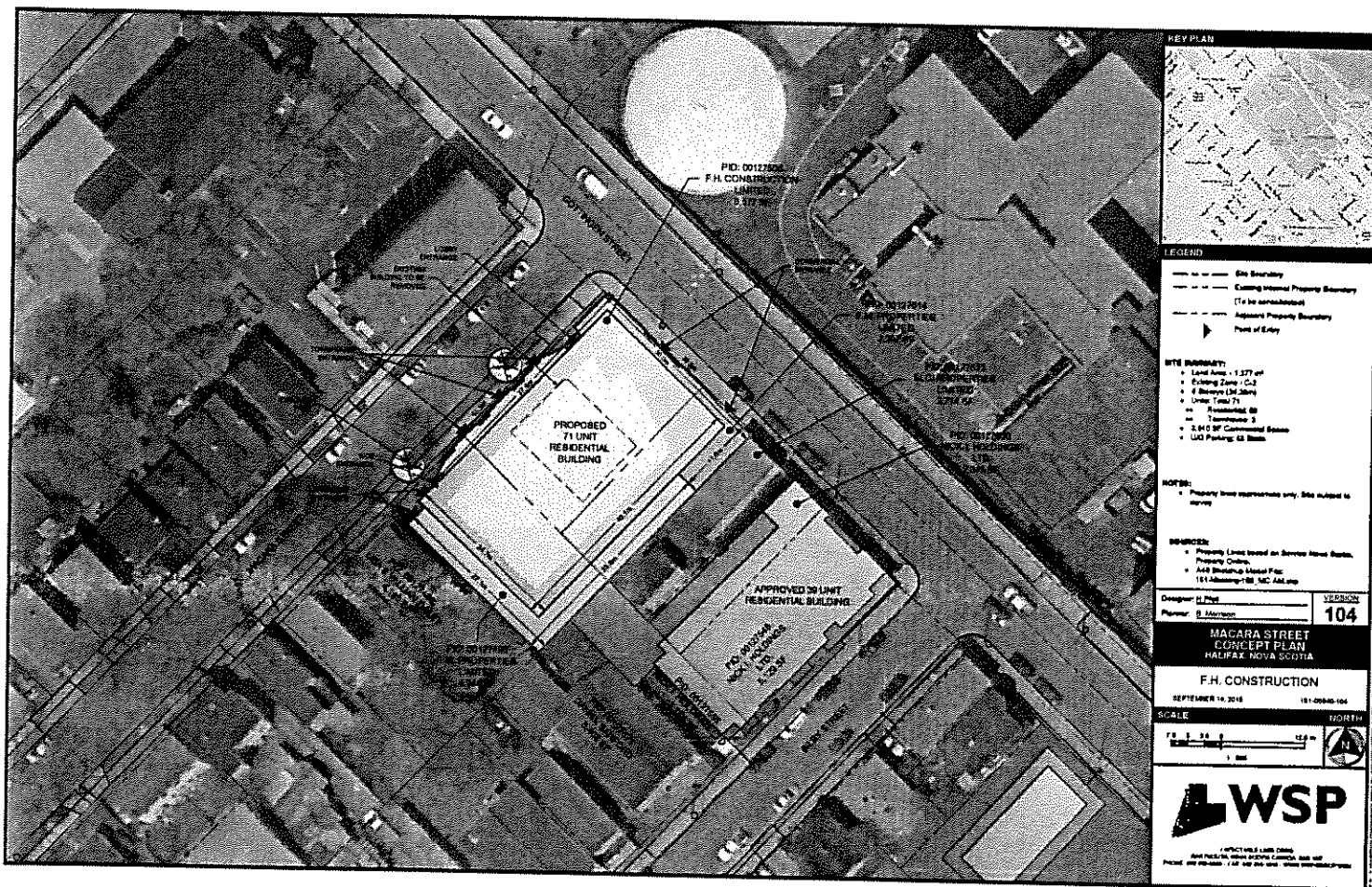
THENCE northerly along the western lines of Lots 2 and 1 on said plan one hundred feet or until it comes to Macara Street;

THENCE Westerly along the Southern line of said Macara Street fifty feet or to the place of beginning.

The description of this parcel originates with a deed dated December 9, 1965, registered in the registration district of Halifax County in book 2090 at page 639 and the subdivision is validated by Section 291 of the Municipal Government Act.

Appendix B

Detailed Site Plan



Appendix C

Servicing Schematic

Appendix D

Traffic Impact Statement



Ref. No. 151-05840

September 17, 2015

Mr. Hugh Morrison, P. Eng., Development Engineer
HRM Community Development - Alderney Gate
PO Box 1749
HALIFAX NS B3J 3A5

Sent via Email to morrish@halifax.ca

RE: Traffic Impact Statement, Proposed Multi-Tenant Residential Building with Ground Floor Commercial Space, Corner of Gottingen Street and Macara Street, Halifax, NS

Dear Hugh:

F. H. Construction is preparing plans to construct a multi-unit residential building with ground floor commercial space at the southwest corner of Gottingen Street and Macara Street in Halifax (Figure 1). The development will include three townhouse units, approximately 68 apartment units, 3,510 square feet of neighbourhood oriented commercial space, and approximately 53 underground parking spaces. This is the Traffic Impact Statement (TIS) required to accompany the development application.

Description of Site Location -

The proposed development is at the southwest corner of the Gottingen Street and Macara Street intersection (Figure 1). The site includes three existing buildings (a duplex at 2858 / 2860 Gottingen Street; Halifax Furniture Clinic at 2866 Gottingen Street; and a single family dwelling at 5518 Macara Street (Photo 1).

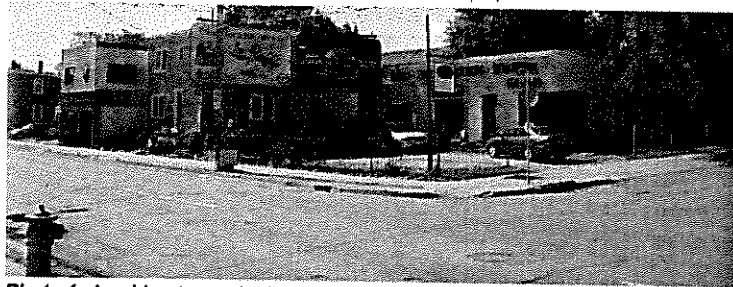


Photo 1 - Looking towards the site from the east side of Gottingen Street. The site includes the green building behind the billboard to the left of the photo, the commercial building in the center, and the first residential lot on the south side of Macara Street.

Pedestrian accesses will be from Gottingen Street for the commercial space and from Macara Street for the residential units. Vehicle access will be via a parking garage driveway on Macara Street at the west edge of the property (Figure 1 and Photos 2 and 3). The parking garage entrance is set back from the sidewalk (Figure 1) which should provide adequate visibility between vehicle drivers exiting the parking garage and pedestrians using the sidewalk.

Gottingen Street is a two-lane major collector street with sidewalks on both sides. While '1 HOUR 8 AM - 6 PM' parking is permitted on the west side of the street adjacent to the site, parking is not permitted on the east side of the street. Projected 2016 traffic volumes prepared for *Addendum - Traffic Impact Statement - Proposed St. Joseph's Square Development* (WSP Canada Inc., December 2014) indicated two-way hourly volumes of 690 vehicles per hour (vph) during the AM peak hour and 860 vph during the PM peak hour for Gottingen Street south of Russell Street one block north of Macara Street.

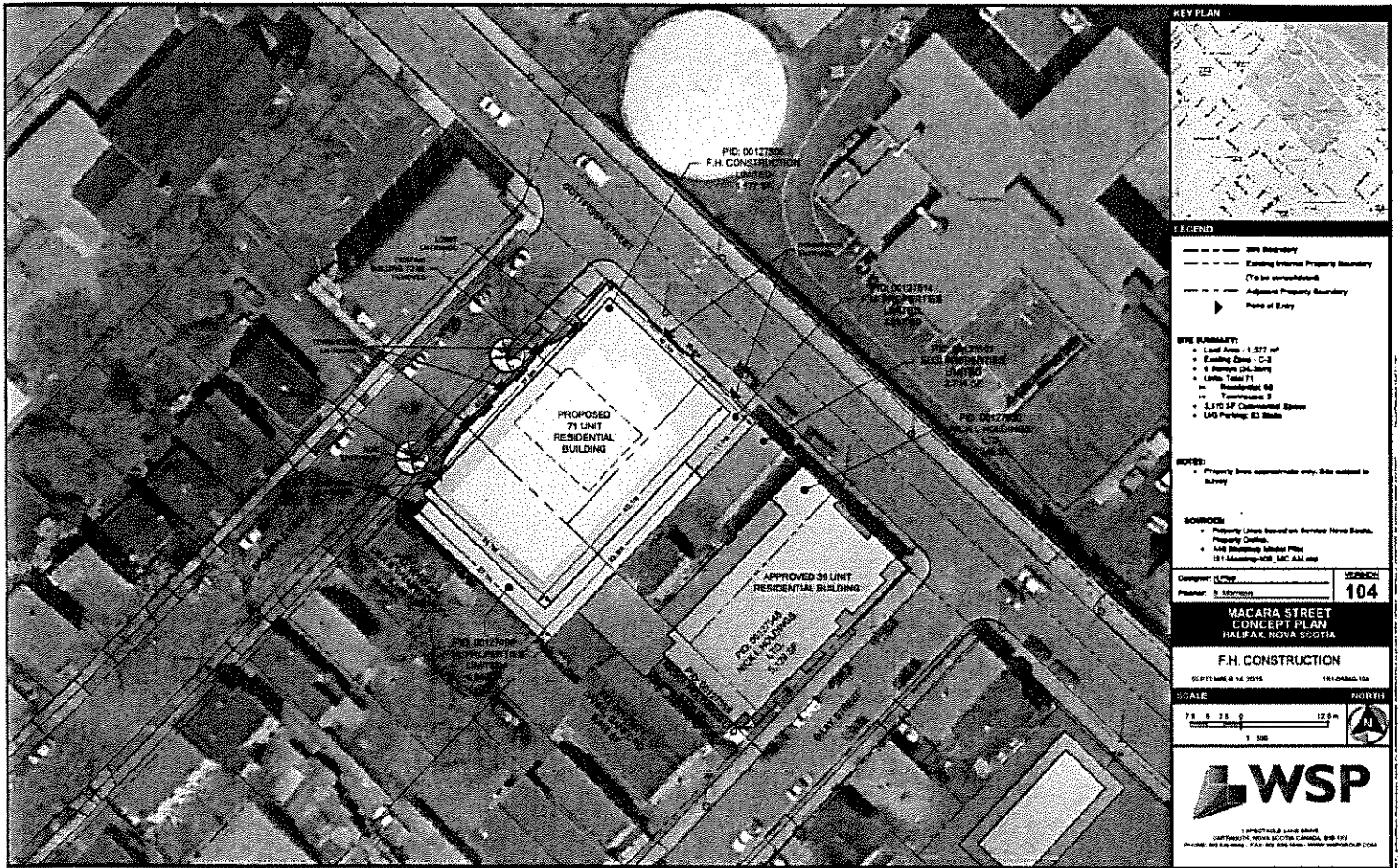


Figure 1

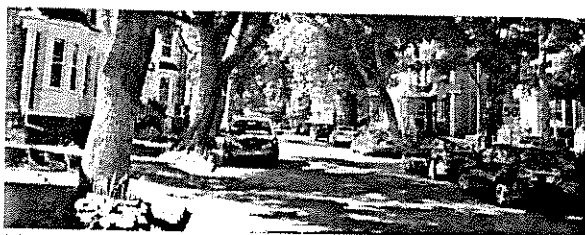


Photo 2 - Looking west on Macara Street towards Isleville Street from the parking garage driveway location at the west edge of the site.



Photo 3 - Looking east on Macara Street towards Gottingen Street from the parking garage driveway location at the west edge of the site.

Macara Street is a two-lane local street with sidewalks on the both sides (Photos 2 and 3). While parking is not permitted on the south side of the street adjacent to the site, '1 HOUR 8 AM - 6 PM' parking is permitted west of the site. Unrestricted parking is permitted on the north side of the street, except for street cleaning early Friday morning.

Trip Generation - Trip generation estimates for the proposed and existing land uses, prepared using published trip generation rates from *Trip Generation, 9th Edition*, are included in Table 1.

Table 1 - Trip Generation Estimates for Proposed Development and Existing Land Uses									
Land Use ¹	Units ²	Trip Generation Rates ³				Trips Generated ³			
		AM Peak		PM Peak		AM Peak		PM Peak	
		In	Out	In	Out	In	Out	In	Out
Trip Generation Estimate for the Proposed Development									
Mid-Rise Apartment (Land Use 223)	71 units	0.09	0.21	0.23	0.16	7	15	16	12
Specialty Retail (Use Code 826) ⁴	3,510 KGLA	0.76	0.60	1.19	1.52	3	2	4	5
Trip Generation Estimates for Proposed Development						10	17	20	17
Trip Generation Estimate for the Existing Land Uses ⁵									
Light Industrial (Land Use 110)	1,775 KGFA	0.81	0.11	0.12	0.85	1	0	0	2
Single Family (Land Use 210)	3 Units	0.19	0.56	0.63	0.37	1	2	2	1
Trip Generation Estimates for Existing Development ⁵						2	2	2	3
Estimated Additional Trips Generated by the Redeveloped Site									
Additional Vehicle Trip Estimates for the Redeveloped Site ⁶						8	15	18	14
NOTES: 1. Rates are for the indicated Land Use Codes, <i>Trip Generation, 9th Edition</i> , Institute of Transportation Engineers, 2012. Townhouse units are considered as part of the apartment building. 2. KGLA is 'Gross Leasable Area x 1000 square feet'. KGFA is 'Gross Floor Area x 1000 square feet'. 3. Rates are 'vehicles per hour per unit'; trips generated are 'vehicles per hour for peak hours'. 4. The Specialty Retail (Land Use 826) rate for 'Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 PM' has been used. While the unit is considerably smaller than the average 69.0 KGLA in the published data (Page 1580), the published trip generation rate has been used since this is expected to be pedestrian oriented neighbourhood commercial space. Also, since there is no published rate for the AM peak hour of adjacent street for this Land Use, and since AM peak hour trips to Specialty Retail are generally low, AM trip rates have been assumed to be 50% of the PM rate with reversal of the directional split. 5. These are the trips generated by existing commercial land use and residential buildings 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.									

Since the existing buildings on Gottingen Street at Civic Numbers 2858, 2860, and 2866 which now have two residential units and a small commercial site, and 5518 Macara Street which is a single family dwelling, 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.

It is estimated that the proposed mid-rise apartment building with ground level commercial space will generate 27 two-way vehicle trips (10 entering and 17 exiting) during the AM peak hour and 37 two-way vehicle trips (20 entering and 17 exiting) during the PM peak hour. However, when trips generated by the existing site land uses are considered as a credit, it is estimated that the redeveloped site will generate 23 additional two-way vehicle trips (8 entering and 15 exiting) during the AM peak hour and 32 additional two-way vehicle trips (18 entering and 14 exiting) during the PM peak hour.

Other Proposed Residential and Commercial Properties in the Study Area - There are several other approved developments in the area including one immediately south of the site (Figure 1), three on Bilby Street, and two at the intersection of Almon Street and Isleville Street, where sites with existing residential and / or commercial land uses are being replaced by multi-tenant buildings with neighbourhood oriented ground floor commercial space. Also, *St. Joseph's Square* which is under construction on Gottingen Street at the Russell Street intersection one block north of the proposed development includes 105 apartment units and 5,823 square feet of ground floor commercial space. Since traffic from these developments will be dispersed on local and collector streets in the area, site generated trips are not expected to have any significant cumulative effect on traffic operations at area intersections or streets, or the regional street network.

Description of Transit Service - The site is well served by transit with Halifax Transit providing several bus routes along Gottingen Street adjacent to the site.

Summary -

1. The proposed project at the southwest corner of Gottingen Street and Macara Street will include removal of three residential units and a commercial building and construction of a multi-unit residential building with ground floor commercial space. The development will include three townhouse units, approximately 68 apartment units, 3,510 square feet of neighbourhood oriented commercial space, and approximately 53 underground parking spaces.
2. Pedestrian accesses will be from Gottingen Street for the commercial space and from Macara Street for the residential units. Vehicle access will be via a parking garage driveway on Macara Street at the west edge of the property. The parking garage entrance is set back from the sidewalk which should provide adequate visibility between vehicle drivers exiting the parking garage and pedestrians using the sidewalk.
3. It is estimated that the proposed development will generate 27 two-way vehicle trips (10 entering and 17 exiting) during the AM peak hour and 37 two-way vehicle trips (20 entering and 17 exiting) during the PM peak hour. However, when trips generated by the existing site land uses are considered as a credit, it is estimated that the redeveloped site will generate 23 additional two-way vehicle trips (8 entering and 15 exiting) during the AM peak hour and 32 additional two-way vehicle trips (18 entering and 14 exiting) during the PM peak hour.

4. The site has good pedestrian facilities and transit services. Halifax Transit provides several bus routes along Gottingen Street adjacent to the site.
5. Traffic volumes are moderate on Gottingen Street with estimated two-way hourly volumes of 690 vehicles per hour (vph) during the AM peak hour and 860 vph during the PM peak hour.
6. While there are several other approved multi-unit residential buildings in the immediate area of the proposed development, since trips generated by those sites will be dispersed on local and collector streets in the area, there are not expected to be any significant cumulative effects on traffic operations at area intersections or streets, or the regional street network.

Conclusion -

7. Since traffic volumes are moderate on Gottingen Street, and are expected to be low on Macara Street, the low numbers of additional vehicle trips estimated to be generated by this site are not expected to have any significant impact to the level of performance of Macara Street, Gottingen Street, the adjacent intersections, or the regional street network.

If you have any questions or comments, please contact me by Email to ken.obrien@wspgroup.com or telephone 443-7747.

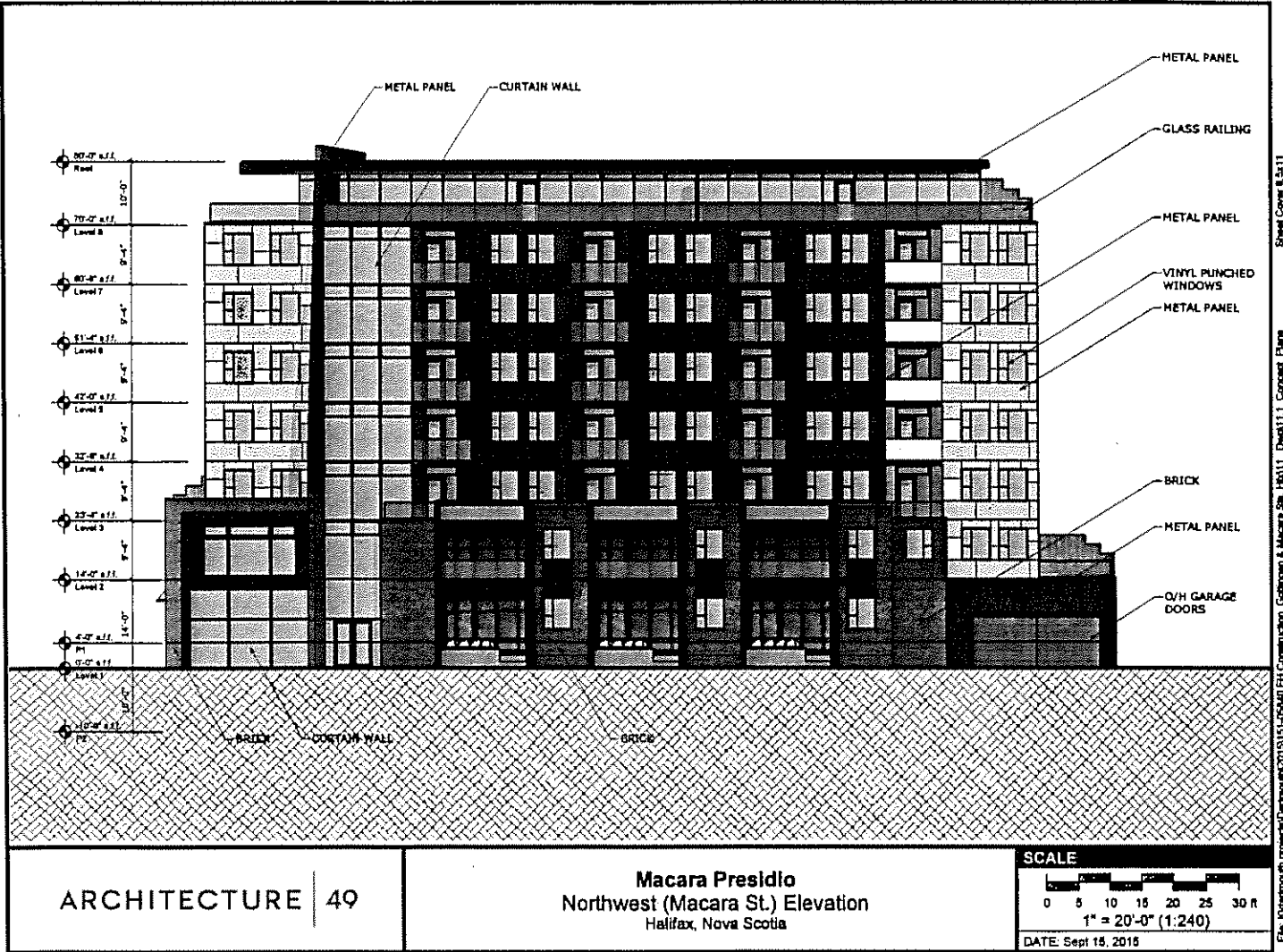
Sincerely,

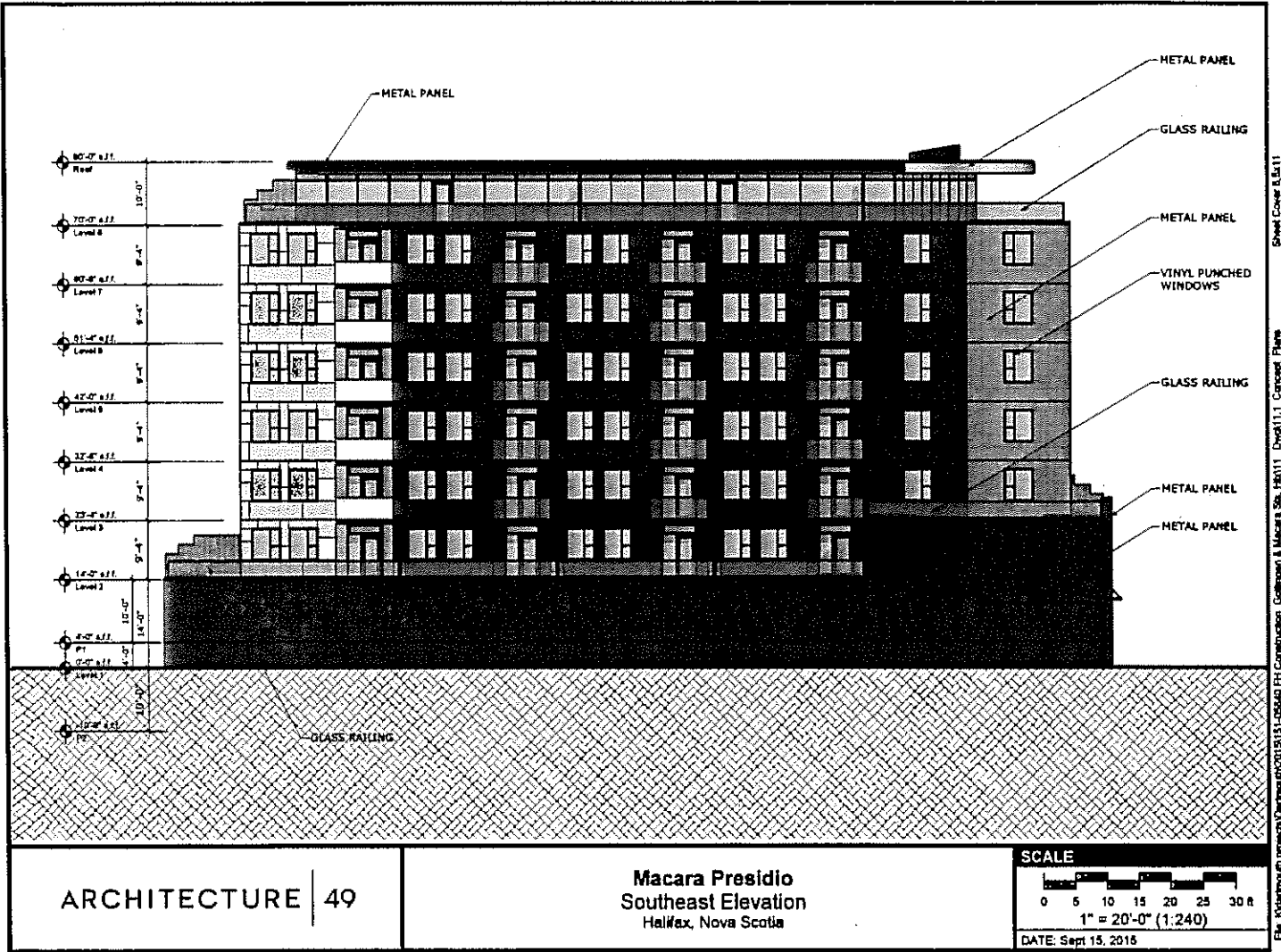
Ken O'Brien, P. Eng.
Senior Traffic Engineer
WSP Canada Inc.



Appendix E

Preliminary Building Elevations





Appendix F

Preliminary Building Floor Plans

PARKING

	PARKING AREA	STALLS	GFA
LEVEL P1	5,300 SF	16	14,092 SF
LEVEL P2	12,528 SF	37	14,751 SF

RETAIL

LEVEL 1			GFA
RENTABLE	3,510 SF		14,092 SF
AMENITY	572 SF		

TOWN HOUSES

LEVELS 1 & 2	
RENTABLE	
3 UNITS	5,401 SF
DECKS	159 SF

RESIDENTIAL

LEVEL 2		GFA
RENTABLE		11,282 SF
9 UNITS	7,445 SF	
DECKS	2,942 SF	

LEVEL 3		GFA
RENTABLE		9,665 SF
11 UNITS	8,710 SF	
DECKS	988 SF	

LEVEL 4		GFA
RENTABLE		9,665 SF
11 UNITS	8,710 SF	
DECKS	988 SF	

LEVEL 5		GFA
RENTABLE		9,665 SF
11 UNITS	8,710 SF	
DECKS	988 SF	

LEVEL 6		GFA
RENTABLE		9,665 SF
11 UNITS	8,710 SF	
DECKS	988 SF	

LEVEL 7		GFA
RENTABLE		9,665 SF
11 UNITS	8,710 SF	
DECKS	988 SF	

LEVEL 8		GFA
RENTABLE		6,181 SF
4 UNITS	4,880 SF	
AMMENITY	535 SF	
DECKS	4,472 SF	

TOTALS

PARKING	53 STALLS
AMENITY	1,107 SF
RETAIL	3,510 SF
SINGLE APARTMENT	35 UNITS
DOUBLE APARTMENT	33 UNITS
DOUBLE TOWNHOUSE	3 UNITS
RENTABLE	64,786 SF
DECK	12,513 SF
GFA	94,631 SF

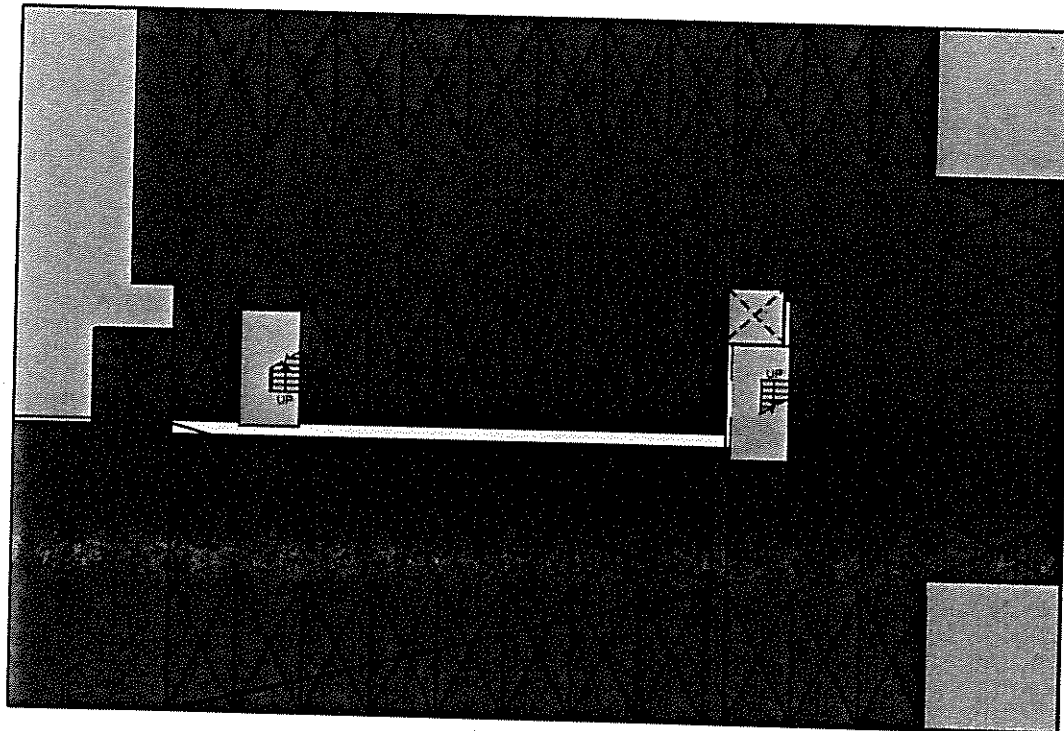
HEIGHT	
MACARA ST.	80 FT
GOTTINGEN ST.	80 FT

ARCHITECTURE | 49

Macara Presidio
RESIDENTIAL BUILDING
Halifax, Nova Scotia

SCALE

DATE: Sept 15, 2015



ARCHITECTURE | 49

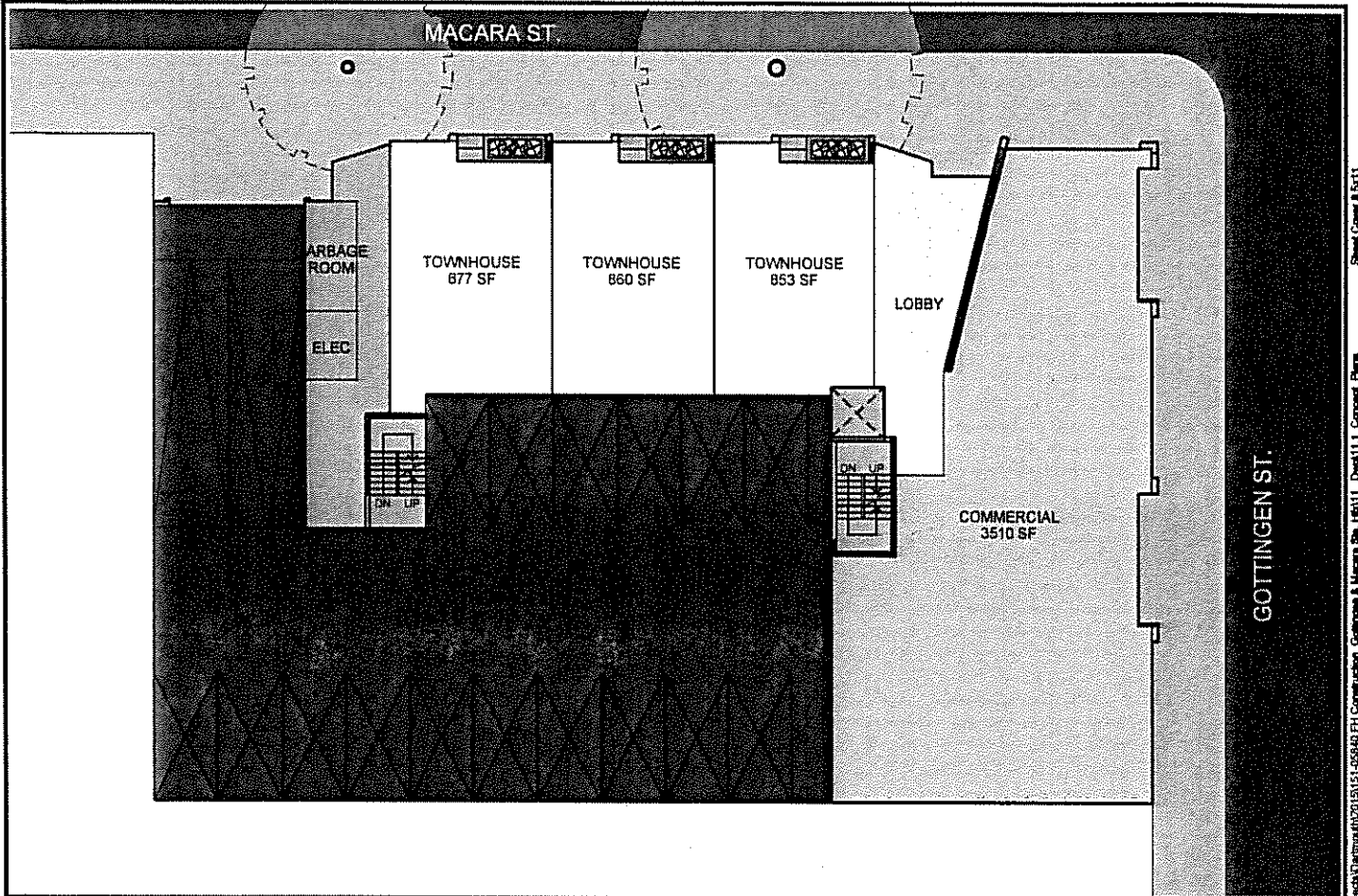
Macara Presidio
Plan P2
Halifax, Nova Scotia

SCALE

0 5 10 15 20 25 30 ft

1" = 20'-0" (1:240)

DATE: Sept. 15, 2015

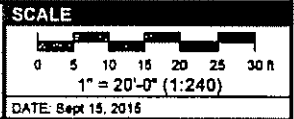


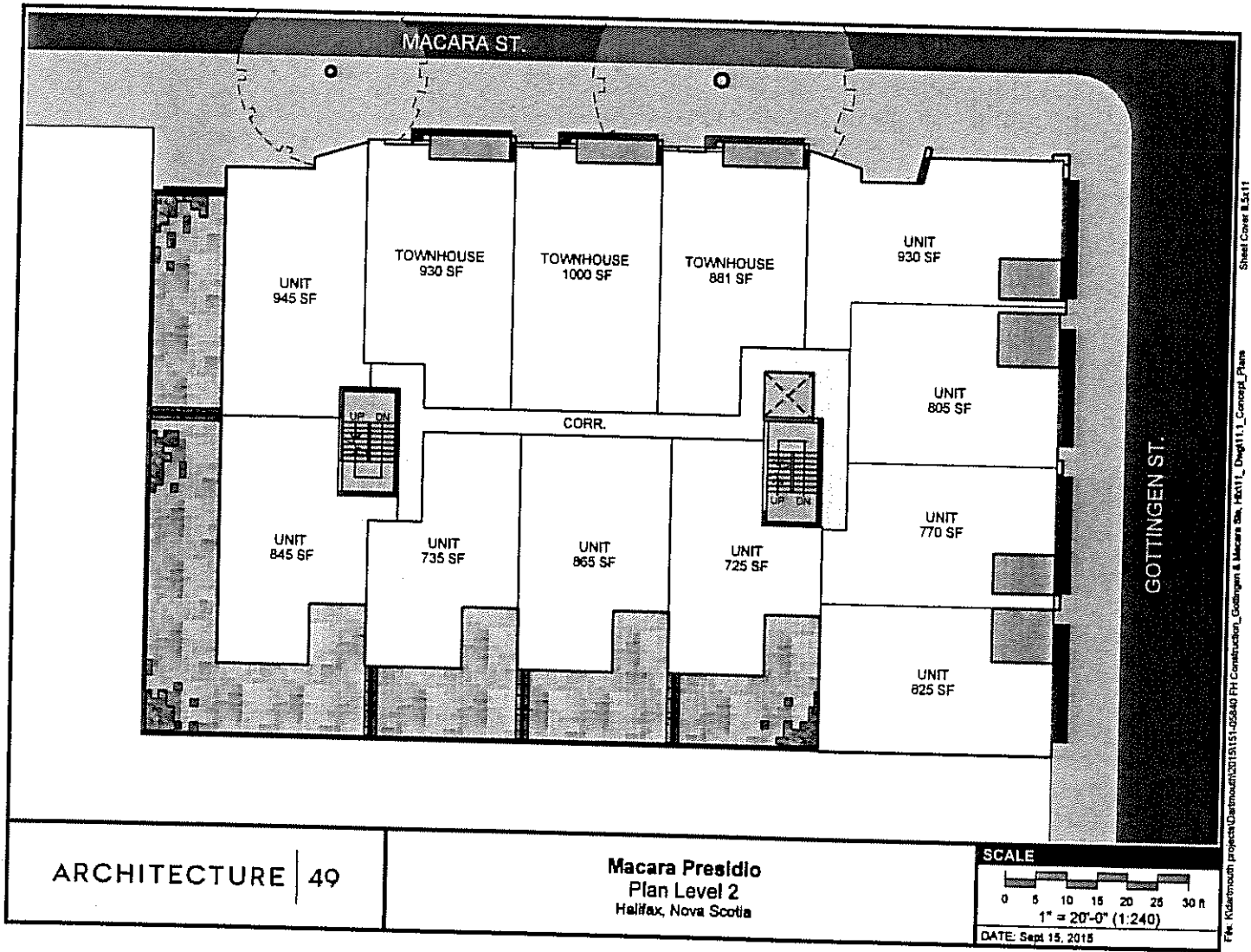
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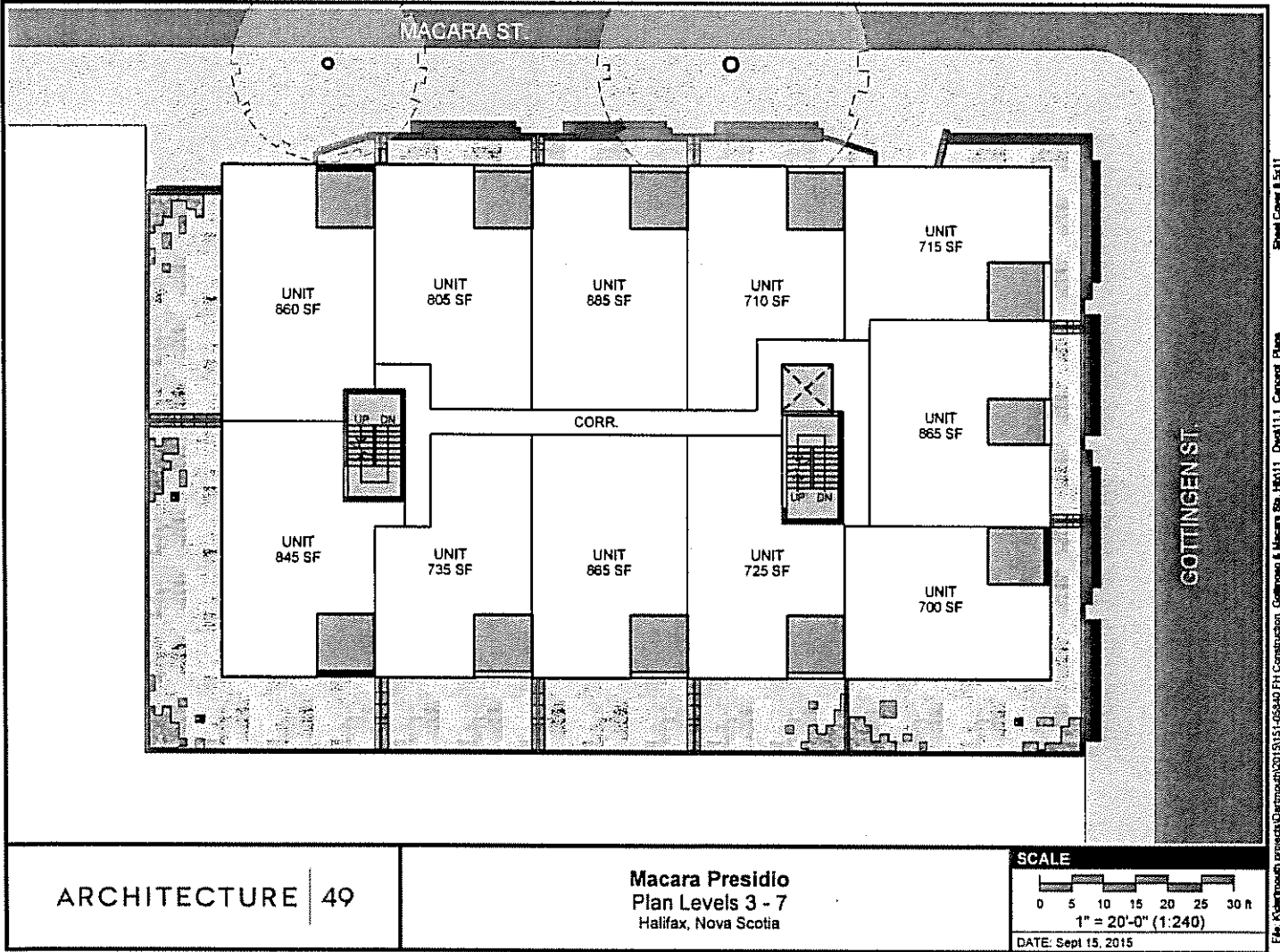
File: K:\darmouth\projects\Chatham\2015151-05640 FH Construction_Gottingen & Macara Sts. 16111_Draft11.1_Concept_Plane

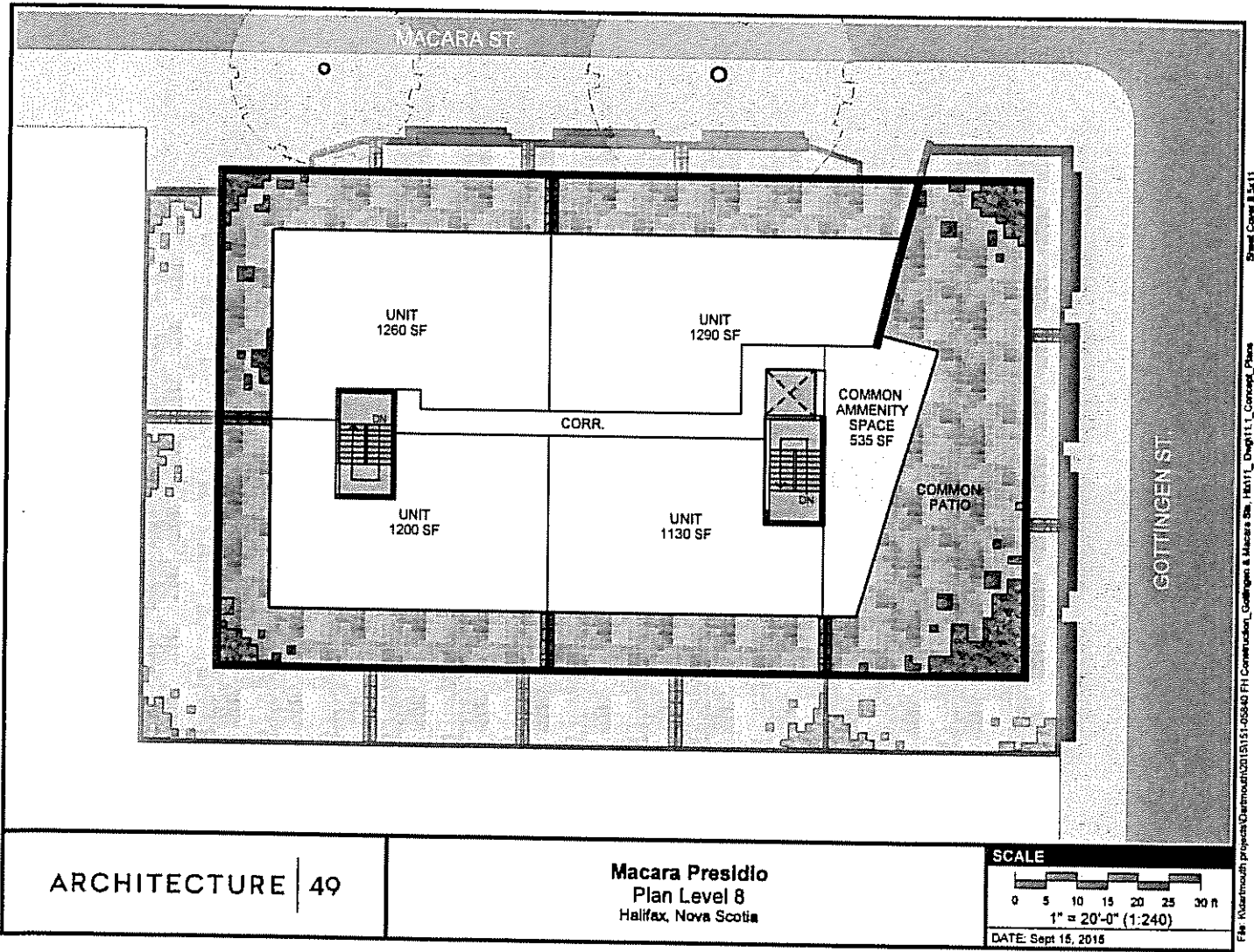
ARCHITECTURE | 49

Macara Presidio
Plan Level 1 / P1
Halifax, Nova Scotia









Appendix G

Preliminary Building Renders



ARCHITECTURE | 49

Macara Presidio
RESIDENTIAL BUILDING
Halifax, Nova Scotia

SCALE

DATE: Sept 15, 2015

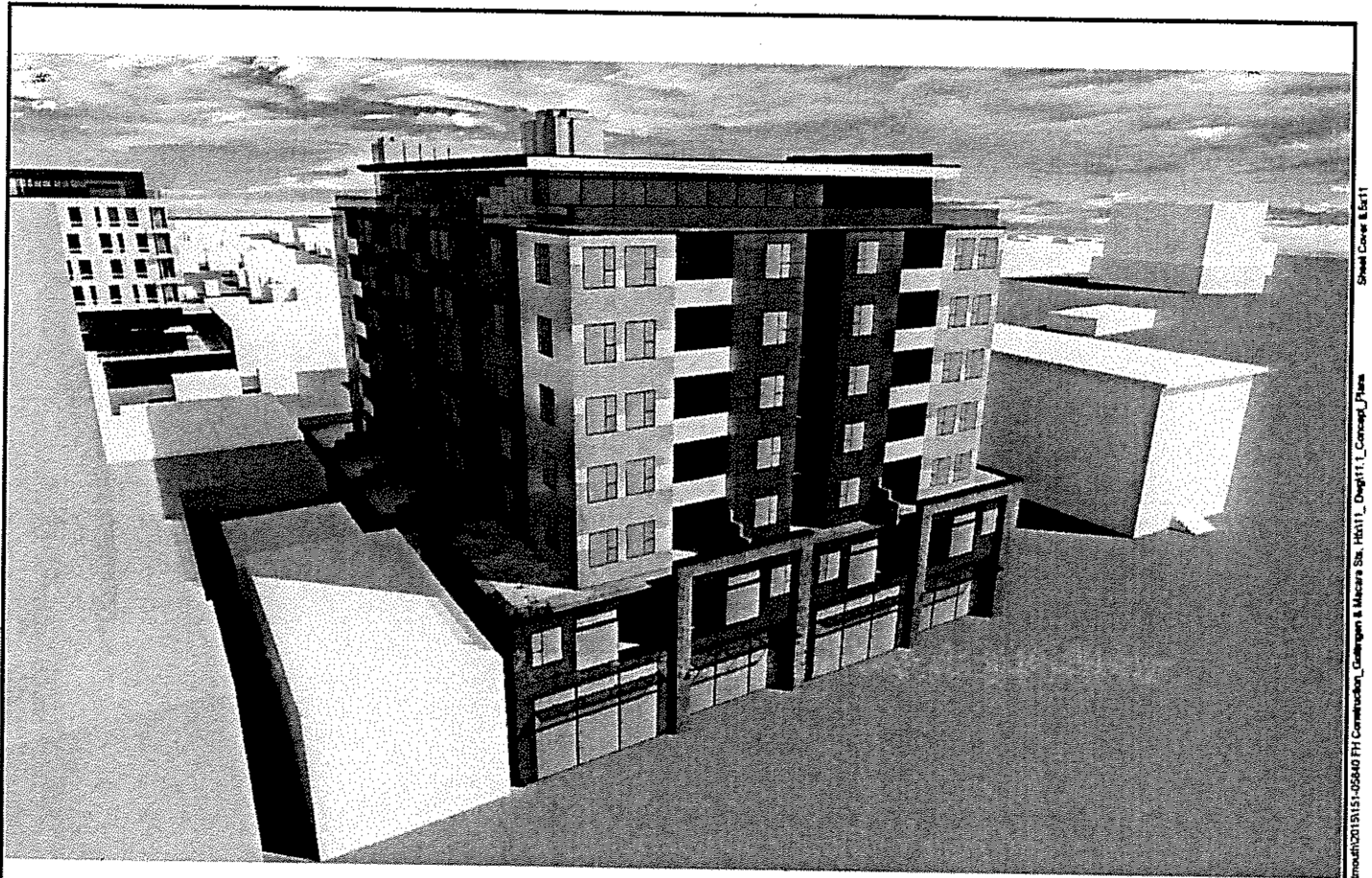


ARCHITECTURE | 49

Macara Presidio
RESIDENTIAL BUILDING
 Halifax, Nova Scotia

SCALE

DATE: Sept 15, 2015



ARCHITECTURE | 49

Macara Presidio
RESIDENTIAL BUILDING
Halifax, Nova Scotia

SCALE

DATE: Sept 18, 2015

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ARCHITECTURE | 49

Macara Presidio
RESIDENTIAL BUILDING
 Halifax, Nova Scotia

SCALE

DATE: Sept 16, 2015

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ATTACHMENT C – MINUTES OF PUBLIC INFORMATION MEETING

HALIFAX REGIONAL MUNICIPALITY
Public Information Meeting
Case 20149

Monday, February 1, 2016
7:00 p.m.
Halifax Forum (Maritime Hall)

**STAFF IN
ATTENDANCE:**

Mitch Dickey, Major Projects 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
Connor Wallace, WSP Canada Inc.
Aaron Murnaghan, WSP Canada Inc.

**PUBLIC IN
ATTENDANCE:**

Approximately 20

The meeting commenced at approximately 7:02 p.m.

1. Call to order, purpose of meeting – Mitch Dickey

Mr. Dickey introduced himself as the Planner facilitating this application through the planning process; Councillor Jennifer Watts, District 8; Connor Wallace, WSP Canada Inc.; and Alden Thurston (Planning Technician) and Cara McFarlane (Planning Controller), HRM Development Approvals.

Case 20149 – Application by WSP Canada Inc., for lands at 2858/2866 Gottingen Street and 5518 Macara Street, to amend the Halifax Peninsula Land Use By-law (LUB) by adding the properties to Schedule Q and for approval of a development agreement to allow an eight storey, mixed use development with 71 units.

The Public Information Meeting (PIM) Agenda was reviewed.

The purpose of the PIM is: a) to identify to the community that HRM has received an application on the subject property; b) to provide information/background on the proposal; c) to highlight the current planning approach in the neighbourhood; d) to explain the planning policies and Process; e) to provide the applicant an opportunity to present their proposal and answer questions; and f) to provide Staff an opportunity to receive public feedback regarding the application. This is purely for information exchange and no decisions are made at the PIM.

2. Overview of Proposal – Mitch Dickey

Mr. Dickey made a presentation outlining the site consisting of three parcels on the corner of Gottingen and Macara Streets.

The planning framework and land use regulations of the site were explained: a) within the Halifax Municipal Planning Strategy (MPS); b) Peninsula North Secondary Plan – Area 5; c) designated MJC (Major Commercial); d) zoned C-2 (General Commercial) – no height limit, no design or architectural controls, potential for large projects as of right; and e) Schedule Q can be applied – must go through a public process, promotes commercial/residential development, ensures compatibility to surrounding neighbourhood, and design controls implemented through a development agreement.

Mr. Dickey explained that HRM is currently embarking on a new planning initiative, the Centre Plan, which would apply to all Halifax Peninsula and Central Dartmouth (within the Circumferential Highway). Until that time, applications received by HRM would continue to be considered under the current planning process.

Mr. Dickey gave a brief overview of the proposal: eight-storey, mixed use building with 3500 square feet of commercial, 71 residential units and two-level parking area containing 53 spaces.

The planning process was reviewed: a) PIM; b) Districts 7 & 8 PAC; c) detailed review (internal/external agencies); d) staff report before Halifax and West Community Council (HWCC); and e) a 14-day appeal process.

3. Presentation of Proposal – Connor Wallace, Urban Planner, WSP Canada Inc.

Mr. Wallace presented the proposal for the corner of Gottingen and Macara Streets in the north end of Halifax. He showed the site context and what currently exists on the three parcels of land. The site is in close proximity to private and public schools, Hydrostone community and market, and Robie Street and Gottingen Street act as a primary transportation corridor for the Halifax Peninsula. This area has been identified for future urban growth and revitalization within HRM.

A key element of the design proposal was to highlight the relationship of the building and Canadian Forces Base Stadacona, which is located directly across the street. Other key parameters incorporated into the project include: a) developer's vision and goals; b) community ideas and comments; c) community context, d) historic context; e) high quality building designs, and f) HRM by-laws and policies.

Mr. Wallace described the project's visions and goals; proposed design including materials/colors; site plan; and different elevations of the proposal showing stepbacks, commercial/residential/townhome unit entrances and parking entrance, terraces, and amenity space. Building specifications and floor plans were given.

The Traffic Impact Study's (TIS) site/trip analysis determined that 23 additional trips would be created during the am peak hour and 32 additional trips at the pm peak hour. The additional trips are not expected have any noticeable impact on the performance of the adjacent streets, intersections or the regional street network.

4. Questions and Comments

Neil Erskine, Macara Street – There is currently a residential building on Gottingen Street. How many residents from that building will be able to afford to live in this new building? **Mr. Wallace** – The price of the units will be market driven based on the north end area at the time. The current tenants will be given notice well in advance of when this development is actually going to be built. **Mr. Erskine** is concerned that as the area gradually develops, the demographics will change as the average person will not be able to afford the accommodations. Each of these buildings is displacing a number of people.

Mr. Erskine – Currently, pedestrian enjoy a variety of uses in the north end area whereas this development will use between two-fifths and one-half of the entire block face. He referred to a recent development on Macara Street and Isleville Street. It is smaller in scale but is in keeping with the neighbourhood as opposed to this proposal which is enormous and covers the entire lot.

Daniel Demers, Macara Street lives across the street from the proposed site and feels that the size of the building and the number of units is too large for the neighbourhood. There are eight new projects within two blocks of his house, all between seven and eight storeys high.

Mr. Demers - The parking will be another issue. People will be looking for parking on the street due

to 53 parking spaces available for 71 units. During the winter months, the north side of Macara Street is closed to parking due to snow removal and the other side is one-hour parking. In the summer months staff from Stadacona park on the street during the day. The proposed building with 71 units will have a lot of trouble finding a parking spot. **Mr. Dickey** – Parking is evaluated in terms of the number of units and the parking spaces available as well as existing on-street parking.

Mr. Demers – Property values for homes on the 5500 block will decrease.

Mary McLaren, Bilby Street – She referred to a building on the corner of Isleville and Almon Streets and is concerned that there is a waiting list for people to park as the majority of units have two vehicles. As well, the eight or nine other proposed buildings in the area, from a parking perspective, have approximately 70/75% parking available per number of units.

Ms. McLaren is looking forward to the Centre Plan. The area is very much family-oriented and has many single family homes but there is a need for mixed use. This proposed building is yet another massive block. Pictures of the proposals are shown as standalones. She would appreciate a picture of all the proposed developments in the area to get a perspective of what the final product would look like. **Mr. Dickey** – The accumulative impact of these various proposals in the area is something that staff are well aware of. The developer's consultant has ghosted in two of the other buildings that are on Gottingen Street in one of the images. This particular neighbourhood is a bit unusual as properties are designated and zoned commercial giving people the opportunity to continue to assemble land and do more of these projects.

Ms. McLaren is concerned about greenspace and common space. Family units were mentioned in the presentation, but two bedroom units will not accommodate a family with multiple children. Developers and HRM need to be more visionary and imaginative in what is being proposed in the area and who they are trying to bring into the area. **Mr. Dickey** – New mix, diversity, family units, and townhouse style units are encouraged in buildings.

Mr. Dickey encouraged the residents to get involved when the Centre Plan process does begin because there is the ability to influence change within the neighbourhood and community across the whole city. It will be a very holistic and intensive process.

Jennifer Beamer, Bilby Street – Two unit bedrooms are not considered a family unit. There are nine buildings within two blocks in either direction of her house that have been approved and very few of them have any three bedroom units. More are needed in the area if it is to grow as a family neighbourhood and support schools.

Ms. Beamer – The TIS mentions that there will be an additional 23 (am peak hours) and 32 (pm peak hours) daily trips. There is also a paragraph about the other proposed residential/commercial properties and it ends with, "Since traffic from these developments will be dispersed on local collector streets, site generated trips are not expected to have any significant accumulative impact on traffic operations in the area of the streets or regional network." With these nine developments, approximately 900 to 1000 people will be moving into this four block radius. How can that not have an impact on traffic in the neighbourhood? What warrants an increase in traffic from the TIS? **Mr. Dickey** – The proposal along with the TIS has yet to be reviewed. Typically, the TIS are geared more toward the peak hour impacts. They also look at location of parking garage entrances, stop and site distances and so on. HRM engineers will provide comments on the proposal.

A tenant at 5680 Macara Street works at Stadacona and lives in the residential house that will be affected by this proposal. He chooses to live in a flat with other people so he is able to support the community and local music, farmers markets, cafes, etc. It is not realistic for young people who make a reasonable income to be able to afford to live in these types of buildings. The more that come, the more expensive they will get. Why do developers choose to destroy and rebuild blocks that have history and ties with the community when there are empty, large-scale and unsightly lots that can house these projects? **Mr. Dickey** – A lot of the questions pertain to the Centre Plan process - what areas are appropriate for large scale development, what gives a neighbourhood

stability, and what areas need greater protection.

A resident of Parker Street – Will the units be rentals or condos? **Mr. Wallace** – That hasn't been determined yet. **Mr. Dickey** – It is market driven. HRM has no ability to force a project to be either rental or condo. HRM is moving toward encouraging more affordable housing through bonusing programs trying to get some low market value units within buildings but the planning framework is not in place at this time.

Mr. Ericson – Is the schoolboard involved to make sure the school can accommodate the increase in students? **Mr. Dickey** – The proposal is circulated to the schoolboard for comment and they use the information for enrollment projections.

Carley, Hydrostone is looking to purchase a house on Macara Street and would like to know how her backyard privacy would be protected. What is the plan? **Mr. Wallace** – A mitigation process could be negotiated through the development agreement process to deal with privacy. That is something that will be looked into further. **Mr. Dickey** – Potentially, a smaller scale development could occur on the site as of right without any community consultation but through a process like this the surrounding land uses can be considered and compatibility between properties and mitigation are some things that can be taken into account along with the floor plans of the building, tree plantings along property lines, screening fences at different levels. There are different measures that can be explored and considered throughout the process.

Lloyd Mossman, 5537 Macara Street – Will the existing trees be removed/replanted? **Mr. Wallace** – The plan is to maintain the trees.

Mr. Mossman – Will there be a cost levy for parking in the building? If there is an extra charge, people tend to look for other parking options. He faces daily challenges getting in and out of his driveway. The street at many times is little more than one lane and has become a throughway from Gottingen Street through to Robie Street. The increased traffic is due to people passing through the area. **Mr. Wallace** – It hasn't been determined if there will be an extra charge.

Mr. Mossman – Why have the parking entrance on a rural or residential street where parking is an issue? **Mr. Dickey** – Discussions will take place regarding the location of the parking garage. The MPS policy states that driveway entrances are to be on primary streets whereas the Regional Streets By-law only permits parking garage entrances on side streets; therefore, the more appropriate in this case has to be determined.

Mr. Mossman – How much shading on the neighbourhood will be created from the proposed building? **Mr. Wallace** – An initial analysis has been done. Due to the orientation of the building and the direction of the sunrise, the shadow would be cast onto Macara Street internally into the block where there is already an existing tree canopy and not so much natural light. Later in the day, some shadows would appear on Gottingen Street. **Mr. Dickey** intends to ask for a shadow analysis for this project. It is difficult to maintain trees in this type of redevelopment but HRM is very serious about extreme trees and has a substantial urban forest program in place. HRM is putting huge investments into maintaining street trees, improving their health and planting new ones. The developers carry some liability if trees are damaged as a result of their development.

Mr. Erskine referred to another development on South Street that has a very modest setback from the street. When a vehicle stops in front, the street then becomes one lane backing up traffic. For this proposal, where would the drop off/pick up area be? Would it be on Macara Street? **Mr. Wallace** – It would be on Macara Street as opposed to Gottingen. **Mr. Erskine** – In that case, the current parking along Macara Street should no longer be allowed along the building. **Mr. Wallace** – That will have to be determined. **Mr. Erskine** – Macara Street would have to be closed to traffic during deliveries, tenants moving in/out, etc. during the winter months. There should be an area in the back of the building for those situations.

Ms. McLaren also mentioned the consideration of garbage pickup and snow/snow removal as a

result of last winter's situation.

Jennifer Nowoselski, Macara Street would like some statistics on current and projected housing needs in HRM to support the need for these developments. **Mr. Dickey** – Real estate professionals or some of the commercial brokerage firm would keep that type of data. On a yearly basis in HRM, there are about 2500 new housing units that come on stream throughout the entire community and typically the pace at which developments are built is market driven. **Ms. Nowoselski** wondered where she could access an aerial view with all the projects in the area superimposed. **Mr. Dickey** - HRM does not have a 3D model of what the area would look like but there is an online geographic information system that shows properties where development agreements have been approved by Council which would give a sense for the potential developments in the neighbourhood. **Ms. Nowoselski** – Is there one HRM planner for certain regions? **Mr. Dickey** – There is not a single planner assigned to a neighbourhood. The planners are aware of each other's applications. The Centre Plan process will, in consultation with professionals, look at market demands and projections of how many units will be needed, and where, in HRM over the next 20 years. The northend of Halifax will be one of the hot topics to be discussed. There will be mapping and statistics to help respond to the community's questions and concerns.

Ms. Nowoselski echoed the concerns about whether the units would be rentals or condos and the demographics in the neighbourhood changing due to one and two bedroom units. When will this be determined? She is also concerned about rent in the area rising. It is difficult for a person to put down roots in the community due to most of the land being developed. **Mr. Dickey** – The developer can change their intentions at any time.

Ms. Nowoselski is a cyclist and is concerned about increased traffic and safety.

Councillor Watts expressed how important it is for residents to get involved in the Centre Plan process. She encouraged people to send her an email to be signed up for the district email and offered to come out to talk to small neighbourhood groups about the Centre Plan and understanding the potential around this project. Regional Council wants densification in the urban core but it has to be done appropriately within the existing context of the neighbourhood.

5. Closing Comments

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

6. Adjournment

The meeting adjourned at approximately 8:16 p.m.