

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 18591: Application by Genivar, on behalf of FH Construction Ltd., to investigate amending the Halifax Peninsula Land Use By-law by applying Schedule Q to 5530-5532 Bilby Street, Halifax, to allow for a residential building by Development Agreement.**

Please find attached a set of plans and supporting information detailing a proposal submitted by Genivar, on behalf of FH Construction Ltd., to construct an 8-storey residential building on 5530-5532 Bilby Street, Halifax (PID No. 00441832, 00161414, 00161422).

Existing Use The site currently consists of three parcels. Two parcels consist of commercial/industrial buildings and the third parcel is vacant. (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, B and C, consists of the following details:

- The proposed development comprises a total of 32-unit residential building with a total height of 8 storeys (~80 feet);
- The units in the residential tower will be 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 13 parking spaces and a ramp that leads to a single level of underground parking consisting of 14 parking spaces (total of 27 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

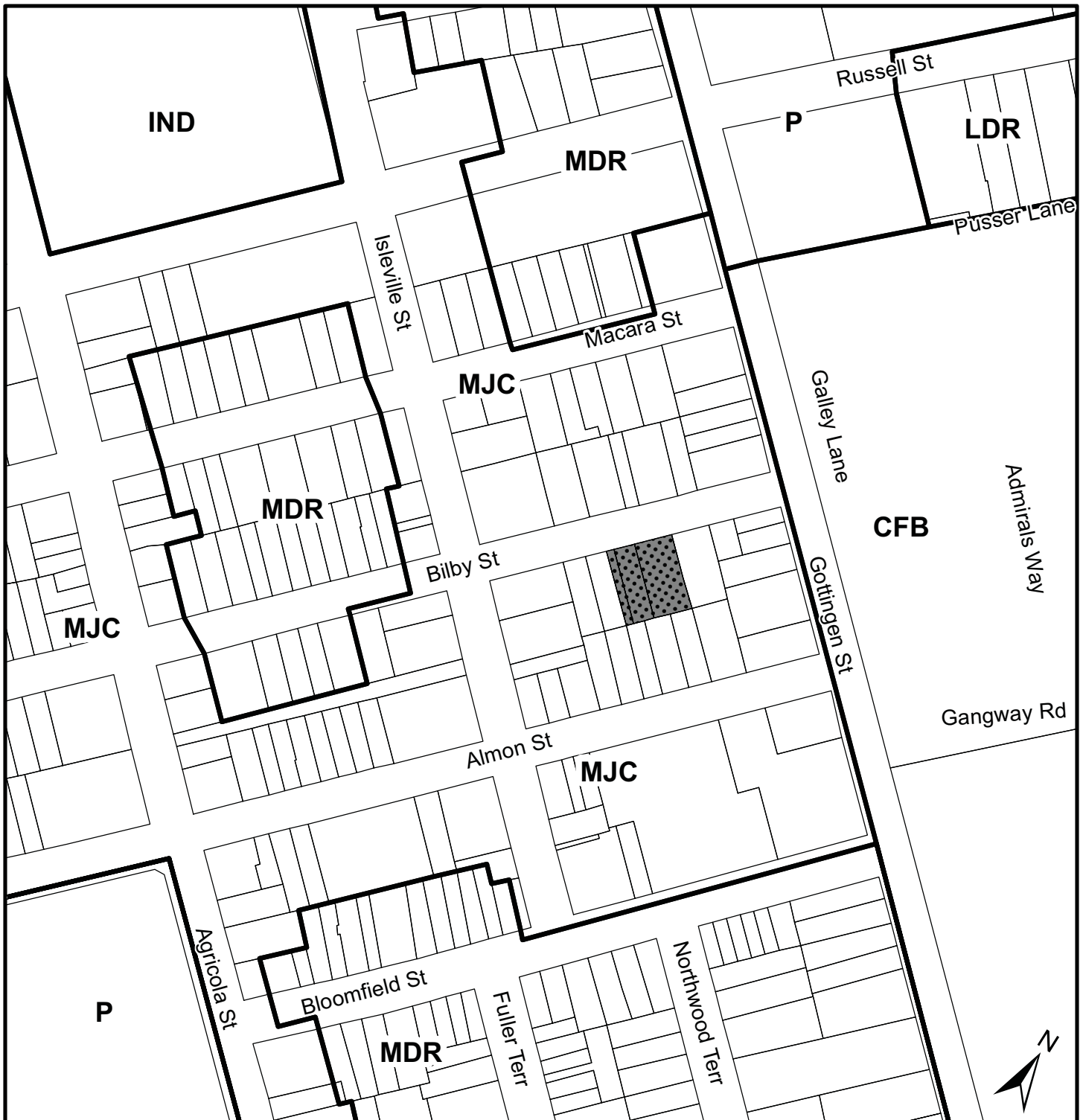
The community engagement process is consistent with the intent of the HRM Community Engagement Strategy. The level of community engagement was consultation, achieved through a Public Information Meeting (PIM) held on September 26, 2013. Attachment E contains a copy of the minutes from the meeting. Notices 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 |
| Attachment B | Floor and Elevation Plans |
| Attachment C | Building Renderings |
| Attachment D | Traffic Impact Statement (TIS) |
| Attachment E | Relevant Policies of Halifax Municipal Planning Strategy |
| Attachment F | Public Information Meeting Minutes – September 26, 2013 |



Map 1 - Generalized Future Land Use

5530-5532 Bilby Street
Halifax



Area proposed to be
included in Schedule Q

Designation

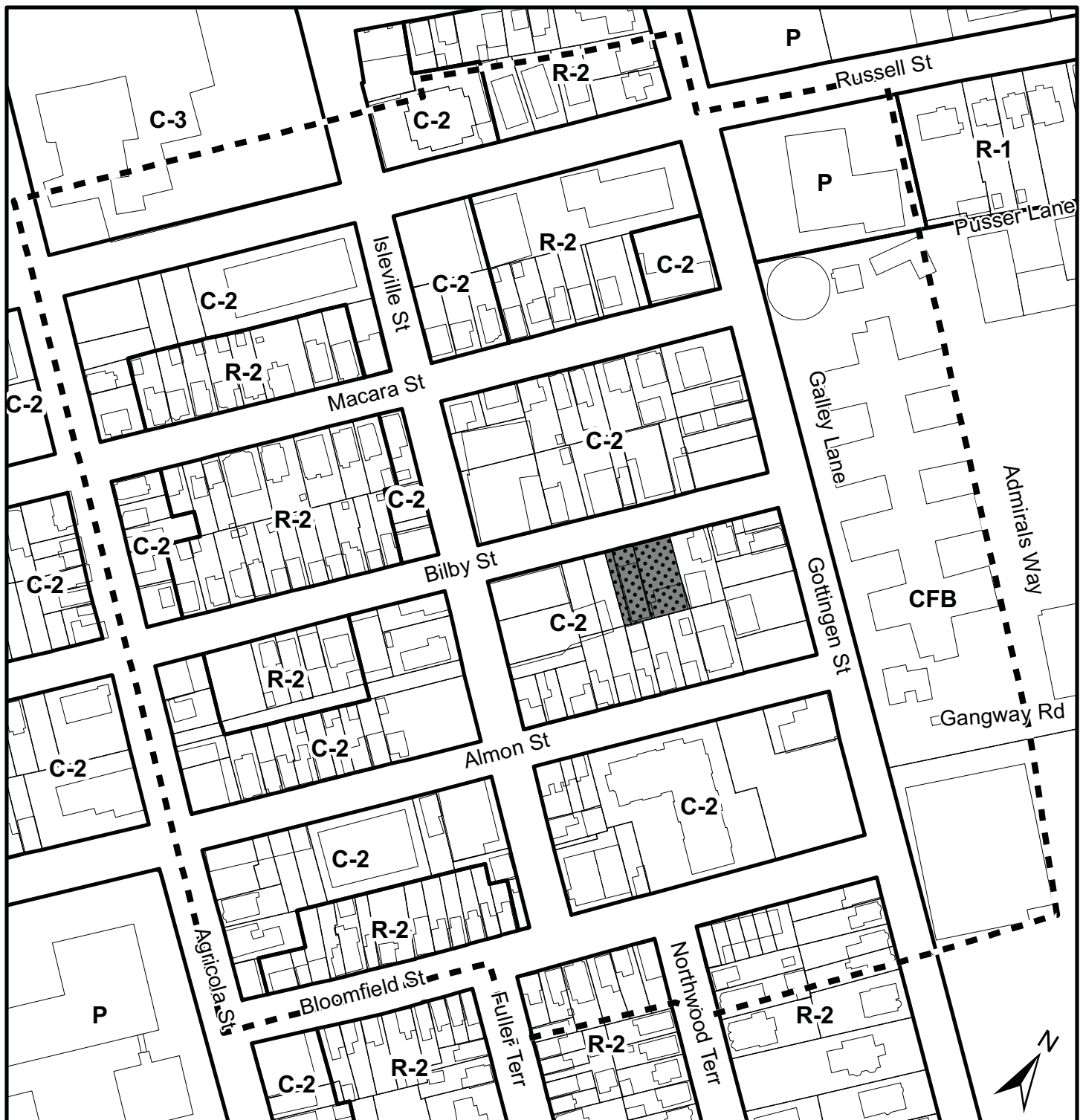
LDR Low Density Residential
MDR Medium Density Residential
MJC Major Commercial
IND Industrial
P Park and Institutional
CFB Canadian Forces Base

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.


Halifax Plan Area
Peninsula North Secondary Plan Area



Map 2 - Zoning and Notification

5530-5532 Bilby Street
Halifax

 Area proposed to be included in Schedule Q


 Area of notification

Halifax Peninsula
Land Use By-Law Area

Zone

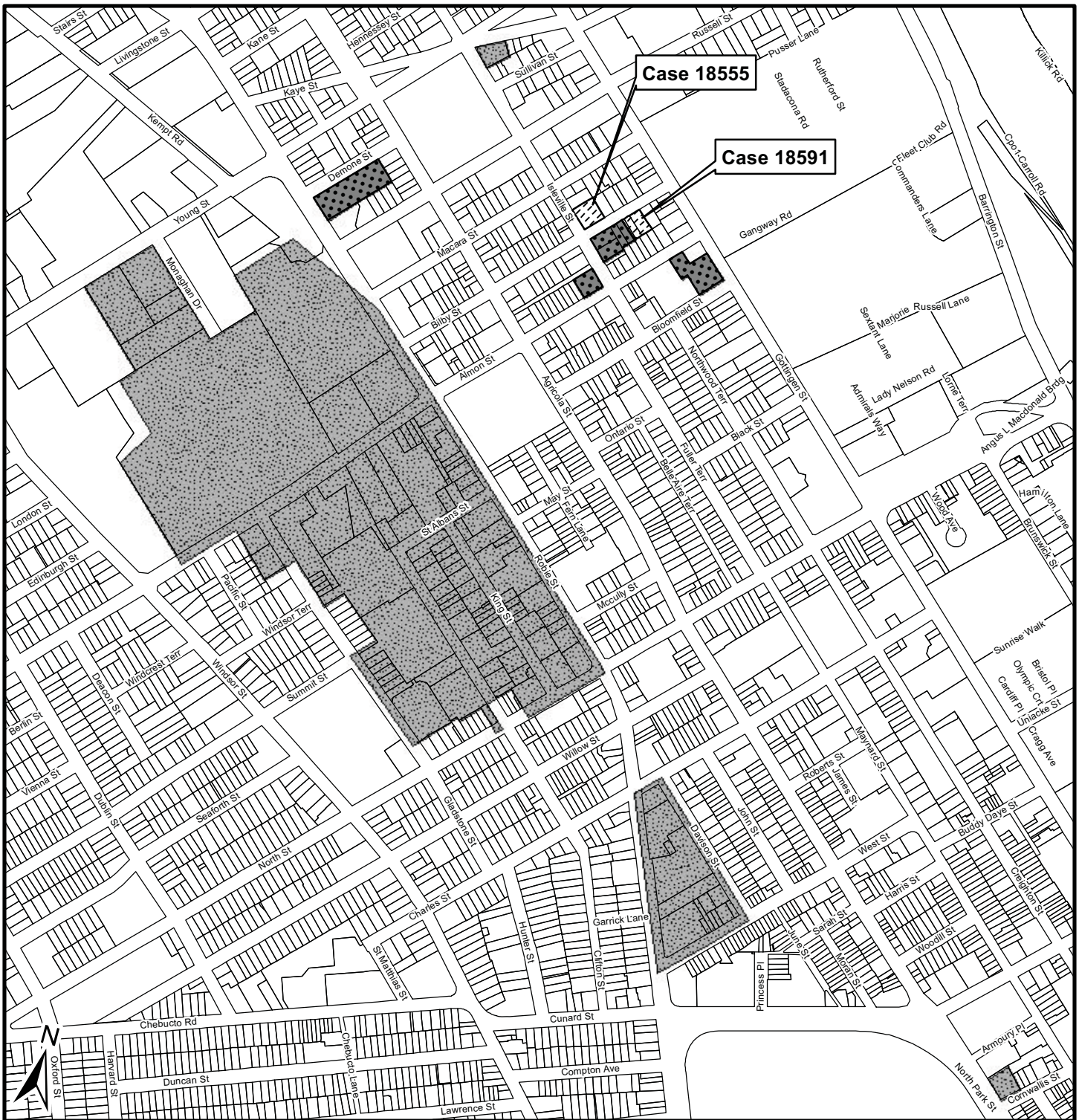
| | |
|------|------------------------|
| R-1 | Single Family |
| R-2 | General Residential |
| C-2 | General Business |
| C-2A | Minor Commercial |
| C-3 | Industrial |
| P | Park and Institutional |
| CFB | Canadian Forces Base |

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)

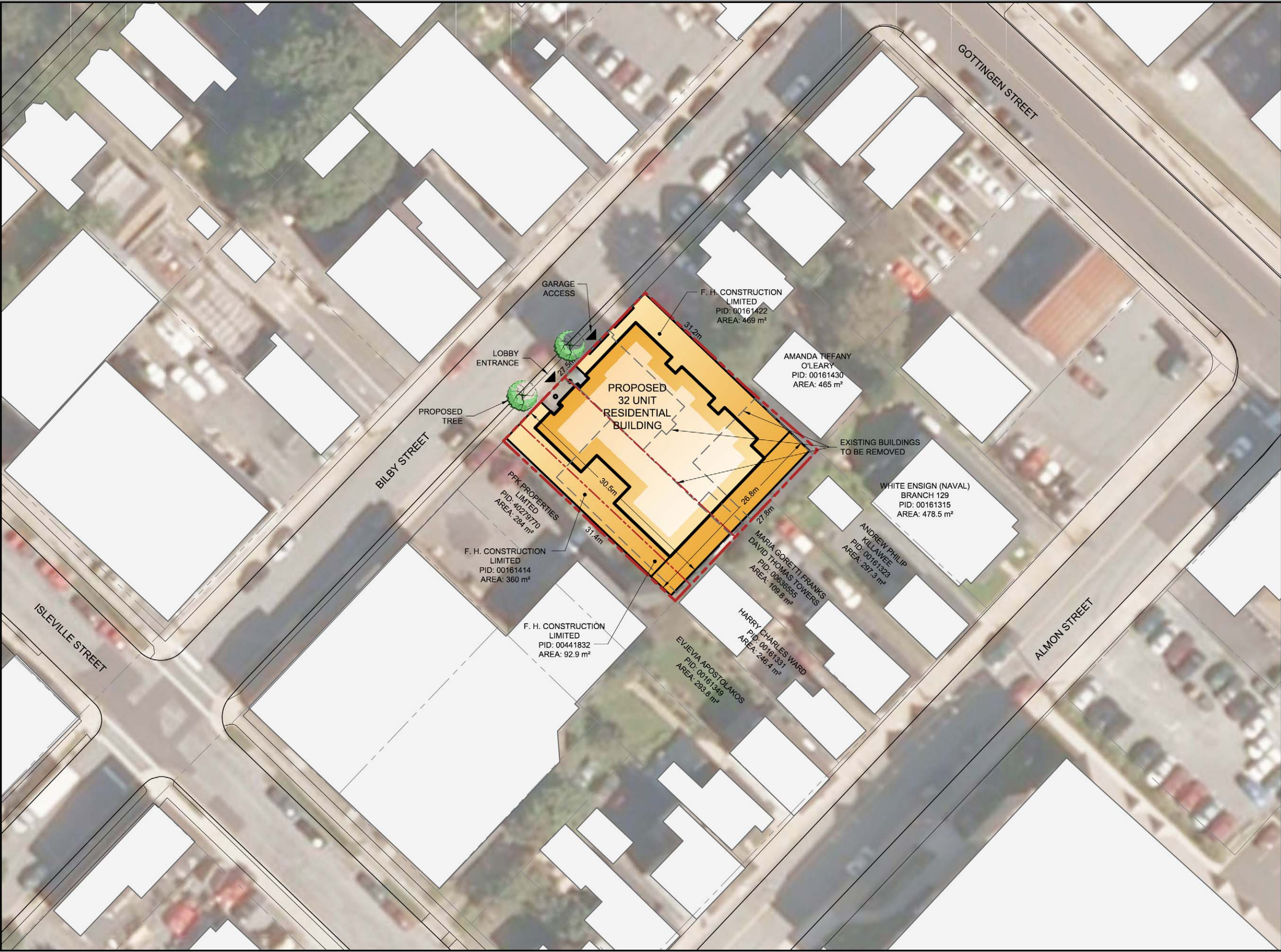
Halifax Peninsula
Land Use By-Law Area

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
- Existing Internal Property Boundary (To be consolidated)
- Adjacent Property Boundary
- Point of Entry

SITE SUMMARY:

- Existing Zone - C-2
- Building Height - 80 ft. (24.4m)
- Consolidated Lot Area - 921.9 m²
- Proposed Parking - 27 Stalls

NOTES:

- Property lines approximate only. Site subject to survey

SOURCES:

- PROPERTY LINES FROM PROVINCIAL PROPERTY MAPPING
- WHW ARCHITECTS SKETCHUP MODEL FILE: March 19, WHW_SK2.skp

| | |
|--------------------------|---------|
| Designer: K. Watters | VERSION |
| Planner: Blaise Morrison | 1.1 |

CONCEPT PLAN - BILBY STREET

HALIFAX, NOVA SCOTIA

F.H. CONSTRUCTION LIMITED

APRIL 23, 2013 131-14149100_V11

SCALE

7.5 5 2.5 0 12.5 m

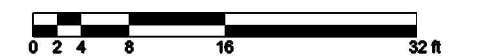
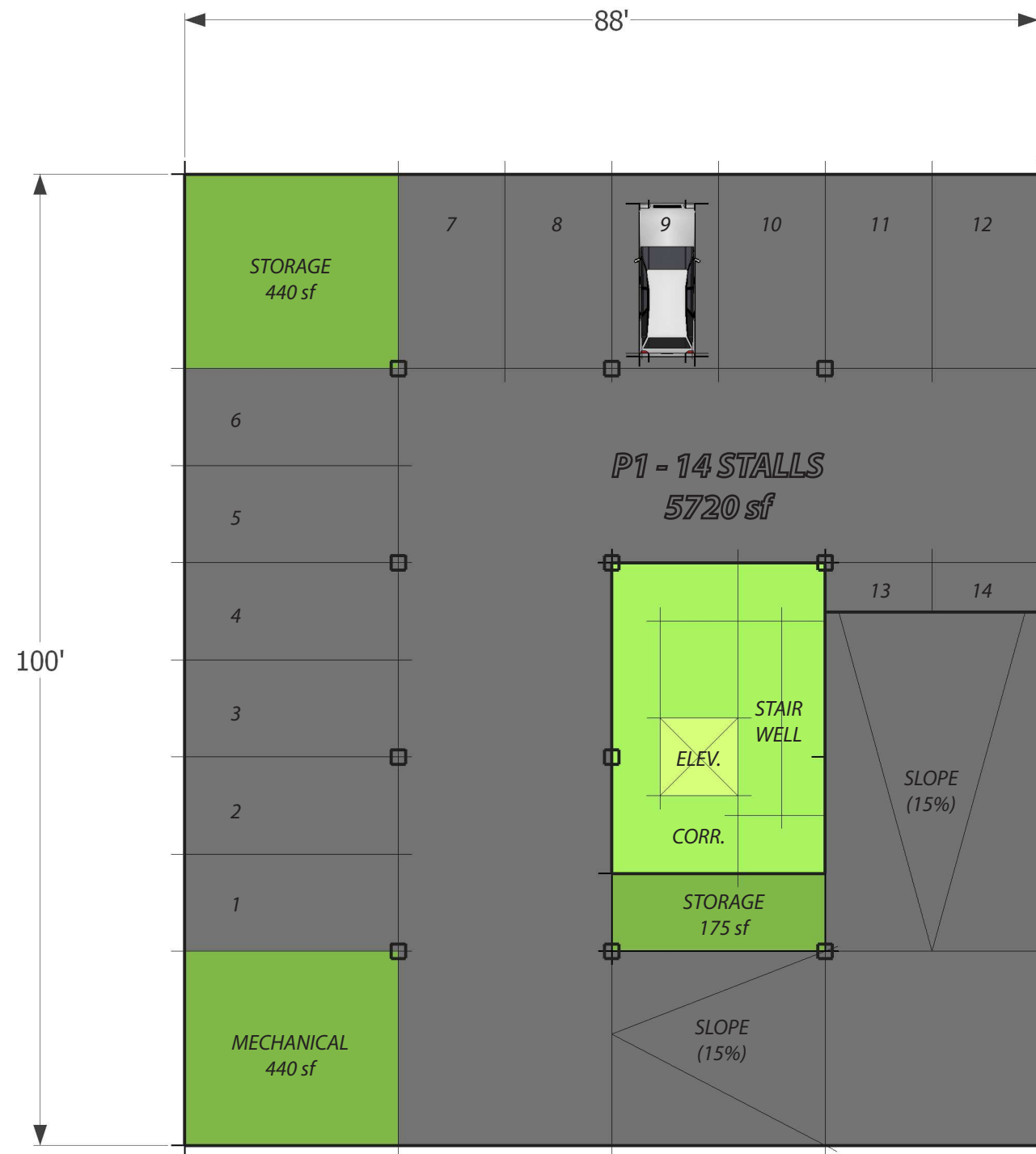
1 : 500

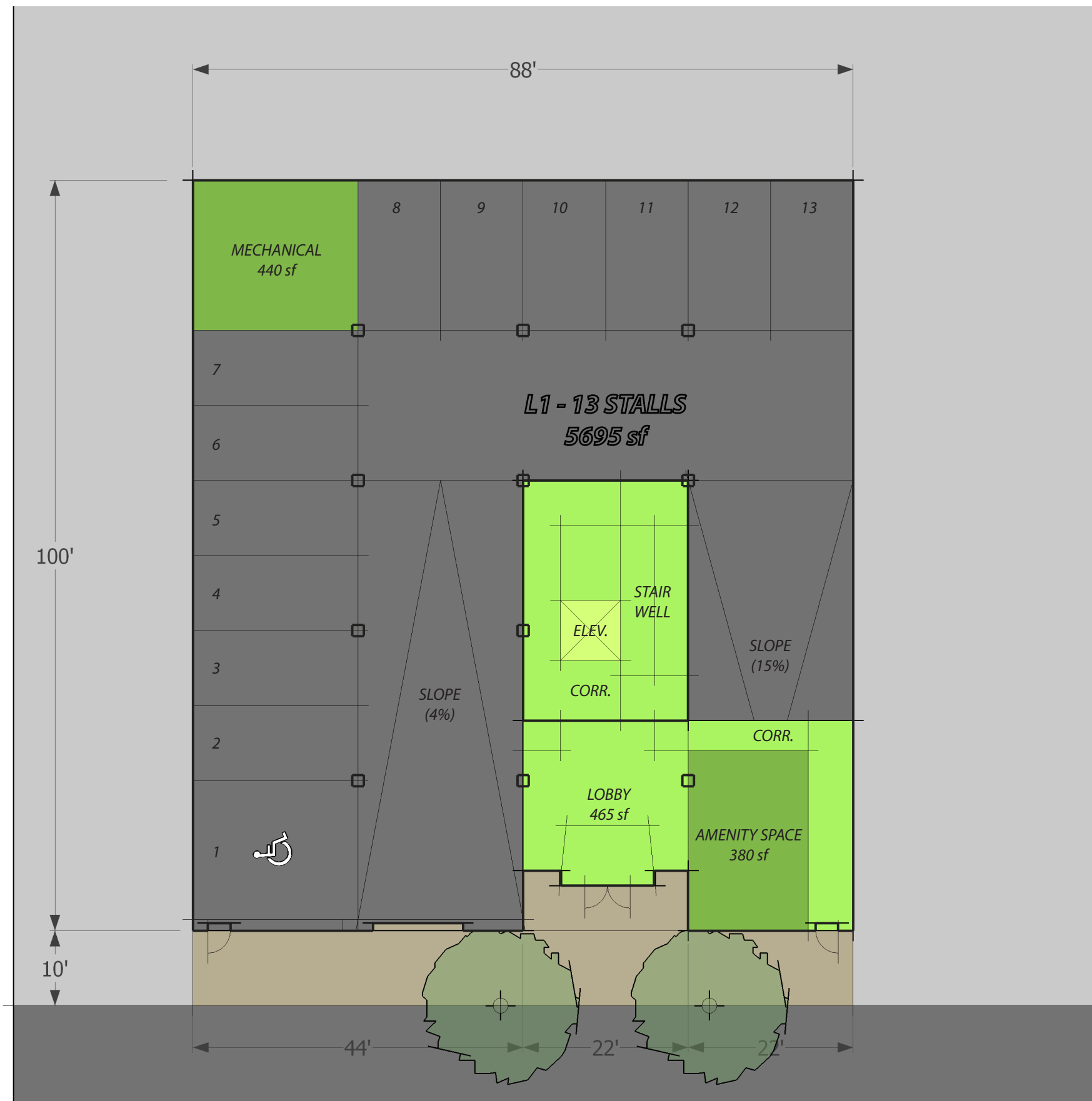
NORTH

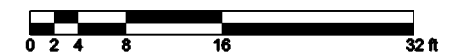
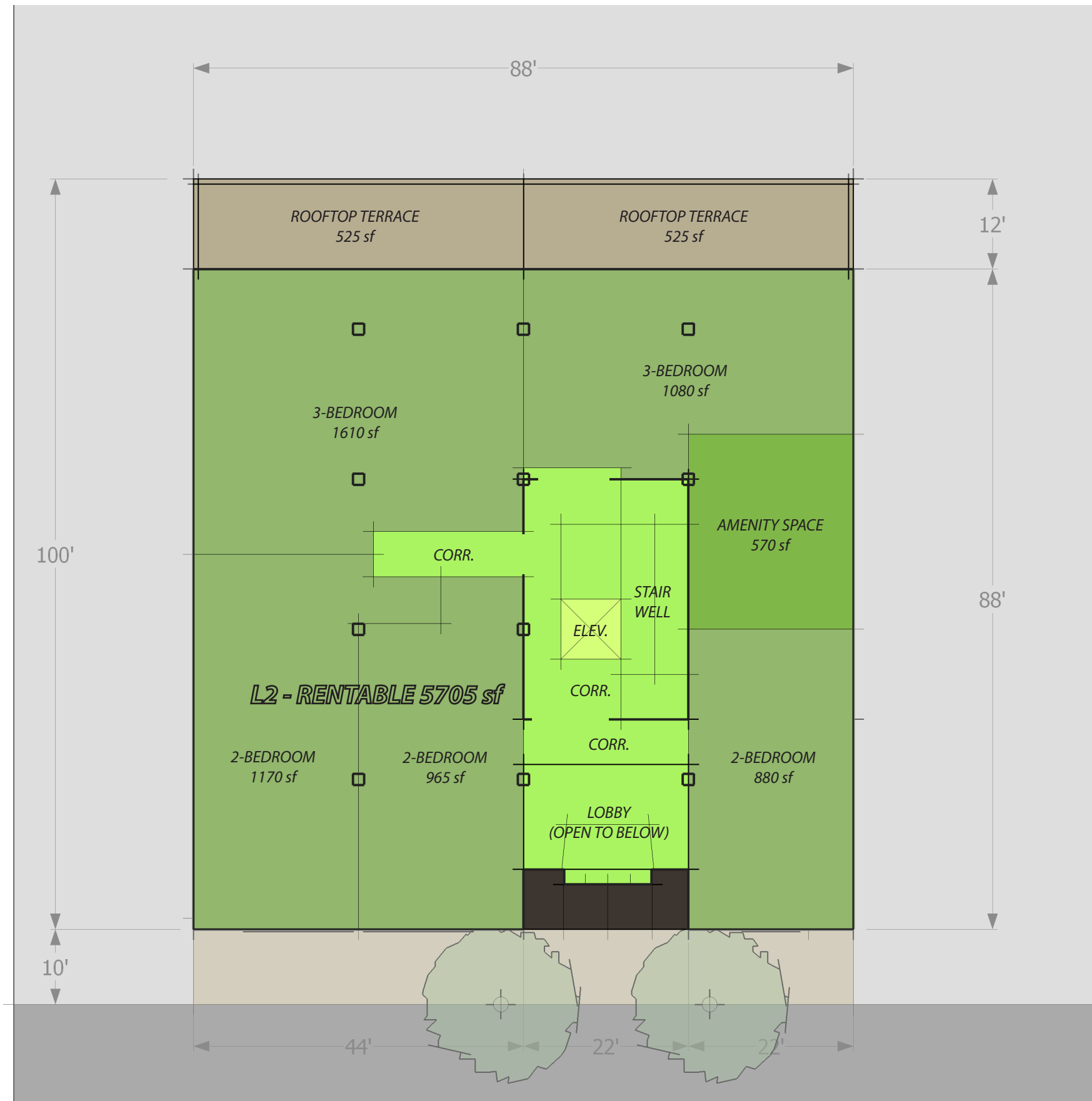
GENIVAR

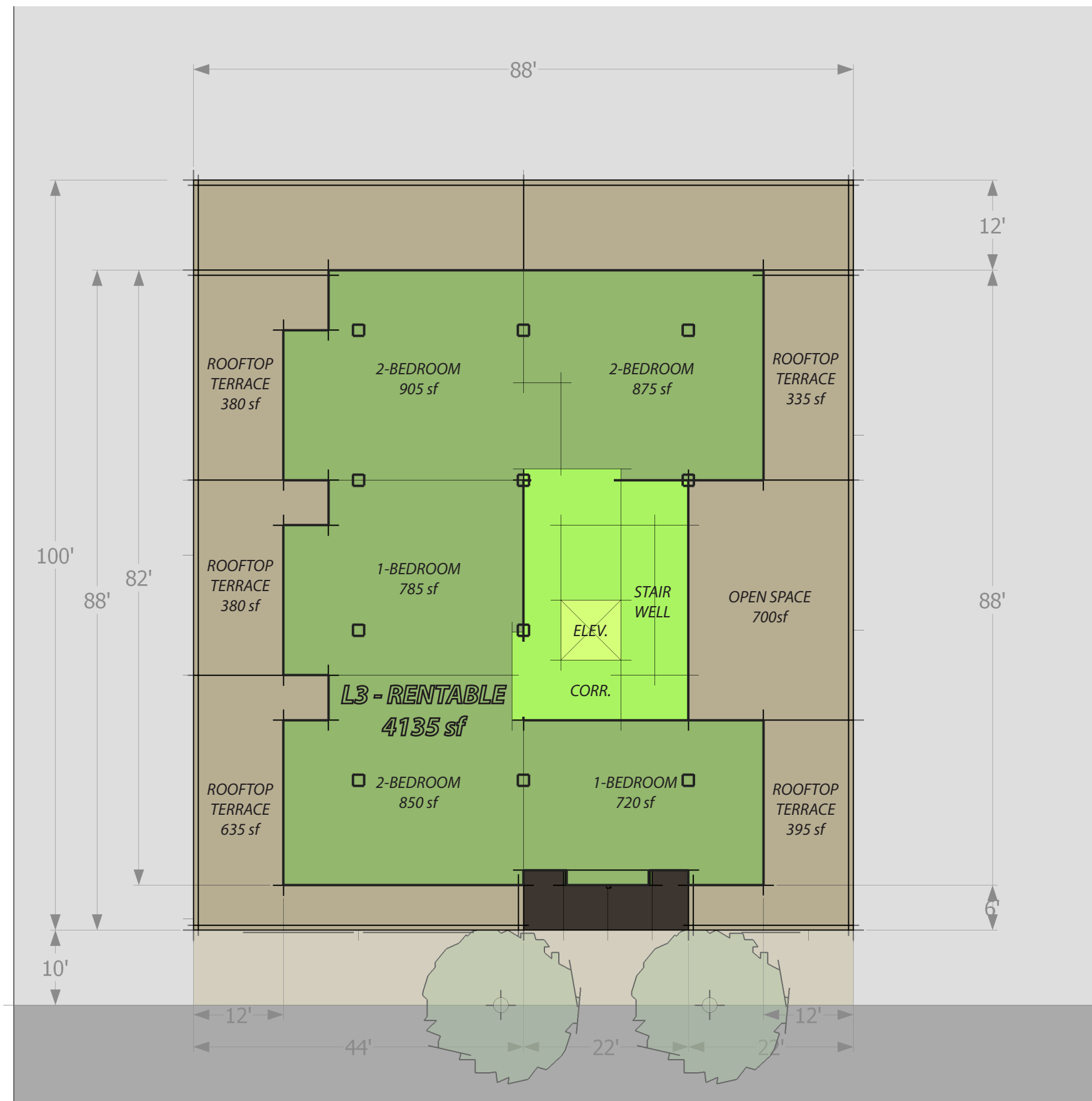
1 SPECTACLE LAKE DRIVE
DARTMOUTH, NOVA SCOTIA
CANADA, B3B 1X7
PHONE: 902 835-9955 ~ FAX: 902 835-1645
WWW.GENIVAR.COM

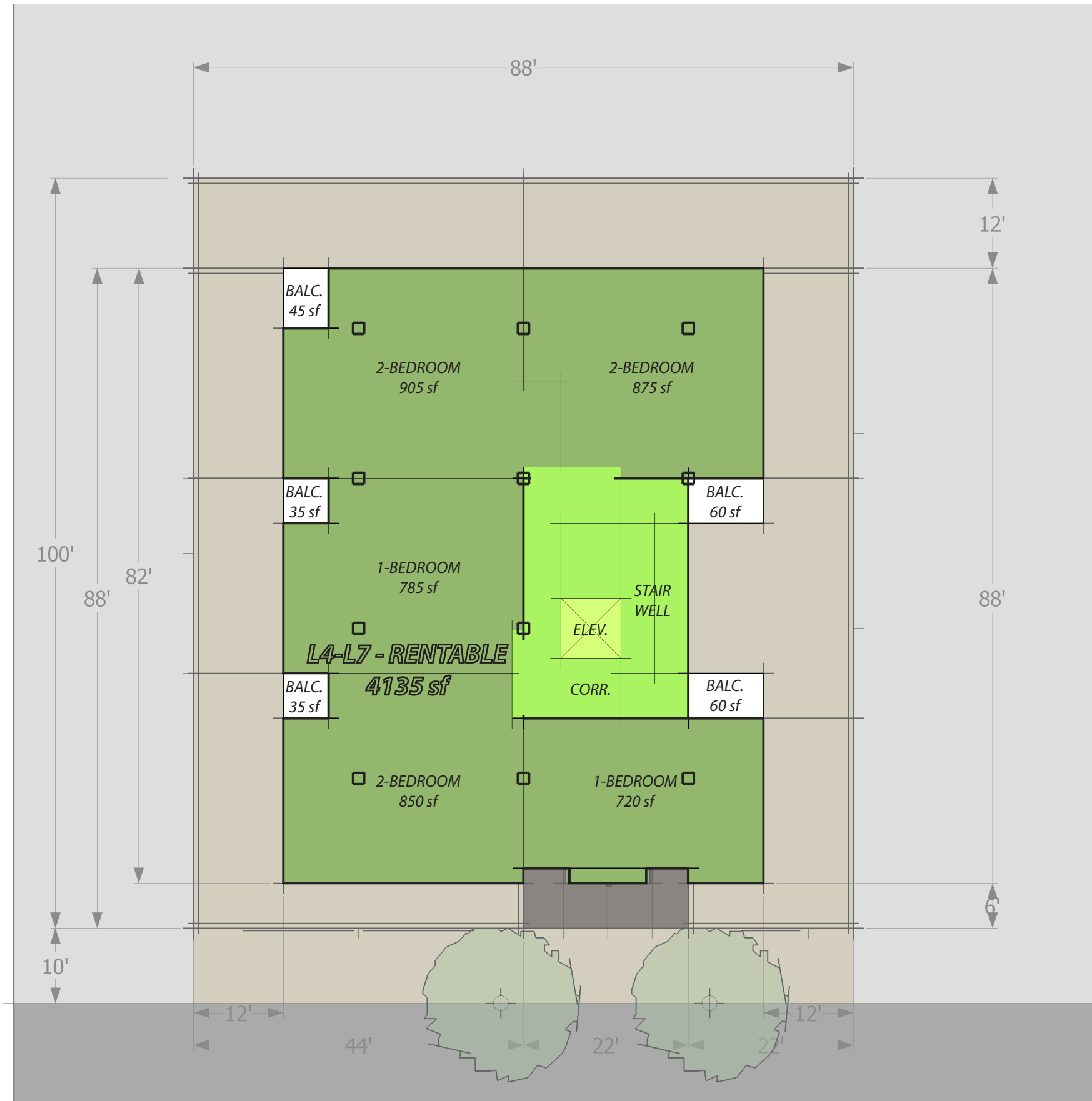


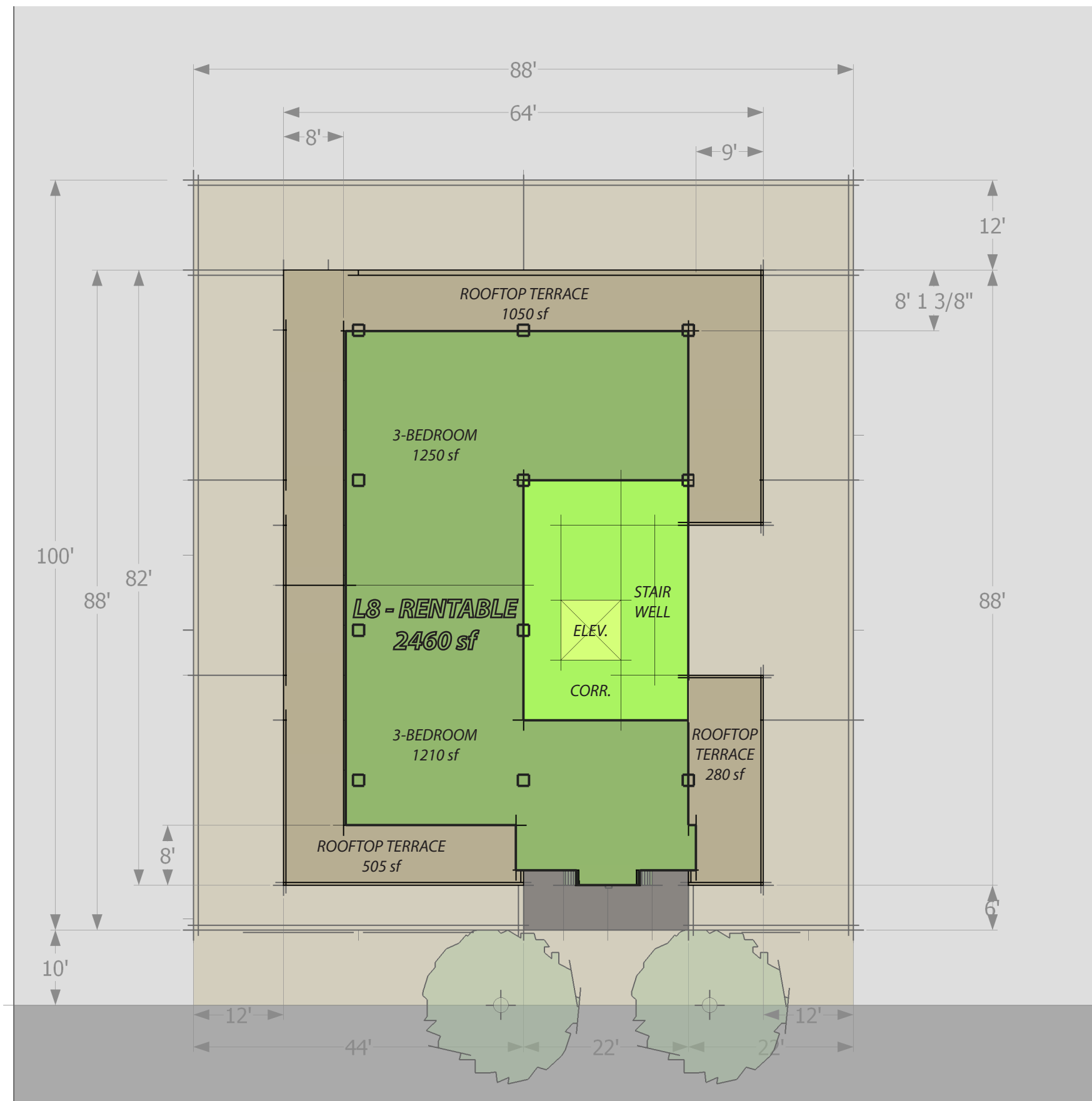


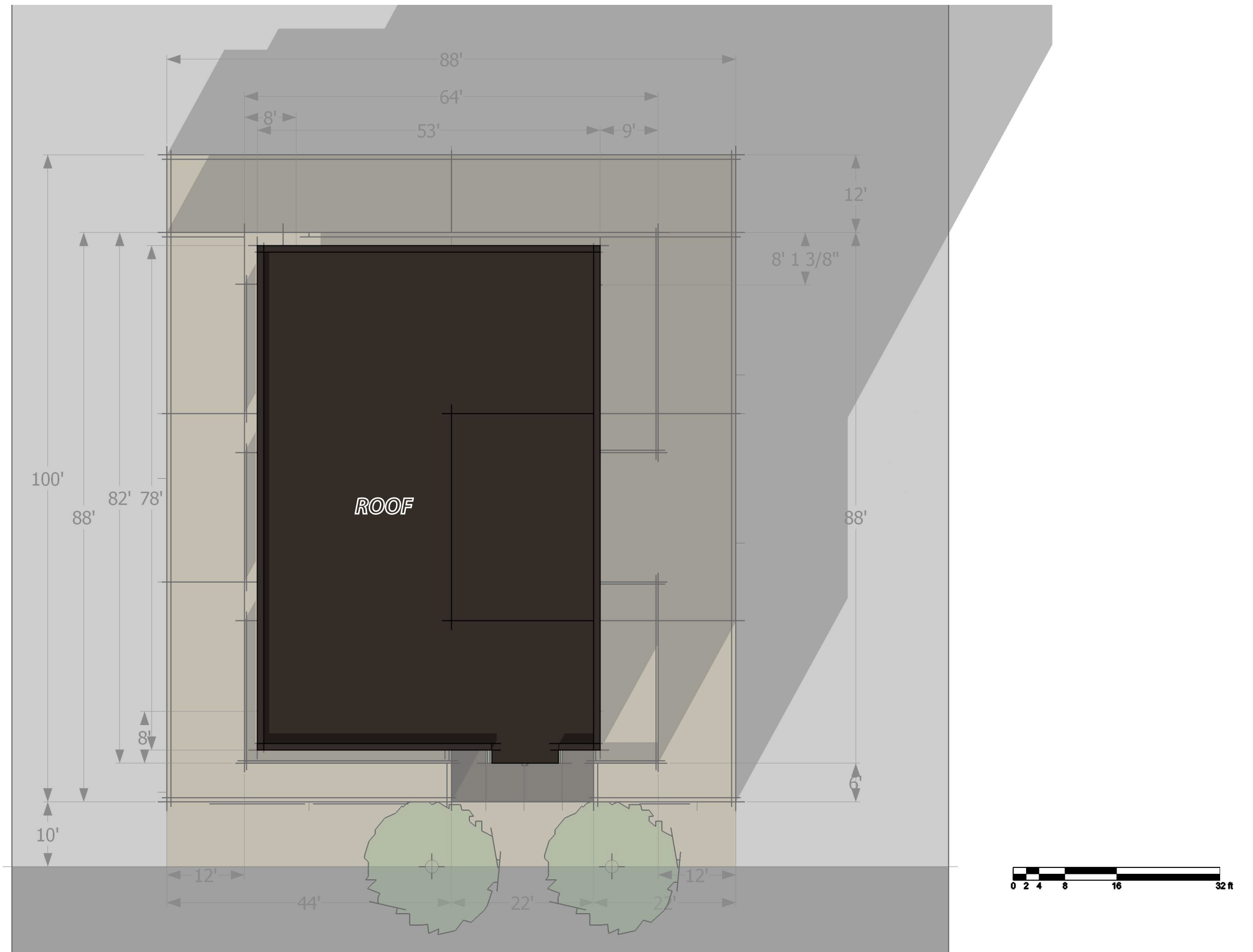


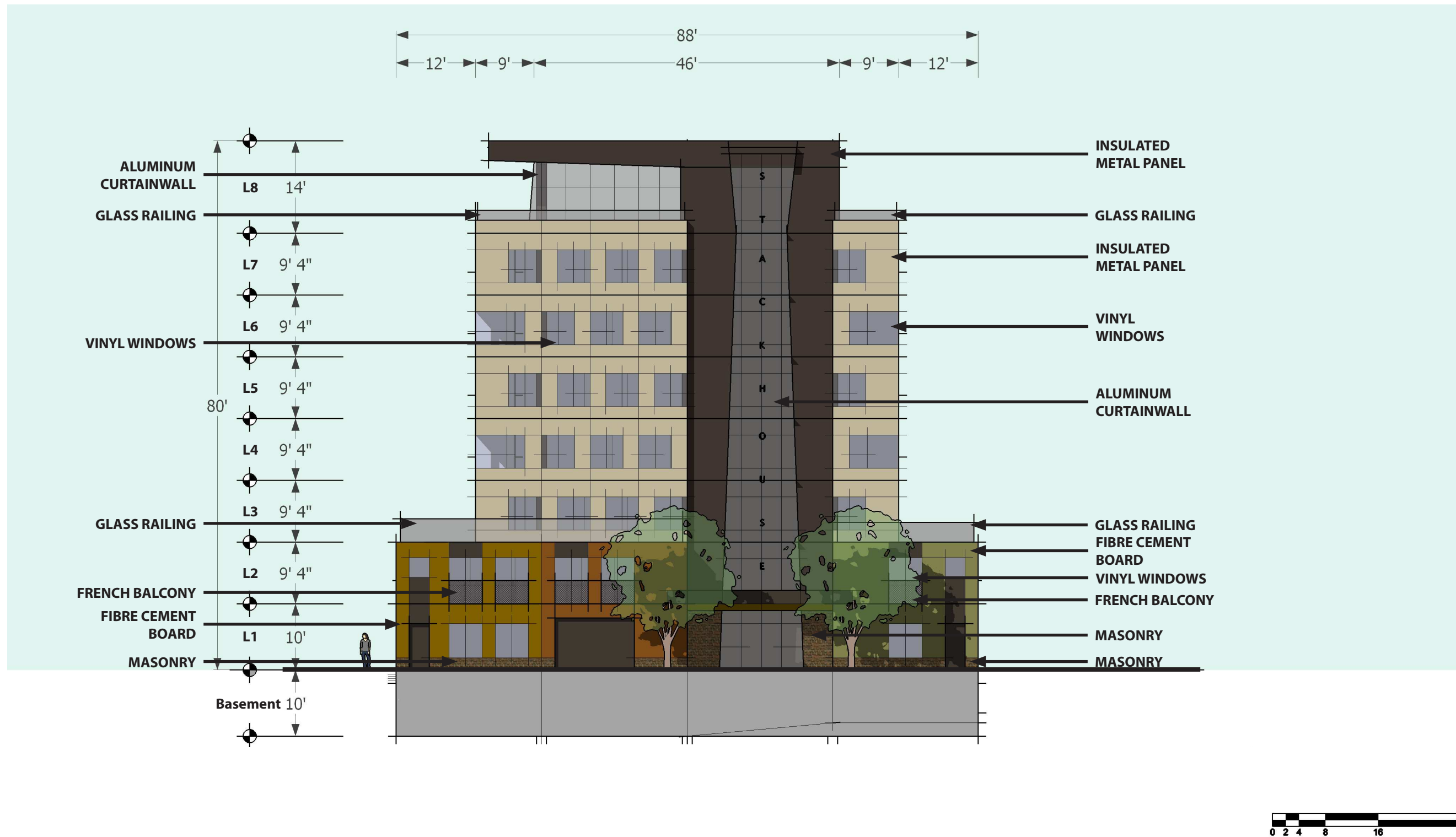




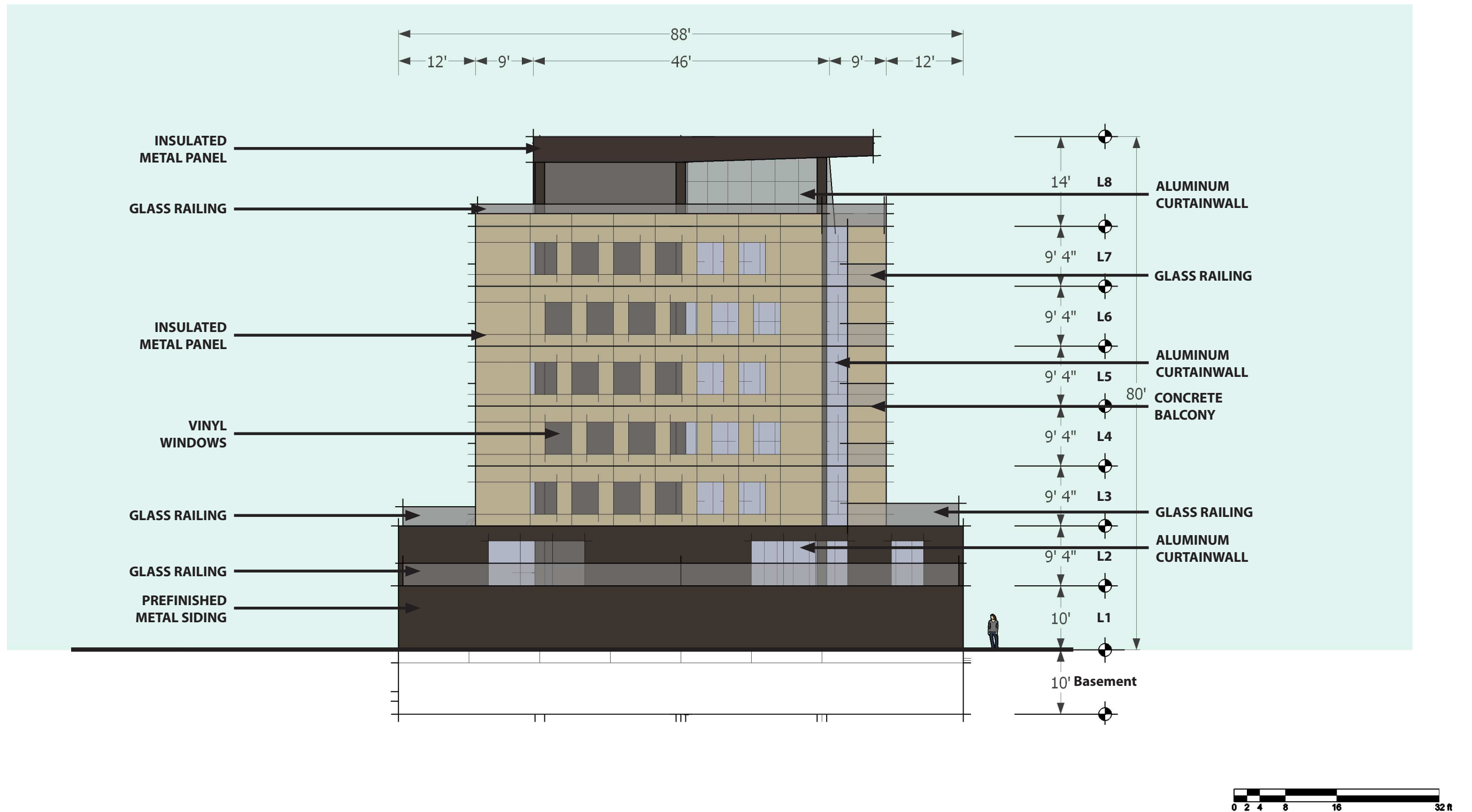


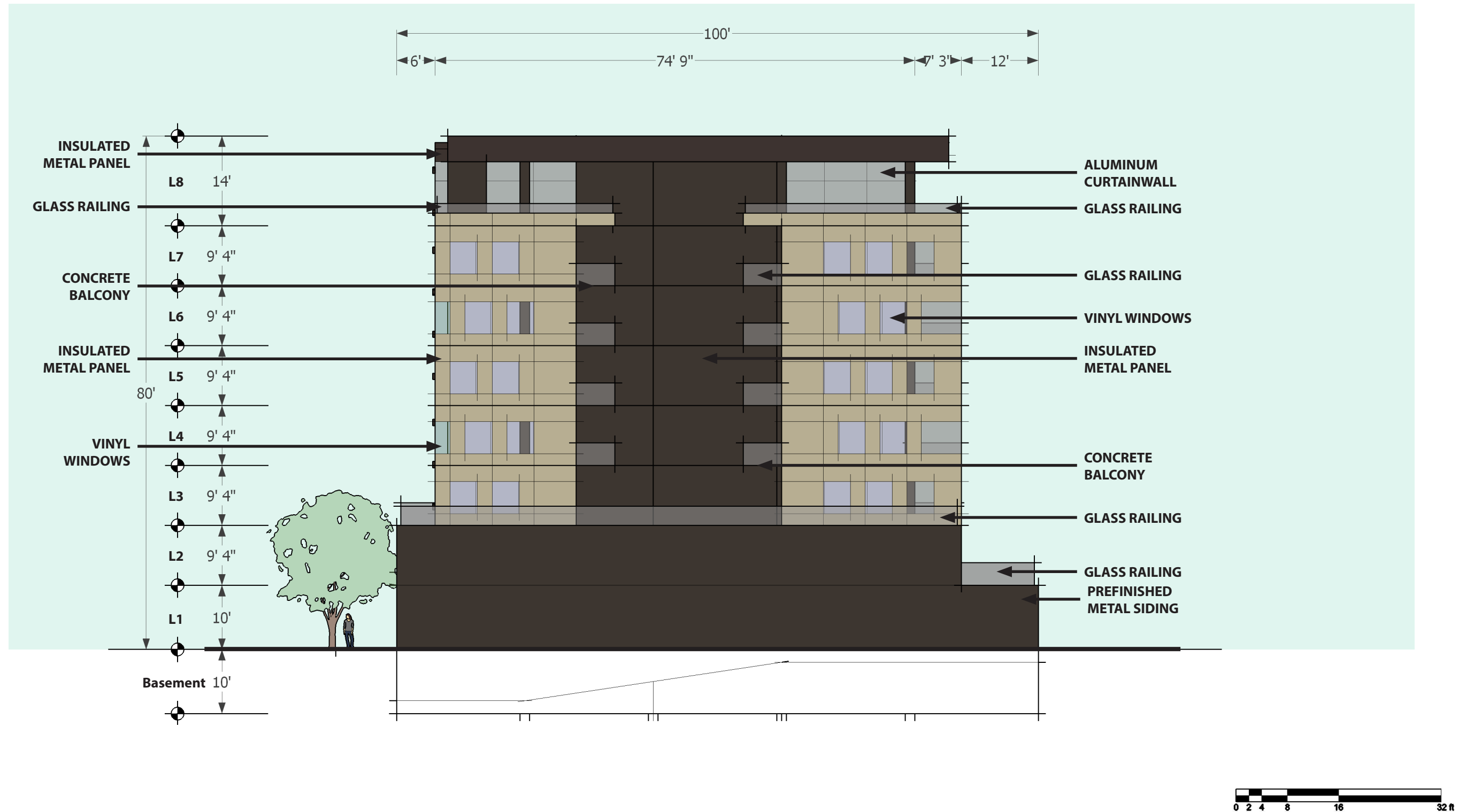


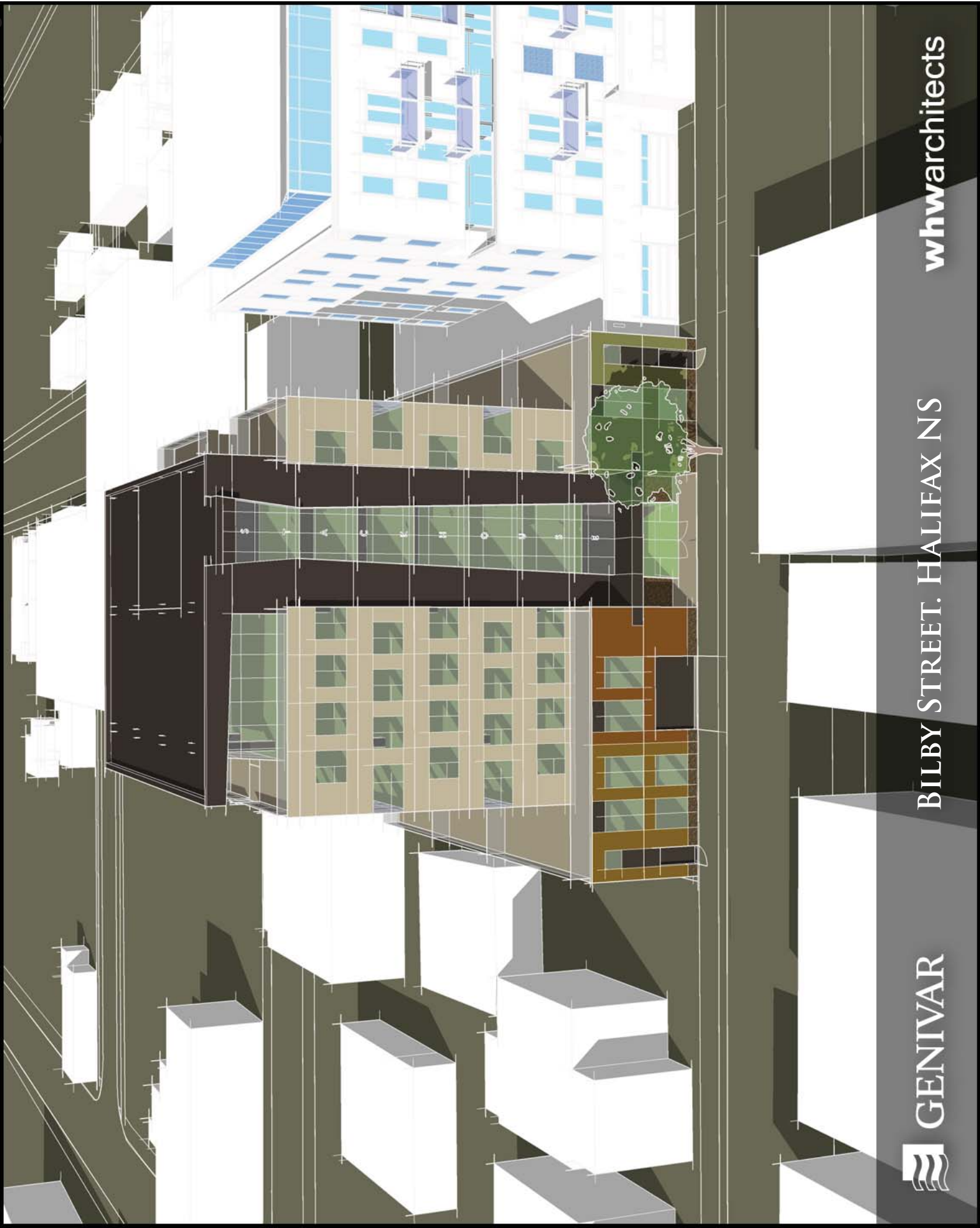








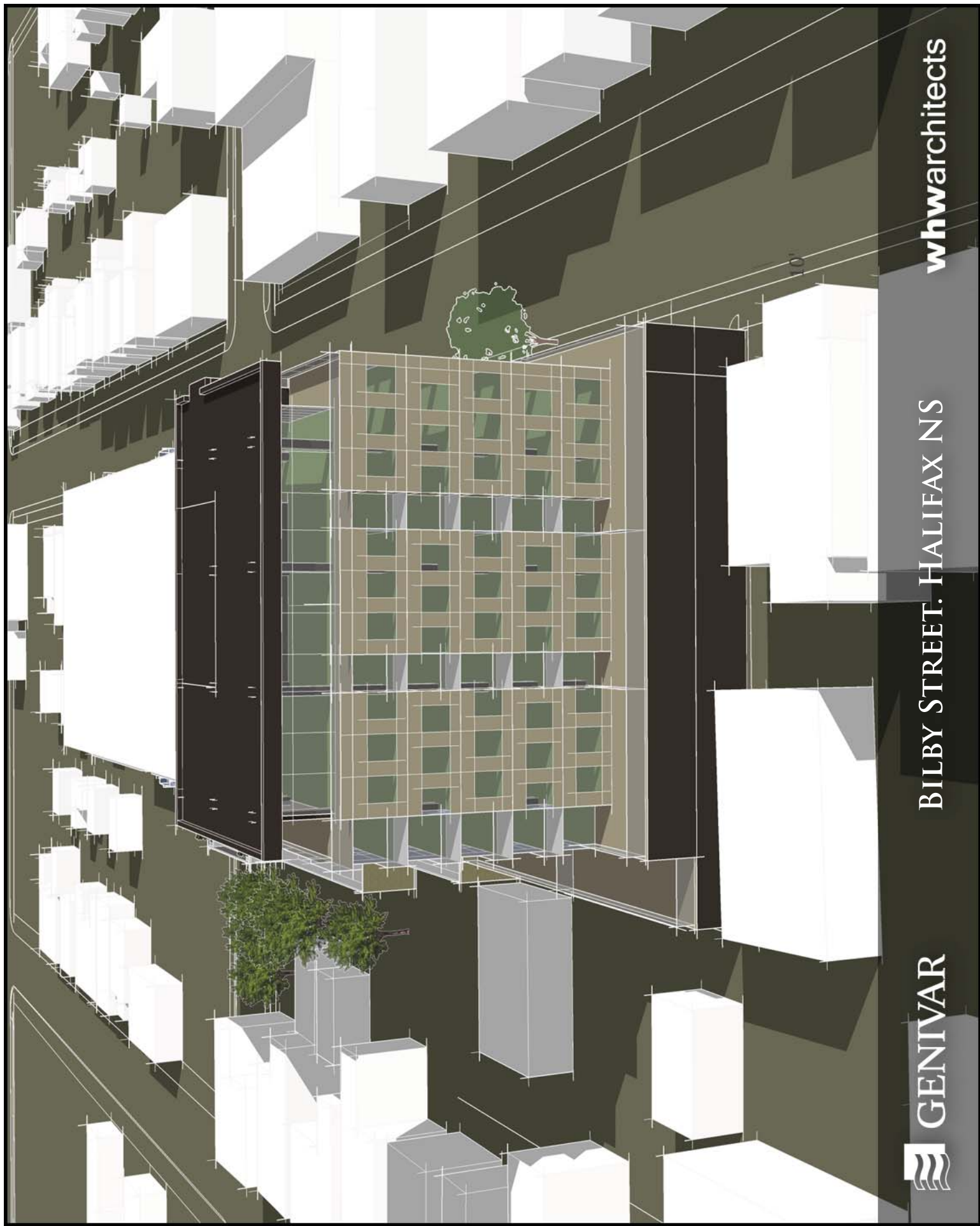




GENIVAR

BILBY STREET. HALIFAX NS

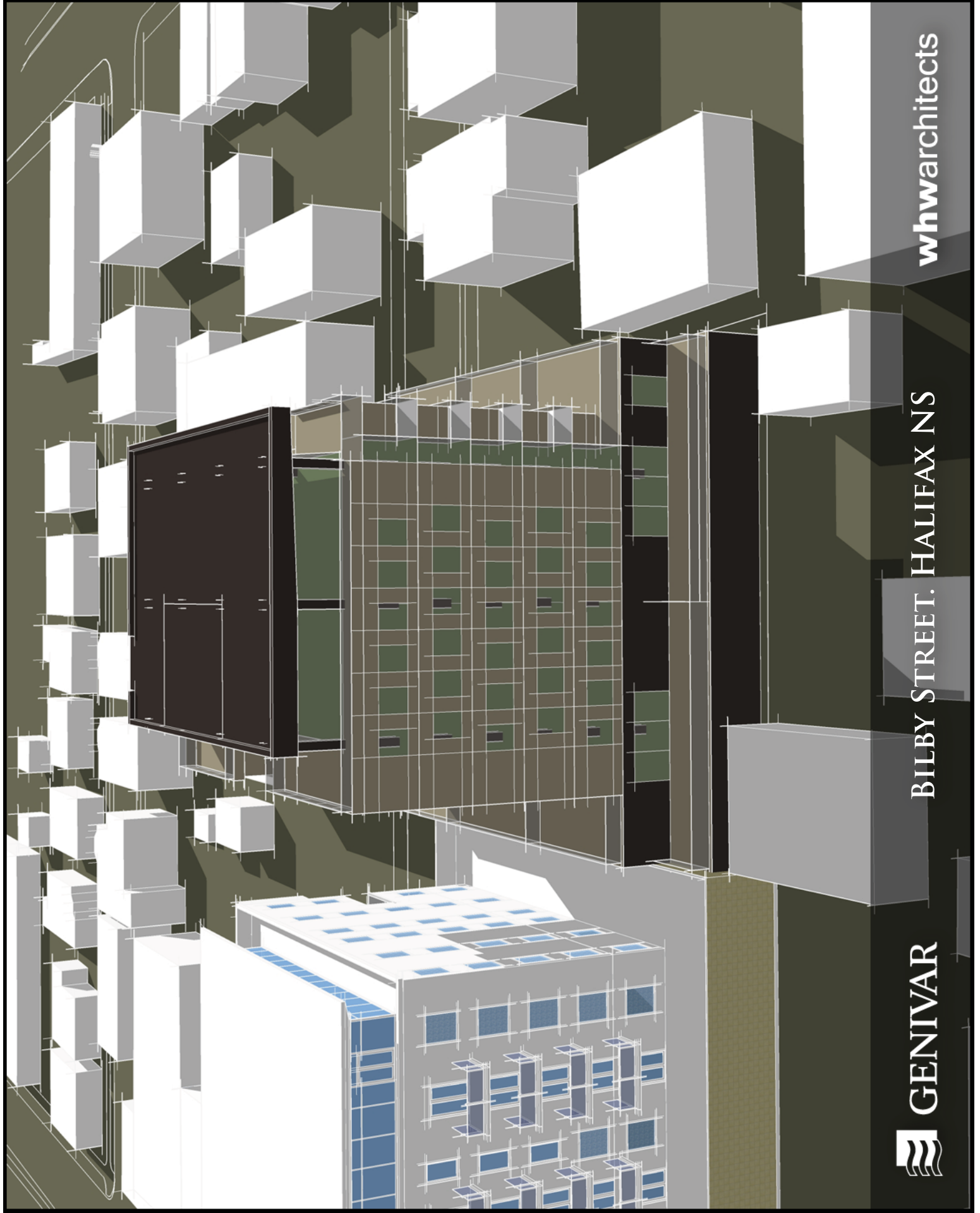
whwarchitects



GENIVAR

BILBY STREET. HALIFAX NS

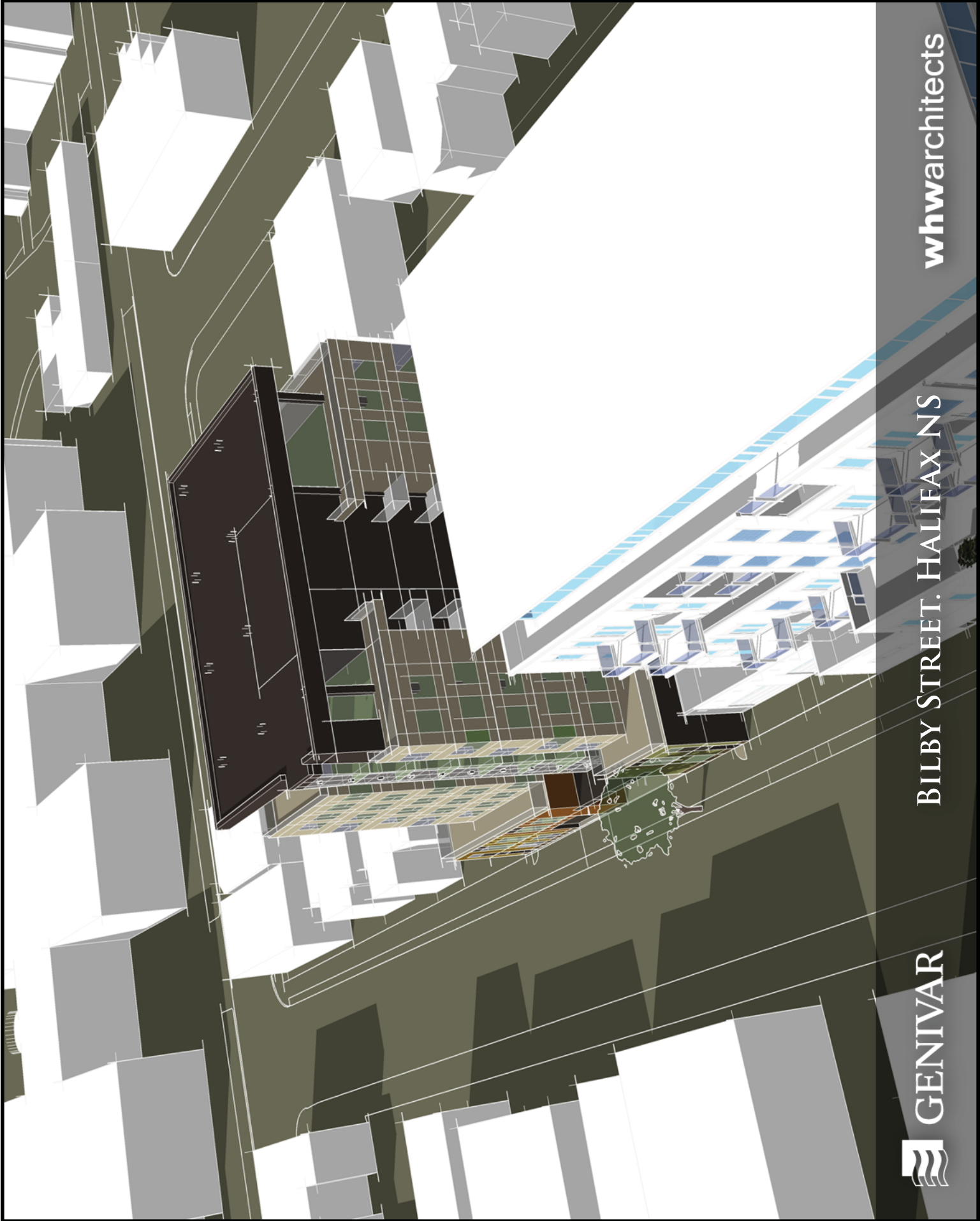
whwarchitects



whwarchitects

BILBY STREET. HALIFAX NS

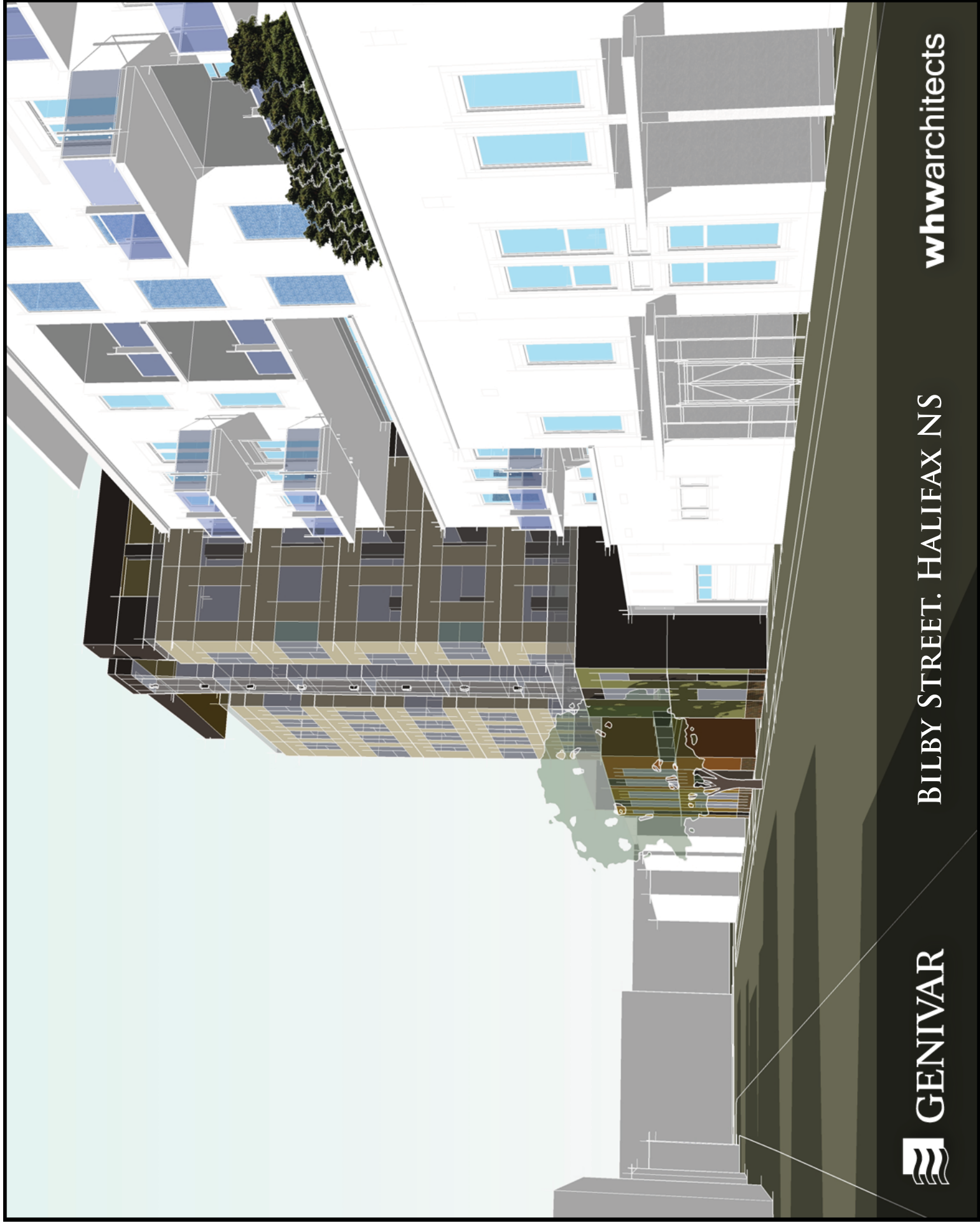
 **GENIVAR**



whwarchitects

BILBY STREET. HALIFAX NS

 **GENIVAR**



GENIVAR

BILBY STREET. HALIFAX NS

whwarchitects



Ref. No. 131-14149

April 29, 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
5530-5532 Bilby Street, Halifax, Nova Scotia**

Dear Ms. Blissett:

Plans are being prepared for the redevelopment of an existing commercial property at 5530-5532 Bilby Street (PID#00161422, PID#00441832, PID#00161414) in Halifax, NS. The site, presently occupied by an automotive body and fender repair shop, will be redeveloped as an eight storey, 32-unit apartment building with 27 underground parking spaces. The proposed development will be accessed from a driveway on Bilby Street. This is the Traffic Impact Statement (TIS) required to accompany the development application.

Site Description- The site is located on the south side of Bilby Street approximately halfway between Gottingen Street and Isleville Street (See Figure 1). Currently, the site is occupied by an automotive body and fender repair shop (See Photo 1). The existing development includes two buildings and a small unpaved parking area that can accommodate approximately 5-10 vehicles. There are two access driveways to the site from Bilby Street separated by approximately 15m.



Photo 1 – The existing automotive repair shop as seen from Bilby Street.

Description of Site Access– Vehicular access to the proposed development will be a single driveway to Bilby Street, located approximately at the existing east site driveway, midway between Gottingen Street and Isleville Street (See Photo 2 and Photo 3).



Figure 1 - Concept Plan



Photo 2 - Looking left (to the west) from the proposed driveway location.



Photo 3 - Looking right (to the east) from the proposed driveway location.

Street Descriptions– Bilby Street is a two-lane local street that runs east-west approximately 425m between Gottingen Street and Robie Street. There are sidewalks on both sides of the street. On the block between Gottingen Street and Isleville Street, parking is permitted on the south side of the street (adjacent to the site) and one hour parking is also permitted 8AM - 6PM on weekdays on the north side of the street. Bilby Street intersections at Gottingen Street and Isleville Street are STOP-controlled, with Bilby Street approaches controlled by a STOP sign.

Gottingen Street, a two-lane collector street that runs approximately 2km between Rainnie Drive and Young Street, is an important north-south corridor on the Halifax Peninsula that provides access to the Angus L. Macdonald Bridge and serves as a key link for several bus routes. A traffic count obtained by the HRM Traffic & Right of Way section at the Gottingen Street - Russell Street intersection (two blocks north of the Bilby Street intersection) during October 2012 indicated that two-way volumes on Gottingen Street near Bilby Street are about 640 vehicles per hour (vph) during the AM peak hour and about 720 vph during the PM peak hour. In the vicinity of the Bilby Street block, time-restricted parking is available on the west side of the street only.

Isleville Street is a two-lane local street that runs north-south approximately 1.4km between Bloomfield Street and Drummond Court. In the vicinity of the Bilby Street block, time-restricted parking is available on the east side of the street only.

Transit – 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).

Trip Generation – The proposed development includes an eight storey, 32-unit apartment building with 27 underground parking spaces. The existing development on the site is an automotive body and fender repair shop with approximately 2,500 square feet of commercial space.

Trip generation estimates, prepared using published trip generation rates from *Trip Generation, 9th Edition*, are included in Table 1. Since the automotive body and fender repair shop that presently occupies the site will no longer be operational, trips generated by the existing development have been considered as a 'credit' when determining additional vehicle trips that will be generated by the redeveloped site. It is estimated that the redeveloped site will generate a total of 10 vehicle trips (3 vph entering and 7 vph exiting) during the AM peak hour and 12 vehicle trips (7 vph entering and 5 vph exiting) during the PM peak hour. However, when trips generated by the existing land use are considered, it is estimated that the redeveloped site will generate 4 additional vehicle trips (1 vph fewer entering and 5 vph exiting) during the AM peak hour and 4 trips (3 vph entering and 1 vph exiting) during the PM peak hour.

Table 1 - Trip Generation Estimates

| 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 Estimates for the Proposed Development | | | | | | | | | |
| Mid-Rise Apartment ⁴ (ITE 223) | 32 | 0.09 | 0.21 | 0.23 | 0.16 | 3 | 7 | 7 | 5 |
| Trip Generation Estimates for the Existing Commercial Land Use | | | | | | | | | |
| Automobile Care Center (ITE 942) | 2.5 KOGLA | 1.49 | 0.76 | 1.49 | 1.62 | 4 | 2 | 4 | 4 |
| Additional Vehicle Trip Estimates for the Redeveloped Site ⁷ | | | | | | -1 | 5 | 3 | 1 |
| Notes: 1. Land use codes are from <i>Trip Generation, 9th Edition, Institute of Transportation Engineers</i> , 2. Units are 'number of dwelling units' for residential and '1000 x sq. ft. occupied gross leasable area' (KOGLA) for Automobile Care Center. 3. Trip generation rates are 'vehicles per hour per unit'. Trips generated are 'vehicles per hour' for 4. 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 use on the site. | | | | | | | | | |

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 – Cumulative Developments near Proposed Development Site

| Site | Traffic Impact Statement | | Development Details | | Vehicle Trips AM Peak ¹ | | Vehicle Trips PM Peak ¹ | |
|---|--------------------------|----------------|---------------------|--------------------|------------------------------------|-----------|------------------------------------|-----------|
| | Consultant | Date | Apartment Units | Commercial Sq. Ft. | Exit | Enter | Exit | Enter |
| PFK Properties Ltd. SE Corner Isleville St. @ Bilby St. ² | GENIVAR Inc. | September 2011 | 56 | - | -3 | 9 | 10 | - |
| Michael Napier Architecture NW Corner Almon St. @ Isleville St. ³ | GENIVAR Inc. | January 2012 | 42 | 3700 | 7 | 11 | 13 | 13 |
| Michael Napier Architecture NW Corner Gottingen St. @ Bilby St. ³ | GENIVAR Inc. | July 2012 | 39 | 3200 | 7 | 11 | 14 | 12 |
| Beaufort Investments Inc. SW Corner Gottingen St. @ Almon St. ³ | exp Services Inc. | October 2012 | 70 | 6847 | 6 | 11 | 26 | 17 |
| Onyx Holdings Ltd. NE Corner Isleville St. @ Bilby St. ² | GENIVAR Inc. | April 2013 | 37 | - | -3 | 5 | 5 | 0 |
| F.H. Construction Ltd. Bilby St. b/w Gottingen St. and Isleville St. ² | GENIVAR Inc. | April 2013 | 32 | - | -1 | 5 | 3 | 1 |
| TOTALS for Six Projects | | | 276 | 13747 | 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 / 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–

- Plans are being prepared for the redevelopment of an existing commercial property at 5530-5532 Bilby Street in Halifax, NS. The proposed redevelopment includes demolition of an existing automotive body and fender repair shop and construction of an eight storey, 32-unit apartment building.
- Vehicular access to the proposed development will be from a single driveway to Bilby Street, which will access a 27 stall underground parkade.
- It is estimated that the redeveloped site will generate a total of 10 vehicle trips (3 vph entering and 7 vph exiting) during the AM peak hour and 12 vehicle trips (7 vph entering and 5 vph exiting) during the PM peak hour.
- When trips generated by the existing automotive repair center are considered, it is estimated that the redeveloped site will generate 4 additional vehicle trips (1 vph fewer entering and 5 vph exiting) during the AM peak hour and 4 trips (3 vph entering and 1 vph exiting) during the PM peak hour.
- The site is well served by Metro Transit, with several bus routes running on the adjacent Gottingen Street and on nearby Robie Street and North Street.
- As of April 2013, there are a total of six proposed developments (including the proposed development considered in this TIS letter) within approximately two blocks of the Study site that include a total of approximately 275 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.

Conclusion–

7. Redevelopment of the site as a 32-unit apartment building is expected to result in only a slight increase in the number of trips generated relative to the existing commercial development. Given that the increase in traffic is slight and that the site has excellent access to transit, site generated trips are not expected to have any significant impact to levels of performance on adjacent streets and intersections or to the regional street system.
8. 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 adjacent streets and intersections or to the regional street system.

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

Sincerely:

ORIGINAL SIGNED

Mike Connors, P. Eng.
Traffic Engineer
GENIVAR Inc.

ATTACHMENT E:
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.

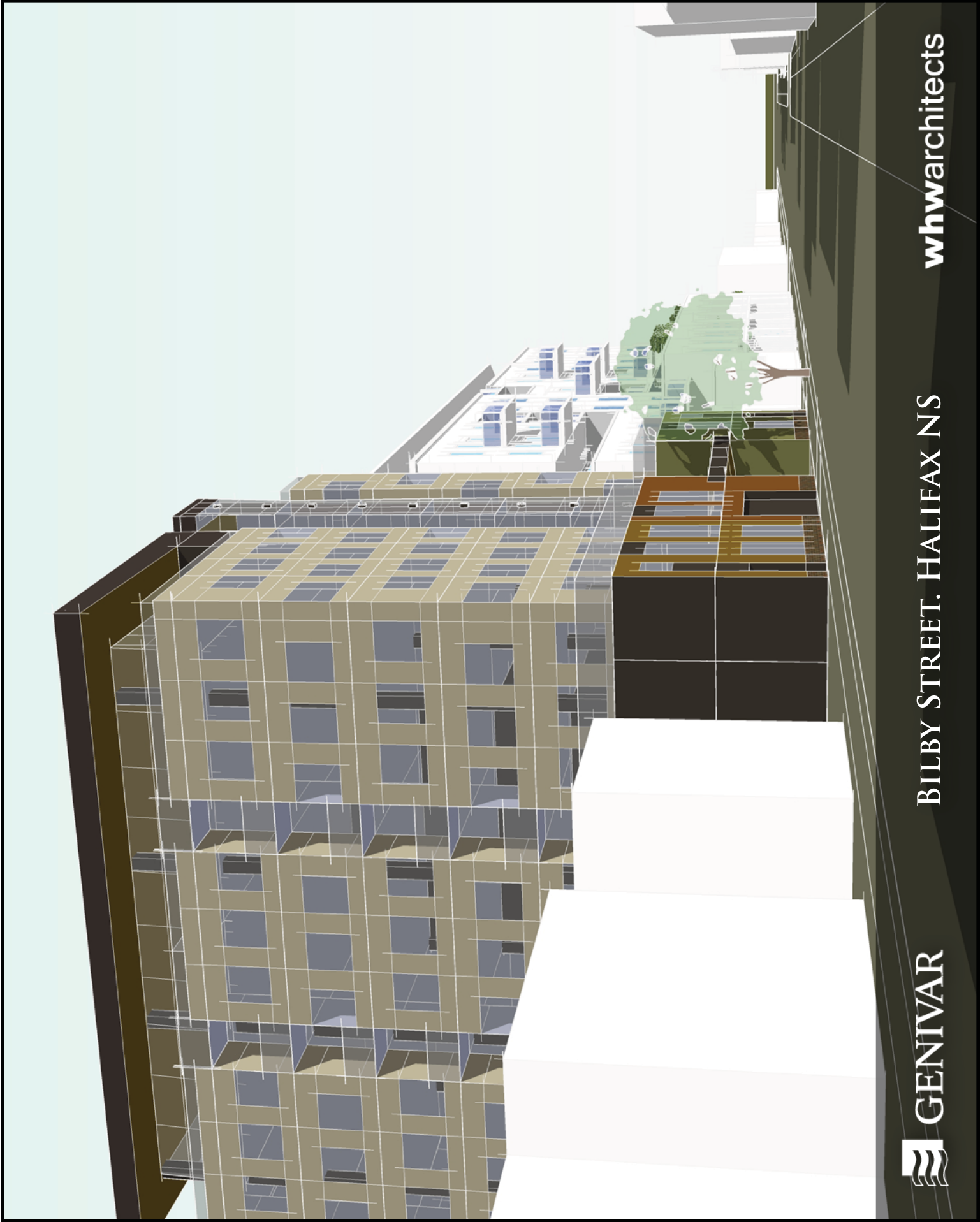
Policy 2.3: In areas designated major commercial, uses consistent with Section II, Policy 3.1.3 shall be permitted.

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.



GENIVAR

BILBY STREET. HALIFAX NS

whwarchitects

ATTACHMENT F:
Public Information Meeting Minutes – September 26, 2013

STAFF IN

ATTENDANCE: Dali Salih, Planner, HRM Development Approvals
Hilary Campbell, Planning Technician, HRM Development Approvals
Cara McFarlane, Planning Controller, HRM Development Approvals

ALSO IN

ATTENDANCE: Councillor Jennifer Watts, District 8
Blaise Morrison, GENIVAR Inc.
Joe Zareski, WHW Architects
Fiasal Hamidi, FH Construction Ltd., Developer

PUBLIC IN

ATTENDANCE: Approximately 14

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 Hilary Campbell, HRM Planning Applications; Councillor Jennifer Watts (District 8); Blaise Morrison, GENIVAR; and Joe Dreskie, WHW Architects.

Case No. 18591 is an application by GENIVAR, on behalf of the property owner, FH Construction Ltd., to amend the Halifax Peninsula Land Use By-law (LUB) by applying Schedule Q on the subject property, 5530 and 5532 Bilby Street in Halifax by way of a development agreement.

The purpose of this Public Information Meeting (PIM) is to inform the public that HRM has received an application, to describe the proposal, explain Planning Policies and the stages of planning process associated with this application and to gain feedback. No decisions are made at this PIM.

The PIM agenda was reviewed.

Ms. Salih explained that a development agreement is a legal contract between HRM and the property owner regarding specific land uses and criteria (height of the building, materials, etc.). The public's feedback is important to help staff draft the development agreement when negotiating with the applicant.

2. Presentation of Proposal – Dali Salih

The site is located on Bilby Street and has a total area of approximately less than 10,000 square feet. It consists of three properties, two of them currently have buildings on them and the other is a strip of land that is vacant. This application would require those three properties to be consolidated into one.

An image of the existing structures on the properties was shown (commercial and industrial uses).

The applicant is proposing to construct an eight storey residential building, approximately 80 feet in height, with a population density of 74 persons per acre (a total of 32 residential units) and pedestrian access to the residential tower from Bilby Street. At grade, there are 13 parking spaces and 14 spaces underground.

The subject property is designated MC (Major Commercial) under the Halifax Municipal Planning Strategy (MPS) and the Peninsula North Secondary Planning Strategy (SPS) and zoned C-2 (General Commercial) Zone under the Halifax Peninsula LUB. There are commercial and residential uses surrounding the property which are designated MDR (Medium Density Residential). Policies 2.3, 2.3.1, 2.3.2 and 2.3.3 under the Halifax MPS allow for the development agreement option.

Under the C-2 Zone, some residential and commercial uses are permitted as of right (a building 80 feet in height with angle controls at the top – shown on slide). A rendering of the proposed building was shown.

3. Presentation of Proposal – Blaise Morrison, GENIVAR

The proposal is another great opportunity to bring some life into an already exciting community, some new life and some new admiration. The developer wanted to design a building that told a story and linked the past, present and future, and in a respectful manner that speaks to the residents and the area.

One of the inspirations for this proposed building is the historic theme of many properties in the area, the smoke stack, and trying to maintain or reimagine it in a new way.

The proposed building covers three properties and basically 100% of the lot. The podium is two storeys up around the building, one storey on the back and then the tower portion of the building is a bit slender that goes up to a total of eight storeys.

In a previous meeting, the public informed the applicant that there is great history in the neighbourhood. The applicant would like to reflect the industrial and residential heritage into the proposed building. Wood and brick buildings and smoke stacks appear to be a common theme in the area over time.

The applicant would like to engage street level activity and bring more pedestrian-friendly elements to the building. That is the power of the development agreement as well. There are some developments that have already been approved in the area and things are changing.

By incorporating the past, present and a little bit of the future, the idea was to name this proposed building the Stack House. The smoke stack isn't actually on the property but by having the nice glass feature running the height of the building would reimagine and keep it a feature of the community. Height of a building is often an issue in any community; however, the applicant used this opportunity to experience a building from the ground up to the top in a very respectful and subtle way. Most of the detail of this building is on the ground level. The townhouse style façade along the front will be maintained and really emphasize a nice entrance that brings your eyes up to experience the building visually. Lighter colors on the building and stepbacks will be used to break it up a bit differently. Because the proposed building will be bordering existing residential lots, some landscaping (ivy or some type of trees) will be incorporated. The parking is comes off of Bilby Street and there are ramps that go to underground parking. The lobby is off of Bilby Street. The thought was to create an amenity space there so people can interact with others at street level. There are basically five units per floor going all the way to the top with a total of 32 units. There is bicycle parking to encourage people to bike to work. Lots of amenity space is provided at different areas of the building.

An image of what some of the buildings that have been approved will look like together once they have been constructed. Fortunately, one of the other developments is a client of GENIVAR; therefore, the two images could be viewed together. The idea is to maintain the same sort of townhouse façade.

4. Overview of planning process – Dali Salih

When HRM receives an application, Staff reviews it and sends it to other departments for review. If there is policy that enables Council to consider the application, Staff schedules a PIM for the public to view and hear about the application. Staff takes the public's comments and comments from other departments and negotiates a development agreement with the applicant. A recommendation is formulated and a staff report is forwarded to Districts 7 and 8 Planning Advisory Committee (PAC). They provide a recommendation that is, then, forwarded to Halifax and West Community Council (HWCC). HWCC would give First Reading and would set a date for a Public Hearing. The Public Hearing allows the public to comment on the application before HWCC will approve or refuse it. In either case, there is a 14 day appeal period of which the application can be appealed to the Nova Scotia Utility and Review Board (NSUARB).

5. Questions and Comments

Neila MacDonald, Halifax – Is the third piece of land to the side of the building?

Ms. Salih said it is (shown on the slide).

Ms. MacDonald commented on the traffic in the area. There are now three developments that have their parking garages coming off of Bilby Street. She likes the look of the building and is glad to see the applicant listened to the public and their comments about larger apartments.

Mr. Morrison mentioned that it is undecided as to whether the units will be apartments versus condos.

Fred Connors, Halifax – The look and feel of the Isleville, Bilby and Bloomfield area is starting to resemble a district in Portland, Oregon, known as The Pearl. It was a former rundown

industrial/warehouse neighbourhood very close to the center of the city. In imagining this type of development, they also imagined how they would engage people at the street level so there is more interaction. Isleville Street presents itself as a tremendous opportunity for a really robust commercial corridor to exist as well to serve the 100s of new tenants. As a member of the North End Business Association, he knows that as a growing neighbourhood, it is suffering from a shortage of really high quality commercial opportunities for retailers and small businesses. Whenever possible, opportunities should be given to entrepreneurs to run their businesses in these new communities. He referred to the corner of Isleville and Kay Streets as an example of an excellent commercial/residential mix development. He would like to see the area filled with more coffee shops, bakeries, etc., so that the people living in these units have what they need right in their community.

Andrew Killawee , Halifax – What considerations have been given to privacy? He moved here eight years ago for the privacy aspect and currently enjoys a lovely backyard.

Ms. Salih mentioned that with applications such as these, multi-unit buildings, migration and privacy measures of the building design are included in the development agreement. This is something that can be negotiated with the applicant in finer detail by including vegetation or privacy screens.

Mr. Morrison explained that the developer would like to find a way to make the building look less abrupt for the existing residential bordering on the back of the proposed building. As for the windows at the upper levels, maybe through the leasing agreement, the curtains could be all the same.

Mr. Killawee asked about balconies on the back.

Mr. Morrison mentioned that none of the balconies protrude from the building. They are built into the cuts and sides of the building. There is also rooftop patio and amenity space. The penthouse units will have their own open space area.

Mr. Zareski said that it works both ways. People living in the building want their privacy as well; therefore, the developer will look at screening opportunities.

Ms. Salih mentioned that answers to these questions will be posted to the HRM Planning website.

Patrick Lawlor, Halifax – Likes the structure but doesn't think it is in the right location. Has HRM assessed the magnitude of the six developments within a very short strip of street to see if they balance (traffic, property taxes, revenue for HRM (condos vs apartments)?

Ms. Salih explained that the HRM Development Engineer, Ashley Blissett, stated that every traffic impact statement is done by a traffic engineer and are reviewed by HRM Development Engineering and Traffic Services. They make sure that the background growth rate is included as part of the traffic impact statement. In terms of the balances of the building (condos vs apartments), the property decides that, HRM cannot regulate that. With regards to property taxes, those are provincial matters and, unfortunately, the city does not regulate those either.

Mr. Lawlor clarified that the city is forfeiting a lot of revenue by approving so many apartment

buildings.

Councillor Jennifer Watts, District 8 – Asked for more explanation on the levels of parking and a better idea of the entrance in relation to the other building. Mr. Morrison explained that there is a façade, then the garage door and then another façade right next to it. Cars come into a parking garage which ramps down to another 13 stalls underground. In relation to the other developments, it looks like there would be four parking garage doors on Bilby Street.

Mr. Connors – Asked what pedestrians will be looking into as they walk down Bilby Street. Mr. Zareski explained that the first 20 foot bay has a window to mimic the character of the street but you won't be able to see through it. The next bay has two windows that may or may not have visibility but will give us the scale and character of a two storey townhouse. The third bay is a garage door and has an apartment above. He stated that the color change is going to help articulate that street façade. Residents won't be looking at anything here because it is a garage door. The main entrance is set back from the sidewalk about four feet to give more graciousness coming into the building. The stack is glazed and acts as the feature element that will be translucent, transparent and glow at night. The fourth bay is a window into that front porch.

Michael Bradshaw, Halifax, Member of the PAC – Why is a development agreement required if 80 feet in height is permitted? He is concerned that the increase in traffic will deteriorate instead of enhance the pedestrian experience.

Ms. Salih explained that without the development agreement, a box could be built as of right and there would be no public input. With the development agreement, design elements can be regulated. In terms of the traffic, whenever a traffic impact statement is submitted, the background growth rate is included in that study.

Mr. Lawlor mentioned that there will be a lot of traffic will be brought into the neighbourhood from tenants and their extended families and associates. There is no parking on Almon Street and people will be parked on Bilby and Isleville Streets. Many current residents don't have driveways so are forced to park on the street. Is this assessed in the traffic study? Also, is the water and sewer infrastructure being considered in this combination of developments?

Ms. Salih explained that additional traffic is referred to in the traffic impact statement as number of trips generated from the site. She will look into it further and provide an answer on the website. In terms of water and sewer, the applicant has provided, based on the persons per acre on the site, schematic plans that show the water and sewer. Those were reviewed by Halifax Water and were deemed acceptable. Plans for the schematic are available on the website.

Mr. Lawlor asked if these studies are being done on totality.

Ms. Salih reiterated that when an application is received, it is reviewed and circulated to municipal staff to ensure there are no problem areas before coming to the public.

Mr. Morrison said that HRM requested the plans and studies include all the developments in the area.

6. Closing Comments

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

7. Adjournment

The meeting adjourned at approximately 8:10 p.m.