

ATTACHMENT A

WHAT WE HEARD REPORT

HOUSING ACCELERATOR FUND

URGENT CHANGES TO PLANNING DOCUMENTS FOR HOUSING

APRIL 2024

HALIFAX

Acknowledgments

The Halifax Regional Municipality wishes to thank all residents and relevant groups who took the time to provide feedback on the amendments proposed through the Housing Accelerator Fund.

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BACKGROUND

This What We Heard report provides a description of the public engagement process that was undertaken to receive feedback on the proposed urgent changes to planning documents, as well as a summary and analysis of the comments received. It is accompanied by a series of attachments for reference, including:

- **Appendix A** - Correspondence Summary
- **Appendix B** - General Correspondence Log
- **Appendix C** - Built Form Correspondence Log
- **Appendix D** - General Correspondence Attachments
- **Appendix E** - Built Form Correspondence Attachments



WHAT WE DID

The **HAF Urgent Changes to Planning Documents for Housing** build on recent public engagement on housing and population growth, the Suburban Planning framework, and potential planning document amendments during the Regional Plan engagement program.

The results of this engagement were presented to Regional Council in their meeting on [December 12th, 2023](#). The feedback included significant focus on the need for urgent action on housing and for expediting the Suburban Planning Process.

In order to meet key deadlines under the HAF agreement, the engagement process on the proposed changes to planning documents was compressed. However, feedback received during public engagement on other planning initiatives was considered in developing the proposal.

Information on the proposed changes related to the HAF were shared during the Regional Plan review consultation, with a more focused information campaign between January 17 and February 16, 2024 on the municipality's Housing Accelerator Fund (HAF) webpage. Staff were also available for e-mails, phone calls, and small meetings.

Additional engagement with the development and design community focused on regulatory barriers to housing and opportunities to support wood and timber construction. Feedback from development staff and other relevant groups as well as a significant number of site-specific requests were also considered as part of the process (see Attachments A6 and A7).

HALIFAX.CA/HAF WEBPAGE

The HAF webpage (www.halifax.ca/haf) was launched on January 17, 2024 as a sub-webpage

under the [Regional and Community Planning](#) landing page. The website was updated at multiple points throughout the initial engagement period (January 17 - February 16) as staff were able to share more details on the proposed amendments.

The HAF webpage featured a mix of text, graphics and interactive tools designed to aid the user in understanding the purpose of the Housing Accelerator Fund program and how the proposed amendments will impact housing in their community.

Elements of the HAF website included:

- A description of the proposed amendments, summarized in clickable ‘accordion’ tabs organized by the various HAF initiatives;
- An interactive GIS map that shows how the proposed amendments would impact land use policies and zoning (current and proposed) in the Regional Centre and Suburban Area;
- Key background details of the HAF program, the municipality’s goals as outlined by the HAF agreement, and the role of the HAF in the municipality’s planning framework;
- Two short animated videos that introduce the HAF program and provide a call to action for residents (see the *How We Got the Word Out* section for more details)
- A brief explanation of the terms ‘missing middle housing’ and ‘gentle density’ with infographics (see Image 1);
- The process and status of this application (formally referred to as MINORREV-2023-01065) to amend the Municipal Planning Strategy; and
- A list of links that direct the user to informative housing studies and staff reports.

Residents were directed to email haf@halifax.ca with any questions and feedback. It was noted that the feedback period would be open until February 16th, 2024 and that any correspondence with staff would be used to inform a report to Regional Council.

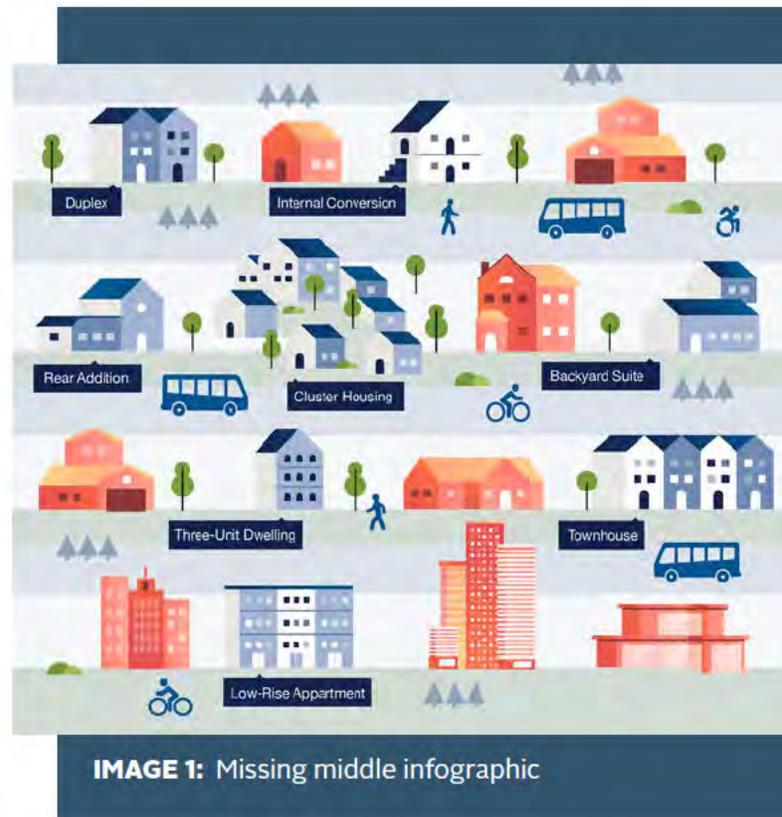


IMAGE 1: Missing middle infographic

EMAIL CORRESPONDENCE

The HAF email (haf@halifax.ca) was the main point of contact between staff and the public. In addition to recording feedback, staff answered questions, received site specific requests for the Regional Centre and the Suburban Area, and coordinated with community groups to set up meetings by request.

Approximately 700 total pieces of correspondence were received by staff during the engagement period, including 5 petitions. A complete inventory of the correspondence is included as **Appendix B** and any attachments are included as **Appendix D**.

As of February 16, 2024, when the initial engagement period closed, staff began only accepting questions of clarification from the public through the HAF email. Any formal feedback submissions received after February 16 were redirected to the Clerk’s Office for consideration by Regional Council.

MEETINGS WITH RELEVANT GROUPS

Since the finalization of the municipality's HAF agreement in October 2023, staff have met with architects and urban designers, members of the development community, municipal and provincial agencies, and local community groups. Listed below are some **key takeaways from these sessions**:

Atlantic WoodWorks Wood Symposium

Date: November 30 2023

The Wood Symposium was an educational event hosted by Atlantic WoodWorks. It was led by recognized professionals that discussed the most up-to-date wood construction trends and techniques.

What we learned:

- Given the current labour and supply shortages, wood is a less expensive alternative to concrete. Wood buildings can be constructed quickly to provide rapid and affordable housing.
- The manufacturing of wood products produces less carbon emissions than other building materials. Prefabricated wood processes use less energy and create less waste.
- Mass timber and wood frame construction can often accommodate additional storeys due to the material's light weight. Regulating height in storeys, rather than metres, would enable this additional floor area.

Urban Design Workshop

Dates: January 11-12 2024

This two-day workshop, hosted by the Planning & Development department, brought together local architects and design professionals to discuss how to increase density while promoting good urban design.

These sessions were invaluable to gaining feedback

on the performance of Centre Plan regulations and identified many regulatory barriers to building more housing.

Staff will work with these professionals in the future to continue the conversation around how the municipality can further streamline processes and reduce regulatory barriers, all while maintaining the core concepts and important planning principles described in the Centre Plan in a largely as-right framework.



What we learned:

- Centre Plan predictability, built form and urban design requirements are mostly working well.
- Certain construction methods can accommodate more floors if height is measured in storeys rather than in metres in high-density residential zones.
- Reducing the streetwall setback from 2.5 metres to 2 metres for mid-rise construction can increase the viability of projects.
- Increasing maximum tower dimensions will enable more units per floor in high-rise developments with minimal impact.
- Wood-frame construction can be incentivized in Higher Order Residential Zones by relaxing

streetwall requirements.

- Allowing more height for pitched roofs will incentivize more diverse building styles and fewer flat roofs.

Joint Regional Transportation Agency pop-ups

Dates: February 20, 26 and 27 2024

These drop-in style pop-ups were hosted by the [JRTA](#) at Sunnyside Mall, Canada Games Centre and Halifax Central Public Library. They provided an opportunity for members of the public to learn about regional transportation planning and interact with JRTA staff. Members of the Regional and Community Planning team attended to answer questions about municipal planning initiatives, including the HAF.

What we learned:

- More residential density should be allocated around transit stops where businesses and services exist. In addition, more zoning along transit corridors should enable mixed use development.
- Some residents that live outside of the Regional Centre are concerned that there is currently not enough transportation infrastructure in their communities to support increased density.

Community Group Meetings

Dates: February 12 - March 14

Meetings with community groups from the Brightwood, Dalhousie, Conrose, Marlborough Woods and North End neighbourhoods took place virtually and in-person on February 12, 23, 29 and March 14, 2024 (respectively).

These sessions were held by-request throughout the initial engagement period. The Community Planning team continues to meet with residents or community groups that wish to discuss comments or concerns related to the HAF.

During the meetings, staff presented a summary of the proposed HAF amendments, addressed concerns and answered questions.

These meetings, in addition to the emails received from residents of these neighbourhoods, informed the **Areas of Local Concern** section (p.11), which provides a more in-depth analysis on the feedback received from these areas.

What we learned:

- The community groups that met with staff were largely concerned about the impact of the proposed changes within their local neighbourhood. The broader suite of proposed HAF changes were typically not mentioned.
- Residents that requested meetings often notified others in the area about the changes through social media or encouraged their neighbours to attend.
- These communities described themselves as ‘tight knit’ and are composed of many long term residents that share common values and pride for their neighbourhood.
- While some residents continued to express concern about certain proposed changes following the meetings, the opportunity to speak with planners helped increase awareness around the rationale behind the HAF amendments.

Municipal partners and other HRM departments

Staff worked closely with internal groups from the municipality’s Heritage, Engineering, Real Estate and Legal departments to develop the HAF proposal.

Further consultation with external agencies such as Halifax Water, Build Nova Scotia, Halifax Harbour Bridges, Dalhousie University, and others also provided valuable input through the planning process.



HOW WE GOT THE WORD OUT

The success of any public engagement is largely based on generating awareness of the project amongst residents and other relevant groups. Given that the timelines for this project were condensed, information on the proposed amendments and how to provide feedback was primarily advertised digitally.

The information campaign included:

- **Google display ad campaign:** A video campaign through Google display showed HAF content to Google search engine users located within the municipality.
- **Paid social media campaign:** Two short videos were prepared that targeted residents in geographic areas around the municipality (see Image 2).

Video 1: Missing Middle Housing

Video 2: Urgent Housing Shortage

- **‘Organic’ (non-paid) social media posts:** 11 total posts were made on the municipality’s Facebook, Instagram, X (Twitter), and LinkedIn platforms. The posts introduced the HAF program and included a call to action that directed residents to visit the HAF webpage and provide feedback via the HAF email.
- **Digital campaign:**
 - Homepage card
 - Digital screen network
 - Library screen network
- **Councillor Support Office notification**
- **311 knowledge base update**

Please see **Table 1** on the following page for a summary of the results from the information campaign.

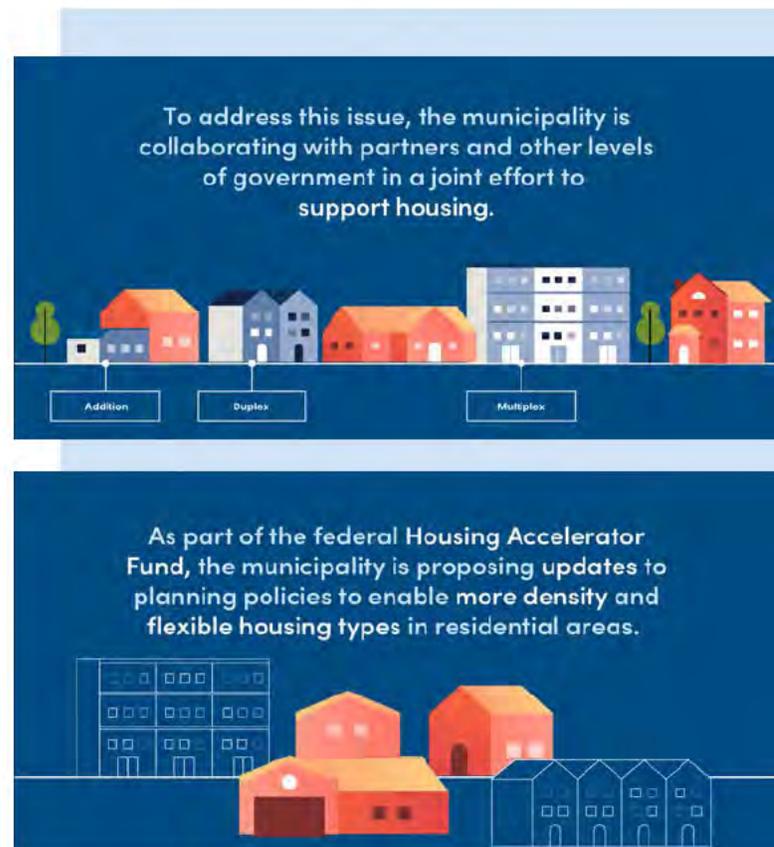


IMAGE 2: Stills from videos 1 & 2

TABLE 1: INFORMATIONAL CAMPAIGN

TYPE OF ADVERTISEMENT	PLATFORMS	IMPACT
<p>Paid social media campaign (January 18 - February 15)</p>	<p>Facebook, X (Twitter)</p>	<p>Total impressions: 133,451 'Impressions' are the number of times an instance of an ad is on screen for the first time.</p> <p>Total reach: 34,377 'Reach' is the number of Accounts Center accounts that saw the ads at least once.</p> <p>Total clicks: 2,069</p>
<p>'Organic' (unpaid) social media posts (January 17 – February 15)</p>	<p>Facebook, Instagram, X (Twitter)</p>	<p>Total engagements: 464 'Engagements' are the number of reactions, comments, shares and clicks on a post.</p> <p>Total reach: 29,959 'Reach' is the number of people who had an unpaid post from the municipal page enter their screen.</p>
<p>Online ad campaign (January 18 – February 15)</p>	<p>Google display</p>	<p>Total views : 6,667 'Views' are the number of times an ad has been shown on a webpage or search results page in a location where it was able to be viewed by a user.</p> <p>Total impressions: 67,400 'Impressions' are counted each time an ad is shown on a search result page or other site on the Google Network.</p>
<p>HAF webpage (Launched January 17stats are as of February)</p>	<p>Halifax.ca</p>	<p>Page views: 10,741 Breakdown: 7,291 were unique views and over 5,000 were new users.</p>

WHAT WE HEARD

All emails that provided feedback on the proposed amendments were read and recorded by staff. The key messages in each correspondence were coded by theme (as categorized by the 'proposed amendments' section on the HAF website and as listed below), level of support or opposition, district (if self-identified) and any specific concerns or comments noted by the resident.

This method allowed staff to collect quantitative data on the general sentiment towards the proposed changes, as well as qualitative data about the more unique concerns and comments that were specific to certain neighbourhoods.

Please see **Appendix A** for a detailed summary of feedback received on all the HAF proposed changes.



GENERAL FEEDBACK

Almost half of the feedback received on the HAF **Urgent Changes to Planning Documents for Housing** was specific to a proposed change in a neighbourhood or street.

For more general feedback, two overall themes emerged:

Theme 1: General Support

One theme is **general support for HAF** and its potential to help address the housing crisis in HRM. Housing supply and affordability were top of mind for many residents who provided feedback.

There was excitement expressed for HAF from some residents and housing providers who welcome the proposed changes and believe the amendments can help to create more housing in central neighbourhoods.

There was also support for creating more equitable access to housing in walkable and transit-oriented neighbourhoods by increasing housing availability in areas that are currently primarily limited to single-unit dwellings.

Theme 2: Concern Around Public Engagement

Another theme was concern about the **limited or lack of public engagement**. Some residents expressed frustration or anger at the perceived lack of public engagement and the speed with which HAF changes are expected to be implemented.

Many residents have become accustomed to more extensive public engagement on planning issues in their communities and expect opportunities to provide detailed feedback or reject proposals involving increased density or height.

There was some feedback which expressed that the changes were not publicized sufficiently and that not all residents had time to fully understand the scope of the changes.

As a result, the proposed changes were characterized as unexpected, or in some cases, unjustified. Not all residents may appreciate the full scope of the housing crisis in HRM or the objectives of the Housing Accelerator Fund.

AREAS OF LOCAL CONCERN

An important characteristic of the HAF feedback received is its geographical specificity; over half of the correspondence received was specific to a proposed change in a certain neighbourhood or street.

Residents shared that they notified others in the area about the changes through social media or canvassed the neighbourhood and encouraged others to submit feedback, often using shared email templates or petitions.

Staff received feedback from four distinct areas of local concern. They include:

South End Halifax (District 7)

Where: Neighbourhoods currently zoned ER-1 or ER-2 (Established Residential) under the Centre Plan that are near or adjacent to Dalhousie University and St. Mary's University.

Relevant HAF Proposal: Enable More Housing for Students

What was Proposed: Some ER-1 and ER-2 zoned lands near post-secondary institutions were proposed to be re-zoned as Higher Order Residential (HR) with a max. height of 7 to 9 storeys to allow new mid-rise and tall mid-rise density near universities.

Feedback We Received: Approximately 170 e-mails were received on this topic, and staff met with several small groups of residents to understand their concerns.

Three letters were signed by multiple residents: residents living in the area around Saint Mary's University and Dalhousie University such as Rogers Drive, Gorsebrook Ave, Marlborough Ave, Robie St, Lindola Place, Ivanhoe Street, Bridges Street, Atlantic St, Roxton Rd, Harrington Dr, Tower Rd, Young Ave, Oakland Rd, Dalhousie St. (116 signatures), Conrose neighbourhood (80 signatures) and Dalhousie/Oakland Rd (29 signatures).

Main Concerns: Many residents felt upset about the lack of community consultation on this topic. The majority of feedback on the proposed re-zoning from ER to HR was negative. There was concern that increasing the density and height of the area would:

- Damage the existing community character of the neighbourhoods;
- Create a lack of single-unit housing for doctors, academics, professionals, and families to live;
- Place strain on infrastructure and services;
- Increase traffic, parking issues, noise, shadows and reduce green space; and
- Lower property values and increase crime rates

Supportive Feedback: Some residents supported the re-zoning to HR as the neighbourhoods around the universities are ideally located to walk, bike, or take transit to libraries, shops, and schools. Comments also stated that this area lacks housing for young people, newcomers, students, and employees of nearby work locations who cannot afford expensive single-unit homes.

Some residents that opposed re-zoning this area to HR expressed that they would support a more gentle increase in density and height, such as the proposed ER-3 designation.



Brightwood Neighbourhood (District 5)

Where: Victoria Road between Frances Street and Cherry Drive in Dartmouth

Relevant HAF Proposal: Enable More Transit-Oriented Development

What was Proposed: The Victoria Road Corridor Zone was proposed to be expanded between Frances Street and Cherry Drive (currently zoned ER-3) and the overall height for the COR Zone was proposed to be increased from 5 storeys to 7 storeys.

Feedback We Received: Approximately 74 e-mails were received on this topic, and staff attended a community organized meeting with residents that attracted approximately 90 participants.

Main Concerns: The majority of residents who submitted feedback on this topic did not support rezoning Victoria Street to COR at Slayter Street, Frances Street, and Cherry Drive. The reasons provided by community members include:

- The 7-storey COR zone is too tall for the area and would change the existing community character;
- Increased building heights will cause shadows and loss of privacy for the smaller single-family homes on nearby streets;
- Increased density here will cause issues with traffic, parking, noise, garbage and wind;
- Infrastructure and services will be strained; and
- Victoria Road may need to be widened in the future so further development should be discouraged until then.

Supportive Feedback: Because Victoria Road is already a transit corridor, some residents said that it would be a good place to increase density. However, community members noted that attention should also be paid to increasing bike lanes and transit services in the area. There was also interest in commercial uses on the ground floor of new buildings to add more

local businesses to the neighbourhood.

Like the South End community members, many residents stated that they would prefer a more gradual height increase (such as 4 to 5 storeys instead of 7) from the COR zone to this neighbourhood. There was a preference among some Brightwood residents to change the block to the proposed ER-3 Zone instead of the COR Zone.



Sherwood Drive Opportunity Site (District 4)

Where: 78 Sherwood Street, Cole Harbour

Relevant HAF Proposal: Enable Suburban Opportunity Sites

What was Proposed: Suburban Opportunity Site SS097 is a request to permit three 3-storey multi-unit buildings and 8 townhouse units (approximately 198 residential units in total).

Feedback We Received: Approximately 45 e-mails were received from residents concerned about changes to zoning that would enable a provincial land-for-housing site.

Main Concerns: The majority of residents who submitted feedback on this specific topic expressed concern and did not support the proposed development. Common concerns included:

- The development will impact community

character, lead to decreased property values, and increase the crime rate;

- The traffic will increase and existing infrastructure and public services will not be able to accommodate the new units;
- School capacity is an existing issue;
- Loss of neighbourhood green space; and
- Potential flood risk.

Supportive Feedback: Residents acknowledged that there is a need for affordable housing. Some residents said that they would like to see commercial space in the development to improve access to services in the area.

Clayton Park/Bedford (District 12)

Where: Wedgewood Park and neighbouring communities; Hemlock Ravine Park

Relevant HAF Proposals: Support Gentle Density; Suburban Opportunity Sites

What was Proposed:

- Allow a minimum of four units in all low-rise residential zones in the Urban Service Area.
- Suburban Opportunity Site SSo27 is a request to permit two wooden towers (one 18-storeys and the other 12-storeys) at 1 Lodge Drive & 544 Bedford Highway. This development would have a 60-metre maximum height and would provide approximately 215 residential units in total.

Feedback We Received: There were two petitions tabled by Councillor Stoddard at the Feb. 13, 2024 Council meeting, primarily from Wedgewood Park and neighbouring communities.

The first petition was about the proposed 4 units on a lot (192 signatures), and the second petition was with regard to the site specific proposal SSo27 (155 signatures).

Main Concerns: Respondents said that they do

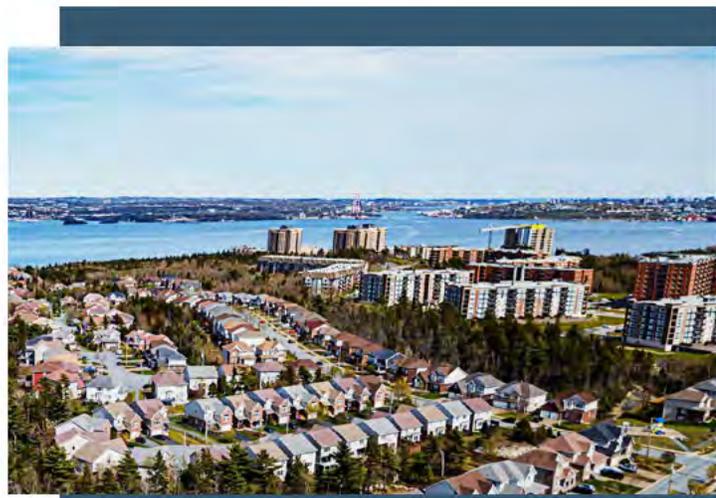
not support higher density development in their communities because:

- An increased population will strain local infrastructure (roads, utilities) and place pressure on schools;
- Neighbourhood integrity and community livability will be compromised;
- It could lead to loss of privacy, increased noise levels, and a decrease in green spaces and recreational areas; and
- Multi-unit buildings will impact community character and lower the value of existing homes.

Residents felt that the minimum four units per lot proposal is a “one size fits all” approach that may lead to unintended consequences without enough consideration of local context.

Members of this community also expressed concern that the towers proposed by the SSo27 Suburban Opportunity Site request could potentially damage the ecosystem of Hemlock Ravine Park located nearby. Residents stated that the park is an essential recreational area and green space for the community and that higher density development nearby would threaten the tranquility of the area.

Supportive Feedback: Residents acknowledged that housing affordability and availability is a significant issue in the municipality.



HAF PROPOSAL THEMES

Staff have provided written summaries of what we heard from residents regarding each HAF theme.

These themes are:

- Support Gentle Density;
- Enable More Missing Middle Housing;
- Enable More Housing for Students;
- Enable More Transit-Oriented Development;
- Support Heritage Properties and Areas;
- Support Office Conversions for Housing;
- Incentivize Wood and Timber Construction;
- Remove Parking Requirements;
- Support Non-Market Housing;
- Enhance Built Form Flexibility; and
- Enable Suburban Opportunity Sites

SUPPORT GENTLE DENSITY



Feedback from residents varied considerably on the Gentle Density proposals. For residents who supported the changes, gentle density was seen as an attractive option to increase the density of a neighbourhood without some of the challenges associated with larger developments, such as increased shadows, wind tunnels, privacy, noise, and waste management issues.

There was significant interest in duplexes, townhouses, and secondary and backyard suites both from potential residents of those dwellings and from property owners who welcome the opportunity to develop more housing.

Residents frequently mentioned the benefits of gentle density, such as reducing urban sprawl and pollution, improving the tax base, and providing more equitable access to housing in desirable neighbourhoods with high walkability and transit options.

“I wanted to briefly share my thoughts on the proposed changes. In short, I fully support the proposed changes, especially the proposal to allow 4 units per lot as-of-right city wide, and the reduction/ elimination of minimum parking requirements.

These are progressive, even radical shifts in municipal policy, and they are a step in the right direction. I am very optimistic to see Halifax making these changes.”

- Comment from resident, **C554**

For residents who opposed the Gentle Density proposals, concerns were centered on what an increase in population would mean for their neighbourhood. Physical infrastructure was a major concern, with many residents expressing fears that the road, wastewater, and stormwater infrastructure cannot handle increased population and traffic. Additional frequently mentioned issues included school capacity, a lack of sufficient parking, loss of green space, and waste management issues.

Other concerns were more personal, with residents expressing love for their existing neighbourhood the way it is today, and apprehension about what the HAF changes may bring. Fears of increased housing density bringing about a loss of privacy, loss of neighbourhood character, increased crime rate,



and decreased property values were voiced by many residents in existing low-density neighbourhoods.

“The reason I and others live in a detached home in a quiet residential neighborhood zoned R1 is to experience the peaceful and tranquil enjoyment of our home, property and neighborhood.

I am concerned about the increased noise and congestion and its related negative effects on the health and safety of the present residents.

At the basic core I want and need and demand a quiet neighborhood to maintain good mental and physical health. These changes, if enacted, would force me out of my neighborhood and my city and my home.”

- Comment from resident, **C148**

ENABLE MORE MISSING-MIDDLE HOUSING



There was considerable overlap between the comments received for the Gentle Density and Missing Middle proposed HAF changes, as both propose to address increasing housing in existing residential areas. However, the Missing Middle proposed changes focus on the Regional Centre, and residents in these areas were often familiar with the public engagement and policies undertaken in the Regional Centre Plan land use by-law. This provided a point of reference for some residents to compare the HAF policies and overall process.

For residents who support the Missing Middle proposals, the potential to increase housing availability is exciting and much needed. There is a perception that the increased density included in these proposals will move the city towards better land use, economics, and sustainability while increasing the housing supply for all residents.

A particular focus was on providing young people, students, seniors, and young families—who may not be able to afford single-detached houses—the opportunity to live in the Regional Centre’s walkable and transit-accessible neighbourhoods. The Regional Centre’s residential neighbourhoods were identified by some residents as particularly desirable areas for more housing due to their proximity to a high concentration of services, amenities, institutions, and employment opportunities.

“I’d like to voice my support for the changes in the Housing Accelerator plan, especially removing parking minimums and R1 zoning. I’m sure you’ve received plenty of feedback to the contrary, so I wanted to share my lived experience.

My spouse and I have lived in a 4-plex in the west end since 2020, and it’s the best quality of life we’ve ever had as renters in Halifax, despite the trials and tribulations of the pandemic and various other emergencies.

We live in the endangered “missing middle” of gentle density and believe that it has a great deal of potential to foster a sense of belonging and connection in HRM neighborhoods.”

- Comment from resident, **C533**

For residents opposed to the Missing Middle proposals, many of the concerns are the same as those voiced about Gentle Density. Feedback about insufficient road, water, wastewater, and traffic infrastructure was frequent, along with concerns about school capacity and access to healthcare. Many residents expressed concerns that adopting these changes will have a significant and irreversible impact on their quality of life, citing a loss of neighbourhood character, privacy, sunlight and the ability to add solar panels, noise levels, and the crime rate of their neighbourhood.

Property values were frequently discussed but the perceived impact of the changes is ambiguous – some residents think their property values will go down, while others were concerned about their property values increasing too much. Some residents indicated that single detached houses are the only form of housing acceptable to families, causing concerns that increasing opportunities to build duplexes and townhouses would negatively impact families already living there.

Other comments indicated that residents do not support the widescale ER-3 upzoning since it is unclear what the changes will result in. There may have been some confusion among the public about what changes HAF is making to ER-3 zones compared to existing Centre Plan ER-3 zones.



“Our neighbourhood is predominately, but not exclusively, comprised of single family dwellings and therefore makes it somewhat homogenous, with access to schools a priority, transportation and familiarity with neighbours and therefore a safe place to live.

Increasing the density would effectively destroy the sense of neighbourhood, safety and sustainability for the neighbourhood.

Some would say, so the neighbourhood changes, so what? It is about the bigger issues of environmental impact as well as maintaining a solid neighbourhood for families and multi generations to thrive and to support the local businesses and services that exist on Quinpool road and downtown Halifax.”

- Comment from resident, C430

ENABLE MORE HOUSING FOR STUDENTS



Over one third of total feedback received was specific to the HAF proposal to increase the height and density in some areas adjacent to educational institutions. While most residents who submitted comments on this topic opposed the upzoning, there was some support.

Residents who were in support highlighted that increasing the number of housing units near the South End universities would enable many people, including healthcare workers and students, to live nearby and avoid contributing to traffic through long commutes. The areas near educational institutions are generally a short walk or bus ride from numerous services and amenities, making them desirable for many newcomers, young people, and existing residents who work or attend school anywhere across the peninsula.

“Increasing density around the universities will increase the supply of housing for all residents including students, employees and contractors thereby assuring their lifeline. The neighborhood character of the “old Halifax” will still be preserved in the neighboring streets so the densification will still feel gentle. With this zoning change more people will get to experience the benefits of living in the South End of Halifax. The world is quickly changing and Halifax cannot be left behind.”

- Comment from resident, **C626**

For residents concerned about, or opposed to, the upzoning, their major concerns were changes to neighbourhood character and quality of life. The height and density associated with the proposed Higher-Order Residential 2 (HR-2) zones were unacceptable to many existing residents, who felt that the increased shadows, wind, noise, garbage, and traffic would have significant negative effects on their homes.

The potential for an increased number of students was equated with more street parties, as well as general lifestyle conflicts such as noise, reduced on-street parking availability, and poorly maintained student rental buildings being visually unattractive. Some residents indicated that colleges and universities should be responsible for building on-campus student housing instead of impacting the surrounding neighbourhoods.

There was also some clear interest in maintaining the areas adjacent to the South End universities as affluent and exclusive neighbourhoods to help with the retention of doctors, business professionals, and top academics. ‘Neighbourhood Character’ concerns were prevalent, with many residents expressing that the historical, cultural, and social fabric of their neighbourhood requires low-density zoning.

Other residents expressed that while they were completely opposed to the HR-2 zones, zones with less height and density such as ER-3 zones or missing middle housing forms would be more acceptable and mesh with the surrounding area. The ‘blanket’ HR-2 zoning approach was unpopular, as residents felt it was applied broadly and did not address the nuances of specific neighbourhoods or streets.

“Increasing density along the main corridors where there are already towers, larger buildings and bus routes makes sense, not on dead end streets in residential neighbourhoods like mine on Marlborough Avenue. This is not gentle density and it does not fulfill the mandate of the “missing middle”. It would, however, result in the destruction of my neighbourhood, its fabric, culture and history.”

- Comment from resident, **C568**



ENABLE MORE TRANSIT-ORIENTED DEVELOPMENT



Increasing density along transit corridors was generally well received, but some specific residential neighbourhoods have concerns. Positive comments highlighted that transit corridors make excellent areas for mixed-use developments that can help create complete communities – the combination of commercial services at ground level and residential units on top provides increased opportunities and services to existing residents and people who move to the area.

Increasing density along transit corridors was also seen to help reduce traffic congestion and negative environmental impacts by encouraging residents to take transit. There were several requests to increase the Corridor (COR) designations to more areas and add more density to transit corridors and growth nodes to make new development more viable.



“...the strategic focus on transit-oriented development, the support for non-market housing, and the incentives for sustainable construction practices such as wood and timber highlight a comprehensive approach to urban planning...”

A more aggressive stance on height and density, especially in areas well-served by public transit and in need of significant housing supply, could enhance our efforts to create a more vibrant, efficient, and sustainable city.

Such an approach would further maximize land use, support economic vitality, and provide a wider array of housing options for our growing population.”

- Comment from resident, **C175**

Comments of concern or opposition primarily came from existing residential neighbourhoods that are adjacent to transit corridors and focused on the negative impacts of increased building height.

Some concerns were expressed about the Robie Street widening, such as the loss of neighbourhood character, heritage resources, existing housing, incentivization of personal vehicle use, and the negative impacts of people living next to traffic exhaust pollution.

The increased height for Centre (CEN) zones concerned some residents, particularly around the North End area. There were fears that the height would alter neighbourhood character, harm the environment, and create traffic.

There were many comments from the Brightwood neighbourhood about the proposed zoning change of one additional block to Corridor (COR) on Victoria Road. Their concerns focused on increased pressure and problems with traffic, infrastructure, parking, waste removal, school capacity, lowered property values, green space, privacy, and loss of sunlight for existing residents.

Many existing residents felt that the proposed 7-storey height limit was too tall and would prefer 3-5 storeys or ER-3 zoning to make the transition from

Victoria Road to adjacent residential streets more gradual.

“I think there will always be a desire for quaint communities with mainly single-family dwellings that are located within the core of a city and that steps should be made to preserve them. A welcome development for this section would be townhouse style buildings. I think something more creative could strike a better balance and transition to larger buildings across Victoria while still attracting redevelopment for increased density.”

- Comment from resident, **C66o**



“I am writing to express my whole-hearted support of the proposed Oakland Road Heritage Conservation Plan being extended to include the communities south of University Avenue on Edward Street and Robie Street.

As a resident of Waterloo Street, I am in favor of preserving our unique neighborhoods and support the designation of this area as a heritage community with great historical significance to Halifax.”

- Comment from resident, **C67**

SUPPORT HERITAGE PROPERTIES AND AREAS



There was some general support for the proposed expansions to the currently proposed Heritage Conservation Districts in the Centre Plan. Comments from residents showed support for the proposed Oakland Road heritage conservation area, with some interest in expanding the district to include more of the South End.

The proposed Woodill's Field heritage conservation area was welcomed by some residents but also criticized for not including more streets. There was some general concern that the upzoning of surrounding neighbourhoods through HAF would provide more incentive to de-register and demolish registered heritage buildings (or unregistered historic buildings).

Other residents found that the proposed heritage areas do not go far enough, as there are neighbourhoods on the peninsula with 'historic character' that are not addressed by the proposed changes.

However, other residents expressed that heritage conservation areas and heritage designations should be used sparingly. There was concern that over-extending these areas would limit healthy development at a time when HRM is growing rapidly. The concern is that heritage conservation areas can excessively insulate some neighbourhoods from any growth, and some residents questioned what the rationale is for the current boundaries for the proposed heritage conservation areas.

Other residents similarly questioned whether heritage areas should be prioritized in the face of a housing crisis, or whether an approach that focuses on heritage designations for specific buildings is better.

“[I would suggest] A moratorium on further heritage designations. Halifax has a large number of heritage buildings already. People do not move to a growing city to live in a museum, and the reasons for designating buildings have become increasingly spurious.

I would suggest that if locals are interested in preserving buildings, that they raise the money to preserve these buildings themselves via non-profit entities and purchase the homes.

Preserving heritage buildings, which are hardly classical ruins or world-historic architectural achievements, is not an obviously good use of limited public funds or attention span when we have a housing crisis.”

- Comment from resident, **C210**

SUPPORT OFFICE CONVERSIONS FOR HOUSING



Only a few comments were received on this topic. The comments were generally positive and showed interest in seeing more policies to encourage the conversion of non-residential buildings to residential and remove roadblocks to development. There was some interest in looking at other Canadian cities to learn from their approaches.

“It is important to promote conversion of non-residential buildings. It seems that the HAF strategy will remove a few roadblocks (not requiring amenity space, for example) but is there a more robust way to encourage such conversions?”

-Comment from resident, **C348**



INCENTIVIZE WOOD AND TIMBER CONSTRUCTION



A small number of comments were received on this topic. Feedback generally indicated support for the changes and noted that they could help to make small and medium buildings more viable to build. There are environmental and practical benefits to using wood and timber construction – wood is a renewable resource, and wood frame buildings are generally faster to construct. There was some interest in incentivizing wood and timber construction in all zones. Feedback from residents indicated that small wood-frame buildings can be acceptable additions to existing neighbourhoods.

“That the HRM needs to bring about greater density in the interests of accommodating population growth is not controversial. However, there are other ways of accomplishing this that include adjusting zoning to allow for additional forms of wood-frame housing without resorting to incongruous and environmentally questionable high-rise buildings.”

- Comment from resident, **C630**

REMOVE REQUIRED PARKING SPACES



The HAF proposal to remove parking requirements for all residential development in the Regional Centre and Suburban Area prompted a range of responses from residents. There were several messages of support for removing minimum parking as a progressive measure to help create more housing, reduce car dependency, help the environment, and improve public health outcomes. This was often discussed in reference to other HAF changes, such as increasing density in residential neighbourhoods and along transit corridors. Residents pointed out that encouraging people to take transit, walk, or bike must be accompanied by funding that increases transit service availability, sidewalks, and bike lanes.

“I want to express my strong support, in general, for changes that promote more forward-thinking approaches to housing. Specifically, I'd also like to applaud the removals and reductions for parking minimums in the regional centre and suburban areas.

I hope that these parking minimum changes will coincide with increased pressure to improve transit throughout HRM and real efforts to quickly get the long-awaited minimum grid bike lane network implemented. It's great to remove parking minimums but residents are currently lacking in meaningful transportation choices and this needs to be considered in parallel with housing.”

- Comment from resident, **C333**

However, there was some concern that if developers were not required to provide a minimum number of parking stalls, they would not provide any parking. Some residents were worried this could cause issues

for on-street parking availability in the surrounding neighbourhood. There were also comments suggesting that removing parking minimums is premature, as transit service is not always available or running at full route capacity.

“I personally think this is a huge mistake. Yes there is public transportation and I realize that it is a push towards using this instead of personal transportation, but it is not always possible to use public transportation exclusively.

People have family outside urban areas, they work odd hours or whatever the reasons might be. I think it's more feasible to require a certain amount of parking, especially for visitors as well as for charging electric vehicles. Please don't take away parking minimums yet.”

- Comment from resident, **C548**



SUPPORT NON-MARKET HOUSING



Only a few comments were received about HAF's changes to support non-market housing, but several comments discussed housing affordability more broadly. Comments indicated that the HAF changes do not go far enough in creating affordable housing, and residents were interested in inclusionary zoning or other methods to ensure that new developments include affordable units.

There was also a strong interest in a vacant-lot tax to incentivize development on vacant lots and prevent the demolition of affordable existing units before permits are issued for new developments. There was a theme that while new developments may increase supply, the zoning changes are not fully addressing the housing crisis unless buildings are required to be at least partially affordable.

Some comments from developers indicated that the ability to provide affordable housing units instead of paying the density bonusing fee would be a helpful change.

“What is the status of HRM's Inclusionary Zoning plan? It seems to me that in many cases, the proposed upzoning will create windfalls for property owners who will see their land values increase substantially.

I'm OK with landowners and developers making money, but if people are seeing large appreciation in property values it would be amazing if Inclusionary Zoning could be used to direct some of that increase in value toward social benefit rather than just landowner profit.”

- Comment from resident, C620



ENHANCE BUILT FORM FLEXIBILITY



A variety of detailed feedback was received from industry, such as developers, architects, and design professionals.

In general, comments were supportive of the HAF changes but requested greater flexibility in height, unit mix, setbacks and stepbacks, design and articulation, increased streetwall length, increased tower floor plate size, and increased heights and floor area ratio (FAR) values.

It was noted that consistency with building code definitions is desirable, and FAR can provide better flexibility than building heights to support good design. To read submissions, please see **Appendix C**.

OPPORTUNITY SITES



Out of the 80 suburban site-specific applications evaluated by staff, approximately 30 were initially recommended to proceed through HAF. Public feedback was received on many of these site-specific requests.

While some comments indicated support for the developments, many comments expressed concerns about a lack of infrastructure, pressure on school capacity, lowered property values, a loss of neighbourhood character, and the need for more public engagement. See **Appendix A** for a summary of feedback provided on specific sites.

NEXT STEPS

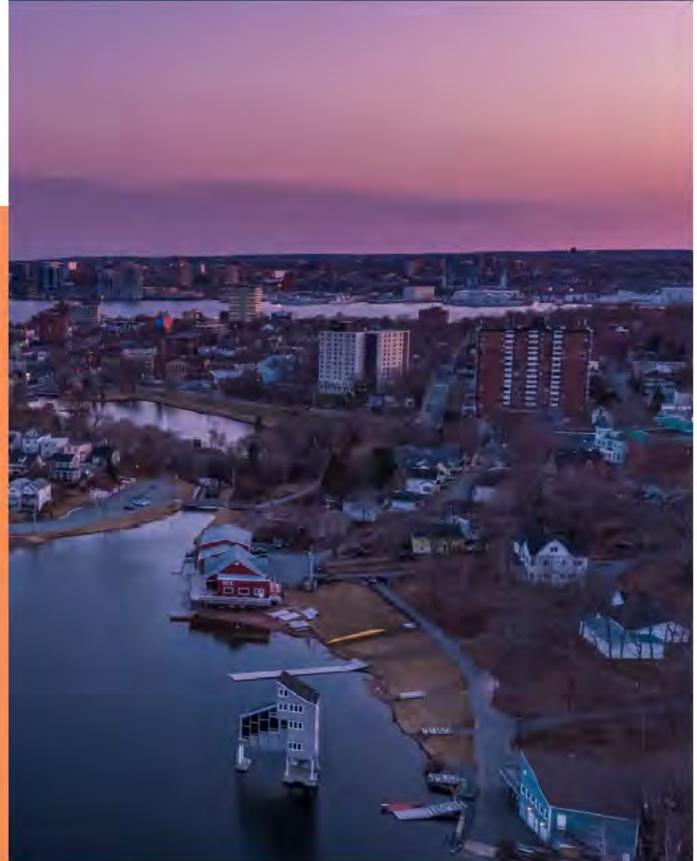
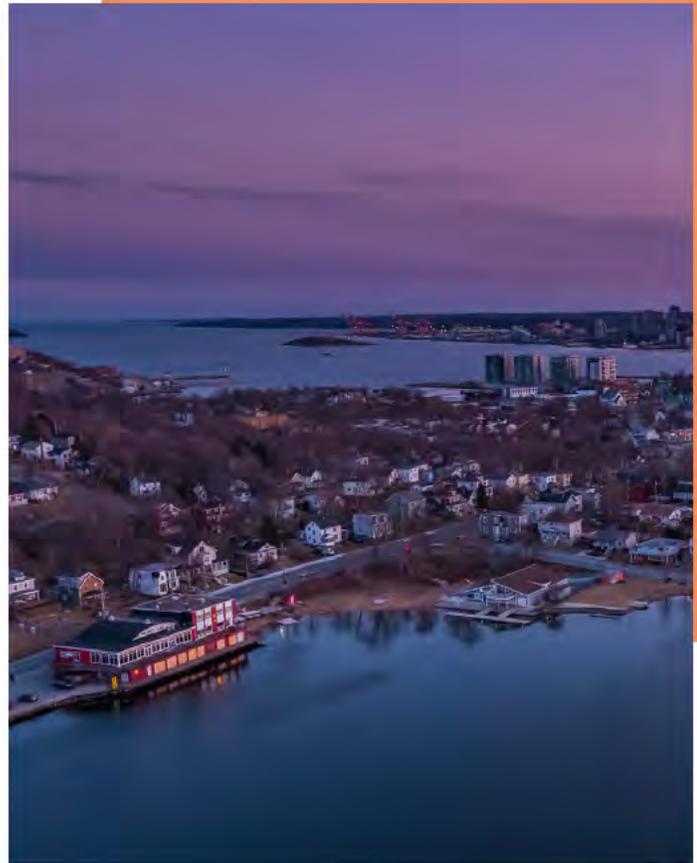
A significant amount of correspondence was received from across the municipality and staff would like to thank everyone that participated.

Staff have reviewed the feedback received from industry stakeholders and residents and, based on what we heard, have prepared a revised amendment package for consideration by Regional Council in Spring 2024. Staff will continue to meet with stakeholders throughout the amendment process to answer questions and address concerns.

Any feedback received after the February 16, 2024 deadline has been forwarded to the municipal Clerk's office for consideration by Regional Council. Members of the public can speak before Regional Council at the public hearing.

This engagement will also inform the refinement of the Suburban Planning process, which is expected to be developed throughout 2024-2025. This program will continue to engage communities throughout the municipality over the next 18 to 24 months.

Given the volume of additional development requests, staff will continue to work with property owners and their representatives to help advance the proposals through the Suburban Planning process.



APPENDIX A

CORRESPONDENCE SUMMARY

HAF Theme	Topic	Feedback Summary
General Feedback	General Comments of Support	<p>Supportive Comments:</p> <ul style="list-style-type: none"> • Positive comments generally focus on the Housing Accelerator Fund's (HAF) role in addressing the housing crisis by increasing supply, it is seen as an exciting opportunity. • Support for creating more equitable access to walkable and transit-accessible neighbourhoods by increasing the housing availability in areas that are currently primarily limited to single-unit dwellings. • More density in existing neighbourhoods can help to protect the environment by discouraging urban sprawl. • Increasing housing density in the Regional Centre and Suburban communities could improve the municipality's tax base. • Some interest in HAF going further in its proposals for height and density. • Interest in increasing opportunities for affordable housing through HAF and more generally. <p>Selected Supportive Quotes:</p> <p>"For generations, Halifax has had a defacto policy of allowing housing only where it doesn't upset existing residents. This works when our population has been static or shrinking, as it has for decades. With the upswing in population starting around 2015, Halifax's existing growth model and land use policies have proven completely insufficient in maintaining adequate vacancy rates and housing options that are affordable for residents. The changes stemming from Halifax's HAF application represent an important first step in addressing the housing crisis. My main concern with the proposed changes is that they do not go far enough in allowing flexible land use, particularly in our most economically productive neighbourhoods. To that end, I would encourage the city to further remove restrictions on dense housing options (e.g., 5+ storeys) by-right in the Center planning area, particularly on the Peninsula. Only by using our land efficiently can we encourage affordable housing and climate friendly transportation options." (C319)</p> <p>"The minor quibbles I have with various specifics of the plans pale in comparison with the need to have more housing, particularly deeply affordable housing, built as soon as possible. I hope that the support for non-market housing in particular will be cornerstone of these changes and the growth plan for the city moving forward." (C411)</p> <p>"I am keen to see my city increase residential density so that more folks can benefit from a walkable community. I live within a 15-minute walk of nearly everything I need in a regular week -- groceries, farmer's market, pharmacy, restaurants, etc. -- and am near several major bus routes that can take me further afield. The ability to live comfortably without the expense or emissions of a car is something I value greatly. I understand that my reality is not an option for some people, but it would perhaps be feasible for more people if they were able to live in a community like mine." (C464)</p>
	General Comments of Concern	<p>Critical Comments:</p> <ul style="list-style-type: none"> • Many comments expressing concern or opposition were related to specific HAF proposals (see other sections below, particularly 'Gentle Density,' 'Missing Middle,' 'Housing for Students,' and 'Transit-Oriented Development'). • Comments that were generally critical in nature and not specific to a proposed change frequently expressed frustration or anger at the perceived lack of public engagement and the speed with which HAF changes are expected to be implemented. Many residents have become accustomed to more extensive public engagement on planning issues in their communities, and expect opportunities to outright reject proposals involving increased density or height. • Sentiment from some residents that the changes were not publicized sufficiently and they have not had time to fully understand the scope of the changes. • Some residents do not realize the full scope of the housing crisis in HRM, and have not been following news in the media about the Housing Accelerator Fund. As a result, they feel blindsided by the changes and want their neighbourhood to be exempted. • Some comments expressed that HAF should include more of a focus on affordable housing instead of increasing the general housing supply. <p>Selected Critical Quotes:</p> <p>"I just heard about the city proposed zoning change; and comments are due by the end of today (how come so fast?). I do not support these proposed changes for my neighborhood. I also think it should have been brought in a more open manner, and discussed instead of being rushed like this." (C208)</p> <p>It is crucial to recognize that HRM citizens are integral to our community. Any planning changes, especially those as significant as those proposed, should involve comprehensive engagement with residents. I have participated in past surveys and provided feedback through mail correspondence. However, I did not receive any communication regarding this particular issue. Full engagement with citizens is essential, particularly when the impacts are substantial. (C322)</p> <p>"I do not agree with the proposed zoning changes. Additional consultation is necessary. Residents of the peninsular neighbourhoods are upset and request consultation. We see the need for urgent new housing solutions, but want to ensure there is an appropriate mix of housing density that is also at a variety of price points so to solve our housing crisis. Already in our central neighborhood we have seen increased buildings along Almon, Robie, North and Bayers but none of these options provide any affordable solutions for students or the unhoused. Please put a pause and engage the residents more in your planning." (C491)</p>

HAF Theme	Proposed Change	Feedback Summary
<p>Support Gentle Density</p>	<p>Allow a minimum of four units in all low-rise residential zones in the Urban Service Area</p> <p>Allow up to 4 units or more per lot, regardless of the type of units (main, backyard suite or accessory units) in all residential zones in the Urban Service Area (except the Beechville CDD zone).</p> <p>Remove existing policies in the Suburban Area that require single-unit dwellings in new developments.</p> <p>Permit more than 4 units per lot in the Regional Centre, including through internal conversion in some areas.</p> <p>Secondary suites in the Regional Centre and Suburban Area will no longer be regulated by the municipality but may be constructed under the National Building Code.</p> <p>More flexibility for backyard suites in the Regional Centre, Suburban Area and Rural Area</p> <p>Increase the maximum height and gross floor area of accessory structures in all low-rise residential zones.</p> <p>Allow non-conforming accessory structures to convert to backyard suites, if they do not exceed the max. gross floor area.</p> <p>Improve emergency access requirements.</p> <p>Increase maximum lot coverage in the Established Residential (ER) zones within the Regional Centre</p>	<p>Supportive Comments:</p> <ul style="list-style-type: none"> • Several comments wish the measures could go even further to help solve housing issues. Measures identified include permitting a minimum of 6 units as-of-right, upzoning the centre to a higher density zone than ER-2/ER-3, and allowing more mixed-use, missing middle options, and transit-oriented development across the Regional Centre and Suburban area. • Gentle Density is greatly needed for affordable housing and could be a real step toward addressing Halifax's housing crisis. • People support the “complete communities” concept that is behind the Gentle Density proposed changes and are excited to see the density support more local businesses, transit options, active transportation infrastructure, and recreation facilities. • NS Public Health supports the HAF, particularly the goals of supporting missing middle, gentle density, transit-oriented development and removal of parking minimums. • HRM needs to increase housing supply to meet the projected population, we need housing supply for all residents and to allow students, the general workforce, seniors and young families to share walkable and transit-accessible neighbourhoods. • Perception that gentle density can increase density without drastically changing the ‘neighbourhood character’ of an area. The height and density associated with gentle density are generally acceptable to many residents. • Support for gentle density as these types of developments are less likely to cause shadow and wind tunnel issues that are frequently associated with large development. • Increasing density in existing neighbourhoods through gentle density is much more affordable for the municipality and taxpayers, and considerably more sustainable than sprawl development. <p>Selected Supportive Quotes:</p> <p>"Very much in favour of the proposed changes to increase housing supply in the city and reduce exclusionary zoning practices. My primary feedback would only be that it doesn't go far enough - more options for "missing middle" and transit-oriented development in suburban areas would be greatly welcome as well (particularly with investments in public transit and active transportation links to go with them)" (C31)</p> <p>"As a lifelong resident and real estate agent committed to the prosperity and vibrancy of our city, I write to express my support for the proposed zoning changes under the Housing Accelerator Fund. These changes represent a significant step forward in addressing our housing crisis and promoting a more sustainable urban environment. It is a commendable initiative that aligns with my professional insights and personal commitment to our city's future. The introduction of "gentle density" across all low-rise residential zones, the facilitation of secondary suites, and the emphasis on missing middle housing are especially promising. These adjustments will diversely impact our community, creating more inclusive neighborhoods and increasing the housing stock in a manner that respects our city's character. Additionally, the strategic focus on transit-oriented development, the support for non-market housing, and the incentives for sustainable construction practices such as wood and timber highlight a comprehensive approach to urban planning. These are exactly the kind of innovative changes needed to meet our current challenges head-on." (C175)</p> <p>"I wanted to briefly share my thoughts on the proposed changes. In short, I fully support the proposed changes, especially the proposal to allow 4 units per lot as-of-right city wide, and the reduction/elimination of minimum parking requirements. These are progressive, even radical shifts in municipal policy, and they are a step in the right direction. I am very optimistic to see Halifax making these changes." (C554)</p> <p>Critical Comments:</p> <ul style="list-style-type: none"> • Some opposition and concern about the proposed minimum 4 units per lot. Concerns include a lack of infrastructure and community facilities to support the increased density, traffic congestion, insufficient parking, loss of low-density community character, loss of privacy, increased noise levels and crime rate, and decreased property values. • Opposition to the minimum 4 units per lot change as being not in the interest of single-unit homeowners and hurting existing residents' quality of life. • Minimum of 4 units per lot will exacerbate the housing crisis by forcing families out of their homes. • School capacity and worsening healthcare access are concerns for many residents. • Opinions that large-scale zoning changes to existing residential neighbourhoods shouldn't take place without being very clear on their consequences for existing residents. • Opposed to the minimum 4 units per lot as trees and green spaces will be lost during the redevelopment process. • Concerned about the limited consultation process involved in the upzoning proposal.

		<p>Selected Critical Quotes:</p> <p>“I am against the proposal and proposed amendment change in zoning that would allow 4 units per lot in the areas and neighborhoods of Halifax West. My reason and goal is to preserve the tranquility and relative peacefulness of this community and surrounding areas. I feel, if passed these proposals would negatively impact the quality of life my family and others in this area presently enjoy. Going back to the earliest land grant rights of citizen landowners regarding personal property usage the reason I and others live in a detached home in a quiet residential neighborhood zoned R1 is to experience the peaceful and tranquil enjoyment of our home, property and neighborhood. I am concerned about the increased noise and congestion and its related negative effects on the health and safety of the present residents. At the basic core I want and need and demand a quiet neighborhood to maintain good mental and physical health. These changes, if enacted, would force me out of my neighborhood and my city and my home.” (C148)</p> <p>“I would like to address my disagreement with the proposed changes to allow a minimum of four units in all residential zones within the Urban Service Area. First and foremost, I would like to emphasize the potential strain on existing infrastructure that may arise from increasing density in residential areas without proper planning and development. It is crucial to ensure that our infrastructure can accommodate the additional population, to avoid issues such as traffic congestion, inadequate parking, and added pressure on public amenities. Insufficient consideration of these vital factors may lead to decreased safety and inconvenience for both current and new residents. I urge you to thoroughly evaluate the impact on existing infrastructure, ensuring we have the necessary resources such as fire stations, schools, and hospitals to support any significant population increase. Moreover, I believe that the proposed changes do not adequately address the concerns related to the quality of life for current residents. Denser housing development can lead to a loss of privacy, increased noise levels, and a decrease in green spaces and recreational areas. These factors significantly contribute to the overall livability and satisfaction of our community.” (C189)</p> <p>“I don’t support the 4 units on one lot as this has long term negative implications. Valuable, mature trees are often removed and the whole lot covered in housing and parking. We lose trees, shade and water runoff space. If this is allowed it should come with rules that the existing building footprint be used, so go up not out. No extra space for parking. Add in a tree bylaw to not only protect native trees but encourage new trees on lots. Long term we need more trees, not less! The housing plan needs to incorporate the environment and wildlife into the design. We should be able to grow with minimal impact to both.” (C392)</p>
<p>Enable More Missing Middle Housing</p>	<p>In the Regional Centre, replace the ER-1 Zone with the ER-2 and ER-3 Zones</p> <p>In the Regional Centre, apply the ER-3 Zone broadly in the ER designation, which permits a range of housing types (e.g. duplex, townhouse and small multi-unit buildings) up to 12 metres, plus an additional 3 metres for a pitched roof or attic unit.</p> <p>Increase Regional Centre bedroom count maximums for ER-2 Zone: bedroom counts (up to 10 per dwelling unit).</p> <p>Increase Regional Centre bedroom count maximums for ER-3 Zone: bedroom counts (up to 10 per dwelling unit) and unit counts (up to 8 per building) In the Suburban Area.</p> <p>Amend the C2 Zone in the Eastern Passage/Cow Bay Plan Area to enable multi-unit dwellings as-of-right.</p>	<p>Supportive Comments:</p> <ul style="list-style-type: none"> • There is some overlap with ‘Gentle Density’ comments. • Several comments wish the measures could go even further to help solve housing issues. Measures identified include permitting a minimum of 6 units as-of-right, upzoning the centre to a higher density zone than ER-2/ER-3, and allowing more mixed-use, missing middle options, and transit-oriented development across the Regional Centre and Suburban area. • Missing middle is greatly needed for affordable housing and could help address the housing crisis. There is a need for existing neighbourhoods to embrace change and allow more residents to move to the area. • Missing Middle will support housing availability for everyone and move the city towards better land use, economics, and sustainability. • People support the “complete communities” concept that is behind the Gentle Density proposed changes and are excited to see the density support more local businesses, transit options, active transportation infrastructure, and recreation facilities. • NS Public Health supports the HAF, particularly the goals of supporting missing middle, gentle density, transit-oriented development and removal of parking minimums. • HRM needs to increase the missing middle housing supply to meet the projected population, we need housing supply for all residents and to allow students, the general workforce, seniors and young families to share walkable and transit-accessible neighbourhoods. • Perception that the missing middle can increase density without drastically changing the ‘neighbourhood character’ of an area. The height and density associated with missing middle are acceptable to many residents. • Support for missing middle as these types of developments are less likely to cause shadow and wind tunnel issues that are frequently associated with large development. • Increasing density in existing neighbourhoods through gentle density is much more affordable for the municipality and taxpayers, and considerably more sustainable than sprawl development. • Some residents support a blanket ER-3 across urban area at minimum, with interest in higher densities near transit. • Some interest in the opportunities for downsizing that increased missing middle supply creates, particularly for existing homeowners who may want to stay in the area. <p>Selected Supportive Quotes:</p> <p>“In short, we absolutely must do this. The number of units needed to support the province’s population projections as well as our ethical obligation to do everything in our power to relieve the current housing crisis mean that we must set aside hesitation and embrace the transition our city is experiencing. A moderate approach that supports secondary suites and building the “missing middle” will enable gentle density without drastically changing the character of neighborhoods. High density housing in designated areas will bring vibrancy and economic development.” (C244)</p>

	<p>Amend the R-3 and R-4 Zones in the Dartmouth Plan Area to enable multi-unit dwellings as-of-right.</p>	<p>"I am a very privileged professional, in my mid 50's and would love more options to stay in this area but downsize my home. I would very much support more 4 story, denser developments that will allow students, seniors and young families to share the peninsula, and encourage more active and public transient infrastructure that increased density will demand" (C264)</p> <p>"I'd like to voice my support for the changes in the Housing Accelerator plan, especially removing parking minimums and R1 zoning. I'm sure you've received plenty of feedback to the contrary, so I wanted to share my lived experience. My spouse and I have lived in a 4-plex in the west end since 2020, and it's the best quality of life we've ever had as renters in Halifax, despite the trials and tribulations of the pandemic and various other emergencies. We live in the endangered "missing middle" of gentle density and believe that it has a great deal of potential to foster a sense of belonging and connection in HRM neighborhoods." (C533)</p> <p>Critical Comments:</p> <ul style="list-style-type: none"> • There is some overlap with 'Gentle Density' comments. • Concerns about loss of community character, less privacy and sunlight, decreased property values, and increased noise levels and crime rate. • Concerned about a lack of infrastructure and community facilities to support the increased density, traffic congestion, insufficient parking, and insufficient evacuation road capacity. • Certain area residents think upzoning to ER-3 will keep families with children from being able to afford homes. • Some comments indicating residents do not support ER-3 since it is unclear what the changes will result in. Criticism that HAF is making use of zoning categories (ER-3) in a way that is misleading. • Concerned that ER-3 will result in increased property values and put more pressure on neighbourhoods that have a mix of younger families and seniors, renters and owners. Note that other residents are concerned that HAF will lead to a decrease in their property value. • Taller buildings' wind tunnels and shadows may impact the heritage or older buildings nearby. • Community in the South End are concerned that increased density will make neighbourhoods less attractive to health professionals, such as doctors, who want to live in these areas and are needed to address the healthcare crisis. • Community members are concerned that upzoning will not result in affordable housing but luxurious condominiums, which will ultimately benefit developers only instead of the whole community. <p>Selected Critical Quotes:</p> <p>"Our neighbourhood is predominately, but not exclusively, comprised of single family dwellings and therefore makes it somewhat homogenous, with access to schools a priority, transportation and familiarity with neighbours and therefore a safe place to live. Increasing the density would effectively destroy the sense of neighbourhood, safety and sustainability for the neighbourhood. Some would say, so the neighbourhood changes, so what? It is about the bigger issues of environmental impact as well as maintaining a solid neighbourhood for families and multi generations to thrive and to support the local businesses and services that exist on Quinpool road and downtown Halifax." (C430)</p> <p>"The proposed changes to the zoning threaten that community spirit which is so important these days when families are often spread across the country and neighbours are vital. Building larger, multifamily buildings do not, from my experience, engender the same sense of community and caring. Working as we do in our church drop in/meal program we understand the need for housing, but it has to be carefully planned. We think that the concept such as the townhouses and low rise condos [...] would be more appropriate and that the allowable size of buildings and density in the proposed ER-3 zoning is not appropriate. There are two schools which are vital to this neighbourhood, but which would be highly challenged we would expect, if the proposed density were to be permitted. They are a critical part of what makes this area so unique and desirable." (C285)</p> <p>"I don't support the proposed ER-3 zoning changes. There are people who currently live in these areas. If you are looking to make affordable housing for students, build a satellite school/campus and fund shuttle buses or improve the Metro transit. This will help develop the greater HRM area. If you are looking to make affordable housing for the unhoused, build housing for low-income individuals and families where they currently are, in Victoria Park, the Commons, or Grand Parade. The proposed ER-3 zoning change is superficial and deceiving. If you actually cared for the residents of Halifax, you would speak with us directly, try to mediate our concerns, gain our consensus, and together we could make a better Halifax for residents both old and new. I do not support the proposed ER-3 zoning change." (C485)</p>
<p>Enable More Housing For Students</p>	<p>Enable more mid-rise and high-rise housing near post-secondary institutions in the Regional Centre</p> <p>Allow more mid-rise and high-rise development near post-secondary institutions.</p>	<p>Supportive Comments:</p> <ul style="list-style-type: none"> • Support for density around universities because the areas are some of the most walkable and transit-accessible on the peninsula, increasing density will make it more equitable as more people can access these neighbourhoods. • Some support for increasing density on transit corridors such as Inglis street, South Street, Tower Road, Victoria Road, Barrington Street and South Park Street. • Some support for Fenwick and Lucknow centres as they are already surrounded by HR and CEN designations.

<p>Designate some ER-1, ER-2, and ER-3 zoned lands as Higher Order Residential (HR) or Corridor (COR) Zones, with a max. height of 7 to 9 storeys based on policy and context.</p> <p>Allow more housing within walking distance to post-secondary institutions by creating the Fenwick Street and Lucknow Centre and the Woodside Future Growth Node.</p>	<p>Selected Supportive Quotes:</p> <p>“Upzoning near the universities is sensible, but the entire area proximate to downtown should have a much higher category--not just ER-2 or 3, but like... ER-6 (I know this doesn't exist, but you can picture the scale I'm talking about). Homeowners do NOT have the right to an unchanging neighbourhood when it costs the integrity of our housing market to maintain. Gentle density is all very well, but we are in a housing crisis--the time for gentle density was 2016.” (C210)</p> <p>“Like me, many young families have made this choice, but are not interested in daily car journeys from Bedford, choosing instead to live near universities and hospitals and to get around on foot, by bike or by public transport. The Halifax Peninsula lacks rental housing for newcomers who are unwilling or unable to purchase \$2 million homes. In addition, many residential houses are old, more or less maintained, poorly insulated, and heated with fossil fuels. Replacing these properties with modern, energy-efficient buildings, in locations that encourage car-free travel, would help the province reduce its carbon emissions.” (C512)</p> <p>“I am writing to let you know, as a resident on Beaufort Avenue, I am in agreement to the proposed zoning change on Beaufort Avenue (between South and Dalhousie Street) to HR2. The Peninsula is the most popular area to live for students, newcomers, young people, and those who enjoy the offerings of the downtown area. The deteriorating housing shortage should be addressed sooner than later, so more people would stay in the community and make a positive contribution to our great city. The zoning change would be the first step to help achieving the goal.” (C686)</p> <p>“The proposed zoning will allow for a denser core which will not only reduce pressure on the low vacancy rate in the city, but it will also make the city more vibrant through its diverse inhabitants. Population density will also allow public transit to be viable (finally!) as a self-sustaining entity. Dalhousie University, Saint Mary's University and to a lesser extent Mount St. Vincent University needs to have support in order that they stay independent places of higher learning. Increasing density around the universities will increase the supply of housing for all residents including students, employees and contractors thereby assuring their lifeline. The neighborhood character of the “old Halifax” will still be preserved in the neighboring streets so the densification will still feel gentle. With this zoning change more people will get to experience the benefits of living in the South End of Halifax. The world is quickly changing and Halifax cannot be left behind. Let's position Halifax as a contender in the world marketplace in terms of a strategic and valuable city in terms of livability, affordability, industry, tourism and quality of life. We cannot let NIMBYism impede the progress of our city.” (C626)</p> <p>“Increased density in student areas is very important, especially as the student population in Halifax continues to grow. Universities are in some of the best walkable and transit-accessible areas of the city, and enabling students to live in these areas will give them greater access to grocery stores and work opportunities, and decrease commuting. Increased housing in these areas will also hopefully lead to greater affordability. Scarce and unaffordable student housing leads students to live in overcrowded and/or unsafe situations, as they are competing with the rest of the workforce for housing. In addition, increased density in these areas will improve opportunities for healthcare workers to live near their workplace.” (C412)</p> <p>Critical Comments:</p> <ul style="list-style-type: none"> • The majority of feedback concerned about the proposed rezoning of streets and neighbourhoods adjacent to Dalhousie and Saint Mary's University was received from residents living in or around the following areas: Coburg Road, Waterloo Street, Dalhousie Street, Gorsebrook Avenue, Bridges Street, Marlborough Avenue, Lindola Place, Oxford, Conrose neighbourhood, Waegwoltic Avenue, Robie Street, Roxton Road, Edward Street, Cambridge Street, Ivanhoe Street, Atlantic Street, Young Avenue. • Feedback was received almost exclusively from current South End residents regarding the proposed rezoning of streets adjacent to post-secondary campuses from ER-2 to HR-1 or HR-2. There is fear that developers will buy multiple lots and build large developments (even with the proposed ER-3 zoning). • Criticism that the HR-2 zoning was not applied evenly to streets, some areas seem to have been exempted and it is unclear why. • Several residents are in favour of 4 or less units per lot. Many residents stated that they support the concept of gentle density and would be okay with being zoned ER-3 but prefer that their current zoning (ER-1 or 2) does not change. • Some respondents recommended allowing built forms that have similar height and dimensions to the existing single detached dwellings in the area if the design matches the current neighbourhood character (dwellings such as duplexes, semi-detached units, townhouses, and backyard suites). • Many comments expressing fear that these changes will threaten and destroy the single-unit/low-density and ‘historic character’ of the neighbourhood. • Residents who live adjacent to the universities think that upzoning ‘near’ universities should not mean ‘next to’ - students could live elsewhere on the peninsula or in other surrounding communities and walk or take transit. Residents would prefer higher density to remain located along corridor roads, arterial roads, and current undeveloped lots. • Some South End residents feel that their neighbourhoods are being unfairly and disproportionately targeted for increased density and may be unaware that HAF changes are proposed for areas outside of the South End. • Some comments express that there is a need to keep affluent neighbourhoods like those adjacent to the universities in the South End competitive by attracting doctors, business professionals and members of the creative class. Some comments state that hospital workers’ and doctors’ ability to purchase single-unit homes in low-density neighbourhoods should be prioritized due proximity of neighbourhoods to the hospitals (to help with healthcare shortage). • Many comments express concern about increased density putting pressure on physical infrastructure such as water and roads, and on services like schools and healthcare. • Concerns about increased traffic flow, increased noise, inadequate transit service, reduced parking availability, increased shadows and wind due to new development. • A potential student partying and an increase in poorly maintained student rentals in existing neighbourhoods were cited as concerns. Several opinions that universities should provide student housing entirely on their campuses. There are questions about whether the new developments would be affordable for students to rent. • There are also concerns about lowered property values and solar rights if multi-storey buildings are built beside single-unit dwellings. 	
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		<p>Selected Critical Quotes:</p> <p>"While it is clear that there is a housing crisis in Halifax, we believe that the blanket rezoning of the city is a short-sighted response that does not take into consideration the impact on the city as a whole and will significantly erode the quality of the urban fabric, sense of community and scale of the peninsula. A more reasonable change to an ER2 designation might be appropriate but HR2 just simply destroys this neighborhood and has wider consequences across the entire city." (C459)</p> <p>"This is a family area with a number of professionals who are connected to the Universities and Hospitals. The entire province of Nova Scotia benefits from our tertiary care hospitals such as the IWK and the QE II complex. We are in competition with Canada and elsewhere for these specialists. Being able to have a home within walking distance of these facilities, close to the University where they teach and close enough to take call from home is a selling feature for recruitment for these scarce resources. Good healthcare is important to all Nova Scotians." (C289)</p> <p>"Increasing density along the main corridors where there are already towers, larger buildings and bus routes makes sense, not on dead end streets in residential neighbourhoods like mine on Marlborough Avenue. This is not gentle density and it does not fulfill the mandate of the "missing middle". It would, however, result in the destruction of my neighbourhood, its fabric, culture and history." (C568)</p> <p>"Residents have invested in and raised families in these neighbourhoods because they have been peaceful, safe, tight-knit communities. Those values will be irreparably lost if the plan is adopted as proposed." (C585)</p> <p>"We are firmly opposed to the designation of our community as HR-1 and HR-2 zones which we feel would have a devastating impact on our community and which would not immediately address the pressing need for housing. Our neighbourhood is currently composed of single-family homes and small rental units and the zoning change to allow 7 or 9 story buildings is a substantial change to the character of our community." (C362)</p>
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<p>Enable More Transit-Oriented Development</p>	<p>Enable more housing development along transit corridors in the Regional Centre</p> <p>Expand Corridor (COR) zoning and increase max. height along proposed Rapid Transit routes in the Regional Centre.</p> <p>Increase max. height to 40 storeys and max. Floor Area Ratio (FAR) to 10 in most Centre (CEN) Zones, with potential for additional height in Future Growth Nodes (see interactive map).</p> <p>Consider minor height increases (up to 2 storeys) for existing development agreements approved under policies in effect prior to the Centre Plan in the CEN zones as a change to the development agreements (subject to review).</p>	<p>Supportive Comments:</p> <ul style="list-style-type: none"> • Support for complete communities - commercial bottom floors with residential above to allow businesses and services in more locations. • Feedback was received from residents encouraging further upzoning of areas near transit on North Street, Windsor Street, Coburg Road, South Street, Oxford Street, Fenwick Growth Node, Pepperell Street, and several locations in downtown Dartmouth. • A few requests to allow Corridor (COR) designations to go even further and apply to interior blocks adjacent to blocks facing COR streets. • Adding density to growth nodes and major corridors and additional square footage will help project viability. • Some residents generally support higher buildings (CEN zone) downtown, along Quinpool Road and in the North End of the peninsula. • Support for Victoria Road near Brightwood COR upzoning: <ul style="list-style-type: none"> ○ Those who expressed support identified as residents of Symonds Street, Slayter Street, Vanessa Drive, along with residents of the Brightwood community generally. ○ Residents expressed excitement and happiness for more housing, stating it will lead to a more vibrant neighbourhood. ○ Some residents were supportive but noted concerns including: A need for improved transit and active transportation infrastructure on Victoria Road; the absence of a proactive traffic management plan to accommodate the desired growth of Centra & North Dartmouth; the need for adequate parking for Electric Vehicle, bicycles, and enough parking for residents during snow clearing; need more commercial units in the ground floor of large residential COR buildings. <p>Selected Supportive Quotes:</p> <p>"... the strategic focus on transit-oriented development, the support for non-market housing, and the incentives for sustainable construction practices such as wood and timber highlight a comprehensive approach to urban planning. These are exactly the kind of innovative changes needed to meet our current challenges head-on. While the current proposals set a strong foundation for growth and sustainability, I believe we have an opportunity to further our ambitions, particularly regarding taller buildings and denser construction. This is not to detract from the significance of the initial steps being proposed, which are indeed a positive stride toward the future we wish to see. Rather, it is an encouragement to not lose sight of the broader possibilities that denser urban planning can offer. A more aggressive stance on height and density, especially in areas well-served by public transit and in need of significant housing supply, could enhance our efforts to create a more vibrant, efficient, and sustainable city. Such an approach would further maximize land use, support economic vitality, and provide a wider array of housing options for our growing population." (C175)</p> <p>"In general, I am supportive of the proposed COR designation on Victoria Rd. from Frances to Cherry, and of the proposed increased height limit to 7 stories. While I do not own one of the properties along Slayter St. that will be most impacted by development, I can appreciate that the same factors that attracted many of us to this neighbourhood are among the reasons it needs to be made available for densification: it's a fantastic location, walkable to many amenities, in close proximity to downtown Dartmouth and Halifax, and offers easy access to several key pieces of transportation infrastructure." (C410)</p>
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"I am writing to show my support to these much needed changes. Wyse/Victoria makes sense as a corridor zone. The city badly needs the density and this is a logical spot to rezone - it's central, close to transit, walkable to grocery stores, shopping, downtown Dartmouth etc. Granted I don't live on Slayter Street like most of the vocal opponents, but I have lived in Dartmouth for most of my life, and I do own a house in the neighborhood between (REDACTED). I am ok with the increase in traffic, lack of parking etc if it means people in the city will have a place to live. We need more housing units. Density increases the vibrancy of a neighborhood and I am all for it. Dartmouth is growing and will need to change. That is inevitable. I hope the planners and council will not let a few vocal NYMBs (quite literally in most of the letters I've seen on Facebook) get in the way of progress." (C137)

Critical Comments:

- Concern over the Robie Street widening – loss of character, heritage resources, existing affordable housing; health concerns associated with living along a traffic corridor; not building at human scale; and incentivization of personal vehicle use. Some concern about permitting 9 storeys on Robie Street between Bliss Street and Jubilee Road (where the zoning currently permits 3 storeys).
- Some concerns with parking and how traffic will be handled with more development on already busy transit corridors.
- Some feedback received about permitting 33-40 stories in the CEN zones was negative. Certain areas of concern include the Woodill area, the North End (Agricola Street, Creighton Street and Gottingen Street) and Chebucto Road. Concern the height will alter neighbourhood character, not be human scale, be unaffordable, create traffic, and have adverse climate and environmental impacts.
- Several emails were received from residents concerned about an area of Duffus Street that is zoned Higher-Order Residential 1 (HR-1). This zone exists today and was applied during the Regional Centre Plan in 2021. One HAF proposal is to increase the height of this site from 5 to 7 storeys to make the height consistent with the adjacent Corridor (COR) zone. While this is not a new zone change, some residents were not aware the site was rezoned during the Centre Plan. Concerns about this site generally express that 7 storeys is too tall for the area and the HR zoning should not have been applied.
- Victoria Road near Brightwood COR upzoning concerns:
 - Heard from residents of Slayter Street, Cherry Drive, Boland Road, Vanessa Drive and other Brightwood neighbourhood streets.
 - Traffic congestion and the associated safety issues, insufficient street parking.
 - Pressure on road infrastructure, water infrastructure, amenities and services such as waste removal, and school capacity.
 - Loss of low-density community character, property values, green space, privacy, increased shade, and loss of sunlight – problematic for property owners that have invested in solar panels.
 - Loss of existing affordable housing in existing apartment buildings nearby.
 - Victoria Road height proposed height increase (7 storeys) is too dramatic – preference for 3-5 storeys instead so the step down to adjacent single unit dwellings is more gradual. Concerns that there are insufficient setback requirements to mitigate the impact of a 7-storey apartment on neighbouring houses.
 - Victoria Road may need to be widened one day – it is not worth it to rush to allow development to take place along it.
 - Sense that the neighbourhood is being targeted, why wasn't the COR designation applied to other streets in the area?

Selected Critical Quotes:

"Destroying the whole dynamic of these unique neighbourhoods is not the answer. Where is the "missing middle", the gentle approach to density? Backyard suites, duplexes, townhouses, additions could add much needed housing without destroying the feel and aesthetics of the area." (C520)

"I think there will always be a desire for quaint communities with mainly single family dwellings that are located within the core of a city and that steps should be made to preserve them. A welcome development for this section would be townhouse style buildings. I think something more creative could strike a better balance and transition to larger buildings across Victoria while still attracting redevelopment for increased density." (C660)

"I'm extremely disappointed with the proposed changes to the Centre Plan. Specially the approach of increasing certain area's maximum heights permitted. It seems to be a careless & unthoughtful approach to upsize allowed developments without careful consideration of their impact. [...] I'm not against development & I recognize the housing shortage needs to be addressed. This should not overrule good planning rules which the Centre Plan put in place. These potential large developments will have lasting effects on Halifax for generations to come. I'm specifically upset with the proposed changes to allow 9 stories on the Robbie Street facing block between Bliss St & Jubilee Rd, when it presently permits 3 stories. Immediately south of Bliss St, along Robbie, 3, 5 & 7 stories are existing/proposed. What is the rationale for the distinction? I'm also against the quick action of the proposed changes to the Centre Plan. The federal Housing Accelerator Fund is still available without such radical changes. More time, consideration & public engagement (specially local public meetings) should be undertaken." (C329)

<p>Support Heritage Properties and Areas</p>	<p>Provide more incentives to register/maintain heritage properties in the Regional Centre</p> <p>Expand the heritage development agreement policy to the Downtown Halifax (DH) Zone to support additional housing and heritage preservation.</p> <p>Include a minor expansion to some proposed Heritage Conservation Districts (HCDs) in existing low-rise neighbourhoods.</p> <p>Re-zone proposed HCDs from ER-1 to ER-2, which will permit:</p> <ul style="list-style-type: none"> -Single unit dwellings, two-unit Dwellings and backyard suites as-of-right. -Multi-unit dwellings through internal conversion and rear additions to existing structures. -Maintain existing maximum height requirements in the ER-2 Zone. 	<p>General Comments:</p> <ul style="list-style-type: none"> • Support for heritage development agreements in the downtown zones. • Several comments of support for the proposed Oakland Road heritage conservation area, with some South End residents requesting its extension to include Dalhousie Street, Beaufort Avenue, and South Street. A few comments from other South End residents are in opposition of this request, stating that there is not much heritage value on the other streets and that over-extending the HCD would limit healthy development in Halifax. • Concern that increasing density around south-end heritage properties will undermine the heritage assets. • One request for Jubilee from Robie St to Henry St to be registered as the Jubilee Road Streetscape, and additional homes at Jubilee St and Cedar St to be added as the Bliss Field / Jubilee Rd Streetscape. • Two requests for University Avenue along Edward and Robie to be included in the future Oakland Road Heritage Conservation District currently proposed for the area south of South Street and west of Robie Street. • Some requests for the Dalhousie Street / Beaufort and South Street neighbourhood to be treated as part of the proposed Oakland Road heritage conservation area. • One request to include the 'row of historic houses' along South St, West of Robie St, in the proposed Oakland Heritage conservation area. • Message of support for Woodill's field proposed heritage conservation area, some requests to include specific buildings. • Heritage Trust of Nova Scotia is concerned that although the proposed revisions provide specific exemptions/protections for registered heritage buildings and existing heritage conservation districts, the upzoning of surrounding neighbourhoods will provide more incentive to de-register and demolish registered heritage buildings (or unregistered historic buildings). • Some residents think neighbourhoods on the peninsula have 'historic character' that isn't addressed by the proposed changes. • Some concern that expanding heritage districts will constrain healthy development in Halifax and that heritage designations are not always a good use of neighbourhoods in a growing city. • Resident wondering what the rationale was for the Austinville/Flowers Streets proposed heritage conservation district. <p>Selected Quotes:</p> <p>"I am writing to express my whole-hearted support of the proposed Oakland Road Heritage Conservation Plan being extended to include the communities south of University Avenue on Edward Street and Robie Street. As a resident of Waterloo Street, I am in favor of preserving our unique neighborhoods and support the designation of this area as a heritage community with great historical significance to Halifax." (C67)</p> <p>"[I would suggest] A moratorium on further heritage designations. Halifax has a large number of heritage buildings already. People do not move to a growing city to live in a museum, and the reasons for designating buildings have become increasingly spurious. I would suggest that if locals are interested in preserving buildings, that they raise the money to preserve these buildings themselves via non-profit entities and purchase the homes. Preserving heritage buildings, which are hardly classical ruins or world-historic architectural achievements, is not an obviously good use of limited public funds or attention span when we have a housing crisis." (C79)</p>
<p>Support Office Conversions for Housing</p>	<p>Support office to residential conversions in the Regional Centre</p> <p>Exempt commercial to residential conversions in Downtown Halifax (DH Zone) and Downtown Dartmouth (DD Zone) from the following requirements:</p> <ul style="list-style-type: none"> -Amenity space -Unit mix -Development permits (where the built form is not changing) 	<p>General Comments:</p> <ul style="list-style-type: none"> • Only a few comments were received on this topic. They are generally positive comments that indicate interest in seeing more of these kinds of conversions. • Comment that other places in Canada, such as London, Ontario, reached their HAF density targets largely through office to residential conversions, asks if it would have been possible for HRM to do this. • Would like to see more policies to encourage conversion of non-residential buildings to residential, notes that HAF removes some roadblocks such as amenity space requirements. <p>Selected Quotes:</p> <p>"I have read that London Ontario reached their HAF density targets largely through office to residential conversions. Could HRM not do this, too? What efforts have been made to support this. Doing so would greatly reduce the greenhouse gas emissions that will be created through new concrete construction. This appears to have not been given any serious consideration – again, taking the easy way out by opting for 40-storey towers." (C337)</p> <p>"It is important to promote conversion of non-residential buildings. It seems that the HAF strategy will remove a few roadblocks (not requiring amenity space, for example) but is there a more robust way to encourage such conversions?" (C348)</p>

<p>Incentivize Wood and Timber Construction</p>	<p>Incentivize wood and timber construction in the Regional Centre</p> <p>Adjust how max. height is regulated by switching from metres to storeys in most high-density residential and mixed-use zones.</p> <p>Increase the max. streetwall height from 3 storeys to 6 storeys for buildings designed and built in wood or mass timber in the HR-1 and HR-2 Zones.</p>	<p>General Comments:</p> <ul style="list-style-type: none"> • Only a few comments were received on this topic. There were messages of support for the change from metres to storeys from industry noting that it may help create more small and medium buildings. • Support for the changes to support more wood-frame buildings as they are faster to build. • Comments expressing general interest in seeing more wood-frame construction, and interest in applying the regulations to all zones. • Comments from industry that more height is needed for wood frame construction compared to concrete for the same number of storeys. • The regulations for wood and timber construction must be seamless to help incentivize developers. • The proposed increase in streetwall height to incentivize wood frame construction should be applied in all zones. <p>Selected Quotes:</p> <p>“That the HRM needs to bring about greater density in the interests of accommodating population growth is not controversial. However, there are other ways of accomplishing this that include adjusting zoning to allow for additional forms of wood-frame housing without resorting to incongruous and environmentally questionable high-rise buildings.” (C630)</p> <p>“Incentivising timber construction in the city is a great idea and stepping stone to sustainability in building construction. As a structural Engineer, I am familiar with the pros and cons when constructing a building from timber, steel and/or concrete. I recommend broadening this incentive to include steel construction as well. Incentivizing both steel and wood construction would simplify the approval process because the majority of timber buildings constructed 5 stories or more require steel on the main floor and often complex designs require steel beams and posts. Steel and timber go hand-in-hand and often result in a deeper floor system compared to conventional concrete; thus, less enticing to use where height restrictions govern.” (C12)</p>
<p>Remove Parking Requirements</p>	<p>Remove parking requirements for all residential development in the Regional Centre and Suburban Area</p> <p>All residential buildings, including multi-unit dwellings and shelters, will not require a minimum number of parking spaces in the Regional Centre and Suburban Area</p>	<p>Supportive Comments:</p> <ul style="list-style-type: none"> • Several messages of support for removing minimum parking as a progressive measure to help create more housing. • Environmental benefits of this proposal – less car dependency, fewer emissions, less road infrastructure. • Removing minimum parking requirements can help create more compact development that is associated with better public health outcomes. <p>Selected Supportive Quotes:</p> <p>“I want to express my strong support, in general, for changes that promote more forward-thinking approaches to housing. Specifically, I'd also like to applaud the removals and reductions for parking minimums in the regional centre and suburban areas. I hope that these parking minimum changes will coincide with increased pressure to improve transit throughout HRM and real efforts to quickly get the long-awaited minimum grid bike lane network implemented. It's great to remove parking minimums but residents are currently lacking in meaningful transportation choices and this needs to be considered in parallel with housing.” (C333)</p> <p>“For the most part, the Affordable Housing Strategy (HAF) amendments look positive. We agree that promoting denser development in already serviced areas of HRM is wise. Also good are the office to residential conversions, targeting missing middle housing, removing parking requirements, and focusing this growth in areas that either have transit or have planned rapid-transit in the coming years. This type of growth is much more affordable for the municipality and taxpayer, and considerably more sustainable than sprawl development.” (C532)</p> <p>Critical Comments:</p> <ul style="list-style-type: none"> • There is some concern that if HRM does not require developers to provide a minimum number of parking stalls, they will not provide any. Some residents are worried that could cause issues for on-street parking availability. • Concern that removing parking minimums is too premature, as transit service is not always available. • Some interest in keeping parking minimums to ensure that electric vehicles will have places to charge. <p>Selected Critical Quotes:</p> <p>“I personally think this is a huge mistake. Yes there is public transportation and I realize that it is a push towards using this instead of personal transportation, but it is not always possible to use public transportation exclusively. People have family outside urban areas, they work odd hours or whatever the reasons might be. I think it's more feasible to require a certain amount of parking, especially for visitors as well as for charging electric vehicles. Please don't take away parking minimums yet.” (C548)</p>

		<p>“Assuming individuals who can afford market place rent would not own cars is not likely. Without parking, where do all the future electric vehicles go to be charged when underground parking does no longer accommodate charge stations. Slayter Street will, out of necessity become no longer a calmed residential street, but a parking lot.” (C636)</p>		
<p>Support Non-Market Housing</p>	<p>Support the creation of non-market housing in the Regional Centre</p> <p>Exempt affordable housing providers from paying density bonusing.</p> <p>Permit public benefits to be provided as land or units on-site in Future Growth Nodes (see interactive map).</p>	<p>General Comments:</p> <ul style="list-style-type: none"> • Only a few comments were received on this topic specifically. There is some separate discussion of affordable housing in the ‘Student Housing,’ ‘Missing Middle,’ and ‘Gentle Density’ sections (see above). • Comments generally indicated that the proposals in HAF do not go far enough in creating affordability. • Several comments indicated support for inclusionary zoning or other methods to ensure that new developments include affordable units. • Interest in a vacant-lot tax to incentivize development on vacant lots and reduce demolition of affordable existing units before permits are issued for new developments. • Some sentiment that new developments are not addressing the housing crisis if they are not affordable. • Comment that it would be beneficial to developers if affordable housing units could be included in a building to exempt payment of density bonusing fee. <p>Selected Quotes:</p> <p>“What is the status of HRM's Inclusionary Zoning plan? It seems to me that in many cases, the proposed upzoning will create windfalls for property owners who will see their land values increase substantially. I'm OK with landowners and developers making money, but if people are seeing large appreciation in property values it would be amazing if Inclusionary Zoning could be used to direct some of that increase in value toward social benefit rather than just landowner profit.” (C620)</p> <p>“Non market development is the only way to create affordable housing. I understand that developers pay a tax to create this “affordable housing” but no-where in HRM's rezoning plan is this explicitly explained. [...] It appears that HRM is giving over all the control to developers in these rezoned areas.” (C403)</p>		
<p>Enhance Built Form Flexibility</p>	<p>Enhance the flexibility of built form requirements in the Regional Centre.</p>	<p>A variety of detailed feedback was received from industry, such as developers, architects, and design professionals. Staff will continue to review this feedback in depth. In general, comments were supportive of the HAF changes but requested greater flexibility in height, unit mix, setbacks and stepbacks, design and articulation, increased streetwall length, increased tower floor plate size, and increased heights and floor area ratio (FAR) values. Consistency with building code definitions is desirable, and FAR can provide better flexibility than building heights to support good design. To read submissions, please see Appendix E – Built Form Correspondence Attachments.</p>		
<p>Opportunity Sites</p>	<p>HAF Opportunity Sites and Suburban Plan Opportunity Sites</p>	<p>General Sites in Spryfield</p> <p>SS072 (56 Old Sambro Road) SS102 (92 Old Sambro Road), SS071 (132 Old Sambro Road), SS011 (70 Lacewood Drive) SS089 (167 Willet Street) SS034 (247 Herring Cove Road) SS018 (8, 10, 12, 14, 16, 18 and 20 Twin Oakes Road)</p>	<ul style="list-style-type: none"> • Some general opposition and concerns about proposed height, population increases, traffic increases, and general infrastructure concerns. Interest in more public engagement. 	
		<p>General Environment Concerns</p> <p>SS037 (815 Herring Cove Road) SS091 (Property located at the end of Charlton Avenue) SS088 (Land located at the end of Dale Avenue) SS071 (132 Old Sambro Road)</p>	<ul style="list-style-type: none"> • Concern that wetlands, watersheds, wildlife and vulnerable habitats and wild areas will be destroyed • SS037 – concerns about long pond water level dropping • SS071 – Backlands Coalition expressing concern about the environmental impact of this site backing onto McIntosh Run. • Support to not recommend SS071, SS091, SS037, and SS088 through HAF. 	

		<p>General Sites in Districts 10 and 12</p> <p>SS067 (23 and 55 Gristmill Court), SS068 (291 Main Avenue & 3 and 7 Mandaville Court) SS096 (71 Greenpark Close) SS010 (271, 277, and 287 Lacewood Drive and 10 Radcliffe Drive) SS032A (127 and 141 Harlington Crescent) SS021 (219 Main St) Case SS009 (Land at the corner of Susie Lake Crescent and Julius Boulevard)</p>
		<ul style="list-style-type: none"> • Concerned about the scale of proposals when considered together and the increase in new residents. • Concerned by the lack of affordability in the developments, lack of services in districts 10 and 12, park and rec facilities aren't enough, infrastructure is lacking, schools are 'in crisis' overpopulation. • Wants more community engagement and for each property to be considered individually and as a group. • Would like staff to also look at safety, public access, and services. • SS096 – One comment expressing they do not want anything higher than 6 stories in Clayton Park West to avoid wind tunnels.
		<p>General Sites in Bedford</p> <p>SS039 (37 and 39 Wardour Street & Dartmouth Road) SS038 (34 Wardour Street & 15 Dartmouth Road)</p>
		<ul style="list-style-type: none"> • General comment expressing that resident is unhappy with commute times and growing population in Bedford. Concerned about loss of community character.
		<p>SS097 (78 Sherwood Street)</p> <p>A majority of residents who submitted feedback on this specific topic expressed concern and did not support the proposed development at 78 Sherwood St. Common feedback and concerns included:</p> <ul style="list-style-type: none"> • The development will impact community character, lead to decreased property values, and increase the crime rate. • The traffic will increase, concern that existing infrastructure and services can't accommodate the new units. • School capacity is an issue. • Loss of green space. <p>Supportive feedback included:</p> <ul style="list-style-type: none"> • There is a need for affordable housing. • Would like to see some commercial in the development to improve services in the area.
		<p>Other Specific Feedback on Site Specific Requests</p> <p>SS027 – 1 Lodge Drive & 544 Bedford Highway</p> <ul style="list-style-type: none"> • Several comments opposing development due to concerns about changing community character, and its proximity to the park. • Not enough community consultation. • Not enough room in schools, traffic, noise, will increase. Loss of privacy for nearby residents. • Transit access is poor at this section of the Bedford Highway. • Petition received in opposition (155 signatures). <p>SS032A - 127 and 141 Harlington Crescent</p> <ul style="list-style-type: none"> • Building seems too large for the size of the lot. • Concerns it will impact community character. • Concerns about increased traffic, school capacity, loss of sunlight and privacy for nearby residents. • The existing building's affordability will be lost. <p>SS031 - 190, 200, 210 Glenforest Drive & 181 Willett Street</p> <ul style="list-style-type: none"> • Concerned about loss of existing affordable buildings on site.

		<p>SS036 - 6 and 14 St Michaels Avenue & 3 and 9 Williams Lake Road</p> <ul style="list-style-type: none"> • Opposed to development because of increased traffic at this location. • Concerned about the environmental impact of this development on the wetland. • The parish component does not fit into the mandate of HAF. <p>SS057 – 20 Trelyn Road</p> <ul style="list-style-type: none"> • Concerned whether the current residential infrastructure/water sewage/ roads can support the proposed development at 20 Trelyn Rd, as it's a private road and not maintained by the city. • There are also concerns about Penny Ave (unaccepted road), which connects to Old Sambro and Dunbrack –will experience increased traffic from this project. <p>SS062 – 410, 412A and 412B Herring Cove Road & 7, 9, and 11 River Road</p> <ul style="list-style-type: none"> • Support for this project provided two requirements are met. 1) Maintain or re-establish an undisturbed buffer of at least 30 metres beside the McIntosh Run at the corner where the property approaches the river, and 2) Establish a public, non-motorized trail access from Herring Cove Road to River Road, establishing a connection to the McIntosh Run Community Trail. <p>SS074 – 41 and 43 Lyons Avenue</p> <ul style="list-style-type: none"> • Proposed development will negatively impact existing home owners at the site. <p>SS104 – 107 Lyons Avenue</p> <ul style="list-style-type: none"> • Support as the space is currently undeveloped and redevelopment won't displace anyone. <p>SS098 – 137, 151, and 153 Hebridean Drive</p> <ul style="list-style-type: none"> • Some questions and concerns about this development, would like feedback from the Herring Cove Planning Committee. <p>SS105 (700 Rocky Lake Drive)</p> <ul style="list-style-type: none"> • One comment opposing the development as pheasants currently live in the green space.
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APPENDIX B

**GENERAL
CORRESPONDENCE LOG**

Tracking No.	Comment	Attachment
C1	<p>Following up on our phone conversation re [redacted] Brule and the possibility to change that to HR-1 zone to match [redacted] Brule and then consolidating the two parcels.</p> <p>Also can you please send me the link that you referred to regarding accessing the zoning map.</p> <p>Thanks</p>	No
C2	<p>Hello there</p> <p>I am sending this email as a [redacted] Allan Street house/land buyer. Mr Kang contacted me to resend this email for further information today. Due to the condition of this property, there are few urgent priority issues like wood shingles, brick safety and more. So I just wondering if I can demolish this existing house and rebuilding a muti condo building with minimum of 4 units (One condo for each floor).</p> <p>According to the Document "MINORREV-2023-01065 Urgent Changes to Planning Documents for Housing", HRC allow for more dense housing development as of right. So I would like to know if my construction meets the needs of this development. Or any other issue of right-to-light and capacity of this land.</p> <p>I appreciate your insights on this matter.</p> <p>Sincerely</p>	No
C3	<p>Thanks for reaching out. To answer your questions:</p> <ol style="list-style-type: none"> 1. The proposed amendments need approval by Regional Council before coming into effect. This process includes a public hearing. We are currently targeting March/April for the Council process, but this is subject to change. 2. Heights in the ER-3 Zone have generally been increased to 12 metres. Other high-density zones will now be measured in storeys. To view proposed heights, you can click on "Map Layers" on the top right of the interactive zoning map and select "Proposed Max. Height and Storeys – Regional Centre (Draft)" 3. In response of the ongoing housing shortage, proposed changes to the ER-3 Zone are intended to accommodate several different housing types as-of-right, including single-unit, two-unit, three-unit, and four-unit dwellings, townhouses, and low-rise multi-unit dwellings. Backyard suites will also be permitted. 4. No, the proposed amendments will need to be approved by Regional Council before they take effect. <p>The full amendment package will be available closer to the public hearing process, which will provide more details on the proposed changes.</p> <p>Thank you,</p> <p>JOSHUA ADAMS, LPP, MCIP PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hi there,</p> <p>I had a couple quick questions on the new zoning draft:</p>	No

	<ol style="list-style-type: none"> 1. Do you have an estimate of when these changes will come into effect? i'm in the process of going through the permit process now with plans to start construction in the Spring, but would likely make some updates (and likely add more density) if I were building within these requirements. 2. Can you clarify the building height limits? I read there will be an increase from 11m to 12m but I also read that you will start using stories instead of meters to calculate height. I am building on Yukon St. on the Peninsula and planning on using timber construction. 3. Can you clarify what will be allowed to be built under ER-3? Will it be 3 units, plus a backyard suite, or will it be 4-units as of right? 4. Will there be any process to expedite variance applications that are in compliance with new by-laws for developments planned to start before these changes take effect? <p>Any info you can provide would be very helpful!</p> <p>Thanks,</p>	
C4	<p>Hi</p> <p>Thanks for reaching out. To answer your questions:</p> <ol style="list-style-type: none"> 1. Yes, the full draft amendments will be publicly available as part of the Council adoption process in March, which includes a public hearing. 2. This first round of public notification is to solicit feedback on the high-level approach of the proposed changes. There will be further opportunity for public comment on the draft amendments as part of the public hearing process. <p>Thanks,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Byungjun and Team:</p> <p>Congrats on posting the HAF amendments overview and interactive map online on you target date. 2 questions:</p> <ol style="list-style-type: none"> 1. Will the text of the proposed amendments be available prior to the staff reports scheduled for February and March? 2. Is the intended end of public engagement February 16? <p>You see where I'm going with these questions. To properly comment on the proposed amendments it will be necessary to read the amendments text.</p> <p>Thanks,</p>	No
C5	<p>Hi Byungjun,</p> <p>Thank you for sending me the link to the HAF amendment page. Congrats on getting it posted!</p> <p>I have a couple of questions/comments regarding [redacted] COR property on the corner of Barrington and Smith:</p> <ol style="list-style-type: none"> 1. We thank you for proposing the rezoning the adjacent property from ER-3 to HR-1 so that our COR can go up to the permitted 8 stories for COR properties that are not adjacent to ER zoned properties. 	No

	<p>2. Does the "Enhance Built Form Flexibility" apply to our COR property? It appears to apply to the HR-1 zone, which means the adjacent property could go up to 10 stories. Are we also allowed to go to 10 stories also? I think our COR property would be considered "tall mid-rise". It makes sense to me that if the HR-1 can go to 10, then our COR property should as well. Please confirm.</p> <p>3. Would our COR property be considered under "enable more housing for students"? We are within walking distance to St. Mary's so would we get a max height of 9 stories under this clause?</p> <p>I realize that the answer to #2 above makes #3 less relevant, but I want to understand what may apply to the [redacted] site.</p> <p>It was nice to see you the other day at HWCC. There was no time to chat however.</p> <p>Kind regards,</p>	
C6	<p>OK, thanks. I have submitted my plans on the portal.</p> <hr/> <p>Unfortunately, without a permit application in our system, we cannot conduct a formal review of your documents. Please apply for a DP/BP in order to receive a full review of your proposed development.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hi Joshua,</p> <p>thanks for the email. I understand that the amendments are not being introduced until Feb/March, and that no building permit would be issued until after they are approved and I submit my formal application.</p> <p>My hope was (via conversations with Byungjun), that I could have an opportunity for a building official to provide comment on the plans (as you said below) in advance. It would not be binding - but it would help me address any concerns before I run out of time in the Spring. In order to make this project a reality, I would need to get my application in, and approved, ASAP once the amendments are passed.</p> <p>So - just to confirm - do I need to submit an application as you say below, or could it be less formal, and just meet with an official to go over these for 30 minutes? I doubt it will be more complicated than that.</p> <p>The situation for housing is pretty dire all over, let alone near Dalhousie. If I cannot get this off the ground this spring, it won't happen for a while.</p> <hr/> <p>Hi,</p>	No

Thanks for reaching out. As part of the Housing Accelerator Fund amendments, it appears this property will be in the ER-3 Zon, which would allow the additional density you are proposing provided all other Land Use By-Law and Building Code requirements are met. Please note these amendments are not being introduced to Council until March, which means the earliest timeline for approval and for the proposed amendments to come into effect would be late April/May, but there is also no guarantee that Council will approve the proposed zoning changes. Until this time, the City would not be able to issue a building permit for the proposed scope of work.

In the meantime, you could submit a permit application through the Online Permitting, Planning, Licensing & Compliance (PPLC) System here: <https://www.halifax.ca/home-property/building-development-permits/apply-a-permit>. This will allow you to submit your proposed drawings and scope of work, and there may be an opportunity for building officials to provide comments on the plans.

All the best,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

Good morning,

as discussed below with Byungjun, I have a proposal to develop my attic at *[redacted]* Larch Street. The attic is currently not used, although it is a big space with a 1,350 square foot floor area. My proposal is detailed in the word document below, and accompanied with various diagrams which show the current layouts and profiles of the building, plus the proposed changes to the attic.

I am requesting an opportunity to do a review of my building development plan in advance of the approval for accelerator fund proposed changes. My hope is that by reviewing the plans in advance, I can iron out any changes that will need to be made to meet development and building code requirements.

The proposal is to make the 3rd floor attic into a new, 4 bedroom apartment. I have trades tentatively booked for March, April and May to do this work, and therefore I need to get my planning done ASAP.

I would value the opportunity to meet with a planner to go over these documents and gather any feedback.

Many thanks,

Hi,

Yes of course! I was going to email you around 3:30 p.m. Here is the link, it was open as of 10:30 a.m. today: <https://www.halifax.ca/haf>.

We are currently working on the interactive map (some technical challenges), but it should be online by 3 p.m. Once it is active, please feel free to check out your property on Larch Street and proposed changes. I believe you will be upzoned ER-3, and the new ER-3 will not have the maximum unit and bedroom counts - as long as you stay within a 12-metre height.

To get the ball rolling, you may write us a summary of what you would like to do on which property (feel free to attach any sketches or drawings – more detail, the better). Email us at haf@halifax.ca, and then I can assign a planner to start discussing with you about the development permit.

Let me know if you have any further questions – please email haf@halifax.ca for faster response.

Thank you,

BYUNGJUN KANG LPP, MCIP (HE/HIM)
PLANNER III
PLANNING & DEVELOPMENT | REGIONAL & COMMUNITY PLANNING | REGIONAL CENTRE PLANNING

Good afternoon Byungjun,

I was wondering when I might expect to see new information on your site related to the accelerator fund?

I was also hoping to schedule a meeting with a senior planner in the near future so that I could go over my plans for a new, 3rd level unit on Larch street. I want to make sure I have a provisional review to iron out any deficiencies. This will make my submission (once new rules are formalized) fast I hope. Is there someone you can recommend I reach out to?

I have a contractor available to work on this in March/April, but I will lose him if I can't get the ball rolling quickly.

Many thanks,

Hi,

Yes, we are hoping to start the Council approval process no later than February 2024, if not sooner.

Once the proposed amendments are made public, my colleague and I would be happy to go over what you have in mind for your property – to see if the draft would be consistent with the proposed amendments.

I am also hoping your ticket submission about exits will be answered before the end of year (usually it takes about 1-2 weeks, depending of the number of staff involved). Regardless, let's keep this dialogue open to see what we can do.

Thank you,

BYUNGJUN KANG (HE/HIM)
PLANNER III
PLANNING & DEVELOPMENT | REGIONAL & COMMUNITY PLANNING | REGIONAL CENTRE PLANNING

Thanks Byungjun,

I think I understand. Assuming that a recommendation is made in 3-4 weeks, is the next step for council to approve it?

I wonder if it would be possible to go over a draft application with a planner in January, just to make sure I have considered some of the code implications in advance? This would make it much faster for the permit once I can submit it. There are various questions about exits, access stairwells and fire code that I would need answers to well in advance.

Many thanks,

Good morning,

Hope you are faring well on this snowy day.

1. If your property were to be upzoned to ER-3 or HR-1, the maximum height may also increase to 12 metres (39 feet), which should address your concern.
2. Timing is tricky. I am not aware of a provisional approval process for development permits – likely because it is too risky for customers to schedule contractors before Council and the Province's approval. Staff are aware of urgent needs, and are working to get this approved before construction season begins next April. While I do appreciate your willingness to work towards increasing housing supply, I would not feel confident about saying that your application would be accepted by mid-February. I would feel bad if it does not turn out to be the case if the project is delayed by extra month or two, if not more, or is not approved at all.

That being said, I will have more information on the timeline in 3-4 weeks' time, which will be posted on our website. Perhaps we could reassess then? I will be working around the clock so the project is not delayed because of me.

All the best,

BYUNGJUN KANG (HE/HIM)

PLANNER III

PLANNING & DEVELOPMENT | REGIONAL & COMMUNITY PLANNING | REGIONAL CENTRE PLANNING

Good morning Byungjun,

apologies for more questions, but in order to get a project underway for spring 2024, and for rent in Sept 2024, I really need to get my project submitted for approval sooner than later. I have had some luck finding someone to help do the project, which is good, but it is still tentative.

I have a few questions for you:

-If approved for HR1 zoning at [redacted] Larch st, I will apply to renovate my 3rd floor attic into a 4 bedroom apartment. This will likely best be done by installing a new truss system over a portion of the attic, which would enable better headroom at the edges of the space. This may mean that the total building height increases a little bit at the peak - maybe 2-3 feet more than it's current height of about 33 feet. I hope this would be ok?

-Re timing - In order to make this all happen, I would need to get workers on site by March to start developing the entrance and doing some base building construction. Is there a path whereby I could submit my development plan in January for provisional approval? I would need to order some of the basic materials 2 months in advance (windows, truss system, etc), so I would really need some certainty about my plans being approved by mid Feb.

Much appreciated for any insight you can provide. I now how bad the housing situation is right now, and I want to help. As I said though, I won't be able to get this project off the ground in 2024 if I can't get some certainty about my application by mid Feb.

Many thanks,

Good morning,

I have submitted a ticket for your inquiry about exit requirements – my colleagues will be in touch with you over the next 1-2 weeks. If you do not hear from someone in HRM by email, your ticket number is [redacted]. You can call 311 anytime to ask for status.

Thank you, and let me know if you have any other questions.

BYUNGJUN KANG (HE/HIM)

PLANNER III

PLANNING & DEVELOPMENT | REGIONAL & COMMUNITY PLANNING | REGIONAL CENTRE PLANNING

Good afternoon Byungjun,

I have loosely started some design planning for this new apartment at [redacted] Larch st. I have a question about exits that are required for a new unit here. Are you able to refer me to someone who might be able to advise on acceptable exits for a 3rd level walk up apartment?

I am currently proposing a new exterior stairwell (from ground to entrance on third floor attic). This will be a dedicated exit for the new apartment. I will also have egress windows in all bedrooms. I am wondering what additional exit requirements would exist for this new unit?

Many thanks,

Good afternoon [redacted],

Thank you for reaching out to me and letting me know about the concern you have in terms of the maximum number of bedrooms in dwelling units. I hear your frustration that you have space available in your properties for tenants, all heated and in habitable conditions, but only to be unoccupied because of the maximum bedroom counts. Councillor Mason also brought up the same concern this summer (I believe he was referring to your specific case).

Part of the federal and council requests for the Housing Accelerator Fund is to make easier to do internal conversions and shared housing with several bedrooms, in order to preserve existing dwellings and to increase density at the same time.

That is why I am recommending to remove bedroom count requirements, and allow up to 10 bedrooms per unit (not per dwelling) if you wish to rent individual bedroom out separately – note that a dwelling unit will not have a maximum bedroom limit if it is not considered a shared housing (that I know of). National Building Code has requirements about minimum bedroom size and structural safety, so I believe that is sufficient to ensure the minimum habitable conditions.

Although this proposal is not confirmed by management, we are at an early stage of this Housing Accelerator Fund initiative. Staff are working around the clock so we can be before Council before this Christmas. As soon as I get more information, updates will be available on this website: <https://www.halifax.ca/business/planning-development/minorrev-2023-01065-housing-accelerator-fund-implementation-by-law>.

I hope this sheds some lights as to what might happen in the next few months. Although there are many unknowns right now, I hope to clarify many of those in the next few weeks. Please let me know if you need any clarification, and you are more than welcome to speak to Council in favour/against the proposal.

Thank you,

	<p>BYUNGJUN KANG (HE/HIM)</p> <hr/> <p>Hello Byungjun,</p> <p>my name is <i>[redacted]</i>. I am a landlord in the area close to Dalhousie in Halifax. I have about 100 tenants. I have space available for development within my existing building envelopes. I am interested in this new project, as I have space to provide housing for students, or others.</p> <p>As you likely know, one of the biggest problems that we have with the current zoning/development rules is that there are "one size fits all" bedroom limits on houses. 8 bedrooms being the max for a duplex, and 10 for a triplex. This rule applies regardless of the size of the building. This does not make any sense to me, as two houses are generally not the same size.</p> <p>I have some very large buildings that are in their original shape, built about 100 years ago. I am limited to the 8 or 10 rooms, even when there is available space to add more rooms.</p> <p>My question and request to you, is, can you please ensure the new rules incorporate sensible rules about square footage of space per bedroom? For example, a tiny 1000 square foot house should not have 8 bedrooms. However, a 4000 square foot house could likely accommodate 12 or more bedrooms.</p> <p>I am frustrated that I have 1000 square feet of empty space in some of my buildings that I could develop into good housing, but the rules won't allow it, as I already have 8 or 10 rooms.</p> <p>This is non sensical to me, and I hope the new rules can help fix this.</p> <p>I also wonder if 6 bedroom units will be allowed under the new rules? I have a 4 bedroom unit that could be quickly converted to 6. This would provide much needed space for tenants who do not have a home for May 1 next year.</p> <p>Many thanks for your help and consideration.</p> <hr/> <p>Hi,</p> <p>As I mentioned on the phone, I believe the by-law changes you're interested in are under the Housing Accelerator Fund project. I've provided a link to the project below and I've cc'd the planner managing the file. I believe it will be a few more weeks before we know specific densities being permitted but the project webpage will stay up to date. Please let me know if I can provide any further assistance!</p> <p>2023-01065 Housing Accelerator Fund Implementation By-law Halifax</p> <p>Thank you, Melissa</p> <p>MELISSA EAVIS, MCIP LPP PLANNER 3 – URBAN ENABLED PLANNING APPLICATIONS DEVELOPMENT SERVICES PLANNING & DEVELOPMENT</p>	
C8	Hi,	No

A good question. You would be allowed to build one backyard suite as accessory to a triplex, but not to a quadruplex – that way, the total number of units stays as 4 per lot maximum. In other words, for [redacted], you can either build one of:

- a triplex plus a backyard suite, or
- a quadruplex.

Thank you,

BYUNGJUN KANG LPP, MCIP (HE/HIM)
PLANNER III
PLANNING & DEVELOPMENT | REGIONAL & COMMUNITY PLANNING | REGIONAL CENTRE PLANNING

Hey Byungjun,

Thanks for all the help, I saw the updated website so I'll be able to follow along as the changes happen. I do have another question for you though, if I decide to build a triplex or a quad am I also allowed to build a backyard suite for [redacted]?

Thanks,

Yes, I believe you could do that. One suggestion is that, when you make a permit application for the two unit dwelling, make sure to ask this same question to the permitting staff to see if it is possible (i.e., build a two-unit now but run the water/sewer lines and then build the other unit at [redacted]) – it is always nice to have something official in writing, just in case.

Thanks again, and best of luck,

BYUNGJUN KANG LPP, MCIP (HE/HIM)
PLANNER III
PLANNING & DEVELOPMENT | REGIONAL & COMMUNITY PLANNING | REGIONAL CENTRE PLANNING

Thanks so much for the quick reply, that all sounds great. Is it possible for me to start the project like do two units for now but run all the water and sewer lines and then when or if the zoning changes I can build the other unit at [redacted].

Thanks,

Thank you for contacting me, and sending me the drawings along. It looks like both your properties are in the Urban Service Area, so you would be qualified for the new Housing Accelerator Fund initiative.

A website will be available tomorrow morning on our website, highlighting all the changes that will be coming through this initiative. For changes specific to your question:

- you will be able to build a triplex at (redacted) Beaver Bank (you can build a quad, if you like);
- you will be able to build a backyard suite at (redacted) Beaver Bank Road, which can be as tall as 25 feet (enough for your garage and a unit), and as big as 1,000 square feet in gross floor area.

The change is expected to occur in April 2024, if Council approves this new by-law changes. If approved, we would be able to accept your development permit application as soon as late April or early May 2024, unless something delays this initiative.

	<p>If you have any questions, please feel free to contact me or our general account (haf@halifax.ca).</p> <p>Thank you,</p> <p>BYUNGJUN KANG LPP, MCIP (HE/HIM) PLANNER III PLANNING & DEVELOPMENT REGIONAL & COMMUNITY PLANNING REGIONAL CENTRE PLANNING</p> <hr/> <p>Hey Byungjun,</p> <p>My name is [redacted], I got your information from [redacted]. I want to build a triplex at [redacted] and a backyard suite at [redacted] which I also own the house on that property. A basic layout and my plans will be attached in the next email. Currently right now [redacted] beaverbank is zoned R6 which allows for a two unit dwelling, I'm wondering will I be able to build 3 units when the by law changes? And if so when do you think those changes will happen.</p> <p>Thanks any information that you can provide would be greatly appreciated.</p> <p>Best,</p>	
C9	<p>Thank you for your response and gives me comfort someone took the time to read and respond. South Park Street is both on a transit route and near the university and one of the few major roads. Going to 12 meters from 11 will not add even one story so quite meaningless. Increasing by one story would be meaningful. Also I am sure you will find going to 40 stories will mean huge waits for people at the elevator not to mention risk if their is no elevator service or fire. Seems like a more sensible option would to allow building heights to increase to 8-10 stories on major streets rather than doing 40 stories when infrastructure would not easily support it. I would rather see a mid rise city than 40 story buildings. You also spread out the demand.</p> <p>Best,</p> <hr/> <p>Hi,</p> <p>Thank you for your feedback regarding proposed changes for the Housing Accelerator Fund. As part of the proposed changes, height increases were broadly applied along transit corridors and near post-secondary institutions, as well as a broad increase from 11 metres to 12 metres in the ER-3 Zone.</p> <p>Your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>Thank you,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Also let me add, you should make your intention clear regarding increasing heights to 12 meters from 11 meters. This technically adds only one-third of a story and is meaningless. A better approach would be to change to 4 stories from 11 meters.</p>	No

	<p>Regarding the Housing Accelerator Fund, it is of course a step in the right direction. If you are going to increase maximum heights to 40 stories from 26 meters for example (i.e. likely around 8-9 stories), you should consider 10 stories along major streets like South Park Street. If you look at all the proposed major height increases, it will all go to existing large building owners and only benefit them. Rather than doing 40 stories in select areas, also taking into consideration the backyard unit strategy which is an opposite approach (i.e. urban sprawl) it seems to make more sense to allow for more 10 story buildings along major streets such as South Park Street where the current limit is around 3 stories. This will increase density but limit the negative impact of having 40 stories buildings that I would consider too high.</p> <p>Regards,</p>	
C11	<p>Yes, please increase allowed density in the areas identified to 40 stories.</p> <p>And allow more than the proposed 9 stories developments on Robie south of quinpool. Should be at least 15 stories.</p> <p>Hi,</p> <p>Thank you for interest in the Housing Accelerator Fund, we appreciate your feedback. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p>	No
C12	<p>Hello,</p> <p>We have reviewed the proposed changes for the Housing Accelerator Fund and have the following items we wish to discuss:</p> <ol style="list-style-type: none"> 1. We appreciate the thought that went into adjusting the height limits from denominal notation to number of stories. We feel like this helps open up a greater variety of construction methods for small - medium size buildings. We currently own properties at <i>[redacted]</i> and <i>[redacted]</i> Shirley Street in Halifax. The proposed height limit is 7 stories. We would ask that it be reconsidered and proposed as 9 stories, similar to other properties along Robie Street. We feel as though this area is surrounded by large buildings such as the Atlantica Hotel and The George, which tower over the surrounding neighbourhoods. We feel as though a 9 story building would help create a more gradual streetscape given the close proximity to these larger buildings. We also know it is important to increase density within walking distance of post secondary education; however, based on experience, we find it is also critical to offer units and parking near the hospital for nurses, faculty, and patients' families. The change from 7 to 9 stories will help with this. 2. Incentivising timber construction in the city is a great idea and stepping stone to sustainability in building construction. As a structural Engineer, I am familiar with the pros and cons when constructing a building from timber, steel and/or concrete. I recommend broadening this incentive to include steel construction as well. Incentivizing both steel and wood construction would simplify the approval process because the majority of timber buildings constructed 5 stories or more require steel on the main floor and often complex designs require steel beams and posts. Steel and timber go hand-in-hand and often result in a deeper floor system compared to conventional concrete; thus, less enticing to use where height restrictions govern. 3. Our properties on Dresden Row have the proposed max height increased to 28m which is exactly what we were looking for; however, the property is currently governed by view plane 'D' (9). The benchmark location of the view plane taken from the hill is located below the guardrail on the hillside. We are asking this to be relocated to the top of the hill where the fortress is located to enable us to use the full 28m height. We have had discussions with other developers in the area who are also looking to have the benchmark of view plane 'C' (10) lifted to allow the full 28m. <p>We would like to join in on the public hearing in April. Please let me know when you set the date. We look forward to your input and discussing these items with you.</p> <p>Thanks,</p>	No

	<p>Thank you for your feedback on the proposed Housing Accelerator Fund amendments. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time. More information, including the complete draft amendment package, will be publicly available at that time. We encourage you to keep checking the website for those updates.</p> <p>To answer some of your more specific points:</p> <ol style="list-style-type: none"> 1. Height increases were proposed along Robie as it is a future rapid transit corridor. This is in line with the Housing Accelerator Fund program. 2. We appreciate the comments regarding steel construction. We will take this into consideration and there will be opportunities for additional Centre Plan amendments in the future. Incentivizing wood and timber construction is in line with the Housing Accelerator Fund program. 3. We are not exploring changes to the view planes at this time, but we will again take this into consideration for future amendments. <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p>	
C13	<p>Dear Madam / Sir.</p> <p>I hope this email finds you well.</p> <p>I came across the HAF program and believe it is a very good initiative to address some of the concerns relating to housing shortfall.</p> <p>I am not sure if the following has been addressed by your proposed plan but I believe it may be a good time to consider removing some barriers relating to Flag properties.</p> <p>There are probably many suitable lands that are "trapped" at the back of parcels that have street frontage that cannot support a proper division. The method used so far required that the frontage of the front property be at least double in size to allow curving out part of the frontage and associate it with the back property (illustrated on the left side of the sketch below).</p> <p>I wonder if it is not a perfect time to consider allowing back properties a frontage that will be sufficient for a driveway. This is illustrated on the right side of the sketch below.</p> <p>You can apply various restrictions such as</p> <ol style="list-style-type: none"> 1) One lot (the front one) will need to have at least the minimum frontage (Say 50") 2) The second lot will need to have a minimum of 10 or 15' frontage for a driveway. 3) Not more than one undersized frontage will be allowed (so 65' for example can serve for one front lot plus one flag lot but 80' cant serve one front lot and 2 flag lots etc). 4) All other requirements will still need to be met such as lot minimum size etc. <p>Hope this is helpful.</p> <p>Kind regards</p> <hr/> <p>Hi,</p> <p>Thank you for the feedback on the Housing Accelerator Fund amendments. While changes to flag lots are not part of the current proposed package, we do appreciate the feedback and will consider this for future amendments.</p> <p>Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>Thanks,</p>	Yes

	<p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p>	
C14	<p>Sorry I don't understand the concept. Can you please explain to me what allowing 4 units in a residential zone means?</p> <hr/> <p>Hello,</p> <p>Thank you for reaching.</p> <p>Currently, there are many areas of the municipality where the zoning is limited to a single-family dwelling only. As part of the Housing Accelerator Fund, there is a proposed change to residential zoning to allow more density by permitting up to 4 dwelling units on one residential lot.</p> <p>Please let me know if you have any other questions.</p> <p>Thanks,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hi Josh</p> <p>So if I'm in an R-1 zone now how would the potential legislation affect me? Can I add 3 units to my home?</p> <hr/> <p>Hi,</p> <p>This change is proposed to apply to most areas of the city that are serviced by municipal water and sewer. You can view whether this change applies to your property by using the interactive map our website www.halifax.ca/haf. In the top right under "Layers" you can click either "Regional Centre Residential Areas – Proposed 4 Units or More Per Lot" or "Suburban Residential Areas – Proposed 4 Units Per Lot".</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hi Josh</p> <p>Yes I'm in the applicable area. My question was what does this mean for existing homeowners in the applicable areas? I appreciate your time.</p>	No

	<p>Hi</p> <p>With the proposed changes it means that you would be permitted to add an extra 3 units (up to 4 units total) on your property, provided that all other sections of the land use by-law (e.g. setbacks, lot coverage, etc.) and the requirements in the National Building Code are adhered to.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p>	
C15	<p>Good Day,</p> <p>I would like to write to provide my enthusiasm and support for the amendments proposed to the Regional Centre Plan.</p> <p>These amendments will go a long way in helping the housing supply in our municipality.</p> <p>Thank you,</p>	No
C16	<p>Hello,</p> <p>Hope your day is going well. I am inquiring regarding proposed changes in the new HAF being approved by the city.</p> <p>I want to state that I am in massive support of the changes being initiated.</p> <p>I am currently reviewing the city's interactive map of proposed changes, I noticed that the entirety of the area between Coburg road and Quinpool will be upgraded from ER2 to ER3 except for a small portion of Edward and Henry st. and am looking for an explanation for this exclusion.</p> <p>In my opinion, isolating these small half blocks is a disservice to the plan, and they should be upgraded to ER3 with the rest of the neighborhood. Edward st lots will back on to lots deemed suitable for Corridor designation, and are within 400m of the UC-1 zones which have been especially highlighted for increased density.</p> <p>The exclusion of these two blocks is counter intuitive and goes against what the HAF should be trying to achieve.</p> <p>Under the proposed HAF, all ER-2 Zones are intended to be upgraded to ER-3, if not in a historical district. I strongly endorse that this apply to all properties across the peninsula and especially within 400m of the UC-1 zones, as specifically proposed by the HAF.</p> <p>In addition to this letter, I would like to support these changes in person at the next available opportunity. Would you be able to inform me of when that might be?</p> <p>Thank you for your time and help today,</p>	No
C17	<p>Hi Kasia,</p> <p>Are you able to quickly explain to me the centre plan proposed amendments? Are these blanket zoning proposals or is it only for sites that meet the definitions in the email that went out this week ie vacant land or less than 3 units, proximity to transit etc? Attached are a couple examples of what I'm seeing on the interactive map. The whole area is showing higher order residential 2 and 9 story height proposed in this example. Current zoning</p>	Yes

	<p>is ER1 on Beaufort/South and ER2 and HR1 in Coburg... there are lots of areas like this. Just wanted to understand these proposed height/zoning amendments.</p> <p>Thank you,</p>	
C18	<p>Hello,</p> <p>I'm a resident of the city and just wanted to comment that the proposed HAF amendments are much overdue. The amendments are a great step in the right direction to ensure Halifax can continue to flourish economically through more plentiful and affordable housing and more livable and vibrant neighborhoods. The amendments should be passed, and to be honest I would like to see even more done in the future to encourage and enable further density and transit quality in the city, not just on the peninsula but also in near suburbs such as Clayton Park, Bedford, and Spryfield.</p> <p>Best, [redacted] Clayton Park Homeowner</p>	No
C19	<p>To whom it may concern,</p> <p>Please see the attached letter outlining concerns regarding the proposed Housing Accelerator Fund zoning changes.</p> <p>Sincerely,</p>	Yes
C20	<p>Hi there,</p> <p>Where are residents supposed to park if you reduce or remove parking requirements? There is already a parking shortage in the area!</p> <p>I understand wanting people to rely on public transit, but given how limited and unreliable transit is, how do you expect people to do that?</p> <p>Reducing or removing parking requirements is massively shortsighted, irresponsible, and frankly, stupid.</p> <p>Thanks,</p> <hr/> <p>Hi,</p> <p>Thank you for your feedback on the proposed draft amendments for the Housing Accelerator Fund. While the proposed changes intend to remove parking requirements for new residential construction, this does not limit a developer's ability to add parking to their development. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p>	No
C21	<p>Thanks for the opportunity to comment on the proposals tabled for rezoning in the Dalhousie neighbourhoods.</p> <p>These proposals are quite unreasonable in my opinion and will not result in "affordable" housing. They will on the other hand result in the loss of more of the city's heritage value and walkable character.</p>	No

	<p>The province's failure to construct affordable housing should not now be jammed down the throats of us four generation south enders!</p> <hr/> <p>Hi</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p>	
C22	<p>Hello,</p> <p>I just wanted to give some feedback on the zoning changes, I am very much in support of the changes to density housing to default to 4 units for single unit housing, and I would suggest we amend that to include any zoning that is lower than that (ie R2) as I understand it is only applicable to single unit zoning. I see that lot coverage is being amended and I'd also suggest we reduce setbacks, as these can limit the size of buildings on smaller city lots. Changes to zoning in regards to allowing more retail businesses in communities for more small-scale grocery stores, cafes, restaurants, florists, and other common needs close to where people live would hopefully reduce the numbers of cars on our streets and increase active transportation.</p> <p>One thing that I hope is being considered is transportation- putting a large amount of people in the core is a good thing only when those people have reliable ways to get around. Our bike lane and bus lane infrastructure is very disjointed and frequently cut off by bottlenecks such as the Windsor street exchange, the bridges, and the Armdale rotary. We need a north-south active transportation corridor, and unbroken east-west corridors- Agricola and quinpool would be excellent connections to the commons and downtown if we wanted to leave North street and Gottingen as vehicle corridors.</p> <p>I highly suggest we also put policies in place to design interchanges with these things in mind, especially raised, coloured, and/or separated walk/bikeways to make active transportation easier and safer. I've included a photo of a roundabout in a small town in the Netherlands where I visited last year and as a bicyclist I felt much more able to use it as a primary form of transportation and was visible to cars to keep safe. In this town there was what they called a convenience store but was actually a small grocery store right in the building complex, and three or four full size (but still small by North American standards) grocery stores about a 12 minute walk away. I have a convenience store a few minutes' walk from my house, but mostly what they sell is pop, chips and candy.</p> <p>I live on St Margarets Bay Road which I think is possibly the best example of a mixed development in our city with commercial as well as single, small, and large housing developments. I have a lovely e-bike and a nearby multi-use trail and I barely use it because I feel so unsafe cycling on the road. There are no bike lanes other than a random chunk halfway to Bayers Lake that's essentially pointless, the road has a lot of turns and there is a lot of gravel and other refuse at the side of the road that makes it unsafe to cycle. The Mumford Sobeys is my closest grocery store, yet to bike there would require walking half of the way to get around the roundabout and through the narrow lanes of chebucto and unsafe parking lots in the Mumford complex. If I were to take the bus it is very inconvenient and frequently only comes once an hour, and requires walking again across dangerous parking lots and intersections, so instead of all that I drive for two minutes and park directly in front of the store. The fact that I live just barely off the peninsula and have to rely on a car to do daily tasks is shameful compared to other modern cities. If we continue to pack people into the core without addressing our transportation issue, this will only get worse.</p> <p>Thanks for your consideration, feel free to reach out if you have any questions.</p>	Yes

C23	<p>HRM ER-2 and ER-3 state three units per lot according to the regulations online. The mapping system shows 4 units for these purposed zoned areas as changing to ER-3 and even areas with NO zoning changes like Flowers Neighborhood in Dartmouth. So what is going on?</p> <p>Best regards</p>	No
C24	<p>Hi Joshua,</p> <p>Thank you for your response and clarification ... you can tell from my submission what my views are about this overall re-zoning exercise (more than is needed at this time), while HRMs position on heritage districts and heritage structures is poor justification in context of the broader changes being proposed; however, I do want to share one additional point for HRM consideration:</p> <p>HRM should not permit the removal/demolition of existing liveable dwellings until development approval has been granted on a property. In addition, development should have to occur within a prescribed time upon demolition of a liveable dwelling (e.g., 3-6 months).</p> <p>In our area, a large and fully-liveable dwelling at Coburg/Lilac was demolished and the lot has been sitting empty for months, and now likely to sit empty for several years, until the developer can consolidate sufficient adjacent properties to proceed with development or sell-off the lands.</p> <p>We have seen this in many other areas, including on Robie Street. The demolition of liveable dwellings without development approval is only increasing the housing shortage problem adjacent to Dalhousie. Again, thank you for considering my comments, as I assume this is not an easy task for your team.</p> <hr/> <p>Thanks for your feedback on the proposed urgent changes to planning documents as part of the Housing Accelerator Fund.</p> <p>To add some clarity to the proposed zoning, the ER-2 Zone was applied to registered heritage properties and proposed Heritage Conservation Districts. As part of this initiative, there are some proposed expansions to existing proposed Heritage Conservation Districts. The Oakland Road and Westmount areas, for example, are part of proposed Heritage Conservation Districts.</p> <p>Another key proposed change is to allow for increased density along frequent transit routes and near post-secondary institutions, which is why there is a proposal to allow more Higher Order Residential (HR) Zoning in proximity to university and NSCC campuses in the Regional Centre.</p> <p>We do appreciate your response, and please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>Thank you,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To Whom It May Concern,</p> <p>Further to the comments I provided in my prior email below, please find some specific comments I am also submitting for HRM consideration. Please refer to the attached map for reference to my comments. Please feel free to reach-out if you have any questions.</p>	Yes

Thank you,

1. All lands in the general Dalhousie University campus should be changed to UC-1, with even higher development than 38-m being permitted. The focus of high rise development should be in this UC-1 zone, which would contain all lands internal of Oxford, Robie, South, and Coburg streets. This area should become a University Planning & Development zone.
2. All HR zoning on Coburg Street should be HR-1 and reduced to 6 floor maximum (see above). Similarly, HR-1 should be considered on the equivalent boarding properties of South street, which is an equivalent corridor to Coburg street
3. HR-2 and HR-1 blocks on properties that boarder Larch and Payzant streets should be changed back to ER zoning. These are internal neighbourhood areas, which should be maintained. Increasing building height to HR on these properties will have negative impact of increased traffic flow in an area that contains a primary school. There is sufficient lands on HR properties on Coburg to support larger scale development.
4. ER-2 lands between South Street and on Oakland streets contain very large properties, so it is unclear why these are not consistent with other ER areas. Oakland has many old homes, but is not a heritage district as many homes have been updated or modernized, and no longer reflect heritage more so than any other proximal area.
5. ER-2 lands near Westmount are family-friendly areas with much green spaces and larger lots, so these should be considered equivalent to any other ER zoning changes on the peninsula. It is unclear why this area remains ER-2 while other areas are ER-3.
6. My prior comments below remain. I believe HRM staff in general have gone beyond what is required in ER-2 at this time to facilitate increased densification on peninsula.

To Whom It May Concern,

This email outlines my comments regarding the proposed Urgent Planning Changes to Peninsular Halifax Zoning for Housing Accelerator Fund (HAF). I am a resident and homeowner of peninsular Halifax in an ER-2 neighbourhood located adjacent to Dalhousie University.

I Support Need for Increased Densification

HRM's need to increase housing density is undeniable and a goal I fully support. Beyond housing, there is need to reduce our environmental footprint and improve the sustainability of our city; densification brings us close to this.

I Oppose Change from ER-2 to ER-3 'Broad-brush' Across Peninsular Halifax Residential Areas

In my neighbourhood, I do see need and opportunity to increase density, although I believe this can be achieved in a manner that does not require an immediate and broad-brushed move from ER-2 to ER-3 zoning. There are many homes and lots that are large and under-utilized, generally due to lack of financing available to re-profile existing homes into higher density dwelling units. I believe a focus for HRM should be to work within the existing ER-2 to increase density before considering a change to ER-3. Further, our neighbourhoods are old and lack sufficient infrastructure (e.g., on-street parking, driveways, recreational space, etc.) to accommodate an immediate shift from ER-2 to ER-3 without first trying to improve upon the under-utilized ER-2 zoning that currently exists. In short, ER-3 zoning should remain, as originally intended in the HRM Centre Plan, focused on the promotion of growth and densification along major and minor corridors, rather than within established peninsular ER-2 neighbourhoods. Last, HRM should be encouraging development of the many vast and under-utilized spaces that currently exist on the peninsula (removing DND lands, light commercial lands, etc.) before contemplating major changes to ER-1 and ER-2 residential zoning.

	<p>I Oppose the Focus of Change Only Within the Halifax Centre Planning Area Halifax is a city that extends beyond the peninsula and central planning area, spanning many areas around Halifax Harbour. It is my opinion that HRM should be focusing on densification around the general harbour area, including areas such as Bedford, Clayton Park, etc. The focus of change only to the peninsula is short-sighted and alone will not resolve the HRM housing crisis. In contrast, focusing on a larger area to implement densification objectives affords HRM more opportunity to accommodate densification in a way that does not put burden only on the small portion of peninsular residential communities (many which are historic in nature).</p> <p>I Oppose the Consultation Process</p> <p>Poor communication of the proposed bylaw changes and the on-line/email-based consultation process challenge the means of peninsular residents to provide meaningful input, as well as disadvantage many elderly or other disadvantaged residents in peninsular neighbourhoods. For instance, my personal ability – I am someone who is familiar with peninsular bylaw and computers – to reasonably comment on the proposed bylaws changes is limited if not impossible, in that my access to existing zoning maps and documents is very difficult, documents are large and confusing (e.g., the Centre Plan by-law is 357 pages), and many existing zoning maps and bylaw schedules do not render correctly on my computer. As a result, I am unable to determine what a change from ER-2 to ER-3 in my neighbourhood really means, as the specifics such as proposed building types, number of dwelling units, allowance for town homes and small buildings, total room numbers, building heights and lot coverage, etc., are not clearly conveyed by HRM for my comparison between what is currently permitted in my ER-2 neighbourhood versus what is being proposed for my neighbourhood if it becomes ER-3. In short, the consultation process puts existing residents at a disadvantage to reasonably comment on the proposed amendments, which is undemocratic and deceptive.</p> <p>I Oppose the Federal Liberal Approach to HAF: Blackmail</p> <p>I am a registered Liberal party member, but oppose the approach taken by the federal Liberal government to allow Canadian cities such as HRM to become eligible for HAF; the federal Liberal approach amounts to black-mail. The strict requirement and expedited timeline of HAF will undoubtedly be a regrettable legacy of the federal Liberal government in time, as our cities are not given the ability to plan in a way that meets their specific needs. This issue alone has changed my view of the Liberal party and I will not be voting for the Liberal party in the next federal election.</p> <p>Thank you for the opportunity to share my views,</p>	
C25	<p>There is a lot of mixing and matching between heights in meters and stories. Should you not concentrate on one or the other as it is not clear why you would use two different systems. You do mention in your documentation that 2.75 is equivalent to 1 story, but if we start doing the math an increase to 12 meters from 11 meters does not result in any change of 4 stories. It would make more sense to say increase to five stories from four stories for example.</p> <p>Regards,</p>	No
C26	<p>To whom this concerns:</p> <p>Feedback on Housing Accelerator Fund</p> <p>As a long-term resident who has lived on a decent-sized lot for the past 25 years, I respectfully disagree with the proposed changes regarding the allowance of a minimum of four units in all residential zones within the Urban Service Area. While I understand the municipality is facing challenges related to housing affordability and availability, I believe this approach may have unintended consequences and does not adequately consider the concerns of existing residents.</p> <p>Here are a few reasons for my disagreement:</p>	No

	<p>1. Infrastructure strain: Increasing the density in residential areas without proper infrastructure planning and development may lead to strains on existing resources such as roads, utilities, parking, and public amenities. It could potentially lead to issues like increased traffic congestion and decreased quality of life for current residents.</p> <p>2. Loss of community character: Denser housing development may alter the character of established neighborhoods. Many residents have chosen to live in these areas due to their specific, low-density appeal, and they value the sense of community and space that comes with it. Allowing for more units in these areas might compromise the unique character and charm that attracted residents in the first place.</p> <p>3. Quality of life concerns: Increased housing density may impact the quality of life for existing residents. It could lead to loss of privacy, increased noise levels, and a decrease in green spaces and recreational areas. This may affect the overall livability and wellbeing of current residents.</p> <p>4. Lack of infrastructure investment: Before implementing such changes, it would be crucial to ensure that appropriate infrastructure investments are made to support increased housing density. This includes factors such as transportation, schools, healthcare, and public services. Without proper planning and investment, the proposed changes may exacerbate existing inadequacies in these areas.</p> <p>While I acknowledge the importance of addressing housing challenges, I believe a more balanced approach that considers the concerns of existing residents and thoroughly evaluates the potential impacts on infrastructure, community character, and quality of life should be taken into account.</p> <p>Kindly,</p>	
C27	<p>Hi,</p> <p>My apologies, I thought you were referencing the proposed changes located on the City's Housing Accelerator Fund webpage at www.halifax.ca/haf.</p> <p>As part of this initiative, there are changes being proposed to the Centre Plan to enable more density in the ER-3 Zones by allowing up to 8 units as-of-right for new construction, and more units through internal conversion.</p> <p>The HAF webpage launched on January 17, and staff are preparing now to finalize amendments for Council's consideration this spring. There will be additional opportunity for public input at that time. You'll be able to get more information and keep up to date on the process at www.halifax.ca/haf.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Thanks Joshua. I'm unclear if the ER-3 has always intended to permit low-rise multi unit dwellings exceeding 4 units, where the information I found from the Centre Plan had come from? The information (see screenshots) describe ER-3 as having up to 3 units plus a backyard suite. The information attached from the Centre Plan is dated June 2021</p> <p>Can you clarify what information the engagement has been based on? Also, what were the dates of the engagement you reference?</p> <p>Thanks,</p> <hr/>	No

Hi,

The changes are detailed on our website www.halifax.ca/haf under the “enable more missing middle housing” tab. The ER-3 was always intended to permit low-rise multi unit dwellings exceeding 4 units, that direction has not changed since we launched the engagement.

All the best,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

Hi Joshua,

Can you clarify where the details on what is allowed in each of these ER zones can be found? In looking for this information for ER-3 as proposed for our area, I found the allowance for 3 units plus a backyard unit as I had commented on (see link below). This now appears to have changed. I find it even more disconcerting that the allowances are so much higher and that they are not easily found. In particular, the map provided by the city which shows these zones should describe what is allowed in each proposed zone. The optics around having outdated information associated with these proposed changes are not good for the City, especially when the reality is even greater allowances than the information being found.

[redacted]

Thanks,

Hi, ,

Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.

I would like to clarify that the proposed ER-3 Zone would allow up to 8 units on a lot for new construction plus a backyard suite, and it would also allow more than 8 units if an existing building is internally converted a multi-unit dwelling.

All the best,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

Hello,

I'm writing to express concern with the proposed amendments to the Land Use By Law associated with the Halifax Centre Plan. My wife and I own a home on Leaman Street in the north end of Peninsula Halifax where we have lived and raised our children since 2003. We have a street party of Leaman each fall where the road is closed via a permit from Halifax City and have met and become friends with many of the families here. It is a great neighbourhood that includes some of the unique brick homes built after WWII along Leaman Street and Drummond Court and is adjacent to

	<p>the historic Hydrostone District. This is a desirable part of the city and many of the families here have invested in their properties with additions and renovations.</p> <p>While recognizing the need to reduce urban sprawl by concentrating development as well as increase available housing options, I feel some of the proposed changes to the land use bylaw will negatively affect this neighborhood (as well as others). In particular, the proposed ER-3 zoning which will allow up to 3 units plus a secondary suite on these lots has the potential to dramatically alter the character of this neighbourhood which is very family oriented and centered around the local public elementary and middle schools. A change to ER-3 zoning will likely lead to a large number of more short term renters with a less vested interest in the properties and neighbourhood . Second to this is concern with the increases in height allowances and loss of parking requirements for properties along Novalea (where a current 1 story plaza is owned by Casino Taxi) and the homes along Lady Hammond Road between Isleville and Novalea where a pizza parlor and a number of 2-3 story homes are located (but have apparently been purchased by a single owner). The new allowances will allow new structures to be from 14-20 m in these areas which literally back onto many of the homes in this area. This has the potential to impact these homes through blocking the sun as they would be to the east and south of them, as well as reducing privacy as any newly built units would be looking directly down on these sites. The current 6 m setback does not seem sufficient to minimize these impacts. Furthermore any new buildings built in these areas if they are not provided with parking facilities, will lead to future tenants seeking parking areas for their vehicles on these streets which at time are already quite crowded.</p> <p>I trust that you will take these considerations into account and seek to revise some of the changes as proposed. I believe some compromises in the current proposals could help minimize these impacts to our neighbourhood while still meeting the objectives of the Centre Plan.</p> <p>Please let me know if you would like to discuss this matter further.</p> <p>Thanks,</p>	
C28	Please do not approve additional density in existing serviced residential areas. I suggest expanding the service boundry in Dartmouth and create new development nodes with proper planning it will reduce travel distance in the city	No
C29	<p>Hello,</p> <p>I am writing to provide feedback regarding the Housing Accelerator Fund. We live at <i>[redacted]</i> Tower Road. It is proposed to change our neighborhood from ER-1 to HR-2. We have significant concerns given the burden this would place on our community. Currently, there is already high volume of traffic and parked cars. There have been many injuries and accidents due to this issue, especially with multiple schools in the area and many kids who walk to school.</p> <p>We would also appreciate a clear definition of HR-2 as the website is not clear. We do not believe that this plan of “gentle rezoning” would have minimal impact to the neighbourhood.</p>	No
C30	<p>Hi,</p> <p>Thanks for your feedback on the proposed changes for the housing accelerator fund. The proposed ER-2 Zone is intended to apply to registered heritage properties and proposed heritage conservation districts within the Established Residential designation. As part of this initiative the City is proposing to add a new proposed heritage conservation district around the Flowers Street neighbourhood, the boundaries of which are reflected as ER-2 in the draft mapping.</p> <p>As for the second question regarding number of dwelling units in the ER-2 Zone, the current proposal would allow single- and two-unit dwellings for new construction (plus a backyard suite). However, existing buildings in this zone will be permitted to add units through rear additions and internal conversion. There is currently no proposed unit cap on internal conversion, so it is possible to achieve 4 units + on a lot in the ER-2 Zone as well.</p> <p>Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p>	No

	<p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>The streets Thistle - Rose - Tulip and Dahlia Streets should be all converted to ER3. Especially if Streets like Summit and and Murray Hill are all to be ER3. In fact it looks like all the properties around Lake Maynard from Sinclair to Sunmit were paint as areas to support ER3 vs the area Victoria Rd - Thistle - May Flower-Oak-Dahalia but there is no rationale. Both areas have physical constraints of hills and near public transit such as Portland St or the Bus Terminal. Both have narrow streets Sunmit is as narrow or narrower than streets like Rose. I am attaching a picture of the area I would like to see upzoned to ER3 Best regards</p>	
C31	<p>Hi,</p> <p>Thanks for your feedback on the proposed changes for the housing accelerator fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>As a resident of Halifax, I am very much in favour of the proposed changes to increase housing supply in the city and reduce exclusionary zoning practices. My primary feedback would only be that it doesn't go far enough - more options for "missing middle" and transit oriented development in suburban areas would be greatly welcome as well (particularly with investments in public transit and active transportation links to go with them).</p> <p>Across the entire urban & suburban areas of Halifax, we need to be pulling out all the stops for more housing, more access to amenities, and more transit.</p> <p>Regards,</p>	No
C32	<p>Dear Halifax City Council members,</p> <p>As a long-time resident who has lived on a decent-sized lot in the Wedgewood neighbourhood of Clayton Park for the past 29 years, I respectfully disagree with the proposed changes regarding the allowance of a minimum of four units in all residential zones within the Urban Service Area. While I understand the municipality is facing challenges related to housing affordability and availability, I believe this approach may have unintended consequences and does not adequately consider the concerns of existing residents.</p> <p>Here are a few reasons for my disagreement:</p>	No

	<p>1. Infrastructure strain: Increasing the density in residential areas without proper infrastructure planning and development may lead to strains on existing resources such as roads, utilities, parking, and public amenities. It could potentially lead to issues like increased traffic congestion and decreased quality of life for current residents.</p> <p>2. Loss of community character: Denser housing development may alter the character of established neighborhoods. Many residents have chosen to live in these areas due to their specific, low-density appeal, and they value the sense of community and space that comes with it. Allowing for more units in these areas might compromise the unique character and charm that attracted residents in the first place.</p> <p>3. Quality of life concerns: Increased housing density may impact the quality of life for existing residents. It could lead to loss of privacy, increased noise levels, and a decrease in green spaces and recreational areas. This may affect the overall livability and wellbeing of current residents.</p> <p>4. Lack of infrastructure investment: Before implementing such changes, it would be crucial to ensure that appropriate infrastructure investments are made to support increased housing density. This includes factors such as transportation, schools, healthcare, and public services. Without proper planning and investment, the proposed changes may exacerbate existing inadequacies in these areas.</p> <p>While I acknowledge the importance of addressing housing challenges, I believe a more balanced approach that considers the concerns of existing residents and thoroughly evaluates the potential impacts on infrastructure, community character, and quality of life should be taken into account.</p> <p>Thank you for your attention and thoughtful consideration in this matter.</p>	
C33	<p>Joshua,</p> <p>The moment I sent that follow up I realized my error. Thank you for clarifying nonetheless, and thank you for these replies. One very important element for those of us in the build community is the clarity and consistency of communication and I have appreciated our dialogue. I'll leave you be.</p> <p>The Duffus project (and others) is in the design phase and we're eager to hear of the confirmation of these changes so we can solidify plans and get things firmed up.</p> <p>Really appreciate the replies and direction. Hope you have a good week.</p> <hr/> <p>Thanks again for the feedback. Just to clarify, no properties on Duffus Street are currently subject to FAR. FAR applies only in the Centre (CEN-1 & CEN-2) and Downtown (DD & DH) Zones.</p> <p>Part of this initiative includes changes to some urban design standards to add flexibility and make it easier to build. While a full list of the draft amendments is currently not ready, these initiatives are described at a high-level under the "Enhance Built Form Flexibility" heading on the website.</p> <p>Please let me know if you have any other questions.</p> <p>Thank you,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Joshua,</p>	No

Thank you for taking the time to reply. I really appreciate the response and that you got back to me.

If the zoning / shadow protocols are out of this scope (which I can appreciate and understand) I'll leave you with one more comment which should be on point.

The addition of height to many of these areas is excellent, however should be in concert with adjustments in the FAR. The density (ability to add density) is driven by the FAR as well as the height.

From the example above, the area on Duffus Street has moved up to 7 stories, however the FAR has not changed, in this instance the core amount of space which can be used for housing has less of an impact then if the FAR were also increased (4 to 4.5 or 5). This additional density on this project would allow for a wider mix of unit types as well enabling more affordability on large family oriented units compensated by more market size driven units at market price. If I could suggest a increase in the FAR on this site (and the others) there would be a net benefit to unit creation.

Full disclosure - the duffus location is set to have a project start date of 14 months from now, so it is actively being designed to meet that date. These changes would have a direct impact and immediate delivery of more units to market.

Have a great weekend.

Thank you for your feedback on the proposed changes. While we're currently not considering the zoning changes you have mentioned, we do appreciate the feedback and there may be opportunities in the future, such as the 5-year review for the Centre Plan, to consider these broader changes. As for the shadow protocol, we are not currently considering changes as part of the Housing Accelerator Fund amendments.

Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.

Thank you,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

Hi.

Thank you all for the immense work you are doing on this challenge and there is no doubt that there has been a huge effort to execute this updated map/ density calculations and changes.

I've been involved in housing for the last 10 years and just had some observations based on the suggestions in the updated map. I'm not certain if this is produced for public feedback, if so, please know I'm making these suggestions constructively and with respect, and if this is not open for public feedback, please feel free to disregard my suggestions.

1) North Street Corridor (ER-3) should become COR between Dublin and Windsor. I reviewed this area for clients 2 years ago and the majority of these houses are rental properties already. Additionally, this has a high concentration of existing supported housing and is on significant bus traffic. If the density is to be there on either side of this section, it may be worth consideration that this block also goes COR.

	<p>1,5) The same could be said for Windsor near Maxwell where there is presently ER-3 and could benefit from a COR option due to proximity to base and access to transit. That area would support strong military housing and affordable housing if given additional density.</p> <p>2) Coburg from Chestnut to Henry - should reach 9 stories from 7. If you look at what exists in place (Lemarchant Towers as 10 stories and the adjacent condos at 10 stories) allowing future buildings to maintain this height makes sense. This is a densely populated area for students and mass transit, so it works alongside active transit initiatives and helps to alleviate future student housing needs.</p> <p>3) Additional question surrounds "Shadow" - presently there are a variety of areas in the city which would require a shadow study for development. In the HAF mandate, is there a discussion on how this impacts potential heights and densities as we work towards increasing unit count? In some areas I know there has been intense scrutiny, but I was curious as to how this element would affect the ambition before us. (I suggest we reduce/ remove restrictive shadow elements) but was curious if this has been reviewed.</p> <p>Thank you all again for the efforts here. Lots of big changes and I think they will go a long way.</p>	
C34	<p>To answer your questions:</p> <ol style="list-style-type: none"> 1. Correct, more than 1 backyard suite may be possible depending on whether the development can meet all applicable LUB requirements. 2. Yes the intent is to add clarity to this section of the LUB due to difficulty in administering the section. 3. Yes there are many changes to the Regional Centre Secondary Municipal Planning Strategy as part of this work. Amendments to both the Centre Plan and the Land Use By-law will be introduced to Regional Council concurrently. Full text of the draft amendments will be available when the initiative gets introduced to Council, which is expected in March/April. 4. The proposal is that there will be no unit cap in the ER-3 Zone. 5. No changes to lot requirements of the R-2P Zone in the Halifax Mailand By-Law are being considered at this time. Please note that the suburban planning process is also underway at this time, and zoning standards and lot requirements for the suburban areas will be reviewed comprehensively as part of that initiative. 6. Currently, some suburban land use by-laws have zones that allow multi-unit dwellings by development agreement only. The intent is to allow multi-unit dwellings as-of-right through this initiative. The suburban planning process currently underway will also lead to updated standards for multi-unit dwellings. 7. Within Regional Centre, land adjacent to post-secondary institutions is intended to be rezoned to the Higher-Order Residential (HR-1 or HR-2) Zone to allow greater density. The scope of the proposed zoning changes can be viewed on the interactive map. 8. The suburban planning process, which is currently underway, will consider additional density along transit corridors in suburban areas. 9. No maximum unit count is proposed in the ER-2 Zone where a building is undergoing internal conversion (which may include a rear addition). 10. The proposed exemption to streetwall requirements for wood construction is just for the HR-1 and HR-2 Zones for now. This exemption may be expanded to other zones in the future. 11. A number of changes are proposed to enable this section. Further details will be available in March/April when the full draft amendments are publicly available. 12. The proposal is for the ER-3 Zone to not have a maximum unit count. The ER-2 Zone would have a unit count that applies to new construction. <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>HAF Team:</p>	

	<p>1. Do I interpret / read correctly that in the Gentle Density section of the HAF webpage in this statement: Allow more than one backyard suite per lot, subject to zone requirements such as lot coverage, you may be considering permitting more than 1 Backyard Suite on a property, i.e. 2, 3 or more, depending on meeting lot coverage, setback and separation requirements?</p> <p>2. In the Gentle Density section, does the statement "Improve emergency access requirements" suggest there will be changes to the "backyard suite use shall have unobstructed access to a street on the same lot on which the backyard suite is located." clause in the By-laws. What evidence necessitates consideration of this change?</p> <p>3. Will the proposed changes to ER zones require amendment to the Regional Centre Secondary Municipal Planning Strategy Section 2.8 Established Residential Designation? Typically, amendments to a planning strategy precede the development of the implementation measures, through the Land Use By-law. In this situation, the opposite appears to be the case. When will the planning strategy policy be prepared and available for review?</p> <p>4. In the Missing Middle section, does the "Remove maximums for ... ER-3: bedroom counts and unit counts" statement suggest that there will be no unit count limit in certain ER-3 zoned properties, perhaps limited by it being done via internal conversion? Or will unit counts be limited by lot size?</p> <p>5. In the Missing Middle section, does the "Allow more as-of-right multi-unit dwellings in the Suburban Area" statement intend to permit additional development potential in the R-2P zone in the Halifax Mainland Land Use By-law which is not included in the Suburban Residential Areas - Proposed 4 Units per Lot changes, likely due to the fact that R-2P zones permit 3 and 4 unit multiple unit buildings. However, on a 5900 sq. ft. lot, the R-2P zone permits only 2 dwelling units. Are there thoughts to apply the Suburban Residential Areas - Proposed 4 Units per Lot changes to the R-2P zone, in particular to those lots that do not meet the minimum lot size / frontage of the R-2P zone; or, are you considering removing the minimum lot size / frontage requirement from the R-2P zone?</p> <p>6. What is the policy guidance and the considerations for the Missing Middle statement "Allow more as-of-right multi-unit dwellings in the Suburban Area" ? Is it the intention to fill the 'missing middle' gap between by-right low density housing and discretionary approvals enabled by policies such as UR-8 in the Eastern Passage / Cow Bay Municipal Planning Strategy? Have you come up with any guidelines for the 'more' adjective?</p> <p>7. In the Student Housing section, does the "Allow more mid-rise and high-rise development near post-secondary institutions" statement refer to all post-secondary institutions or a select subset? If the latter, how will the selection be done? If the former or the latter, what are you considering to describe the 'near' adjective.</p> <p>8. In the Transit Oriented Development section, there are provisions for the Regional Centre (Expand Corridor (COR) zoning and increase max. height along proposed Rapid Transit routes in the Regional Centre) to change zoning and increase maximum height. Will there be similar provisions for the Suburban Area to change zoning and increase maximum height along proposed Rapid Transit routes? The Interactive Map does not appear to show this save some general 'gentle density' increases per the 4 units per lot provisions.</p> <p>9. In the Heritage Properties section, a question about the statements: Re-zone proposed HCDs from ER-1 to ER-2, which will permit: Single unit dwellings, two-unit dwellings and backyard suites as-of-right and Multi-unit dwellings through internal conversion and rear additions to existing structures. What are your considerations about the maximum number of units to be permitted by the latter clause? In the former clause, does this imply that a property in the proposed HCD will be permitted 2 units plus a Backyard Suite, a total of 3 units?</p> <p>10. In the Wood and Timber section, is there a reason why the statement "Increase the max. streetwall height from 3 storeys to 6 storeys for buildings designed and built in wood or mass timber in the HR-1 and HR-2 Zones" does not apply this change to the COR zone?</p> <p>11. In the Parking section, will the statement: "All low-density residential (typically 1-3 units) will not require a minimum number of parking spaces" also mean a change to the requirement for minimum landscaped space and maximum parking / maneuvering space in the front yard?</p> <p>12. In the FAQ section, will this provision "For existing dwellings - units may be added through internal conversion. Rear additions (not exceeding the size of the dwelling) are also permitted to facilitate internal conversion Note: there will be no maximum unit count for internal conversions (subject to meeting National Building Code requirements)" also be applied to the ER-3 zone? Existing Section 63 of the Regional Centre Land Use By-law does not appear to permit this same flexibility. And, if there is a rear addition, will the unit count be limited in either the proposed ER-2 or ER-3 zone?</p> <p>Thanks,</p>	
C35	Hi,	No

	<p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Dear City,</p> <p>I feel decisions changing, or trying to change this port city have not done it any favours. To date decisions seem to have displaced many from their homes, choke the traffic flows, and aided in creating impatience and intolerance. There is no need to further choke the northend, including Duffus St. Keep Duffus St at the three storey level. Please do not permit taller structures here.</p> <p>Do not permit 40 story buildings within the peninsula. This city started as a horse and buggy town and a real impact is created by big ideas usually by someone trying to emulate other big cities that are younger than Halifax. This does not work here, especially by doing piece meal work.</p> <p>Do your research on high density cities and see crime rates, unhappiness, food insecurity, loneliness, etc. This should not be Halifax but it has been heading there. Some may say high density is better than urban sprawl, but urban sprawl is currently quite active so HRM is being hit every way.</p> <p>Try looking at creating high density in areas that can tolerate it. Such as utilities, roads, schools, parks, grocery stores, community centers, CREATE these new communities instead of having this continuous deterioration and chipping away of existing ones.</p> <p>Resident of HRM</p>	
C36	<p>I am writing this to remind you of the value of our trees -See below.</p> <p>Halifax has long been known as the City of Trees. On March 30th, 2023, Halifax Regional Municipality was recognized for the fourth year in a row as one of the Tree Cities of the World! This designation affirmed that Halifax met five core standards, such as delegating staff for the care of trees, setting policy for tree management, maintaining an inventory of trees, and allocating resources to the implementation of the plan. The fifth standard calls for a yearly celebration of trees to raise awareness among residents and to acknowledge the work of tree caregivers. So, in the spirit of standard 5, this article celebrates the magnificent urban forest that borders The Oaks, the residence of the late Robert Stanfield, now owned by St. Mary's University.</p> <p>The lands to the west and south of The Oaks are part of a larger swath of urban forest bordering the CN railway line. The property's many wooded pathways link to a bicycle/walking trail beside Beaufort Road which extends to its intersection with South Street. HRM's May 2019 The Halifax Urban Greenway Functional Plan recognized the Oaks and its forest as an important part of the link from Point Pleasant Park to Joseph Howe Drive. Traveling past new-growth forest going south on Beaufort Street, walkers emerge into the most wondrous part, a stand of centurion Red Oaks, for which the historic property of The Oaks is named.</p> <p>You will be amazed to discover a multitude of small plants such as Pink Lady's Slipper, American Witch Hazel, Ghost Pipe, and Mayflower, as you traverse the shaded Oaks woodlands. Ferns, a host of mushroom species, and mature Yellow Birch and White and Scots Pine grow there. Then you see and feel the cool air under at least two dozen huge Red Oaks, two with diameters of 93 and 100 cm. Migratory birds travel by, as well as White-tailed Deer. For a wonderful description of the flora and fauna of this site see https://www.inaturalist.org/projects/urban-oak-woodland-halifax-ns.</p>	No

	<p>It's hard to sum up why we are personally attached to forests. HRMs own website: https://www.halifax.ca/transportation/streets-sidewalks/urban-forestry/halifax-a-tree-city does an excellent job, describing improvements in personal well-being, mitigation of climate change, providing breathable air, filtering water, cleaning our soil, sequestering carbon and helping to prevent erosion. On my frequent visits, I see The Oaks and its woodlands as a place of learning for children from local daycares and St Mary's students studying its biodiversity. Aside from Point Pleasant Park, there is no other forest of its size on the Halifax peninsula, with trees of this stature and such a rich ecosystem.</p> <p>There is always pressure in cities to cut down trees for more buildings or streets. If we look carefully and comprehensively, we can find lots of places in Halifax for new buildings and street renovations that do not jeopardize our precious trees. Unfortunately, Halifax does not have a bylaw to regulate the removal of special trees on private property. We need to celebrate the woodlands bordering The Oaks and, through community awareness and advocacy, conserve their splendor. Hopefully the new zoning will not impact this important woodland.</p>	
C37	<p>Thanks for your feedback on the proposed changes for the housing accelerator fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>Although I understand your concern, there are currently very limited rules to protect trees on private property and zoning is not generally a tool that can be used to stop property owners from cutting trees on their property.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hi There,</p> <p>Just wanted to pass along feedback that I don't believe the proposed ER2 to ER3 change is acceptable for a small pocket region in Dartmouth. The following area is what I'd like to bring attention to:</p> <p>This area borders a very small park (notice the PCF section). It also borders ER2 zones with potential heritage properties associated, and makes little sense to allow other sections in this block to comply with ER2 given the existing density. There is also a significant environmental concern as the row of residential housing currently on Linden Lea backs into extremely old growth trees (arborist estimate ~125-150 years) which helps to maintain the steep bank from washing out; a recent development at 8 Linden Lea has already encountered problems due to the removal of some of those trees to accommodate that development. On the opposing side of housing, the park/pond are of concern. Additional row housing or 4 story developments in this small area as a right could significantly damage the existing properties/environment so I would like to propose the section be amended to exclude this area.</p>	No
C38	<p>Thanks for your feedback on the proposed changes for the housing accelerator fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p>	No

	<p>To HRM Representative, Iona Stoddard, Braedon Clark and Lena Diab:</p> <p>As long-term residents who have lived on a large lot in the Wedgewood neighborhood of Rockingham for the last 38 years, we respectfully disagree with the proposed changes regarding the allowance of a minimum of four units in all residential zones within the Urban Service Area. While we understand the municipality is facing challenges related to housing affordability and availability, we believe this approach will have consequences and does not adequately consider the concerns of existing residents of Wedgewood.</p> <p>Here are a few reasons for our disagreement:</p> <ol style="list-style-type: none"> 1. Neighbourhood traffic: Increasing the density in Wedgewood Park will lead to increased traffic congestion in the neighbourhood, and decreased quality of life for current residents. There are no sidewalks in Wedgewood Park, and many residents and children walk along our streets. With the proposed increased density, this will lead to traffic congestion, parking issues, and will introduce safety issues for our children, pets and residents. 2. Loss of community character: Denser housing development will alter the character of this well-established neighborhood. Many residents have chosen to live in this area due to its low-density appeal, and we value the sense of community and space that comes with it. Current by-laws already allow for one Additional Dwelling Unit (ADU) of up to 968 sq ft in backyards, and allowing more units (up to four) will compromise the unique character and charm that attracted residents in the first place. We support the current by-law and some residents have built these dwellings; but, increasing this up to four, we do not support. 3. Quality of life concerns: Increased housing density will impact the quality of life for existing residents. It will lead to loss of privacy, increased noise levels, and a decrease in green spaces and recreational areas. This will affect the overall livability and well-being of current residents, not to mention the local wildlife that lives in Wedgewood Park. 4. Lack of infrastructure investment: Before implementing such changes, it would be crucial to ensure that appropriate infrastructure investments are made to support increased housing density. This includes factors such as public transportation, schools, healthcare, and public services. Without proper planning and investment, the proposed changes will exacerbate existing inadequacies in these areas. <p>While we acknowledge the importance of addressing housing challenges, we believe a more balanced approach that considers the concerns of existing residents and thoroughly evaluates the potential impacts on infrastructure, community character, and quality of life should be taken into account.</p> <p>Please limit the re-zoning to one additional backyard ADU in Wedgewood Park, as per the current by-law in place.</p>	
C39	<p>Great! I'd be happy to support the initiative in any sort of public forum. I know there is quite a bit of opposition to the plan right now.</p> <hr/> <p>Thanks for your feedback on the proposed changes for the housing accelerator fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time. Enactment could be as early as April/May, depending on public feedback and Council's decision.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER</p>	No

	<p>COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>I 100% support the HAF plan. I would just encourage its enactment within this calendar year to address the worsening housing crisis.</p>	
C40	<p>Hello,</p> <p>Thanks for your feedback on the proposed changes for the housing accelerator fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Good morning,</p> <p>Please see attached feedback on HRM's application to the Housing Accelerator Fund from Nova Scotia Liberal Party Leader Zach Churchill and Liberal Housing critic Braedon Clark.</p> <p>Please let me know if you need anything else from us.</p>	Yes
C41	<p>Hello All,</p> <p>I am a practicing (<i>redacted</i>) providing (<i>redacted</i>) to the patients of Nova Scotia.</p> <p>I am also a homeowner and resident living purposefully close to the hospitals on Waterloo Street. Like many medical professionals in the first 10-15 years of practice, I completed my studies owing close to (<i>redacted</i>). My husband and I chose to buy homes, first on Chestnut Street and then on Waterloo Street so that we could walk to work and our children could walk to public school at (<i>redacted</i>). This decision was made with the understanding that, although we were financially extended by taking on a large mortgage, that we would have a growing asset, minimize our carbon footprint by owning one care and walking when possible (even with children) and enjoy the unique Haligonian experience of living within walking distance of the hospitals and CBD.</p> <p>The proposed rezoning threatens to jeopardize nearly every aspect of the above mentioned points:</p> <ol style="list-style-type: none"> 1. by rezoning the neighborhoods primarily occupied by families with working professionals, these neighborhoods face the very likely possibility of being completely transformed from single family homes into multiunit buildings. This has the knock-on effect of: <ol style="list-style-type: none"> a. exposing current residents into possible financial jeopardy-selling to a developer who only wants the land devalues the existing home, discentivizes homeowners from making improvements either structural such as converting away from fossil fuels to renewable energy, value added such as kitchens, windows and roofs etc or aesthetics upgrades. All of which would add value to the home if it were to be sold to a buyer that intends to live in it but not to a developer. i. by not pursuing upgrades and updates to our homes, we do not support the local constructions firms, and construction supply businesses. b. discouraging families from buying into these neighborhoods, knowing that their investment might be compromised means that homes are eventually aged out and sold to developers 	No

	<p>c. The transformation of CBD adjacent neighborhoods into luxury multiunit dwellings dilutes the unique draw that Halifax holds to attract, recruit and retain a skilled workforce such as doctors at a time when too many Nova Scotians do not have access to a family physician and who wait years for life-transforming operations such as joint arthroplasty.</p> <p>d. And, may transform these family neighborhoods into retirement communities for wealthy residents.</p> <p>2. building multiunit buildings, on expensive real estate, will only serve to build high-end luxury units, NOT address the lack of affordable housing. At best this outcome is incongruent with the stated purpose of the federal funding. At worst it is fraudulent of the city to accept money knowing that it will not result in more affordable housing and may in fact worsen the housing situation for many as the residential rental units are sold, demolished and rebuilt into an accommodation that the are unable to afford.</p> <p>3. And defers responsibility of the city to meaningfully address gaps in infrastructure. Primarily public transport. By willfully or blindly ignoring the glaring lack of comprehensive public transport it limits the ability of employed Halifax residents to live outside of the Peninsula and work downtown.</p> <p>4. By proposing increased density in the existing established neighborhoods adjacent to the downtown core the city defers responsibility to the current homeowners and the developers to find a solution. And in doing so, potentially reaps financial reward in the form of developers fees and possible increased property tax revenues in the most expensive property tax districts in the city.</p> <p>5. So instead of solving the public transport problem that would enable people to reliably commute to work and live some distance away (as in most major cities) the proposal disrupts existing neighborhoods and possibly irreversibly changes them from family dwellings to multi units that only the wealthy could afford.</p> <p>6. So, yes it is about maintaining historic neighborhoods but it also very much about a lazy approach to urban planning the defers responsibility from the city and creates an increased revenue stream at the expense of the neighborhoods and the people that currently live in them.</p> <p>I am also extremely concerned about the process of or lack thereof for this HAF proposal – the majority of our neighbourhoods learned about it through word of mouth. And I know that many neighbors who would be directly affected, are unaware of this proposal and therefore are unable to provide input to the process. The city does not appear to have made concerted efforts to inform the citizens and taxpayers of our communities of such sweeping housing proposals and to provide such a short deadline for accepted feedback seems suspicious and underhanded.</p> <p>I welcome your response.</p>	
C42	<p>Thanks for the feedback. These are items that we will review in greater detail and take under consideration.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <hr/> <p>Hey Josh & Byun</p> <p>I have a very big concern that might hamper the addition of density in the Er-3, Er-2 zoning. This is a major issue that I have ran into before across other parts of HRM when applying to add density, and I want to ensure that it is brought to your attention this time around so that it doesn't hamper any potential development.</p> <p>Scenario: (Adding an addition to an existing structure that doesn't meet setbacks)</p> <p>I have many lots in the ER-3 and ER-2 zones with brand-new or fully renovated existing buildings that we I have spent millions of dollars in extensive renovations to convert into pristine 2-unit or 3-unit buildings. In the past, applications to add an addition of an 8plex to an existing duplex have been rejected due to the building going through a "change of use" from a residential use to multi-unit use. The explanation for the rejection from HRM was as such.</p>	No

	<p>"The existing building on the lot does not meet the front yard, side yard, and other setbacks; and because you want to "change the use" from a residential-use duplex to a multi-unit 10-unit (adding an 8plex addition in the backyard per se), you have to demolish parts of your existing building that falls within the new bylaws side yard, set back and front yard."</p> <p>Most of the existing buildings on lots in the south-end, north-end and many other parts of center plan that were built in 1880s to 1960s do not comply with today's setback requirements. Therefore, someone like me who wants to add a multi-unit addition to the backyard can not do so, unless I completely demolish the existing building which I have spent millions on to renovate.</p> <p>The other problem this causes is that this would cause is that developers like me would be forced developers to destroy beautiful architectural buildings that were built in the 1880s to 1960s in order to be able to develop a multi-unit.</p> <p>I believe that by removing the "change of use" clause which would allow existing residential buildings of any unit count to stay as is, and for any extra addition to the building (in the backyard per se) to fall within the new setback rules and total overall lot coverage of existing building plus the new addition would be an optimal solution to achieve the right density development.</p> <p>I think it is important to take this a step even further to incentivize developers to KEEP existing buildings due to their heritage look, and for them to be able to financially justify doing multi-unit additions in the backyard at the same time. Currently, the proposed changes to total lot coverages are as such:</p> <ul style="list-style-type: none"> • Other residential uses on lots greater than 325 square metres: 50% • Other residential uses on lots less than 325 square metres: 60% <p>I believe that if total lot coverages for projects that are keeping the existing building and doing an addition in the back were also 60% instead of 50%, this would allow more developers to justify doing additions financially and at the same time keeping their existing building in the front of the house. Many of the lots in the south-end, north-end and downtown area have a high lot coverage ratio; especially if they intend to keep the existing structure, an extra 10% of lot coverage for an addition would be a significant help to achieve growth while keeping the look of old Halifax and justify destiny financially.</p> <p>Warmest Regards,</p>	
C43(1)	<p>Dear Mr. Adams:</p> <p>Dear government officials,</p> <p>I am writing to express my deep concern about two issues related to the proposed Housing Accelerator Fund (HAF) plan in the Wedgewood Community of Halifax.</p> <p>Firstly, I strongly oppose the proposed changes allowing a minimum of four units in all residential zones within the Urban Service Area. This change would significantly affect the overall character and livability of our community. It is important to preserve the low-density residential nature of our neighborhood to maintain our quality of life.</p> <p>Secondly, I vehemently oppose the construction of an 18 and 12-story wooden tower near Hemlock Ravine Park. Although this development is not planned within the park itself, it threatens the integrity and natural beauty of the surrounding area.</p> <p>Upon reviewing the Development Proposal on the Housing Accelerator Fund website, I discovered that the proposed zoning changes would permit the construction of an 18 and 12-story wooden tower, along with approximately 215 residential units, on the adjacent property. This change in zoning has been recommended by the HAF without a municipal council vote, which is concerning.</p> <p>I am disheartened to learn that this is not the first time zoning for the property has been manipulated without municipal consent. The history of zoning limitations placed on the property underscores the importance of preserving the designated parkland.</p>	No

In light of these concerns, I urge you to reconsider the proposed changes allowing a minimum of four units in all residential zones within the Urban Service Area. Additionally, I implore you to halt the construction of the 18 and 12-story wooden tower near Hemlock Ravine Park. It is crucial to prioritize the preservation of our community's unique character and natural spaces over unchecked development.

Thank you for your attention to this matter. As a concerned resident, I hope that you will listen to the voices of my fellow community members and take steps to rectify this injustice.

Thanks for your feedback on the proposed changes for the housing accelerator fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.

All the best,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

To whom this concerns:

I am writing to you as a concerned resident of the Wedgewood Community in Halifax to express my apprehensions regarding two matters related to the proposed Housing Accelerator Fund (HAF) plan. Firstly, I would like to address my disagreement with the proposed changes to allow a minimum of four units in all residential zones within the Urban Service Area. Secondly, I would like to express my strong opposition to the construction of an 18 and 12-story wooden tower near Hemlock Ravine Park.

First and foremost, I would like to emphasize the potential strain on existing infrastructure that may arise from increasing density in residential areas without proper planning and development. It is crucial to ensure that our infrastructure can accommodate the additional population, to avoid issues such as traffic congestion, inadequate parking, and added pressure on public amenities. Insufficient consideration of these vital factors may lead to decreased safety and inconvenience for both current and new residents. I urge you to thoroughly evaluate the impact on existing infrastructure, ensuring we have the necessary resources such as fire stations, schools, and hospitals to support any significant population increase.

Moreover, I believe that the proposed changes do not adequately address the concerns related to the quality of life for current residents. Denser housing development can lead to a loss of privacy, increased noise levels, and a decrease in green spaces and recreational areas. These factors significantly contribute to the overall livability and satisfaction of our community. It is imperative to carefully evaluate and address these concerns to maintain the wellbeing and character we cherish in our established neighborhoods.

On the matter of constructing an 18 and 12-story wooden tower near Hemlock Ravine Park, I must express my strong opposition. While I acknowledge the need for housing development, it is crucial to consider the significance of our precious natural assets and preserve their integrity for the collective benefit of our community now and in the future. Hemlock Ravine Park serves as an essential habitat for diverse flora and fauna, as well as a recreational area and green space that brings solace and joy to many residents. Tall structures close to this park could have detrimental effects on the local ecosystem, disrupt the tranquility of the area, and diminish the overall enjoyment and use of the park for both current and future generations. I strongly urge you to explore alternative locations for high-rise development that do not encroach on our cherished natural areas.

In conclusion, I kindly request that you carefully consider the concerns raised by me and other residents when making decisions regarding the HAF plan and the proposed development near Hemlock Ravine Park. It is essential to strike a balance between addressing housing challenges and

	<p>preserving the wellbeing and character of our communities for the benefit of current and future generations. This balance should include ensuring adequate infrastructure, carefully evaluating the impact on quality of life, and protecting our natural spaces.</p> <p>Thank you for taking the time to consider my thoughts and feedback on these matters. I sincerely hope that you will give due attention to the issues raised, prioritize the interests of our community, and make decisions that will positively impact our city and its residents.</p> <p>I look forward to receiving your response and hearing about the actions you will take to address these concerns.</p>	
C43(2)	<p>Please see the attached comments from a concerned constituent of Braedon Clark, MLA Bedford South about the proposed Housing Accelerator Fund.</p> <p>Thanks so much.</p> <p>Joanne Bouchard Constituency Assistant Braedon Clark, MLA Bedford South</p> <hr/> <p>Thanks so much for reaching out to Braedon with your concerns and comments about the proposed Housing Accelerator Fund and how it will potentially negatively impact our community. Braedon really appreciates hearing from you and is sending your feedback to the appropriate HRM people as well. They are setting up a few different opportunities to hear public input, so your comments are very important.</p> <p>All the very best,</p> <p>Joanne Bouchard Constituency Assistant Braedon Clark, MLA Bedford South</p> <hr/> <p>Dear Honourable Clark:</p> <p>I am writing as a concerned resident of the Wedgewood community in Halifax, regarding two matters related to the Housing Accelerator Fund (HAF) plan. Firstly, I would like to express my disagreement with the proposed changes allowing a minimum of four units in all residential zones within the Urban Service Area. While I understand the pressing need to address housing affordability and availability, I believe this approach may have unintended consequences and does not adequately consider the concerns of existing residents.</p> <p>One of the main reasons for my disagreement is the potential strain on existing infrastructure. Increasing density in residential areas without proper infrastructure planning and development may lead to issues such as traffic congestion, insufficient parking, and added pressure on public amenities. Moreover, these changes may compromise the unique character and sense of community that many residents cherish in our established neighborhoods.</p> <p>I also believe that the proposed changes do not thoroughly consider the potential impacts on the quality of life for current residents. Denser housing development may lead to a loss of privacy, increased noise levels, and a decrease in green spaces and recreational areas. It is essential to carefully evaluate and address these concerns to maintain the overall livability and wellbeing of our community.</p>	No

	<p>Secondly, I would like to express my strong opposition to the proposal to construct an 18 and 12-story wooden tower with a maximum height of 60 meters in close proximity to the beloved Hemlock Ravine Park. While I understand the aim of the HAF plan to address housing challenges, it is essential to consider the significance of our natural assets and ensure their preservation.</p> <p>Hemlock Ravine Park is not only a vital habitat for various flora and fauna but also an essential recreational area and green space for our community. Allowing such tall structures near the park could have detrimental effects on the local ecosystem, disrupt the tranquility of the area, and negatively impact the overall enjoyment and use of the park for both current and future residents. Additionally, concerns about the strain on existing infrastructure, such as roads, parking, and public services, must be adequately addressed before proceeding with any high-rise development.</p> <p>I strongly believe that there are alternative locations where high-rise development can be considered without encroaching on precious natural areas like Hemlock Ravine Park. Preserving the integrity, sustainability, and beauty of our natural spaces should be a priority as we navigate the need for housing development.</p> <p>I kindly request that you take into account the concerns raised by me and other residents when making decisions regarding the HAF plan and the proposed development near Hemlock Ravine Park. It is essential to strike a balance between addressing housing challenges and preserving the wellbeing and character of our communities for the benefit of current and future generations.</p> <p>Thank you for considering my thoughts and feedback. I look forward to your response and future actions that reflect the best interests of our city and its residents.</p>	
C44	<p>Please excuse the late response. I have been having email issues.....</p> <p>Dear HRM planning staff;</p> <p>Re- Housing Accelerator Fund proposed changes</p> <p>I'm writing on behalf of the ~100+ citizens who have supported the creation of a Woodill Conservation District. We ask that you reconsider the request by our community and include all of the area we proposed for a Woodill Heritage District not just the east side of Robie. We also ask that you cease the efforts to widen Robie St and that the tax dollars and staff efforts be focused on a better purpose such as improving public transportation AND disincentivizing the use of private vehicles. Road widening, tree-cutting and building demolition are not solutions to the climate crises or to getting people out of cars.</p> <p>We hope that our effort to have you reduce heights and stop the widening of Robie Street has better informed you about the composition of our community. We are a diverse mixture of private and rental housing that has an uncommonly high amount of affordable non-market and non-profit housing. This housing is critical to HRM's diversity and affordability and community. This is a moment for you to plan for an existing community instead of turning it into a highway that moves people through it.</p> <p>We have drawn to your attention that our 'gentle density' includes 3-4 First Nation buildings, 6-8 housing co-ops, and 2-3 youth shelters all within a five minute walk from the corner of Robie and Charles. We also now proudly include the former home of Dr Clement Llgore as a registered heritage building. There are also other significant heritage buildings that are undesignated. None of this 'gentle density' community should be put on the chopping block under a pretence of increasing density. Once destroyed, none of these units can ever be replaced.</p> <p>Please act to protect this community and the existing affordable housing.</p> <p>We again object to the disregard for due public process. Just as citizens of this area were never informed of the proposed widening of Robie Street we are now not being properly informed about the even more extreme changes to our community with height now ranging from 7 to 40 storeys. We inform you that the Centre Plan has already led to the demolition or prospective demolition of buildings in our area. This inflates land values and creates a lot of discomfort for people living here from aggressive developers who want to buy property to noise and ruckus from demolitions and construction. So much for peaceful living in HRM.</p>	No

	<p>To be clear, we oppose further increasing height, we especially oppose 30 and 40 storeys (the worst idea yet is doing this at the area next to Dr Ligore's former home) as a sensible solution to the housing problems.</p>	
C45	<p>Good afternoon,</p> <p>Please see the attached letter from a concerned constituent of Braedon Clark, MLA Bedford South, about the section of Hemlock Ravine Park being considered for development.</p> <p>Thanks so much,</p> <p>Joanne Bouchard Constituency Assistant Braedon Clark, MLA Bedford South info@braedonclark.ca (902) 405-3518</p> <hr/> <p>From: Joanne Bouchard <info@braedonclark.ca> Sent: Wednesday, January 24, 2024 1:47 PM To: Subject: Re: Hemlock Ravine Park</p> <p>Hi Susan,</p> <p>Thanks so much for reaching out to Braedon about your concerns about the section of Hemlock Ravine Park being considered for development. Braedon really appreciates hearing from you and is sending your feedback to the appropriate HRM people as well. They are setting up a few different opportunities to hear public input, so your comments are very important.</p> <p>What is the best phone number to reach you?</p> <p>All the very best,</p> <p>Joanne Bouchard Constituency Assistant Braedon Clark, MLA Bedford South info@braedonclark.ca (902) 405-3518</p> <hr/> <p>Good evening,</p> <p>I'm a long time resident of Julie's Walk. I just read on social media that a section of Hemlock Ravine Park is being considered for development. I am outraged and disgusted that the city/province is even considering removing any part of this beautiful park! Our parks are NOT for sale or for destruction ("development"). Hemlock Ravine Park is home to one of the last stands of old growth forest in the province and a home to many plants and animals.</p> <p>The housing crisis cannot be used as an excuse to ignore all our zoning laws and our common sense! We also have a climate crisis and a biodiversity crisis!</p>	No

	<p>I will adamantly oppose any politician who supports stealing our parkland! Haven't politicians learned anything from the threatened parkland in Mabou or from the Owl's Head scandal?!</p> <p>Please immediately remove this priceless piece of land from your Housing Accelerator Fund consideration and continue to protect it as parkland as it should be for all time!</p> <p>Do not bother sending me excuses about our housing crisis or formatted letters. I would like each of you to give me your word that you will protect ALL public parks, including Hemlock Ravine, and NEVER consider these tactics again. Feel free to forward this email to your colleagues as need be.</p> <p>If I'm disappointed by your replies then I will be contacting the Ecology Action Centre and several media outlets, as well as sharing my concerns further on social media.</p>	
C46	<p>Thanks so much for reaching out to Braedon with your concerns and comments about the proposed Housing Accelerator Fund and how it could negatively impact our community. Braedon really appreciates hearing from you and is sending your feedback to the appropriate HRM people as well. They are setting up a few different opportunities to hear public input, so your comments are very important.</p> <p>What is the best phone number to be able to contact you?</p> <p>All the very best,</p> <p>Joanne Bouchard Constituency Assistant Braedon Clark, MLA Bedford South info@braedonclark.ca (902) 405-3518</p> <hr/> <p>Dear Mr. Clark,</p> <p>I am writing as a concerned resident of the Wedgewood Community in Halifax, regarding two matters related to the Housing Accelerator Fund (HAF) plan. Firstly, I would like to express my disagreement with the proposed changes allowing a minimum of four units in all residential zones within the Urban Service Area. While I understand the pressing need to address housing affordability and availability, I believe this approach may have unintended consequences and does not adequately consider the concerns of existing residents. One of the main reasons for my disagreement is the potential strain on existing infrastructure. Increasing density in residential areas without proper infrastructure planning and development may lead to issues such as traffic congestion, insufficient parking, and added pressure on public amenities. Moreover, these changes may compromise the unique character and sense of community that many residents cherish in our established neighborhoods.</p> <p>I also believe that the proposed changes do not thoroughly consider the potential impacts on the quality of life for current residents. Denser housing development may lead to a loss of privacy, increased noise levels, and a decrease in green spaces and recreational areas. It is essential to carefully evaluate and address these concerns to maintain the overall livability and wellbeing of our community.</p> <p>Secondly, I would like to express my strong opposition to the proposal to construct an 18 and 12-story wooden tower with a maximum height of 60 meters in close proximity to the beloved Hemlock Ravine Park. While I understand the aim of the HAF plan to address housing challenges, it is essential to consider the significance of our natural assets and ensure their preservation. Hemlock Ravine Park is not only a vital habitat for various flora and fauna but also an essential recreational area and green space for our community. Allowing such tall structures near the park could have detrimental effects on the local ecosystem, disrupt the tranquility of the area, and</p>	No

	<p>negatively impact the overall enjoyment and use of the park for both current and future residents. Additionally, concerns about the strain on existing infrastructure, such as roads, parking, and public services, must be adequately addressed before proceeding with any high-rise development. I strongly believe that there are alternative locations where high-rise development can be considered without encroaching on precious natural areas like Hemlock Ravine Park. Preserving the integrity, sustainability, and beauty of our natural spaces should be a priority as we navigate the need for housing development.</p> <p>I kindly request that you take into account the concerns raised by me and other residents when making decisions regarding the HAF plan and the proposed development near Hemlock Ravine Park. It is essential to strike a balance between addressing housing challenges and preserving the wellbeing and character of our communities for the benefit of current and future generations.</p> <p>Thank you for considering my thoughts and feedback. I look forward to your response and future actions that reflect the best interests of our city and its residents.</p>	
C47	<p>Thank you so much for reaching out to Braedon about your concerns and comments about the Housing Accelerator Fund's proposed allowance of a minimum of four units in all residential zones within the Urban Service Area.</p> <p>Braedon really appreciates hearing from you and is sending your feedback to the appropriate HRM people as well. They are setting up a few different opportunities to hear public input, so your comments are very important.</p> <p>All the very best,</p> <p>Joanne Bouchard Constituency Assistant Braedon Clark, MLA Bedford South info@braedonclark.ca (902) 405-3518</p> <hr/> <p>Dear Mr. Clark,</p> <p>As a long-term resident who has lived on a decent-sized lot in the Wedgewood neighborhood of Clayton Park for the past number of years, I respectfully disagree with the proposed changes regarding the allowance of a minimum of four units in all residential zones within the Urban Service Area. While I understand the municipality is facing challenges related to housing affordability and availability, I believe this approach may have unintended consequences and does not adequately consider the concerns of existing residents.</p> <p>Here are a few reasons for my disagreement:</p> <ol style="list-style-type: none"> 1. Infrastructure strain: Increasing the density in residential areas without proper infrastructure planning and development may lead to strains on existing resources such as roads, utilities, parking, and public amenities. It could potentially lead to issues like increased traffic congestion and decreased quality of life for current residents. 2. Loss of community character: Denser housing development may alter the character of established neighborhoods. Many residents have chosen to live in these areas due to their specific, low-density appeal, and they value the sense of community and space that comes with it. Allowing for more units in these areas might compromise the unique character and charm that attracted residents in the first place. 3. Quality of life concerns: Increased housing density may impact the quality of life for existing residents. It could lead to loss of privacy, increased noise levels, and a decrease in green spaces and recreational areas. This may affect the overall livability and wellbeing of current residents. 	No

	<p>4. Lack of infrastructure investment: Before implementing such changes, it would be crucial to ensure that appropriate infrastructure investments are made to support increased housing density. This includes factors such as transportation, schools, healthcare, and public services. Without proper planning and investment, the proposed changes may exacerbate existing inadequacies in these areas.</p> <p>While I acknowledge the importance of addressing housing challenges, I believe a more balanced approach that considers the concerns of existing residents and thoroughly evaluates the potential impacts on infrastructure, community character, and quality of life should be taken into account.</p>	
C48	<p>Thank you for meeting with us last week and for taking the time to review the HAF amendments as they relate to your properties. In response to your questions:</p> <ul style="list-style-type: none"> • Indoor Parking - Any indoor parking located at ground level would count as a storey for your development. In order to avoid this, the parking would need to be located underground. • Addition of "if" for Ground Floors Facing Major/Minor Roads - We will take a look at this suggestion. The intent of this policy is to have ground floor commercial or grade-related units on the streetline so it should address your concern. • Maximum Building Height – We will also take a look at this suggestion. The 46 foot maximum height comes from the standard maximum height in the Regional Centre for a 4 storey building. However, we are beginning to move away from regulating maximum height by feet/metres and instead regulating by the number of storeys. We will need to review this policy and where it is applied to understand what the broader impact of this kind of change would be. • Sea Level – This policy comes from the Regional Plan and, as such, we are not able to consider exemptions. This standard is only a slight increase from the policy that currently exists in the Regional Plan (3.8m up from 3.2m) so something very similar would have applied to the development of your other properties. The actual impact on your proposed development can be confirmed by a surveyor. <p>I hope this helps to provide some clarification. Please feel free to reach out if you have any other questions or concerns.</p> <p>Kind Regards, Kathleen</p> <p>KATHLEEN FRALIC MCIP LPP SHE/HER</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING – SUBURBAN PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>First of all I would like to thank all of you for meeting in person lately and considering my input ! Also thanks for the email showing proposed changes to accommodate my specific proposals ! In response to that I would like to point out what I see as a few deficiencies and or require clarification</p> <p>385 Cow Bay Road "to allow up to 6 floors plus a penthouse on top" ---- Can I have indoor parking on or below grade and still have the 6 floors plus penthouse on top ? (As I do not see a height restriction) "Have a ground floor facing Cow Bay Road or Caldwell Road" -----I think the word "IF" should be inserted prior to this sentence !</p> <p>1497 Main Road "to increase the maximum building height from 35 feet to 46 feet" ----This is a welcome change; however, I have attached a sketch showing 4 floors (with 12 foot ceilings on main floor commercial and 10 foot ceilings residential on a typical 7500 sq ft bldg.) Sketch shows 50 feet 4.5 inches is required</p>	Yes

	<p>to achieve this !</p> <p>However, we must be careful to not allow someone to achieve 5 floors of 8 foot ceilings ! (or do we ?) (Maybe you are allowing 5 floors) but number of floors is not specified in your email !</p> <p>“Ensure that the proposed development stays 3.8 meters above CGVD28” -----Is this for Main (Ground Floor) ?</p> <p>If so then my new building would have to be more than 10 feet above my Existing</p> <p>wharf and grade, which is not practical or reasonable ! (could it be that this height only applies to Residential floors and therefore my main or ground floor could be commercial and not be regulated under This</p> <p>same height or elevation above ordinary high water mark ??)</p> <p>Your prompt response to my questions would be appreciated</p>	
C49	<p>Hello,</p> <p>Thank you for sending along these comments. Please note that your comments will be used to inform a staff report to Regional Council to consider the proposed amendments in March/April. We're currently soliciting feedback on the proposed Housing Accelerator Fund changes until February 16, but there will be an additional opportunity for public comment at the public hearing in March/April.</p> <p>As part of the Housing Accelerator Fund, we are proposing urgent changes to planning documents to unlock more potential for residential density across the municipality. This site was identified as a candidate for additional density due to its location on a major corridor and its proximity to frequent transit (Route 10). The proposed zoning is also similar in scale to other buildings being constructed on the opposite corner.</p> <p>The proposed zoning changes at Woodland and Lancaster are intended to concentrate the highest density at the Woodland & Lancaster intersection (proposed 9 storeys), with height transitioning downward towards the existing neighbourhood (7 storeys mid-block) and then 12 metres adjacent to the existing neighbourhood. Development of the site will depend on subdivision and the creation of new public streets. An initial concept that was presented shows an internal street network that connects Sea King Drive to Lancaster Ave, with a pedestrian connection to Elmore and Brannon. However, this is a preliminary concept plan that could change and, as Councillor Austin has noted, any developer (regardless of the zoning of the property) is permitted to connect a new public street with Brannon and Elmore.</p> <p>From a transportation perspective, the Woodland/Lancaster intersection is on the municipality's radar and future improvements will aim to improve traffic flow as well as enhance pedestrian connectivity. You can read more on the proposal here: https://www.halifax.ca/sites/default/files/documents/city-hall/regional-council/191203rc1512.pdf.</p> <p>Please don't hesitate to reach out if you have any other questions.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Thanks for the feedback. I'm ccing the planning department through the Housing Accelerator Fund email so that they can consider this.</p>	No

	<p>In terms of access, Brannon and Elmore weren't built as cul-du-sacs, they were built as squared off streets right to the property line. The intent was clearly for them to be used in future for new development next door. That was a long time ago now though and I can well understand the appeal and attraction of having such a quiet street.</p> <p>No matter what the zoning is, be it apartments or townhouses, the developer has the right to tap into the side streets if they wish. I know that the preference is to have them connect onto Sea King and Lancaster and I'm hoping that's how things will play out, but it's not something that we can mandate given the way the roads were built and the rights that come with.</p> <p>Sam</p> <hr/> <p>Hello Mr. Austin,</p> <p>My name is [redacted], I hope this email finds you well. I am writing to you to express my concerns with the following zoning developments as outlined in this article: https://samaustin.ca/centre-plan-proposed-revisions/</p> <p>My concern pertains to the Lancaster and Woodland Avenue development. First, the adjustment so late in the process does in fact come across as something that is trying to sneak past our neighbourhood, as you mentioned in the article. I appreciate your transparency in requiring them to reapply for zoning, and to this reapplication, as a member of the neighbourhood I am disappointed and would like to express my disapproval for the rezoning application.</p> <p>I purchased my first home in January 2023 and live at [redacted]. A major appeal to this property was the quietness of the street due to the cul de sac. My concern with this proposal is the influx of traffic that will cut through our street. Our neighbourhood, especially Brannon Dr and Ernest Avenue will become extremely busy. As it is now, Woodland Ave is often extremely busy, especially during rush hour. Given the proximity to either bridge from this location, I have no doubt people will cut through the proposed development, through our neighbourhood and out onto Victoria Rd to take either bridge. The original proposal had our street used as a catwalk, not a road, and this proposal I was much more satisfied with.</p> <p>The originally proposed townhouse zoning was more ideal. It would be a cohesive addition to the neighbourhood, property values would remain somewhat the same, if not increase. The apartment development concerns me where the quaintness of the neighbourhood would change. Our property with the road extension and removal of the cul de sac would essentially decrease in value, but more importantly our happiness in what was one of the big winning points of the property was that it was located on a cul de sac would be eliminated.</p> <p>Woodland and Lancaster already have the apartment complex going in across from the Church, adding another would make the neighbourhood feel and look congested.</p> <p>I understand plans will proceed as they may, but if anything I sincerely hope at the very least, you and your team consider instead of connecting Brannon Dr to the proposed development through roadway, implementing the catwalk as the connection.</p> <p>I appreciate you taking the time to read my concerns, and your transparency with the process.</p>	
C50	<p>Hello,</p> <p>Zoning of the 2400 block of Creighton Street changes back and forth between ER-1 (now ER-3) and HR-1 Six (6) times on the West Side and twice (2) on the east side. The zoning changes back and forth at random from ER-1 to HR-1 zoning eight times on a single block. There is no flow or continuity. The zoning for the 2400 block should be continuous to allow appropriate future development in terms of height restriction and density. Upzoning the remaining patches of lots to HR-1 would align with all the flanking zoning and promote the desperately needed density and development. I've spoken with other property owners and residents of the 2400 block of Creighton and we all welcome the change from ER-1 to ER-3, it doesn't go far enough to address the random mess of zoning on the street.</p>	No

	Thank-you	
C51	<p>Thanks for your feedback on the proposed changes for the housing accelerator fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>Also note that the land use by-law does have design requirements, such as setbacks and building setbacks, to allow for a transition from a corridor to an established residential area.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To Whom It May Concern:</p> <p>I am writing to express my preference that height limits NOT be increased along Victoria Rd. from Woodland to Albro Lake Rd. Height increases will create a lack of light in the first block back from Victoria Rd. which is a residential area. Please keep the zoning at the existing 5 stories.</p>	No
C52	<p>Thanks for your feedback on the proposed changes for the housing accelerator fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>I adamantly oppose 30plus storey buildings in our city. This will lead to disastrous traffic conditions. Take away from our historic visage. No no no</p>	No
C53	<p>Hello Josh,</p> <p>Thank you for getting back to me. I understand the current proposal is on zoning changes which is exactly what prompted the vacant lots on Robie St.</p> <p>Once Centre plan took effect developers started buying up houses on Robie and tearing them down. Which I am sure was not foreseen.</p> <p>What is preventing this from happening if we allow zoning to happen in other residential areas?</p> <p>I think we need to address this before we look at further Zoning.</p> <p>Force vacant land owners to build on vacant lots dont eliminate red tape so they can keep doing this.</p>	No

	<p>Yours in good financial health,</p> <hr/> <p>Thanks for reaching out. Currently, there are no regulations that require a property owner to have a development plan in place in order to demolish a building. Similarly, there is currently no vacant land tax in place. These are tools that the City is exploring further in order to curb the loss of existing dwellings units. The current proposal is focused on zoning changes to allow more residential density citywide.</p> <p>Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello,</p> <p>What is being done to address developers tearing down perfectly livable multi unit houses on the peninsula?</p> <p>Robie St from North to Coburg is one empty lot after another without any plans for development. Similar on Coburg.</p> <p>Why are developers allowed to buy multi unit homes at astronomical prices driving up prices and demand by reducing supply without a plan for redevelopment?</p> <p>Centre plan is already in place on Robie St.</p> <p>You are starting at deficit with these homes continually being torn down and lots sitting empty for in some cases (Young Ave case in point) for years.</p> <p>Stop tearing down liveable multi unit houses on the peninsula. Raise taxes on vacant lots. Do not allow demolition permits without redevelopment plans.</p>	
C54	<p>Thanks Sam, yes my ancestors on my Dad's side came in the 1800's, stone masons, to help build the canal and stayed. My roots in Dartmouth run very deep.</p> <p>I do appreciate you have some 3 storey and 6 storeys in your area but I don't think they block the sunlight. I think the proposed 7 storey buildings would block sun from single level houses directly behind them. I could be wrong but just a thought.</p> <p>Thanks again, I truly hope all feedback will be considered.</p> <hr/> <p>Thanks for the note. I just replied to <i>[redacted]</i> too so apologies if you share and this is repetitive. I had no idea how long your tenure has been at <i>[redacted]</i> Slayter. Very much the <i>[redacted]</i> house!</p>	No

I did want to comment on the last point you raised about my backyard. As you know, I live not far away on Tulip Street. Directly behind me is a 3 storey multi-unit building and two doors up on that same block of Rose (diagonally from my backyard) is a 6 storey multi-unit building. Here's my neighbours:

<https://www.google.com/maps/@44.673602,-63.5676491,3a,75y,103.64h,103.83t/data=!3m6!1e1!3m4!1sdYytZMhPRrE93TEm8pqJIQ!2e0!7i16384!8i8192?entry=ttu>

<https://www.google.com/maps/@44.6733088,-63.5679427,3a,75y,113.04h,89.13t/data=!3m6!1e1!3m4!1shulBODoTQudxsHeRNEgw0w!2e0!7i16384!8i8192?entry=ttu>

I can very much understand what is being contemplated on a personal level.

In terms of parking, I honestly think this is mostly a red herring. The change on parking in this round of revisions is minor. Almost all parking minimums were scrapped already in 2020 when the Centre Plan came in. It's not a new change to corridor zoning. We have a growing sample size now of buildings built under the new rules and people are still building parking. They're just able to tailor the parking to their needs. Requiring excess parking drives up housing costs and works against environmental goals. There hasn't been any downside so far and an end to parking minimums is very much the planning direction out there as a result in cities across North America. The major debate on this proposal, to me, is around form.

Will consider all of it in detail when it comes to Council. Thanks for the feedback

Sam

Hello.

I have been a resident of Slayter St all my life, my Dad built the house where I live. He bought the land from his Aunt for \$1 in 1950. Needless to say I have had a long love affair with this little gem in Dartmouth where my roots run deep.

I do understand the extraordinary need for more housing in our community. I would be in support of a maximum of 3-4 stories, the missing middle, in the proposed Victoria Rd area but certainly NOT of 7 stories.

I believe the problems this density of housing causes are many, specifically:

- flow of traffic on an already busy corridor lane, I truly feel that another lane would need to be added to Victoria with a traffic flow similar to the McDonald bridge would need to be implemented to accommodate increased traffic

- parking for the additional cars would be impossible and undoubtedly would flow onto Slayter preventing it from being a safe street for bicycles and children Considering the city just invested in the street calming on Slayter , seems counter intuitive

- 7 storey buildings would greatly impact on any homes taking advantage of solar panels folks have invested in to try to help out environment

- Lastly. I strongly believe the fabric of this majority single dwelling neighborhood , where neighbours are friendly, kids play freely would be forever changed, never to return to return

I realize I'm a senior and these changes will take time and selfishly I'm glad I'll probably be gone before this happens.

Sam, you live on Tulip, how would you feel about this kind of change on the flower streets?

	<p>Thanks for listening I truly hope the concerns of the citizens of Brightwood will be taken into consideration before any decisions are made</p> <p>Signed,</p> <p>A loving citizen of Dartmouth</p>	
C55	<p>Hello Mr. Austin,</p> <p>I am writing with regards to the proposed upcoming planning changes outlined in your recent post on your website.</p> <p>I am by no means a planner, but I do have a number of concerns around some of the proposed changes in general, and in particular those along Victoria Road (primarily between Cherry Street and Albro Lake Road), based on my personal observations living on Gladstone Avenue off Slayter St. for more than 15 years plus my career as a consulting engineer.</p> <p>First, I fully understand the need for more housing in HRM, in particular affordable housing. My wife (copied here) and I are exceptionally lucky that we entered the housing market at a time when we could afford something comfortable in what we believe is a good neighbourhood. That said, it appears to me as a bystander, that many of the proposed changes to the Centre Plan of late seem to be aimed at maximizing profit for developers and not as much about generating new affordable housing. This seems especially true when some developers are tearing down viable rental housing to lessen their tax burden when they aren't ready to immediately develop a particular property.</p> <p>Whether my impression around this is accurate or not I obviously can't say, but there also seems to be a number of vacant lots within HRM (both in this area of Dartmouth as well as in the downtown Halifax core) that seem to be sitting as vacant eyesores waiting only for planning changes that favour the owner of the property (which in many cases I assume to be developers) - while at the same time the Municipality is proposing additional changes in other areas that will also favour developers and possibly lead to more existing housing being town down. For instance, why do lots remain vacant at the corner of Thistle and Maple plus King and Park in Dartmouth, along with others right in the downtown core of Halifax, if we are in such a desperate need of new building lots?</p> <p>With particular regard to the proposed development planning changes along Victoria, I observe that Victoria is already a busy thoroughfare that drives many motorists to use Slayter as a detour - these same drivers rarely observe things such as speed limits, stop signs, or pedestrian crossings as I know well from walking to work for most of the last 15 years. I strongly suspect that adding significant density along Victoria will simply exacerbate this problem. I have seen others wondering if it will also lead to increased parking on Slayter Street if adequate parking is not provided within the new developments themselves. What are the plans with regards to Victoria Road to accommodate the additional traffic? It is already a busy corridor with existing traffic and transit allowances.</p> <p>I also suspect that allowing 7-storey structures along this section of Victoria will leave many houses along Slayter Street to their north in shadow during the middle of the day, especially during those seasons when the sun is lower in the sky. This will negatively impact those houses on Slayter by reducing their daytime sunlight, which would in particular impact anyone who has gone to the expense of installing solar panels - and will prevent those who haven't yet installed them from considering it in future (and presumably lowering their property values accordingly).</p> <p>Finally, I will note that I understand Centennial School is already operating at capacity.</p> <p>Whether these proposed planning changes go into effect or not, I do hope that the issues listed above - as well as those that I understand a number of others have sent to you over the last week or so - are considered during their review.</p> <p>Thank you.</p> <p>Regards,</p>	Yes

Hi,

Thanks for the note. I'm including planning staff who are working on the proposed amendments via the Housing Accelerator email so that your feedback can be considered as they prepare revisions and a report to Council.

I wanted to take a moment just to respond to the point you've raised about affordable housing. You're not the first person who has written asking, rightfully, about where affordable housing fits in the mix. It's a challenging situation.

It is simply not possible for the market to provide deeply affordable housing. With costs of \$400,000 - \$500,000 per unit it's not a won't, it's a can't. It costs too much to build anything to make it remotely affordable for folks struggling with the lowest incomes. We need to pay for affordable housing the way we pay for other services that we've all agreed are societal goods: with taxes. That way the costs are spread out throughout society. Unfortunately, government stopped doing that 30 years ago. We have the same number of affordable units today as we did in the 1990s but HRM has grown by 200,000 people. That has much to do with the situation we find ourselves in now.

Although developers will never provide deeply affordable housing, the lack of supply does impact folks in the next income bracket in considerably. People are forced to pay larger shares of their household income than is necessary because rents are higher than necessary because of the tight supply. We have folks who have good jobs and decent incomes who are struggling because vacancy is just 1%. Increasing market supply is important for these folks.

The housing crisis really is two-pronged and it requires action in multiple areas to address.

In terms of transportation, there might come a time where simply cutting Slayter off as throughfare through a diagonal diverter is desirable. More traffic is coming regardless of what happens to Victoria Road since people are moving here and suburbs on the edge, where 90% of the trips are by car, are growing too. We need to accommodate more development in the core where there is a better chance of providing sustainable transportation alternatives that are actually appealing.

All of that is fairly general. How we deal with it in the specifics like in Brightwood is something to consider. Will weight it all when it eventually comes to Council. Thanks for the feedback.

Sam

Hello Sam et al,

I attended the information session at Brightwood Golf Club on February 12th, and wanted to thank everyone involved for making themselves available.

First, I have worked as an (*redacted*) for most of the last 26 years, including as (*redacted*) on the Navy's 12-storey junior ranks messing and accommodation building (Tribute Tower) on Barrington Street. I also have my (*redacted*) though I don't get to use the latter as much as I might like these days.

I would like to ask the following questions:

1. What is the specific storey limitation proposed for Victoria Road between Cherry and Woodland?
 1. The presentation suggested that COR zones are typically 3-4 storeys, but that the HAF proposal may increase the storey limits within certain areas, possibly including Victoria Road - and seven storeys along this section of Victoria was mentioned a few times. I wasn't sure at the end of the presentation just how many storeys were proposed in this area.
2. Why are minimum parking requirements being removed? Minimum parking requirements for buildings are being proposed to be dropped, even though the buildings within the COR zone may have ground-level retail.

	<ol style="list-style-type: none"> 1. Will the requirement to provide minimum parking numbers be removed from buildings that include an allowance for retail on the ground floor? 2. What about loading zones? Deliveries to businesses along this stretch of Victoria would probably cause major traffic issues. 3. If retail will require parking, what is to stop a developer from changing the ground floor to retail at a later date, if parking is initially not required because the ground floor was shown as residential? 4. The proposed changes to the zoning along Victoria Road will not address low income housing, and will instead be aimed at people and families who own cars - this neighbourhood is not currently very walkable for things like groceries, other than possibly No Frills, and transit is not optimized to allow these residents to use it for doing a grocery run. They certainly aren't going to drag their groceries back up the hill from No Frills or the Sobey's on Wyse Road, and certainly not the Superstore by Lake Banook. They will own cars, and will need a place to park their cars, but planning staff are intentionally removing the requirement for developers to provide minimum parking for their buildings - but Planning staff say "don't worry, developers usually provide parking anyway" which seems rather contradictory - an admission that parking is needed, but excusing the omission in the proposed zoning changes. <ol style="list-style-type: none"> 3. Why are street facade setback requirements being removed? <ol style="list-style-type: none"> 1. My understanding from my education and work on past LEED projects is that setback requirements are intended to maximum daylighting of streets throughout the daily sun movement, and that eliminating this requirement will literally be a "step back" to obsolete development planning of past years when this was not considered (and resulted in dark and dingy street design). Stepbacks and podiums may favour concrete construction, but to the best of my knowledge do not eliminate steel structure or hybrid structures using concrete only on the lower floors. Even in concrete structures, placing an accommodation tower on top of a podium will require the columns supporting the tower to be maintained down through the podium and to the foundation. Removing the setback requirement only benefits the developer in my opinion. Input should be sought from a high-rise structural engineer before this decision is made. 2. The proposed heights of buildings in this area (if 7+ storeys) will more likely dictate the construction material than the requirement for stepbacks - while wood sometimes reaches this height in BC, I believe the tallest wooden structure in NS is significantly shorter, and to go taller would likely require the import of wood products from outside of NS (which may impact the possibility for LEED credits around the sourcing of material, among other problems). 4. Why are height limitations transitioning from metres to a number of storeys? Why not dictate <u>both</u> to ensure that the planning intention is being met? That way you can control both density and total height. <ol style="list-style-type: none"> 1. Setting minimum floor to floor heights presumably also increases building functionality and lifetime by maximizing flexibility and the ability to refit over the building lifetime. 5. Why hasn't the solar impact of surrounding properties by these proposed tall buildings been studied yet? This should have been one of the first things checked as it impacts the ability of property owners to generate their own green energy, and ultimately reduces their property values. 6. Will the new planning rules include sustainability requirements for developers both in isolation and as part of the larger plan? <ol style="list-style-type: none"> 1. Will planning changes consider imposing aspects of sustainable design frameworks such as LEED for Neighbourhood Development? 7. Have Planning Staff discussed these changes with HRCE? The nearby schools (particularly Bicentennial School) are already operating at capacity. 8. What overall controls will ensure that these new tall buildings on a major street don't cause windtunnel effects? 9. Why isn't the homelessness problem in HRM being tackled with the same urgency as the response to the availability of federal funding? <ol style="list-style-type: none"> 1. HRM seems to be fast-tracking their response to gain funding under the HAF, but do not seem to be similarly prioritizing a response to the current homelessness crisis. 10. What is the precedence around maximum storey limitations - HRM planning or Federal funding requirements within HAF? <ol style="list-style-type: none"> 1. Someone asked a question about which takes precedence, HRM planning limitations placed on their zoning areas, or Federal requirements associated with the Housing Accelerator Fund (HAF). Staff talked around this question, but ultimately did not answer it in my mind. 11. Why wasn't public input sought before proposing these changes? 	
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1. In response to one question about why public feedback wasn't sought before proposing these changes, someone with HRM referred to the public engagement that was part of the Centre Plan development, without acknowledging that the current proposal is a change to the Centre Plan and would not in fact have been discussed at that time.
12. If this new development drives more traffic within the downtown core (and it appears to me that it will), what will be done to address this additional traffic? The current road infrastructure already seems stretched to the limit in this area of Dartmouth where it feeds the bottleneck of the bridge approaches, and it seems to me that the existing street networks and intersections should probably receive a redesign from the ground up especially if we are going to encourage significantly more population in this area.
 1. One particular example: traffic heading north on Wyse Road is prevented from turning right during a red light onto Boland, to protect pedestrians and cyclists using the bike lane - but no allowance is made for the period of time when traffic turning left from Boland onto Wyse towards the bridge has a green light, and pedestrians and cyclists can't proceed in any event. This means that traffic turning right from Wyse Road onto Boland has a very short signal window, and this seems to be a heavily trafficked route during the evening commute home from work. We absolutely need to minimize our dependence on cars, but at the same time an idling vehicle produces greenhouse gas for no reason, and the signalization in downtown Dartmouth seems to produce significant delays as currently configured.

Thank you in advance for considering these questions.

Regards,

Hi,

Thanks for attending the meeting last night. To answer your questions:

1. The current maximum height on the COR Zone along Victoria (from Frances to Woodland) is 14 metres, which is the equivalent of about 5 storeys. We are proposing to extend the COR Zone from Frances to Cherry, and proposing a new height of 7 storeys from Cherry to Woodland.
2. Minimum parking requirements are already removed for residential uses in the COR Zone. The proposal is to remove minimum parking requirements for all residential uses, however, commercial, institutional and other non-residential uses will continue to have minimum parking requirements. I've attached Table 15 for your convenience that shows the parking requirements in Centre Plan.
 - a. Some commercial and institutional uses will still require parking, see attached Table 15
 - b. On-site loading zones are still required, depending on the scale of the use. I've attached the relevant chapter from Centre Plan for your convenience.
 - c. The change of use will trigger a development permit, in which the developer will have to provide the required number of spaces before the use is allowed
 - d. Not sure there was a question here, but minimum parking requirements for residential uses in Centre Plan have largely been removed in 2021. The COR Zone does provide more opportunity for commercial and services that residents need on a daily basis close to where they live.
3. Stepbacks are only proposed to be exempted in very specific scenario, for wood-frame construction no greater than 6 storeys, and only in the Higher-Order Residential Zone. Stepbacks will still be required in the COR Zone and other zones, regardless of the proposed construction of the building.
4. We've considered this option, but as Building Codes and Energy Codes change, we don't want to be restrictive with a metre floor-to-floor height that would discourage certain types of construction (which is what is happening today)
5. We appreciate the feedback. My understanding is that there is no existing solar panels on the affected block of Slayter Street. We do have to balance 'ability to put up solar panels' with density, especially in central areas
6. The Charter currently does not allow us to regulate building construction materials through the land use by-law as this is regulated by the Building Code. However, the HRM does have a target that all new construction be energy net-zero ready by 2030. You can read more here: https://www.halifax.ca/sites/default/files/documents/about-the-city/energy-environment/HRM_HaliFACT_vNew%20Logo_.pdf
7. I believe there are ongoing discussions with HRCE regarding our anticipated population growth
8. Any building over 20 metres tall is required to complete a Pedestrian Wind Impact Assessment Protocol. I've attached Appendix 1 of the Centre Plan for your convenience.

	<p>9. I wouldn't necessarily agree with that, but from my point of view my task is to bring about changes to the land use by-law to enable more density across the Regional Centre. There has been a lack of investment in social housing and other supportive services from other levels of government for decades, but that is not something that HRM Planning & Development can address on its own.</p> <p>10. Staff have proposed the height increases, this is not tied to the HAF agreement. Regional Council will make the final call as to whether they agree or disagree with the proposal</p> <p>11. We're currently soliciting public feedback on the proposed changes, and this is prior to finalizing the amendments and presenting to Council for consideration. We do need a draft proposal to consult on before going out to the public.</p> <p>12. HR Mis looking at traffic and broader transportation planning to accommodate the anticipated population growth.</p> <p>All the best,</p>	
	<p>Hi Joshua,</p> <p>Thank you for your response, as this addresses some of my immediate concerns.</p> <p>I will note that at least one house on Slayter Street within the impacted area has solar panels facing to the South-West, and this is visible on Bing Maps (please note that the imagery in Google Maps is probably at least 10 years old, and does not show solar panels on the roof of any of the three houses that I am personally aware of in our neighbourhood that have them, even though they are present in the Bing imagery). I will also note that the "ability to install solar panels" presumably translates directly into increased property value, and the more so going forward - so removing this ability will reduce the property value for impacted properties and homeowners.</p> <p>Regards,</p>	
C56	<p>Thank you very much. Confirming receipt, and we will reach out if we have any questions.</p> <p>Kasia</p> <p>KASIA TOTA, MCIP LPP SHE/HER</p> <p>COMMUNITY PLANNING MANAGER REGIONAL AND COMMUNITY PLANNING PLANNING & DEVELOPMENT</p> <hr/> <p>Dear Ms. Tota,</p> <p>Since Ms. Green emailed to say she would be out of the office tomorrow...Feb. 16...she said I could contact you in her place. So therefore please accept the email letter and report I sent out a few minutes ago in her stead. Thanks.</p>	Yes
C57	<p>Hello</p> <p>A neighbour was kinda enough to share your response to their letter. One thing struck me that prompted me to send this email. You mentioned to your knowledge there were no residents with solar panels. I can't imagine that any resident will deem it cost effective to install solar panels with this size structure, HRM will then be responsible for people deciding against renewable sources of energy.</p>	No

	<p>Also, [redacted] Slayter street has solar panels and is in the effected block</p> <hr/> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input as part of the public hearing process in March/April.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello</p> <p>My name is [redacted], I am a resident in the Brightwood neighbourhood (Slayter Street). I wanted to send my feedback to the proposed zoning changes proposed for the north side of Victoria Road (Francis to Cherry).</p> <p>First off I want to establish that I am in agreement with the necessity of changes to the zoning in residential neighborhoods to increase density. What I do not agree with is moving from 3 stories to 7. Density increase can be achieved with an increase to 5 stories, this would add a significant number of potential homes without dramatically impacting the neighborhood and the traffic congestion. Victoria road already has a serious issue with traffic congestion which his why, my understanding, Slayter street is an emergency services alternate route. Increasing the height to 7 stories has the potential to render Slayter Street useless for an emergency service alternate route.</p>	
C58	<p>Thanks for the note. I did see [redacted] in the crowd and see she has written me as well. Will consider all the feedback when it comes to Council. I did want to comment on the last point you raised about my backyard. As you know, I live not far away on Tulip Street. Directly behind me is a 3 storey multi-unit building and two doors up on that same block of Rose (diagonally from my backyard) is a 6 storey multi-unit building. Here's my neighbours:</p> <p>https://www.google.com/maps/@44.673602,-63.5676491,3a,75y,103.64h,103.83t/data=!3m6!1e1!3m4!1sdYyZMhPRrE93TEm8pqJIQ!2e0!7i16384!8i8192?entry=ttu</p> <p>https://www.google.com/maps/@44.6733088,-63.5679427,3a,75y,113.04h,89.13t/data=!3m6!1e1!3m4!1shulBODoTQuDxsHeRNEgw0w!2e0!7i16384!8i8192?entry=ttu</p> <p>I can very much understand what is being contemplated on a personal level.</p> <p>In terms of parking, I honestly think this is mostly a red herring. The change on parking in this round of revisions is minor. Almost all parking minimums were scrapped already in 2020 when the Centre Plan came in. It's not a new change to corridor zoning. We have a growing sample size now of buildings built under the new rules and people are still building parking. They're just able to tailor the parking to their needs. Requiring excess parking drives up housing costs and works against environmental goals. There hasn't been any downside so far and an end to parking minimums is very much the planning direction out there as a result in cities across North America. The major debate on this proposal, to me, is around form.</p> <p>Will consider all of it in detail when it comes to Council. Thanks for the feedback</p>	No

	<p>Sam</p> <hr/> <p>I live at Slayter St, Dartmouth, Ns. Unfortunately I was unable to attend yesterday's information session, however my partner did and she passed along the high points.</p> <p>I can appreciate the need for housing zoning changes that reflects the increased growth in our community. However, placing 7+ story structures next to established single housing will create shadows on homes and solar panels, drastically increased parking pressure, and more traffic congestion at peak times. The same argument for not allowing traffic corridors in heritage areas would certainly apply when placing very tall buildings directly next to single story/unit homes.</p> <p>Good luck finding apartment dwellers who have fewer than two vehicles in their household. The convenience of cars far outweighs the use of public transportation for a significant percentage of our population, especially among those who can afford renting in today's newly built market. Allowing the construction of any multi unit buildings with little or no parking makes absolutely no sense, especially when the area already has significant parking pressures.</p> <p>Sam, stand in your backyard on Tulip Street and try to imagine the effect of a bordering 7 story or higher building on you and your neighbours. Then think about it being 3 story. Which is more sensible or suitable? Especially if they don't have parking.</p> <p>I hope that the staff considering putting forward these changes does not base their recommendations on "the hope" future residents will be bus or bicycle riders, or that somehow it makes sense to put very large 7+ story buildings directly next to single unit houses.</p> <p>Thank you for reading this email.</p>	
C59	<p>Thanks for the note. I have ccd our planning staff via the Housing Accelerator Fund email that they've been using to gather feedback and answer questions. On parking, there is more attention being paid to this change than is really warranted. HRM scrapped almost all parking requirements in 2020. They've been gone for four years now and we're not seeing situations where developers aren't building parking. Parking is still required to appeal to tenants. All that's changed is that HRM doesn't require it, which opens up possibilities for alternative approaches if someone feels they can market a building with less parking. This is important for affordability as underground parking isn't free. Each space costs a lot and ends up getting recouped through rent or condo prices. Requiring folks to build more than is necessary is harmful to sustainable transportation goals since parking becomes a self-fulfilling prophecy. Parking minimums are increasingly an outdated way to try and manage these sorts of issues and cities across North America are scrapping them and HRM has really been at the forefront of that since, as noted, this change was really already made back in 2020 and there really hasn't been any negative impact.</p> <p>Sam</p> <hr/> <p>Thank you for coming out to the meeting at Brightwood on Monday evening. It was really great to see such a high level of participation with the HRM staff and of course with you. I'm sure we all learned lots.</p> <p>Here is a copy of the letter I have submitted to HRM Staff. I'd like to get some answers on these parking issues because it is a major deal having cars parked all over our streets when there is really no need. I have not even bothered to mention the obvious...where are they going to park when the winter parking ban is in place.</p>	Yes
C60	<p>Thanks for the feedback. Will consider it along with the staff report and everyone else's input when this eventually comes to Council. One thing to note about sun. If your parents are on Slayter, there would likely be little impact on their backyard, certainly not enough to render gardening impossible. New buildings would have to be set back from the property line and since they would be located to the west, shadow impacts, if any, would only be late in the day. There is also no guarantee that anything would actually be built here in the short-term since someone would still have to assemble property, get a permit, and then actually start construction. There is stuff to consider about this proposal, but I hate the idea of your</p>	No

	<p>parents being distraught over something that may or may not happen, isn't going to turn their yard into total shade, and that if anything does get built is likely years and years off.</p> <p>Sam</p> <hr/> <p>To HRM Staff and District 5 Councillor Sam Austin,</p> <p>The following are my concerns and feedback for the proposed Brightwood neighborhood rezoning:</p> <p>My parents own a home on Slayter Street which will be directly affected by this development. They have been stressed out and are completely distraught after learning about this. Due to the massive shadow cast by the proposed 7 storey building next to their house, they will lose the privacy and sunlight in their backyard, so my mother will likely not be able to do any gardening which is a source of joy and fulfillment in her life. My mom is a retired nurse who dedicated her life, not only to her family, but to the countless women and couples who needed prenatal care. She's one of sixteen children from a small town in Nova Scotia who moved to Dartmouth for a better life. She has always put others before herself, and the only thing she ever asked for was to feel comfortable and safe in her own home.</p> <p>My dad was raised in a mobile home in Dartmouth, and worked hard to provide for his family and get to where he is today. My parents put a lot of work into their home and they transformed their backyard into a piece of their own little paradise. All so that my parents, who are in their late sixties, can enjoy the time that they have now, with each other.</p> <p>The proposed developments will have horrible consequences for not just my parents, but the morale of the people in that neighborhood with similar life stories. It will dramatically shift the culture in the area, and will cause my parents to live out their last days in their home of 30+ years in a miserable state. These kinds of property developments should be relocated to an area that will not disrupt the residents' wellbeing--where it can help the people who are facing homelessness and evictions because of increased cost of living.</p> <p>Please do the right thing and reject the brightwood neighborhood rezoning. Think about the consequences of disregarding the people who are already living in these areas.</p>	
C61	<p>I attended the meeting January 24th of Harbour East Community Council and have some questions regarding the proposed heritage conservation district for the Austenville/Flower Streets.</p> <p>My questions relate to when the report was requested from staff and the criteria for making the decision, I see no mention of this being discussed at Heritage Advisory Committee.</p> <p>My understanding is that there has been extensive consultation in the past when previous conservation districts have been put forward.</p>	No
C62	<p>Thanks for sending this along, we really do appreciate the feedback. I've cc'd Jamy-Ellen Proud who is the lead on administering the grant program, and she is aware of your comments regarding the regional development charges and Halifax Water payments. I suggest you reach out to her directly should you wish to continue this conversation.</p> <p>We'll take your comments under consideration when looking at the density bonus program in the future. As you are probably aware, it's a difficult time to make changes to the collection of density bonus payment structure with the recent provincial legislation (Bill 329), but the density bonusing program is still relatively new and can certainly be improved upon in the future. We will certainly ensure your comments are captured for Council's consideration as part of the HAF amendment.</p> <p>Thanks again,</p> <p>JOSHUA ADAMS, LPP, MCIP</p>	No

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

Hello again Joshua. For suburban and rural areas, I have calculated that HRM is making available only 8% of the amount of funding support being made available to the regional centre (\$400K / \$5.1 million); or perhaps it is 12% (\$600K / \$5.1 million). This is a serious inequity which has its roots in the method HRM has chosen to fund its grant program.

Irrespective of where an affordable housing project is located, regional development charges are the largest municipal cost facing non-profit housing providers and represent a liability in NPO financing applications.

On behalf of my non-profit housing clients in Dartmouth, Westphal and Musquodoboit Harbour, I am asking that HRM make a commitment to use its affordable housing grant program to pay regional development charges directly to Halifax Water, irrespective of where the affordable housing is located. In doing so (1) Halifax Water fees would become an asset in financing applications, like the waiver of other HRM fees (2) red tape associated with the grant program would be reduced (3) Halifax Water's capital planning would not be compromised, and (4) if the project is not financed or built, then the funding support would not be used. This would be a prudent step for the Municipality to take in supporting non-market housing.

I encourage HRM to consider its grant program within the context of the complexities associated with the financing of non-profit housing projects. I am pleased to make this document available to you and others copied here since it is about to be published by the Community Housing Transformation Centre.

Thank you for considering this matter from the perspective of non-profit housing groups located outside the regional centre.

Thank you for your comments on the proposed planning amendments to support HRM's goals for the Housing Accelerator Fund (HAF) with respect to non-market housing.

To provide some additional context to your comments, on November 14, 2023, Halifax Regional Council directed the CAO to conduct a review of the Administrative Order and the AHGP before the 2024/grant round. This will include consultation with non-profit housing providers and other stakeholders to collect feedback and comments on the Grant program and determine what changes would help the AHGP better meet its goals.

I am pleased to learn that HRM will be consulting with non-market housing providers. I encourage you to broaden your consultations to develop an inventory of non-market housing, who the groups are, how many units they have, if they have land, and what their needs are. I have created non-market housing inventories with 4 municipal governments (in NB and NL) in the past year and I don't mind sharing one of them with you. Feel free to contact me if you are interested or would like to discuss the incentives also underway in these municipalities. FYI, three of my clients are copied here. They include Affirmative Ventures Association, Akoma Holdings, and Old School Gathering Society. These groups (and their housing initiatives) are located in Dartmouth, Westphal and Musquodoboit Harbour.

As you know, the HRM AHGP is primarily funded through the Incentive or Bonus Zoning Program in the Regional Centre ("density bonus"). This is where HRM is growing fastest, and the intention behind using this money exclusively to fund projects in the Region Centre is to ensure that affordable housing is available in the part of HRM with the most challenging housing conditions. Supporting affordable housing in proximity to employment, support services, and community amenities are also considerations.

Bonus zoning is a poor basis for funding grants for non-market housing in suburban and rural HRM. By relying on this approach, we are left with the geographical bias that has now been established with adoption of the centre plan. As stated, housing and affordable housing are needed in all communities. Do you have statistics showing that the regional centre has the most challenging housing conditions? I would counter that the

regional centre is where the most expensive land costs will be found, and that higher land costs add more to the cost of housing than in suburban and rural locations.

For this year's Grant program, we also have \$400,000 to support projects outside the Regional Centre. \$200,000 can be used to support projects anywhere in the Municipality (including rural areas outside the service boundary), and \$200,000 can be used to support projects outside the Regional Centre and inside the urban service boundary. Both of these allocations are for this Grant year only, and were intended to provide access to a temporary pot of money for projects outside the Regional Centre while HRM works to develop its Inclusionary Zoning program, which is expected to apply to all of HRM.

Since there seems to be a need for more knowledge about HRM's non-market housing needs (and opportunities) in general, then perhaps HRM could adopt the practice of listing the number of projects being funded, grant amounts, what type of housing is being provided (and any associated supports being assisted by the grant) and if these projects are located in regional centre, suburban or rural locations, which seems to be how HRM views itself.

The proposal to remove the requirement that non-profit housing pay into the density bonus reserve was an urgent request we received for a large non-profit housing project being undertaken in the Regional Center. There is currently language in the Administrative Order that would support "paying" the density bonus back to the non-profit through the Grant program, but this is not guaranteed. Under the current scheme, a non-profit would have to pay the bonus and then wait for the Grant program to award the money back, and then work through the contribution agreement process, which can be lengthy, with the non-profit paying interest on the density bonus amount in the meantime. This was an easy "quick fix" that would not benefit all non-profit housing projects (most applications to the Grant program have been for repairs, not new construction, and would not have to pay the density bonus) but would greatly benefit the most complex projects.

We do appreciate your response, and please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.

Suffice to say I will be continuing to advocate that HRM remove the geographical bias inherent in its grant program.

Thank you.

Thank you,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

Hello, you've asked for input from the public on changes being proposed, changes that are needed, or otherwise being initiated by the Housing Accelerator Fund, so here goes:

Non-market housing is needed right across HRM. Why is there a geographical bias inherent in HRM's affordable housing grant program? Basing your affordable housing grant program (1) on funds collected from density bonus fees in the regional centre (2) on lengthy planning processes, or (3) in urban serviced areas only, is a poorly thought out approach if the goal is to increase the amount of (desperately needed) non-market housing.

It is not surprising that limited funds have been collected in the interim density bonus program for suburban areas. And what about affordable housing needs in rural HRM?

What is being proposed for non-market housing is too narrow and too limited. If HRM wants to play a more substantive role in supporting the development of more non-market housing then I suggest (1) get to know your non-market housing needs (and opportunities) better by consulting

	<p>with those groups who are trying to finance and build that housing, and (2) remove the geographical bias and adopt an HRM-wide approach to your grant program.</p> <p>I don't see much benefit in what's being proposed here, given the planning and financing barriers which are the main issues facing non-market housing providers.</p>	
C63	<p>In addition to complying with the Land Use By-Law, alterations to registered heritage properties also need to comply with the Heritage Property Act. You can find more information online here: Maintaining and Altering Heritage Properties Halifax</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>HAF Team: The proposed HAF amendments appear to propose to permit the development copied from the HAF site below on a Heritage Property in a Proposed Heritage Conservation Area. My question, does this by-right opportunity apply to properties which contain existing designated heritage buildings assuming other setback, lot coverage, height, etc. requirements are met?</p> <ul style="list-style-type: none"> • Re-zone proposed HCDs from ER-1 to ER-2, which will permit: <ul style="list-style-type: none"> o Single unit dwellings, two-unit dwellings and backyard suites as-of-right o Multi-unit dwellings through internal conversion and rear additions to existing structures 	No
C64	<p>Hello Eleanor,</p> <p>Further to my comments below, one of the sites we own and plan to develop is the Dartmouth Shopping Centre. With the proposed changes, we are reviewing the massing of the site. Early thoughts are that the proposed changes allow us to build more units and eliminate one building. The elimination of the building will allow for more open space at ground level, make the areas more "livable", and be more cost effective for construction. Very positive outcomes as a result of these changes.</p> <hr/> <p>Hi,</p> <p>Your feedback on the proposed changes for the Housing Accelerator Fund is appreciated.</p> <p>Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>Eleanor</p> <p>ELEANOR FIERLBECK SHE/HER</p>	No

	<p>PLANNER I REGIONAL & COMMUNITY PLANNING PLANNING & DEVELOPMENT</p> <hr/> <p>To whom it may concern,</p> <p>HRM staff should be commended for recommending bold changes to the HRM planning documents. We are in a housing crisis and increasing supply is critical. Adding more density to growth nodes and major corridors just makes lots of common sense. The additional square footage will help support the viability of these developments and accelerate construction starts. A quick approval of these changes is necessary as developers will wait to see what will be approved. A significant amount of planning goes into these projects before they can start. Lets not miss out on a construction season.</p>	
C65	<p>Thank you very much for reaching out. I have copied HRM's intake email for residents to contact planners for answers. As these are unchartered waters, there is a lot of movement and inquiries at the moment. If you do not hear back from someone in the next week or so please let me know and I will reach out to the planners individually with your request.</p> <p>Thanks again.</p> <p>Sincerely, Trish</p> <p>Trish Purdy Councillor District 4 (Cole Harbour/Westphal/Lake Loon/Cherry Brook) Cell: 902.240.3067 Coordinator – Emily Simonov (Smith): 902.490.7177 smithem@halifax.ca For routine municipal matters, please dial 311 *To sign up for my e-newsletter, please email Emily at smithem@halifax.ca H\ALIFAX</p> <hr/> <p>Hi Trish, my name is [redacted] and I am a property owner in your Westphal area. I recently read an article about HRM creating a suburban growth plan for multi residential housing. This article indicated that Council will be meeting and discussing higher density on a property next to me on Broom Road which is exciting. I am wondering what the process is for me to have my property listed as a suburban opportunity site also. My property is [redacted]. . Will my property be automatically included as a suburban opportunity site? Could I have the same 5 story height or higher since I am directly on the main road and bus route? I am currently looking at several opportunities with my business and would be very interested in converting this property.</p>	No
C66	<p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p>	No

	<p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello,</p> <p>I am writing to express my whole hearted support of the proposed Oakland Road Heritage Conservation Plan being extended include the communities south of University Avenue on Edward Street and Robie Street (and including houses on both sides of South street, not just the south side).</p> <p>I live on the south side of South Street between Davis and Robie Streets in the row of Victoria "painted ladies". I support the designation of this area as a heritage community with great historical significance to Halifax.</p>	
C67	<p>I am writing to express my whole-hearted support of the proposed Oakland Road Heritage Conservation Plan being extended to include the communities south of University Avenue on Edward Street and Robie Street.</p> <p>As a resident of Waterloo Street, I am in favor of preserving our unique neighborhoods and support the designation of this area as a heritage community with great historical significance to Halifax.</p>	No
C68	<p>Hi Sam,</p> <p>I am glad that is your experience. That was not mine when we lived in Calgary. Not that we had children at the time. But the first home we could afford to buy was next to a large 4 story apartment complex. There was never any place to park and it was quite dangerous for the children in the area. We saw multiple close calls by the playground and the nearby elementary school where children almost got hit by cars. We then purchased a home in the same neighborhood, but no where near any condos and it was a different experience completely.</p> <p>We moved to get away from it only to find that level of zoning banging on our new doorstep. My children would be heartbroken to move again and I fear this zoning change would drive us to do exactly that.</p> <hr/> <p>Thanks for the note. Will consider all the feedback when it comes to Council. I did want to comment on the last point you raised about putting myself in your shoes. I live on Tulip Street. Directly behind me is a 3 storey multi-unit building and two doors up on that same block of Rose (diagonally from my backyard) is a 6 storey multi-unit building. There are questions to be asked about how to integrate density into existing neighbourhoods and impacts around sun, privacy, and services, but I have to say there is zero impact on my kids. My youngest (9) walks the dog around the block frequently alone and my oldest (12) goes back and forth to Bicentennial on her own. Apartments behind our house have had zero impact on their quality of life. Here's my neighbours:</p> <p>https://www.google.com/maps/@44.673602,-63.5676491,3a,75y,103.64h,103.83t/data=!3m6!1e1!3m4!1sdYytZMhPRrE93TEm8pqJIQ!2e0!7i16384!8i8192?entry=ttu</p> <p>https://www.google.com/maps/@44.6733088,-63.5679427,3a,75y,113.04h,89.13t/data=!3m6!1e1!3m4!1shulBODoTQuDxsHeRNEgw0w!2e0!7i16384!8i8192?entry=ttu</p> <p>Sam</p> <hr/>	No

	<p>Hello,</p> <p>I am a resident of Slayter Street in Dartmouth and I am extremely concerned about the proposed zoning changes to allow 7 story buildings along the northeast side of Victoria Rd from Frances to Cherry Dr. My husband I moved to Dartmouth 4 and a half years ago from Calgary and fell in love with Slayter Street. We purchased a home on Slayter and completely renovated it. In our minds it was an investment in our future and in the neighbourhood. After our renovations we noticed more and more of our neighbours making similar investments in their properties. This area is undergoing a rapid gentrification, and I believe allowing the proposed zoning to be approved will bring that progress to a complete halt. To the detriment of the neighbourhood, and ultimately the Dartmouth area of HRM.</p> <p>The proposal to allow for building to 7 stories and increasing the population density in our area is detrimental for numerous reasons. To start, this proposed change is made with focus on the benefit to developers, but not to the residents of the area. Developers come, they build, they move on. The residents stay. We invest. We pay property taxes that increase every year, and exponentially so as the value of our homes increase. To propose this change will have the opposite effect and will drive down the value of the homes we have invested so heavily in. We raise funds to invest in community projects such as the Dartmouth Commons Splash Park. The developers do not invest in the Halifax Regional Municipality the way the citizens do on a generational basis.</p> <p>We support our schools. The elementary, junior high and high school are within walking distance of these proposed 7 story buildings. It is well established that the infrastructure in place will not support the increased traffic. That increased traffic brings danger to children who walk to school and who play in our neighbourhoods. Look at the state of Slayter this week. With all the snow, cars parked have shrunk the street to essentially one lane. Add the number of vehicles of each new resident in a 7 story building and the streets will be impassible in the winter, with low visibility for children walking and playing in the area. It can be thought that the residents will use public transportation, but let's be honest about the reality of that situation. We live in Canada, in adverse weather and with most Canadians enjoying the outdoors – which they drive out of the city to enjoy. I would be curious to poll the staff of HRM. How many employed by the municipality a)own a vehicle and b)drive that vehicle to work. You can look to your own staff and realize that new residents to the area will bring additional vehicles with them. Not to mention that this proposal has not even begun to contemplate the increased emissions in the area due to the traffic congestion and our children breathing that in every day as they walk to school. As well as the numerous elderly residents we have in the area.</p> <p>There is a gentle way to increase the population density. Change zoning to allow for residents to build secondary living suits they can rent on their property. Zone for townhouses to be built. Drastically changing to a 7 story build is a step too far. Particularly when there are many other areas in Dartmouth where building 7 stories high is in keeping with the residences already in existence.</p> <p>I ask you to put yourself in our shoes. Imagine you had a 7 story building behind your home. Blocking your sunlight. Taking your privacy. Robbing your children of their independence to walk to school and ability to have the freedom to explore the neighbourhood safely. You would not want it. Do not force it on us. It is very clear this is not what the residents of this area want. Listen to our voices. We deserve to be heard and supported.</p>	
C69	<p>Hello,</p> <p>As a Halifax peninsula resident for the last 16 years, and homeowner for 9 of those years, I was pleased when the city revealed the original centre plan. You could tell that much thought was put into the plan, with ample opportunity for growth, without sacrificing the character that Halifax is known for. However, these latest changes are being pushed through at such a scale that it makes me extremely concerned that we'd be undoing all the good that the centre plan has done thus far. Quite frankly, I do not want to live in Halifax anymore if these new amendments go forward.</p> <p>Of course, I understand the need to increase housing options, but I think it can be done in a more thoughtful way. These amendments will destroy the fabric of the city, what Halifax is know for, its character-filled communities. All these changes do is favour developers, whom we know only have their bottom line in mind. What we don't need, more grossly overpriced apartments and condos that only Ontario transplants can afford. Please, let's find another way.</p>	No
C70		Yes

	<p>Good afternoon Sam!</p> <p>I recently purchased a property on Hastings Drive, Dartmouth, NS. The zoning is being proposed from Er-2 to HR-1 with a max height allowance of only 4 stories (HR-1) next to a 9-story proposed COR zoning.</p> <p>The drastic stepping down of height between the COR zoning of 9-story on Hastings towards Portland Street to 4 on HR-1 and ER-3 on Hastings towards Rodney Road creates neighboring developments that don't transition well.</p> <p>It would be crucial to avoid the sudden stepping down of the height from 9 stories to our 4-story HR-1 to keep building height harmony.</p> <p>I wanted to discuss this with you before the proposed plans are finalized so we have ample time to ensure harmonized height step-downs between the 9-story COR zoning down to Er-3. I think the middle zoning between ER-3 and 9 Story would benefit from 6 or 7-story HR-1, COR or HR-2 zoning to harmonize development potential on that particular block.</p> <p>Let me know your thoughts.</p>	
C71(1)	<p>Thanks for your feedback on the proposed changes for the Housing Accelerator Fund. Confirming that we have received your email.</p> <p>To provide some additional context, the north side of Victoria Road from Primrose Street to Frances Street is currently zoned Corridor, and today the zone allows buildings ranging from 14 metres (the equivalent of about 5 storeys) to 20 metres (equivalent of about 7 storeys) in height. Through the Housing Accelerator Fund, staff are proposing to extend this corridor along the north side of Victoria Road from Frances Street to Cherry Drive, as well as to allow for increased heights along the corridor. The proposed height increases are generally two storeys (from existing 5 storeys to 7 storeys and from existing 7 storeys to 9 storeys). Victoria Road is an important transportation corridor, and the proposed increase in height is similar in scale to proposed increases in other areas of the City in an overall effort to allow for more density in central areas that have access to high-frequency transit. Further, there are urban design standards in the land use by-law that require new developments to be setback and transition down to adjacent Established Residential areas.</p> <p>Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Thanks for this. I'm not sure why your email bounced from the HAF email account. I have included it on this reply</p> <p>Sam</p> <hr/> <p>I live on Vanessa Drive. My husband and I moved here in 1995. We moved to this neighbourhood because it is a lovely neighbourhood... not huge subdivision homes, close to the city centre but without the downtown, small lot vibes. Our area has a few businesses and a few apartment buildings. Nothing is over a couple of stories. The apartments are old fashioned flats that give real families real long term homes with personalities, as opposed to cookie cutter small apartments that no one sees as long term homes, just apartments to move in and out of. We have 2 small apartment buildings within a block of our home. One is basically at our backyard. There is a small business and their parking lot next door.</p>	No

	<p>There are homes with apartments and granny suites in this neighbourhood, and a new Small home has just been built around the corner from us. All good and welcome neighbours.</p> <p>When we moved here there were a lot of seniors in the neighbourhood. As the years have gone by more and more young families have moved in. At street parties (before COVID) it was amazing to see the young families and lots of children. Folks, including ourselves, have put a lot of money into our homes in this Brightwood neighbourhood. Your department may not have people old enough to remember the way this neighbourhood banded together when there was a proposal that the Brightwood Golf be rezoned and sold to big developers. I remember it well.</p> <p>Our neighbourhood may not have a 'designation' but it is a neighbourhood nonetheless.</p> <p>Walk down this area of Victoria Road and Slayter Street and look up and down the small side streets. Pride of ownership is apparent. I am always amazed by the investments people make not only in their homes but also in landscaping, making a summer walk on the street a joy. I would suggest that folks at the planning office come to see and experience this neighbourhood. It is not just a corridor. Even the buildings at Lancaster Ridge have setback from the highway on that section of Woodland. On Victoria there is no space for setback. The plan would allow a row of 7 story apartment buildings or more likely 7 story buildings that take up an entire block, fronting on Victoria, with their garbage etc in the back, on the property lines of the Slayter St homes they back onto.</p> <p>The proposal to allow 7 story buildings along Victoria Road from Cherry to Woodland (and really to Albro Lake Road) would change this neighbourhood drastically and I also believe negatively. I would suggest it's a knee jerk reaction to a much larger problem. The mapping looks like someone with a map and a highlighter decided 'this would be good spot', rather than a well thought out long term plan. It might be 'doing something' instead of doing the right thing.</p> <p>In the long term if developers buy out the properties along Victoria Rd, Slayter and the side streets (including our own) will lose light and feel boxed in. (I presume solar panels would be negatively affected.) We would gain neighbours with no investment in the neighbourhood, and of course traffic, all coming, no doubt from underground parking. And with developers who also have no ties to the community. It changes the nature of the neighbourhood, and not in a good way. I have no doubt this will change the value of our homes, except for the folks who get out early. The lots on Victoria Rd are not deep. Once new buildings are approved, how long before requests come to have access through Slayter or the side streets so that the entrances and parking lots do not face onto already very busy Victoria Dr. Then Slayter and the side streets become the gateway to the entrances of these buildings?</p> <p>As people sell off their beloved homes the neighbourhood diminishes.</p> <p>Then does this 'emergency housing' lead to rezoning the golf course so the big developers get their way in the end?</p> <p>I doubt any of this leads to 'affordable housing'. Does anyone believe that Killam will tear down its properties at Victoria Gardens to put up apartments at the same rent level? Or are renovictions in the offing, and then folks who live there now will become among the displaced? Does anyone believe that apartments on Victoria Road will be 'affordable' and not more condos or apartments with multiple bathrooms, granite counter tops, stainless appliances and walk in closets?</p> <p>I do not support the proposed changes in zoning. I understand making something allowed, does not lead quickly to it happening, but once it is allowed as a matter of right it will take root. If there is profit to be made, it will happen. And losing the fabric of this already varied neighbourhood will be the unintended consequence.</p>	
C71(2)	<p>Mr. Mayor, Re: Victoria Gardens property, Dartmouth >> >> I am writing to express concern about some of the proposals contained within HRM's Plan developed to access the Federal Housing Accelerator Fund.</p>	No

	<p>>> >> I have lived on Vanessa Drive, Dartmouth (District 5 by the Brightwood Golf Course) since 1995. I have specific issues with the proposed changes to Victoria Road and the negative consequences the proposals may bring to my Brightwood neighbourhood. I have expressed those concerns directly to both my District councillor, Sam Austen and Mr. Joshua Adams of the HRM planning department. Frankly, the proposals appear to be done quickly, without the benefit of examination of possible outcomes, however, I will not repeat those concerns here.</p> <p>>> >> The reason I write to you, Mr. Savage is to share the concern I have about the effect the proposals may have further from my home, on Boland Road, Dartmouth. The apartment complex of Victoria Gardens is contained within the boundaries of Victoria Road, Boland and Wyse Road. I understand that Victoria Gardens is owned by a Killam Properties. I further understand that Killam has approached the City about re zoning the property, and now under the auspices of the proposals which are being made to access the Federal funding such rezoning may be achieved.</p> <p>>> >> I understand that the federal funding is intended to assist in building density of housing. Of course this is a laudable goal. I am, however, dismayed that HRM's efforts to quickly put together a proposal to achieve this laudable goal may result in very negative and unintended consequences for the residents of Victoria Gardens. Under current zoning I presume there is not a business case to tear down the old apartment buildings to replace them. However, with new rules regarding height there may be financial viability and incentive to tear down the existing structures and replace them with shiny, new, glossy - significantly more expensive - apartments. It might even become financially feasible to sell the property to outside developers with little or no connection to this city. The unintended consequence of the proposed changes to zoning could be renovations and so called 'gentrification' of the neighbourhood. This would decrease affordable housing in the core and add to the condos and apartments priced at current (high) market prices. It may be that the City will find itself on the proverbial road to hell, albeit paved with good intentions.</p> <p>> >> Unless HRM wants to actually (and be seen to) promote density over affordable housing it seems counter intuitive to rezone in such a way that it becomes advantageous for existing actual affordable housing to be razed and replaced by higher end condos/apartments and put current residents on the street.</p>	
C72	<p>To Whom It May Concern,</p> <p>I have been a resident of north end Halifax for nearly 20 years. It is a beautiful, interesting, vibrant, historic and down-to-earth place to live! My family moved from downtown Halifax years ago (Church Street) to get away from the noise and lack of peace there to the north end, which proved to be wonderfully quiet and peaceful. I have also lived in south end Halifax. The north end is truly, by far, my favourite of all!</p> <p>I do not support an increase to the height of new buildings in our north end neighbourhoods overall (and other residential HRM neighbourhoods, for that matter). This is in reference to the proposed building on the north side of Duffus Street, in the block where Lawton's sits (Drummond to Novalea). I feel strongly that three stories is a good, livable height for our neighbourhoods. As well, the "Cousin's building lot" should also be no higher than 3 stories although I think the developers have already twisted your arms on that one and gotten their way. Side note: If we (you) make the rules, why don't you follow them? And insist that others do, as well? :(</p> <p>In the future, I would like to see consultations with citizens by way of in-person meetings and via online for each new major building project in the north end. I believe that is how Halifax used to operate.</p>	No
C73	<p>Thanks for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>To provide some additional context for your concern regarding parking, please note the proposal is to remove minimum parking requirements for new residential uses from the land use by-law, but this does not prevent a developer from providing onsite parking for their developments. The City is also working on a Rapid Transit Strategy to improve transportation options throughout the region, you can find more online here: https://www.halifax.ca/transportation/transportation-projects/transforming-transit/rapid-transit-strategy.</p>	No

	<p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>I am writing to offer my support for the proposed amendments to the regional centre plan, specifically the proposed changes to planning documents for housing. Increased density and establishing minimum's, such as 4 units, is good.</p> <p>I believe we have a significant need for housing and only through rapid increase in supply, and incentives for development, will we meet this need.</p> <p>I have been a proponent for increased density in the regional centre for many years. It's great to see the proposed amendments.</p> <p>I want to highlight my support for the following.</p> <p>I agree with expanding corridor zoning. I support housing development along transit corridors and I agree with 40 stories in COR zones. Height is good in these zones!</p> <p>I also support non-market housing. We have an affordability crisis. The gaps need to be addressed.</p> <p>The only area in which I have concerns is parking. I believe we live in a unique city, geographically, and until we have appropriate density of housing and businesses in the centre, we will continue to have high need for automobile travel. The cars need to be accommodated or it will cause new problems. I will leave it to the experts to advise on the appropriate solution, but I believe this is an important consideration.</p> <p>Thank you for this work and for the speed at which you are working through these amendments.</p>	
C74	<p>Thanks for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello,</p> <p>I would like to offer my feedback on the following item discussed at the last council meeting.</p> <p>HIGHER DENSITY HOUSING PROPOSED IN HRM:</p>	No

	<p>-70 Lacewood Drive (Clayton Park Plaza); 8 + 18 storey buildings were requested; a mixed use, housing/commercial redevelopment of an old strip mall is proposed; 9 storeys is recommended by HRM staff;</p> <p>-167 Willett Street; request to redevelop Saint Mena's church into an 8 storey building with 94 housing units; 7 storeys is recommended by HRM staff;</p> <p>-127/141 Harlington Crescent (behind Clayton Park Shoppers Drug Mart); Killam is requesting upzoning for a vacant lot; Killam also wants to demolish an existing 3-storey building and build a highrise on the site combined with the vacant lot; 14 storeys is recommended by HRM staff;</p> <p>I currently live on Plateau Crescent (since 2005) and I am wholeheartedly against these giant buildings. Our community is already at its max with population, cars, etc. These massive complexes are going to be the death of this area. The community USED to be quiet, mature, and calm. Now it's chaotic and loud. We have enough apartment buildings here. It's out of control. I would move if I could find another house without bankrupting my family.</p> <p>District 10 is already maxed out. Pick another neighbourhood to continue destroying. Maybe pick one of the councillors areas on the peninsula or south end.</p>	
C75	<p>Thanks for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hi,</p> <p>I would like to express my support for all of the proposed changes to planning documents as part of the HAF agreement.</p> <p>The city desperately needs more housing of all forms. More permissive zoning is probably the single most important thing the city can do to enable this. To me, the proposed changes do not seem like they will cause a major change to the character of the neighbourhoods they affect, but will allow more considerably more housing to be built.</p> <p>If anything, I would suggest that ER zones should be upgraded to COR zones along Connaught Ave, Chebucto St, North St, Bayers Rd, the south end of Robie St. I also think consideration should be given to upgrading entire blocks to COR zoning, instead of just the lots facing the main street.</p>	No
C76	<p>Hello,</p> <p>Just to clarify, the proposed ER-3 Zone will allow beyond 4 units per lot by allowing low-rise multi-unit dwellings. Backyard suites can be added in addition to the main dwelling – so for example you could have a 4 unit dwelling plus a backyard suite (total 5 units), provided you can satisfy all requirements of the land use by-law and the National building Code.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p>	No

	<p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To clarify, is this 4 units total/per lot, including any backyard suite?</p> <hr/> <p>The proposed amendments are anticipated to be presented to Regional Council in March/April 2024. If approved, the amendments are expected to come into effect April/May 2024.</p> <p>If Regional Council approves the recommendation to allow a minimum of four dwelling units per lot, and all other building form and siting requirements outlined in the Regional Centre Land Use By-Law are met, then it is likely that your application would be approved.</p> <p>Sincerely, Eleanor</p> <hr/> <p>When will this HAF upzoning proposal take effect? We are planning a renovation for this house and have hired a house drafter. We are very interested in renovating this property to a 4 unit dwelling. If I apply for a 4 unit renovation with a maximum height of 12 meters would the permit be approved?</p> <hr/> <p>Hello,</p> <p>Currently this property is zoned ER-2, which permits up to two-unit dwellings in addition to an accessory secondary or backyard suite.</p> <p>The property is proposed to be upzoned to ER-3, which will permit up to four-unit dwellings, townhouses, low-rise multi-unit dwellings and backyard suites.</p> <p>Edgewood Ave currently permits up to 11 metres in height, but the proposed amendments would change the maximum height to 12 metres.</p> <p>For more information about the proposed amendments, please see the summary on the HAF webpage here.</p> <p>I hope that this was helpful,</p> <p>Eleanor</p> <hr/> <p>Hello, I am enquiring about the above address possibly being allowed up to 4 units through the Housing Accelerator Fund. What conditions are there for us to be permitted up to 4 units? Currently there are 2 meters on the property. Thanks</p>	
C77	To whom it may concern:	No

	<p>We were just recently made aware of the possible development in our neighbourhood, by a friend / neighbour. First off we feel that this info was not well notified to the residents our area. A notice should have gone out via our mailbox, so everyone would be made aware.</p> <p>We have lived in this neighbourhood for over 30 years and the empty property / lot was always slated for a school sometime in the future, of course up to now this has never happened. I worked at the Astral Drive Elementary School for over 20 years and was well aware of the over crowding in both the schools there as our area grew over those years, with the development of Sherwood and side streets first, then the Colby South area.</p> <p>Obviously a school is never going to happen, but the Sherwood area is zoned for single family homes is it not. An apartment Building is out of the question, as we and many others were not happy when the ones went up near by on the Native Land off Caldwell Road. An apartment Building would affect the Property Values, add extra stress on the infrastructure, Water / Sewage not to mention, extra traffic, wear on the roads and noise levels.</p> <p>Townhouses would not be much better, with Duplexes being the next choice, but again would affect the property values for those living nearby on that general area of Sherwood.</p> <p>Could the empty lot not be turned into a Community Park / Facilities area, for both the children / youth, adults / families to use??</p> <p>In the long and short of it, my Husband and I are most certainly against any kind of Apartment or Townhouses being built there, as for possible other structures like low income housing, would have to be single family homes?? not a complex like row housing or apartments and would also depend on the esthetics / appearance of said homes.</p>	
C78	<p>Thanks for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p>	No

	<p>Just wanted to say that I'm hugely supportive of the proposed changes, I think it will go a long way to adding the necessary supply of rentals, and provide opportunities for homeowners to offset the elevated costs of owning a home.</p> <p>The city will need to make corresponding investments in mass transit to make this work, but fully supportive of that as well.</p>	
C79	<p>Thanks for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To Halifax Council,</p> <p>I am a resident of downtown Halifax, and a lifelong resident of Nova Scotia. I support the general direction of these changes, but believe that they do not go far enough. I am skeptical of the value that "planners" are bringing to the city. I would suggest the following:</p> <ol style="list-style-type: none"> 1. Further upzone all Residential 2 to 3. A quick glance at the map suggests that certain neighbourhoods are being retained as freestanding-house neighbourhoods. Rules should be deployed equally for all. Individuals are free to retain their freestanding houses if they want to, but developers should not be prevented from building four stories, four units, as of right on any plot of residential land in HRM as a minimum. I would suggest that "Paris-style" density, a popular term thrown around, be seriously considered, which would consist of 7-10 story buildings of a much higher unit count being buildable anywhere in HRM as of right. This would allow consumer demand rather than central planning to designate where in the city should be densified first. 2. A moratorium on further heritage designations. Halifax has a large number of heritage buildings already. People do not move to a growing city to live in a museum, and the reasons for designating buildings have become increasingly spurious. I would suggest that if locals are interested in preserving buildings, that they raise the money to preserve these buildings themselves via non-profit entities and purchase the homes. Preserving heritage buildings, which are hardly classical ruins or world-historic architectural achievements, is not an obviously good use of limited public funds or attention span when we have a housing crisis. If you want to live in a museum-tourist-trap, move to Annapolis Royal. 3. Designate zone-free areas to be developed that are presently undeveloped land. "Urban Sprawl" is a bad word among the fashionable urban planners, but Halifax is a small city and should not box itself in. We could double our "diameter" and still be a small city. Housing affordability is best addressed when we build outwards and upwards. New special development areas should be built that are developed as grids, not curvilinear suburbs, that do not have specific zoning to permit new urban mixed used development outside of the present core. It is worth considering that downtown Halifax, like downtown New York, could not be built today. These sorts of developments happened in the 19th and early 20th century before central planning and extensive permitting made urban development more difficult, time consuming, and myopic. Traditional development was laying down a grid and letting builders built—and we should consider that what worked in the past can work again. <ol style="list-style-type: none"> a. When performing jurisdictional scans, do not simply look at other Canadian cities who are all largely suffering from the same housing affordability problems. A jurisdictional scan should look at areas where housing is affordable and attempt to copy what makes that condition possible, for example, Houston Texas, which has no zoning and fairly minimal permitting resulting in high rates of youth homeownership and low rents. 4. Remove the Citadel-viewing plane height limitations. I seriously suggest that the city conduct a cost/benefit on what the value of this limited tourist attraction and "heritage experience" and then weigh that against development downtown always being about 2/3 of the height and 	No

	<p>density that it could be. It's fine to say that "it's nice to see the water from the hill" but we should be aware of the economic loss that comes from this design. Downtown Halifax is the most transit friendly, most walkable, and most urban friendly part of the whole city. It should not be smothered by a hillfort.</p> <p>5. Set goals based on rent levels and housing affordability. We are like frogs in a boiling pot with the cost of living in Canada, while our American neighbours have much lower costs to housing, permitting greater entrepreneurial activity, saving, and economy-boosting discretionary income. Rents and housing prices cannot just remain stable, they must come down (or incomes must rise) if we are to be a prosperous nation and city where children can expect to outearn on average their parents.</p> <p>6. At a higher level, prioritize the rights of private property development over "planning." Permitting capital to function in this city should be the default, normal posture of the city towards development. Manicuring development and bickering over setbacks, heights, and "character" becomes a tax on residents in the form of economic deadweight loss. We are a poor province, the poorest in terms of GDP/capita of all states/provinces in Canada and the US. We should be working to change that, and being permissive to development would go a long way.</p> <p>All that being said, the proposals made by council to meet the demands of the HAF are good as a package and work in the unambiguously right direction. I applaud their vision, and only wish we had done this ten, if not fifty, years sooner. These opinions are my own and are not meant to represent the opinions of my employer or any group with whom I am affiliated.</p>	
C80	<p>Thanks for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hey Sam, I am a resident of Slayter Street.</p> <p>I am writing to voice my support of rezoning as much of Victoria Road as possible to Corridor type zoning as I believe it has been a major artery of HRM and fits the designation of Corridor.</p> <p>In addition, I am in favour of increasing the number of storeys allowed in Corridor zones if deemed necessary.</p>	No
C81	<p>Hi, I'm extremely disappointed with the proposed changes to the Centre Plan. Specially the approach of increasing certain area's maximum heights permitted. It seems to be a careless and unthoughtful approach to upsize allowed developments without careful consideration of their impact.</p> <p>My understanding when the Centre Plan was initially issued a few years ago, was that a thorough andl comprehensive effort was put forward to identify developments that would fit with existing uses. It now appears the city is taking thoughtless approach by simply upsizing the rules put in place by the Centre Plan.</p> <p>I'm not against development and I recognize the housing shortage needs to be addressed. This should not overrule good planning rules which the Centre Plan put in place. These potential large developments will have lasting effects on Halifax for generations to come.</p>	No

	<p>I'm specifically upset with the proposed changes to allow 9 stories on the Robbie Street facing block between Bliss St and Jubilee Rd, when it presently permits 3 stories. Immediately south of Bliss St, along Robbie, 3, 5 & 7 stories are existing/proposed. What is the rational for the distinction?</p> <p>I'm also against the quick action of the proposed changes to the Centre Plan. The federal Housing Accelerator Fund is still available without such radical changes. More time, consideration & public engagement (specially local public meetings) should be undertaken.</p> <p>Regards,</p>	
C82	<p>Thanks for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Dear Councillor Austin, Dear Housing Accelerator Fund staff,</p> <p>I am a homeowner on Symonds Street in North Dartmouth. I am writing to express my support for the Centre Plan and the push for increased urban density in our neighbourhood.</p> <p>Urgent action is needed to address homelessness and the lack of affordable adequate housing options. I am in favour of the increase in maximum allowable building heights to seven stories on Victoria Road. It will impact the community dynamic, particularly in terms of improved public transit options. This, I hope, will lead to a reduced dependence on individual car ownership, subsequently alleviating traffic congestion. Furthermore, I anticipate that these changes will make the neighborhood more walkable, with the potential for sidewalks in the side streets, enhancing overall community accessibility.</p> <p>The increase in housing will also contribute to a more vibrant neighbourhood, possibly with more cultural, recreational, and entertainment options.</p> <p>Thank you for your time and commitment to making our city a better place for all.</p>	No
C83	<p>Thanks for clarifying that, we'll ensure your comments are captured in a report to Council.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/>	No

	<p>Hi,</p> <p>Thanks for your response. I'm aware of these limitations. I'm proposing that those are artificial and that heritage designations are a way to enable wealthy communities to avoid development and modern land use.</p> <p>I do acknowledge however that these are structural issues you cannot easily change. I just wanted this opinion included.</p> <p>Thanks for your efforts.</p> <hr/> <p>Thanks for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>To provide some additional context, the proposal includes zoning and height changes along Coburg Road and South Street to enable more density near post-secondary institutions, which is a key component of the Housing Accelerator Fund. Certain properties along these streets are either registered heritage properties or form part of a proposed Heritage Conservation District and did not see a significant change. As for the Downtown area, heights are generally restricted due to regulations protecting View Planes and Sight Lines to the Citadel, which is why no height increases were proposed as part of this process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hi,</p> <p>I reviewed the proposed changes for the housing accelerator plan and I think the following changes would help fulfill the objectives.</p> <ol style="list-style-type: none"> 1. The zoning on Coberg and South streets should be changed to allow medium to high density residential to provide student housing. 2. Downtown should have a revised height limit of 40 stories. It doesn't make sense that the densest best service land in the city has lower permissible heights than in the north end. <p>Thanks for these important changes to improve housing in Halifax.</p>	
C84	<p>Hello,</p> <p>As a resident of the North End of Halifax I would like to email to voice my support for the different changes I see for the HAF in my community. I can see in a community Facebook group that there is opposition to a new height allowance on Duffus St between Isleville and Novalea so I would specifically like to voice my support for this increase in the hopes that some well needed housing is added to our community. With that, added commercial space on the ground floor would be ideal.</p> <p>My address also has the proposed change to ER-3 which I view as another welcome addition. For me personally, I have a (<i>redacted</i>) and my husband and I are already considering the changes we may need to make to our home to accommodate our children as young adults if it is no longer feasible for them to move out like we did in their 20s.</p>	No

	<p>Thank you for your time and I truly hope changes to zoning can go forward so that future generations will have the chance and opportunity to rent or own a place of their own.</p>	
C85	<p>Thanks for the feedback, we do appreciate it. It is of course always a challenge to accurately summarize such broad proposals as there are inevitably site-specific considerations (e.g. existing development agreements, heritage properties, etc.) that play a factor. We are also trying to maintain the overall objective in Centre Plan which is to have areas of high-density transition to low-density Established Residential areas, and some of the FAR values are reflective of that transition.</p> <p>For the height at Joseph Howe and Scot, I want to thank you for bringing that to our attention as it appears that may be an error on the map.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello again,</p> <p>I'd like to add to my previous feedback if I can. I took a look through the interactive map and unfortunately what is proposed is less ambitious than the description. Despite saying "max. Floor Area Ratio (FAR) to 10 in most Centre (CEN) Zones" very few actual sites get a FAR of ten in ways that seem fairly arbitrary. For example, at the corner of Almon and Robie the four corners have FARs of 10, 8, 5, and 7. Further there are a number of inconsistencies throughout that do not seem to have a clear rationale. For example, there is a FAR of 3 along part of Pepperell St, a FAR of 2.25 further up Pepperell, and a FAR of only 1.75 along Yale. These kinds of arbitrary distinctions occur throughout the proposed plan and substantially undermine the effectiveness of the proposal and do not align with its stated actions.</p> <p>Other sites seem to be getting down zoned despite just having been upzoned during the Regional Centre Plan process. For example, the corner of Scot St. and Joesph Howe Dr. is being down zoned to 5 stories despite an 8 story building currently being under construction. There are numerous other subtle downzonings that are inserted with no clear justification.</p> <p>The plan is still an improvement to the status quo but the communications around it do not present a fair representation of that actual proposal. Adjusting the plan to better match its stated intentions particularly in regards to these issues would make a major impact on the housing issues facing Halifax.</p> <hr/> <p>Hi,</p> <p>Thank you for your feedback on the proposed changes for the Housing Accelerator Fund. Your recommendations have been received and will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>Thank you,</p> <p>ELEANOR FIERLBECK SHE/HER</p>	No

	<p>PLANNER I REGIONAL & COMMUNITY PLANNING PLANNING & DEVELOPMENT</p> <hr/> <p>Good morning,</p> <p>I wanted to provide feedback that the proposed changes as part of the Housing Accelerator Fund are excellent and I hope to see them implemented as soon as possible. They represent a major step forward for the city and I appreciate the boldness of many of the recommendations.</p> <p>There are two changes that I wanted to raise for consideration:</p> <ol style="list-style-type: none"> 1. The FAR increase should proportionally match the increase in stories. Using a rough calculation of 3.3 meters per story, the new rules will see buildings of around 132 meters in height, compared to a maximum of 90 meters previously. This is an increase of approximately 46-47%, whereas FAR is only increasing by 25%. A max FAR of 12 would keep things in proportion while avoiding a push toward lot consolidation to enable additional height. 2. The stretch of apartments along Olivet Street should be HR-2 instead of HR-1. As the opposite side of the street is a cemetery rather than houses this can be accommodated easily and it is appropriate as it is close to a future growth node. It would also enable greater access to commercial services along that street which would be beneficial to residents and the neighbourhood. <p>Thank you!</p>	
C86	<p>Currently the proposed HAF amendments intend to allow up to 4 units on a lot, but you would still need to meet all applicable regulations in the Land Use By-Law. At this time, a proposal to have a shared wall over the property line connecting two 4-unit dwellings is not something that would be enabled under the current scope of the HAF amendments.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To Whom it may concern,</p> <p>I had a question regarding the new housing accelerator fund and the ability to build 4 units as of right. I am interested in a property on Penny ave, Lots <i>(redacted)</i> and <i>(redacted)</i>. The PIDS are <i>(redacted)</i> and <i>(redacted)</i>. The lots are zoned R2P, by law code 9.</p> <p>I was wondering, would i be permitted to build a building with 4 units on both PIDs, for a total of 8 with a shared demising wall? Each side is considered a separate lot.</p> <p>Thanks</p>	No
C87	<p>Hello:</p> <p>I am a suburban resident of Halifax in the Rockingham area. I am not in favor of increasing the zoning in my area to four units in the R-1 areas. The character of these neighborhoods is family friendly where people know their neighbors and support their local schools. It's a nice way to grow up where kids know all the houses by where their school friends live. It makes for safe environments and especially safe and spacious play areas. I think all the areas being developed for apartments and there are many in my area like Larry Uteck and Rockingham South should have parking for</p>	No

	<p>residents and more importantly play areas for children in the building. Currently we see kids playing in the parking lots. Halifax should have lots of safe play areas. I would like to see infrastructure catch up to all the development we have already experienced. We need playgrounds, tennis courts, basketball courts, rec centres and hockey rinks to name a few. I would like to see Halifax require developers to provide these things and sidewalks in all the new developments.</p> <p>I think every building in suburban neighborhoods should have off street parking for units on each lot. The new apartments allowed in my residential area have made our street congested for plowing and curtailed the kids street hockey games.</p> <p>I would also like to see planning for evacuation routes from the city. I am concerned with development along routes like the Bedford Hwy building right out to the edge of the highway restricting evacuation traffic.</p> <p>I would also like to know what the police think of the proposed changes to zoning and how it will make our neighborhoods safer.</p> <p>Aside from the immediate impacts which are of concern in my neighbourhood, I am extremely concerned by the serious and very obvious lack of planning or analysis of potential impacts of this proposed change. The ridiculous simplicity of the proposal to apply this single change to such a broad area is clear evidence that none of the appropriate engineering, environmental and other impact studies, or other foundational work has been done. Some examples of this would be the lack of any consideration of necessary improvements to storm sewers to handle the increased surface water runoff that will result from significantly more development, the lack of any analysis or proposed investment in energy infrastructure to handle the increased usage, the lack of any plan to handle the additional traffic and pressure on public transit that will result from a potential 4 fold increase in population.</p> <p>Cities by their nature attract people because of the economic and social opportunities they present. It is the job of city managers and administrators to plan for and invest in the necessary infrastructure to accommodate that growth. The current housing crisis shows that our city has failed in this area. Simply throwing open the doors to uncontrolled building and development without any thought of the impacts or planning and investment in the required infrastructure will surely have a material negative impact on the quality of life of all of our citizens.</p>	
C88	<p>Thanks for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Specifically Victoria Road between Frances St and Cherry Drive. Rezoning to 7 storey height limit</p> <p>Our home on Garden Drive has been in our family since it was built in 1950. We've seen changes, almost all to the enhancement of the neighbourhood, one of which was/is the establishment of My Brightwood Community Group on Facebook which has over 1000 members.</p> <p>The proposed rezoning has seen many in this group (including my husband and I) voice their opinions, almost all NOT in favour.</p> <p>Yes to development but where and how high. I look at the old Northbrook School on Victoria Rd and can envision that area as being ideal for redevelopment with a green space so that families have an area where children can play in a safe environment. Putting 7 storey apartment buildings in a residential area made up of mostly 2 storey homes is adding nothing to the area or the people that would occupy them. It's just another eyesore.</p> <p>Homes designated as "heritage" are protected. Why can't a whole neighbourhood not be protected from</p>	No

	<p>the wrong type of development.</p> <p>I believe our neighbourhood should have a strong vote in the proposed revisions.</p>	
C89	<p>Thanks for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>Although the scope of the proposed amendments is limited to land use, the City is working on implementing a rapid transit strategy (here: https://www.halifax.ca/transportation/transportation-projects/transforming-transit/rapid-transit-strategy) that will help support future growth.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello,</p> <p>I had a look into the Centre Plan Update for District 5 and I fully support the increased density. What I do have a problem with is that, for years now, I haven't heard anything from the city about how it's going to deal with traffic in a more dense city. Already, car drivers (most of them on their own, in cars that are way too big for one person) prevent bus users to get to places in a timely fashion (one accident on the MacKay and all bridge-crossing traffic comes to a standstill). Since September 2023, more busses have been up to capacity (and refusing to pick up more passengers), what are you going to do about this?</p>	No
C90	<p>Thanks for reaching out. As part of the proposed Housing Accelerator Fund amendments, this area is proposed to accommodate up to 4 units per lot, provided all applicable requirements of the land use by-law are met. Currently, we are soliciting public feedback on the proposal, but we do expect this will be introduced to Council sometime in March/April. There will be more information available at that time, such as the full proposed amendments, where you will be able to see the requirements in more detail. Please note this is still a proposal and is subject to change, pending Council's approval.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Good Afternoon,</p> <p>I am wondering if you go through with the gentle density program would this enable a property at [redacted] Frederick Avenue in Halifax, PID [redacted] to develop 4 units on the existing property? We are looking to rebuild from scratch and wondering on timing and what would be able to be done to maximize the density of this property?</p>	No

	<p>As always, any information you could provide would be greatly appreciated, thanks</p>	
<p>C91</p>	<p>Thanks for reaching out. As part of the Housing Accelerator Fund, changes are proposed to allow up to 4 units on a lot in this location. Typically, the 4 units would have to in the same main building, but depending on the size of the lot and the proposed unit, there may be an opportunity to build a backyard suite as well.</p> <p>Please note the amendments are still proposed and in draft form. More information will be available in March/April as the proposed amendments are brought forward to Council for approval.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello My name is and I own on Dartmouth rd. Bedford.It is presently zoned RTU and I have one building with 2 separate units. It appears to me I would be allowed to have 4 units if the proposed changes are approved. Is that correct? Could I build 2 more units separately or would it have to be 1 building? Any more information you can provide would be greatly appreciated.</p>	<p>No</p>
<p>C92</p>	<p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To whom it may concern,</p> <p>As a resident of Wardour Street for over 4 years now, I chose to purchased my home in this area of Bedford because it's safe, quiet and very charming. It is also close to my work and my family. I've grown up in Bedford my entire life and know the town very well. My family has also owned a business in Bedford for over 25 years. I've seen a lot change over these years including the amount of traffic. I remember a time when it would take me under 5 minutes to drive to work, and these days I'm lucky if I get there in 15-20 minutes. My commute time to work has more then doubled because of the amount of population growing in the area. Bedford was always a small lovely little town with single lane roads running through which is part of the appeal and gives it that small town feel. The area I live in I have always called "old Bedford" because if it's charm and community.</p>	<p>No</p>

	<p>Adding these types of buildings to this area will only lead to even more traffic, more stress and mental health issues for many people. This area of Bedford doesn't fit this aesthetic nor can it handle anymore traffic! The Dartmouth road is extremely backed up at any given time of day, it can absolutely not handle any more congestion. The urban planning is lacking infrastructure, there by until such time as traffic patterns have been addressed properly any additional development is just infringing upon our quaint communities.</p> <p>As a 30 something single female, I certainly would have reconsidered spending all of my money on a home that would be staring across from a large apartment unit with constant hustle and bustle of cars and loud noises coming in and out of a driveway that is said to be built across the street from my driveway.</p> <p>I'm sure to the person reading this (on a personal level, business aside) you would also be extremely disappointed if you were told a large apartment building was going to be built across the street from your home.</p> <p>In addition to the huge traffic issue safety and privacy are just two more major factors in my personal distaste for these plans. This historical area of Bedford should remain just that. With all of the world changing so rapidly and not always for the better, let's keep the charm and historical aspect of our beloved community.</p> <p>Let's find a different solution to building new homes.</p> <p>They should be in an area that can handle the traffic with ease instead of adding more stress. I also personally dont believe that the new highways being built will compensate enough for the traffic issues coming into Bedford.</p> <p>Wardour street, for years has always been looked at as a "cut through" street. I've watched cars backed up as far down as the graveyard from the Dartmouth road trying to turn left. I was also told a set of lights was not an option for this area. Now the cars are also being backed up across the little bridge by Fish Hatchery Park by Cascades Spa.</p> <p>There just isn't any room. So please I ask you to carefully consider this huge decision for our sweet little town of Bedford.</p> <p>Thank you for taking the time to read my concerns.</p>	
C93	<p>Called [redacted] – spoke about proposed changes at [redacted] Fenwick Street (CEN-2 Zoning). Did not indicate whether he is in favour or opposed to the proposed changes.</p>	
C94	<p>Thanks for reaching out about the proposed changes to the Housing Accelerator Fund. To answer your questions whether the addressed below are included in the HAF to allow 4 units on a lot:</p> <ul style="list-style-type: none"> • IRVING ST, DARTMOUTH - Yes • MEADOWBROOK DR, BEDFORD - Yes • COBEQUID RD, WAVERLEY – No – proposal to allow 4 units on a lot is restricted to areas with public water and sewer. <p>I hope this helps, please feel free to reach out if you have any other questions.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p>	No
C95	<p>Hi,</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p>	No

	<p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello city planners and Sam Austin,</p> <p>I'm writing to you about the planned rezoning of Victoria road to allow 7 storey buildings up to Cherry Drive. I'm not opposed to rezoning from R-3 to corridor development, but do not support the ability to build 7 storey buildings from Francis street to Cherry Drive. There needs to be a softer transition in this area from 7 storey building to detached single family homes. I support 4 story buildings from Francis Street to Cherry Drive. Please support this change by amending the proposal going to council in April. Community members like myself will not be able to timely attend a council meeting to debate this issue because of work constraints. I look forward to your actions based on the feedback of the Brightwood community.</p>	
C96	<p>Hello,</p> <p>I'm have been a big supporter of the Centre Plan. It was crafted by smart people, with iterative development over a long time span, with much opportunity for feedback. It resulted in a very good plan for a sustainable city that offered good quality of life for residents—allowing progressive new developments while retaining the character and neighbourhood structures that make Halifax peninsula a jewel of a city to live within.</p> <p>The proposed amendments will undo all of the good planning and responsible development that has occurred. It will irrevocably damage neighbourhoods, beyond repair. I love Halifax, and adore my own neighbourhood on Leaman St, and all of the residential neighbourhoods that I visit during my long runs around the peninsula. But, I do not want to live in the city that is being proposed in these amendments.</p> <p>These amendments are poorly thought through, and have been pushed forward without consultation. I have been told that residents were informed, and through multiple means, but I will ask if true then why was the recent announcement of these amendments at the start of February this year the first time that **any** of the residents on Leaman St had heard of this?</p> <p>I'm disappointed, feel disrespected as a resident, and do not feel that my elected officials in the city have properly done their job on this.</p>	No
C97	<p>Yes, the proposed amendments to planning documents as part of the Housing Accelerator Fund aim to enable at least 4 units on a lot where the property is serviced by municipal water and sewer, provided the development meets all applicable requirements in the land use by-law and the National Building Code.</p> <p>We are currently soliciting feedback on the proposed amendments. If all goes well, we would be bringing this forward to Council in March/April. The process will include a public hearing and Ministerial approval before it is finalized (likely May/June). If the proposed amendments are approved, you could submit for a permit application to add the 4th unit. More information, including the full list of draft amendments, will be available on our website www.halifax.ca/haf for the Council process in March/April.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p>	No

	<p>Hello, We are interested in learning about the Housing Accelerator Fund amendments. We currently own a triplex and would like to apply to add a unit. We understand that the proposed amendments will allow for this - are you able to advise the process and timeline? Thank you</p>	
C98	<p>Dave is correct, under the proposal the ER-3 Zone would allow low-rise multi-unit dwellings (proposed max. height of 12 metres) and no parking would be required.</p> <p>Currently we are proposing the ER-3 to have no maximum unit count, but as you might imagine we are getting a lot of feedback on this proposal, so things still may be tweaked between now and when it goes to Council. We're targeting introduction to Council in March, with public hearing in April, so there will be some more information including the full list of draft amendments that will be available on our website www.halifax.ca/haf at that time.</p> <p>Feel free to reach out if you need anything else, it certainly sounds like an interesting project!</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>It is my understanding that you would be able to do the kind of project in the ER-3 zone (4 storeys as long as 12 m height is respected; building width across a resulting 66-ft wide lot, no parking, and no limit on unit count). I'm CCing the team in community planning working on the amendments as they would better be able to guide you with specific questions – they are at haf@halifax.ca.</p> <hr/> <p>Dave, The project would be located near regular transit in the West End, but the site selection part hasn't started, as we are trying to figure out how it would fit in zoning.</p> <p>The changes look very promising for ER-3!</p> <p>The project would be a co-op, not a non-profit, and would seek to build a co-housing building as a demonstration in the urban core. Co-housing would see tenants share far more in common areas than would be typical in a normal building. E.g. there might be common kitchen, workspace and recreation areas in the building, allowing the individual units to be much smaller and increasing density.</p> <p>Would we be able to construct a 4 story, multi-unit building (or cluster housing) spanning two 33-foot lots in an ER-3 zone? With no parking requirements and no limit on the number of units?</p> <hr/> <p>Your enquiry came to me – my group works with affordable housing grants and regional policy. We also have adjacent to us a community planning team that works on Centre Plan and Suburban Community Planning.</p> <p>Are you within the Centre Plan Area or Halifax Mainland Plan Area, and which zone? (You can tell by turning on the zoning areas layer in explore HRM https://www.arcgis.com/apps/webappviewer/index.html?id=425cf408196648db994be8f53206f75c&extent=-7083412.2677%2C5563083.6088%2C-7074239.8243%2C5567899.1416%2C102100&showLayers=public_washrooms_test_466). Both the Centre Plan and the Mainland Plan Land Use Bylaws contain definitions for (Small) Shared Housing Use which are defined as 10 or fewer bedrooms rented individually – you might be operating as either a single unit dwelling or a Shared Housing Use.</p>	No

I read in your email below concern around unit breakdown and one piece of good news is that, as part of forthcoming proposed amendments (and there are lots of them) if you are in the regional centre's ER-2 or ER-3 zone and your project is designed as a single unit dwelling it would no longer be subject to bedroom count maximums under the proposed changes.

And if you are a registered non-profit operating for at least a year you may be able to apply for funding through the Affordable Housing Grant Program next fall.

I hope this can start pointing you in a direction but if you had further questions I'd likely pass you along to another group. Overall the intent of a project like this would be to see if it can fit the rules and be approved as-of-right, especially as we try and adjust the rules to make more housing projects workable.

Good luck and let me know if I can help at all!

Best regards,
Dave

Dave Paterson, MCIP, LPP
(he/him)

Principal Planner
Regional Planning | Planning and Development

Hey Dave,

Hope you had a nice weekend. Kevin from ECC reached out about someone in the Province who is looking to try and establish a housing co-op. They're looking for HRM contacts, do the details below seem like something your team can speak to? It's a bit open ended and might even end up in my neighbourhood with planning amendments, but thought I'd see what you think before I respond.

Matt
MATT CONLIN, LPP, MCIP
PLANNER III | URBAN ENABLED PLANNING APPLICATIONS

HALIFAX

Hey Matt,

A bit more context below. Any thoughts?

KEVIN BOUTILIER, P.ENG.

MANAGER OF COMMUNITY ENERGY
ENVIRONMENT & CLIMATE CHANGE | PROPERTY, FLEET & ENVIRONMENT

Kevin,
I should clarify that I'm flying my own banner here, not my provincial hat.

	<p>I have a co-housing proposal that would house 12-16 people in under 5000 sq ft. The definitions of a unit break down a bit with co-housing so it doesn't fit clearly into the existing zoning rules. I'm not clear if it would require an exemption if located inside the West End. This would be put together as a co-op, not a developer project. Happy to talk about it!</p> <hr/> <p>See below. Any further info?</p> <hr/> <p>Morning,</p> <p>We'd need a bit more information regarding the nature of the project, but broadly if it's longer term outlooks and possibly housing, I'd imagine that might fall within the Regional Planning team's purview.</p> <p>Do you know anything more about the project? Matt</p> <p>MATT CONLIN, LPP, MCIP PLANNER III URBAN ENABLED PLANNING APPLICATIONS</p> <hr/> <p>Hi Matt,</p> <p>Do you know of anyone in Planning that might be best suited to help the province with this?</p> <hr/> <p>Hope you survived the holidays well! I have a side-project in the housing development world that I'm trying to pull together to form a co-op. Do you know of anyone in the planning department who is willing to entertain innovation in the name of environmental footprint? Thanks,</p>	
C99	<p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p>	No

	<p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello, I am writing to express my disagreement with the HR-2 designation for Goresbrook Ave and Rogers Drive. It should be kept as single family dwellings. This is a single family zone with double the number of children now than when I moved in 20 years ago and fewer retirees too. The change in designation will destroy an otherwise fantastic single family residential neighbourhood. The SMU student numbers have not increased substantially over this timeframe - the issue is a removal in housing stock by developers, AirBnB-type accommodations and the recent changes to parking permits from 2 h parking.</p> <p>This planning change will not solve the immediate housing crisis for students. It will only breakup an otherwise fantastic area to raise children. It will also remove desirable housing for professionals wanting / needing to live on the peninsula (i.e. physicians who have to (by contract) live within 30 min of their workplace). I disagree with ALL the proposed changes around SMU and Dal. The changes will destroy single family neighbourhoods and not resolve the housing issue. There are many vacant lots within south-end Halifax (on Robie) or houses empty (e.g. on College st. that used to house ~100 - 200 students, now the houses are empty). Communicate with the owners to have accommodation built (or used once more) and get responsible buildings built. Do not change a twenty year centre plan at the bequest of the federal government without adhering to resident wishes.</p> <p>I also want it acknowledged by staff and councillors that there will be relatively few responses per area given the low density of housing and this may be taken by some as an acceptance of the proposed changes. Please recognise this potential bias.</p>	
C100	<p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best, JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>The big push for housing is on because HRM council requested NS and federal govt for more people , and the new people are here. But there is not housing for them. Its a case of the cart before the horse Also the services have not expanded. The Bedford highway already resembles a parking lot in the AM and PM. You now have an unhappy population knowing it will take years to catch up Lots Of Luck.</p>	No
C101	<p>PS, I meant to attach this sketch to my previous email below to show the relative difference in allowable building heights from ER3 to COR.</p> <hr/> <p>To HRM Planning and Councillor Austin: Thank you for the opportunity to provide my input.</p>	Yes

	<p>My property backs onto (<i>redacted</i>) on Victoria Road and I have enjoyed living on Slayter Street for the past 28 years.</p> <p>My property is currently zoned ER1 and my neighbour to the rear is zoned ER3.</p> <p>From my layman's perspective, that block of Victoria Road (between Frances Street and Cherry Drive) does not appear to be fully developed to the maximum currently allowable for ER3.</p> <p>I believe the proposed jump to CORRIDOR Zoning with a maximum height allowance of 7 stories is a bit too ambitious for this particular block and could result in many of the affected homes on Slayter being dwarfed and shaded by multi-Unit Apartment Buildings that will be approximately 5 storeys taller than the residential dwellings that currently exist on Victoria.</p> <p>This will be a significant change and I do not feel it will be consistent with HRM's plan to "gently" increase density while at the same time avoiding intrusive changes to existing ER1-zoned neighbourhoods such as the block of Slayter Street between Frances Street and Cherry Drive.</p> <p>In addition to a significant loss of natural daylight from the southerly exposed back yards on this block of Slayter, there will also be a loss of the night sky, increased noise pollution from such a significant increase in density, a loss of passive solar heat into rooms which are located on the rear of the Slayter Street dwellings and a very likely increase in the rodent population resulting from refuse bins that will likely be stored at the rear of any large apartment buildings that are built on the NE side of Victoria Road.</p> <p>I am agreeable to zoning changes that target our current shortage of housing units in HRM but I would ask that a reasonable step-down buffer (say 3-4 stories maximum) be considered for this block, one that would be a better fit and have a neutral or lesser negative impact to the property values as well as the quiet enjoyment of those ER1 residences that back onto the Victoria Road addresses that are being considered for this zoning change.</p>	
C102	<p>Hi Tim,</p> <p>In receiving the below email regarding the proposed Wardour/Dartmouth Road development, we discovered there is a request by the homeowner at [<i>redacted</i>] Wardour Street (directly behind and attached to our property at [<i>redacted</i>] Wardour Street) to build a secondary structure consisting of a 4-storey multi-unit building for 12 residential units (see screenshot below). Do you have any information on this? As direct neighbours we are clearly concerned about the potential impacts and want to make sure our voices are heard in the process. Where in the approval process does this project stand? Will input from residents and neighbours be solicited? Any information you can provide at this time would be greatly appreciated.</p> <p>Best,</p>	No
C103	<p>Dear Housing Accelerator Fund Team,</p> <p>I am sending what I am afraid are my rather hastily drafted comments on the proposed changes to the Centre Plan in response to HRM's Housing Accelerator Fund Proposal. My comments are hasty because of course residents have been given a woefully inadequate amount of time and information to respond to a very complex set of proposed changes.</p> <p>With that in mind, here are the things that jump out at me as being problematic.</p> <p>Corridors and Centres:</p> <ul style="list-style-type: none"> • I am very concerned about the proposed increases in allowable height 30 to 40 storeys in some areas. Incentivising buildings of the scale does not meet the objectives of the HAF to speed up the construction of affordable, environmentally sustainable housing for a number of reasons: • 	No

- o even developers have said that we do not currently have the equipment or experience to build 40 story buildings in Halifax, so why would we want to zone for buildings that we do not have the capacity to build now? This proposal will not have any immediate impact on housing supply. Also, have you given consider to the fact that our emergency services don't have the capacity handle emergencies in buildings of this scale?
 - o The construction costs of high-rise buildings of this scale are very high. As such, it is guaranteed that they will not include any affordable units. The only way that developers should be allowed to construct buildings of this scale is if the majority of the units are affordable.
 - o 40 storey buildings create quick density, yes, but with a major environmental impact. They must be built with non-renewable building materials like concrete and steel, while lower rise buildings can use timber-frame construction. Other negative environmental impacts of buildings of this scale include considerable impacts of shade and wind on surrounding neighbourhoods. The Feds asked for increased height in corridors and centres, but the proposed increases go well beyond what the Feds asked for. We don't need to turn the peninsula into Manhattan in order to densify it. This is the lazy way out. Find other ways of creating density without creating canyons of 40 story buildings.
- On the subject of height in general, according to the October 4 letter from Minister Fraser, one of the options the Feds asked HRM to consider was allowing four storeys as of right. It would have been very interesting if HRM planning staff had put this idea forward as an option. I suspect compared to the raft of 40, 11, and 9 storey upzoning recommendations you have made, a lot of people might have found the idea of 4 storeys as of right a more palatable compromise.

ER2 and 3:

Encouraging internal conversions sounds great but the lack of maximum unit and bedroom counts seems to leave too much room for possible abuse.

Student Housing

I think that the proposals for creating more housing for students near Dal and St. Mary's go too far. Student housing is occupied from September to April, then many students go home for the summer. That leaves housing that could be occupied 12 months of the year empty for four months. Rather than trying to increase the supply of off-campus housing, it seems to make more sense to assist Dal and SMU with their plans to increase on-campus housing. I understand they have plans to do that, and furthermore, they have said they do not need or want the competition from more off-campus housing. Basic consultation with the universities during the development of your proposals would have made this quite clear, but I understand these consultations were not undertaken.

Office to Residential Conversions

I understand that London Ontario reached their HAF density targets largely through office to residential conversions. Would it have been possible for HRM to do this? That would have been ideal since the environmental impact of retrofitting existing buildings would have been much less than the policies you are proposing that are incentivizing new construction. It would have been nice to been given some options, rather than the almost fully-formed plan that HRM has been put forward.

Heritage

While I appreciate that staff have apparently tried to include some protections for heritage in the proposals, I am afraid these will not work in practice. The proposed upzoning will make it too attractive for developers to purchase registered heritage properties, apply to de-register them, wait the requisite two years, then tear them down. The proposed upzoning of streets with many historic, but not formally designated, homes will also provide huge incentives for developers to buy these buildings up and tear them down. There is no clearer example of this than what has been happening on Robie St. and surrounding streets as a result of the upzoning contained in the Centre Plan. I commented on the likelihood of this happening when the draft centre plan regulations were brought out and know that others did too, yet changes were not made. Then when developers started buying these properties and tearing them down, everyone was rightly appalled. But planning staff and Council expressed surprise that this was happening. They said that they didn't think developers would spend that amount of money to buy houses like those just to tear them down. Why were they surprised? We were not. They were warned this would happen. So if you upzone historic neighbourhoods as you

	<p>propose to do, and this happens again, but on a much larger scale, you can't feign surprise. You have been warned that this would happen not only by Individuals like me, but by organizations like the Heritage Trust of Nova Scotia. Please don't make the same mistake again.</p> <p>There is so much more to say, but that is all the time I have. So I will close by saying what I have written a number of times to council and staff. You will likely categorize my comments and many others like me as NIMBYism. It is a convenient way to dismiss people's concerns. But when we are only given a short time to respond to pre-packaged proposals, rather than being given the opportunity to provide input into formulating solutions, what choice are we left with but to highlight our concerns. We know that there is a housing crisis. And we want to help. But instead we are forced into a "defensive" position when we would much rather be working toward a vision to help solve the housing crisis while maintaining the qualities that make this a great place to live. We would still gladly do so if given the chance.</p>	
C104	<p>Good morning Joshua,</p> <p>Thank you for providing the details regarding the proposed zoning changes for PID [redacted]. I appreciate the information on the current height and FAR, as well as the potential adjustments to 33 storeys with a FAR of 8.0.</p> <p>I've checked the provided link to the interactive zoning map for further insights. It's great to have such resources available.</p> <p>I understand that these changes are still in the proposal stage and subject to potential adjustments.</p> <p>Thanks again for keeping me informed.</p> <hr/> <p>For PID [redacted], the current height is 90 metres with a FAR of 6.25. The proposed zoning would allow for 33 storeys with a FAR of 8.0. You can find more information, including a link to an interactive zoning map, here: www.halifax.ca/haf.</p> <p>Please note these changes are proposed and subject to change. We anticipate bringing this forward to Council at some time in March or April.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Dear Sir/Madam,</p> <p>I trust this email finds you well. I have recently reviewed the information regarding the proposed amendments to planning documents in the Regional Centre on the HRM website. Could you kindly provide clarification on whether these amendments might have any impact on the Floor Area Ratio (FAR) or the number of stories permissible for the properties located at [redacted] Ochterloney?</p> <p>Thank you for your prompt attention to this matter. I appreciate your assistance in ensuring clarity on these potential implications.</p>	No
C105	<p>Im angry at the preposed re zoning of the land at Sherwood St. That land was supposed to be single dwelling and must not be changed. As the original owner of our property they cannot change the zone of adjacent land that will cause a nuisance and ruin the peace and quiet of our neighborhood. I'm concerned about our neighborhood property values and the loss of green space. The land was planned for a school that is</p>	No

	<p>desperately needed due to all the new housing in Colby South. The traffic congestion is bad enough now, Sherwood St and Astral Dr are very busy streets and Astral Dr is a mess of deep pot holes and a patchwork road of crumbling infrastructure.</p>	
C106	<p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Part of the proposed changes have to do with enabling more residential density close to post-secondary institutions in the Regional Centre, such as SMU, Dalhousie, and NSCC. Please note the current proposal is to enable buildings up to 9 stories in height on the west side of Bridges Street, not 12. You can view the proposed changes in more detail here: www.halifax.ca/haf.</p> <p>Please note we are still gathering feedback on the proposed amendments, and your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To Whom It May Concern,</p> <p>I reside on Bridges Street in Halifax. I have been alerted to the fact that there is proposal to change the zoning on the street from residential to allow for units of up to 12 stories.</p> <p>I am not sure why Bridges Street was selected for this change. Was it perhaps its proximity to SMU?</p> <p>I wonder if any staff have actually looked at the current character of the street. The street was developed around 1945. On one side of the street are bungalows, and on the other are small two stories. I can't fathom how someone would consider allowing for such a dramatic change in the character of the street. I think this proposed change needs to be revisited as I find it to be nonsensical.</p>	No
C107	<p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Greetings,</p> <p>I am reaching out due to the proposed changes affecting height allowances on properties located on Duffus street (slightly west of Novelea).</p>	No

	<p>I was not aware that these residential properties were upzoned to be HR-1 in 2021. I know that a requirement of proposed zoning ordinances requires the municipality to ensure neighbours are made aware. I've looked at the information available online from 2021, and note that it is very hard to find the Duffus properties specifically.</p> <p>As a result I think the city has abused its zoning power by not ensuring neighbours were made aware of this change, especially since these changes were done during a pandemic.</p> <p>The houses on Duffus (between Isleville and Novelea) amounts to spot zoning. I know the argument is to support the corridor, but if you know the neighbourhood you would know that this doesn't make any sense to increase the height on those properties.</p> <p>I believe these zoning changes would only be of benefit of the owner, but to the detriment of all the other owners around.</p> <p>Therefore I also oppose the proposed changes (allowing structures to be built higher than 5 stories), as I think this would represent a disruption in the neighbourhood, and impact the quality of life for the people who live here.</p> <p>This would be disruptive to the people already living in the area. Any developer looking to profit from such a project will only cause further gentrification in this culturally-sensitive neighbourhood (close to Africville and facing the famous Hydrostone District.)</p> <p>The community is already seeing the negative impacts of increased traffic in the area, and many people were not even aware of the changes made to these properties in November 2021.</p> <p>There seems to be a lack of transparency around how these decisions are being made, and hopefully my concerns will be considered.</p>	
C108	<p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello,</p> <p>I am a resident of Vanessa Dr and I am in complete support of the zoning changes in the neighbourhood. There might be a silent majority of young families that recently moved into Brightwood such as mine that are in support of more density. Don't let the Facebook pitchforks fool you.</p>	No
C109	<p>Hey, thanks, that's great to see! Yes, so sorry, and thanks for clarifying. In this case, it is very positive to see the increased density allowed in this zone.</p> <p>Well done on all the great work.</p> <hr/>	Yes

	<p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>Just to clarify, I believe the screenshot you've attached is of the current zoning. The proposed zoning has Pacific Street as ER-3, see below:</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello</p> <p>I am writing as a resident of the Halifax peninsula in support of the changes proposed. I am very happy to see the city taking seriously the lack of housing in this city.</p> <p>I have one comment relating to the pocket which includes the street we live on, Pacific street (screenshot attached). It would be zoned under the proposed plan as ER-2. But it seems to be squished between COR and HR1. It is my opinion that the whole area (pacific street, windsor street and gladstone st), should all be zoned HR1 to avoid a small pocket of old, small houses being shadowed by taller buildings. It seems that given the proximity of this pocket to the transit corridor, and it being separated from the other residential ER2 areas, that it would make more sense to densify this pocket above the density of ER2.</p>	
C110	<p>Thanks for your feedback. I do believe Councillor Cleary was correct in his statement, below is a graph from Statistics Canada that shows how the peninsula population has changed over time:</p> <p>Another crucial point that is resulting in the housing shortage is, as you've mentioned, declining family/household size. Smaller household size means that we need more housing per capita today to house the same population we did 30 years ago. However, the population is also growing very rapidly – HRM grew by over 20,000 people last year alone and we are planning for the population to double from about 500,000 today to 1 million people in 25 years. Compound that with the fact that we already have a housing shortage, estimated at approximately 20,000 units, and this is the reason why staff are proposing zoning changes to accelerate and unlock more housing supply across the municipality.</p> <p>As for transportation, in 2016 approximately 49% of trips originating in the Regional Centre were on foot, by bike, or by transit, with the remainder being by personal vehicle. This means there is already a demand for providing housing for a population that does not drive, and the cost of building structured parking is one of the many factors that drives the price of housing up. The proposed changes to the planning documents is to remove minimum parking requirements. However, this proposed change does not prevent a developer from adding parking to their project.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/>	Yes

	<p>Hello</p> <p>Just a further comment after seeing Shawn Cleary on CBC He made a few 'selective' statistics: Like population on peninsula is less than 1961 On that 1. Hard to believe and 2. As populations change - large multiple children families are more rare and many homes which had larger families are now turning over to new families as the previous families now move on. The street I live on has many widows and widower who live alone as the their children have moved elsewhere or as they pass on these house are rotated toward family's. He also mentions vehicle ownership. Previously a family would have 1 vehicle (as I did as a child in a family of 5) now most have multiple. (Family of 3 have 2 cars) all need parking. He also compares halifax to city's elsewhere (Europe). Halifax is not Europe. We have no subways and very few usable buses. (despite continually trying to jam it on us). As well cherry picking population growth on the pensula. How many people (without cars) are students? Who only are here for the school year where counted as ' residents'?</p> <p>This is such a today solution that will have the appearance of growth which in 10 years will be another problem.</p> <hr/> <p>Thanks for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>All</p> <p>Please do not do this!!</p> <p>You have not added a single new park or rec center to the peninsula but want to add an almost unlimited number of new residential units! It will be impossible to find parking for all these potential new units, (please remember that bike lanes are hardly ever used in winter so people will mostly still need cars so where will they park (esp during a parking ban)?). Jamming more people to peninsula is not the solution, add them off peninsula, sure everyone want to be on peninsula as it is maybe convenient but think about the traffic and lack of facilities and other density issues.....</p> <p>Where will all these people find services to support them?</p> <p>Jamming more people on to the peninsula without the infrastructure already in place to support them is a lazy solution that does not consider how it will affect the current residents of Halifax. Short term it will look great for city with the extra taxes but medium to long term will be a disaster.</p>	
C111	<p>Joshua: That should do the trick. I'll check it out in your detailed amendments. Thanks</p>	No

Thanks for the feedback. Unfortunately, this is outside our scope of work as part of the Housing Accelerator Fund, but we do intend to do a comprehensive review of lot requirements and design requirements for this area as part of the Suburban Planning process. In the interim, we are also proposing to add an existing undersize lot clause to the Halifax Mainland South Plan Area, which may provide some needed flexibility to the R-2P Zone and other areas until the Suburban requirements are looked at.

All the best,

JOSHUA ADAMS, LPP, MCIP

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Joshua:

Thanks for your response. I appreciate your interest in controlling the scope of your initiative. However, unless you can explain to the contrary, I believe the R-2P zone is relatively unique in its exemption from the Suburban Residential Areas - Proposed 4 Units per Lot areas in your Interactive Map. Other exempted areas include lands controlled by Development Agreements, Holding Zones and CDDs. I understand their exclusion because of the differences between the outcomes of the discretionary decision processes.

The R-2P zone, on the other hand, looks, smells and tastes like companion R-2 or R-1 zones. As you know, the R-2P zone is the adaptation of the Halifax Peninsula (hence the 'P') R-2 zone to the Halifax Mainland. It may even be considered as an early housing accelerator by notching up the density on residential lots on the Mainland similar to that on the Peninsula with comparable lot frontages and area. To penalize R-2P properties in not permitting them to benefit from HAF amendments does not appear to be an equitable approach.

On the face of it, removing the minimum lot frontage and lot area requirements for 3 and 4 unit buildings in the R-2P zone would, I think, be a simple (strikeout the last row of the section 28AB(1) table) solution to this inequity. Is this something you'd consider including in your scope of work?

Thanks for reaching out. At this time, we are not considering adjustments to lot frontages/lot coverage, these will be items that are addressed during the upcoming Suburban Planning process.

All the best,

JOSHUA ADAMS, LPP, MCIP

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HAF Team:

It appears that properties zoned R-2P, at least those I've reviewed in the Mainland South area, are not included in the "Suburban Residential Areas - Proposed 4 Units or More per Lot" areas as shown on the Interactive Map (see excerpt below). Is there a reason for this?

On the face of it, the R-2P zone permits 4 dwelling units now (as a '3 or 4 unit apartment building'); however, you need 60 ft. of frontage and 6000 of lot area to be eligible for 3 or 4 units. And, in Mainland South you require a mix of dwelling units.

On the other hand, a property zoned R-2 (or R-1) nearby (in some instances on the other side of the street) is in the "Suburban Residential Areas - Proposed 4 Units or More per Lot" area shown on the Interactive Map, regardless of lot frontage or area.

This does not seem to be an equitable treatment of R-2P lots, nor one that is consistent with the intent of the HAF.

	<p>Are you considering a change to how R-2P lots are proposed to be regulated under the HAF amendments?</p> <p>Let me know if you have any questions.</p>	
C112	<p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To HRM Staff and Counsellor Sam Austin Re: Proposed HRM Centre Plan changes in District 5 (Victoria Road - Brightwood Community)</p> <p>When they first proposed this way back I told them that the Brightwood has terrible traffic issues plus the infrastructure water ,sewer (storm sewer is non existed on the side streets) and the power up to 60 -80 years old . that is on top of the bedrock here can be less than a metre down and that may cause an adverse effect on drainage . Presently the areas drainage is for the golf course not the houses in the Brightwood area HRM /Halifax Water and NSP needs to upgrade the infrastructure before any changes are done to this area The next thing is the proposed height the maximum should be no higher than what that exist already . The next thing apartment do not fit into this area I am not suggesting making no change to the north side of Victoria Road from Francis Street to Cherry Drive, or to not increase density to this block. I support density - height is the concern. The Missing Middle image below that HRM provided is what would be a better fit on this block. I only support that this block should be lower than 7 stories when it backs onto dwellings in an established neighbourhood (4-5 stories is more appropriate)</p> <p>Brightwood is a engaged community Certainly not NIMBY's and are advocates of growth, density & the centre plain - but not at the cost of things that make Brightwood unique. I think we can accomplish both so this is a win/win.</p>	No
C113	<p>Hello,</p> <p>Thank you for your interest in the proposed changes for the Housing Accelerator Fund. Just want to confirm that we have received your request. We will review and provide a response in the next couple of weeks.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Good day!</p>	Yes

	<p>I am inquiring in regards to a zone that are surprisingly not being upzoned even though they are close to the downtown core, transit, and universities. Meanwhile surrounded by 9 and 26-story buildings.</p> <p><i>[Redacted]</i> Church Street are on a block that is mostly zoned HR-1 and 9 stories but these properties are zoned Er-2, with a max height allowance of only 3 stories (HR-1) next to a 9-story proposed HR zoning.</p> <p>The drastic stepping down of height between the HR zoning of 9-story on Morris towards Church Street to 3 ER-2. This creates neighboring developments that don't transition well.</p> <p>It would be crucial to avoid the sudden stepping down of the height from 9 stories to our 4-story to keep building height harmony.</p> <p>I have attached angle control of heights between buildings to ensure harmonized height step-downs between the 9-story down to Er-2. I think Church zoning towards Er-2 would benefit from 6 or 7-story HR-1, to harmonize development potential on that particular block.</p> <p>Let me know your thoughts.</p>	
C114	<p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Dear Members of City Council,</p> <p>I write to express my objection to the proposed amendments aiming to allow more dense housing development within the Urban Service Area, specifically permitting a minimum of four units in all residential zones.</p> <p>While I acknowledge the housing challenges faced by our municipality due to unprecedented population growth, I strongly believe that the proposed amendments are a reckless and shortsighted response. The estimated shortage of nearly 20,000 housing units is a crisis, but exacerbating the problem with hastily implemented measures is not the solution.</p> <p>The Regional Council's directive to expedite amendments without thorough consideration is unacceptable. This approach not only demonstrates a lack of diligence but also disregards the potential negative impact on the existing residents and their quality of life.</p> <p>City council should be engaging in a comprehensive and transparent dialogue with the community. It is imperative to explore alternative, sustainable solutions that address the housing shortage without sacrificing the well-being and satisfaction of the current residents.</p> <p>I want to make it clear that my trust in the current council's decision-making is significantly eroded by this proposed amendment. As a resident and voter, I want you to understand that if these amendments proceed, it will undeniably influence my vote and the votes of many others during the next election.</p>	No

	<p>A more thoughtful and inclusive approach to addressing the housing crisis—one that respects the concerns and needs of the community and ensures a livable and sustainable future.</p>	
C115	<p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello I'm writing today to give some feedback on the proposed zoning changes for the R1 regions of HRM.</p> <p>I think it is very important that we start to increase density in the low density areas of the city.</p> <p>Additionally, we should be looking at increasing mixed-use zoning. Additional housing without additional commercial/business zoning will create commuter issues.</p> <p>Wouldn't it be nice to have local coffee shops and corner stores in neighborhoods? Allowing small businesses to take up shop in neighborhoods would be a boon to these increased density areas. And also a nice way to create a walkable neighborhood with a cohesive community experience where neighbors can mingle.</p> <p>The people of Halifax have notoriously been resistant to change. However, as our city grows up we must allow the changes which will serve us best in the future.</p>	No
C116(1)	<p>Good Morning Josh.</p> <p>we spoke yesterday regarding the Housing Accelerator Fund initiative.</p> <p>I have looked at the website and I should commend whomever had a hand in designing such a mapping tool. It seems very comprehensive and user friendly - Well Done.</p> <p>That said, I do have a few questions specific to my circumstance regarding a property I own at Prince Arthur Street.</p> <p>I believe this property is somewhat unique in that it enjoys some +/- 28,000 sqft of area and it can currently be subdivided "As Of Right". Owing to the size of the lot, it offers a unique opportunity to contribute to the very spirit and intent of what the Housing Accelerator Fund initiative is striving to achieve.</p> <p>My questions are:</p> <ul style="list-style-type: none"> - the proposed ER 3 Zone indicates 4 Units or More. Can you elaborate on the "or More" criteria? 	No

	<p>- subject to this initiative realizing approval, would you envision that, given its size, [redacted] Prince Arthur could be permitted, under the “or More” avenue, to realize more than 4 Units without having to go through the subdivision process?</p> <p>- whereas I believe that [redacted] Prince Arthur Street satisfies the Enabling criteria for Cluster Housing, are the Cluster Housing Zones going to be part of this initiative, and if so, what criteria would need to be met to have the Cluster Housing Zone considered for [redacted] Prince Arthur?</p> <p>- is anything expected to change with respect to road frontage, front and/or side yard setbacks, separations and/or rear yard areas?</p> <p>- is there a FAR or GFA consideration for the ER 3 Zone in addition to lot coverage?</p> <p>Thank You in advance for taking the time to address these questions.</p> <p>I look forward to your reply and following new developments with this very important and necessary program.</p>	
C116(2)	<p>Hi,</p> <p>Confirming receipt of the request. We will review and provide a response.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To Whom It May Concern: (Attn: Joshua Adams)</p> <p>My name is and I own a property at Prince Arthur Street, Halifax.</p> <p>The property enjoys +/- 28,000 sqft of prime residential land with road frontage on, and direct/immediate access to, both Prince Arthur Street and Quinpool Road - the latter a major transit route into the down town core.</p> <p>Given the objectives of the Housing Accelerator Fund (HAF), along with the clearly identified need for more housing units on Peninsular Halifax, and taking average size of lots in the general area into consideration, from a densification perspective, it would be reasonable to equate 28,000 sqft to 5 or 6 regularly sized lots.</p> <p>The above, together with the fact that this lot satisfies the Enabling Policies for the Cluster Housing Zone, puts it in the realm of Cluster Housing.</p> <p>As such I am requesting that, in keeping with the spirit and intent of the HAF Program, [redacted] Prince Arthur Street be assigned a CH Zone as a site specific zone change as part of the current ongoing deliberations respecting this matter.</p> <p>After having considered some preliminary options with respect to number of buildings/units, it is felt that, with due consideration to massing, spatial separations and aesthetic compatibility with adjacent/surrounding neighborhood properties, this 28,000 sqft parcel could easily sustain at least 16 units comprised of a combination of townhomes and 4 unit structures.</p> <p>May it be noted that, at the time that staff and Council were considering similar densification matters during the Centre Plan Package B process, staff recommended and put forward this property to be zoned CH1.</p>	No

A specific motion to deny the CH1 zoning was put forward by a councillor based on communication from a very select group of local residents. As a result, NIMBYism prevailed and the property was assigned the ER 1 Zone designation which is a travesty when one considers the +/- 28,000 sqft it enjoys.

It does not seem logical that the leaders of our community would arrive at an ER 1 zoning for a property of +/- 28,000 sqft in the heart of the Peninsula when we are clearly faced with a critical housing shortage?

The new positive direction, including the HAF, gives hope that we are moving away from a culture of NIMBYism that has plagued and condemned Peninsular Halifax to be defined/confined by past mistakes.

There now is clear passage to correct the short sighted direction that was previously taken and reestablish staff's original position that Cluster Housing is the correct assignment for this lot.

Thank You for your consideration in this matter and I look forward to continuing dialogue at your convenience. I am available to discuss any questions or observations that may arise.

To answer your questions:

- the proposed ER 3 Zone indicates 4 Units or More. Can you elaborate on the "or More" criteria? The ER-3 Zone in Regional Centre is proposed to permit more than 4 units. The proposal currently removes the unit cap altogether (so no maximum on the number of units that can be built). However, we're still gathering feedback on the proposal and the total number of units that may be permitted in the ER-3 Zone is subject to change.

- subject to this initiative realizing approval, would you envision that, given its size, [redacted] Prince Arthur could be permitted, under the "or More" avenue, to realize more than 4 Units without having to go through the subdivision process? Yes, provided the development meets all relevant criteria in the Land Use By-Law (e.g. setbacks, lot coverage, etc.) and the National Building Code requirements.

- whereas I believe that [redacted] Prince Arthur Street satisfies the Enabling criteria for Cluster Housing, are the Cluster Housing Zones going to be part of this initiative, and if so, what criteria would need to be met to have the Cluster Housing Zone considered for [redacted] Prince Arthur? The relevant criteria of the CH-1 Zone is contained in the Land Use By-law here: https://cdn.halifax.ca/sites/default/files/documents/about-the-city/regional-community-planning/regionalcentreclub-eff-23sep01-case24526-toclinked_0.pdf. This model of housing would require a zone change for the property. We are currently soliciting requests for site specific zone changes as part of this process. If you are interested, you would need to submit a proposal to this email address – haf@halifax.ca by February 16 that provides details as to number of buildings, number of units, and we can review the request. There's no guarantee that this would be further recommended by staff for approval as part of these amendments. Another option would be to apply for a site specific rezoning.

- is anything expected to change with respect to road frontage, front and/or side yard setbacks, separations and/or rear yard areas? Not at this time, but the proposal is not final

- is there a FAR or GFA consideration for the ER 3 Zone in addition to lot coverage? – Not at this time

All the best,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

	<p>Good Morning Josh.</p> <p>we spoke yesterday regarding the Housing Accelerator Fund initiative.</p> <p>I have looked at the website and I should commend whomever had a hand in designing such a mapping tool. It seems very comprehensive and user friendly - Well Done.</p> <p>That said, I do have a few questions specific to my circumstance regarding a property I own at Prince Arthur Street.</p> <p>I believe this property is somewhat unique in that it enjoys some +/- 28,000 sqft of area and it can currently be subdivided "As Of Right". Owing to the size of the lot, it offers a unique opportunity to contribute to the very spirit and intent of what the Housing Accelerator Fund initiative is striving to achieve.</p> <p>My questions are:</p> <ul style="list-style-type: none"> - the proposed ER 3 Zone indicates 4 Units or More. Can you elaborate on the "or More" criteria? - subject to this initiative realizing approval, would you envision that, given its size, [redacted] Prince Arthur could be permitted, under the "or More" avenue, to realize more than 4 Units without having to go through the subdivision process? - whereas I believe that [redacted] Prince Arthur Street satisfies the Enabling criteria for Cluster Housing, are the Cluster Housing Zones going to be part of this initiative, and if so, what criteria would need to be met to have the Cluster Housing Zone considered for [redacted] Prince Arthur? - is anything expected to change with respect to road frontage, front and/or side yard setbacks, separations and/or rear yard areas? - is there a FAR or GFA consideration for the ER 3 Zone in addition to lot coverage? <p>Thank You in advance for taking the time to address these questions.</p> <p>I look forward to your reply and following new developments with this very important and necessary program.</p>	
C117	<p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To HRM Staff and Counsellor Sam Austin,</p>	No

	<p>I am writing in regard to the recently proposed HRM Centre Plan changes. I, like my neighbours, am aware of the new Housing Accelerator Fund and the need to create more housing in our city. I am supportive of some of these changes and appreciate that there is a great deal of balancing of interests which needs to be done.</p> <p>I am very upset about the proposed height increase allowance from 3 stories to 7 stories on Victoria Road, specifically from Cherry Street to Frances Street. I have lived on Slayter Street, directly behind the proposed area of change, for many years. In addition to the wind tunnel which would be created by these tall buildings, I cannot imagine how Victoria Road, which is an older narrow road, will handle the congestion created by the increase in traffic caused by this development. The increase in vehicles of tenants, entering and exiting the new developments, and whatever is required for parking will also contribute to the inevitable chaos. There can be no question that Slayter Street and all the narrow side streets in this residential neighbourhood, will suffer from the traffic displacement.</p> <p>I am concerned about the storm water impacts that would be realized. Given the drastic change in the population anticipated by such a development, is there adequate water and sewer infrastructure to meet the anticipated demand.</p> <p>Like others have expressed, I am not a “not in my backyard” individual and have lived here through many changes to our neighbourhood. I do believe, as a homeowner and taxpayer in this community, I and my neighbours deserve to be heard and considered.</p> <p>I have been quite alarmed by what I have read about these proposed changes. I am asking that HRM planners specifically consider the consequences 7 story buildings on Victoria Road would have on this neighbourhood and particularly, this block of Slayter Street and surrounding areas.</p> <p>In conclusion, these are some difficulties that I see with this proposal:</p> <ul style="list-style-type: none"> • - Wind tunnel effect • - Traffic congestion caused by new residents' cars • - Traffic congestion caused on Victoria Road from tenants' vehicles entering and exiting units • - Traffic displacement to quieter side streets and Slayter Street and beyond • -Storm water/Wastewater impacts • - Increased infrastructure costs 	
C118	<p>You can send your feedback to this email address - haf@halifax.ca. Your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will also be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hi Joshua,</p> <p>Thank you for the update. How to a relay my feedback? I really don't want this to go through but need to formulate a response.</p> <p>Do I just send an email?</p> <hr/>	No

	<p>Thank you for reaching out. As part of the proposed changes to planning documents under the Housing Accelerator Fund, all serviced (municipal water and sewer) residential lots in the City are proposed to allow 4 units, with more density being permitted in the Regional Centre. On Piers Ave in Fairmount, the proposed changes would allow up to 4 units on a lot, provided the development meets all applicable land use by-law (e.g. setbacks, lot coverage, etc.) and National Building Code requirements. You can find more information on our website here: www.halifax.ca/haf.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello,</p> <p>I've tried to have a councillor clarify & I've yet to receive a response. I live in Fairmount, specifically on Piers Ave.</p> <p>We're zoned R1. With this proposal, will that allow 4 units? If so I have huge concern & want to express my displeasure with this proposal. Our lots are 4000 sq. Feet. We purchased specifically in this zone 17 years ago so we would live in single family residences. If someone could please confirm.</p>	
C119	<p>Dear Regional Council,</p> <p>I am writing to voice my opposition to the HAF's proposed minimum of 4 units per lot changes to the Zone R-1 regulations. Specifically, I am asking that the Wedgewood Subdivision be exempt from these changes.</p> <p>I live in the Wedgewood Subdivision, a historic and unique Suburban neighborhood in District 12, made up primarily of modestly sized (missing middle) single-family homes built in the early 1960's. I have already contacted Iona Stoddard voicing my concerns.</p> <p>I believe that the proposed one-size-fits-all "change in every backyard" to the Zone R-1 regulations made under the Support Gentle Density initiative of the HAF is a result of the "move at whiplash speed" on the part of the CAO in order to "play catch-up" to create housing that was "needed yesterday." (I am quoting Councillor Wayne Mason's January 25 opinion piece in the Halifax Chronicle Herald.)</p> <p>But "haste makes waste" (not a quote from Councillor Mason!) and I do not believe that change in every backyard is applicable to every HRM neighborhood, and certainly not the Wedgewood neighborhood.</p> <p>Yes, I am the owner of a single-family 1960's house, something I and my family worked our lives to achieve. And I believe that newcomers and my young adult son should not have to suffer due to the lack of housing.</p> <p>However, I also believe that no developer is going to build middle housing in the Wedgewood neighborhood. I just have to look at the \$1M plus homes that have gone up during the last 5 years to come to this conclusion.</p> <p>These developers are tearing down exactly the types of middle homes that are needed most - modest 1960's houses in a unique a community, close to the Centre as well as to planned active transportation.</p> <p>I certainly stand to gain financially if I sell to such a developer. However, I believe that the Wedgewood Subdivision is unique and should be preserved as the special, single-family home neighborhood with a single unit per lot so that as many of these modest homes as possible survive.</p>	No

	<p>And as Councillor Mason' says: "But we must — must — make sure we don't throw away what makes Halifax special."</p> <p>I believe that the proposed one-size-fits changes to the Zone R-1regulation will do exactly that to the Wedgewood Subdivision and other neighborhoods like it.</p> <p>I thank you for the work that you do for the HRM and for taking the time to read my concerns.</p>	
C120	<p>Hi,</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Currently a resident of Fairmount subdivision in Halifax. I don't agree with the proposed housing changes for our area. Our school system is already over capacity for the area and do not wish to see the ability of our areas population increase as much as 4 times the current number. Just my opinion. I don't support multi or gentle housing in our area.</p>	
C121	<p>Yes thank you for the feedback, we'll make sure your comments are captured. There will also be an opportunity at the public hearing to make a written submission and speak to Council, if you wish. The date has not been set yet but we expect it to be sometime in April. The www.halifax.ca/haf website will be updated with that information as it becomes available.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Ok, thank you.</p> <p>I've looked at everything you've shared with me.</p> <p>The city abused its zoning power for these properties, as the consultation wasn't done in a way to ensure neighbouring properties were informed. A large online map forcing people to scroll repeatedly to see the change in colour isn't inclusive. Some of the engagement sessions were even cancelled. And the "What we Heard" report even states that most people didn't understand the HR zoning changes.</p> <p>I believe the zoning changes on these properties is only for the benefit of the owners, but to the detriment of the neighbourhood.</p> <p>If you could add that info to my feedback, I'd be grateful. Have a great day and thanks again for your patience and help,</p>	No

Yeah I'm sure things have been moved around on that website since the consultation period was over 2 years ago. There are some links to virtual sessions that you can watch though, and the documents that staff would have been presenting and would have been available to view at the time are now the adopted Centre Plan Secondary Municipal Planning Strategy and Land Use By-Law, so essentially the stuff on the website here: <https://www.halifax.ca/about-halifax/regional-community-planning/community-plan-areas/regional-centre-plan-area>. The zoning map (Schedule 2: Zone Boundaries) would have been what was presented.

Hope this helps,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

Thank you.

I've looked through the website that you've shared with me (<<https://www.shapeyourcityhalifax.ca/centre-plan>>), but I cannot see anywhere on the site plans and other documents where the changes on Duffus street are mentioned.

Can you point me to that specific link please? Just even the map that proposed the changes in 2021 would be helpful.

We've been receiving a lot of feedback on the proposed changes citywide. Please note we are receiving feedback until February 16, this date will not likely be extended. There will also be an additional opportunity for feedback at the public hearing that we anticipate in March/April. We ask that you check the HAF website for updates closer to this date.

As I've mentioned previously, we're not likely able to send mailouts due to the scope of changes citywide. We are aware that this is a tight timeline for public feedback, and as mentioned, will ensure your concerns are captured in a report to Regional Council.

All the best,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

Hi again,

I've done a quick survey of my neighbourhood and found that no one was aware of the changes made in 2021, nor was anyone aware of this current proposal. This shows that HRM's engagement efforts are not effective at the moment.

How many people have submitted a comment on this area, to date?

Can you please extend the due date? Also can I request that you send a mail out to the near by neighbours that will be affected? The website is difficult to navigate, and some of the older residents here would have difficulty knowing how to provide input.

Is the only place to appeal at the public hearing in april/march? Can I request I receive a notification for that when the date is set?

Shadow studies are required for as-of-right development when building in areas identified on this schedule<https://www.halifax.ca/sites/default/files/documents/about-the-city/regional-community-planning/lub_rc_sch51-shadowimpactassessment_protocol_22aug2022.pdf> (which includes the Hydrostone Park area) or within 100m of a park (Policy UD-20<<https://www.halifax.ca/sites/default/files/documents/business/planning-development/applications/regionalcentresmps-ff-22nov09-case23820.pdf>>).

They are also required for any building higher than 26 metres or for developments being built through a Planning Application<<https://www.halifax.ca/business/planning-development/planning-subdivision-applications>>. Shadow studies are not required for buildings under 11m or for development in the ER, Park and Community Facility Zones.

Unless a building is being built over 26 metres, which is higher than what is currently permitted/proposed (5-7 storeys or 14-20 metres) in the HR-1 and COR zones you are referring to, a shadow study would not be required.

I hope this was helpful,

Eleanor

And I don't mean to be sending you additional correspondence, as you have already noted my concerns and have been very kind to me. Do you think there will be a study on the shadow cast by such a development? A building this tall will put my backyard into the shade for most of the day.

Also, In reading a memo dated August 2020 regarding community design advisory committee (<https://www.halifax.ca/sites/default/files/documents/city-hall/boards-committees-commissions/200816cdac611.pdf>) I found this info to be validating:

"Policy 3.48

The Land Use By-law shall establish two zones within the Higher Order Residential Designation and shall apply them as follows:...

Community Input

1. Public information sessions have been cancelled. The public is generally uninformed about the nature of zoning changes to established residential areas.

a) What are the plans to immediately reach out to the communities, at the neighbourhood level, on this issue?

2. Communities and neighbourhoods affected by HR changes seem largely uninformed and unaware of these changes. There seems to be a lack of transparency around how zoning decisions were made at the

neighbourhood level.

I understand that you are just collecting input at this point, but it's all very confusing and a bit alarming.

Thank you for your follow up, your feedback is appreciated and has been noted.

More information about the changes through the 2021 Centre Plan and public engagement efforts can be found here. <<https://www.shapeyourcityhalifax.ca/centre-plan>>

As Josh mentioned, there is a public hearing anticipated for March/April where you can also submit comments and speak/address Council if you wish.

The Housing Accelerator Fund website<<http://www.halifax.ca/haf>> will be updated with further details closer to the date.

All the best,

ELEANOR FIERLBECK
SHE/HER

PLANNER I
REGIONAL & COMMUNITY PLANNING
PLANNING & DEVELOPMENT

Thanks for reply.

I would just like it noted that I wasn't aware of the changes made to the zoning in 2021, despite being quite vigilant about these things. I think this point is actually quite important, as that was during COVID and I think none of the people in the neighbourhood on Drummond Court and Duffus were aware of this zoning change.

In fact this engagement process hasn't been very transparent or inclusive at all.

Proper engagement requires ensuring people of all abilities are informed, and are able to provide feedback.

Having said all of this, I strongly oppose any further changes to those properties for both the reasons I've stated below, but also because the city has been negligent in its engagement efforts to include people of all abilities to provide feedback.

And in fact I want to request these properties (Duffus street only) be re-zoned back to ER.

To answer your questions:

* Correct, there is no zoning changes to the Duffus Street properties (from Isleville to Novalea) proposed as part of the Housing Accelerator Fund. The properties are currently zoned a mix of HR-1 and COR and allow buildings ranging from 5 – 7 storeys (14 to 20 metres)

* The proposed changes to the Duffus Street properties would be to increase the maximum height to 7 stories, matching the highest maximum height that currently exists on the block (at the corner of Duffus and Novalea)

* I did a quick check which reveals the HR-1 Zoning was approved as part of Centre Plan Package B, which came into effect in November 2021.

We've captured your concerns regarding the proposed height increases. Your comments will also be captured as part of a staff report to Council in March/April, and there will be a public hearing at that time where you can also submit comments and speak/address Council if you wish. The website www.halifax.ca/haf will be updated with more information as the public hearing date becomes firm.

All the best,

Joshua adams, LPP, MCIP

principal planner
Community Planning - CENTRE PLAN | PLANNING & DEVELOPMENT

Hi Joshua,
Thanks for your quick reply, I really appreciate hearing back from you.

Just to make sure that I understand correctly, the houses on Duffus are already zoned as HR-1 and the change will be to only increase the height allowances?

What are the proposed changes specifically to the duffus properties?
Also, can you advise when the zoning changed for the houses on Duffus from residential to HR-1?

Sorry to be repetitive, however, I oppose anything higher than four stories on those properties as the impact would:

- significantly increase the traffic congestion on small street,
- affect the safety of children who need to cross Duffus (at Isleville and Agricola) to get to school (which problematic currently)
- be inconsistent with the aesthetics of the neighbourhood,

I am hopeful that my concerns will be taken into consideration, and I hope the city would at least ensure that a traffic study be done prior to approving any development projects on those properties.

Thanks for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund.

To provide some context, there is no change proposed to the zoning of the properties on Duffus Street between Isleville and Novalea. These lots are zoned HR-1 today, with a Corridor Zone at the corner of Duffus and Novalea. The heights today on the properties range from 14 metres (5 storeys) to 20 metres (7 storeys). As part of the proposed changes, we did a review of heights in the HR-1 area and are proposing to increase the heights on this block to match the highest existing height that on the block – which is 7 storeys. This is in line with other proposed height increases across the City to unlock density in key areas (including in the Corridor Zone further down on Lady Hammond). This proposed change was not in response to a developer request.

Any new development needs to comply with the urban design standards contained in the Centre Plan Secondary Municipal Planning Strategy and Land Use By-Law, which you can find online here: <https://www.halifax.ca/about-halifax/regional-community-planning/community-plan-areas/regional-centre-plan-area>. This includes requirements for setbacks and setbacks to the adjacent established residential area on Drummond Court. Parks Canada was not consulted in this process as they do not have jurisdiction in administering municipal zoning.

As these changes are happening quickly, this is just a first phase of public consultation to gather feedback on the proposed changes. There will be additional opportunities for public input when the proposed changes are introduced to Council in March or April. We will advertise the changes as publicly as we can, but unfortunately due to the scope of changes citywide, it is unlikely that this will include a mailout.

Please note your comments will be used to inform a report to Regional Council in March/April. Please don't hesitate to reach out if you have any additional questions.

All the best,

Joshua Adams, LPP, MCIP

principal planner
Community Planning - CENTRE PLAN | PLANNING & DEVELOPMENT

Hello,

I am writing in response to the proposed planning changes affecting Duffus Street. I note that there is a proposal to change the current zoning to allow a development of up to seven stories to be built (HR-1) on a few of the properties that face the Hydrostone District. I

C122	<p>hope you will consider my feedback, and provide a response to my questions.</p> <p>Can you please advise why HRM is only considering those five PIDs and not others along Duffus? I am wondering if this is the result of a proposal from a developer?</p> <p>I am opposed to any development on this specific land that exceeds four stories. A seven story building on those five properties would significantly increase the traffic congestion on an artery, and affect the safety of children who need to cross Duffus to get to school. It would also be inconsistent with the aesthetics of the neighbourhood, which is considered to be one of the best neighbourhoods in Canada (Hydrostone voted second halifax.ca)<https://legacycontent.halifax.ca/mediaroom/pressrelease/pr2011/110517Hydrostonevotedsecond.php>).</p> <p>But I am also concerned about the historical significance of the buildings that currently are located on those properties. I believe these homes were built in 1918, and the design is the same as some of the larger homes in the hydrostone area, only these (on Duffus) were constructed by wood. They are mentioned on the archives website: https://archives.novascotia.ca/explosion/archives/?ID=118. Also see this media story: Dartmouth home with Hydrostone-style architecture up for heritage designation CBC News<https://www.cbc.ca/news/canada/nova-scotia/68-hawthorne-street-heritage-designation-1.3990440>.</p> <p>In addition, as the Hydrostone District is a unique area, any construction affecting (directly facing) this area should take into consideration the impact it would have on the character of the neighbourhood. I understand that Parks Canada, who gave the Hydrostone District its designation, states that "the removal of materials, features and spaces can result in considerable change to a historic place." I wonder if HRM has consulted with Parks Canada on this change?</p> <p>While I am very supportive of building more housing to address our community's needs, I found it a bit strange that only a few pieces of property along Duffus are being considered, and it is the same ones that face the Hydrostone district. Could HRM consider making similar changes further down Duffus?</p> <p>I have concerns about the traffic in the area, the children trying to cross Duffus at two places to go to school. I would be much more supportive of a lower development, such as duplexes, but only if there isn't any historical significance attached to those specific properties.</p> <p>Can you please advise if HRM has conducted some more targeted engagement with the nearby neighbours? If not, would that be something that could be considered?</p> <p>Many thanks for your time and consideration,</p>	No
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	<p>I see that the page I referred to was misinformed. I am completely in agreement with the proposal as it stands on the Housing Accelerator Fund website. Please retract my original comments as they do not need to be included in the report. I agree with the proposals as is.</p> <p>Thank you</p> <p>On Wed, Jan 31, 2024 at 5:21 PM Federal Housing Accelerator Fund <haf@halifax.ca> wrote: Hi Matt,</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input as part of the public hearing process in March/April.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hi,</p> <p>I was reading about the proposed changes to COR zoning on Waye Masons website. I do not understand the logic to allow increased density on Robie North of Jubilee from 6 stories to 9, while excluding the section South of Robie, suggesting it be restricted to 5 stories. The adjacent Zoning backing onto the Robie st properties between Quinpool and Coburg are all the same, and the section South of Jubilee is close to Spring Garden with CEN-1 and CEN-2 zoning, not to mention the large developments approved at the corner of Spring Garden and Robie.</p> <p>It is only fair to increase all the COR lots between Quinpool and Coburg equally.</p> <p>Thank you</p>	
C123	<p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>Just to note as well that the HR-1 Zone on Duffus Street currently has a maximum building height ranging from 14 meters to 17 meters, which is the equivalent of about 5 storeys to 6 storeys. There is also a COR Zone at the corner of Duffus and Novalea that currently has a maximum permitted height of 20 metres (about 7 storeys).</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/>	No

	<p>Hello,</p> <p>I am writing in response to the proposed changes affecting the height allowances on properties located on Duffus street (just west of Novelea).</p> <p><i>(Redacted)</i></p> <p>Any building developed behind us would stop the sunlight from coming into our house, especially in the winter, when heating bills cost the most. A development would end up costing us thousands of dollars in heating costs alone.</p> <p>I was not aware that these residential properties were upzoned to be HR-1 in 2021, or else I would have pointed this out then.</p> <p>These zoning changes would benefit of the owner of those properties, but would cost us not only in increase heating bills, but also the enjoyment of our property.</p> <p>Therefore I also oppose the proposed changes (allowing structures to be built higher than 4 stories), as I think this would represent a disruption in the neighbourhood, and impact the quality of life for the people who live here.</p> <p>Thank you,</p>	
C124	<p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input as part of the public hearing process in March/April.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello,</p> <p>As a longtime homeowner in the Brightwood area of Dartmouth I would like to comment on the proposed planning changes as a result of the federal HAF incentives.</p> <p>Having been an observer of the long and involved process that led to the Centre Plan, it is somewhat baffling to see those provisions essentially overridden with very little consultation or notice to property owners, in favor of what appears to be largely rushed, if not knee-jerk, blanket changes to what was a very detailed and carefully crafted set of planning rules, in order to qualify for federal funding. Since I do not have any understanding of how much funding HRM is pursuing nor what it will be used for I therefore am at a loss.</p> <p>I have concerns regarding what appears to be the overly rushed changes being proposed in terms of how they could potentially impact established residential neighborhoods, not just my own but many others as well. If one lives on a "corridor" street I can agree that those should allow for greater density and height. In the case of Dartmouth, however, it is important to note that aside from Wyse Rd between Boland and the Windmill/Alderney intersection those corridor routes are residential streets that were never upgraded to corridor size. As a result, areas like Victoria Rd and Woodland Ave still remain part of neighborhoods adjacent that are very different in character to other corridor areas. They may suffer from the effects of heavy</p>	No

	<p>traffic but that is due to HRM or its predecessors never doing anything to mitigate that. If nothing else, at least these properties along those routes provide a buffer to the neighborhoods behind them and help protect that character.</p> <p>I agree that given circumstances largely beyond our direct control, we need more housing to be built in HRM. Where I disagree with the proposal is why existing neighborhoods need to be affected to such an extent. If one looks at the true corridor routes (not ex-residential streets such as Victoria Rd south of Albro Lake Rd or at a minimum, Woodland) there seems plenty of potential for developers to exploit along true corridor routes or in other developable areas that are presently under-used or undeveloped. I do not know what sorts of development capacity studies have been done and how they relate to any reasonably realistic potential for housing demand or actual construction. But as a lay person not involved in the field, my observation tells me that this seems to go too far and could lead to some very undesirable and unintended consequences.</p> <p>One thing which I would guess is outside your scope relates to the mobility of all these new residents. While one may hope that public transit could pick up much of the demand for mobility, in reality HRM does a very poor job with Transit and the recent push to other modes other than the private automobile has been largely unsuccessful to date. One would have to think that motor vehicles would remain the primary way of getting around for people in these proposed new development areas for the foreseeable future in the absence of any major changes to public transit options. If so, then I would suggest that HRM place its focus on that instead of building up areas where poor transportation connections exist. I know from my days working in both Burnside and Bayers Lake that there was no way I could possibly use Transit to get to and from my home to my jobs in either of those areas. I believe the focus should be on that rather than these changes to the extent currently proposed.</p>	
C125	<p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input as part of the public hearing process in March/April.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello,</p> <p>I'm sending this email in hopes you will reconsider your housing proposal. Specially the changes to R1 zones. I currently live in a R1 zone. We purchased our property 17 years ago. We purchased this property in this area because it was in a R1 zone and we would live in a neighbourhood that did not have multiple units. We live in the Fairmount neighbourhood.</p> <p>I'm well aware we're in a housing crisis. I'm sorry, but what you are proposing by allowing 4 units in a R1 zone, will not help the situation. I live on a street that doesn't have the basic infrastructure. There is no drainage. None. The city contracted the street (Winter Street) to be paved last July which resulted in every time it rains, a monsoon river runs along our property and is destroying our retaining wall on our garage that is only 5 years old. I have contacted HRM multiple times and they are aware of the situation, but yet at 7 months in, nothing has been done. That is another conversation for another day, but I wanted you to understand that our basic infrastructure is not in place. I live around homes that are smaller, single family and are 70+ years old on small lots. If this proposal allows 4 units, it then allows more units accessing the infrastructure that is already failing.</p> <p>Further, with respect, increasing the amount of units on a property is going to do very little to those that need affordable housing. Our home is 73 years old. We're in the process of completing a renovation. I am well aware of what that costs. I can assure you adding a unit in my home would go well beyond \$25,000. If I then rented it, I would have to recoup the costs so it would not be below market rent. Rent in our area is pretty much unattainable for the average family. I fail to see how increasing the amount of units in our area will help the housing crisis. My lot in particular is</p>	No

	<p>4000 square feet. I'm not against basement units or secondary back yard units. I think that helps families and is a solution. Allowing 4 units however; is of huge concern and I'm completely against this decision if it is to go forward. I don't want to have to look out my back door and see a wall of housing. That is what you are suggesting. Again, I purchased in this area because it did not allow for this. Our area allows a family to purchase a single family property. Developers are not able to because it is single family units. You are now opening the door for developers, and to be frank, none of the developments in HRM that are currently be built, are affordable to the average Nova Scotian. Each unit costs thousands of dollars a month. You are removing the ability for single families to purchase homes in an area that won't have multiple units and allowing developers to take over. There are plenty of spaces in the city were we can build housing. I fail to see how amending our zone in particular when our infrastructure and lots are small will do anything to help the housing crisis.</p> <p>If you need more information regarding my contact information, please let me know.</p> <p>Very concerned citizen.</p>	
C126	<p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input as part of the public hearing process in March/April.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To Whom it May Concern,</p> <p>I am writing to express my absolute dismay at the proposed change to the zoning of Bridges Street. We bought our house on this south end street in the year <i>(redacted)</i> because it was a quiet residential street that was close to <i>(redacted)</i>. Many of our neighbours also live on the street for this reason. Allowing the construction of multistory buildings will irrevocably destroy the street's character and the quality of life for those of us that live there. I understand that times change, and the city is in a housing crisis, but there must be other options. Allowing our quiet street, our refuge from work, to become a dense, "student housing" neighbourhood feels enormously disrespectful to those of us who have contributed to the betterment of the city through provision of healthcare and education. Please reconsider this zoning proposal.</p>	No
C127	<p>Thanks for your feedback. As mentioned, we will ensure your comments are captured for Council's consideration.</p> <p>To follow up on your question about parking requirements, you have well understood the proposal which is that the city would stop regulating minimum parking requirements for residential uses in the Regional Centre. Developers/property owners would decide how much parking to provide to fit their needs. The elimination of parking requirements was first introduced as part of the Centre Plan in 2021, so currently we do not require any parking for residential uses in the Downtown, Centre, Corridor, and Established Residential Zones. I've attached the current parking requirements table from the Centre Plan land use by-law (Table 15) for your convenience. You can view the full land use by-law here: https://cdn.halifax.ca/sites/default/files/documents/about-the-city/regional-community-planning/regionalcentreclub-eff-23sep01-case24526-toclinked_0.pdf</p> <p>With regards to broader transportation needs, the City is actively working on implementing the Integrated Mobility Plan, which is a comprehensive transportation plan for HRM. You can view more here: https://www.halifax.ca/about-halifax/regional-community-planning/transportation-planning.</p>	Yes

All the best,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

Hi Joshua,
Thank you for the prompt reply.

I want to reiterate that a key concern is parking overflow to city streets which are adjacent to potential development sites.

If I read your response correctly, you seem to indicate that the lack of minimum requirements for parking is a positive, since it is part of a new proposal. To me, it sets no expectations for developers to meet the concern expressed. Leaving it up to developers that may decide to do more than the minimum, which is zero, is a huge concern! If I misunderstand your response I am happy to learn more.

The fact that developers do not have to provide parking, or don't, is one of my two biggest concerns. (The other being the considerable height step up from the home heights of adjacent streets). I have seen first hand the impact on city streets and properties that have inadequate residential parking. The city streets become a continuous parking lot.

The overflow of inadequate available parking onto nearby streets, like Slayter street which is already designated for moderated traffic flow and increased bicycle traffic, will become a nuisance for residents on these streets.

It will also become a major issue for snow removal. In the past few weeks we have had at least two overnight parking restrictions to enable proper snow removal. How will that work in the future if side streets are plugged with cars from buildings in which developers do not provide adequate parking?

Leaving it up to developers to decide how much parking they enable on their developed sites will, in my mind, skew towards the inadequate due to them reducing their required investment. Also, assuming the HRM mass transit availability will cover the needs of transport for the residents in the new developments is, in my opinion, wishful thinking.

Even if people use mass transit to work and back, it doesn't mean they won't need to or decide to own a car for other activities like shopping, groceries, or other activities and destination for which public transit may be deemed insufficient.

There must be data on car ownership/ parking usage for HRM tenants that could be used to vet the assumptions you are making.

I look forward to your response.

Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input, through the public hearing process, at that time.

To answer your question about parking requirements, one of the proposed changes is to remove minimum parking requirements for new residential developments in all zones. Currently, the COR Zone does not require a developer to provide parking for residential uses. However, this rule does not prevent a developer from providing parking, and we often see new developments include parking that go beyond minimum zoning

requirements. This section of Victoria Road where the new COR Zone is proposed also has access to frequent transit, and is within walking distance to the Bridge Terminal as well as a number of commercial and retail services along Wyse Road. The rationale behind proposed changes to increase density along these corridors is that there is already reasonable access to transit and services that allow an opportunity for residents to access the amenities they need without relying on a private vehicle.

All the best,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

To HRM Staff and Counsellor Sam Austin

Re: Proposed HRM Center Plan changes in District 5 re: Victoria Road and the Brightwood Community

I am writing this note in reference to the Housing Accelerator Fund on Jan 26, 2024 (MINORREV-2023-01065) HRM Centre Plan changes proposed in District 5.

I am in agreement with my many fellow Brightwood residents who agree that there is an important need for increased housing options in the HRM and that increased density will be an important part of any solution. I not only have concerns about the current zoning between Frances Street and Cherry Drive of up to 5 stories, but a proposal by city planning staff for a zoning increase that allows up to 7 stories are extremely concerning.

My concerns are based in my opinion that these proposals creates several issues in the area that will have a significant negative impact on the Brightwood neighbourhood and surrounding areas.

Some concerns and questions that I have are:

Will developers on any Victoria Road properties be required to provide adequate parking so that residents of the potential large residential building developments do not clog nearby streets due to lack of parking on the developed sites? I believe it is naive to think that the HRM transit system will provide enough accessibility to stop these new residents from needing a personal vehicle and a place to park it. As a resident of Slayter Street I am not only concerned about the potential for it becoming a parking lot for the potential Victoria Road developments, but also the increase in overall traffic in the area. It is obvious by the rush hour traffic patterns on Slayter Street that current traffic flow restrictions are not followed or enforced nor are the speed limits and stop signs.

As mentioned above, I believe that 5 stories on the East side of Victoria Road is already a substantial step up from the current reality of adjacent streets and has the potential of significant negative impact to the members of the community on these streets. An additional 2 stories, up to 7, in this area will have a very negative impact on adjacent homes including light, visual aesthetics from a step up perspective and privacy in the adjacent homes and backyards. I believe that the lot depths on the east side of Victoria Road in the area of concern are not sufficiently deep to allow an acceptable setback that would alleviate the negative impacts noted above.

I am eager understand what public forums will be available, and when, for questions and feedback to HRM decision makers before this goes forward. While I understand that Federal Funding Programs are attractive and that there are often aggressive timelines to submit proposals to gain access to funds, this should not preclude the opportunity for residents to participate in a form to provide their concerns, feedback and get questions answered. I believe that the 'Gentle Density' options listed in the HRM report are more appropriate options to meet the goal of increased housing options.

	I request that the HRM planning team reconsider these proposed height increases and provide an adequate forum for public consultation.	
C128	<p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input as part of the public hearing process in March/April.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello,</p> <p>I have reviewed the proposed changes to the Halifax municipal land use regarding the federal accelerated housing grant. While some of the changes are warranted, they go way too far and are at significant risk of destroying Halifax's established neighbourhoods and character while risking the health, safety and welfare of people.</p> <p>While it is understood that we are in a housing crisis and that new creative solutions are required, the right solution shouldn't involve repealing building densities and opening up the floodgates of land use to developers, builders and residents en-mass. Halifax requires well considered strategies that will not destroy the very fabric and safety of our city. As a peninsula city, we are already faced with significant traffic congestion and an inefficient public transit system. Our city lacks pedestrian sidewalks and safe bike lanes in many neighbourhoods. We also have narrow roads and only a few key routes that lead on and off the peninsula. we simply do not have the proper road arteries, traffic policies, parks/fields, public transit or pedestrian or alternative transportation infrastructures in place to support the significantly increased densities proposed in this plan. We only need to recall the Tantallon wildfires and our inability to move people and products swiftly and safely to recognize this. Imagine if a similar tragedy occurred on the Halifax peninsula?</p> <p>We should not and cannot change our land densities without significant public consultation and before these are dealt with, the city needs to improve our traffic arteries and create a fast and efficient public transit system worthy of a large city to reduce the congestion we are already dealing with. The federal grant money should be spent on these initiatives as well as increasing densities and change of use on land areas and buildings that are already commercially zoned. Leave the R-1 residential zones alone and untouched.</p>	No
C129	<p>Good Morning,</p> <p>I am reaching out to express my desire for COR zoning along Oxford st in the west end.</p> <p>I own a property on the corner of Almon and Oxford St currently zoned R4. Some corner lots along the street have COR but not all.</p> <p>I am interested in developing the land and adding density to the lot. I have spoke to other owners on the street with the same desire for COR.</p> <p>Please let me know how I can submit a formal request or feedback to this proposal. Any other insite and feedback would be greatly appreciated.</p> <p>Regards,</p>	No

C130	<p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input as part of the public hearing process in March/April.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hi, I am writing regarding the Housing Accelerator Fund. We definitely need more housing in the HRM however, this is not possible without an high speed transit system (above or below ground if possible) that does not run along our road ways. A rapid bus transit system will not work at all, do not invest more money in the bus system. Halifax, Bedford, Dartmouth needs an easy hop on hop off transit system that is not affected by road traffic. There should be very little commuters driving their own car to downtown Halifax. Everyone should be taking public transit to get to downtown Halifax and that is absolutely not possible with a transit system on the roadways. Our city will only grow more and more and we need to start creating a better public transit system now! Invest in an above or below ground high speed train system that allows commuters to transit 5 minutes to downtown Halifax.</p> <p>Also, the Dartmouth waterfront should be lined with apartments and condo buildings. Remove the lower income apartment buildings and build new high rise buildings from Windmill to Woodside. We need to gentrify Downtown, North and South Dartmouth to expand our city.</p>	No
C131	<p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To: Andy Fillmore Lisa Lachance Mike Savage Waye Mason</p> <p>Many of our neighbours have chatted with us respecting a proposed plan by the city to significantly change or actually scrap the central plan. This plan was years in the making and afforded citizens the opportunity to have serious input into the design of our city. This latter concept of affording people an opportunity to discuss, have input, to reflect on our needs and generally participate seems to have been scrapped. You as politicians who constantly listen to people are best placed to appreciate that denying people a chance to be heard and scrapping due process is a slippery road to travel and will not be forgotten when we next have input, at the polls.</p> <p>We ask that your plan be put in abeyance until due process can take place. Grasping at federal money is not a substitute for good citizenship.</p>	No

C132	<p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input as part of the public hearing process in March/April.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>I am writing this note in reference to the Housing Accelerator Fund on Feb 1, 2024 (MINORREV-2023-01065) HRM Centre Plan changes proposed in District 5. Specifically, of concern is the proposed change to the East side of Victoria Road in the Brightwood neighbourhood, on one city block between Francis Street and Cherry Drive, which is proposed to change from its current ER-3 to become up to 7 story, Corridor zoning.</p> <p>I am agreeable to zoning changes that target our current shortage of housing units in HRM, but I would ask that a reasonable step-down buffer (say 3-4 stories maximum) be considered for the blocks mentioned above. I believe that 5 stories on the East side of Victoria Road is already a substantial step up from the current reality of adjacent streets and has the potential of significant negative impact to the members of the community on these streets. An additional 2 stories, up to 7, in this area will have a very negative impact on adjacent homes including light, visual aesthetics from a step-up perspective and privacy in the adjacent homes and backyards. I believe that the lot depths on the east side of Victoria Road around the area of concern are not sufficiently deep to allow an acceptable setback that would alleviate the negative impacts noted above.</p> <p>I understand that the North side of Victoria Road from Primrose Street to Francis Street is currently zoned Corridor, and today the zone allows buildings ranging from 14 metres (the equivalent of about 5 stories) to 20 metres (equivalent of about 7 stories) in height. Even with this being considered, a softer step down on the North side of Victoria from Francis Street to Cherry Drive is needed.</p> <p>The proposed height increase, (even with urban setback and transition down guidelines to this area) from ER-3 all the way to Corridor 7 stories is a significant and drastic step to the established neighbourhood behind this block. Regardless of if the proposed increase in height on the North side of Victoria Road from Francis Street to Cherry Drive is similar in scale to proposed increases in other areas of the City, each proposed Corridor should be reviewed on its own merit, and not only consider the use of the road (Victoria Rd) but living up to the HRM definitions in the proposal around the intent of adding gentle density that has a minimal impact on a neighbourhood.</p> <p>The South side of Victoria Road, along Boland Road which is also proposed to increase, is perhaps suitable for Corridor 7+ stories. This area all the way to Wyse Road aligns with the density goals and may make more sense based on their current neighbourhood and zoning use.</p> <p>I am not suggesting making no change to the North side of Victoria Road from Francis Street to Cherry Drive, or to not increase density to this block. I support density - height is the concern. This block should be lower than 7 stories when it backs onto dwellings in an established neighbourhood (4-5 stories is more appropriate).</p> <p>It is clear that the re-zoning is being done quickly in support of HRM seeking Federal Housing Accelerator Funding. The quickness of it is concerning, as sometimes quickness requires action without thoughtful consideration.</p> <p>Innovative urban planning can (and should) achieve density and housing supply in the Brightwood neighbourhood without going from the current ER-3 (approx. 3 story) on the North side of Victoria Road (Francis to Cherry) to up to Corridor 7 story, skipping the "missing middle" step-up type density. I want to see a softer step down into Brightwood.</p> <p>Please capture my comments for consideration in your staff report to council.</p>	No
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C133	<p>Good morning,</p> <p>I am just looking for some clarity around the HAF - I currently live in the Fairmount Subdivision, on Downs Avenue. I see that in the Proposed Planning Changes, the majority of the lots are remaining as R-1. I am wondering if the HAF would result in any changes to what structures are allowable on lots zoned as R1 (similar to the proposed ER 2 changes), or would they continue to be single family dwelling only?</p> <p>Thanks so much for clarifying,</p>	No
C134	<p>Dear Mr. Chair,</p> <p>Mr. Chair and Heritage Advisory Committee members I am asking you to consider a motion that the committee urgently include 6041 Cunard St into the proposed Woodhill HCD or sole register the building.</p> <p>My research indicates this is potentially the first house in the area. Its heritage integrity remains and has a unique blend of architectural styles of Gothic vernacular. The property significantly contributes to the Woodhill district and to the future of Halifax built Heritage.</p> <p>As you can see in plate S of the 1878 Hopkins Atlas the property was owned by the Leahy family who had Thornfield Nursery. 6041 Cunard Street would have been the end of Premier Young's family division. It appears by deed that this could have been the farmstead for the Romans family, though further research is needed.</p> <p>Plate S Hopkins Atlas: https://archives.novascotia.ca/maps/hopkins/archives/?ID=21</p> <p>I understand 6041 Cunard St. is in a corridor zone but it is still possible to have heritage in such a zone. Example, is the most recent HAC approval on the Open Mic House on Agricola Street.</p> <p>Regards,</p>	No
C135	<p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input as part of the public hearing process in March/April.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello Sam Austin and Halifax Municipal Staff,</p>	No

	<p>As someone living on Victoria Road, between Cherry and Frances Streets, it's been a tough pill to swallow the last couple of weeks as I imagine how life will change for me and my family if these proposed storey changes go through. I know that it could likely be to secure more federal funding, but naturally it is very concerning for residents to digest the proposed changes.</p> <p>It was helpful to your last email, Sam, as you were also honest in how impactful all of these changes seem to be. Myself and a whole host of people in the Brightwood Community Facebook Group are discussing the proposed changes and are really concerned that the city is missing the mark in a major way here. Some residents from Lancaster Ridge explained how it is very difficult to change anything once this moves forward in March, so we all plan to bombard you with our questions and demands until then.</p> <p>It has been extremely difficult to imagine the changes to this small city now that eighteen highrises have been approved in the area surrounding the MacDonald bridge. Our neighbours and friends on Graham Street (below Wyse) have been living in the middle of major construction sites for the last year and this has mainly been digging and blasting the whole time. Everything will change with these cities and we want to be sure that there are conversations and plans being done to improve roads, traffic, transit as well as planning for community spaces and public parks.</p> <p><i>(Redacted)</i>, we don't have a lot of disposable income and have chosen to invest in <i>(redacted)</i> - we have been worried about what a four storey building next door could do to our sweet space but now it is unimaginable what will happen if we have 7 storey buildings on either side of us. Myself and fellow residents are extremely confused that the city finally made this Centre Plan a few years back and now you're planning to just change everything again. Wasn't the Centre Plan created to avoid rash changes such as this one?</p> <p>We are in a housing crisis, we desperately need affordable housing AND this is kind of a wild idea for our neighbourhood, to go from 4 story units on some of these large lots (which, as far as i know, can be subdivided) to just approving up to 7 stories in the blink of an eye. I am committed to this process of inquiry and will be writing often and showing up at the meetings, so long as they are accessible.</p> <p>We are about to go through SO much change with all these massive high rises about to be built all around Nantucket and Wyse Road, how much construction are you planning to put us through at the same time? Why would my block be suddenly be slated for seven storeys when we were protected in the Centre Plan?</p> <p>Thank you for taking the time to read my account. I strongly oppose this change to Centre Plan and DO NOT want my block to be approved for seven storeys. We may be on a strange part of town where a lot of people feel road ragey and impatient, but we are great little community and there are so many great aspects of our homes.</p> <p>Thank you very much,</p> <p>PS: It took a long time for us to get a lit-up crosswalk, and we are all very grateful and feel much better about crossing on Frances and Victoria Road now. Thank you if you had a hand in this!</p>	
C136	<p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input as part of the public hearing process in March/April.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p>	No

	<p>To HRM Planning Staff, cc to Counsellor Sam Austin Hello, I am a resident of Slayter Street in Dartmouth, and am writing in reference to the zoning changes currently being proposed as part of the plan to increase housing density in District 5. In particular, my concern is with the zoning change proposed for the north-east side of Victoria Road in the Brightwood neighbourhood, - the city block between Francis Street and Cherry Drive. The proposal on the table, as I understand it, is to change the zoning from its current ER-3 status to become Corridor zoning, which would allow buildings up to 7 stories high. My home is on the opposite (NE) side of Slayter, backing onto the Brightwood Golf Course. So while I would not be "directly" impacted by the change, I do want to flag my concern with the proposal. To have the one and two-story homes across the street suddenly backed by 5 - 7 story buildings seems wholly unreasonable. Yes, Victoria is a key corridor for through traffic, - that is not in dispute. But surely some sensitivity needs to be applied to cases where a quiet residential neighbourhood backs immediately onto such a corridor. I have read the submissions of other neighbours who know more about planning and zoning issues than I. And would like to echo the case they have made for a more moderate approach, - in which there is a "softer" gradient between the existing homes on Slayter and the proposed new buildings on Victoria. To that end, I would second the proposal that buildings on this side of Victoria Road be limited to a maximum height of four stories. I think this would be critical to sustaining the sense of community and neighbourhood, that defines Brightwood. I also wish to underline that to date I have heard NO local complaints about the proposal to bump our own properties up from E1 to E3. Indeed, many of us on Slayter are already doing what we can to adapt our homes to respond to the need for greater residential density. But the proposed maximum height of 7 stories on an adjoining lot seems excessive, - and wholly inappropriate for an established neighbourhood like Brightwood. Indeed I see on the map that the proposed change does NOT apply to the rest of Victoria Road from Cherry to Thistle. In that sense, I do not think - in the bigger picture of things - that extending the E3 designation one block further (from Cherry to Francis) should be unduly problematic. One of our neighbours has been sharing information about the concept of the "Missing Middle" model of housing that would both increase density and be compatible with "low" corridor roads. While not a professional in such matters, I think it is just this sort of imagination - and moderation - which will help us to strike the necessary balance between increased urban density and quality, family neighbourhoods. Your attention to this matter is appreciated. Resident of Slayter St (Brightwood), Dartmouth</p>	
C137	<p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input as part of the public hearing process in March/April.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hi there, I have seen a lot of vocal people on Facebook advocating against the change to corridor zoning on Victoria road.</p> <p>I am writing to show my support to these much needed changes. Wyse/Victoria makes sense as a corridor zone. The city badly needs the density and this is a logical spot to rezone - it's central, close to transit, walkable to grocery stores, shopping, downtown Dartmouth etc.</p>	No

	<p>Granted I don't live on Slayter Street like most of the vocal opponents, but I have lived in Dartmouth for most of my life, and I do own a house in the neighborhood (Symonds between Victoria and Wyse). I am ok with the increase in traffic, lack of parking etc if it means people in the city will have a place to live. We need more housing units. Density increases the vibrancy of a neighborhood and I am all for it.</p> <p>Dartmouth is growing and will need to change. That is inevitable. I hope the planners and council will not let a few vocal NYMBs (quite literally in most of the letters I've seen on Facebook) get in the way of progress.</p> <p>Thanks,</p>	
C138	<p>Thank you Joshua, this item is very important to us.</p> <p>Have a great day!</p> <p>On Fri, Feb 2, 2024, 11:16 a.m. Federal Housing Accelerator Fund <haf@halifax.ca> wrote:</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input as part of the public hearing process in March/April.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Good Afternoon,</p> <p>As residents of the Wedgewood subdivision, my husband and I are writing to express our concern and strong opposition to a matter in the Housing Accelerator Fund (HAF) Plan.</p> <p>The plan proposes allowing four unit developments per lot in the Wedgwood Subdivision. We recently relocated to the Wedgwood Subdivision from Hammonds Plains. We enjoyed living in Hammonds Plains for almost 15 years until developers recently started to construct multi-unit dwellings adjacent to our property - destroying the natural beauty and peacefulness of the area.</p> <p>We were devastated at having to move; however, we did not wish to live adjacent to multi-unit dwellings and the challenges they pose.</p> <p>In our search to relocate, we discovered Wedgewood. We were attracted to this beautiful, mature neighbourhood because of the larger lot sizes but primarily due to the fact it was already developed and we would not have to worry ourselves with multi-unit buildings being constructed nearby us. This key fact was why we ultimately chose this neighbourhood to purchase in.</p> <p>We have a very significant financial investment in our home located here and would be devastated should we be forced into a position of moving again due to this proposal being passed. We do not wish to be at risk of developers moving in and destroying the character of the neighbourhood and lowering the value of our investment.</p> <p>This is a neighbourhood of families. People who take pride in their homes. It would be a real shame to see the neighbourhood destroyed by developers of multi-unit buildings.</p>	No

	<p>While we appreciate there is a current housing crisis, we do not believe that allowing 4 units per lot in an otherwise quiet residential neighbourhood is the solution. Perhaps there is a middle ground whereby additional in-law suites would be allowed, and the 4 unit solution would not be.</p> <p>Respectfully,</p>	
C139	<p>Thank you so much for this contribution to this discussion. I'm going to be reading and taking notes of all the contributions and making my own more formal one to staff in about a week and a half. I will post it on my website at that time.</p> <p>As to your questions, there is no guarantee any of those things would continue as they are now, this is a proposal for a fundamental change to those blocks and how that land may be used.</p> <p>Waye</p> <hr/> <p>Dear Mr. Mason:</p> <p>It has come to my attention that the city is proposing to change the zoning in my neighbourhood to HR-2. This is being proposed for Marlborough East side, Inglis south side and Robie West side). The rest of the neighbourhood is being proposed to ER-3.</p> <p>As you know the HR-2 allows for town house dwellings and multi-unit dwelling uses in the form of rise, mid-rise and tall mid rise buildings up to 9 stories in height.</p> <p>There are many reasons this concerns me as follows:</p> <ol style="list-style-type: none"> 1. Noise Currently, the neighbourhood is very quiet, it feels like living in the country while being in the heart of the city. About 7 years ago we had a group of students living on the street and the police were called frequently due to noise complaints and disorderly conduct (beer bottles laying on the ground on the street, lawn). What guarantees will the city make to ensure that the neighbourhood remains quiet and that those moving into high rise buildings do not impede on the enjoyments of the neighbourhood? 2. Traffic This is a dead-end street, with very little traffic outside of those who live on the street. At the end of the street we frequently put up a children playing sign to allow kids to freely explore. What guarantees will the city make to ensure that the traffic does not increase on this street under the new proposed bylaw? 3. Re-salability Currently many homes in this area are worth over 1 million. These homes are highly sought family properties with excellent resale values as they are close to hospitals, universities and the downtown core. They are targeted for professionals with families. With the changing proposed bylaw, they desirability and resale value of our homes will be reduced as no one will want to risk moving next to a potential high rise building if they are seeking a quiet family focused neighbourhood with private surroundings (e.g. back yards that provide for privacy from neighbours). What guarantees will the city make to ensure a strong resale value of homes in this area? <p>Numerous neighbours are equally concerned. We are interested in holding a community meeting with you and representatives from the planning team, where our questions and concerns can be addressed. We are in the process of gathering names of those who want to be part of this community meeting. I look forward to hearing from you and to what the city will do to protect our collective interests.</p>	No
C140	<p>This email is in response to a 311 request: "The caller said with the land use by law indicates the central plan what is the enhancement applying to her . They want to possibly build something. The center plan is already great with the federal enhancement it is getting rid of the high restrictions and setbacks. Does the federal</p>	No

	<p>enhancement trump the municipally bylaw and how is the federal enhancement impacting the land use. Caller may want to build on this property merging with her Neighbours property. Can they change the land use zone ?”</p> <p>The City is currently consulting on a number of proposed zoning changes to the Centre Plan, in response to the Housing Accelerator Fund. More information on the proposed changes, including an interactive map that shows proposed zoning, can be found online here: www.halifax.ca/haf. We are accepting public feedback on the proposed changes until February 16. You can send your comments/questions by email to haf@halifax.ca. All comments received will be used to inform a report to Regional Council in March/April. There will be further opportunity for public input at that time.</p> <p>If you would like to provide an address or PID, I can also help answer questions about specific properties.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p>	
C141	<p>As part of the changes to planning documents under the Housing Accelerator Fund, the proposed height in the ER-3 Zone is increasing to 12 metres.</p> <p>The City is currently consulting on a number of proposed zoning changes to the Centre Plan, in response to the Housing Accelerator Fund. More information on the proposed changes, including an interactive map that shows proposed zoning, can be found online here: www.halifax.ca/haf. You can view proposed heights on the map by clicking on “layers” in the top-right and selecting “Proposed Max. Height and Storeys – Regional Centre (Draft)” from the drop down menu.</p> <p>We are accepting public feedback on the proposed changes until February 16. You can send your comments/questions by email to haf@halifax.ca. All comments received will be used to inform a report to Regional Council in March/April. There will be further opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hi HAF Team,</p> <p>I spoke with (<i>redacted</i>) (CC'd) at the counter this morning. He had some questions and concerns about development in his area. His zone is currently ER-3 with a max height of 11 metres. I let him know that the proposed amendments indicate that the zoning may change to HR-1 which based on my understanding with have no limitation on number of residential units. However, I'm less clear on how this may affect height. Would you be able to assist Mr. Ryan in explaining how the amendments may impact the zoning requirements?</p> <p>Thanks! MICHAEL HART HE/HIM</p>	No

	<p>PLANNER I LAND DEVELOPMENT & SUBDIVISION PROGRAM DEVELOPMENT SERVICES PLANNING & DEVELOPMENT</p>	
C142	<p>Thats great why is Peppell 3 then?</p> <hr/> <p>Thanks for the feedback. To answer your question, the 1.75 FAR on Yale Street remains unchanged from the FAR today. This low FAR is intended to provide a transition as buildings “step down” from Quinpool to meet the existing residential neighbourhood. The FAR on this block facing Quinpool is also proposed to be increased from 3 to 6.</p> <p>We are accepting public feedback on the proposed changes until February 16. You can send your comments/questions by email to haf@halifax.ca. All comments received will be used to inform a report to Regional Council in March/April. There will be further opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hey guys, excellent proposal! This is great to see and thank you for your excellent work on this. My only true concern is the 1.75 on Cen-1 on Yale Street... With what the traffic department is accomplishing at this time, trying to reduce vehicles on the road, increase biking, walking and public transit... This section of Yale really needs more density. 1.75 will likely ensure that no one builds units on these lands... Not cost effective, massive missed opportunity for Halifax here. This is exactly where we want more people living.... Am i missing something? It appears we are holding on to dated ideas that lead to the issues that we are faced with today... The over regulation, causing less units built and sky high rents for tenants. With such a prime location next to Quinpool road this is a massive overlook and fail to people within Halifax....I do not own an asset on this land nor any of my clients... Any time of logical reasoning for this 1.75? likely a typo? should be 3?</p> <p>--</p>	No
C143	<p>Hi,</p> <p>Just to clarify, there have been no height increases applied to the DH Zone. The 28 metres reflects the maximum height, which is unchanged from the height today. Also, the maximum height in the DH Zone is still subject to the Citadel View Planes and Ramparts Restrictions.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello,</p>	No

	<p>I am inquiring about the properties mentioned in the subject line and the effect the proposed increased density throughout the Regional Centre may have on them. They are zoned DH and according to the "Proposed Urgent Planning Changes for Housing Accelerator Fund (HAF) Centre Plan and Suburban Area" Map, have a proposed height increase of 28m.</p> <p>We are wondering if this new height limit will override the Citadel view planes? If not the increase in height will not make a difference to this development nor any others that fall within the line of the citadel view plane. If so, at our highest part we will encroach the view plane by just under 12.5 feet.</p> <p>Any insight on this subject would be greatly appreciated. The request for information is quite urgent as the increase in height will likely make or break the development.</p> <p>Best regards,</p>	
C144(1)	<p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input as part of the public hearing process at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>The Halifax Urban Greenway's goal to protect the natural area along the CN Rail is both sponsored and supported by the City of Halifax - as per the city website and as set out in its Centre Plan and planning considerations)</p> <p>Halifax Urban Greenway defines the "natural area" as Marlborough Woods, extending along the back of part of SMU, Marlborough, Greenwood and Bellevue - http://halifaxurbangreenway.ca/reports/wagner_thesis_4.pdf</p> <p>The reality is that the deer, wildlife, mature trees and rare species of pink orchids thrive in the woods adjacent to our street and the area should absolutely be considered as protected to avoid potentially deleterious environmental impacts to the environment and natural area. We have deer on our front lawn almost every night, and the walking path runs directly on the historic remains of the estates of Marlborough Woods, which is of historical significance as well. http://halifaxurbangreenway.ca/reports/wagner_thesis_1.pdf</p> <p>Another consideration: CN rail as owner of part of Marlborough Woods along the back of the streets south of Roxton has NOT been consulted about potential harm (and related security/safety issues) arising out of suddenly having high density areas and population explosion immediately adjacent to its rail lines (ie CN Rail as property owner would need to be consulted re heightened potential for damage, vandalism, trespassing and security and safety of the rail lines as a result of proposed change).</p> <p>Proposed Solution: alternate approach for land planners: exclude areas south of Roxton bordering on Marlborough Woods (Robie, marlborough, greenwood and Bellevue/Beaufort streets south of Roxton) from the changes, to protect wildlife, ecology and urban greenway, to ensure safety and security of rail lines owned by CN rail, and instead designate all of Inglis as allowing H9 - Inglis is a major traffic corridor and more appropriate for such purposes.</p>	No

thanks

While much of District 7 has some resemblance to a village or a low density suburban community, it's all pretty urban. We have both regional hospital sites, five degree granting institutions, a daytime population that is about four times resident population.

So this area has and will continue to evolve over time. The question is, are these the right moves? Does the proposed changes meet our current and future needs? Is 9 stories appropriate if the Feds want to encourage missing middle and wood frame construction? Should we be upzoning these blocks to allow more units in existing homes, or just the lots facing the university, or something more? This is what the public is being asked to comment on.

HRM has made property available for affordable housing and market development. HRM also considers zoning and land use for private property.

While the woods along the railway cut are wild, the lands HRM, CN or SMU own there are not designated park. The only park designation as "Marlborough Woods" is the section from the railway cut to the arm on Marlborough Woods/Winnick.

Thanks again,

Waye

There has been an unacceptably low level of community consultation on your proposed approach to densify the south end area near SMU which is a protected Halifax Urban Greenway/Marlborough Woods - this entire exercise seems incredibly rushed and contrary to principles of municipal, provincial and federal law. The environmental impacts to Marlborough Woods will be severe and adverse to the local ecology and wildlife. There has been no response to many, many questions and concerns raised by local residents - the vast majority of residents on the peninsula - specifically in response to HRM's proposed approach to "accelerate" housing development - also you are introducing unnecessary legal and financial risk to the city, since this entire approach is likely ultra vires the scope of a city council as housing is a provincial responsibility. Waye, your constituents have many many questions and need answers. Adding in Mayor Mike here for awareness, and other stakeholders.

hi - I live in a "university adjacent" street in Halifax and am very, very concened with HRM's proposal to allow 9-story concrete buildings on our block, immediately adjacent to Marlborough Woods. We are not in an urban, industrial area and the plan to allow building of high rises on our block is not only detrimental to our property rights in our homes, but that level of development and density will harm the animals, plants and wildlife in Marlborough Woods at the end of our street...

I read the "best practices" guidance for the federal Housing Accelerator Fund and think you should re-consider the proposed approach for Marlborough/Robie street, the protected woods will be threatened and this would need to be part of a much larger consideration involving costly environmental impact studies.

"Best practices" referenced on your sites reference that:

- 1) high density housing should be built in "urban cores" -NOT on a quiet dead-end street backing onto a protected parkland like our block on Marlborough!
- 2) Another best practice is for the municipality to make its OWN property available for high density housing (rather than essentially expropriating existing homes and devaluing existing property rights, resulting in litigation and detrimental community impacts) - so you should instead consider developing city-owned property. Consider Gorsebrook Park, rather than our quiet block beside Marlborough Woods, as an example.

	<p>Your current proposal not only de-values existing property rights and subjects the city to litigation, but also would harm wildlife and the ecosystem of the adjacent Marlborough Woods. I hope you will consider this.</p>	
<p>C144(2)</p>	<p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>hi - I reside at [redacted] and am writing to express my opposition to the proposed zoning changes to allow for university-adjacent 9 story concrete high rises to be built on our block.</p> <p>I support the blanket application of ER2. However, I oppose the 9 story HR blocks around SMU:</p> <ol style="list-style-type: none"> 1) SMU has their own plans to build student housing, and comparable higher rise buildings adjacent are going to compete with SMU for affordable student housing 2) the beautiful and protected Halifax Urban Greenway/Marlborough Woods at the end of our street will be adversely affected, the probable environmental damage would require environmental impact studies prior to implementing any HR9 zoning in that area- there are protected pink lilies and flora/plants growing wild, mature tree growth and woodlands would be threatened under the impact of such intense densification, there are deer and other wildlife living peacefully in the woods right now. 3) instead consider HR9 and ER3 for existing transit corridors near SMU and Dalhousie, move HR9 and ER3 to Inglis Road, Coburg/South, Jubilee, Quinpool, Young Street and Tower Road where city buses run already and the impact is not so staggering and damaging. 4) consider donating surplus municipal land owned by Halifax municipality - such as Gorsebrook Park, where the football field is not used and there are many existing high rises already back onto that part of the park - the donation of municipal land is a best practice under HAF. <p>Thank you very much for your consideration</p>	<p>No</p>
<p>C145</p>	<p>Thank you so much for this contribution to this discussion. I'm going to be reading and taking notes of all the contributions and making my own more formal one to staff in about a week and a half. I will post it on my website at that time.</p> <p>I did write and email a very long post about the reasons for and what the proposed changes are on Jan 29: https://wayemason.ca/2024/01/29/district-7-update-centre-plan-update-and-district-7-changes/</p> <p>I hope staff are able to meet, face to face or virtually, and encourage you to ask your neighbours to read my post and email haf@halifax.ca as you did, so staff can consider them when making revisions and amendments to the proposal.</p> <p>Thanks again,</p> <p>Waye</p> <hr/>	<p>No</p>

	<p>District 7 Centre Plan Changes</p> <p>While I recognize the need to increase the density in the central core, I do not agree with the proposed land use changes and zoning for the Halifax residential south end. It appears that the city planners went too far in reclassifying R-1 residential areas in the south end, particularly around St Mary's University. The proposed changes from R-1 to HR-2 and ER-3 would change the entire "residential character" of the south end and remove a great deal of the existing green spaces on lawns and treed areas. It would be to the detriment of the south end and eventual ghettoing of the area, with warehousing/overcrowding of students in expensive apartments and inevitable out-of-control student street parties, like what is happening adjacent to Dalhousie University and the streets north of Coburg Road, and warehousing of foreign students in apartments. The Federal Housing Accelerator Program (HAP) funding indicates that increased density should occur along transit corridors and main arterial roadways. The proposed land use/zoning changes go beyond transit corridors and extends into established residential neighbourhood (R-1). I do not accept that the extension into residential areas is needed to meet the housing goals of the city.</p> <p>I live in the south end, east of St Mary's University on Ivanhoe St. This is an established high priced residential neighbourhood with single family homes and manicured lawns and trees.</p> <p>It is proposed that Ivanhoe St (off Inglis and parallel to Young Avenue), be changed from R-1 to HR-2 (on the west side) and ER-3 (on the east side). It appears these changes are due to the proximity to St Mary's University and the need for more affordable student housing. Any development in this high-priced neighbourhood with 9-story high rise buildings in HR-2, and 12m height or 4-unit buildings of ER-3 would not be affordable to students and could result in "warehousing" of students in overcrowded expensive apartments. The HAP identifies a need for small scale residential construction, not HR-2 high rise 9-story buildings with a minimal set back from the sidewalk.</p> <p>If these larger units are built on Ivanhoe St without parking provided (first 12 apartments do not need to provide parking; and 1 space for every 3 apartments after that), the street and neighboring streets, would be overcome with parked cars. Ivanhoe already has an issue with the new 12-unit building constructed on Inglis at the corner with Ivanhoe St in that cars park on both sides overnight, thus narrowing the roadway, and interfere with the snowplows. When the cars eventually move the windrow of snow is left in the driving lane, and snowplows do not return to clear the resultant mess. The winter parking ban does not have an effect, and parking enforcement during snowstorms is non-existent on residential streets. In times of prolonged winter snow conditions, the street becomes narrower and narrower, and a garbage truck or firetruck would have difficulty maneuvering in the restricted width.</p> <p>I do not believe that the proposed land use/zoning changes should be accepted by Council just because Federal funding is available. The proposal requires considerable debate and public consultation because it will change the city forever, and not necessarily for the better. Residents like living in Halifax because it has character and is livable not like a major Canadian or US city.</p> <p>In conclusion, city planners should be instructed to review the land use zoning in the residential south end and keep an R-1 designation or the newer ER-2 or ER-3 in some areas. Residential Ivanhoe St should be zoned ER-2 on both sides of the street.</p>	
C146	<p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input as part of the public hearing process in March/April.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>HRM Planning Department and Councillor Austin,</p> <p>I am writing to you with my concerns about the proposed zoning changes in District 5 running along Victoria Street between Cherry Street and Francis Street. I live on Slayter street in the Brightwood community and along with many of my neighbours I am concerned about the proposed aggressive zoning changes from current ER3 to Corridor Zoning. While I understand and support the need for more housing and density options I believe a gentler approach to the housing options would be taking your current residents in the Brightwood Community into consideration as well.</p>	No

	<p>Four story buildings between Francis street and Cherry Street would have a positive effect to support the need for more housing options while minimizing the negative impact in The Brightwood community.</p> <p>Seven story buildings directly in front of homes in the Brightwood neighbourhood would have a negative, confining effect. During Covid and post ,many neighbours have been working hard to create much needed private relaxing oasis within their yards. As gas, food, travel, housing etc prices continue to increase it is wonderful to be able to retreat, relax and entertain in your own private yard. Having seven story buildings with multiple units towering down over your private space would be intimidating and your privacy will be null and void. I would think this would have a negative effect on people causing them to retreat inside seeking a bit of privacy. This is both unhealthy for your mental and physical wellness. People should be encouraged to get outside and enjoy the sunshine, not encouraged to retreat inside.</p> <p>Please take all people, both current NS folks and future folks into consideration when proposing options to increase housing and density.</p>	
C147	<p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input as part of the public hearing process in March/April.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Dear HRM Staff and Counsellor Sam Austin,</p> <p>We hope this email finds you in good health and spirits. We are <i>[redacted]</i>, proud residents of Vanessa Drive, in the Brightwood Neighborhood of Dartmouth, writing to express our thoughts on the forthcoming proposed changes to the HRM Centre Plan, specifically regarding the new zoning and density policies. We have lived in our home for nearly 20 years and <i>(redacted)</i> grew up in this neighbourhood on Victoria Road.</p> <p>Our primary concern centers around the transition from single detached houses to higher density constructions. We understand the necessity for increased housing supply, but we strongly believe that the key to a successful integration of these new developments lies in getting the transition between neighborhoods right.</p> <p>The introduction of "missing middle" development is a concept that we support as a potential solution to bridge the gap between low and high-density areas. However, we are keen to see that this is implemented in a way that harmoniously blends in with the existing character and ambiance of the Brightwood neighbourhood. It is imperative that the unique identity of our neighborhood is not only preserved, but also enhanced in this process.</p> <p>As a resident of any lovely neighborhood feels, ours is more than just a collection of homes; it's a community with its own distinct feel and culture. The architectural design, spacing, and integration of new structures should be considerate of this, ensuring that the essence of our Brightwood neighborhood is not lost. Our priority is to see development that complements and respects the existing streetscape and community fabric. In fact, we look forward to the increases to public transit and amenities that some increase in density will bring.</p> <p>We see that Victoria Road is a natural transition, and welcome addition density on both sides of the street. However we feel the transition must be tactful thoughtful and provide a smart transition from single detached homes to high density. Our primary concern is that the proposed height allowances of 7 stories right next door and in the backyard of single dwellings is too aggressive and is not therefore an appropriately gradual transition.</p>	No

	<p>We appreciate the challenges involved in urban planning and development and are eager to contribute to a dialogue that ensures the best outcomes for our neighborhood. We request further engagement and information on how these transitions will be managed and look forward to being part of a collaborative process.</p> <p>Thank you for considering our perspective. We are optimistic about a future where new developments enrich our community experience, while maintaining the charm and character that make Brightwood a wonderful place to live.</p> <p>_____</p>	
C148	<p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input as part of the public hearing process in March/April.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>I would like to offer my feedback on proposed changes to HRM bylaws affecting land and property usage in HRM; specifically ,Halifax West neighborhoods where I am a resident with my family. I am against the proposal and proposed amendment change in zoning that would allow 4 units per lot in the areas and neighborhoods of Halifax West .My reason and goal is to preserve the tranquility and relative peacefulness of this community and surrounding areas. I feel, if passed , these proposals would negatively impact the quality of life my family and others in this area presently enjoy. Going back to the earliest land grant rights of citizen landowners regarding personal property usage the reason I and others live in a detached home in a quiet residential neighborhood zoned R1 is to experience the peaceful and tranquil enjoyment of our home , property and neighborhood. I am concerned about the increased noise and congestion and its related negative effects on the health and safety of the present residents. At the basic core I want and need and demand a quiet neighborhood to maintain good mental and physical health. These changes, if enacted , would force me out of my neighborhood and my city and my home. I would have to seriously consider moving out of province to find a more relatively tranquil place to live. As a recently retired person, I am interested in maintaining a good quality of life living here in my existing home and neighborhood. I am calling on all HRM staff, HRM councillors and HRM Mayor and all provincial and federal elected counterparts to squash the proposed change in zoning of 4 units per lot in the Halifax West neighborhoods. I am requesting a local public townhall meeting be organized and set up for the purpose of gathering input from the citizens and residents of the Halifax West areas. I predict the voices against this proposal will be loud and many . There is a lot of concern, worry, and stress in the neighborhood about this proposal. I will be assisting a team of people gather written signatures from area residents on a hand signed petition against the 4 unit per lot proposal. Petition will be presented later after the many signatures are obtained.</p>	No
C149	<p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input as part of the public hearing process in March/April.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p>	No

	<p>To Whom it May Concern,</p> <p>I am a homeowner and resident of [redacted] Dalhousie Street and am writing with my feedback to the proposed Urgent Changes to Planning Documents for Housing.</p> <p>The proposed changes in zoning of our neighbourhood, specifically along Beaufort and Dalhousie Street which would allow for construction of 7 and 9 storey multi-unit housing is utterly disturbing and disappointing in rationale. Our family has lived on Dalhousie Street for 18 years and we have invested in continual renovations to our home to accommodate a growing family as well as maintain a respectable property within our community. Our street community is one that is quiet as well as in close proximity to work and medical facilities. Southend neighbours like ours are attracting much needed Physicians who seek nearby properties to facilitate a speedy commute as well as staff at our universities and other professionals committed to sustainable living.</p> <p>Our Dalhousie Street and surrounding streets have many connected families and friends over the years. Our Street, itself, has been recently upgraded with new paving, curbs and sidewalks which provides a very desirable place to live and one safe for our children. Our community also gathers for the annual Dalhousie street party, celebrating friends and community from South, Dalhousie and Oakland road.</p> <p>While respecting there is a need for high density housing, I feel very strongly that existing home-owners must have a say in the future of their neighborhoods. Preserving a street with many older homes that have been in existence for up to 100 years to now open up to a redevelopment project is simply very short sighted and gravely misplaced. There are many other opportunities/areas that currently have subdivided rental properties and currently provide low-density, low quality housing to students.</p> <p>It is my opinion and many others in our beloved community who feel this proposal would bring adverse affects to the attraction of much needed professionals and any/all future homeowners in this area and further jeopardize the public's faith in the decision making of our Municipality.</p> <p>I would request reconsideration of this zoning proposal affecting Dalhousie, South and Beaufort Streets to preserve and maintain this neighborhood—</p>	
C150	<p>Thanks for reaching out!</p> <p>In terms of timing, we are currently targeting March to bring our Housing Accelerator Fund amendments package report to Regional Council. For these kinds of changes, there are several steps to getting a decision from Regional Council, including First Reading and a Public Hearing, which take place at different meetings. Given the size, complexity, and level of public interest in this large package of amendments, it is difficult for us to comment on when exactly Council will be making a decision.</p> <p>In terms of opportunities for a variance under the current policies, I would defer back to the planners you spoke with originally. I'm sure they would have identified any path forward for you that existed through the existing plan at that time.</p> <p>Please feel free to reach out if you would like any additional information.</p> <p>Kind Regards, Kathleen</p> <hr/> <p>Good afternoon,</p>	No

	<p>Councillor Tim Outhit forwarded a question to (and response from) you on my behalf. It had to do with the existing LUB in Bedford capping the structures out at 15'. I had asked him that if the Housing Accelerator Fund initiative would impact this and the result was that a proposed amendment was going forth to increase it to 25'.</p> <p>I have two follow up questions if you don't mind. Firstly, do you have a sense of timing on when this proposal might be tabled and/or adopted and secondly, will there be any way to apply for a height variance in the meantime (I was previously advised that such variance requests were not allowed).</p> <p>I know you are very busy and I am sorry to bug you with this but I wondered about those two aspects.</p> <p>Thank you,</p>	
C151	<p>I just wanted to follow up on my previous email because I remembered that a portion of Harlington Crescent (see the lands in green on the map below) has been included for consideration through our upcoming Housing Accelerator Fund (HAF) amendments package, not the Suburban Planning process.</p> <p>Similar to the Suburban Planning process, we will be looking at identifying an appropriate zone for these lands, with standardized rules and requirements, so submissions are high level. However, this HAF amendments package does have a faster timeline than the Suburban Planning process, with a target of having the report to Regional Council to begin their review process in March 2024. We are currently undertaking online public engagement, with information available on the project website, and are accepting public comments via the project email (haf@halifax.ca) until February 16. There will also be a Public Hearing as part of the consideration of the recommendations by Regional Council, where residents can attend and provide comments to Council directly.</p> <p>Please feel free to reach out if you would like any additional information! Kathleen</p> <p>KATHLEEN FRALIC MCIP LPP SHE/HER</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING – SUBURBAN PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Thank you for your email. The development request you identified is being considered through our ongoing Suburban Planning process. Regional Council initiated the Suburban Planning process in July 2023 and, through this project, we will be reviewing and updating land use policy and regulations for all properties in HRM's Suburban Area. As part of this work, we are accepting site specific development requests from property owners for consideration. When we are reviewing these requests, we are generally looking to identify an appropriate zone, with standardized rules and requirements, rather than creating site specific policy. As a result, submissions are very high level, as they will ultimately only be able to build whatever is enabled under the zone they are given, regardless of their current proposal.</p> <p>There will be many opportunities to participate in engagement as part of the Suburban Planning process. If you would like to receive updates as the project moves forward and information regarding engagement activities as they become available, we would be happy to add you to our mailing list.</p> <p>Please feel free to reach out if you would like any additional information!</p> <p>Kind Regards,</p>	Yes

	<p>Kathleen</p> <hr/> <p>Hello,</p> <p>I am requesting to see the proposal from Killam Properties about their plans to redevelop Harlington crescent. I have seen it addressed as 127/141 Harlington but I would love to view anything they have submitted related to Harlington crescent, if possible. Will you be offering a public engagement meeting or anything in person or virtual related to this program?</p> <p>Any additional information you can provide would be greatly appreciated.</p> <p>Thank you for your time,</p>	
C152	<p>Thanks for reaching out. Just to confirm, would you be seeking an HR-2 Zone for the property? Do you have any specific development plans in mind?</p> <p>Thank you,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Good morning Mr Adams,</p> <p>My name is [redacted], father of [redacted], the owner of the subject property which has been in our family since 1995. I was referred to your office by our friend [redacted].</p> <p>We were excited to see the recent changes to the city plan. Our intention is to explore development opportunities. To this end, we would like to request a change to the properties zoning from UC-1 to HS-2 so that it is consistent with neighbouring properties.</p> <p>Please advise as to what our next step should be to advance the process.</p> <p>Thank you for your consideration.</p>	No
C153	<p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input as part of the public hearing process at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello there,</p>	No

	<p>I live at [redacted] Kaye St. and I am writing in support of the HAF. It is very important that we intensify the housing in the city with gentle density (low and mid-rises not highrises) and not continue to sprawl outward. We need housing intensification that we can support with public transit – along arterial roads and within walking distance to main roads. Low and mid-rise density creates the conditions for a walkable city and keeps the windy conditions low. Gentle intensification in the urban core creates the conditions for improvements to our transit system too. High rises like those being built throughout the city may be profitable for the builders but are not the environmental route to go and will negatively impact our city through wind tunnels and shadows among other things. I want to say that I am in favour of gentle density and growing the “missing middle”. Thank you!</p>	
C154	<p>Thank you so much for this contribution to this discussion. I’m going to be reading and taking notes of all the contributions and making my own more formal one to staff in about a week and a half. I will post it on my website at that time.</p> <p>I wrote a very long post about the reasons for and what the proposed changes are: https://wayemason.ca/2024/01/29/district-7-update-centre-plan-update-and-district-7-changes/</p> <p>I encourage you to also send these concerns to haf@halifax.ca so staff can consider them when making revisions and amendments to the proposal.</p> <p>Thanks again,</p> <p>Waye</p> <hr/> <p>To all whom it may concern,</p> <p>We are owners and residents of an old Cape Cod type house located at [redacted] Dalhousie Street , Halifax. And we are writing to provide some feedback to the proposed Urgent Changes to Planning Documents for Housing.</p> <p>Like many Haligonians, we are concerned about the ongoing issue of homelessness and affordable housing in our community. But, adding potential density to HRM, while inevitable, has to be accomplished with sensitivity.</p> <p>We have serious concerns with some of the proposed changes in our neighbourhood, specifically along Beaufort Avenue and on Dalhousie Street. While there is a need for higher-level development, we believe that existing communities must have a say in the future of their neighbourhoods. And we believe that this the wrong place to create new HR-2 and HR-1 designations.</p> <p>Our neighbourhood is a wonderful community, full of young families and professionals. Every year, residents gather for the Dalhousie Street Party, which is a celebration of friends, neighbours and community. The street is lined with basketball nets, and a recent traffic calming project has made the neighbourhood even safer for children and others.</p> <p>Although the houses on Dalhousie Street are not listed as Heritage homes, this is an old street and the character of the neighbourhood is a classic Halifax streetscape. Along South Street and Dalhousie Street many of the old homes are classic examples of Halifax’s architectural style. Our house, for example, was designed by one of the foremost architects in Nova Scotia, Andrew Cobb, who designed several of the classic buildings on the Dalhousie University campus.</p> <p>We hope that the HRM government and planning committee will reconsider this zoning change on Beaufort, South and Dalhousie Streets, and will preserve our neighbourhood for the future. This is not the type of street that should be invaded by high rise buildings of any sort.</p> <p>Serious changes such as the above mentioned should never have been considered without consultation with those citizens directly to be affected by the proposed changes. A public meeting should have been convened so that the HRM planning</p>	No

	<p>development officers, the Mayor and all councillors of this city could have heard the concerns of the citizens that would have been directly affected by such proposed changes. Alternative proposals should also have been considered.</p> <p>It would make more sense to build such multi-storey buildings in areas where such buildings already exist or where there is vacant land available to be occupied for such purposes. It is amazing to us that such proposed changes would be drafted without proper consultation and consideration of alternative proposals taking place.</p>	
C155	<p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input as part of the public hearing process at that time.</p> <p>We'll try to accommodate your request for a meeting, but as staff are dealing with a high volume of feedback related to the proposed changes, a meeting may not be possible before the February 16 deadline for public comments. However, if you have specific questions on the proposal, I encourage you to send them to haf@halifax.ca and staff will provide a response.</p> <p>Further, to answer the questions you've asked below:</p> <p>Q: why our particular block is designated H2 while the remainder of our neighbourhood is R3-? A: One of the key initiatives under the Housing Accelerator Fund is to increase density along transit corridors and near post-secondary institutions. To implement this, staff are proposing Higher-Order Residential zoning abutting SMU, Dal, and NSCC campuses in the Regional Centre. Note that this is still a proposal and is subject to change.</p> <p>Q: Can you direct me to the process and criteria for receiving this exemption status? A: The proposed ER-2 Zone applies to registered heritage properties and proposed heritage conservation districts within the Established Residential Designation. Many of these proposed heritage conservation districts were established when the Centre Plan was being developed.</p> <p>Q: Will there be a study on the impact and possible displacement of animal habitat? A: As the proposed changes are not for a site-specific request, there will not be a study on displacement of animal habitat as part of this process. I also note that the proposed changes apply to private lands, and no changes are currently proposed for the parcels typically associated with the Marlborough Woods (owned largely by SMU and CN).</p> <p>Q: Is there a plan to hold a community meeting with you and representatives from the planning team, where our questions and concerns can be addressed. A: As mentioned above, we'll see what we can do but it may be difficult to get HRM staff out to a meeting as we are dealing with a high-volume of requests. I encourage you to continue to send questions/concerns to this email address haf@halifax.ca and staff will address questions as possible. There will be a public hearing associated with the proposed changes, which we are targeting in April. More information will be available closer to that date.</p> <p>Q: What guarantees will the city make to ensure that the neighbourhood remains quiet and that those moving into high rise buildings do not impede on the enjoyments of the neighbourhood? A: The City has a noise by-law in place.</p> <p>Q: What guarantees will the city make to ensure that the traffic does not increase on this street under the new proposed bylaw? A: It's very likely that there would be an increase in traffic if properties are redeveloped for more density, traffic impacts are generally assessed at the time of development, which includes whether street improvements are required to handle the additional density.</p> <p>Q: What guarantees will the city make to ensure a strong resale value of homes in this area? A: This is not the City's responsibility.</p>	No

All the best,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

Probably late March earliest. Depends on how long it takes to draft with changes.

Waye

When will this be coming back to council? What are the steps for approval? I understand that feedback is open until feb 16th- but wondering when the decisions are being made?

Thank you so much for this contribution to this discussion. I'm going to be reading and taking notes of all the contributions and making my own more formal one to staff in about a week and a half. I will post it on my website at that time.

I did write and email a very long post about the reasons for and what the proposed changes are on Jan 29:
<https://wayemason.ca/2024/01/29/district-7-update-centre-plan-update-and-district-7-changes/>

The 7 proposed heritage areas and 4 special areas in District 7 were identified in 2019 when the Centre Plan began being adopted. Oakland Road area, Grant Street, Armview, and Young Avenue were designated special areas largely because the lots on those streets were either much larger or much smaller than the normal lot makeup in the regional centre.

I hope staff are able to meet, face to face or virtually, and encourage you to ask your neighbours to read my post and email haf@halifax.ca as you did, so staff can consider them when making revisions and amendments to the proposal.

Thanks again,

Waye

Dear Mr. Mason:

The proposed rezoning in the Marlborough Woods neighbourhood is of particular concern to its long term residents. We have lived in this neighbourhood for the past 20 years and have moved from [redacted] Robie Street to [redacted] Marlborough Avenue- both of which are now proposed to be rezoned to H2. I appreciate the need for housing as I see it daily in my work in mental health and addictions and we chose our current home to be able to raise our family in a quiet family neighbourhood while being close to work, activities, and school. We do not wish to be displaced from our chosen neighbourhood.

I am concerned for a variety of reasons which many of my neighbours have outlined and I have included below, but am curious as to why our particular block is designated H2 while the remainder of our neighbourhood is R3- I recognize our university adjacent designation, but feel St. Mary's has other options on their own lands for developing student housing- while I appreciate the need for student housing- it shouldn't come at the expense of an established neighbourhood.

	<p>I am also curious about the heritage designation that has been afforded to other areas adjacent to our area, e.g., Oakland Rod, Fraser St., Waterloo, etc. Marlborough Woods has been in existence since 1891 with a deep history of maintaining a greenway and neighbourhood- originally designed as a part of a garden city vision. http://halifaxurbangreenway.ca/interpretation/nwalc.htm. Can you direct me to the process and criteria for receiving this exemption status?</p> <p>I believe there is an environmental impact on the greenbelt that runs through Marlborough woods and that provides both urban recreation for citizens and an important greenbelt for animal migration patterns. Will there be a study on the impact and possible displacement of animal habitat? We frequently see white tail deer, owls, woodpeckers and a myriad of other wildlife who call Marlborough woods their home.</p> <p>I appreciate your attention and response to these concerns- Numerous neighbours are equally concerned. Is there a plan to hold a community meeting with you and representatives from the planning team, where our questions and concerns can be addressed.</p> <p>In addition to the above concerns, I share the following concerns that have been articulated and shared by others in my neighborhood.</p> <ol style="list-style-type: none"> 1. Noise: Currently, the neighbourhood is very quiet, it feels like living in the country while being in the heart of the city. About 7 years ago we had a group of students living on the street and the police were called frequently due to noise complaints and disorderly conduct (beer bottles laying on the ground on the street, lawn). What guarantees will the city make to ensure that the neighbourhood remains quiet and that those moving into high rise buildings do not impede on the enjoyments of the neighbourhood? 2. Traffic This is a dead-end street, with very little traffic outside of those who live on the street. At the end of the street we frequently put up a children playing sign to allow kids to freely explore. What guarantees will the city make to ensure that the traffic does not increase on this street under the new proposed bylaw? 3. Re-salability Currently many homes in this area are worth over 1 million. These homes are highly sought family properties with excellent resale values as they are close to hospitals, universities and the downtown core. They are targeted for professionals with families. With the changing proposed bylaw, they desirability and resale value of our homes will be reduced as no one will want to risk moving next to a potential high rise building if they are seeking a quiet family focused neighbourhood with private surroundings (e.g. back yards that provide for privacy from neighbours). What guarantees will the city make to ensure a strong resale value of homes in this area? 	
C156	<p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input as part of the public hearing process at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hi HAF team,</p> <p>I am deeply upset and angry about the proposed changes of the zoning around SMU. Allowing 9 stories in these locations is ridiculous in my opinion and would destroy a neighbourhood I cherish. Please keep the zoning around SMU as is. If more student housing is required, let SMU build it on campus. They have huge parking lots which could become housing.</p> <p>I live in a large apartment building myself and have no issue with densification of the core. But not around SMU please.</p> <p>Regards,</p>	No

C157	<p>Hello,</p> <p>My partner <i>[redacted]</i> and I would like to request that our property (PID <i>[redacted]</i>) be added to the corridor zone currently applied along Pleasant Street. Our property is directly abutting the corridor zone properties on Pleasant Street and the properties directly across the street are also zoned as corridor. There is some discussion with our neighbours about a potential development but this property is a necessary part of the project.</p> <p>We think this change makes sense given the context of the zone and proximity to Pleasant Street. It would also help with managing access along Pleasant Street by providing rear access to a new development along Pleasant Street.</p> <p>Thank you for your consideration,</p>	Yes
C158	<p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input as part of the public hearing process at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Good day,</p> <p>Please approve and build a structure as big as possible. Don't give in to the NIMBYs who want single family homes on huge setbacks with no sidewalks so we can continue to subsidise their infrastructure costs with tax increases. DENSIFY!</p>	No
C159	<p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input as part of the public hearing process at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello,</p> <p>I am writing to oppose approval of 7 storey development on Duffus St.</p>	No

C160	<p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input as part of the public hearing process at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello, My name is [redacted]. I am a born and raised north ender and I live on Lynch Street. In 2021 zoning for Duffus St (north side from Isleville to Novalea) was changed to HR-1. At that time approval was given for development of 5 stories. I was not aware that this zoning was changed, or I would have opposed it. There is now a request pending to allow 7 stories. Which I do not agree with, this is residential neighbourhood fill with 2–3-bedroom homes and small apartment buildings with only 5-10 units.</p> <p>Although I understand there is a high need for homes, I do not think this would be a good location. Our schools in the neighborhood cannot handle any more children. They are already overloaded with no spaces left in the excel program.</p> <p>Please take this into consideration as my family and my neighbours have all opposed of this matter.</p>	No
C161	<p>Thanks for the additional feedback.</p> <p>Just to clarify there would be a building stepback required as well (at the 2nd, 3rd, or 4th storey), so the building above that height cannot be closer than 8 metres to the rear property line. Just so you are aware, the Centre Plan Land Use By-Law currently requires a stepback to 8.5 metres from a rear property line, but this is a number that is proposed to be reduced to 8 metres as part of the Housing Accelerator Fund changes, it is described on the website under “Enhance Built Form Flexibility”:</p> <ul style="list-style-type: none"> • Reduce minimum stepback (the setback of an upper portion of a building) for mid-rise buildings from 2.5 metres to 2.0 metres <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>HRM Planning and Councillor Austin,</p> <p>Further to my previous email of 29 January 2024, I attach my revised sketch to show more accurately how a 7 storey building will affect my property and very likely others on the westerly side of Slayter Street to similar degrees.</p> <p>I now understand that the rear ground level setback for COR zoning will allow for such buildings to be built as close as 6 meters from the rear property line. This is 37 feet closer than I had assumed in my original sketch.</p> <p>I am concerned that these double changes in proposed zoning (from ER1 to ER3 for this block of Slayter Street and from the not-yet-fully-developed ER3 to COR for the adjacent block of Victoria Road) may result in a significantly heavier impact to this established residential community than what the “gentle” density increase being promoted in the Housing Accelerator Fund verbiage alludes to.</p> <p>I feel it is important that we get this right in terms of both building heights and density increase so the proposed zoning changes will result in a “good fit” and enhance the current Centre Plan.</p>	No

	<p>I ask that you kindly consider a smoother transition from Victoria to Slayter as 7 stories will be too abrupt and impactful. A more modest height increase on Victoria Rd. to perhaps 3 to 4 stories would blend in smoother and tend not to overcrowd the already struggling 2-lane section of Victoria Road between Nantucket Avenue and Albro Lake Road as badly.</p> <p>Thank you,</p>	
C162	<p>You are correct that no permanent structure is permitted on top of the water line. In the future, a property owner may locate their project in a way that does not impact the waterline, or may, following consultation and approval by Halifax Water, pay to relocate the water line.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hi Again Joshua and Sam,</p> <p>Could you tell me if the HRM water and sewer main line that runs from the northwest side of my property through to Victoria Road could have an impact on the proposed 7 story development for the northeast corner of Victoria Road and Frances Street? I'm asking this because a number of years ago our property was dug up to repair/ upgrade this system and we are aware we can never build a permanent structure over this part of our land. So if a developer wanted to acquire the existing corner properties that border this city infrastructure and build something 7 stories high would they have to build 2 separate, skinny structures? If not would they have to pay the cost of changing the sewer and water lines to allow for 1 larger structure? Or might a developer choose and be permitted to build 1 skinny 7 story structure in the midst of the remaining small houses? I realize I'm asking a lot of questions, but I really want to understand the implications of the proposed urgent Zone changes as it relates to my neighbourhood. I am concerned that rapid approval of the 7 story buildings on the north side of Victoria Road, between Cherry Dr and Frances Street, will result in significant discord and disharmony as tall apartment buildings tower over and shade their tiny neighbours.</p> <p>Thank you for your consideration of my questions.</p> <hr/> <p>Thanks for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To HRM Staff and Counsellor Sam Austin,</p> <p>I am writing in regard to the recently proposed HRM Centre Plan changes. I am aware of the new Housing Accelerator Fund and the urgent need to create more and denser housing in our city. I am supportive of many of these changes and appreciate the hard work HRM Staff continue to do to support our beautiful, vibrant and growing city.</p>	No

Creating options for denser housing that is appropriate for each community makes sense to me.

I am deeply concerned about the proposed height increase allowance from 3 stories to 7 stories on Victoria Road, specifically from Cherry Street to Frances Street. I have lived on Slayter Street, directly behind the proposed area of change, for almost 30 years now. I can watch the traffic on Victoria from my dining and living room windows as it's not far away at all. I know for certain a 7 story building there would result in extremely abrupt changes, blocking most of the daylight we receive and replacing this with glass, concrete, increased noise, lights, waste and lack of privacy. As we are between Brightwood Golf Course on the other side of Slayter Street I believe my block would become a tunnel — a big hill on one side and high rises on the other. Imagine that for a moment if you would.

Please understand I am not a “not in my backyard” kind of person, but I do believe as a home owner and tax payer in this community I deserve some respect and consideration.

I have been reading, listening and learning about the proposed Centre Plan Changes. I am all for gentle density, missing middle and transitional principles of urban design. I am aware of the function of Corridors. I am asking that HRM planners specifically consider the consequences 7 story buildings on Victoria Road would have on this particular block of Slayter Street.

Sincerely,

Tracking No.	Comment	Attachment
C163	<p>Hi Waye,</p> <p>It is well known by even the most casual observer that housing starts/completions in HRM and NS have lagged net immigration and population growth for many years. There are well-known reasons for this-and potential solutions- beyond the scope of this correspondence. I have thoroughly read the "Halifax Accelerator" proposal which has many positive initiatives.</p> <p>I certainly do not support this proposed rezoning-of Marlborough/Robie South which I only learned of from a neighbour a few days ago before your article in the Chronicle Herald.</p> <p>I have lived at (REDACTED) since 1988.</p> <p>As you are aware this quiet residential neighbourhood dates back (unchanged) to the 1940s.</p> <p>My background includes more than 15 years in Commercial Real Estate Constuction/Mortgage financing-with (redacted)- with a specialty in Multi-res (non insured and CMHC) for major projects in HFX, Montreal and Toronto.</p> <p>The proposal that 9 or 4 storey multi-res projects -significantly changing the character of our dead end Street and area- should now be forced on us, is extremely concerning to myself and my neighbours.</p> <p>There seems absolutely no local neighborhood support for this-quite the contrary.</p> <p>Assumedly these would be largely student residences but the cost of acquiring expensive land/houses added to today's construction costs suggest any project would not be economically viable with necessary pro-forma rents well beyond the means of most students.</p> <p>Assumedly, also massive taxpayer subsidies would be involved? (SMU is a profit center -why can they not use their own resources to develop, say, the Inglis Street area-some open land and a large parking lot?)</p> <p>There are other areas-close by and farther afield- that could be developed more economically and are a much better fit for these type of multi-res student/non student housing projects.</p> <p>I wish to register my strong objection to the proposed amendments at this earliest date possible date.</p> <p>I expect to correspond further in due course as more details emerge.</p> <p>Thank You, (REDACTED)</p>	No
C164	<p>Hi (REDACTED) –</p> <p>Thank you for taking the time to share your views and for cc-ing me on your letter. If you would like to discuss this further by phone I would be pleased to arrange a call with you.</p> <p>Best regards,</p> <p>Kathryn</p>	No

COUNCILLOR KATHRYN MORSE
DISTRICT 10
HALIFAX – BEDFORD BASIN WEST
(FAIRVIEW, CLAYTON PARK AND ROCKINGHAM)
KATHRYN.MORSE@HALIFAX.CA
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COUNCIL COORDINATOR: SARAH AGAREN EDJEMUDIARE
SARAHAGAREN.EDJEMUDIARE@HALIFAX.CA
902-943-1169
TO RECEIVE THE DISTRICT 10 E-NEWSLETTER, PLEASE EMAIL SARAHAGAREN.EDJEMUDIARE@HALIFAX.CA

Hi (REDACTED)

Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input as part of the public hearing process at that time.

All the best,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

Dear Council,

I appreciate the update on the proposed changes in housing density within HRM, particularly in District 10. While I understand the urgency to address the housing crisis, I share the concerns raised by constituents.

One significant concern is the lack of nearby schools to accommodate potential new residents, creating potential challenges for families with children. The current overcapacity issue in existing schools, coupled with the addition of portables, highlights the strain on the educational system, and there's a worry about the impact of further population growth on an already stretched infrastructure.

Additionally, the strain on the healthcare system, coupled with the absence of healthcare facilities in close proximity, raises apprehensions about the well-being of the growing population.

Furthermore, the proposed increase in building height and density, especially around existing smaller houses, may result in affordability issues for residents. It appears that developers aim to erect high buildings amidst smaller homes, potentially impacting the socio-economic dynamics of the neighborhoods. Concerningly, there is a worry that rents in these new buildings might be 2x or more than those in existing structures, exacerbating the affordability crisis for many residents.

I look forward to hear more about it and hope that these vital concerns about infrastructure, healthcare, affordability and educational capacity will be thoroughly addressed in the decision-making process.

Best regards,

	<p>(REDACTED) Clayton Park resident</p>	
C165	<p>Hi Kate,</p> <p>Good to see this all being review. It seems like a lot in a short time to do.</p> <p>In regards to trees I know it is safe in saying do not take trees down for widening roads or bike lanes.</p> <p>(REDACTED)</p> <hr/> <p>Hi (REDACTED) –</p> <p>In follow up to Josh's email,</p> <p>The Regional Plan Review is advancing our policy on food security and environmental protection. We are also conducting an update of our Urban Forest Master Plan which is focused on the urban tree canopy.</p> <p>Links are below:</p> <p>Regional Plan: Explore the Draft Regional Plan Regional Plan Review Shape Your City Halifax See Chapter 4 for Food Security/Rural Agriculture See Chapter 6 for Environmental Protection</p> <p>Urban Forestry: Urban Forestry Streets and Sidewalks Halifax</p> <p>Urban Forest Master Plan: https://cdn.halifax.ca/sites/default/files/documents/transportation/streets-sidewalks/HALREG%201246%20UrbanForestReport_HighRes_SINGLEPAGE_Mon20_Combined.pdf</p> <p>KATE GREENE (SHE/HER)</p> <p>DIRECTOR OF REGIONAL & COMMUNITY PLANNING PLANNING & DEVELOPMENT</p> <p>HALIFAX C. 902.225-6217 halifax.ca</p> <hr/> <p>Hi (REDACTED),</p>	No

Thanks again for the feedback. The Regional Centre Land Use By-Law currently does allow for green roofs and rooftop gardens, and there's a number of building controls in place, such as maximum lot coverage, soft landscaping requirements, and building setbacks that ensures there's a useable portion of a lot that could be used for greening/gardening.

That being said, we agree there's always room for improvement on these items and we're always looking for new ideas/approaches to incorporate into our regulations. While the focus on the current proposed amendment is more on housing, future amendments that strengthen environmental protections are always a possibility.

All the best,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

Hi

I had a feedback thought.

Given the rise in food insecurity and climate change. I am suggesting that lots have zoning on roof top gardens and rear greenspace to allow for growing of food.

Urban forest is vital to stopping heat islands and clean air. How are trees going to be protected?

(REDACTED)

Hi (REDACTED),

There is no Floor Area Ratio that applies to HR Zones, FAR is only applied to Centre and Downtown zones.

You would need a large lot size to actually max out at 9 stories, as you have to respect lot setbacks, building setbacks, and requirements in the National Building Code (e.g. minimum corridor width). However, the HR-2 Zone does provide much more variety and flexibility in residential uses (e.g. townhouses, low- to mid- and tall-mid rise multistories) than the current ER Zones. The proposed zoning changes near Dal, SMU, and NSCC campuses is being considered as part of the Housing Accelerator Fund, as one of the key items staff are looking at is increasing density around transit corridors and post-secondary institutions.

Please note the changes are still in draft form, and we are accepting public feedback on the proposed changes until February 16 to this email address – haf@halifax.ca. Comments received will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input as part of the public hearing process at that time.

All the best,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

Hi (REDACTED) -

I'm forwarding these questions to our team through the email address above where we are receiving public comments and questions. We will get back to you shortly.

Kate

Hi Kate

I am wonder what is the FAR in HR zones around Dal and SMU?

How large of a lot would you need to get to 9 storeys in HR zones around universities?

(REDACTED)

Hi (REDACTED) –

There will be a public hearing where the public can speak. This is tentatively planned for March. Further notice will come on our website, and on the Regional Council Agenda.

Kate

KATE GREENE (SHE/HER)

DIRECTOR OF REGIONAL & COMMUNITY PLANNING
PLANNING & DEVELOPMENT

Hi (REDACTED),

I'm off on a parental leave and would ultimately have deferred your question to Kate Greene or Kasia Tota who I have copied on this email. They should be able to outline the public process.

ERIC LUCIC, MCIP
HE/HIM

DIRECTOR
STRATEGIC PROJECTS | PLANNING & DEVELOPMENT

Happy New Year Eric,

My question is will the public get to speak towards the proposed zoning changes from the Housing Action Fund?

(REDACTED)

C166	<p>Phone conversation with (REDACTED) & (REDACTED) at (REDACTED), summary of conversation:</p> <ul style="list-style-type: none"> • Been in the neighbourhood for 55 years, seen lots of change since that time. Great community, lots of people do very well to maintain properties, pride of ownership • Opposed to proposed changes on Boland Road (height increases), these are small, affordable apartments that are at risk if Killam redevelops • The city has urgent needs and should be providing more support • Seen lots of money spent on things that are not as important (e.g. Slayter street traffic calming installed, caused issues, and then was removed) – could this money be better spent on urgent issues? • Still a need to maintain credible housing in the neighbourhood • No access to email, would like to register objection, summary of conversation provided <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p>	No
C167	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input as part of the public hearing process at that time.</p> <p>To answer your question regarding the proposed zoning on Dalhousie Street, one of the items under the Housing Accelerator Fund is to increase density near post-secondary institutions. Staff are recommending a proposal that would see blocks adjacent to Dalhousie, SMU, and NSCC campuses rezoned to Higher-Order Residential to support greater density.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Question: How is Dalhousie Street not “Established Residential” ? Appreciate consideration. (REDACTED).</p>	No
C168	<p>Thank you</p> <p>On Mon, Feb 5, 2024 at 8:18 AM Federal Housing Accelerator Fund <haf@halifax.ca> wrote: Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input as part of the public hearing process at that time.</p> <p>All the best,</p>	No

	<p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>I heard that the zoning shall be changed soon so that any house in the Halifax peninsula area can be turned into apartments. WHY? There are some empty plots of land in other parts of the city, shouldn't those turn into apartments before current houses. Because the time it takes to build it is one less family in a house whilst you're building it. Robie Street, College Street, Young Avenue, and Coburg Road all have empty plots of land where you could build apartments instead. So why not build them there? Have you notified the general public about this? Do we even get a say in the matter? Would you want a nine floor apartment next door? Think about it. Would you? Thank you, (REDACTED)</p>	
C169	<p>Hello Joshua, Thank you for this confirmation and for considering my input. Regards, (REDACTED)</p> <hr/> <p>Hi (REDACTED),</p> <p>Thanks again for coming to the session and thank you for taking the time to submit comments. As mentioned, staff will be using this feedback to finalize the proposed amendments before they are presented to Regional Council.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello Joshua and Councillor Austin,</p> <p>Thank you for the information you shared at the Brightwood neighbourhood community information session on Monday evening. I learned new information about the proposed changes and a number of important details were clarified. Your time and understanding of our community's need to learn more about these significant changes was greatly appreciated.</p> <p>I submitted a letter of input on the proposed changes to planning documents for the HAF on February 3rd (see email string below). However, following the information session, I would like to revise some of my previous statements.</p> <p>Please see the attached letter with my revised position on the proposed changes, specifically those related to the re-zoning of the north block of Victoria Rd. between Cherry Dr. and Francis St.</p> <p>Thank you for the opportunity to submit my comments.</p>	Yes

Sincerely,

(REDACTED)

Hi (REDACTED),

Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input as part of the public hearing process at that time.

All the best,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

To HRM staff and Councillor Sam Austin,

On Friday February 2, I attended an informal gathering with several of my Brightwood neighbours to discuss the recently proposed amendments to municipal planning documents in support of the federal Housing Accelerator Fund (HAF) agreement with the Halifax Regional Municipality (HRM). Many of us did not know much about the proposed changes and this was an opportunity to share information, ideas, and concerns. The following themes emerged from our discussion:

- Support of many aspects of the proposed amendments, including gentle density.
- Concern that some of the proposed changes favour development and developers over community.
- Fear that the accelerated process of these amendments will result in irreversible, precedent-setting changes that do not have the best interests of the community and city in mind.
- Awareness that we do not fully understand the impact of the proposed changes and do not have sufficient time to engage with city staff and stakeholders.

Following this discussion, I reviewed additional information about the proposed amendments available online to better understand the context and issues. Below I have outlined a number of concerns I have with the proposed amendments. I ask that you consider them when Regional Council makes their final decision on the draft amendment package this spring.

I understand that in support of the HAF agreement between the HRM and the federal government, planning amendments were recommended by HRM Regional Council to allow for more dense housing development. This includes expediting amendments to the Regional Plan to enable a minimum of four units per lot in residential zones and to increase the maximum height in Centre Plan Established Residential Zones from 11 metres to 12 metres (four storeys). According to the Halifax Housing Accelerator Fund web page, these HAF-motivated amendments are guided by principles set out in the existing Regional Plan.

On the interactive map that is currently available to show how proposed HAF amendments would impact land use policies and zoning in the Regional Centre and Suburban Areas, in the community of Brightwood where I live (considered to be the area bounded by Woodland Ave., the Brightwood Golf Course, Thistle St. and Victoria Rd.), the recommended increase in allowable density is from ER-1 to ER-3 (allowing four units per lot with a maximum height of 12 m). On the north side of Victoria Rd. between Cherry Dr. and Frances St., the proposal is to move from the existing ER-3 zoning to COR, which allows for up to seven storeys. From Cherry Dr. to Thistle St., the lots on the north side of Victoria are proposed to either remain as existing ER-3 or to increase from ER-1 to ER-3. On the east side of Boland Rd., from Wyse Rd. to Victoria Rd., the existing HR-1 zoning is proposed to change to a combination of HR-2 and HR-1 zoning with allowable heights of 14, 9 and 7 storeys (height stepped down from south to north).

	<p>I am in support of the proposed change from ER-1 to ER-3 and believe this is a good application of the principle of “gentle density” (additional housing that has a minimal impact on a neighborhood’s built form and character). I also support increased density along transit corridors and in areas that already provide many of the features of a “complete community” including housing, shops and services, walkable mixed-use areas, and transit. However, I believe that some of the proposed amendments in the central Dartmouth area are too aggressive.</p> <p>I am concerned about the proposed changes to the zoning on Boland Rd. between Wyse Rd. and Victoria Rd., which currently consists of relatively affordable three-storey apartments with significant green space around the buildings. I worry that the proposed changes will encourage the removal of the existing affordable rental units in favour of market value (i.e., less affordable) housing. I agree that adding density to this block makes sense, but I am concerned that the proposed zoning amendments could support the removal of existing, vitally needed affordable rental units.</p> <p>On the north side of Victoria Rd. between Cherry Dr. and Francis St., I am not opposed to increasing density to something greater than ER-3 but believe that jumping from the current four-storey limit to seven storeys is not in keeping with the HRM’s definition of gentle density. I believe that zoning allowing for multi-unit buildings is appropriate in this area but that the maximum allowable height should be reduced to provide a more gentle transition to the adjacent residential ER-3 zones.</p> <p>I understand that one of the goals of these proposed zoning amendments is to create conditions that are more favourable for development. However, I wonder if the above two locations are examples of changes that are too heavily weighted in favour of developers at the expense of the community.</p> <p>Another proposed urgent change is to remove parking requirements for all residential development in the Regional Centre and Suburban Area. In the long term, I believe that this could be beneficial to the community as it will create parking pressures that may accelerate necessary transit and active transportation infrastructure upgrades. My worry is that HRM is not far enough along in their transit/active transportation work and that removing parking requirements too soon will exacerbate traffic issues and potentially create safety issues. I would like to stress that I am very much in favour of urban areas that are not car-centric. I am an avid walker and cyclist; however, I find there are many locations in Dartmouth that are not realistic, safe, or even possible to reach by active transportation or transit. For example, the only hardware store in the neighbourhood is less than 5 km from my house, but being located in Dartmouth Crossing, it is an extremely inconvenient and unsafe place to access by bicycle. Considering the present state of transit and active transportation development in the HRM, I believe that the removal of parking requirements is an incentive to developers at the expense of the community.</p> <p>Given the lack of time available for community consultation about the proposed amendments to planning documents in support of the HAF agreement, I urge Regional Council to consider the input they received during the Regional Plan Review (outlined in the What We Heard report), including the following:</p> <ul style="list-style-type: none"> • Ensure that infrastructure and services (along with adequate funding to responsibly manage new municipal infrastructure assets into the future) are available to support increased infill and intensification of built-up areas. • Support increased height limits but with consideration for transition, minimizing shadow impacts, and availability of green space. • Ensure that new growth and development has adequate transportation infrastructure in place or designs to mitigate traffic congestion. <p>In summary, I urge Regional Council to reduce the maximum allowable building height on the north side of Victoria Rd. between Cherry Dr. and Francis St. to transition more gently to the adjacent ER-3 zones. I also urge Regional Council to review proposed zoning changes on Boland Rd. and elsewhere to ensure that amendments do not motivate developers to remove existing affordable rental units in favour of market value units for purchase. Finally, I urge a more thorough review of the transportation needs of people living in central Dartmouth now and in the future and the development of a more concrete plan to provide extensive, convenient and reliable transportation options to support people living without a personal vehicle prior to removing all requirements for parking with new developments.</p> <p>Thank you for considering my concerns in your decision.</p> <p>Sincerely, (REDACTED)</p>	
C170	<p>Hi (REDACTED),</p> <p>Thanks again for your feedback, we'll make sure your comments are captured for the staff report to Council.</p>	No

The proposed zoning at this time is staff's response to a key item of the Housing Accelerator Fund – to increase density near post-secondary institutions. This was done by applying a Higher-Order Residential Zone to the residential blocks that abut Dalhousie, SMU, and NSCC. Note that this is still a proposal, and we are welcoming feedback on the proposed change.

All the best,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

Thank you for your rapid reply.

I have already read most of those links and recognize the need for housing. (I have done my homework before emailing you) I have two university aged daughters that struggled to find rentals. (Which is how I know the slum landlords on Jennings street cramming 15 students into one house!) My daughter lived there until last year. My other daughter can't afford to move out.

You did not answer my question about why our areas should be HR2 and not other streets that already have zoning near them that is equivalent... and streets such as Jennings that have housing owned by slum landlords? What research was don't to choose our street?

Eliminating front yards and backyards with 15 students per household into civilized 9 storey apartment buildings on Jennings street would solve two issues - More affordable rental for students and less option for out of control street parties.
(REDACTED)

Hi (REDACTED),

Thanks for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.

I know there's a lot of big changes proposed, the impetus for these changes is driven by the current housing shortage and the anticipated population growth we are expecting over the next 25 years. For your convenience, I'm providing some links to some recent and relevant reports that outline the current situation. The idea behind the Housing Accelerator Fund is to provide for more density in key areas, especially along transit corridors and near post-secondary institutions.

You can find the recent provincial housing needs assessment, which was good data on the current housing shortage: [provincial-housing-needs-assessment-report.pdf \(novascotia.ca\)](#)

CMHC also publishes annual market rental reports, which shows the challenge associated with high population growth and our current levels of construction, which although at record numbers, are nowhere near enough to accommodate the current population increases: [Rental Market Report | CMHC \(cmhc-schl.gc.ca\)](#)

And here is the City's Annual Evaluation of Population Scenarios, being conducted as part of the ongoing Regional Plan review: [Case 22257 - Regional Plan Review - Phase 3 - July 12/22 Regional Council | Halifax.ca \(ehq-production-canada.s3.ca-central-1.amazonaws.com\)](#). Essentially this is the population growth scenarios we are faced with:

<image001.png>

All the best,

	<p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>I have been recently aware of an absolutely shocking zoning change to my street and surrounding houses. You are taking numerous single family home residential ER-1 zones and changing them to HR-2 zones that would allow nine stories high. I would like to know how this was determined? What was the algorithm used to decide that our area (and others beside the universities) was the best option, and not somewhere else that already house and rent to students? Students crammed at 15 people per house on Jennings street would benefit more with those changes. Rental houses further up south street, the smaller streets off Coburg and Robie closer to Dal already have HR-1 zoning near them and are already mostly rental houses would also be a better option. You are looking for high density housing to students so that they can walk to university, not roll out of bed. Why destroy family neighbourhoods?</p> <p>I will be sending my feedback about these proposed changes later, but want to know what research was preformed when thinking that changing highly sought after ER1 zones to high rise apartments was the best option. Do you really think we will sell our beautiful houses to slimy big company landlords so they can rent/sell condos to high income single couples?</p> <p>I look forward to your reply and will share your explanation to my neighbours prior to our community meeting on Wednesday.</p> <p>(REDACTED)</p>	
C171	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input as part of the public hearing process at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hi,</p> <p>I think this is a great idea! I don't Live too far from Sherwood Street. I do think the city should rezone as many areas as possible to accommodate the housing crisis. My one concern is the schools in this area are already over capacity. How will that be dealt with? It is something to be dealt with before building and not afterwards. Astral being one of the only French immersion schools in the Cole Harbour area, perhaps it's time to consult with HREC. Making other schools French immersion this will allow those kids to stay in their own district instead piling kids on top of each other in Astral. The teachers are already beyond capacity in this area. The children that are extra needs are already being short changed by HREC. Passing kids through the school system will be detrimental for their futures. I believe they're many things to take into consideration before actual construction takes place. I am all for rezoning, I live very close to Sherwood St, but other important things need to be taken into consideration before the builder can begin construction.</p>	No

	<p>Thank you (REDACTED) Sent from my iPhone</p>	
C172	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input as part of the public hearing process at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hi there, I am a homeowner in Halifax (not on the peninsula). I would like to provide anonymous feedback on the Housing Accelerator Fund. (I am a provincial government employee so this has to be anonymous).</p> <p>I am very much in favour with most of your recommendations and I think many of them are very creative and will certainly help creating housing for people that we so desperately need, but I am deeply concerned with the 40-stories on the peninsula. This is just too high. I did not move back home from Toronto to raise my family in a place that will end up exactly like Toronto! I want to be able to enjoy downtown and bring my children to play at the waterfront playground, go to the market etc. without there being so many people that it's unenjoyable -- and reminds me of Toronto all over again.</p> <p>That's just not what Halifax is. Yes we will adapt and change and embrace all the wonderful new people. cultures, and things that come with growth, but we have to hold on to who we are as a city -- and we are not a city of a bunch of 40-storey high rises. The current 90 meters should remain the max. We can add more buildings at that height and/or add to existing smaller ones.</p> <p>Thanks for adding my feedback to your compilation.</p> <p>All the best, (REDACTED)</p>	No
C173	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input as part of the public hearing process at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p>	No

	<p>Hello,</p> <p>I'm a longtime resident of the south end of Halifax and a homeowner first on Smith Street and now on Ivanhoe for over 15 years. I've been an advocate of the centre plan and followed its progress throughout. I've also been witness to the challenges of housing shortages in Halifax, especially in the past year. It's clear that we do need to work towards a solution as we need more housing that targets the lower income brackets.</p> <p>I'm writing to say that this plan as put forward, feels like a drastic overreaction to the problem at hand. It feels abrupt, ill conceived and favours developers. I strongly oppose such a dramatic shift and do not believe that we need to take these measures to fight this challenge. I urge the Halifax city Council and those planning this proposal to rethink and bring a more thoughtful and reasonable approach to density in the city. One which sees us continue with the centre plan with reasonable adjustments to make up the shortfall and not one which desperately tries to make short term gains by sacrificing long-term design of the city. This is a very disappointing reaction to a challenging problem.</p> <p>(REDACTED)</p>	
C174	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input as part of the public hearing process at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Renowned activist Jane Jacobs who influenced urban studies for decades, opposed planning involving urban renewal that tore down old communities. She led fights to save neighborhoods and local communities within cities. She had vision, where are Halifax visionaries in our planning department, surely there are some.</p> <p>The Federal government has dropped millions for housing. You are pretending that this is an orderly "planned" proposal, to me it reads political scheme involving city politicians, developers and of course realtors. Are there real planners involved?</p> <p>A couple of quotes from Jane Jacobs:</p> <p>"There is a quality even meaner than outright ugliness or disorder, and this meaner quality is the mask of pretended order, achieved by ignoring or suppressing the real order that is struggling to exist and be served."</p> <p>"The more power a person has, the further he gets from reality. "</p> <p>Do I have a jaded view on this? Prove me wrong. I want to live in my house among my wonderful neighbors who are young and old in equal measure. Abandon this proposal and renew my trust in the city I love.</p> <p>(REDACTED)</p>	No
C175	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input as part of the public hearing process at that time.</p> <p>All the best,</p>	No

	<p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Dear Planning and Development Team,</p> <p>I hope this message finds you well. As a lifelong resident and real estate agent committed to the prosperity and vibrancy of our city, I write to express my support for the proposed zoning changes under the Housing Accelerator Fund. These changes represent a significant step forward in addressing our housing crisis and promoting a more sustainable urban environment. It is a commendable initiative that aligns with my professional insights and personal commitment to our city's future.</p> <p>The introduction of "gentle density" across all low-rise residential zones, the facilitation of secondary suites, and the emphasis on missing middle housing are especially promising. These adjustments will diversely impact our community, creating more inclusive neighborhoods and increasing the housing stock in a manner that respects our city's character.</p> <p>Additionally, the strategic focus on transit-oriented development, the support for non-market housing, and the incentives for sustainable construction practices such as wood and timber highlight a comprehensive approach to urban planning. These are exactly the kind of innovative changes needed to meet our current challenges head-on.</p> <p>While the current proposals set a strong foundation for growth and sustainability, I believe we have an opportunity to further our ambitions, particularly regarding taller buildings and denser construction. This is not to detract from the significance of the initial steps being proposed, which are indeed a positive stride toward the future we wish to see. Rather, it is an encouragement to not lose sight of the broader possibilities that denser urban planning can offer.</p> <p>A more aggressive stance on height and density, especially in areas well-served by public transit and in need of significant housing supply, could enhance our efforts to create a more vibrant, efficient, and sustainable city. Such an approach would further maximize land use, support economic vitality, and provide a wider array of housing options for our growing population.</p> <p>I wholeheartedly support the proposed zoning changes as they stand today, recognizing them as a pivotal move towards a better future. Yet, I also advocate for a vision that continuously seeks to push the boundaries of what is possible in urban development. As we implement these changes, let's also keep the dialogue open about how we can further evolve our zoning policies to meet the ever-changing needs of our city and its residents.</p> <p>Thank you for your commitment to making our city a better place for everyone. I look forward to the positive impacts these zoning changes will bring and to the continued progress we can achieve together.</p> <p>Sincerely, (REDACTED)</p>	
C176	<p>Thanks, (REDACTED)</p> <hr/> <p>On Mon, Feb 5, 2024 at 4:00 PM Federal Housing Accelerator Fund <haf@halifax.ca> wrote: Hi (REDACTED),</p> <p>While these details are still being ironed out, we do anticipate new HAF policies that will be used to assess the requests. Consideration will also be given to the Regional Plan and Priority Plans.</p>	No

All the best,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
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Thanks, Joshua. What I am asking is what will the documented professional planning advice Regional Council receives from your colleagues following review of the 'green' Opportunity Sites be based on? I assume your colleagues will be preparing a report(s) documenting how each Opportunity Site meets the tests of the Planning Strategy(ies). Will your colleagues rely on reference to Regional Centre Vision, Core Concepts, etc. and policy (in particular IM-7) to develop their recommendations, as suggested by reference to the 'framework'? Or will there be a net new set of HAF policies (beyond the lot size, proximity to a Rapid Transit Route or Terminal, or proximity to a post secondary institution, etc. with no net loss of dwelling units pass / fail criteria) they will use, and which Council will consider coincident with your colleagues' reporting, to guide them? And, of course, your colleagues will review the Sites against the Strategic Priorities Plans.

If you want to have a chat, I'm up for that.

Thanks,
(REDACTED)

Hi (REDACTED),

These details will be available closer to the public hearing in April. Essentially, the zone that is being offered to the opportunity sites is modelled after the Higher-Order Residential Zone in Centre Plan.

All the best,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

HAF Team:

Could you please explain what is meant by the clause "based on the framework" in the following statement on your website?

- HAF Opportunity Sites will receive temporary up-zoning based on the framework of the Regional Centre Plan while a complete community plan is developed for the Suburban Area [emphasis added]

On the face of it, the full statement appears to refer to a rezoning process, supported by MPS amendments, which will end up with enhanced development rights for the subject properties and which may be modified during the Suburban Plan process. Could you please explain how your team will use and document the Regional Centre Plan 'framework' for these rezonings? Will the following components of the Regional Centre Plan be referenced:

- Policy IM-7;
- Regional Centre Plan Vision, in particular New growth is located strategically to support the creation of complete communities, human-scale design, and pedestrian comfort [emphasis added];
- Regional Centre Plan Core Concepts
- o Pedestrian First

	<ul style="list-style-type: none"> <input type="checkbox"/> Pedestrian-oriented design elements include connected streets, short blocks, four-way intersections, hard surfaced pathways, lively storefronts, and an extensive sidewalk network. Sidewalks, paths, and other pedestrian connections should link to key destinations such as retail and services, employment centres, schools, and public transit stops. [emphasis added] <input type="checkbox"/> Thoughtful design can ensure that sidewalks and pathways are wide enough to accommodate commercial activity and community interaction while allowing people to move unobstructed. Since everyone is a pedestrian at some point, placing pedestrians first improves the urban environment for everyone. [emphasis added] <ul style="list-style-type: none"> • Regional Centre: Strengths, Challenges and Opportunities <ul style="list-style-type: none"> o 1.2.1 People <input type="checkbox"/> Diversity, Inclusion and Equity <input type="checkbox"/> This Plan considers the needs of diverse and underrepresented communities through inclusive and meaningful ways of engagement, and a greater integration of land use, housing, and transportation policies. Social equity, as well as diversity and inclusion outcomes, can also be addressed through investments in community development, infrastructure, facilities, program design, and implementation. [emphasis added] <p>Thanks, (REDACTED)</p>	
C177	<p>Hi (REDACTED),</p> <p>We're targeting March/April to bring this to Council, but these dates are subject to change. The proposed amendments need to be approved by Regional Council and the Minister before being enacted. Until that time, we would not be able to process an application.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Thanks for clarifying. Is there a proposed timeline on when these changes will be presented for approval? I'm wondering if I were to submit an application, if the requirements are available to review or if I need to wait for approval?</p> <hr/> <p>On Mon, Feb 5, 2024, 4:58 p.m. Federal Housing Accelerator Fund <haf@halifax.ca> wrote: Hi (REDACTED),</p> <p>Thanks for reaching out. Under the proposed Housing Accelerator Fund, a 7 unit multi would be permitted in the ER-3 Zone. Please note these are just proposed changes at this time and are subject to change.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello,</p>	No

	<p>This is in regards to (REDACTED), a non conforming commercial plus 3 unit residential property that I own. Please see the email thread below regarding my question. I would like to convert it to 7 units total by adding to the structure. Is this permitted under the ER-2 -> ER-3 amendments being proposed ?</p> <hr/> <p>Hi (REDACTED);</p> <p>Thank you for your patience. The November meeting was actually cancelled. There is a meeting proposed for Dec 13 but December meetings are often not certain. Regardless of the meeting being cancelled, it was apparently decided to pull the amendments from the agenda of that meeting before it was cancelled. So, the latest on the amendments to the Regional Centre plan is that they will now be in front of council in the new year (anticipating February but could be March). The reason it was delayed was because there are several amendments being considered for not only the Regional Centre Plan, but across the suburban plans as well, (under the Housing Accelerator Fund application and housekeeping revisions to the various Municipal Plan Strategies) and it was determined that a more comprehensive package would make the most sense instead of several packages of amendments over a few months.</p> <p>That being said – you have two options for your consideration:</p> <ol style="list-style-type: none"> 1. Apply for rezoning from ER-2 to ER-3 now. The answer from staff at this time will be it is not supportable (due to the previously discussed policy interpretation). There are a few potential outcomes with this route: <ol style="list-style-type: none"> a. The proposed amendments to make rezoning from ER-2 to ER-3 supportable are before council before your application process is done. Therefore, if the amendments are approved it would likely revert to a supportable application (subject to the approval of the amendments and the proposal). b. Council as the decision-making body, could potentially approve the rezoning application despite staff's recommendation on the application; c. Staff recommends refusal to Council and Council agrees and the application is refused (this is the risk with this option); 2. Wait to make sure the amendments are heard and approved and then proceed with an application. There are a few things to think about with this option: <ol style="list-style-type: none"> a. Without certainty in the timing of the proposed amendments being in front of council – this could end up being beyond your comfort zone for your investment/business needs (or it could come sooner than anticipated). b. Until the proposed amendments are approved by Council – there are no guarantees what the amendment specifics are. c. If all goes well and the amendments are approved and make the application supportable and a less contentious application/report to council. <p>Here is a link to the website for the amendments – however it appears that this website was last updated in October 2023 therefore as I stated above – the direction has changed in terms of what's included in what package. I share this page mainly for contact information if you want to chat with the staff that are directly involved with the amendments and may be able to speak with even more clarity than I am.</p> <p>https://www.halifax.ca/business/planning-development/minorrev-2023-01065-housing-accelerator-fund-implementation-by-law</p> <p>I understand that neither option comes with guarantees and timelines could always change again. Please give me a call if you want any clarification or have any questions.</p> <p>Kelly Greenland, MCIP, LPP SHE/HER Planner II – Urban Enabled Planning Applications Development Services Planning & Development</p>	
C178	Good morning;	No

	<p>As a 20-year resident of Hampstead Court near PID #40606345 I have some grave concerns regarding the proposed rezoning and subsequent building of 8 townhouses and 3 five story apartments (~198 units) on this area of land.</p> <p>Over the last few years there has been a significant increase in traffic around Sherwood and Caldwell Drive due to the creation of many cannabis stores. This has led to noise and congestion. Moreover, continued development east of Colby Village has led to increased traffic as well up and down Caldwell Drive. Portland Street itself has become highly congested as this is the major traffic corridor for the north and east of Colby Village. It is not surprising to find cars traveling well above the speed limit of 50 kmh on Caldwell drive.</p> <p>Sherwood Street has become plain dangerous to walk down due to the high traffic volume to and from Caldwell to inside Colby Village but also as people skirt through from Portland Street and Forest Hills Parkway to the lower end of Caldwell. While the implementation of traffic bumps on Astral Drive has reduced the speed of cars on that street, no traffic calming measures exist on Sherwood. Cars routinely speed well over 60 kmh up and down Sherwood Street. Added to the danger this situation poses are that there are no sidewalks as well as a blind bend on Sherwood Street. The makes pedestrian traffic on Sherwood Street quite dangerous.</p> <p>Bus service is once every half hour during rush hour and once per hour otherwise. Saturday and Sunday are once per hour. This service is lightly used however the addition of high density low rent housing will increase the need for more service.</p> <p>Should this land be rezoned for apartments and townhouses then due to the somewhat remote location of this land having a car will be necessary by these new residents. This will lead to issues with parking as well as traffic congestion as over 200 cars with parking for guests needs to be accommodated. Traffic congestion will increase on Sherwood as an additional 200 plus cars will be seeking to depart for work adding to an already congested area.</p> <p>Building high density housing in an area not designed to accommodate the density is not only unsafe, it's unsettling and lacking foresight. As an aside can the sewer and water system support his density?</p> <p>So, what needs to happen for this to be realistically considered? The traffic congestion needs to be addressed by some high-speed conduit from Caldwell Road and Macdonald's Beach road to the highway 111 Circumferential. Traffic calming measure on Sherwood Street as well as sidewalks need to be implemented. Traffic Lights at the bottom of Caldwell and Sherwood Street need to be considered. Parking for an additional 200 cars needs to be considered without the tenants resorting to parking on nearby residential roads. Safety and access to the city from here needs to be addressed.</p> <p>For far too long we as Canadians have not adequately considered the second-round effects of our decisions. We have allowed major immigration without due attention to our supporting infrastructure, medical, housing, food supply, transportation. The answer lies not in yet another set of poorly thought-out decisions to address the earlier set of poor decisions.</p> <p>As a taxpayer and a resident, I am strongly against the development of this land to high density housing. Additionally I am extremely concerned that this proposal has made it as far into the decision process without what I see as adequate and informed public discourse.</p> <p>(REDACTED)</p>	
C179	<p>To whom it may concern,</p> <p>I am very pleased to see the city pursuing an aggressive housing strategy to combat the rise in living costs related to our housing supply. Recent CMHC reports put Halifax's population growth at 35,000 new residents for the year. We desperately need middle housing that can be built quickly, in addition to adding high density larger projects on our main roads. The need is greatest in the Peninsula where the benefits of density will be most easily achieved.</p>	No

	<p>Currently the federal government has identified the need for middle density that can best be represented by 4 plexes and townhouses, exactly what ER-3 zoning is meant for. Properties on the Peninsula should be approved for this expansion by right. Areas within 400m of UC-1 properties should be made ER-3 at minimum.</p> <p>After reviewing the proposed map there are areas that are being left at ER-2 that go against the principles of the HAF, such as the blocks between South St, and Inglis.</p> <p>For example, between these blocks, South Park st. is currently a mixture of Multiplex's and medium height apartment buildings, with wide roads, transit and bike lanes. It is not only a mistake to see these areas left at ER-2 but even more shocking that the city downgraded the zoning in these Areas to ER-1 in the middle our of housing crisis. None of the buildings on this street are single family homes.</p> <p>This is why I support blanket ER-3 zoning on the Peninsula. Let these properties provide new housing quickly by allowing 4 units by right. Half measures and picking blocks to isolate is what caused the headaches of variances applications and the delays that got us into this mess. These are the cornerstones of the HAF, and should not be overlooked.</p> <p>Thank you, and I look forward to expressing these opinions in person when possible</p>	
C180	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input as part of the public hearing process at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Good evening,</p> <p>I am a resident of Colby Village, and while I support some of what is proposed for the Sherwood development, I would like make a few comments:</p> <ul style="list-style-type: none"> - the schools on Astral and Caldwell cannot handle that kind of increase in student numbers. It is not fair to the kids in the area to increase class sizes any further. Kids already struggle these days with large class sizes and not enough teachers. - while the plot of land is big enough in theory, that is a large density of people + cars, causing a huge increase in traffic at that end of Caldwell for those looking to commute into the city. Additionally, increase in traffic exiting onto Caldwell and the already problematic Astral drive. - Parking. There is never enough when apartment and condo buildings are built, forcing many to park on the streets. Additionally, there would have to be significant visitor parking and designated health care / home care parking. - It is essentially a cell phone dead zone, maybe 1 cell bar if you are lucky. This is a known problem in several areas of Dartmouth. Many in the area of Sherwood are forced to use wifi calling as cellular does not go through. In the event of an emergency, I cannot imagine.. not to mention, in general new residents to the area would be upset about this. <p>I am not against this development, but I am not in favour of the size proposed. I support additional housing, if it is affordable (2k or less for 2-3 bedroom). The proposed development near Bisset has PLENTY of bachelor units, and 1 bedroom units. We need units with more bedrooms to</p>	No

	<p>accommodate families, as this community is very much about families. The large majority of units ideally should have three bedrooms. Maybe the city should look at a smaller development for this land and add an additional cell tower in the area.</p> <p>Thank you for your time,</p> <p>(REDACTED)</p> <p>Sent from my iPhone</p>	
C181	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input as part of the public hearing process at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>No to the building of apartments on our one green space.</p> <p>Is it not enough I have to contend with near misses when pulling onto Caldwell from all the traffic from those weed shacks!!!!!!??!</p> <p>(REDACTED) Cole Harbour, NS</p>	No
C182	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input as part of the public hearing process at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello,</p> <p>I know many of my neighbors have been writing in so I will spare you my blabbing on with the same concerns.</p> <p>I just want to state that I really hope this is reconsidered. I would be directly affected by this by possibly having an apartment building being able to look into my yard- a yard that we have been working so hard at making a private, comfortable space to spend time with our young family.</p>	No

	<p>Please, please, please reconsider this.</p> <p>Thank you,</p> <p>(REDACTED) Slayter Street Sent from my iPhone</p>	
C183	<p>Received. Thank you</p> <p>(REDACTED)</p> <hr/> <p>Hi Folks,</p> <p>That's great, I'll send out an invite for Monday at 3pm at our office at Duke Tower on the 3rd floor.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello Joshua,</p> <p>This is wonderful news - thank you. (REDACTED) and I will be pleased to come to your office anytime after 2 pm on Monday. Later is slightly better for me. We look forward to working with you as representatives of our community.</p> <p>(REDACTED)</p> <hr/> <p>Hi (REDACTED),</p> <p>Certainly I think we can accommodate a meeting. Would you folks be available next Monday afternoon? We'd be happy to host in our office or online, whichever works for best for you.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Good morning Joshua and thank you for responding.</p>	No

We are meeting as a community Wednesday night. We would like to then be able to come and meet with you or a designate with concise feedback and questions. We will send two designates to the meeting to keep the conversation tight and not consume too much of your time. We would like to request to have this meeting before the deadline so that we can be a constructive partner in our feedback and proposals before the deadline.

Can we please agree upon a time that this format is doable for you?

I appreciate your support in making this possible.

(REDACTED)

Hi (REDACTED),

Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input as part of the public hearing process at that time.

We'll try to accommodate your request for a meeting, but as staff are dealing with a high volume of feedback related to the proposed changes, a meeting may not be possible before the February 16 deadline for public comments. However, if you have specific questions on the proposal, I encourage you to send them to haf@halifax.ca and staff will provide a response.

All the best,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

Thank you so much for this contribution to this discussion. I'm going to be reading and taking notes of all the contributions and making my own more formal one to staff in about a week and a half. I will post it on my website at that time.

I did write and email a very long post about the reasons for and what the proposed changes are on Jan 29:
<https://wayemason.ca/2024/01/29/district-7-update-centre-plan-update-and-district-7-changes/>

I hope staff are able to meet, face to face or virtually, and encourage you to ask your neighbours to read my post and email haf@halifax.ca as you did, so staff can consider them when making revisions and amendments to the proposal.

Thanks again,

Waye

Hello Waye, Mike and the team working on densifying our city,

As Waye knows, I am a homeowner and resident on Dalhousie Steet. Living here represents the accumulation of my life's work. Together with my husband, we have invested in homes in Halifax, a city you know I love and have dedicated my career to improving, to build equity where ultimately we decided to invest in a classic, old South end home on a quiet family street. I share this history with you for context. I also share that we are not

	<p>alone in this story. There are health professionals who have invested, as we have, in order to support the medical needs of our community and many faculty and staff of the universities to support our post secondary institutions. They invested in a way of life in our neighbourhood while supporting community.</p> <p>I learned this week, only because a neighbour discovered proposed changes to our treasured neighbourhood, that the proposed "Urgent Changes to Planning Documents for Housing" includes a recommendation to allow for houses on Dalhousie, Beaufort and Oakland to rise to six to seven stories structures.</p> <p>Like many Haligonians, we share a great deal of concerns around ongoing issue of homelessness and affordable housing in our community. I agree that there is a need to create new housing on Halifax's peninsula, and I understand that we have to be creative, thoughtful and smart about decisions we make to solve this challenge while preserving what makes Halifax attractive for people to invest in as a place to work and live.</p> <p>With this in mind, I have significant concerns with some of the proposed changes in our neighbourhood. Existing communities must have a say in the future of their neighbourhoods. We, the neighbours have the greatest stake in these changes and there must be thoughtful consultation and outreach to ensure our voices are heard and considered. It is our life-long investment and quality of life that is at risk. I do not feel that this proposal is "smart" and is reactive rather than thoughtful. I believe that this is destructive. It neglects the need to ensure we have spaces where generations of families live in a manner where you know your neighbours, have trust in the safety for your children and seniors, and enjoy regular fellowship with people you live among. This is not the place to create new HR-2 and HR-1 designations.</p> <p>Halifax has areas where it is far more logical to create 6 and 7 story structures. If you were to make a check list of the criteria for thinking through where this makes sense, I fail to see how these three streets would meet a level of a "smart", thoughtful decision that adds to our city. These streets are full of young and old families and professionals. We bring together seniors who depend on the support of their neighbours and children who thrive in a traditional family neighbourhood setting. As an example, it is not unusual to see the residents gather for a street party, which is a celebration of friends, neighbours and community. Dalhousie street is lined with basketball nets, and front yards that are safe for young and old to gather on in fellowship. The city recently invested in a traffic calming project that has made the neighbourhood even safer. Although the houses on Dalhousie Street, and our neighbouring streets are not listed as heritage homes, the character of the neighbourhood is a classic Halifax streetscape which is an asset to the city.</p> <p>This neighbourhood is also a safe haven for the university students of Dal and SMU. The balance between students living among our homes and families who call it home for generations is ideal. This proposed change risks destroying this balance and created a scenario where the families investment and quality of life is lost. You are all aware of other areas in our city where this balance is not ideal and there are negative issues as a I should note that universities are addressing their own shortage of housing for students, alongside of government, on their own lands which is appropriate.</p> <p>I would like to ask for a special meeting with the team overseeing this work and the residents of our three streets. I am happy to assist in organizing this meeting and ensuring that the neighbours are informed and invited. I urge you to not proceed without properly engaging with us. This should not happen in a single, public meeting where many other items are being discussed. Could you please let me know how we can work together to have such a meeting.</p> <p>In closing, we have mobilized as a community now that we are aware of the proposal and this is not acceptable to us. I look forward to hearing from you on coming together for a constructive discussion. I reiterate that I am happy to help coordinate this meeting so that there are no obstacles for your team.</p> <p>Respectfully,</p> <p>(REDACTED)</p>	
C184	<p>Hi (REDACTED),</p> <p>Thank you for this thoughtful email!</p>	No

I feel the proposal to increase the intensity of development allowed in the regional centre still generally uses the Centre Plan mapping, zoning, design guidelines and meets the intentions of the Centre Plan.

With the exception of the university areas and Fenwick CEN zone, this is generally the same plan, but with more height or units or density. It turns up the dial on intensity. I don't see this is walking away from CP. It's what would have happened in CP eventually, just 25 years earlier than we thought we might need it, as we are now growing far faster than anticipated.

I am very concerned about the proposal around the universities. Frankly less concerned about Coburg (right by where I live) than around SMU.

Federal Minister Fraser asked for more missing middle options, and more units within walking distance of the universities. Is this doing what he wants?

It is important to note that while SMU is going to dramatically increase housing for undergrads, graduate students, adjunct faculty, staff all need housing too, so some form of intensification around our universities makes sense to me.

Changes to ER zones are required, we already allow multiunit conversions in all zones. I am not convinced blanked application of ER3 makes sense, and feel a more nuanced approach should be considered.

There is a lot to think about here – the missing middle/faster construction COULD be as big as say Velo on Gottingen, which was 4 stories of wood frame on top of a concrete slab first floor, for a total of 5.

Missing middle could be stacked (over and under) town houses just 41 feet tall for 4 stories like the condos on the old Ben's Bread on Preston. It could be townhouses like on Bens bread on Shirley, or smaller, like the ones on Joe Howe at Craigmere. 7-9 stories in not missing middle, would generally be concrete, sprinklers, elevators, underground parking, etc.

Wood frame would come faster than concrete.

I am not convinced the heavy handed HR through block makes sense. Intensity on Robie and Gorsebrook Tower LOTS, more units allowed in ER2 zone, may get us what we need.

I think changes are needed in the blocks around SMU, but I think we need to be a bit more nuanced than these proposed changes, changes, that's for sure.

If you have not seen it, I took a weekend to go through the proposal and summarize the top points here:
<https://wayemason.ca/2024/01/29/district-7-update-centre-plan-update-and-district-7-changes/>

Hope this helps, and if you have specific questions for me as you are reviewing and reading, please send them my way!

Waye

The development of the Centre Plan for the regional, central area of Halifax provided much needed guidelines to developers to build in a fashion that met the needs of the city as a whole. This well thought out policy commitment, developed carefully over a ten-year period, with considerable public input, was designed to enhance the liveability of the city (complete communities). Beyond new housing, urban design, parks, heritage and open spaces were deemed very important. The Centre Plan, less than 3 years old, provides a well thought out framework in which developers must work, for the benefit of the city as a whole.

The city is full of examples of ugly developments that do not enhance the beauty or appeal of the city and this Centre Plan was a step in the right direction to build a city on well thought out principles.

	<p>The new zoning proposals, just released, and with a planned implementation within months, take a sledgehammer to the decades worth of thoughtful planning that had preceded it. This is not a tweak to the Centre Plan, but a capitulation to the developers who must be rubbing their hands in glee at the prospect of the return of the wild west of development. This sudden u turn in development, brought about by the "crisis" of increased immigration (which the city has clamored for), is short sighted, and will go a long way to making this city unrecognizable. The end of single family dwelling on the peninsula? The development of 3, 4 and 9 story buildings abutting and in cohesive neighbourhoods; reduced setbacks, increased land coverage, reduced parking requirements, all across the peninsula and in the core of Dartmouth? These are dramatic changes which will change the face of Halifax. It is taking very broad stokes to address the housing shortage that have the feel of being rushed and poorly thought out. If it is to address student housing, the universities have land available on their property to develop. If it is to address low income or unhoused citizens, the developers are not going to be creating that type of affordable dwellings. Low income housing will need to be created by the government on property they control.</p> <p>These new proposals are far reaching and will destabilize the network of neighbourhoods that make up our city. They will change the face of our city in a way that few will welcome. When all properties can essentially be developed into multi unit capabilities, they will soon fall into the hands of developers and accelerate the end of home ownership. We will be a city of renters.</p> <p>(REDACTED)</p>	
C185	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input as part of the public hearing process at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello HRM Staff and Sam,</p> <p>I have been living here in Brightwood for almost 10 years and I am not for the newly proposed 7 Storey rezoning in my neighbourhood. 3-4 Storeys is what this neighbourhood needs.</p> <p>I have seen the report of the "Missing Middle" and it seems like the time, money and effort that went into this report is being wasted if you do not follow-up with the findings in the report.</p> <p>please take my views into consideration.</p> <p>The voters are in this community, not the developers.</p> <p>Thank-you for your time.</p> <p>(REDACTED).</p>	No
C186	Hello:	No

	<p>I am writing to express my concern over the proposed zoning changes. Additional consultation is necessary. Residents of our neighbourhood and others surrounding us are upset.</p> <p>Thank you for your attention to this important matter,</p> <p>(REDACTED)</p>	
C187	<p>There is a lot to think about here – the missing middle/faster construction COULD be as big as say Velo on Gottingen, which was 4 stories of wood frame on top of a concrete slab first floor, for a total of 5. Missing middle could be stacked (over and under) town houses just 41 feet tall for 4 stories like the condos on the old Ben’s Bread on Preston. It could be townhouses like on Bens bread on Shirley, or smaller, like the ones on Joe Howe at Craigsmere. 7-9 stories in not missing middle, would generally be concrete, sprinklers, elevators, underground parking, etc.</p> <p>I don’t think the ER3 zone blanket from Albro Lake to Manor Park to Westmount to the South End is going to work. I support more density in the ER, which is why I made a motion calling for it in July, before this stuff started.</p> <p>ER3 is a very permissive zone but I think it is too wide in scope, which is why I think we should say “we want bigger apartments here, we want 6 units (like you describe) there. ER2 was proposed to be and apparently will be in heritage zones. I think it is okay to have higher zones on corridors, and also increasing density in the interior lots, but in a way that works better with the existing stock. In the past we’ve given more units to building conversions than to new builds, we’ve allowed expansions of homes to accommodate more units (the old R2A zone, which was somewhat problematic).</p> <p>I think changes are needed here and where I live, but I think we need to be a bit more nuanced than these changes, that’s for sure.</p> <p>Waye</p> <hr/> <p>Hi Waye,</p> <p>I’ve already written in to the HAF feedback mailbox about the proposed zoning changes, but I also want to address the comments in your update on January 29th on the proposed changes to ER3 zoning. In your update you said you were thinking about having a separate ER4 zone for small apartment buildings on arterials that are not covered by COR zoning and keeping ER3 similar to how it is currently written (by which I assume you mean retaining the 6-unit maximum and current lot coverage, rather than increasing to 8 units and 50%/60%).</p> <p>I have to say I disagree with this. In my view, 3-4 storey apartments are not a terribly intrusive form of housing in any urban neighbourhood. In fact, a few exist in current ER2 zoning that I assume were grandfathered in at some point - see 6191 Allan St for an example. This is a small, 3.5 storey, 8-unit building that would fit in virtually anywhere in the urban core - by which I mean the Halifax peninsula + Dartmouth inside Highway 111 - and illustrates very well how ‘missing middle’ housing can put 8 housing units in the space previously occupied by one. In my opinion, this sort of development should be the baseline for what is permitted in the urban core.</p>	No

	<p>If an ER4 designation were to be added as you suggest, my preference would be to see that designation applied broadly across all ER zoning in the urban core, with the exception perhaps of a (very!) few historically significant neighbourhoods like the Hydrostone (as an aside, I find it incredibly ironic that the celebrated Hydrostone neighbourhood, which includes a significant number of townhouses and is a great example of the lower-density end of 'missing middle', is currently zoned ER2 which does not permit townhouses). The existing ER3 designation with its 6-unit limit feels to me more appropriate for peripheral areas, not the urban core or town cores like downtown Bedford or Cole Harbour.</p> <p>As for the remaining arterials, my feeling is that these should simply be changed to COR zoning. In a proposal for transit-oriented development, it seems a bit silly that future BRT routes like Connaught, Robie, and Bayers Road are not uniformly designated COR. I would love to see COR zoning applied more broadly, especially in areas where it currently is only applied to the half of a block facing the corridor street with the back half left ER2 (I'm not sure why this was done in the first place - to me, an open street is a more gentle transition from mid-rise to low-rise buildings than the rear lot line). In areas near major bus routes or the intersection of future BRT lines, I would suggest that COR zoning should be extended to the surrounding blocks as well, not just the blocks directly adjacent to the corridor street. If we want to limit sprawl and get more people using transit, letting more people live close to transit is the obvious solution. Because the COR zone permits commercial use, broader application would also help to make the surrounding lower-density neighbourhoods more walkable by providing nearby amenities.</p> <p>As you may have guessed, I am fully in support of the changes in the HAF proposal, and in some cases I don't think they go far enough. To me, this proposal is a chance to break central Halifax out of its current configuration of vast neighbourhoods of single-detached houses shielded from the rest of the city by a thin wall of medium-density zoning on the arterials, which we know limits housing development and encourages urban sprawl and the car dependence, bad traffic, and higher infrastructure costs that accompany it. While zoning is not the sole cause of the housing crisis, it is one thing that the city does have firmly under its control, and if ever there was a time to take bold action, it is now. I would hate to see this opportunity for change get watered down.</p> <p>Sincerely, (REDACTED).</p>	
C188	<p>To whom it concerns,</p> <p>We live in a neighbourhood that would be affected by the proposed changes in population density allowances. I do not agree with the proposed zoning changes. Additional consultation is necessary. Residents of our neighbourhood and others surrounding us are upset.</p>	No

	Thank you, (REDACTED)	
C189	<p>February 16, 2024</p> <p>Subject: Concerns Regarding the Housing Accelerator Fund Plan and Proposed Development near Hemlock Ravine Park</p> <p>Dear Government Officials and City Planners:</p> <p>I am writing to you as a concerned resident of the Wedgewood Community in Halifax to express my apprehensions regarding two matters related to the proposed Housing Accelerator Fund (HAF) plan. Firstly, I would like to address my disagreement with the proposed changes to allow a minimum of four units in all residential zones within the Urban Service Area. Secondly, I would like to express my strong opposition to the construction of an 18 and 12-story wooden tower near Hemlock Ravine Park.</p> <p>First and foremost, I would like to emphasize the potential strain on existing infrastructure that may arise from increasing density in residential areas without proper planning and development. It is crucial to ensure that our infrastructure can accommodate the additional population, to avoid issues such as traffic congestion, inadequate parking, and added pressure on public amenities. Insufficient consideration of these vital factors may lead to decreased safety and inconvenience for both current and new residents. I urge you to thoroughly evaluate the impact on existing infrastructure, ensuring we have the necessary resources such as fire stations, schools, and hospitals to support any significant population increase.</p> <p>Moreover, I believe that the proposed changes do not adequately address the concerns related to the quality of life for current residents. Denser housing development can lead to a loss of privacy, increased noise levels, and a decrease in green spaces and recreational areas. These factors significantly contribute to the overall livability and satisfaction of our community. It is imperative to carefully evaluate and address these concerns to maintain the wellbeing and character we cherish in our established neighborhoods.</p> <p>On the matter of constructing an 18 and 12-story wooden tower near Hemlock Ravine Park, I must express my strong opposition. While I acknowledge the need for housing development, it is crucial to consider the significance of our precious natural assets and preserve their integrity for the collective benefit of our community now and in the future. Hemlock Ravine Park serves as an essential habitat for diverse flora and fauna, as well as a recreational area and green space that brings solace and joy to many residents. Tall structures close to this park could have detrimental effects on the local ecosystem, disrupt the tranquility of the area, and diminish the overall enjoyment and use of the park for both current and future generations. I strongly urge you to explore alternative locations for high-rise development that do not encroach on our cherished natural areas.</p> <p>In conclusion, I kindly request that you carefully consider the concerns raised by me and other residents when making decisions regarding the HAF plan and the proposed development near Hemlock Ravine Park. It is essential to strike a balance between addressing housing challenges and preserving the wellbeing and character of our communities for the benefit of current and future generations. This balance should include ensuring adequate infrastructure, carefully evaluating the impact on quality of life, and protecting our natural spaces.</p> <p>I was disappointed to learn that the proposal was voted down by the councillors in a recent meeting. The decision not to proceed with the proposed changes does provide some relief, but there is still a need for ongoing vigilance to ensure that the concerns raised by the community are taken into consideration in any future discussions and decisions.</p> <p>Thank you for taking the time to consider my thoughts and feedback on these matters. I sincerely hope that you will continue to prioritize the interests of our community and make decisions that will positively impact our city and its residents.</p> <p>I look forward to receiving your response and hearing about any future actions that will address these concerns effectively.</p> <p>Kindly,</p>	No

C190	<p>(REDACTED)</p> <p>As a resident of South end, Halifax, I am deeply concerned about your proposal on rezoning residential areas and how you have been rushing this with almost no transparency.</p> <p>Please put the people first in the city rather than enabling greedy developers who have already started bothering neighbours.</p> <p>Use the 79 million federal dollars (our taxes) to help with homeless people rife in the city and help develop affordable housing, not condos for the already rich.</p> <p>(REDACTED)</p> <p>Dalhousie University is located in Mi'kma'ki, the ancestral and unceded territory of the Mi'kmaq. We are all Treaty people. We recognize that African Nova Scotians are a distinct people whose histories, legacies and contributions have enriched that part of Mi'kma'ki known as Nova Scotia for over 400 years.</p>	No
C191	<p>Hello,</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input as part of the public hearing process at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Attached is a letter and proposed re-zoning map on behalf of the President of the Condominium Board of Lindola Place with regards to the proposed urgent changes to zoning resulting from the Housing Accelerator Fund (HAF). If further information is required please the undersigned.</p> <p>(REDACTED)</p>	Yes
C192	<p>Hi (REDACTED),</p> <p>Thanks for the note. I'm reading all the feedback that's coming in and will consider it accordingly when staff bring their report to Council.</p> <p>You raised a few more general philosophical questions that I wanted to respond to.</p> <p>I agree with you wholeheartedly on the need for more public housing. The provision of public housing is a core Provincial responsibility. Unfortunately, governments of all stripes stopped building housing for 30 years. The supply of units is the same today as it was 30 years ago, but our population has grown by nearly 200,000. We would be in much better shape if governments of all.</p> <p>Why this public housing is important is because it's only through government intervention that we're going to get deep affordability. The private sector simply can't do that. With costs of \$400,000 to \$500,000 per unit, it's as much an issue of math as anything else. Public housing is a societal good and everyone should pay for that, in the same way that we all pay for schools and hospitals and the like. Most of the folks in tents won't be helped by new development.</p>	No

	<p>Where new development is important is on the other side of the housing crisis. Rents are higher than necessary because there is a shortage of supply. We're not going to get deeply affordable housing from the market, but there are a whole lot of people who are being squeezed because of supply shortages. This later group is really where the measures to allow for much more density in the city is aimed at. We really have two housing crisis, a crisis around affordability and supportive services and a crisis around market supply. There is overlap between them and they have connections, but they show up in different ways and require different policy approaches.</p> <p>Last thing you asked about, transportation. HRM does have plans for more sustainable transportation including the minimum grid of connected bike lanes and a bus rapid transit plan. Both of these would provide service throughout the urban core where we know people take shorter trips and are much more likely to leave the car at home. It's often said that the best transportation plan is a good land-use plan since we have to fundamentally put people where they can best access alternatives to car travel. That's not directly part of this plan, but it's worth remembering that folks are coming here regardless. More development in Cole Harbour or Port Wallace is likely to generate far more traffic on the streets in the core of Dartmouth and Halifax than if we allow for more development closer in.</p> <p>Hope this helps.</p> <p>Sam</p> <hr/> <p>Hello Coun. Austin and City Staff,</p> <p>A lot of my neighbours have taken to engaging in a letter writing campaign over the recent HRM Centre Plan changes proposed in District 5. My take is probably different from most of them, but I'll say my piece.</p> <p>In theory I support the increase in building height from 5 storeys to 7 storeys. As someone who has lived here for over a decade I understand that this is a growing city, and building up is better for our communities than urban sprawl that has been allowed to go on for too long. To contrast some fellow resident's feelings, I believe the character of our neighbourhood has already been changed for the worse.</p> <p>In light of all of this development, what are we doing for those that society seems to be leaving behind? I see tent cities in my neighbourhood. Human beings living in tents in the middle of the winter. While my neighbours and I have seen our property values double overnight, many folks have experienced the same with rent. And food.</p> <p>With this development, what is the plan for transit to accomodate all of these new people? Are there plans for any public housing to address folks living at the margins of society? What are we getting as a city from these developers to help with the increase in public services required?</p> <p>Again, I'm not necessarily opposed to these changes, but its very easy for us to put wealthy developers ahead of a very serious and urgent societal problem. We need more housing now, but if its not equitable nobody will be able to afford to live in it.</p> <p>Regards, (REDACTED)</p>	
C193	<p>Thanks Waye, (REDACTED)</p> <hr/> <p>I like the intent, I am not loving some parts of the execution.</p> <p>The issue is the crunchy bits around the universities and ER zone edges. Do we make everything ER3, do we make ER3 even more permissive, do we up zone around the universities?</p>	No

	<p>What I keep coming back to is what are we trying to do? Fraser and HAF want missing middle.</p> <p>There is a lot to think about here – the missing middle/faster construction COULD be as big as say Velo on Gottingen, which was 4 stories of wood frame on top of a concrete slab first floor, for a total of 5. Missing middle could be stacked (over and under) town houses just 41 feet tall for 4 stories like the condos on the old Ben’s Bread on Preston. It could be townhouses like on Bens bread on Shirley, or smaller, like the ones on Joe Howe at Craigsmere.</p> <p>7-9 stories in not missing middle, would generally be concrete, sprinklers, elevators, underground parking, etc.</p> <p>I am not convinced the heave handed HR through block makes sense on all the blocks around Dal and SMU.</p> <p>I think changes are needed here and where I live, but I think we need to be a bit more nuanced than these changes, that’s for sure.</p> <p>Hope this helps,</p> <p>Waye</p> <hr/> <p>Hi Waye,</p> <p>As you know from our numerous conversations and actual meeting at (REDACTED), my family home, that I have had almost a lifetime family connection to this neighbourhood and especially this house since 1962. My father grew up on Studley Avenue and the house remained in the family from 1931 until in the 80s when my grandfather died.</p> <p>When my mom and dad died in 2017 I made a point of having first refusal to buy our home from my siblings. The house has a great sentimental connection to me, not only because the house is over 100 years old. It is a unique structure that is part of the character of our neighbourhood. I have also put an enormous amount of energy and commitment into updating this house while keeping intact its unique craftsman style architecture.</p> <p>I also have a connection and feeling of belonging in this neighbourhood which is very important to me. I am surrounded by families in family homes who care for each other. Having a connection with those around me is a priority. Everyday when I come home, the light from my neighbours’ houses, a wave, or a quick conversation connects me with them, my community. I am not alone.</p> <p>1. As stated on the CBC today, the number one contributor to happiness is one’s relationship to others, not money.</p> <p>I am in complete opposition to the proposal for the South St. / Dalhousie St. and Dalhousie St. / South St. / Beaufort Ave neighbourhoods to be rezoned to High Density Residential (HR-1 and HR-2). This would completely devastate the neighbourhood! While there is an ongoing issue with affordable housing there no need to have this rezoning in this neighbourhood. Please keep it north of South St. I do not want to live in an area with multi-storey buildings next to me. I understand the need to have more housing and I am doing my part by having added a secondary suite.</p> <p>If Dalhousie is not allowed more development south of South Street and is restricted in height as was agreed-upon when Dalplex was built, why should this be different for anyone else.</p> <p>I believe that existing communities must have a say in the future of their neighbourhoods. I truly hope that you and council and staff planning will see fit to Keep our homes with their existing ER designations.</p> <p>Thank you in advance for your thoughtful consideration and understanding.</p> <p>Sincerely, (REDACTED)</p>	
C194		Yes

	<p>Please see the attached comments.</p> <p>(REDACTED)</p>	
C195	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input as part of the public hearing process at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello.</p> <p>We are greatly interested in the Housing Accelerator Program and, should the program become approved, we could easily produce nice apartment units. We would love to participate in this program and to be part of the solution for the housing shortage.</p> <p>Please let us know once the program is approved and keep us posted. Thank you.</p> <p>Kind Regards, (REDACTED)</p>	No
C196	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input as part of the public hearing process at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Good evening</p> <p>It has come to my attention that proposed development for 78 Sherwood st in Cole harbour This causes some major concerns not only are the schools within the area whether it be elementary or secondary over crowded the existence of this type of dwelling within the neighborhood would drastically affect property values within the area , how does the government plan on</p>	No

	<p>compensating the existing home owners who are already living in a challenging economy and struggling to now be further burdened with more financial strain , Not only is the privacy violation a huge factor the overaleeady populated school system is ridiculous</p> <p>Let's leave our neighborhood zoned as an R1</p> <p>(REDACTED)</p> <p>Get Outlook for iOS</p>	
C197	<p>Hello,</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input as part of the public hearing process at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Good day, I'm a 29 year original homeowner residing on Sherwood St. in Colby Village, Cole Hbr. It was very concerning to hear in local news about the recent undesirable changes planned for our once quiet, safe neighborhood. If the planned apartment buildings, town houses, etc. are permitted to be built this will further deteriorate our once residential neighborhood. We chose to build our home here through Clayton, "the community builders" knowing we would be in a R-1 zoned neighborhood. We studied the approved plans and invested in the development, promoted by Clayton as "Carlisle Park - a place to call home".</p> <p>The health and well-being of our neighborhood has already deteriorated significantly.</p> <p>Several years ago I had written my concerns about the establishment of what were several ramshackle marijuana retailers at the very foot of a Sherwood St. In a letter received from NS Justice Minister Mark Furey, these operations were referred to by him as "illegal storefronts" that "operate outside the law". These have since grown in size and numbers and have made our neighborhood less appealing. Several of these "illegal" retailers are just yards from children's playgrounds.</p> <p>With the re-zoning on Sherwood St. of what was originally to be a school area (PID 40606345), we're now faced with a myriad of unwanted and certainly undeserved developments. These will undoubtedly create or add to the volume of traffic; decreased property values; noise and loss of green belts and privacy.</p> <p>Sherwood St. has unfortunately become a main artery for commuters to Colby South, Whitestone and other R-1 neighborhoods who won't be affected with what will likely be apartment complexes and duplexes.</p> <p>Though I understand the need for more residences I ask you to please keep this construction to areas like Baker Dr., Penhorn Lake, etc. It's simply not right to do this to us as our lot was not advertized and sold to us as such.</p> <p>Sincerely, (REDACTED)</p>	No

<p>C198</p>	<p>Hi (REDACTED),</p> <p>Thanks for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To whom in may concern. I am in the neighbourhood between North Park Street and Gottingen Road and would like to give some feedback on the proposed zoning changes and specifically the building height proposal in our area. Firstly, thank you for keeping North Park St, Bauer St, Maynard St and part of Falkland St to an acceptable height of 8 meters. This Neighbourhood has such great character. North Park Street is one of the most photographed streets by visitors who walk on the commons. We really need to preserve the charm of historic Halifax, it will be beneficial to the overall wellbeing of residents to have these kinds of quaint neighbourhoods. I am not in favour of the 40-story height allowance along Gottingen and 33 along Creighton St. I fear it will destroy the small scale fabric of the neighbourhood which includes cultural venues, bakeries & coffee shops etc. It will be simply too irresistible for current property owners to not sell their land to developers because of the significant increase in land values. Thanks for listening and taking into account a resident's view. (REDACTED)</p>	<p>No</p>
<p>C200</p>	<p>Planning changes I own (REDACTED) and am concerned with the proposed changes to the zoning of my house. I live in one of the houses that were built by (redacted) on Gladstone Street, as part of a development agreement about 17 years ago. The purpose of building the houses was to protect the streetscape and leave single family homes as a buffer between the condo buildings and the street. We were zoned C2 but were not allowed to have even a basement apartment. We were assured that they were single family when we bought. This was part of the development agreement to keep these houses single family and there was extensive public discussion to arrive at this agreement to satisfy the neighbourhood. These development agreements could not be changed without public consultations and you cannot rezone these houses unless you change that agreement. I realize that certain amendments to the city charter may now allow changes to these development contracts, however surely the purpose of protecting the streetscape still applies as the neighbourhood has not really changed. It is unacceptable to change the designation of the houses to allow for 14 stories while the houses across the street will be ER3. Surely an ER3 designation would make more sense.</p> <p>I realize the city wants to get 79.3 million from the Federal Government Accelerator fund and that they have asked for many of these changes. However this should not be the reason to rush into a very quick rezoning of all of the peninsula, etc without any real notice to owners and no public hearings. It seems a large amount but it is actually less than 8% of the city budget for one year and once it is spent these monumental changes will affect our city forever. I understand the need for reasonably priced housing and I think your ER3 designation may help with that but your HR1 and 2 designations will give you more expensive apartment buildings and condos as the cost of building them will need to be recovered. All of these houses on Gladstone will have to be torn down to build and the cost of those lots will be very expensive. Also there will always be people who want single family homes in neighbourhoods. You will drive these people to suburbs and that again will drive up costs as servicing rural subdivisions is expensive. If the city really wants to keep people living in the central core they need options for every kind of housing.</p> <p>There has been a real lack of engagement with property owners in HRM. We have not been officially notified of these changes and the planning documents are very unclear and hard to work with. The whole process seems to very underhanded and secretive. The developers seem very well</p>	<p>No</p>

	<p>informed however as I have already had one at my door seeing if I would sell. This is not what we expect from our councillors and Mayor. We are expected to have submissions in by Feb. 16 when we really don't know what actually is being planned. I am very disappointed as Halifax has always allowed for community engagement on planning. After all we have to live in this city after these changes take place. Please keep me informed of any meetings on this issue and on when it is going to Council for approval.</p> <p>(REDACTED)</p> <p>Sent from my iPad</p>	
C201	<p>Please attach this note to the submissions my wife (REDACTED) and I sent a few minutes ago.</p> <p>We want to point out the obvious-construction of a 7 story building on Oxford would cause chaos for at least two years-excavation,blasting of shale,concrete pours with constant truck traffic,concrete spalling prevention at night,cranes and so on.Imagine the effect on traffic-vehicles and pedestrians-let alone residents.</p>	Yes
C202	<p>Hi (REDACTED),</p> <p>Thanks for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>Just to clarify, there is no proposed zoning change on the north side of Duffus Street between Isleville to Novalea, these properties are zoned a mix of Higher-Order Residential (HR-1) and Corridor (COR) today. The zoning of this block was applied as part of Centre Plan Package B in 2021. The heights on this block currently range from 14 metres (equivalent of about 5 storeys) to 20 metres (equivalent of about 7 storeys). As part of the urgent changes to planning documents in support of the Housing Accelerator Fund, staff are proposing a uniform height increase on this block to 7 storeys which is generally aligned with broad height increases being proposed across the Regional Centre in support of the HAF.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Thank you for the opportunity to contribute to the planning process for accelerated housing planning in HRM. I am aware of Council's need to address the city's housing crisis and consultation with the affected neighbourhoods and communities is critical.</p> <p>I am writing to express my concern about proposed zoning changes on Duffus St. The Proposed Urgent Planning Changes for Housing Accelerator Fund (HAF) Centre Plan is changing the zoning for Duffus St (north side from Isleville to Novalea) to HR-1.</p> <p>As you know, HR-1 zoning allows development up to 8 stories. My fear is, if zoning allows 8 stories, 8 stories will indeed be built. A 6, 7 or 8 storey development is inappropriate, out of character with the rest of the neighbourhood and will add undue congestion to an already busy section of Duffus/Novalea/Devonshire. As you know this is already a major corridor from downtown to bridges and suburbs.</p> <p>I realize multi unit housing is urgently required; however this must be addressed with consideration of the already existing neighbourhoods.</p> <p>I oppose the proposed zoning change to HR-1 and would support a zoning change similar to what was approved at 6433 Young St. (see photos below). This level of development would be an appropriate, measured response to our urgent housing crisis and in keeping with the character of the existing neighbourhood.</p>	Yes

	Sincerely, (REDACTED)	
C203	<p>Thank you for your response.</p> <p>(REDACTED)</p> <hr/> <p>Hi (REDACTED),</p> <p>Thanks for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Good evening!</p> <p>It's been brought to our attention that there will be a development on Sherwood Street in Colby village of 8 Townhouses and 3 five story apartments.</p> <p>I understand that there is a shortage of units within HRM, our vacancy rate is at 1% and we had an increase in rental prices of 11% this past year. I support the efforts of decreasing our housing crisis.</p> <p>I do have major concerns -</p> <ol style="list-style-type: none"> 1. Road infrastructure does not support the amount of traffic. Caldwell Road is already backed up during high traffic times. Potential solution : another artery into the community 2. Schools are overloaded - my two kids attend Astral Drive Elementary and we are unable to get on the bus and into excel because they are over loaded this will create a higher strain on an already strained system. I have to alter my work schedule to do drop offs which means less time with my family in the evening. <p>I would be very happy to discuss further, my phone number is <i>(redacted)</i> and live at <i>(redacted)</i>.</p> <p>Thank you, (REDACTED)</p>	No
C204	<p>Hello,</p> <p>Thanks for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p>	No

	<p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To whom it may concern.</p> <p>My wife and I have been residents of (REDACTED), Halifax since 1996 and in the last couple of years we have invested more than (REDACTED) in improvements to the house to increase its insulation values, completely new siding, (<i>redacted</i>), and removal of oil tank and furnace, installation of a new kitchen and all new high insulation windows throughout.</p> <p>We did this on the understanding and presumption that we live(ed) in a secure, safe and reliable residential zoning that will protect our investment and life style for the duration.</p> <p>We therefore view with extreme concern the hasty and illogical moves by levels of government but specifically HRM and the Federal Governments supposedly in the belief that this drastic universal re-zoning to an allowable coverage to four units per lot will solve the housing shortage. Specifically, to rezone our property and street from zones ER1 to ER3.</p> <p>In particular we object to the hasty and almost inconceivable deadlines of two weeks to supposedly 'allow' public feedback on what has to be the most significant personal, financial and civic proposal that could be conceived.</p> <p>We hereby object to these proposals most profoundly and will do all we can to call a halt to this frenzied rush to override our rights and personal enjoyment of our property that we have ever faced.</p> <p>(REDACTED)</p> <p>CC to Mayor, HRM Council and Councillor, District 7,Waye Mason MLA Halifax Citadel,Lisa Lachance MP Halifax, Andy Filmore</p>	
C205	<p>Hello,</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>To answer your questions: Q: Is there any ability to incorporate mixed use commercial/office/small business into these upgraded density areas? A: Part of the proposed zoning changes does include new Corridor (COR) Zones along major streets that allow for a mix of commercial, institutional, and residential uses. There is also existing policy (Policy E-5) in Centre Plan that allows for a variety of neighbourhood-scale commercial and institutional uses, such as restaurants, retail, personal service, daycare, medical uses, etc. in the Established Residential designation by Development Agreement. While the main focus of the current proposed amendments is largely focused on enabling more residential density, future planning efforts will look at how to improve the delivery of neighbourhood-scale commercial services within the Established Residential designation.</p>	Yes

	<p>Q: Can we also include Commercial/Office properties to have their Parking Minimums removed? Commercial/office still having minimum parking mandates have the same negative impact as residential, so not sure why we are only proposing removing for residential and not others?</p> <p>A: I've attached the current minimum parking requirements table for your convenience. Many commercial and office uses are currently exempt from parking in Centre Plan, depending on what zone they are located in. The current proposed amendments have been developed with a 'housing first' lens which is why residential uses were prioritized when removing minimum parking requirements. Future planning efforts will also consider reviewing minimum parking requirements for other uses.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello,</p> <p>I am emailing to submit feedback for the proposed "Urgent Changes to Planning Documents for Housing"</p> <p>Firstly, I would like to say it's been amazing to see the progress the city has made and continues to make with changing many of these items to help address housing related issues we are currently facing. I've been fortunate to have had some great discussions with staff at the planning open house sessions hosted last year and it looks like a lot of the positive feedback from the community is being addressed in these updates.</p> <p>My feedback down below focuses on the specific sections around zoning and minimum parking requirements</p> <p>Please let me know also if given the scope of the urgent changes being for housing specifically, these points may/may not be touched on in separate planning documents given there is commercial aspects to them</p> <p>Zoning It looks like the planned updates to residential zones still limit these zones to solely being residential vs a "mixed use" zone (e.g replacing ER-1 with ER-2 or ER-3)</p> <ul style="list-style-type: none"> • Is there any ability to incorporate mixed use commercial/office/small business into these upgraded density areas? • The worry is that even though these areas will be more dense, we will continue the model of having these solely residential areas without any nearby services which incentivizes the use of cars to feed into the further out areas for people to reach necessary services/jobs/other amenities <p>Parking Minimums Currently the removal of the parking minimums is limited to just residential (or at least that is all that is mentioned on the HAF site)</p> <ul style="list-style-type: none"> • Can we also include Commercial/Office properties to have their Parking Minimums removed? • Commercial/office still having minimum parking mandates have the same negative impact as residential, so not sure why we are only proposing removing for residential and not others? 	
C206	<p>The HRM Accelerator Fund proposal is ill advised, damaging, and irreversible once it is approved. It is based on an outdated car centric notion of growth and urbanization. It lacks coherence and a long term view of significant community objectives re: GROWTH around public transit in the Centre, Suburbs and Rural Areas of HRM: EQUITY and quality of life; mitigating CLIMATE CHANGE; improving HEALTH, or; shared PROSPERITY.</p> <p>THE PROPOSAL WILL NOT: * result in more housing being built in appropriate locations</p>	No

	<p>*result in more affordable housing (may in fact reduce affordable housing in Centre) *result in transit oriented, walkable neighbourhoods</p> <p>THE PROPOSAL WILL: *fuel land speculation and destabilize neighbourhoods *increase traffic and the need for parking *affect quality of life and character of the centre *compromise the very idea of planning as an open community based process, with a long term view and a comprehensive cross sectoral outlook</p> <p>All the evidence shows that at this critical moment of crisis and change, we need to cut our auto dependence and strategically invest in high quality public transit as basic infrastructure around which we can grow- across urban, suburban and rural boundaries to meet all our objectives. We don't need more studies to tell us this. Let's use this as an opportunity to boldly figure out how to do it. Many of us want to help</p> <p>(REDACTED)</p>	
C207	<p>Hello,</p> <p>I would like to submit my feedback for the proposed housing on the plot of land on Sherwood Street, Dartmouth, PID 40606345. I understand that it is being considered for building affordable housing, for 8 townhouses and 3 five-storey apartments. (198 units) If each unit has an average of 3 persons, this would be an increase approximately 600 people.</p> <p>I have several concerns:</p> <ol style="list-style-type: none"> 1. The financial impact that this will have on me. I do not want for my property to depreciate in value, especially now when I will be hopefully retiring in just over 5 years. Unfortunately, my retirement is really in my home now. With the increase in gas and groceries, I can no longer contribute to my RRSP. I just don't have the money. Therefore, in addition to the possible depreciation of my home, there would be an increase in taxes due to re-zoning. Again, I cannot afford this. 2. Astral Drive Elementary and Astral Drive Junior High have been over-capacity for many years. My son while attending both of these schools from 2005 to 2015 had to attend class in outdoor mobile units. If each unit has 1 child only, it will mean an additional 198 children being added to this. 3. As long as I have lived here, since 2004, it has always been a pleasure to have a small amount of green space to walk my dogs. It is nice to see the pheasants and deer. This will be lost. 4. There will be a significant increase in traffic, should each home have a vehicle. If they do not, there is only 1 bus route. This location is not ideal for persons who rely entirely on busing. Additionally, grocery and pharmacy are not within walking distance. 5. Home owners who purchased their homes due to the green belt behind their homes will lose all privacy, should the apartments be built. Again, their homes will depreciate. <p>I tried to do some research concerning how affordable housing impacts the surrounding neighborhoods. Unfortunately, I have not been able to commit to this the way I wanted to because I have a concussion, since January 11, 2024 which has significantly impacted me.</p> <p>I understand that we are in a housing crisis, but I do not feel that this is the best location for building affordable housing.</p> <p>I would like to recommend a much better location. (redacted) has a property on Portland Street, close to Carver Street, across from Shopper's Drug Mart. This location would be ideal, as it is within close walking distance of Shopper's Drug Mart, CIBC, Superstore, Dollar Store, TD Bank, Lifemark Physiotherapy, Public Library, Russell Lake Animal Hospital. I could name many more shops/businesses in close proximity of this piece of land. Metro Transit is more efficient and within a short walking distance.</p> <p>There is also a large piece of land on Norm Newman Drive, which would give affordable housing residents access to all the above mentioned. This are is swampy but the location on Sherwood is also swampy.</p> <p>If Council can ensure that, should they decide to move forward with this project, it will not negatively impact the value of my home and taxes will not change, I would be open to this but only if more public transportation were made available to the area. Specifically, a bus running from Sherwood to Cole Harbour Place, with multiple stops along Cole Harbour Road for Groceries, Pharmacies, Banks, and so on would be ideal. I am sure further infrastructure will be required, including Astral Elementary or Caldwell Road Elementary and Astral Drive Junior High to name a few. If not, I am asking the council to not approve the building of affordable housing on Sherwood, Street in Cole Harbour.</p>	No

	<p>I would appreciate confirmation of receipt of this email. Thank you and kind regards, (REDACTED)</p>	
C208	<p>Hello, I just heard about the city proposed zoning change; and comments are due by the end of today (how come so fast?).</p> <p>I do not support these proposed changes for my neighborhood.</p> <p>I also think it should have been brought in a more open manner, and discussed instead of being rushed like this.</p> <p>Best (REDACTED) (Walnut street)</p>	No
C209	<p>To Whom it May Concern,</p> <p>I am writing to express my deep concerns with the zoning changes in the South End of Halifax proposed under the HAF. As a physician who does extensive outreach across the Maritimes and internationally to underserved areas, I am all-too-well familiar with the significant burdens placed on families and communities by a lack of affordable housing. For this city and province to grow or simply meet the needs of its current residents, changes must be made. Unfortunately, it is unclear how the changes proposed under the HAF will provide affordable housing or improve the city's ability to attract highly-qualified individuals to propel economic growth. I have no issues with increasing ER-2 and ER-3 zoning for the entirety of downtown Halifax, but the proposed HR-1 and HR-2 designations in South End Halifax, particularly north of South Street between Edward and Robie Streets, on Dalhousie Street, and along Robie south of Inglis Street, seem fundamentally flawed. My concerns with this plan aren't simply a case of NIMBY, either. Consider the following:</p> <ol style="list-style-type: none"> 1. The IWK sees a significant number of helicopter transfers. Have the impacts of HR-1/HR-2 zoning proposed so close to the helipad on the allowable helicopter flight path been reviewed? 2. Building HR-1 and HR-2 buildings in this area does not create affordable housing, but rather luxury units for developers. As we will all be seeing more of in the press, only a fraction of units in new buildings that have been approved on the promise of affordability by developers actually meet the definition of "affordable". I have seen how my hometown of Toronto has increased the density of their downtown core only to have rents and strata costs climb out of control. It is naïve to think that HRM will push against developers and enforce affordable rent mandates in HR-1 and HR-2 buildings in these areas when it barely enforces parking violations or current rent bylaws. It is disingenuous to use a housing crisis and the promise of federal dollars to build more high-rent units to enrich developers. The market will always win out. 3. Multiple lots sit undeveloped by owners across the city. Has the HRM considered holding the owners accountable for developing these into affordable housing? Perhaps the city could explore the option of an increased property tax for undeveloped lots or allow current encampments to make use of them as opposed to public parks that should be enjoyed by taxpayers. 4. Other than the blip of COVID migration from other provinces, few highly qualified individuals who weren't born and raised in Halifax settle here long-term. One of the things that makes this city unique (and what has kept me here) is the ability to live in a mature neighbourhood of mixed small multiple-unit and single-family dwellings in close proximity to a downtown core. I live in a century-old Victorian home on South Street just west of Robie which, without the proposed Oakland Road heritage conservation area designation, would be at risk of being lost. Other similarly aged homes north of South Street would not be so lucky. 5. It appears that the planners on this HAF have not consulted with either Dalhousie or Saint Mary's Universities who already have their own plans to create more affordable housing for their students. What is the purpose of placing HR-1 and HR-2 buildings so close to these campuses other than to support developer interests (see point 2 above)? 	No

	<p>6. Where is the focus on transportation options? Affordable housing for those who are significantly underhoused will not be created in South End Halifax. Improving transportation (e.g., increasing housing density around Woodside ferry terminal, building a light rapid transit line from Bedford) is more critical than creating more luxury downtown condos.</p> <p>In addition to the above, I am appalled by the failure of HRM to adequately inform the community of this HAF proposal – the whole thing feels like a page taken out of "Putin's primer for rigging elections". The majority of our neighbourhoods learned about this by word-of-mouth. One of the few positives to come out of this is that citizens such as myself have become much more engaged in civic politics. Those on council in support of railroading these measures through will be held accountable one way or another.</p> <p>The Halifax Centre Plan took over 10 years of community engagement to develop while this HAF plan to radically change communities and neighbourhoods for only 70 million dollars has taken a couple of weeks. I applaud Windsor, Ontario for not prostituting themselves like the HRM feels comfortable to do.</p> <p>(REDACTED)</p>	
C210	<p>Hi!</p> <p>I'm a Halifax resident writing in with feedback on the proposed amendments to planning documents intended to secure Housing Accelerator Fund money for the city. Firstly, I want to say that I am extremely in favour of pushing for more permissive building codes broadly, and that any steps to densify the city's core (peninsular Halifax and Dartmouth within 1km of the bridges/ferries) are to be welcomed. Below is some more specific feedback on the planned adjustments:</p> <ul style="list-style-type: none"> - Four units as-of-right is ideal and should be permitted throughout the city (I would prefer it were six!), but lot coverage and height restrictions are still too severe--it should be possible to build small multi-unit dwellings similar to those found throughout the north and west ends on virtually any lot. - Upzoning near the universities is sensible, but the entire area proximate to downtown should have a much higher category--not just ER-2 or 3, but like... ER-6 (I know this doesn't exist, but you can picture the scale I'm talking about). Homeowners do NOT have the right to an unchanging neighbourhood when it costs the integrity of our housing market to maintain. Gentle density is all very well, but we are in a housing crisis--the time for gentle density was 2016. - The mass timber construction changes and the removal of parking requirements are a huge deal--again, we could go further, but love this one! Car dependency is bad for the financial health of the city. <p>- I am extremely wary of expanding heritage conservation districts--these have regularly been used to strangle healthy development in Halifax, often with questionable justification. Personally, I would prefer that individual buildings be given heritage designations, not entire neighbourhoods--there just aren't any areas of the city with that kind of historical significance when taken as a whole rather than case-by-case.</p> <p>The last point I want to address--and one that is unrelated to the housing accelerator fund but has everything to do with our planning process--is that there are too many barriers to development in Halifax, specifically in the form of public engagement. We have seen too many projects stalled or cancelled because a myopic crowd of local residents hates the idea of seeing a tall building when they leave their houses. We need to find a way to reduce the ability of random people to hurt the future well-being of their neighbourhoods for purely aesthetic reasons.</p> <p>TLDR: We need more density as-of-right as quickly as possible, without creating any new barriers to development.</p> <p>Cheers,</p> <p>(REDACTED)</p>	No
C211	Hello,	Yes

	<p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Please find the attached letter.</p> <p>(REDACTED)</p>	
C212	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Councillor Mason,</p> <p>I hope this email finds you well, my name is (REDACTED) and along with my wife (REDACTED) we are the owners of (REDACTED), Halifax. I am writing to express my strong objections to the proposed zoning changes currently under consideration. While I understand the need for housing and development, I believe these changes may be short-sighted and have detrimental effects on our neighborhoods and city as a whole. While it is evident that we are currently facing housing challenges, a blanket rezoning strategy such as the one proposed is certainly not the answer.</p> <p>Firstly, the proposed zoning adjustments on the East side of Marlborough Ave seem to favour large developer interests over the well-being of residents, many of which have resided in this area for decades. The potential increase in traffic, noise levels, decreased property values and diminished privacy will significantly impact the quality of life for those living in the affected area. To allow for up to 9 story buildings to be built in an area currently surrounded by single family homes will have cascading negative effects that will not be rectifiable in the future. The proposed changes will almost certainly lead to the destruction of green space, natural drainage, and negatively impact the environment through what will surely be the necessary removal of old growth trees and the biodiversity that currently exists. Preserving our natural surroundings and feel of the neighborhood is crucial for the health and sustainability of our community. I urge council to reconsider the environmental and social implications of the proposed zoning modifications.</p> <p>Moreover, the lack of community input in the development of the proposed changes is concerning. It is essential to involve residents in discussions about changes that directly affect their neighbourhoods. I request that council engage in a more transparent and inclusive dialogue with the community before moving forward with any rezoning plans. The anxiety that has been created within our community is already evident. This is a process that feels rushed without truly appreciating the negative legacy effects these decisions will have.</p>	No

	<p>In conclusion, I implore council to carefully reconsider the proposed zoning changes, taking into account the potential adverse impacts on residents, the environment, and the overall character of our community and city. I appreciate your attention to this matter and look forward to a thoughtful and community oriented decision making process.</p> <p>Thank you for your time and consideration.</p> <p>(REDACTED)</p>	
C213	<p>Subject: Sherwood Street Affordable Housing Development</p> <p>We can certainly appreciate the tremendous and unenviable challenge faced by all levels of government to address housing affordability and availability which is a growing problem all across this country, and particularly here in HRM. The urgency to find an immediate and viable solution is evident everywhere as the severe housing shortage has been at the forefront of daily news for the past several months.</p> <p>Nevertheless, we do have serious concerns about the high-rise affordable housing development currently proposed for Sherwood Street, Cole Harbour. Surely, there must be other more appropriate options within the general area that would be more acceptable to everyone concerned. If City Council is indeed determined that there are no other viable options, then may we suggest that the proposed development be trimmed back so that it better reflects the overall scale and character of our neighbourhood.</p> <p>The proposed site is completely surrounded by single family dwellings. Most residents invested or built here because they viewed this neighbourhood as a great place to raise a family. For the past 30 years, it has proven to be just that - a quiet, tranquil and safe place to call home. As the proposed site had been reserved for a public school, the potential that several 5-story rentals would be erected literally next door was not even a consideration. I believe it is safe to say that many would have settled elsewhere if this possibility had been presented.</p> <p>We fail to understand how adding 198 housing units consisting of three 5-storey multi-unit residential buildings and 8 townhouses will maintain or indeed respect the scale or character of this neighbourhood. Furthermore, we fear that the desirability of this area and consequently the marketability of existing properties will be adversely impacted.</p> <p>In connection with the City's Housing Accelerator Fund application, The Federal Minister stipulated that zoning would need to legalize dwellings up to 4-storeys high. Why then is the proposal to City Council requesting 5-storeys as of right, (the developer's request appears to be for only 3-storeys)?</p> <p>How does the City plan to deal with the inevitable traffic increase? Sherwood Street is already a main thoroughfare with fast traffic, on-street parking, no sidewalks, and no traffic calming measures.</p> <p>Considering many of us will have high-rise buildings in our backyard, what sort of buffer is proposed? Will there be fencing? What measures will there be for ground water run-off?</p> <p>Is this development capable of being serviced by existing water and sewer infrastructure? Will existing residences be impacted by reduced water pressure, overwhelmed storm drains or inadequate sewers?</p> <p>Local schools are already crowded and have had to use portable classrooms for at least the past 30 years. What is the potential impact for current students? Will they be forced to transfer to a different school, or possibly need to be bussed out of the neighbourhood altogether?</p> <p>(REDACTED)</p>	No

	Sent from Mail for Windows	
C214	<p>Hi (REDACTED),</p> <p>Thanks again for the feedback. The municipality's Housing Accelerator Fund application is also specific to increasing density in proximity to post-secondary institutions. I'll also note that the municipality will be looking at a new program through the Housing Accelerator Fund to make surplus lands available for affordable housing. The current proposed amendments are just one piece of a larger effort to support housing that the municipality will be undertaking over the next 3 years through the accelerator fund.</p> <p>You can find more details on Halifax's application here: https://www.cmhc-schl.gc.ca/media-newsroom/news-releases/2023/helping-build-more-homes-faster-halifax</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>thanks Joshua, I appreciate your feedback. I agree that affordable housing is in demand - I respectfully ask you to consider the "best practices" for the HAF - primarily, Tenet 1 is to be applied on a go-forward basis (ie for new developments not to strip away existing family homes so existing single family zoning should not be stripped away so drastically), and it is also intended to take place in urban core to apply AND transit corridors - the drafting language is clear that it is AND transit corridors not "OR" transit corridors so it may make sense to allow new zoning along Inglis street which is a transit route, it doesn't work for existing single family areas adjacent to an urban wooded area, where there is no transit corridor at all.</p> <p>Tenet 2 is also key - that municipally owned HRM land or surplus land be considered first and foremost - ie consider Gorsebrook park land where there are blocks of football field that are largely unused, it is already adjacent to existing high rises and right on Inglis and is a transit corridor (vs Marlborough/Greenwood/Bellevue south of Roxton adjacent to the urban greenway).</p> <p>please consider, I am appreciative of your time and consideration (REDACTED)</p> <hr/> <p>Hi (REDACTED),</p> <p>Thank you for your feedback. It's important to note that the cap on international students announced is temporary, and that there is still a high demand for housing of all types in the municipality. Housing built near universities can still serve other populations other than students. The proposed zoning changes are more of a long-term approach to housing and development in the city.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/>	Yes

	<p>if Feds have capped international student Visas, and the Province just made student housing a university responsibility, why is the city of Halifax involving itself in creating student housing under the HAF by rezoning HRM “university adjacent areas”?</p> <p>to create an environment where private developers are competing with local universities for a limited student housing market?</p> <p>or is it to secure housing for all those imaginary students who will never arrive because of federal visa cap?</p> <p>now this is what someone might call “silly”</p> <p>https://atlantic.ctvnews.ca/more/n-s-agreements-cap-tuition-increases-at-2-per-cent-require-universities-to-provide-more-student-housing-1.6753230</p>	
C215	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To whom it may concern,</p> <p>As a resident of Slayter St. for 21 years I am writing to address my concerns regarding the proposed rezoning of Victoria Road between Frances Street and Cherry Drive that seeks to change the zone from ER-3 to Corridor zoning allowing up to 7 stories. I agree with many of my neighbours that there is a need for increased housing options in HRM, but I strongly feel that this proposed change will have a significant negative impact on the Brightwood neighbourhood and surrounding areas. I propose that a softer step down between single family homes on Slayter Street, Cherry Drive, and France Street would be more appropriate.</p> <p>A maximum of four stories between Cherry Drive and Frances Street would have a positive effect to support the need for more housing options while minimizing the negative impact in the Brightwood community. I understand that developers are not required to provide parking for the residents of this proposed housing so I would hope serious consideration would be given to its potential impact on the neighbourhood. As Slayter St. is already a busy traffic artery which has finally been slowed somewhat with recently installed, very necessary speed bumps, I feel that the increased traffic and inevitable parking would negate all the efforts to quiet this street.</p> <p>There are currently numerous approved development proposals for large, multi-unit residential buildings within a one kilometer radius of this area, so the increase on Victoria Road through "Gentle Density" allowing up to four stories would best fit this proposed change for this neighbourhood at the same time as adding the needed new housing options.</p> <p>Thank you.</p> <p>Respectfully, (REDACTED)</p>	No

C216	<p>Slayter Street</p> <p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>These proposed changes absolutely must involve open public discussion. There ought to be numerous public presentations to allow for questions and clarity. At the very least, the deadline for public input should be extended to the end of this month. One must assume that HRM has opted to not do this because it fears the not-misplaced wrath of the public.</p> <p>Citizen push-back doesn't necessarily make us NIMBYs (as per Councillor Mason) or fake environmentalists (as per Councillor Cleary). We can acknowledge the positive steps that HRM has already taken toward addressing densification and still object to having our unique heritage architecture destroyed and our quality of life seriously compromised.</p> <p>We know there's a housing crisis, which is one reason we condemn the demolition of perfectly sound, multi-unit houses resulting in empty lots and massacred streetscapes — but no new public housing.</p> <p>We know there's a climate emergency, which is why we condemn wholesale demolition and business-as-usual high-rise construction, and why we advocate for smaller, greener building practices, infilling and adaptive re-use — i.e., 21st-century development.</p> <p>Where is the 40-storey demand coming from? The feds? The province? HRM planning? "Trusted partner" developers? Wherever it's coming from, it's a completely absurd "solution," a desperate and unimaginative reaction to our lack of housing. It appears that HRM has an unwillingness or inability to stand up to "trusted partners."</p> <p>There are examples all over the world of lovely cities with intense densification not contingent upon ridiculously tall towers with underground parking. It's not too late for Halifax to become one of those.</p> <p>Respectfully, (REDACTED)</p>	No
C217	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p>	No

	<p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To whom it may concern, I am a resident of Willowdale, at (REDACTED), and live around the corner from PID 40606345.</p> <p>I do recognize that there is an housing shortage in the city, but I am uncertain how the proposed development in this particular area will assist with this issue, but I am writing to say that I am against the proposal to re-zone PID 40606345.</p> <p>I am curious if the proposed 3-storey apartment buildings will be classified as affordable housing, which this city desperately needs?</p> <p>There is also the matter of parking and increased traffic for Sherwood Street. Sherwood Street does not have sidewalks, so pedestrians would have to deal/compete with potential increase in street parking and the guaranteed traffic increase by the almost 200 potential new residents, on an already busy bus route.</p> <p>I would like to propose the re-zoning and development of PID 40710576 & PID 4077244, which would naturally extend Pearl Drive and Amethyst Crescent to connect to Astral Drive - as an alternative to developing the green space on Sherwood Street.</p> <p>Extending those streets seems to be a more natural progression of development in our existing neighbourhood, extending Pearl Drive especially, and those undeveloped parcels of land, PIDs 40710576 & 4077244 actually make up a larger area than PID 4060345, which would allow for the proposed townhouses and apartment buildings.</p> <p>There will still be the issue of lack of space in our neighbourhood schools and daycares and the natural increase traffic, when you think about almost 200 people moving to the neighbourhood, but I genuinely believe it just makes sense to complete the extension of both Amethyst Crescent and Pearl Drive to Astral Drive before developing anywhere else in the neighbourhood.</p> <p>I believe that a better solution is available to you and I truly hope that you will take my comments into consideration at the Regional Council Meeting in March, and that you will vote against the re-zoning of PID 40606345.</p> <p>Sincerely, (REDACTED)</p>	
C218	<p>Hello,</p> <p>I'm a homeowner in the Fairmount subdivision and I'm writing to say I would like this neighbourhood to remain as R1.</p> <p>Thank you, (REDACTED)</p>	No
C219	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p>	No

	<p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hi,</p> <p>I'm concerned because the city is thinking about putting an apartment building in what is now a green space on Broom Road. I'm worried for several reasons, but the main one is that more than one family of deer have their babies up there every spring. Several pheasants are also up there, not to mention all the other wild life. It's not a huge space, but one that lots of wild life depends on. Please consider putting your apartment building somewhere else. Perhaps across from the Sobeyes on Main Street. I believe that is already another spot the city is planing to put buildings. You could just add one more.</p> <p>Thank you for taking my request into consideration.</p> <p>Sincerely, (REDACTED)</p> <p>Sent from my iPhone</p>	
C220	<p>Please know that I DISAGREE with the ongoing efforts for the bylaw changing the allowed units to four. This is not the way to increase housing. We must address the root cause and slow immigration until our systems can catch up to the increase of people coming in.</p> <p>Having more units tapping into our grid, health care, and water systems will collapse our system.</p> <p>Please let me know how I can vote "NO" for this proposal.</p> <p>Regards,</p> <p>-- (REDACTED)</p>	No
C221	<p>Thank you VERY much!!!!</p> <p>Cheers, (REDACTED)</p> <hr/> <p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER</p>	No

	<p>COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>I am the owner of the dwelling on (REDACTED). just behind the proposed development area and don't see this as a positive approach for our community.</p> <p>We purchased this house about 7 years ago in an area that has peace and quite to bring up our kids and we are very happy here. With the proposed development of three 5 storey buildings in our back yard over looking our back yard, pool and hot-tub I don't see this as having any peace and quite any longer. We support housing developments but not high rise buildings in our back yard.....lets keep this development to single family homes or duplexes to go along with the area but NOT high rises.</p> <p>Please consider the size and height of any development in our existing small area and keep with that community dynamics.....don't just stick up some high rise buildings to FIX a problem, lets build communities we can live in for future generations instead!!!!</p> <p>I hope we can get the support our community needs but that is NOT high rise buildings.</p> <p>Cheers, (REDACTED)</p>	
C222	<p>They all show the same results and issues. Density makes sense, sprawl costs money. And other cities, institutions, governments have done the same. We ae going to grow, how should we grow? One way is better than the other by any metric. None of those plain and accepted facts change that HOW we grow inside of those facts is wide open.</p> <p>Young adults on Reddit and Discord think we should allow 30 story towers on Gorsebrook. I think they are wrong. Some people want no changes, or a roll back to R1. I think they are wrong. We need to find a middle ground that creates those needed homes for all, without fundamentally destroying parts of the peninsula (no more Scotia Squares). That is what this is all about</p> <p>Again, South Park is a truck route to Morris/University. I know now you were talking about the southern end which is not.</p> <p>Waye</p> <hr/> <p>Thanks, I will review those.</p> <p>Then again, the most recent is 3 years old and the oldest is 19 years old, so it does come back to the question of what new info do we have to justify further zoning changes, given that there's a problem with getting things built within the existing zoning regime. And yes, I understand about the low vacancy rate, but the solution to that is building stuff, not rezoning land.</p> <p>I say YOU in my email because HRM asked for feedback, I gave feedback, and your response is to tell me what YOU think.</p> <p>I get the concept of representative democracy, and if that was how we were managing this issue, then why ask for feedback at all? Yes, you are better informed than I am, but that doesn't mean you are always right. As but one example, you once told me not to complain about truck traffic on my stretch of South Park Street, and linked me to a map clearly showing that this end of the street is NOT a truck route!</p> <p>(I will say that I support the idea of fixed terms for councillors, and I think it's a good decision that you make way for fresh blood. There comes a point when our elected representatives stop listening to the electorate.)</p>	No

And I'll reiterate that the timeline on these changes is so tight, and the opportunity for feedback is so limited, that I honestly don't know how you can be sure that what gets passed is something that the majority of residents support. You are more optimistic than I am. I'm merely a taxpayer, and I'm likely to vote with my feet.

(REDACTED)

Hi (REDACTED),

HRMs got several benchmark studies:

Settlement Pattern Expense study

<https://lede-admin.usa.streetsblog.org/wp-content/uploads/sites/46/2015/03/Halifax-data.pdf>

Stantec Study 2013

<https://www.halifax.ca/sites/default/files/documents/about-the-city/regional-community-planning/HRMGrowthScenariosFinalReportJuly82013.pdf>

2021 Preliminary Population and Housing Analysis

<https://www.shapeyourcityhalifax.ca/12651/widgets/91889/documents/74274>

If you could magically get everything to be built at once, the current zoning would be enough, for a short time. But you cannot because of labour, construction costs, financing, and people not all wanting to build at the same time. So an approach is to zone for where you might be in 30 years, based on current growth, knowing it will take at least 30 years to see it all built. In the mean time, we had 29,000 people move here last year.

So the timeliness and pressure comes from having a .5% vacancy rate in peninsula south which is brutally unhealthy, and some of the biggest increases in rent in Canada. So while those of us with mortgages on homes we bought some time ago are ok, new residents, youth, young families are struggling. So we have a moral imperative to respond to that, quickly.

This is not to say the staff presentation is the right choice in all particulars. It's not, it is just a starting point.

You say YOU a couple times. Yes, me. I've been elected 3 times, and I've been involved in zoning and planning for our community for 12 years. We have representative democracy for a reason, I've been here, representing our community, understanding the issues and potential solutions for that time. I have pretty deep understanding of the issues.

Again, the housing crisis was causing HRM to re-evaluate all this before Mr Fraser's letter. Indeed most of what Fraser and Fillmore asked for we either had all ready done or had already started changing. I had made this motion in July to introduce more density on the peninsula, and I stand by it: <https://cdn.halifax.ca/sites/default/files/documents/city-hall/community-councils/230712rccc1311.pdf>

I am not particularly worried about the fall election as I am not running for council again, and I am confident we will land the changes that do finally get passed somewhere that most residents agree with.

Waye

I get that YOU think we need more density, based on your analysis of the situation.

You allude to "study after study". Are these in the public domain? Where can I read them?

It sounds like a foregone conclusion that central Halifax and Dartmouth should evolve into something looking like Hong Kong, because we have to go up and shouldn't spread out. We're busy massively upzoning everything centrally while we are simultaneously approving new developments in the suburbs that are less dense, which sounds exactly like the sort of sprawl you say we can't afford.

In terms of the projected mismatch between future demand and future supply, I'm going to point out that predicting the future is never an exact science. EVERY projection builds on data about the current situation and makes assumptions about future events. Tiny differences in those assumptions make HUGE differences in the projections. So, again, I'm asking if the math that says that "if everything that is upzoned right now was built it would meet the current demand, but it would not meet future demand" is in the public domain, for us all to read and consider? We are being asked to comment on zoning changes with nothing other than your say-so that these changes are needed, and that they are the ONLY sorts of changes that will work.

I get that YOU "think the principles of Centre Plan and the proposed suburban plan are right", that YOU are "not all that worried about tall buildings in the right place", and that YOU "think we nailed it with the design guidelines". However, the plea was for feedback from the public, of which I'm a member, so I'm asking questions and offering feedback. You've had years and are in a privileged position to express YOUR opinion. The citizens have been given three weeks!

As for height, tell me that we have the firefighting equipment right now to fight a fire in the VUZE, and tell me how well it will work with buildings 40+ stories high.

As for density, tell me that if everybody in Crichton Park builds one just extra unit on their property (doubling the density) AND we build out the lands around MicMac Mall as proposed, then we'll have enough schools to handle the load. The elementary school there already has portables. Ditto for Michael Wallace school and the new suburbs under construction out Waverley Road. Tell me that the hospitals in and around HRM will be expanded to support the additional load BEFORE they are full to overflowing. Yes, I know education and health are provincial, but these zoning changes involve HRM making profound changes at the request of the Federal government (in response to a one-time Federal bribe), with no assurance from the Province that they'll step up as and when needed. The provincial track record isn't great! Look at where the new schools are being built (in the shrinking rural communities) and think about how long it's taking to get the Victoria General replaced (while they are spending over a billion on the health care facilities in Cape Breton).

The bottom line for me is that these changes are:

- Reactive to a Federal bribe
- Probably not adequately supported by data
- Rushed for no great reason
- Inconsiderate of the wishes of those who live here
- Threatening to the future of HRM

There should be a LOT more time for public consultation.

Given that it's an election year, I would even think that this could form part of the election itself, either as a referendum or at least giving new candidates a chance to campaign on the issue.

(REDACTED)

I think we do need more density, not necessarily as proposed. We've done study after study on the cost of sprawl, and environmentally and socially and economically, density makes sense. What kind, how much, how intense, is what we are determining.

One of the issues is that yes if everything that is upzoned right now was built it would meet the current demand, but it would not meet future demand. We are growing at an unprecedented rate, something we could not have foreseen in 2019 or even 2021. So a look at the intensity of the development allowed while respecting much of the centre plan division of CEN, COR, HR, ER, makes sense to me.

Allowing more on existing plots means we get more units for every development started. It is not likely that all the lots will be built in the next 25 years, no matter how we zone. So there is a feeling that I share that increasing what is allowed is ok, within reason.

I think the principles of Centre Plan and the proposed suburban plan are right – towers in CEN zones makes sense. The Westwood project at Almon Street will be good housing for a lot of people, we need 20-30 times that. I am not all that worried about tall buildings in the right place. What matters is how they “meet the street” and the design of the first three floors. I think we nailed it with the design guidelines, which you can read here:

<https://cdn.halifax.ca/sites/default/files/documents/about-the-city/regional-community-planning/RegionalCentre-Appendix2-UrbanDesignManual-21Nov27.pdf>

We also need 10 story buildings, 4 story buildings, and 2-3 story, walk up townhouse type stuff, like Montreal. And of course allow homes to be converted to apartments, which we have allowed on Regina Terrace and all the peninsula since the 1970s.

But the proposed HAF changes are a lot, and I have a lot of concerns.

As I've said to others - I know the changes are shocking and worrisome, especially if this is the first you've heard of the scope of the proposal.

There is a lot to think about here – the missing middle/faster construction COULD be as big as say Velo on Gottingen, which was 4 stories of wood frame on top of a concrete slab first floor, for a total of 5. Missing middle could be stacked (over and under) town houses just 41 feet tall for 4 stories like the condos on the old Ben's Bread on Preston. It could be townhouses like on Bens bread on Shirley, or smaller, like the ones on Joe Howe at Craigmere. 7-9 stories in not missing middle, would generally be concrete, sprinklers, elevators, underground parking, etc.

I am not convinced the heavy handed HR through block makes sense. Intensity on Robie LOTS, more units allowed in ER2 zone, that gets us what we need.

I think changes are needed here and where I live, but I think we need to be a bit more nuanced than these changes, that's for sure.

Love to hear your thoughts,

Waye

My wife and I have major concerns about these proposed changes.

First off, Council appears to be throwing out 10 years of work on the Centre Plan in order to rush through HUGE changes without taking time for public consultation.

Sam Austin's note says “The feds also asked HRM to consider planning bylaw changes to allow more density, such as allowing four units per lot. Rather than simply agree to the somewhat arbitrary federal asks, HRM promised to examine all the municipal planning bylaws to see if we could do even better in terms of making planning more permissive.” It sounds like the feds asked for SOME changes and HRM is going WAY beyond what the feds asked for. WHY?

You've said we need to go through these with a fine-tooth comb, and yet we only have a few weeks to do so. That's ridiculous! You're rezoning almost everything, and we get till February 16 to comment? Talk about lacking respect for the citizens! Most of us have invested heavily in our properties, and any changes you make will have enormous implications.

Planning changes were already made. The goal of the Centre Plan was to support strategic growth in areas with transit and other services. The dust hasn't settled! We have no idea how those changes will play out in the real world, and already we're throwing that work out? What evidence do we have that the Centre Plan actually needed to go further? It's only been policy for about a year, and we've decided it didn't go far enough? Based on what evidence? We haven't really had time to see it in action!

And yet you offer to go further! Sure, the Feds are offering to send some money. That's nice, but do we really need to go beyond what they've asked for? We won't get any extra money or bonus points for doing more than they asked for. We should be doing the minimum, and arguing about that where it makes no sense!

Besides that, whatever the Feds offer won't be anywhere near enough, when you consider the aftermath of hasty and poor quality planning decisions. We'll end up with chaos for years! We're mortgaging the future, at unsustainable costs, for a few bucks in the here and now. Rest assured that the Feds won't be around to bail us out when our roads are gridlocked, our sewage treatment plant is overloaded, our schools are overcrowded, we lack recreation facilities, and our transit system collapses. At that point, they'll remind you that those things are all municipal or provincial responsibilities, and that you shouldn't have got yourselves into this mess.

You say we are currently short 20,000 housing units. How many units could we build in accordance with the Centre Plan, if the developers would actually get on with building what they can legally build? We have properties that have been sitting undeveloped for years, many of which would be very dense when developed. For example, there are three former school sites in peninsular Halifax that are all waiting to be developed. There are multiple empty lots where affordable units were demolished, and we are still waiting for something new to be built. As you've noted, interest rates, a lack of skilled labour, and supply chain issues are preventing developers from meeting demand. Those problems won't be fixed by increasing the allowable density further. So why are we increasing the allowed density? These proposed changes create the impression of doing something, while actually failing to address the problem.

How much are we increasing the allowed density, beyond the increases already made in the Centre Plan? Has anybody actually done the math? Do we know that the newest set of changes can actually be sustained, in terms of our roads, transit, sewer, water, power, parks, schools, and other infrastructure?

The problem is NOT with what is permitted, the problem is with what is actually getting built, and how long it takes. If anything, changing the rules will simply aggravate the problem, because now all those developers are going to go back to square one and start planning even bigger buildings, rather than getting on with building. How many years have we been talking about those towers at Robie and Spring Garden/Coburg? Developers talk forever, and argue ad infinitum about where they can bend the rules!

Upzoning around the universities will be catastrophic for those neighbourhoods, essentially moving them from being pleasant mixed residential neighbourhoods to being student dorms. I see no need to do this around St. Mary's, in particular, given that they have significant open land on which they could build residences (not to mention their precarious finances). Dalhousie has already destroyed the area surrounding their campus, and I consider them to be a terrible community member (look at their response to street parties, heritage buildings, etc.). Why reward them with even more opportunity to destroy the heart of the city?

As for height, I have to say that there's absolutely no need to build enormously tall buildings. The Fenwick Tower was an abomination when it was built, and the idea that you would add more buildings the same height or taller along Fenwick Street in particular is absolutely insane. The infrastructure can't support it, and it will overshadow the adjacent neighbourhood. Try driving down Fenwick Street these days! It's effectively a one lane road. Cities like Paris are moving to limit or eliminate the very tall buildings. They achieve density with buildings < 10 stories high!

I moved here 40+ years ago and stayed because it was a pleasant, compact, enjoyable place to live, with a good mix of residential, commercial and recreational opportunities. At the time, having come from Calgary, I marvelled at how easy it was to get everything I needed within a small radius – the 15 minute city was a reality, back then! I've lived in the central core on both sides of the harbour and I've lived in the suburbs. It was all working well, for a while.

	<p>Nowadays, the city is broken. The traffic is a mess, the skyline is starting to resemble the worst aspects of Toronto and Vancouver. Our schools can't keep up. Our medical system is crumbling. We can't maintain our roads. We can't enforce our laws. The transit system is grossly inadequate, especially outside the core. HRM cannot support the citizens with the facilities it has (libraries, ferries, pools, parks, etc.) and new ones are not being built to keep up with the population. The small amount of money on offer from the Feds, as a one-time deal, will not go anywhere toward addressing these problems.</p> <p>In short, these proposed changes are ill-conceived, unnecessary, and poorly planned. To act on them will destroy the fabric of the city, which is already well on the way to becoming an unliveable hell hole. It's become a place that I no longer wish to live, a place that I would not recommend to my friends.</p> <p>(REDACTED)</p>	
C223	<p>To Halifax Regional Municipality, Mr Wayne Mason, and all HRM City Councillors,</p> <p>Please see the attached letter, in response to the possible Zoning changes proposed for our street.</p> <p>Sincerely,</p> <p>(REDACTED)</p>	Yes
C224	<p>Hi (REDACTED),</p> <p>Thanks for the additional feedback. The current amendments do include some small changes to backyard suites, such as increased floor area and height, that apply across the municipality, including rural areas. The Housing Accelerator Fund will also include a number of other actions that will be developed in the near future that will have applicability region wide. These actions include:</p> <ul style="list-style-type: none"> • Streamline permitting process • Reduce upfront costs for permit applications • Facilitate non-residential conversions • Encourage development on transit corridors • Expedite development agreements for heritage properties • Program for small scale residential construction • Reduce permit fees for small scale residential • Pre-approved small scale residential building plans • Pre-approved small scale multiple unit residential building plans • Expand affordable housing grant program • Dedicate more surplus lands for affordable housing <p>The current proposed amendments are just the first phase of a larger scope of work that will continue over the next few years.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hi Joshua,</p>	No

Thanks for your response. So if I understand correctly, there is no current consideration for rural areas such as Musquodoboit Harbour in the Housing Accelerator Fund?

The time to start rural planning is now. We'll never have municipal water and sewer in rural areas and at some point (possibly even right now), it won't make financial sense to develop further in Halifax and Dartmouth. If this infrastructure prevents there being a focus on rural areas for increasing housing now, then it always will... because we'll never have this infrastructure here.

It's frustrating to know that in rural areas like the Eastern Shore, our tax dollars aren't being spent in our community and instead being spent on items like the Housing Accelerator Fund that doesn't even consider us as an option.

(REDACTED)

On Feb 8, 2024, at 9:46 AM, Federal Housing Accelerator Fund <haf@halifax.ca> wrote:

Hi (REDACTED),

Thanks for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.

While the current amendments are largely focused on increasing density broadly in areas that have access to municipal water and sewer infrastructure, the municipality is working on updating the Regional Plan which includes planning growth in Rural Centres, such as Musquodoboit Harbour. To learn more about the Regional Plan Review, you can visit <https://www.shapeyourcityhalifax.ca/regional-plan>.

All the best,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

What's your plan specifically for rural areas like the eastern shore? There's far more land in rural areas and less of a density issue, but your departments plan focuses on increasing density and making it easier to build in areas that are already dense.

People in rural areas pay high taxes too, but all the money on development, research, and planning is on Halifax and Dartmouth.

I have 25 acres in musquodoboit harbour but I'm not able to subdivide it because it was already part of a subdivision before. Most of the properties on my road are 25 acres, but yet none of them can be divided despite having a road cut through each property. We could easily have double the residents on this road but nobody seems to care.

Make it easier to subdivide lots and incentivize more density in rural areas. There's no reason that I should only be able to build two units and a backyard suite on a 25 acre property. I should be able to have rows of townhouses.

More supply is the answer. The city and province need to get out of the way and create fewer redirections and regulations. Focus on building safety but otherwise get out of the way. Incentivize builders to build rentals and multi family. Cmhc programs exist but I need to own the property first and spend several months to secure CMHC financing, and then I have to spend tens of thousands of dollars and years in order to get a development agreement.

	<p>Other than emailing and calling, how can I get my voice heard? Im so frustrated that the government is repeatedly failing when it comes to housing. People are struggling.</p> <p>(REDACTED)</p> <p>Sent from my iPhone</p>	
C225	<p>Hello,</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello,</p> <p>I'm writing to express my disapproval of the proposed amendments to the HAF Centre Plan in relation to the southmost two blocks of Robie and Marlborough being changed from ER-1 to HR-2. This is already a busy area with Saint Marry's University and nearby public schools, and any increase in density would create a large amount of congestion on dead end streets. This is a family-oriented neighbourhood that should not be allowed to lose its character and be turned into cheaply built "luxury" condos, only enriching local developers while creating unaffordable housing units.</p> <p>Density is needed in this city, and should be concentrated in the core of the peninsula and downtown where walkable options exist as well as more accessible transit and lifestyle options.</p> <p>(REDACTED)</p>	No
C226	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>I got a notice about the development on Sherwood St and it's going to be too many people in an area that is not equipped for that. 198 dwellings is way too many.</p>	No

	<p>The schools can't handle it. Traffic and parking would be too much. There is also a nice little park there right now and I see deer there all the time. Please do not rezone Sherwood St PID 40606345. I have talked to my neighbours and anyone I mention it to does not want this. It is way too many dwellings for the area.</p> <hr/> <p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>I have been made aware of a proposed zoning change for 9 properties bounded by Waegwoltic Avenue, Oxford St. and Coburg Rd. from ER-3 to HR-1.</p> <p>I am of the understanding that this matter will come before Regional Council in the coming weeks.</p> <p>A number of years ago we, as a neighbourhood approached City Council about the deterioration of the quality of the neighbourhood as many homes were being purchased solely for conversion to multi-unit properties to be rented out basically as rooming houses to service Dalhousie. Council rezoned our neighbourhood to what was then called R1 from R2.</p> <p>One only has to reflect on the sorry state of the out of control student parties where the zoning was not changed to see what the effect has been.</p> <p>A rezoning of the area above to allow high rise construction would decimate the use and character of our home and neighbourhood far beyond what the increased densification has done and will do.</p> <p>Please be advised that I am vehemently opposed to any zoning change which would allow our existing single family dwelling neighbourhood to be destroyed.</p> <p>(REDACTED)</p>	
C227	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p>	No

	<p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>I have been made aware of a proposed zoning change for 9 properties bounded by Waegwoltic Avenue, Oxford St. and Coburg Rd. from ER-3 to HR-1.</p> <p>I am of the understanding that this matter will come before Regional Council in the coming weeks.</p> <p>A number of years ago we, as a neighbourhood approached City Council about the deterioration of the quality of the neighbourhood as many homes were being purchased solely for conversion to multi-unit properties to be rented out basically as rooming houses to service Dalhousie. Council rezoned our neighbourhood to what was then called R1 from R2.</p> <p>One only has to reflect on the sorry state of the out of control student parties where the zoning was not changed to see what the effect has been.</p> <p>A rezoning of the area above to allow high rise construction would decimate the use and character of our home and neighbourhood far beyond what the increased densification has done and will do.</p> <p>Please be advised that I am vehemently opposed to any zoning change which would allow our existing single family dwelling neighbourhood to be destroyed.</p> <p>(REDACTED)</p>	
C228	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>I've reviewed the proposed amendments and am very supportive of the initiative. I think this will help with housing prices and availability and will ultimately modernize communities. Thank you.</p> <p>(REDACTED) Sent from my iPhone</p> <p>Hi (REDACTED),</p>	No

	<p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p>	
C229	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Good Afternoon,</p> <p>This email is in regards to the development that is planned on Sherwood st (8 town houses and 3 five storey apartments building.</p> <p>This is a lovely residential area. Already has a lot of traffic. Caldwell rd is already used to access Eastern passage as it's too busy to access it by the main rd. By adding 198 units this will remove the peacefulness in this area. There is a reason why I didn't buy in the city and bought on the outskirts is because of the residential area as to offer.</p> <p>The piece of land that is being suggested is on top of a hill and it will be impacting the privacy of the residential house has it will look out on all the backyards.</p> <p>Please leave us some green space or build some single dwelling house, not apartment building.</p> <p>Keep this neighbourhood zoned residential. And vote NO for the new development idea.</p> <p>Thank you, (REDACTED) Sent from my iphone</p>	No
C230	Hi (REDACTED),	No

	<p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>I am requesting an extension of the February 16th, 2024 deadline for public input into the HAF proposals, especially the proposal to rezone in Halifax suburban areas to allow 4 single units per lot. I am against this proposal, as are many residents in this area. I feel more time is needed for residents to be fully aware of this proposal and its consequences. Also there needs to be time to allow for public consultation including organizing townhall public meetings for information purposes and to allow for education and feedback to be provided to HRM elected officials and staff. On such an important issue I feel it is necessary to have public meetings held in the local areas including in the Halifax West neighborhoods. Also suggest it would be best practices to advertise these proposals formally and publicly in local media including in print newspapers.</p> <p>Respectfully Yours, (REDACTED)</p>	
C231	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>Just to clarify, there is no proposed zoning change on the north side of Duffus Street between Isleville to Novalea, these properties are zoned a mix of Higher-Order Residential (HR-1) and Corridor (COR) today. The zoning of this block was applied as part of Centre Plan Package B in 2021. The heights on this block currently range from 14 metres (equivalent of about 5 storeys) to 20 metres (equivalent of about 7 storeys). As part of the urgent changes to planning documents in support of the Housing Accelerator Fund, staff are proposing a uniform height increase on this block to 7 storeys which is generally aligned with broad height increases being proposed across the Regional Centre in support of the HAF.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>I am writing to express my strong opposition to zoning changes on the north side of Duffus St. between Isleville St. and Novalea Dr. I realize that Halifax needs more housing however any development should be more in line with the existing neighborhood. A development resulting in a structure up to 7 stories high on that block will severely increase traffic congestion in an area that is already busy. A more modest development of 2 or 3 stories in that area would seem far more appropriate.</p> <p>Sincerely</p> <p>(REDACTED)</p>	No
C232	Hi (REDACTED),	No

	<p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hi there, I live at (REDACTED), just at the end of the brightwood area, and I want to express my excitement and enthusiasm for the new developments that could happen in my area! I know that the scared old white people are going to push back pretty hard, and I just wanted to make sure that you have some emails from the YIMBY contingent! We're here, and we're happy! Let's densify this city! Let's get folks out of tents! Thanks for all you do, (REDACTED)</p>	
C233	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To Housing Accelerator Fund,</p> <p>Good afternoon, I am writing to briefly state my concerns regarding the proposed zoning changes, ER2 to ER3 in my neighbourhood. These are reasons I am opposed to the changes:</p> <ul style="list-style-type: none"> • Preservation of historic character - architecturally unique, well-maintained homes - there is concern developers will knock these homes down (which has already happened in other areas of HRM) and build with no consideration to the neighbourhood feel. • Student housing is a huge concern -or perhaps more so, landlord/tenant accountability - instances of neglect and disruptive behaviour associated with student rentals- Larch/Jennings/Preston street neighbourhood is an example of a neighbourhood that has been affected. • No consultation with the communities - this is a very rushed deadline to the decision • We pay very high property taxes to live in this mostly single-family home, safe, walkable neighbourhood, it does not seem fair we should have to pay such high taxes if our neighbourhood becomes less favourable because of the new proposed changes. • Concern regarding the power grid - this neighbourhood constantly has power go out during the weakest of storms - the capacity of our power grid is questionable-can it support larger developments? 	No

	<p>I propose addressing the vacant lots that are scattered throughout the HRM and the allowance of future demolition. Many homes on Robie street have been demolished and there's no timeline on when new construction is beginning. A beautiful home, triplex, on corner of Jubilee and Robie, was recently demolished - there's an example of where multiple families or people were kicked out of their homes and now it's a vacant lot. That was completely unnecessary. No demolition should be allowed to happen until construction is ready to begin.</p> <p>I suggest if conversion of single family homes are going to be allowed, it should be a maximum of 3 units, NOT a minimum of 4 units. And I suggest those homes must require the landlord occupy one of the units. If it's owner occupied, this would help maintain the upkeep, versus a property owned by a slum landlord.</p> <p>I also suggest if homes are going to be allowed to be converted into multiple rooms-which is usually student housed, I propose a limit on the number of bedrooms to 3 per unit for a maximum of 3 units per house. The fact that homes are being divided into multiple units with 6 bedroom units, is too many. Overflowing garbage bins, unkept yards, multiple vehicles, is efficient on so many multi unit houses.</p> <p>These are my concerns. I know I share these concerns with many in my area. I hope the council listens to the concerns of the people who they are supposed to be representing.</p> <p>Thank you, (REDACTED)</p>	
C234	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Good Morning,</p> <p>I am contacting you about the proposed rezoning of Sherwood Street. I strongly believe that the existing infrastructure is not able to accommodate all the new people who would be moving into the neighbourhood, with the proposed 200 new dwellings in multiple structures. I think there are many other areas that could accommodate this.</p> <p>I have serious concerns about increased traffic, noise, and the unavoidable strain and overcrowding it will cause on schools and daycares in the area.</p> <p>I am against the rezoning of PID 40606345 and want council to vote against it.</p>	No
C235	<p>Hello,</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p>	No

	<p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>We are emailing you today to express our concern and disappointment in the proposed zoning changes to our neighbourhoods. We moved from Vancouver to Halifax several years ago, and lived through the impacts of these types of choices for the city around the Cambie Village area. Between the real estate flipping, developers, land assembly, housing demolishing, traffic...it guts a neighbourhood and impacts quality of life. Despite what Vancouver has done, these changes have not positively impacted access or availability to housing and cost of housing/rents, - they continue to have the same if not, worse issues. This is our lived experience. I question the speed and lack of consultation of this entire process. Why does collecting from the housing accelerator fund mean abandoning the Centre Plan? We want to see Halifax grow and provide positive opportunities for all residents and this is not the way! (REDACTED) & (REDACTED)</p>	
C236	<p>Hi (REDACTED) & (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To those with responsibilities for the proposed rezoning of HRM and the City's application to the Federal Housing Accelerator Fund.</p> <p>Please find attached a letter concerning the proposed HRM rezoning of SMU area.</p> <p>Thankyou,</p> <p>(REDACTED) and (REDACTED)</p>	Yes
C237	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p>	No

	<p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello</p> <p>Please let me add my voice to this disappointment and disagreement with proposed changes to District 5 re-zoning. I'll keep my note short but please don't mistake that for how ill-advised and poorly thought out I feel this plan is, especially given what appears to be a questionable motivation.</p> <p>This isn't a nimby letter, I live close by but it doesn't affect my back yard or my day-to-day activities, but there seems to be utter disregard for maintaining the integrity of an established neighbourhood and a cruel lack of awareness how it will negatively affect many Slayter Street residents. These are people chose to buy homes where under a long standing set of circumstances that HRM is planning to upend unilaterally.</p> <ul style="list-style-type: none"> - Would you like to have multi level balconies appear on your property line and have to look at the BBQs, smell the weed that is guaranteed to blow over, listen to the inevitable loud music and other noise and look at the confederate flag draped over the railing? Not to mention the destruction of any privacy. - Has there been discussion about compensating existing residents because the properties the bought in good faith will soon have much less value? - Anyone living in this area can attest that access and egress to Victoria Road for the planned increase in vehicles will be nothing short of a circus where serious accidents will be an inevitable certainty. <p>There are an infinite number of bullet points one can to the list outlining why it is felt that this a bad idea that will create animosity towards HRM and alienate the electorate but you get the idea and I promised to be brief.</p> <p>There are many areas of potential development very close by that can accomplish HRMs goals without the punishment to existing residents. If common sense loses out on this one, it will be a sad commentary on our decision making process in this city.</p> <p>If there is any mechanism where opinions are noted and logged, please add my name to those others who hope that this proposal as it stands is re-considered</p> <p>Thank you</p> <p>(REDACTED)</p>	
C238	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>February 10 , 2024</p>	No

	<p>To whom it may concern</p> <p>I am writing this letter to express my opinion about the proposed zoning changes to our neighbourhood. I have concerns about the effects these changes will have, the reasons for making them, the process by which these changes are being implemented, and the absence of community input. We live at (REDACTED) near Conrose Park in a family neighbourhood. We purchased our home 2.5 years ago and were happy that we could find an area like this on the peninsula, suitable for raising children. Our kids were (redacted) years old when we moved here. This neighbourhood is ideal for families which is evidenced by the number of households with babies and young children. Long term homeowners often share stories from the past when they raised their now young adult children here, which illustrate what a great family neighbourhood this is.</p> <p>We are acutely aware of the issues on Larch Street where student housing has been integrated into a neighbourhood that was once like ours. Even though we are a significant distance away, we can hear the parties and noise that goes along with it. There are also numerous other negative effects of mixing student housing into a neighbourhood where young children are being raised. With the proposed zoning changes and our proximity to Dalhousie, it is a certainty that our community would experience a similar outcome as Larch street. In caring for and raising children through infant, toddler, and child phases, parents often become sleep deprived and stressed under the best circumstances. In a family friendly neighbourhood, these situations get supported by neighbours that are going through, or have gone through, the same experiences.</p> <p>I'm also concerned about the reason for this swift and sweeping change proposed for most family neighbourhoods in the whole of HRM. Does the council not wish to support family friendly neighbourhoods on the peninsula anymore?</p> <p>Does the council believe the destruction of family neighbourhoods will solve the current housing crisis?</p> <p>Is there no other way to solve the housing crisis than the destruction of family neighbourhoods?</p> <p>How many housing units could be brought to market if the council stopped developers from purchasing and demolishing current units, then leaving these lots vacant? It only takes a quick drive on Coburg between oxford and robie to see where upwards of 100 units could be built on lots where housing stood a year ago, but a developer bought and removed those units and the land has been sitting vacant for around a year now. Then on robie between university and quinpool where numerous houses have been purchased and removed leaving vast amounts of land sitting vacant for over a year at this point. Why doesn't the council take action to bring this land back to use for housing instead of making the peninsula unwelcoming for families and young children?</p> <p>Actions taken by the municipal government should represent the wishes of the constituents that they are elected to represent. There has been any consultation with members of our community about these zoning changes, and I feel this lack of community representation surrounding this very important issue, will be evident in the next election.</p> <p>Thank you (REDACTED)</p>	
C239	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Dear Sir or Madam,</p> <p>This is (REDACTED), the house owner of (REDACTED) Halifax.</p> <p>I don't support these proposed zoning changes for my neighbourhood zoning to HR2.</p> <p>Best regards,</p>	No

C240	<p>(REDACTED)</p> <p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Dear Sir or Madam,</p> <p>My name is (REDACTED). The house owner for 2 properties:</p> <p>(REDACTED), Halifax, NS, B3H 1H1;</p> <p>(REDACTED), Halifax, NS, B3H 2Y1</p> <p>I'm writing to express that I don't support these proposed zoning changes for my neighbourhood to HR-2 Zoning .</p> <p>Best regards, (REDACTED)</p>	No
C241(1)	<p>The stated goals of the Housing Accelerator Fund are: "Encouraging initiatives that increase housing supply and promote the development of affordable, inclusive and diverse communities that are low-carbon and climate-resilient." Certain zoning changes proposed for HRM will not meet these goals — in specific, the up-zoning to 40 storeys in areas of Halifax peninsula. Forty-storey towers are neither low-carbon nor climate-resilient, certainly not affordable and therefore not inclusive either. Failure, right out of the gate!</p> <p>The province and municipality are desperate for this federal money, but quality must trump quantity. What is the point of installing acres and acres of junk architecture that will not satisfy our needs or our governments' stated goals?</p> <p>Prior to this HAF proposal, HRM had instituted some positive changes to the zoning legislation that will help to address the "missing middle," and more needs to be done. Housing is in crisis, but it's not the only issue requiring consideration.</p> <p>This is an opportunity to do things right. What kind of city do I want?</p> <ul style="list-style-type: none"> • A city that cherishes its unique character and heritage and does everything possible to protect it. • Thoughtfully designed communities of mixed, human-scale housing with easy access to amenities. • An adequate amount of public and below-market housing, well-designed and well-maintained. 	No

	<ul style="list-style-type: none"> • An excellent transit system and connected bike lane network. • Lots of mature trees. • Pocket parks all over the city. • Easily accessible and affordable recreation facilities. • Smaller, more numerous schools in walkable neighbourhoods — smaller schools are better for kids. • Smaller, more numerous grocery stores — no more food deserts caused by restrictive covenants. • Space-saving parkades instead of vast parking lots. • Elimination of free parking at malls and business parks — level the playing field. • More retail business in downtown, less suburban Big Box retail. • Fewer drive-thrus. • Multi-storey buildings and parkades in business and industrial parks — defer the need for continual expansion. • A city that respects all its citizens, provides for genuine public consultation, and allows a reasonable appeal process. <p>I acknowledge that some items on this wish list are perhaps naive and beyond HRM's direct control, but it's my sincere wish that genuine and respectful co-operation between the province and the municipality would be possible to bring them about.</p> <p>Quality is what really matters in the long run.</p> <p>Respectfully, (REDACTED)</p>	
C241(2)	<p>Hi, Joshua, see below.</p> <p>Leslie</p> <hr/> <p>Hi Lindell and HRM councillors,</p> <p>I'm writing to urge Council to support a proposed delay in this process. There has not been enough time to thoroughly examine the elements of the proposal, nor for adequate public response.</p> <p>~ (REDACTED)</p>	No
C242	<p>February 10, 2024</p> <p>To whom it may concern,</p>	No

	<p>I am a concerned citizen of Halifax, community member, and a mother of two small children.</p> <p>First off, I acknowledge there is a housing crisis and appreciate people working behind the scenes to problem solve. However, I disagree with the “solutions” most recently proposed. Changing neighbourhoods from ER2 zoning to ER3 will not fix the housing crisis our city is facing today. These changes will take years, if ever, to support a crisis that needs fixed today. I feel as though my community has no voice in these proposed changes. I would like to see my children grow up in a city where they have a voice in protecting their neighbourhoods and communities.</p> <p>Living in my current neighbourhood has greatly enriched our lives in numerous ways. I maintain constant and close contact with my neighbours, and we often walk places with our children. Many days our children run free until the sun goes down. They are living happy lives with a ‘village’ supporting their growth and development. They will grow up into individuals who appreciate and value the sense of community a city can bring you and your family.</p> <p>Many members of our neighbourhood are deeply concerned about being left out of the current zoning changes. I strongly advocate for stopping this process immediately. Our communities should be involved in the decision-making process when making significant, possibly even detrimental, changes to the streets we live on.</p> <p>Thank you for taking the time to read and consider my concerns.</p> <p>(REDACTED)</p>	
C243	<p>Please delay the process for the accelerator fund proposal. Staff and citizens need more time to understand the implications off such momentous changes to HRM</p> <p>(REDACTED)</p>	No
C244	<p>Thank you for the opportunity to provide comments on the proposed changes. In short, we absolutely must do this.</p> <p>The number of units needed to support the province’s population projections as well as our ethical obligation to do everything in our power to relieve the current housing crisis mean that we must set aside hesitation and embrace the transition our city is experiencing.</p> <p>A moderate approach that supports secondary suites and building the “missing middle” will enable gentle density without drastically changing the character of neighborhoods. High density housing in designated areas will bring vibrancy and economic development.</p> <p>Looking forward to seeing the city make this important step. Thank you. (REDACTED)</p>	No
C245	<p>Halifax is an amazing city and growing rapidly. We need housing to meet this demand, but that does not mean that we necessarily need height to show for it, nor do we need to line the pockets of developers.</p> <p>The word “accelerator” in the title was the first clue that this idea has been rushed from start to finish and I urge a more thoughtful approach to densifying our neighbourhood, which is both needed and inevitable. Below are both the concerns I have with this program as well as a solution that could make Halifax a city of home ownership, not owned by developers.</p> <p>Concerns:</p>	No

	<p>Costs of student housing. Homes have been transformed to stuff as many students in as possible. These houses are not well maintained, so why would students bother to treat it any differently. Yards are littered with old furniture and beer cans. The street parties create chaos while costing tax payers. 82k was the cost for police presence at one such street party. Eighty-Two Thousand Dollars. It's embarrassing that our city is making headlines for this reason.</p> <p>Environmental impact. This rezoning will lead to the destruction and landfill of perfectly good and historical housing. Preservation of our history is important. The architecture of Halifax is uniquely it's own.</p> <p>Reduced homeownership. When a developer purchases a home it is removed from the market for someone to become a home owner. Below is more detail on this.</p> <p>Solutions:</p> <p>Owner occupied multi-units. The problem with existing multi-units is that there is little accountability from landlords to ensure that tenants are respecting both the property and the community. This rule would allow homes to maintain their character and increase home ownership. When a property is up for sale the competition for the property would not be people looking to make money off of the property (ie developers). It could be a couple and a single parent joining together to buy a property and renting out a third unit. In this example two new groups of people have entered home ownership when it was otherwise unattainable and the community is stronger for it. There would be more involvement with ensuring that the tenants are respecting the property and community. This idea has roots in rules that have been put in place for short term rentals as well, where an Airbnb has to be the primary residence of a person. All of this is to prevent homes from leaving the market of homeownership.</p> <p>Additionally: A Tax on homes bought that will not be owner occupied. A one time percentage tax when purchasing the house. This will create a market that promotes home ownership, home owners who will undoubtedly take advantage of the opportunity to utilize new zoning that allows more units in order to help with their own mortgage. By creating a tax for developers we will see the cost of housing go down as competition will be directed toward those wishing to become home owners.</p> <p>By creating an added cost to those wishing to own an income property, it takes away the opportunity for another to become a homeowner. This widens the wealth gap which is a big issue in our society.</p> <p>Another solution to the housing crisis is improved public transportation. Not everyone wants to live close to downtown where they may work. Where will the money come from? How about all that money spent on street parties.</p> <p>Lastly, we need to be thoughtful about what kind of city you want to live in? What kind of place do you want to leave to your children? These are decisions that should not be rushed in some 'accelerated' plan that is clearly not thought through. It's important to maintain a sense of community. A great example of density and community is Schmidville which doesn't require heigh, so I know this is possible throughout all of Halifax.</p> <p>Warm regards, (REDACTED)</p>	
C246	<p>Dear Housing Accelerator Fund Team,</p> <p>I am very concerned about the proposed increases in allowable height to 30 to 40 storeys in some areas.</p> <p>I understand that the objective of the HAF is to speed up the construction of affordable, environmentally sustainable housing. I question why 30 to 40 stories would be allowed. Such buildings are complex to build and there would not be many developers in HRM who could undertake them.</p>	No

	<p>But if they were able, such large buildings are so expensive to build, and the use of concrete and steel so necessary, that the units would be neither affordable nor environmentally sustainable.</p> <p>We do need student housing. If HRM allowed Airbnb-type rentals for the summer months in areas near the universities, this would certainly encourage more tourists to come through the summer tourist months. And the landlords would have to keep their properties up appropriately to have them be to a good Airbnb standing. Right now it is very difficult to find a reasonably-priced Airbnb in Halifax and the hotels are often full in summer.</p> <p>Yours truly, (REDACTED)</p> <p>Norwood Street, Halifax</p>	
C247	<p>Good afternoon,</p> <p>We have a site at the corner of Liverpool and Dublin Streets. The proposed zoning changes will certainly help us with the planning and design of our site. We will now be moving this site forward as soon as the changes are adopted, which will bring units to market much earlier than initially planned.</p> <p>Regards, (REDACTED)</p>	No
C248	<p>Hello,</p> <p>Just writing to show my support for the proposed amendments to our planning policies, especially 40+ story buildings and higher FAR in CEN zoned areas. This will be a drastic improvement to the development, feel, and density of our city.</p> <p>The city has been waiting a long time for this!</p> <p>Regards, (REDACTED)</p>	No
C249	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>The proposal to allow up to four residential units on a lot is intended to apply to all areas that have access to municipal water and sewer, including the Beaverbank area. Further, there are proposed changes to backyard suite standards (increase in floor area and height) that are intended to apply across all of HRM.</p> <p>All the best, JOSHUA ADAMS, LPP, MCIP</p>	Yes

	<p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Will this include Beaverbank? Specifically Lost Creek Village?</p>	
C250	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>In my view by increasing density and height in the Central district you are causing long term losses for short term gains. You are ruining the neighborhoods that make peninsular Halifax one of the most liveable cities in Canada. If you look around at the cranes and construction you will see that thousands of housing units are about to come on stream. The housing crisis will be corrected by the time the housing created by the accelerator comes on stream. In particular, leave Agricola Street alone. It is the one welcoming, interesting and trendy street left on the peninsula.</p> <p>(REDACTED)</p>	No
C251	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Good day, I live in the area adjacent the proposed development on Wilton Crescent. I am not opposed to the development in principle however do have a few suggestions. The area, currently zoned R1, has few services. Frankly, it's an annoyance of living here. I'd suggest that any development include some retail space to help improve services in the area. Also, cell phone reception is terrible in this area even with the towers at the top of astral drive. With more people living here, it should also be suggested for one of the buildings to have cell towers added to increase signal strength.</p> <p>Submitted respectfully,</p>	No

	(REDACTED) Dartmouth, NS	
C252	<p>Good evening,</p> <p>Please see the attached correspondence.</p> <p>Kind regards, (REDACTED)</p>	Yes
C253	<p>Hello,</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>(REDACTED) 11 February 2024</p> <p>To Mr Wayne Mason and HRM Councillors,</p> <p>We are concerned residents living in the SMU neighborhood of the Halifax Regional Municipality (HRM) and are writing to express our concerns regarding the proposed re-zoning plans and the City's application to the federal Housing Accelerator Fund. Our priority is the well-being of our communities, and we advocate for inclusive planning, sustainable transportation, green spaces, and other elements crucial for diverse and environmentally responsible neighborhoods.</p> <p>While we support the concept of increased density, we strongly oppose the proposal for HR-2 high-rises in residential areas neighboring Saint Mary's University. This plan contradicts Minister Sean Fraser's call for gentle density near educational institutions and lacks sufficient consultation with residents.</p> <p>The proposed zoning changes raise several specific concerns, including their impact on neighborhood character, traffic congestion, and green spaces. Furthermore, the lack of consultation with universities and residents is concerning, and the proposed changes deviate significantly from the Centre Plan, lacking transparency.</p> <p>We urge the city to reconsider the HR-2 zoning proposal and prioritize collaborative, transparent planning that serves the interests of all residents. We demand clarity on the rationale behind these changes, exploration of alternative solutions, and assurance of long-term planning for sustainability, infrastructure, and affordable housing.</p> <p>Sincerely,</p>	No

	(REDACTED) and (REDACTED)	
C254	<p>We, (Redacted) and (Redacted), (Redacted), Halifax, Nova Scotia, give our permission for our names to be added in support of the SMU area neighbourhood letter to the Halifax Regional Municipality on zoning amendments, as attached.</p> <hr/> <p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hi Waye,</p> <p>I'll be endorsing a neighbourhood email to the city, but these are just a couple of other thoughts. It has been very kind of you to not only take the time to read my email, but to reply as well, especially as this has become such a hot topic, and you are, no doubt, overwhelmed.</p> <ol style="list-style-type: none"> 1. I grew up on Gorsebrook Ave. and saw that street drastically change with the building of the SMU residences in the late 1960s, then saw my present street drastically change with the addition to HGS. We see it from the front and our back of our townhouse. 2. Students can walk for 15-20 minutes to go to school. We did, and more. We did not have cars, or bus passes. . We drive/walk by them daily, using their bus passes. They do not need to live on top of the campus. Besides, let's face it, other areas will be cheaper. 3. The streets just north of Dal campus have been horribly impacted by the concentration of students living there. We always felt lucky that the students at SMU were more spread out throughout the city. 4. I know the SMU campus well. They have room to build low-rise housing on Inglis St., where they have three parking lots, and their property on the end of Robie St. and Gorsebrook Ave. There is no need to ruin the pleasantness of the surrounding streets. That amount of parking should be discouraged, moving into the future. The university is the one who should be made to provide housing, not the entire surrounding streets. <p>Thanks, again, Waye.</p> <p>(REDACTED) Sent from my iPad</p> <p>Room for building housing on SMU campus.</p>	Yes
C255	HI (REDACTED),	Yes

	<p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello again,</p> <p>I wanted to add another thought to my earlier email (below).</p> <p>In the last few days I have come to a better understanding of the specifics of ER2 vs ER3 zoning. I would like, at this point, to revise my request to advocate for ER2 zoning in the area around SMU, rather than ER3. I believe this change can accommodate what HRM would like to accomplish in this area. Certainly in combination with the housing solutions that SMU is undertaking themselves, ER2 will be more than sufficient and will have far fewer effects on the increased infrastructure that will be needed. HR2 zoning is far more than is required in this situation and will have serious adverse effects on existing housing.</p> <p>Thank you for adding this information to my earlier feedback.</p> <p>(REDACTED)</p> <hr/> <p>Hello,</p> <p>Please find attached a letter providing feedback on the proposed zoning changes. You may contact me at this address if you would like to discuss further.</p> <p>Thank you,</p> <p>(REDACTED)</p>	
C256	<p>Hello! I'm happy to see you're making plans for more housing, thank you.</p> <p>Please do not destroy the McIntosh Watershed any further. This is the area that surrounds Long Lake, and the green spaces between Herring Cove Road and Purcell's Cove Rd to Heberdine.</p> <p>I understand we have a housing crisis, but the environmental repercussions will only cause future problems. The wild land in the Spryfield/Herring Cove area is a desperately needed area for the wildlife, water flow (watershed) and human recreation. VITAL IMPORTANCE!</p> <p>We recently had to leave our apartment for renovations. Now our rent is almost double than it was prior to that event. I hope you have a plan to house the evicted tenants while you renovate (or whatever politically correct word will be used for "eviction"). Do build up, please. But kindly do so with compassion for the natural landscape and existing tenants.</p>	No

	<p>I look forward to the possibility of moving into an affordable apartment with a balcony, in this community I adore, surrounded by nature.</p> <p>Thank you, (REDACTED)</p>	
C257	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Thank you for the response.</p> <p>As in said when providing feedback for the Center Plan, I support growth. But it must be SMART growth.</p> <p>I do not accept that the planners and Councillors who support these changes have the moral authority to make thoughtless, short-sighted, decisions that will hollow out our community to the sole benefit of wealthy developers.</p> <p>(REDACTED)</p> <hr/> <p>Hi, thanks for your email about the proposed urgent changes to the Centre Plan and suburban area plans. There is every sign that staff intend to make real revisions to this proposal based on feedback, so it is important folks take the time to review and respond.</p> <p>I'm still crafting my own response and it's thoughtful emails like this that are going to help me create my submission, which I will make public. I think the key is to say "Fraser wanted more student housing within walking distance and wanted missing middle, and your proposal is so intense it will be slow to land assemble, slow to build, and expensive when it comes on market". 7-9 stories is NOT missing middle. 3-4-5 story shotgun flats that look like a montreal street on South makes sense, and ER2 allowing some more units (as it always has since the 1970s) makes sense to me. Wood frame and 3-4 stories is desired as it is faster to build than concrete towers, so we want a mix. These are good places for that. Pushing to 9 story buildings on Dalhousie or whatever actually means less chance of more units fast. Does that make sense, it has been a long week. I'm not sure ER3 makes sense either, as proposed. An intensification of ER2, a deliberate application of ER3 and creating an ER4 or HR3 to go on corridors and arterials, I agree could make sense. I worry the blanket application was driven by the rushed timeline not well conceived plans and measured impacts.</p> <p>If you have not seen it, I took a weekend to go through the proposal and summarize the top points here: https://wayemason.ca/2024/01/29/district-7-update-centre-plan-update-and-district-7-changes/</p> <p>In addition to emailing me, I encourage you to email haf@halifax.ca and CC me at waye.mason@halifax.ca by February 16. Hope this helps, and if you have specific questions for me as you are reviewing and reading, please send them my way!</p> <p>Waye</p>	No

	<p>Dear Councillors,</p> <p>I have reviewed the proposed zoning changes as part of the Housing Accelerator Fund agreement. I also reviewed and provided feedback for the Center Plan which was approved by Council in late 2021, so I was surprised to learn that the Council has quietly proposed major deviations from the Plan as part of the HAF. There is nothing 'gentle' about the significant increase in HR-2 zoning in my neighbourhood and it is disappointing that there has been no meaningful engagement with the impacted community.</p> <p>There is a large amount of undeveloped land on the peninsula and I do not understand how encouraging major change to established neighbourhoods can possibly be consistent with the Vision of "enhancing quality of life by fostering the growth of health and vibrant communities". Nor, do I understand the arbitrary nature of the re-zoning - is it a requirement that 'student housing' must be contiguous with university property? Like anyone else in our community, I am sure students are able to walk a kilometre or two, if there were more appropriate areas to redevelop. For example, why not continue the development of Seymour street down Vernon to create a corridor to Quinpool road?</p> <p>It would be easy for you to dismiss concerns such as mine as NIMBY. Having lived and worked in much larger cities, I understand the need for increased density and development. And I understand the need to take advantage of the HAF. However, a knee-jerk, short-sighted plan that may harm established family neighborhoods is not worth it.</p> <p>I strongly encourage you to rethink your current plans, meaningfully engage with the community, and consider how the plan fits into the long-term development of the city core.</p> <p>Regards, (REDACTED)</p>	
C258	<p>Hello,</p> <p>I am sending this email to say that I am strongly opposed to the proposed ER-3-Zoning changes. There has been little to no public process nor consultation regarding these changes. A very undemocratic approach which is extremely concerning.</p> <p>Regards, (REDACTED)</p>	No
C259	<p>Hi Wayne</p> <p>Thank you for your reply. I am glad to see that there seems to be a recognition that this zoning plan has been a rushed botch job.</p> <p>I'm sensing some back peddling here when there is sudden mention of housing for staff at the institutions. Given that student enrolling is reasonably static at best I can't imagine why staffing requirements have suddenly rocketed to need a massive wall of housing surrounding the facility. Are we to understand that an inability to walk more than 400 meters is a job requirement?</p> <p>If SMU is building its own student accommodation for 1000 does this not free up a similar number from the surrounding community?</p> <p>Please reconsider these ugly proposals and find a gentle way to densify that isn't restricted to the insane and arbitrary 400 meter rule.</p> <p>Thank you (REDACTED)</p> <p>Rogers Drive</p>	No

Hi, (REDACTED) great to hear from you, thank you for taking the time to write this.

This is the start of a public process that will meet all the legal and I feel ethical moral requirements for consultation and discussion. I know it is shocking to see these changes come forward, but it is a good conversation to have and a needed one.

Federal Minister Fraser asked for more missing middle options, and more units within walking distance of the universities. Is this doing what he wants?

It is important to note that while SMU is going to dramatically increase housing for undergrads, graduate students, adjunct faculty, staff, folks with families, lower income wage earners who work at the schools, universities, hospitals, service sector all need housing too, so some form of intensification around our universities makes sense to me.

Changes to ER zones are required, we already allow multiunit conversions in all zones. I am not convinced blanked application of ER3 makes sense, and share many of the concerns I am hearing.

There is a lot to think about here – the missing middle/faster construction COULD be as big as say Velo on Gottingen, which was 4 stories of wood frame on top of a concrete slab first floor, for a total of 5.

Missing middle could be stacked (over and under) town houses just 41 feet tall for 4 stories like the condos on the old Ben's Bread on Preston. It could be townhouses like on Bens bread on Shirley, or smaller, like the ones on Joe Howe at Craigsmere. 7-9 stories in not missing middle, would generally be concrete, sprinklers, elevators, underground parking, etc.

Wood frame would come faster than concrete.

I am not convinced the heavy handed HR through block makes sense. Intensity on Robie and Gorsebrook, and Tower LOTS, more units allowed in ER2 zone, may get us what we need, put not 7-9 stories there.

I think changes are needed, but I think we need to be a bit more nuanced than these changes, that's for sure.

Hope this helps,

Waye

I would like to complain about the disgraceful way the city is trying to bring about massive zoning changes that will alter the entire south end of the city. It has been underhand, rushed and lacking in any consultation. I keep finding neighbours who still don't understand the scope and how it will affect them. This disregard and contempt displayed by the city towards its residents should offend and appall even those not affected by these changes.

The inanity of stipulating that student housing be within 400 meters of campus is staggering. Will you be providing crosswalk monitors to help them over Tower Road? Are we going to have every child able to have a school so conveniently placed as well?

It is incredible that the universities don't even appear to have been consulted. SMU has its own plans for housing on its own property. It even has unoccupied rooms as I write. The new zoning was meant to solve a problem that doesn't exist. The long term goal of gentle, thoughtful densification seem to have been forgotten to the delight of the property developers who are already starting a feeding frenzy. This will only make the city more unaffordable. It will make the awful traffic chaos worse than ever and ultimately make it a less desirable place to live.

	<p>We are all on the same page about gentle densification. An upgrade to the original ER3 for the entire south end would be a good solution as would actually building on the numerous empty plots owned by private developers and the city itself. If the city can at a stroke strike down Covenants that have been in place for 70 years surely they could compel building on empty lots.</p> <p>What thought if any, has been given to the needs of this suddenly enlarged population; traffic flow, healthcare education, green space?</p> <p>I would like to know what thought has been put into evacuation plans for the peninsular in a crisis situation? Last year's fires and the prospect of these only intensifying with global warming surely gave the city pause for thought. Rogers Drive, Gorsebrook and Robie are all dead end streets. This must make tackling emergencies unmanageable.</p> <p>I am embarrassed to read in the Globe and Mail that Halifax doesn't even make the top 100 of Canadian cities will you not be happy until we are in the bottom 100?</p> <p>Regards (REDACTED)</p>	
C260	<p>Hi (REDACTED)</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Good Afternoon,</p> <p>I am writing in contest of the proposed changes to the District 7 re-zoning as it relates to the updated Center Plan and Housing Accelerator Fund. I live at (redacted) and will be directly impacted by these proposed changes to add multi-unit low rises across the street. I moved to this neighborhood specifically because it is a single-family neighbourhood where I can raise a family. Having previously lived on Larch Street in the center of the student mayhem (and on-going failure of action by the City and University), this is a sensitive issue for me. I support urban density as long as it is thoughtfully integrated into the cityscape. This proposed rezoning appears to have little logical reason other than for profiteering by developers or receiving a quick boost of support from residents outside of the downtown core who don't have to deal with the repercussions of these poor decisions. The reality is, the land value is prohibitively expensive to do anything affordable other than through heavy subsidy (profiteering) and the scale and scope of the proposed rezoning won't have a meaningful impact on increasing urban density. The outcome will make a few individuals incrementally more wealthy while sacrificing the sanctity of a neighborhood that has stood here for generations. Further to that, the area can hardly support an increase in density; we have very little thorough-fares and limited parking. We have experienced events of low-to-no water pressure during summer heat. Without a massive infrastructure investment (again, another subsidy that will benefit very few), I don't see how any increased density can even be supported. If the funds set aside are to be best used, the obvious choice would be compel development of City sites recently sold to developers. Most of those locations are ripe for affordable, high-density buildings as they sit on the major road arteries into and out of the city. I am not sure how anyone in your office can offer that there is a net benefit to the proposed rezoning and redeveloping these areas given the required investments, eventual cost of units developed and sacrificing some of the few remaining neighbourhoods on the peninsula. I would be happy to hear your response and view on how this is beneficial to anyone other than a handful of already wealthy developers.</p>	No

	<p>Thanks,</p> <p>(REDACTED)</p>	
C261	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>We also look forward to receiving the broader neighbourhood feedback, and note that staff will take this feedback into consideration when finalizing the proposed amendments.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Good morning.</p> <p>I am writing to voice my opposition to the proposed changes to HR-1/HR-2 zone which are a response to the federal FAH. Our neighbourhood group is in the process of preparing a detailed reply to the latest staff proposals.</p> <p>(REDACTED)</p>	No
C262	<p>Hello,</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello,</p> <p>My feedback on the housing proposal is that the issue is not density of housing, the issue is growth that is too extreme too fast. Before the pandemic influx of people from other provinces and other countries NS had sufficient housing. Less immigration and migration to NS is what would actually help Nova Scotians.</p> <p>Warm regards.</p>	No
C263	<p>Hi (REDACTED),</p>	No

	<p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To whom it may concern,</p> <p>I highly support additional density in the HRM, especially within the regional centre, in order to economically and environmentally support a future for this city. I think that the proposed measures do not go far enough - that there will be areas within a short walk or bike of the downtowns that do not even support basic CEN or HR-2 standards is very strange to me.</p> <p>For example, I see new large apartment buildings going up in car dependent areas like West Bedford, but the most ideally located and walkable parts of the South End only support mansions for millionaires... and this new plan barely changes that. What's with that? Surely the best way to quell development concerns about traffic would be to make sure a great amount of our growing population can live without continually adding to traffic throughout the regional centre and surrounding suburbs.</p> <p>I hope that, if we cannot make Halifax a real, functional city, this perspective at least helps persuade municipal officials and staff that there is a perspective other than the Don't-Let-Me-See-Housing approach continually shouted by those who continually search for an opportunity to do so from the isolation of their single family house. If you are interested in understanding how typical perspectives differ from those you hear the most, I would recommend looking into Vancouver's Jericho Lands market research polling compared to the ShapeYourCity results. This precedent shows that typical city residents have a preference for dense, transit-oriented development that is not reflected in self-selected feedback opportunities. Please take this into account when deciding the future of our city, and choose what will create the future we need.</p> <p>Sincerely, (REDACTED) West End Halifax resident</p>	
C264	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello Counselor Mason,</p>	No

	<p>I live on Pine Hill Cres and am happy to see the proposed change to ER-3 zoning. I became aware of this issue when a flier arrived with concerns about the zoning change. I read the information on your website and learned more about the concept of the missing middle. I also took some time to learn about urban planning in other Canadian Cities.</p> <p>I am a very privileged professional, in my mid 50's and would love more options to stay in this area, but downsize my home. I would very much support more 4 story, denser developments that will allow students, seniors and young families to share the peninsula, and encourage more active and public transient infrastructure that increased density will demand.</p> <p>I want you to know that I'm talking to my neighbours and am trying to get a balanced discussion and combat NIMBY ideas.</p> <p>(REDACTED)</p>	
C265	<p>Please find attached an updated letter with more endorsements, replacing the <HRM Zoning Neighbourhood Letter (Endorsed).pdf> sent yesterday.</p> <p>Thank You,</p> <p>(REDACTED)</p> <p>On Feb 15, 2024, at 9:56 PM, (REDACTED) wrote:</p> <p>The attached letter (HRM Zoning Neighbourhood Letter (Endorsed).pdf) has been reviewed and endorsed by 116 Halifax residents living in the area around Saint Mary's University and Dalhousie University.</p> <p>I also attach visuals we commissioned from William Nycum & Associates Limited of the proposed zoning envelopes around SMU and Oakland Road. We consider the impact of these on the built environment to be a staggering intrusion on the current cityscape around the Dalhousie and Saint Mary's University districts, to say nothing of the impact on those having to live right next to such towers.</p> <p>Please consider these submissions in coming up with your recommendations to Council and reconsider your revising your current zoning proposals.</p> <p>Thank You,</p> <p>(REDACTED) o.b.o Residents of the SMU and Dalhousie districts <HRM Zoning Neighbourhood Letter (Endorsed).pdf> <HRM Zoning Visuals - Proposed HR2 - Copy.pdf></p>	Yes
C266	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <hr/> <p>Dear Councillor Mason,</p>	No

	<p>I live in a single family home on Pine Hill Crescent. I'm writing in support of the proposed zoning changes. I feel that providing opportunities for more student housing in the neighbourhood should actually reduce traffic. I appreciate the detailed and thoughtful commentary you have provided in your newsletter. My concerns are the same as yours regarding empty lots, so I support some kind of empty lot taxes or demolition controls. Additionally, given the recent push for installation of photovoltaic panels on houses in the neighbourhood, I'm concerned about solar rights and think that the municipality needs to address this. People purchase photovoltaics based on expected returns on investment, given current solar exposure. We are going ahead with this on our own home, but I worry that those who have done this already and then get an adjacent 9-storey apartment building that blocks their sun exposure.</p> <p>I'm wondering if the provisions for rooftop landscaping/agriculture/solar panels that are already part of the Center Plan should be amended to force/encourage new apartment buildings (not the townhouses but the apartment buildings in the up to 9-storey zones) to make use of their roof space. This might be a way to offset the loss of solar access, although it wouldn't help any particular homeowner who loses solar access.</p> <p>Best wishes, (REDACTED)</p>	
C267	<p>Hi, Please add (REDACTED) concerns. Thank you.</p> <p>IONA STODDARD (SHE/HER) COUNCILLOR DISTRICT 12 TIMBERLEA-LAKESIDE-BEECHVILLE-CLAYTON PARK WEST-WEDGEWOOD PO BOX 1749 HALIFAX NS B3J 3A5 T. 902.240.7926 F. 902.490.4122 iona.stoddard@halifax.ca www.halifax.ca</p> <hr/> <p>Good Morning Ms. Stoddard,</p> <p>Please find attached a letter expressing our concern and disagreement with the HAF Fund proposal.</p> <p>Thank you, (REDACTED)</p>	Yes
C268	<p>Hi, Resident (REDACTED) wanted me to share her concerns. Thanks</p> <p>IONA STODDARD (SHE/HER) COUNCILLOR DISTRICT 12 TIMBERLEA-LAKESIDE-BEECHVILLE-CLAYTON PARK WEST-WEDGEWOOD PO BOX 1749 HALIFAX NS B3J 3A5 T. 902.240.7926 F. 902.490.4122 iona.stoddard@halifax.ca www.halifax.ca</p> <hr/> <p>I Again Iona,</p>	No

Thank you for your reply.

I will indeed provide my comments via the email you provided as well as to my MLA.

And yes, if you can please share my concerns with the Regional Council through the Municipal Clerks Office, that would be appreciated.

Thank you again and thank you for the work you do on our behalves.

(REDACTED)

Good morning (REDACTED),

Thank you for taking the time to send your email outlining your concerns about zoning changes in the Wedgewood area.

Staff reports are currently being drafted and are expected to be presented to the Regional Council in February and March 2024. Residents can provide questions or feedback on the amendments until Friday, February 16, 2024, to haf@halifax.ca. Any information shared with the municipality will be to inform a report to the Regional Council in March 2024. There will be additional opportunities for public input at that time.

Please advise if you would like me to share your concerns with the Regional Council through the Municipal Clerks Office. Also, please see the link below for additional information.

Housing Accelerator Fund | Regional & Community Planning | Halifax

Kind regards,

Iona

VICKI PALMETER
SHE/HER
COUNCIL CONSTITUENCY COORDINATOR
COUNCILLORS' SUPPORT | OFFICE OF THE CHIEF ADMINISTRATIVE OFFICER

Good Evening Iona,

I am am writing to let you know that I am deeply concerned about the proposed zoning changes to allow for a minimum of 4 units per lot in the Wedgewood neighborhood under the Housing Accelerator Fund.

My family and I purchased a home on Wedgewood Ave. precisely because this is a single-family home neighborhood with a park-like feel. I am against having this zoning changed, especially given all of the high density housing going up around this unique neighborhood.

What the HRM needs is affordable housing options, not more of the \$1M plus mega-homes that have recently been squeezed onto subdivided lots in the Wedgewood neighborhood.

Please let me know if there is anything further that I can do to register a firm "No" to this proposed zoning change.

	<p>Thank you!</p> <p>(REDACTED)</p> <p><image002.jpg></p>	
C269	<p>Hello,</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>And to answer your questions:</p> <ol style="list-style-type: none"> 1. We've had consultation with Dalhousie, but I don't think we've heard from SMU. The proposed changes are a to support a long-term framework to enable more density in key areas, such as along transit corridors and near post-secondary institutions. I'll note that enabling more density near universities does not mean the resulting housing could not be used by the general population (other than students). 2. Staff are actively working on planning for an anticipated population growth of 1 million residents by 2050. We have been in discussion with Halifax Water and other departments regarding anticipated growth trends. Water and sewer capacity specific to a project is reviewed at the time of a development application, and there is still a long lead time between approval of zoning changes and any resulting development being completed with water/sanitary infrastructure being used. 3. New developments will need to comply with the Centre Plan land use by-law requirements, which includes complying with the Shadow Impact Assessment Protocol and Performance Standards (for buildings over 20 metres in height) 4. This is not the responsibility of Planning & Development 5. The consultation period was open from January 16 and will close on February 16. Following this, there will be additional opportunity for public input when the amendments are finalized and brought to Regional Council for consideration. <p>I'll note that the proposed changes are still in draft form and are subject to change.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p>	Yes
C270	<p>Hello Halifax Council and Staff,</p> <p>I am writing concerning the proposed rezoning of our neighborhood in the SMU area. As a property owner at (REDACTED) (who will be directly impacted by the proposed land rezoning), I would like to express my concern with the proposed plan.</p> <p>In the haste for quick cash (from the Federal government), you are going to ruin a neighborhood and make Halifax that much less desirable/livable. I feel like this hasn't been fully thought through and that you are just being reactionary.</p> <p>I've had concerns that Halifax might eventually turn into Vancouver; a plague of overpriced condos & apartments with no real residential communities. And now here we are - starting to see the beginnings of it in Halifax. What a shame! Before you destroy a wonderful neighborhood & community, I would strongly stress that you give further thought to your plan.</p>	No

	<p>It would seem much more reasonable to shift the proposal to ER2 or ER3 as a way to address the goal of increased housing without destroying a neighborhood & community and subsequently introducing new infrastructure issues from the higher density. Please consider making this change.</p> <p>With regards, (REDACTED)</p>	
C271	<p>Hello (REDACTED) and (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To Halifax Regional Municipality, Mr Wayne Mason, and HRM city councillors,</p> <p>Please see the attached response to the proposed zoning changes (HR-2) on our street, Rogers Drive.</p> <p>Sincerely,</p> <p>(REDACTED)</p>	Yes
C272	<p>Hello,</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>The proposed amendments are intended to enable more density citywide, which is largely targeting market-rate housing. One factor influencing prices is the lack of housing supply versus our current demand, so the proposed changes are aiming to enable more housing to ensure we can accommodate short-term and long-term population growth. However, the proposed changes are only one piece of the puzzle as affordable housing is not provided by private developers. There is still a need for coordination with other levels of government (e.g. provincial, federal) to provide a broader spectrum of housing, including affordable housing, that is also sorely needed.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello.</p>	No

	<p>This plan may add additional units but will this housing be used for AFFORDABLE HOUSING?? if apartment units cannot be 1500\$ a month for everything included no body in this neighbourhood can afford it.</p> <p>Most of the house owners bought their house including my family within the last 20 years. That means the cost of my house was 98000\$. The house ACCROSS from us sold within the last year for 460,000 for the same size house on the same street. This is ridiculous. More apartments were built but the cost monthly was well over 2300 in which no one can afford. I am a NURSING student at dal and cannot afford to move to student housing so I stay home. But I do want to move out some day, possibly even within Nova Scotia but there is NO AFFORDABLE HOUSING for me to live in the province.</p> <p>So why does this make me want to stay after the spring when I'm a graduated nurse? This only wants me to move to make MORE money for more housing opportunities.</p> <p>WE NEED AFFORDABLE HOUSING. BUILDING MORE HOUSES IS USELESS IF WE CANT AFFORD TO EVEN LIVE IN THEM. On top of everything els in this province that is rising prices like FOOD.</p> <p>Sent from my iPhone</p>	
C273	<p>Please excuse the late response. I have been having email issues.....</p> <p>Dear HRM planning staff;</p> <p>Re- Housing Accelerator Fund proposed changes</p> <p>I'm writing on behalf of the ~100+ citizens who have supported the creation of a Woodill Conservation District. We ask that you reconsider the request by our community and include all of the area we proposed for a Woodill Heritage District not just the east side of Robie. We also ask that you cease the efforts to widen Robie St and that the tax dollars and staff efforts be focused on a better purpose such as improving public transportation AND disincentivizing the use of private vehicles. Road widening, tree-cutting and building demolition are not solutions to the climate crises or to getting people out of cars.</p> <p>We hope that our effort to have you reduce heights and stop the widening of Robie Street has better informed you about the composition of our community. We are a diverse mixture of private and rental housing that has an uncommonly high amount of affordable non-market and non-profit housing. This housing is critical to HRM's diversity and affordability and community. This is a moment for you to plan for an existing community instead of turning it into a highway that moves people through it.</p> <p>We have drawn to your attention that our 'gentle density' includes 3-4 First Nation buildings, 6-8 housing co-ops, and 2-3 youth shelters all within a five minute walk from the corner of Robie and Charles. We also now proudly include the former home of Dr Clement Ligore as a registered heritage building. There are also other significant heritage buildings that are undesignated. None of this 'gentle density' community should be put on the chopping block under a pretence of increasing density. Once destroyed, none of these units can ever be replaced.</p> <p>Please act to protect this community and the existing affordable housing.</p> <p>We again object to the disregard for due public process. Just as citizens of this area were never informed of the proposed widening of Robie Street we are now not being properly informed about the even more extreme changes to our community with height now ranging from 7 to 40 storeys. We inform you that the Centre Plan has already led to the demolition or prospective demolition of buildings in our area. This inflates land values and creates a lot of discomfort for people living here from aggressive developers who want to buy property to noise and ruckus from demolitions and construction. So much for peaceful living in HRM.</p> <p>To be clear, we oppose further increasing height, we especially oppose 30 and 40 storeys (the worst idea yet is doing this at the area next to Dr Ligore's former home) as a sensible solution to the housing problems.</p>	No

	<p>Regards,</p> <p>(REDACTED) Proposed Woodill Heritage District</p> <p>Sent from my iPad</p>	
C274	<p>Hello,</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>February 10th, 2024</p> <p>Dear Councilors, Members of HRM Planning Office and Mayor.</p> <p>I am a resident of Halifax, and supporter of the goals of the Federal Housing Accelerator Fund, which were set out as follows: “Encouraging initiatives that increase housing supply and promote the development of affordable, inclusive and diverse communities that are low-carbon and climate-resilient.” These goals could have been achieved through the Halifax Centre Plan, approved in October 2021, which was formulated with community engagement over a 10-year period. The Centre Plan was based on “the core concepts of complete communities, pedestrians first, human-scaled design, and strategic growth in areas served by transit and other services.” The hurriedly conceived new zoning plan, would hand over neighbourhood quality of life to developers seeking to maximize their profit from CO2 emitting high rise buildings, without meeting the aims of the Federal Housing Accelerator Fund.</p> <p>HRM’s new proposal for rezoning circumvents HRM’s own policies for public engagement as set out in the 2023 HRM Public Engagement Handbook. Residents have had a mere three weeks to draft our responses compared to years of engagement with the Centre Plan. After February 16, there is no transparency regarding decision making, no timelines, no face-to-face meetings, and no mechanisms for appeal. If all democratic processes are to be ignored by council, it appears the only recourse for the citizens of Halifax, is to exercise their vote in upcoming municipal, provincial and federal elections.</p> <p>I am keenly aware that there is a housing crisis in Halifax, and indeed around the world. It appears paradoxical that I should be arguing against 9 story buildings when tent cities are being torn down, and the homeless are being forced to go into shelters. Monies from the Housing Accelerator Fund should create low-cost housing, but instead developers and realtors are licking their lips in what they call a “bonanza” of profit, telling owners of ER1 lots facing HR2 rezoning, that they have won the “lottery”. https://youtu.be/OCpwPTvcmNQ?si=F4A8Zw2Z-9VZd7rl. Properties around the universities are not only the most expensive in the city but will be sold at inflated values. The rezoning plan has no process to compel developers to create affordable units, and they are driven by profit.</p> <p>While HRM may have the same financial bonanza with such windfalls as property deed transfer taxes, and more taxable units, it seems the 79 million is a paltry amount of money to cover the cost to upgrade the power grid, sewage, water, schools, police force, and health care services which will be required to serve the growth. A cost analysis has not been presented to the citizens of Halifax, and this is critical for this proposal to go</p>	No

	<p>forward. Further has the city considered that the value of homes abutting these nine story structures will be negatively impacted, and thus will generate less taxes for the city. If you were a newcomer to Halifax, seeking to buy a single-family home, would you consider investing in an area where a decision to build a nine-story building next to you was made at the drop of a hat. Most Canadians consider their home to be the most important part of their savings. If HRM goes forward with this plan, the financial stability and savings of citizens who have long invested in the areas affected by rezoning will be diminished.</p> <p>Surrounding the universities with high rise buildings is unnecessary, unneeded, and harmful to the abutting neighbourhoods when other alternatives are available. Why do university students have to be in walking distance of universities, when school kids take buses to school every day. In fact, all University Students in HRM are issued bus passes as part of their admission fees. Vast tracts of lands remain empty, left undeveloped (Bloomfield School since 2014) or are the sites of car dealerships. HRM should consider what businesses are essential to being on the mainland peninsular and compel developers to build on empty lots. Whole neighbourhoods could be created along Kempt Road, Lady Hammond, and Joseph Howe. Why isn't Shannon Park being developed? Instead of taking a harm reduction approach to development, balancing the impacts on communities, the rezoning plan is going to tear down existing homes, negatively impact traffic, and reduce the quality of life of citizens. If the planners were to look at the existing inventory of empty and commercial spaces, pedestrian friendly neighbourhoods could be built to meet the goals of the Housing Accelerator Fund.</p> <p>How does the city plan compel developers to design low carbon, climate resilient nine-story buildings? In fact, the plan reduces the space around buildings so that our tree lined streets will disappear. Halifax is an old city, and the layout and size of streets has not changed in hundreds of years. Densification is challenging in this environment, but there are areas which are totally commercial making redesign to meet traffic flow possible.</p> <p>The Housing Accelerator Fund has given us the ability to seek innovative solutions to meet its goals. Change must occur thoughtfully with community engagement. I am hoping that my letter along with many others, will demonstrate our strong conviction that positive change is possible to solve the housing process, but not with the new rezoning plan.</p> <p>(REDACTED)</p>	
C275	<p>Hello,</p> <p>I am contacting you to voice my support for Halifax's Housing Accelerator Fund application. I was born and raised in Halifax, and have never had a desire to leave here. But now that I am a young professional in my 20's, staying in Halifax has become more a more challenging thing to achieve. Housing costs (to rent or own) have gone up massively in recent years, and we have not been building anywhere near enough housing to meet our cities needs. This is partially a result of decades of city zoning restrictions which have enabled a disproportionate amount of development outside of our city centre, while protecting wide swaths of 2 storey homes only minutes from our city's downtown. The suggestion of building apartments even along busy roadways in our city has been met with opposition, from a very small, very vocal minority of people, and the policies of our city have disproportionately favoured them until recently. If this were continue, I, along with many young people would be forced out of our city and our province, because of a refusal to allow our city to grow up, instead of just growing outward.</p> <p>While I do not know the number of housing units built in Halifax last year, I do know that ~6,000 were built in all of Nova Scotia. These 6,000 units are to house the 31,000 people that our provinces population grew by. That's an average of 5.2 new people per new housing unit, when the average household only has 2.5 people. We need more housing, we need denser housing, and it needs to be in all parts of our communities. The changes proposed as part of Halifax's Housing Accelerator Fund application are a big, and important first step in making this happen. We as a city cannot accept anything less than what has been expertly proposed in this application by Halifax Council and Staff. Whether it's eliminating parking minimums in the city centre/suburbs, up zoning to increase height, lot coverage and FAR's for all lots in our city, or upzoning around universities, we need it all, and we need it now.</p> <p>I encourage you in the strongest possible words to move forward with these changes, and to not allow a vocal few sway your decision on this matter. Your decision will determine the future of our city.</p> <p>Yours truly,</p>	No

	(REDACTED)	
C276	<p>Hello,</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Dear Housing Accelerator Fund,</p> <p>I am writing to briefly state my concerns regarding the proposed zoning changes, ER2 to ER3 in my neighbourhood. This feels like a rushed decision that will have many consequences to our community and Halifax in general. My neighbours and I are concerned that these decisions have been made without consulting the communities affected.</p> <p>We are concerned that families with children like our own will no longer be able to afford to live in the community once developers start buying properties to turn them into apartments. Developers are already canvassing our streets aggressively asking people to sell. We are worried about landlord/tenant accountability as there are already instances of neglect and disruptive behaviour (that costs a lot of \$) associated with some of the student rentals in our area. Here's an example: https://www.cbc.ca/news/canada/nova-scotia/policing-bill-dalhousie-campus-street-party-1.7088751. We already witness a lot of car accidents; our roads are too small to keep adding more cars and traffic. Drivers get aggressive and my (redacted) son was almost hit by a car recently walking to school one morning along Jubilee road doing nothing wrong. It was traumatic.</p> <p>We love our community and worry it will be destroyed if the HAF goes ahead in this rushed way. I know that many of my neighbours have written in with ideas about how to make the HAF better and less destructive. I hope that you will consider their ideas.</p> <p>Sincerely, Cambridge Street, Halifax</p>	No
C277	<p>Hello,</p> <p>I'm writing in response to the proposed zoning changes as part of the Housing Accelerator Fund. My partner and I have been living in North Dartmouth since 2018 and moved into our house on Frederick St. in 2022. I attended the Brightwood community meeting and I want to thank all the HRM staff for the information they shared. It was helpful to learn the context for some of the changes and understand how the recommendations were developed.</p> <p>In general, I am supportive of the proposed COR designation on Victoria Rd., from Frances to Cherry, and of the proposed increased height limit to 7 stories. While I do not own one of the properties along Slayter St. that will be most impacted by development, I can appreciate that the same factors that attracted many of us to this neighbourhood are among the reasons it needs to be made available for densification: it's a fantastic location, walkable to many amenities, in close proximity to downtown Dartmouth and Halifax, and offers easy access to several key pieces of transportation infrastructure.</p>	No

That said, I do have some concerns about the proposed changes and how they nest within the broader development plans for the area. It is hard to comment on the height changes in a silo when there are so many variables that influence the impact increased density would or could have.

In particular, I am concerned about the movement of people and the absence of a proactive traffic management plan that accommodates the desired and anticipated growth of not only Brightwood, but all of central/North Dartmouth. I think this was echoed at the meeting and that it presents a major consideration that cannot be done half-way.

I have outlined a few of the key considerations I would like to see addressed:

1. Aggressive active transportation plan

Since moving to Dartmouth in 2018, I have commuted by bike to Spryfield and my partner has commuted to Dalhousie. As a year-round cycle commuter, I witness daily the traffic challenges along Victoria, Wyse, the Macdonald Bridge, Chebucto Dr, North Street, the Herring Cove road, and Göttingen street. I navigate the insufficient active transportation infrastructure that deters almost everyone from choosing active transportation. As you know, the solutions to congestion and climate change are not simply convert to more electric vehicles on the road—it is fewer vehicles, period, with smoother movement.

With the rise of e-bikes and e-scooters, the physical barriers of active transportation have been greatly reduced, making central/North Dartmouth an inviting distance from both downtowns, Burnside, Dartmouth Crossing, and MicMac Mall, but the infrastructure shortfalls remain a considerable deterrent. My partner and I are both seasoned and confident all-weather cyclists, and have been for well over a decade, and we still often find ourselves frustrated and at regular risk of personal injury on our respective commutes. The reality is that our current and proposed AT infrastructure only supports individuals willing to absorb the risks of more vulnerable forms of transportation and does nothing to convert motorists to active transportation at the rate our city and our climate require. In all fairness, conversion is more likely the other way around, cyclist to driver. We must go beyond the current AT strategy in order to address this in a meaningful way. The HAF plans should coincide with plans to include integrated bike lanes along Victoria Rd, from Thistle to Burnside, Woodland to MicMac, complete the patchwork of connections to Dartmouth Crossing, and the completion of the flyover to/from peninsular Halifax.

2. Dedicated bus lanes

Similar to the shortcomings with AT infrastructure, our transit infrastructure does not support the current and proposed growth of the area. Planning proactively for the dedicated transit lane along Victoria Rd. coupled with more frequent transit should be factored into the land use planning proposed under the HAF. I know the bus corridors/connections have been developing and were revisited for the centre plan— we are miles ahead of when I was growing up in Woodlawn and on the bus daily. However, transit already needs to be better and to be proving its capacity as these changes come about. Sometimes I take the 10 to the 3 to the 9a for work— but I don't consider that anymore. I would instead choose to walk to Halifax in almost comparable time (actually) if I had to, because the overcrowded 10 can't get down Victoria in current traffic. Another experience I have had is that the pull-in bus spaces that are on the Herring Cove road are a good model for making space for AT and road traffic. Never thought the HC road would be used as a model of road safety... As a cyclist, they make a huge difference in safety.

3. Building design

I appreciated the clarification at the community meeting about eliminating parking requirements under the Centre Plan. I do see two aspects of parking infrastructure that ought to be included in the building design of areas such as north/Central Dartmouth:

- Mandatory secure and accessible bike parking: One of the biggest deterrents is dry, indoor, bike storage. Space limitations, unit accessibility, and theft are top among concerns. This becomes even more challenging with e-bikes which are considerably heavier (>50 pounds) and difficult to carry up stairs or store in a small apartment. In the absence of mandatory vehicle parking requirements, I would like to see HRM mandate secure, accessible, dry, indoor bike storage as a means of reducing barriers to cycling for folks in multi-unit dwellings.
- Mandatory EV chargers per building capacity: as vehicle transportation progresses more and more away from gas-powered vehicles, we ought to see design requirements for multi-unit dwellings that specify EV charging infrastructure. While L3 chargers are likely to become more available at gas stations, etc., they are considerably more costly to install than the slower L2 chargers typically seen in residential dwellings. In terms of ensuring development meets current and future societal needs, requiring a ratio of L2 chargers to occupancy limits is prudent.

4. Commercial space allocations

	<p>I appreciate that the zoning changes may result in more commercial space within the neighbourhood. This has the potential to really enhance the quality and character of the area, which is something I look forward to. I am curious about the potential of positioning some of this commercial space to meet the current and projected needs of the community, such as providing incentives for developers to affordable leases of commercial space for registered daycare providers, dental offices, car share parking spots, etc.</p> <p>I recognize that what I am suggesting could be outside the scope of the HAF planning team, but I urge you to adopt a more comprehensive and holistic approach to this growth initiative. I think there's an opportunity here for HRM to lean into a forward-thinking development plan that sets us up to avoid the challenges and problems observable in other major cities that have experienced rapid growth, such as Toronto, or even Qingdao (China). Such problems are predictable and are much harder (if not impossible) to undo once the development has occurred.</p> <p>Thank you for the opportunity to provide feedback at this stage. I look forward to future forms of public engagement.</p> <p>Best, (REDACTED)</p>	
C278	<p>Hi, Joshua, another for your review and reply.</p> <p>LESLIE NEATE LEGAL & LEGISLATIVE SERVICES OFFICE OF THE MUNICIPAL CLERK</p> <p>HALIFAX PO BOX 1749 HALIFAX NS B3J 3A5 T. 902-490-4210 F. 902-490-4208 halifax.ca</p> <hr/> <p>Dear Councillor,</p> <p>We are writing to you regarding the recent residential zoning changes currently being considered for HRM. In particular, our concern is around the rezoning of our block on Marlborough Ave. from Established Residential to Higher-Order Residential (allowing for the construction of nine story apartment buildings).</p> <p>We are STRONGLY OPPOSED to this change.</p> <p>While we support the need for densification on the peninsula, this is absolutely the wrong place to do it. Our neighbourhood of Marlborough Ave./Roxton/ Greenwood/Inglis/S. Robie was built in the 1940s and has seen generations of families (including our own) grow and thrive on our quiet, tree-lined streets. The proposed zoning change would have the effect of essentially destroying this established neighbourhood.</p> <p>If the zoning change is permitted to go ahead, we expect to see property values throughout our neighbourhood being adversely affected - not only on our block of Marlborough but throughout. When we bought our home in 1996 we invested with the knowledge that the property would form a substantial portion of our investment portfolio to see us through retirement and old age. In fact, 50% of the homeowners on our block, including ourselves, have retired and would be in the same situation as us.</p> <p>Further, we have continued to invest in our property, recently spending (<i>redacted</i>) on green upgrades including a heat pump system. A young couple bought a house across the street on Marlborough Ave. a year ago and are currently nearing the completion of a (<i>redacted</i>) renovation project with plans to move into their home in the spring. Another family on our block recently finished a (<i>redacted</i>) renovation. This proposed change causes us</p>	No

	<p>and our neighbours to hesitate doing any further upgrades or renovations to our homes. For example, we need to replace our secondary heat source but now need to put this on hold, one neighbour needs to replace windows but will hold off on this, and another neighbour has been planning to install heat pumps but will refrain from doing this until this rezoning issue gets sorted out.</p> <p>We also noticed significant inconsistencies in the so-called “University Adjacent Zoning” map in the plan. There are streets surrounding the Dalhousie campus, notably Oakland/Studley/Murray/Cartaret, that have been exempted from the proposed zoning changes. We look forward to your explanation as to why this differential treatment is suggested. From our vantage point, it seems very unfair.</p> <p>Augmenting the options for student housing can easily be done within the confines of the Saint Mary’s campus. We are not opposed to the construction of a new nine-story (or higher) apartment building for SMU students, but the appropriate location for this housing is on existing SMU property, not on our established residential block adjacent to the university. There are several parking lots on Saint Mary’s campus and an additional five acres of Saint Mary’s property (at the end of Robie St.) that could be used. For example, the Canadian Martyrs site that was previously considered for apartment buildings, should be reconsidered. In addition, if the area at the end of Robie that is owned by Saint Mary’s was rezoned from allowing three story buildings to nine story buildings, then several apartment buildings could be built there.</p> <p>We have concerns about student apartment buildings being built directly on our street. On our block alone, there are five children ages seven and younger. We already have exposure to student drunkenness and after-hour noise issues from late night parties and have had to call the police. We are all very aware, as well, of the issues some residents living close to Dalhousie have when uncontrolled parties break out on their streets, disrupting their well-being and safety, and resulting in police involvement and arrests. We do not want this in our neighbourhood.</p> <p>Also, why is it recommended that the apartment buildings need to be so close to the university? What is considered “within walking distance to post secondary institutions”? When we were attending university, a 30 minute walk or a 30 minute bus ride was the norm, anything closer was a luxury.</p> <p>The proposed rezoning change would have substantial and negative impact on all of our property values in the neighbourhood. If this proposal is passed, affected property owners, like ourselves, would need to be compensated for our losses. This proposed change would unfairly enrich the developers, to the detriment and cost of the current surrounding property owners.</p> <p>We are extremely disappointed that the first knowledge we gained of this potentially massive change to our lives was through an ad in our mailbox from (redacted), a RE/MAX realtor. So much for community engagement into these proposed changes. We expect better moving forwards, including better accountability, collaboration, and timely communication between you and the community members affected.</p> <p>Sincerely, (REDACTED)</p>	
C279	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/>	No

	<p>I am writing to object to many of the proposed changes to planning rules connected to the Housing Accelerator Fund</p> <p>City Councillors seem alarmed and surprised at the falls in resident populations over recent decades, despite urban densities having been in decline all over the Western world as a response to a combination of social, demographic and economic changes. They have well-meaning aims: to take advantage of Federal grants; address current housing shortages and affordability; make public transportation more efficient by having more people live on bus arteries; prevent urban sprawl; increase city revenues.</p> <p>Yet I'm not aware of any city where the solutions suggested in the proposed plans have achieved these goals in the ways advocates assume. Some reasons for this are practical. Particular expected efficiencies and savings can disappear, for example, if existing infrastructure and services lack the capacity to handle multiple new 30 storey buildings, requiring expensive and disruptive upgrades at public expense.</p> <p>Above all, in recent memory no residents of modern Western cities have collectively desired to reduce their living space. As the current practice of the wealthy confirms, given the choice, owners want more space, through renovations or larger new-built homes. The only change here has been a trade-off in terms of desire for indoor versus outdoor space, favoring gyms and entertainment centres over gardens. What this means in practice is that occupants of smaller apartments in large high-rises move out as soon as they can afford to, their desire for more space leading them out of the city to new subdivisions. In other words, urban sprawl is not prevented, but merely delayed, compromising environmental benefits and transportation costs. Those who cannot afford to move suffer in place. The changes would also do little for the housing crisis. No developer in recent memory has built affordable housing under market conditions. Why would they? They seek to maximise their investment and profit potential, and that means building 2 bed apartments with little living space (as illustrated by much of Toronto's waterfront and downtown Vancouver).</p> <p>Affordable housing is never profitable housing, which is why it needs to come from public investment—at the federal, provincial and municipal level—not from offering incentives to developers in return for short term commitments. (Almost all of Halifax's current housing woes can be traced to political decisions since the 1980s to withdraw from housing and leave it to 'the market'.) I could go on, but the evidence of equivalent sized cities in Europe and Australia strongly suggest that the desired results will not be achieved by abandoning height limits and planning rules in the ways proposed. Developers will profit, homeowners (such as Shawn Cleary) who own property on key transportation routes will profit, and city revenues will increase, but so too will accompanying costs. The price paid by everyone else, however, will be high. These plans will disrupt (and disfigure) many existing neighbourhoods and lessen the quality of life for inhabitants. Many tourists come here, and residents live here, because of the city's unusual blend of historical buildings and colourful, shingled family dwellings. These create attractive streetscapes and character-filled precincts and as the examples of Robie Street and Quinpool are already showing, free-for-all developments damage the very things that give Halifax its unique appeal.</p> <p>The short term lure of funding should not be an excuse to line the city's important thoroughfares with faceless concrete apartment buildings. Similarly, a desire for more ratepayers should not be an excuse to let homeowners and developers build as they wish on residential streets by watering down or removing planning rules and processes.</p> <p>Many tall apartment buildings have gone up under existing rules, and I think this should continue, with City planners working carefully on identifying suitable zones while vigorously protecting others. The universities in particular should be racing to build student accommodation (which is designed for short term occupancy). In zones where increased height limits are inappropriate, a degree of in-filling can be acceptable, but not on a haphazard basis that offers the equivalent of lottery tickets to already wealthy property owners. Rows of terrace houses, can (where appropriate) increase density without disrupting streetscapes, as seen on Shirley Street. These have environmental advantages, in terms of insulation, and one time upgrading of sewage lines etc, without disrupting neighbourhoods or interfering with privacy.</p> <p>The famous cities of the world, from Paris and Vienna to Wellington and Adelaide, do not allow sudden changes in height limits to damage the integrity of traditionally lower rise communities. Neither should Halifax, or it risks becoming a poor person's Vancouver.</p> <p>Sincerely</p> <p>(REDACTED)</p> <p>B3L 2X7</p>	
C280	<p>Sharing for your consideration, with permission of the constituent.</p> <p>Thanks, Kathryn</p>	No

Hi Kathryn,

Of course you can,

Thanks for the response!

(REDACTED)

Hi (REDACTED) –

Thanks for your email. Could I share your comments with HRM staff to be included in the report to Regional Council? The deadline for comments is today.

Kathryn

COUNCILLOR KATHRYN MORSE
DISTRICT 10
HALIFAX – BEDFORD BASIN WEST
(FAIRVIEW, CLAYTON PARK AND ROCKINGHAM)
KATHRYN.MORSE@HALIFAX.CA
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COUNCIL COORDINATOR: SARAH AGAREN EDJEMUDIARE
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902-943-1169
TO RECEIVE THE DISTRICT 10 E-NEWSLETTER, PLEASE EMAIL SARAHAGAREN.EDJEMUDIARE@HALIFAX.CA

Hi Kathryn,

I am just emailing to express my concern at the proposed construction of high rise buildings at Harlington Crescent.

I am a resident on Forestside Crescent whose house backs out onto Dunbrack. We have a massive construction project taking place across the street at the moment which is going to impact us here. I understand the need for new housing developments in the HRM but I don't think it should always be to the detriment of properties already here. We already have heavy traffic on Dunbrack and Lacewood and this will add more to it. Plus the transit system here is abysmal as it stands.

I am also the father of two young boys and the waiting list for childcare and schools in the area are really long and all these extra people will just make this worse.

As I mentioned, I understand the need for housing project but the solution shouldn't always be let's chuck up a couple of high rises. I don't think it will help the housing crisis in the long run.

Sincerely,

(REDACTED)

C281	<p>Ok. I appreciate the reply.</p> <p>Thanks,</p> <p>(REDACTED)</p> <hr/> <p>Hi (REDACTED),</p> <p>With the current proposal, lot assembly and consolidation would be possible to support a larger project. The city is also proposing new urban design standards for the ER-3 Zone that aim to ensure new development is sensitive to its surrounding context and is built to a human-scale.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Thank you for the reply. I guess the other part of this which remains a bit unclear,</p> <p>How things work around lot size changes, consolidation and rearrangement, etc for example</p> <p>ie, does ER3 zone explicitly forbid a developer from buying up 2 or more lots that are adjacent and then creating a new 'bigger lot' which is then candidate for some more interesting and exciting development (ie, 8 unit building or a row of town houses for example)</p> <p>or if that is expressly not possible, nor something that will change in future, then this draft zone proposal-change is a bit less of concern but</p> <p>it kind of feels like a thin-edge-wedge change approach, hence the concern</p> <p>Thanks,</p> <hr/> <p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>Just to clarify, the proposed ER-3 Zone would allow up to 8 units on a lot, subject to meeting all requirements in the Land Use By-Law (e.g. lot coverage and setbacks) and the National Building Code. Not all lots will be big enough to accommodate an 8-unit building, but the proposed changes aim to enable more density in established residential areas to help support anticipated population growth.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p>	No
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PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

Hi,

I'm writing in to briefly provide feedback, after some of my neighbours helped draw this specific topic / timeline / amendment proposal to my attention in the last few days.

I'm more than a bit gob-smacked at the breadth of changes being proposed, and what appears to be some ambiguity about what this will look like 'on the ground' - or maybe in fact, what it looks like is in fact very clear, and it is just the degree of change being proposed, and the cognitive dissonance this creates which causes the 'are they really saying what I think they are saying?!?!' response.

Info I reviewed was,

--paste--

Here's an overview of the Housing Accelerator Fund and proposed amendments:

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

Here's a link to the interactive map which shows proposed zoning changes:

https://experience.arcgis.com/experience/478acf8709f54aa9b1ba2f356b30752b?data_id=dataSource_5-18d178111ce-layer-16%3A29

Here's a link Waye Mason has referred us to:

<https://wayemason.ca/2024/01/29/district-7-update-centre-plan-update-and-district-7-changes/>

--endpaste--

I live at (REDACTED), so the neighbourhood I live in is slated to be 'upgraded' to ER3 zoning. Unless I am misunderstanding this means a developer can buy up a house, knock it down, and put in a 4-unit apartment with impunity. Or optionally a 3-unit townhouse block.

Possibly there are lot size constraints discussed somewhere about (what is the minimum permitted size for a lot, in order to do this?) and (if in fact most of the lots in the area where I live - are in fact too small / to permit such things to happen anyhow?) then it seems to be a bit of a strange change, unless of course it is a multi-step change approach, ie,

first change the zoning to ER3

then change the lot size constraints on ER3 / zones in general, to basically allow a "do whatever the hell you want" kind of building plan for developers to squeeze in multi-dwelling units into lots that were previously not considered candidates for such.

I do appreciate that there is a big problem with housing / a housing crisis / and a need to increase housing capacity in HRM. This feels like an attempt to move things forward in a way that is

- insufficiently clear about what the changes will actually result in
- is making use of zoning categories (ER3) in a way that is either misleading, or misdirecting, or is part of a plan that is not yet communicated but is definitely a plan

Possibly your goal is in fact to force people to sell their homes, when they appreciate how much their neighbourhoods will change. This will of course help ensure properties become available to be knocked down and upsized into more efficient 4-unit apartment blocks

and of course totally changing the neighbourhoods in the process

	<p>but it seems that is part of the plan. Maybe? I really can't tell for sure.</p> <p>So. Wanted to submit my opinion 'for consideration' on the matter.</p> <p>I'm honestly not expecting any kind of reply, but would be happy if I can be added to a mailing list? if the planning team keeps such things? So that in future if you want to push more changes through you will communicate them in such a manner maybe? Or possibly that is in fact not desirable, and I'll simply need to become more attentive to trying to keep on top of when these new change proposals keep getting pushed out.</p> <p>Thank you for reading and taking this opinion into consideration</p> <p>(REDACTED)</p>	
C282	<p>Hi, Joshua, more coming in for your review and reply.</p> <p>LESLIE NEATE LEGAL & LEGISLATIVE SERVICES OFFICE OF THE MUNICIPAL CLERK</p> <hr/> <p>To whom it may concern,</p> <p>We wish to voice our objection to the manner in which the proposed zoning changes to our neighbourhood are being put forward - changes of such magnitude in such a short period of time!</p> <p>(REDACTED)</p>	No
C283	<p>Thanks for the opportunity to comment on the proposals tabled for rezoning in the Dalhousie neighbourhoods.</p> <p>These proposals are quite unreasonable in my opinion and will not result in "affordable" housing. They will on the other hand result in the loss of more of the city's heritage value and walkable character.</p> <p>The province's failure to construct affordable housing should not now be jammed down the throats of us four generation south enders!</p> <p>(REDACTED)</p> <p>Hi (REDACTED),</p> <p>There is no FAR control in the HR Zone. I've attached a fact sheet for the HR Zone and transition policies (between an HR Zone and an ER Zone) that I hope answers your questions. IF you nweed anything else, please just let me know.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER</p>	Yes

COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

Thanks and how about lot coverage? Floor area ratio, rooms per unit etc.?

Hi (REDACTED),

(REDACTED) is proposed to be in a Higher-Order Residential Zone, which would permit a variety of residential uses, including low-rise residential uses (e.g. single, two, three, and four unit dwellings), townhouses, and multi-unit dwellings up to 7 storeys.

(REDACTED) is proposed in an ER-3 Zone, which would permit low-rise residential uses (e.g. single, two, three, and four unit dwellings), townhouses, and multi-unit dwellings up to 8 units.

We're happy to assist with any questions you might have.

All the best,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

Thanks for your email. Who could talk me through what is proposed for my property? Understanding the specific implications of both the proposals for (REDACTED) will be necessary before I can comment in a useful manner.

On Fri, Feb 9, 2024 at 9:55 AM Federal Housing Accelerator Fund <haf@halifax.ca> wrote:
Hi Tony,

Thanks for reaching out. As you are aware, the city is contemplating a number of proposed zoning changes in support of housing as part of the Housing Accelerator Fund. Part of the consideration includes increasing density near post-secondary institutions, which is why a number of properties around Dalhousie and SMU have been identified for a potential zone change to a Higher-Order Residential Zone with an increased height limit.

Note that these changes are proposed and subject to change. We are currently accepting public feedback until next Friday (February 16) and there will be additional opportunities for public input when the proposed amendments are presented to Regional Council for consideration, which we anticipate in March or April.

You can find more information online here: www.hlifax.ca/haf.

All the best,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

	I'd like to understand what the owner of a two storey house is to do when you determine his neighbour can build 7-9 stories as of right.	
C284	<p>Hello Joshua,</p> <p>Thank you for taking the time to review my comments and happy to hear that our feedback is being thoughtfully received and reviewed.</p> <p>I am also happy to hear that there are plans in motion to address vacant lots. I will note that the fact that the high rises surrounded universities are NOT restricted to students is actually one of my concerns - if they are strategically placed next to the university to encourage student housing, then end up being occupied by other residents - this defeats the purpose of placing large complexes in the middle of family home areas. This seems entirely counterintuitive to have non-student housing right next to the university - there are likely better places to put larger structures and leaving those streets for ER3 zoning to support the missing middle housing density.</p> <p>I hope the planning committee will factor this into their next draft plans. Thanks again for taking the time to read through my feedback. (REDACTED)</p> <hr/> <p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>Just to speak to a few of your questions, we're currently soliciting feedback on a staff proposal that would enable more density citywide. Changes are needed to the planning framework due to the high population growth we have been experiencing, and we expect this growth to continue into the future as we are planning for 1 million residents by 2050. That being said, the proposal is subject to change, we've been receiving a lot of feedback from residents and staff will take this into consideration when finalizing the proposed changes. The amendments will then be presented to Regional Council for consideration, and there is an additional opportunity for public input as part of the public hearing process at that time.</p> <p>The city is looking into a 'no net loss' policy and exploring a potential vacant land tax, which would help address a lot of the concerns around demolitions. The city is also working with partners in planning for the infrastructure required to support a population of 1 million residents by 2050. Its also important to note that, even if more density is enabled near universities, it is not restricted to just students, anyone would be able to live in those units.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello,</p> <p>I am writing to express my grave concerns with the proposed zoning changes; particularly the call to convert all the adjacent streets around St. Mary's University to HR-2 allowing for 9-storey high rise buildings in what is currently a completely residential and quiet dead end streets.</p> <p>My understanding is that St. Mary's University was NOT consulted in this decision, that they already have plans to increase residences on campus to accommodate more students, and that they did not request this change. If the goal is to create affordable housing for student, buying some of the</p>	No

	<p>most coveted and expensive property on the peninsula will certainly not accomplish this. I cannot imagine any developer feeling it worthwhile to create affordable student housing in this area, but more likely convert it to very expensive condominiums only affordable for the wealthy.</p> <p>I live on Roxton Road, abutting St. Mary's University. My children safely run and play along the streets currently. We walk from their babysitter's house on Rogers Drive, down Robie Street, and around the corner every day after school and I have no fears of them getting ahead of me because it is a quiet and safe area. This will certainly not be the case if there is a street full of 9 storey high rises, bringing both the foot traffic and cars along with it.</p> <p>My husband and I are both (redacted) and moved from Saint John, New Brunswick two years ago and have chosen Halifax and this specific neighborhood to call home because of the sense of community that exists in the Marlborough Woods. As you likely know; since we have moved here, the hospital and healthcare system have been under tremendous stress and duress and physicians are being pushed to the brink of burnout. If the city of Halifax is also now not supporting residents to maintain their community at home, changing covenants and zoning restrictions within weeks time with very little consultation with residents, this is extremely disheartening and makes us wonder why we uprooted our lives to come here. It certainly makes it difficult to actively recruit and retain training physicians to want to come and stay here.</p> <p>In Counsellor Mason's website post from Jan 29, regarding the university area re-zoning he writes "I am most worried that unless we have an empty lot tax or demolition controls the biggest risk is the usual suspects (Tsmilkilis and others) come in and tear down housing and we end up with empty lots and a short or even medium-term net loss of needed shelter!"</p> <p>I must say I could not agree more. In a time of housing crises, where the city appears to be resorting to desperate measures - why are innumerable houses being torn down and empty lots left idle for years with no call to action for this to be rectified? If short and medium-term increase in affordable housing is the highest need currently; changing zoning laws in the streets around SMU will not accomplish this. Pressing developers and companies to act on the empty lots at hand and forcing their hand to build the desired "missing middle" housing would make much more sense to me. Regardless of what makes sense to me alone, we would like some transparency on how these decisions were made. What consulting was done? Is the infrastructure in place to support these high rise buildings? What upgrades to the sewage system, the electrical grid, traffic flow needs to be in place and can it be done? Are there going to be mandates to make these buildings specifically for students? Why was St. Mary's University (and Dalhousie) not consulted if these proposed zoning changes are supposedly being made for them?</p> <p>I would like some further open communication regarding these proposed changes; having the planning committee work with the community and the university to figure out the best path forward, rather than this steamroller approach that has been taken. I hope all of the feedback from our community will be taken seriously and serious consideration to removing these HR-2 zoning proposals be made.</p> <p>Sincerely,</p> <p>(REDACTED)</p>	
C285	<p>Hi (REDACTED) and (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/>	No

	<p>Friends: We have a great City and a great neighbourhood. and we want what is best for everyone. We need housing, but we have several concerns about the proposed changes to the zoning for our neighbourhood known as Drummond Court. We have lived on Leaman Street for the last 39 years and raised our two children here. This is a unique, highly desirable neighbourhood that is more than just a series of houses, albeit mainly single family, that are well maintained.. This is a real community of people who socialize with each other and help each other as we truly care about getting to know and be responsible for each other's welfare.</p> <p>The proposed changes to the zoning threaten that community spirit which is so important these days when families are often spread across the country and neighbours are vital . Building larger, multifamily buildings do not, from my experience, engender the same sense of community and caring.</p> <p>Working as we do in our church dropin/meal program we understand the need for housing, but it has to be carefully planned. We think that the concept such as the townhouses and low rise condos that are present in the Convoy development would be more appropriate and that the allowable size of buildings and density in the proposed ER-3 zoning is not appropriate.</p> <p>There are two schools which are vital to this neighbourhood, but which would be highly challenged we would expect, if the proposed density were to be permitted. They are a critical part of what makes this area so unique and desirable.</p> <p>Parking is already an issue in this area, particularly with the new bike lanes along Duffus Street. This would only be exacerbated by the proposed density, close to the NSIT campus. The streets are not built to handle the number of vehicles that could result from such density. , Just in the last few years there has also been a real sense of renewal in the area with many residences being renovated and expanded . What effect would large buildings have on the enjoyment of these homes in regards to light, privacy, noise and crowding?</p> <p>I would ask that the planners take these concerns into consideration when recommending changes to density in this residential, not commercial, area of the peninsula.</p> <p>Thank you,,</p> <p>(REDACTED)</p> <p>.</p>	
C286	<p>Hi (REDACTED) -</p> <p>These proposed HAF changes aren't coming out of the blue, they are part of ongoing planning at HRM to address issues of housing availability and affordability. A few years ago, in September 2020, HRM Regional Council approved a zoning change to allow 3 housing units per lot (such as garage conversions or backyard suites) in most residential areas. Here is a link with more details:</p> <p>https://www.shapeyourcityhalifax.ca/allowing-secondary-suites-as-a-permitted-use</p> <p>So far the change to allow 3 units per lot has not resulted in massive conversions of single family homes to apartments. In fact, very few HRM homeowners have converted their properties. With the proposed 4 units per lot, it's expected there would be a gradual change that might involve a few houses in each neighbourhood. The four units per lot is simply an option that would allow extended families to provide separate living quarters for different generations under the same roof or would allow homeowners to rent out part of their homes to help pay their mortgages. My understanding is the change from the currently permitted 3 units per lot to the proposed 4 units per lot would involve more extensive setback and building code requirements.</p> <p>I hope this background is helpful.</p> <p>Kathryn</p>	No

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Thanks Joshua, I appreciate the replies.

Who could sit down and walk me, and others, through what a change to "Legalization of 4 unit as-of-right" for long standing established communities would look like for an individual home/land owner?

Is the Halifax Planning office reviewing what established communities in the city's foot print would not be able to support replacing single dwelling communities with higher density housing?

Hi (REDACTED),

We're currently soliciting feedback on the proposed amendments until February 16. Staff will use the feedback to finalize the amendments, which will then be presented to Regional Council for consideration. We don't have a firm date on this yet but we're hoping for some time in March or April. As part of the Council process, there is a public hearing required, which would be an opportunity to submit additional written comments and/or address Council at the meeting.

All the best,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

Morning Joshua,

My understanding is that February 16 was the deadline for providing input, your reply suggest otherwise. Could you provide a schedule and requirements by the city before it can begin implementing changes?

Also... could you provide information to what steps citizens can take to attempt to reject all or some of the changes that the Federal Government is pushing on applying communities?

How can we make this a referendum item in the upcoming Municipal election? I think it's only fair that land owners have a more direct say in this matter than leaving it to city councilors that have a narrowed focus, they do not speak for everyone on such a large change as it disrupts the reason for living in the communities we have chosen to live in.

C287	<p>Is it also possible to have information on what communities that would be mostly affected by an R1 zoning change... who would I need to speak to with at the planning office? I would assume not all communities could support doubling to quadrupling of housing based on older water and sewer infrastructure. I would think this would be a predetermined.</p> <p>Again, (redacted)... I expect you both to be knocking on people's doors to face people with this type of information and the potential issues it. Earn your chair and get hard numbers before assuming constituents in your riding are "all on board".</p> <hr/> <p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To all those involved with Halifax's HAF application to the current Federal Government, My wife and I are residents of the Sherwood Heights Community. We own a single dwelling home. We purchased our home 7 years ago based on many of the characteristics of the street and the community the house sits in. As much as we were aware of the general premise of the Housing Accelerator Fund to assist cities and communities with the development of additional housing in a shorter period of time, we did not look into this in any detail as the presentation by politicians on the radio talked about new developments, not how it would affect established communities like the one my family lives in today. Within the past 48 hours, my wife and I were made aware of what one of the requirements is by the Federal Government to the city of Halifax: Legalizing 4 units as-of-right city wide. A snip-it from Deloitte's review is also below and is considered a high priority item. I do not feel enough education has been presented to resident owners of single dwelling homes in the Halifax area. Normally residents would receive specific notices in the mail from the city outlining what is being proposed and who to reach out to for questions and concerns. We did not receive such notice(s) from the city of Halifax in our mail... and from what I can see Iona Stoddard's newsletter only references a web link to the HAF website, this is unacceptable. Due to Sean Frasers letter to Mayor Mike Savage was only in September of 2023, this is not ample time to notify and educate land owners of their rights and changes to their communities. Please delay this deadline and conduct more public engagement... make counsellors work for their voted positions whether it is door to door or multiple town halls. This should be a referendum item on the next municipal election with a large majority requirement. Citizens should make the decision in this case and not city counselors. The HAF should be focusing on new affordable public housing and not changing the communities that made Halifax what it is today. From where we stand and stories we hear, there is already a massive level of greed by developers in Canada. A change like this will exacerbate this issue. This will not help with housing costs as houses will be sold at high values as they are now and making things even more unaffordable for many in Canada. You are all trying to make us all drink from a fire hose... find the route cause of the housing crisis and start there. My wife and I have signed the electronic petition to voice against this requirement by the Federal Government. (Redacted), I expect a more in-depth conversation with the both of you about this matter and where you stand on this item. Thank you (REDACTED)</p>	No
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	<p>Thanks for getting back Shawn, as it is now, Williams Lake Rd should have the same speed bumps that are found on Osborne St. People speed through here. With the new temple, and the apartment building that went up on Purcell's Cove Rd. the traffic has increased significantly since we moved in in the fall of 2014...potentially adding 86+ more cars would be a disaster to this area.</p> <hr/> <p>Hi (REDACTED),</p> <p>Thanks for your email. I believe the property you are referring to is not actually recommended by our staff to go forward through the Housing Accelerator Fund planning changes. As it states below (and on the website), staff are recommending that the request be processed later through the suburban planning process, which would require further public engagement.</p> <p>I hope this info helps.</p> <p>Shawn</p> <p>Shawn Cleary, MBA (he/him) Councillor, District 9 - Halifax West Armdale</p> <hr/> <p>Good morning,</p> <p>I am emailing regarding the proposed building of 86 units (from the changes due to the HAF) on the corner of Williams Lake Rd. and Lyons Ave (See identification of lot below). The traffic on Williams Lake Rd is already at capacity and danger to people and pets in this area. Adding a building that can potentially house 86 cars will make this area difficult to navigate and exponentially add to the noise level of the area for residents who already live here. Under no circumstances should this be allowed as it is not at all in keeping with the surrounding single family homes.</p> <p>Can you explain the process by which this was proposed and the expected approval process?</p> <p>(REDACTED)</p>	
C288	<p>Thank you for your informative email.:)</p> <hr/> <p>Hello,</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>Please note that lot coverages are proposed to be increased as part of this proposal as follows:</p> <ul style="list-style-type: none"> • New lot coverage maximums will vary depending on the type of dwelling: <ul style="list-style-type: none"> o Single unit dwelling uses: 40% o Other residential uses on lots greater than 325 square metres: 50% o Other residential uses on lots less than 325 square metres: 60% <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p>	No

	<p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>RE. (REDACTED)</p> <p>With regard to the upcoming changes to the Regional Centre Land Use By-Laws, the current buildable area for our lot size of 371.8 square metres is a maximum of 40%. We would like to see this increased to 50% (as it was in 2021 and then subsequently changed) as this would enable the building of more livable size dwellings. In the same vein, the proposed increase in maximum height from 11 metres to 12 metres is a very good idea.</p> <p>Thank you for allowing us to provide our feedback.</p> <p>Yours truly</p> <p>(REDACTED)</p>	
C289	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Dear Waye and members of the had committe.</p> <p>I am writing to voice my concerns about changes to my neighborhood on Beaufort Ave.</p> <p>We have lived at (REDACTED) since 1985, raised our children here and this is a wonderful, supportive and caring neighborhood. Neighborhoods are so much more just bedrooms.</p> <p>My life's work has been with children, adolescents and families experiencing mental health and addiction issues so I am well where of the needs affordable and supportive housing. The proposed changes to this small area on Beaufort, Dalhousie and South Street will not benefit this population. Developers will want to make a profit.</p> <p>We are close to several universities and many of us have had students living with us.</p> <p>The speed with which homes could be purchased and lots left vacant until enough space is obtained to build 6 to 9 story apartments does not meet the acceleration need for more affordable housing within 2 years.</p>	No

	<p>This is a family area with a number of professionals who are connected to the Universities and Hospitals. The entire province of Nova Scotia benefits from our tertiary care hospitals such as the IWK and the QE II complex. We are in competition with Canada and elsewhere for these specialists. Being able to have a home within walking distance of these facilities, close to the University where they teach and close enough to take call from home is a selling feature for recruitment for these scarce resources. Good healthcare is important to all Nova Scotians.</p> <p>Quality of life in Halifax has been one of the attractions to our city. We need to preserve our positives while dealing with growth.</p> <p>As a senior, I value my neighbors and appreciate being able to remain in my own home. I have been and continue to be a productive member of this community.</p> <p>I will assist in any way that is helpful.</p> <p>Respectfully submitted,</p> <p>(REDACTED)</p> <p>Things always evolve and I am willing to assist in anyway that I can.</p>	
C290	<p>To Whom it May Concern,</p> <p>We are a pair of physicians with (REDACTED) children under the age of (REDACTED), living on Marlborough Ave. in an 1860 sq ft home built in 1940. (REDACTED) is a US citizen and a Canadian Permanent Resident, and (REDACTED) is a Canadian Citizen. We are on a block which is slated, in Wayne Mason's new plan, to be re-zoned to allow 9-story apartment buildings. We fully appreciate the housing crisis, and are horrified daily by how it affects our patients and community. It is a huge problem that must be addressed. We are all for densification on the Halifax Peninsula, and would happily accept a rezoning of our block to allow for ER3 "missing middle" housing. However, the current proposal would make our neighborhood incompatible with our desired quality of life, and would force us, and many of our physician neighbors, to move. It also is clearly not going to result in an increase in affordable housing.</p> <p>We are physicians who provide urgent and emergent consults to the (REDACTED) and (REDACTED) at the (REDACTED). We need to be able to get to the hospital in short time, even in a state-of-emergency snowstorm, which means getting there on foot. We are also both valuable healthcare resources in areas of short supply. (REDACTED) is a (REDACTED) who takes call for the (REDACTED), the (REDACTED), and the (REDACTED). He is one of (REDACTED) who staff the (REDACTED) that serves Halifax. He is also one of the few (REDACTED) credentialed with (REDACTED), and regularly assesses and treats both active duty military members and veterans. (REDACTED) is one of (REDACTED) with privileges at the (REDACTED), responsible for managing (among other emergencies) the emergency of post-partum psychosis, which carries a 1 in 25 risk of infanticide. She also staffs the (REDACTED), which serves all of Nova Scotia, New Brunswick, and PEI, and is an essential resource for the Maritime Provinces.</p> <p>The current proposal would make the Halifax area an unacceptable place for us to reside. If this proposal is pushed through, there will be a mass exodus from the streets that are rezoned for 9-story buildings, as well as the surrounding streets. The bidding wars for homes that remain in walking distance from the hospitals will be outlandish, and not something we are financially prepared to participate in. (REDACTED) took (REDACTED) of unpaid leave to care for our (REDACTED) children, while continuing to be responsible for the (REDACTED) of debt she graduated with from medical school. Physicians in Nova Scotia have no retirement plan, despite promises from the provincial government, and have also been told and shown by the provincial government that they cannot expect MSI nor AFP reimbursement to keep pace with inflation.</p>	No

We both completed their residency and fellowships through (REDACTED) Medical school, and were actively recruited for jobs at (RADACTED) upon graduation and have continued to be in recent years. However, the quality of life available to us in Halifax, a city where we could own a home with a yard in a quiet, community-oriented neighborhood, within walking distance of the hospitals and medical schools, was a huge draw to us for moving to Halifax. We have realized our dream, living on a street with other young families, where the children play outside in yards and on the street, running freely to each other's houses, and where older neighbors offer wisdom, mentorship, and even babysitting.

(REDACTED) has a faculty appointment at (REDACTED) and continues to teach there regularly. She also has maintained an active (RADACTED) license. We both are credentialed to be able to easily work anywhere in the US or Canada. Many of our oldest and closest friends are still in (RADACTED) and surrounding states. Without the quality of the life afforded to us by our current neighborhood, it would be hard to justify remaining in Nova Scotia, when we could move to the US or elsewhere in Canada and be better compensated. We are among many young physician families on our street and on neighboring streets, given the quality of life and proximities to the hospitals. For a province in desperate need of recruiting and retaining highly skilled physicians, making this area of the peninsula inhospitable for young families is an unwise move.

It is clear that the current proposal will make our neighborhood inhospitable. The proposal is likely to create an addition of 5,000-10,000 people to a few streets that currently house approximately 500 people, increasing density by 10,000-20,000%. The impacts on traffic, noise levels, school enrollment, and other infrastructure will be immense. This is an extreme proposal that is only going to give the city more big problems to have to solve in a reactive way. We would gladly accept the rezoning of our neighborhood to ER3, allowing for the creation of "missing middle" housing, which would increase the density of our area by 800%, and would go a long way towards achieving the goals of the housing accelerator fund (a primary goal being to add 100,000 middle class homes across Canada).

The current proposal is also not going to solve the problem of the scarcity of affordable housing. Allowing for the construction of brand-new apartment towers in the South End of Halifax would clearly lead to the creation of luxury apartment buildings, not affordable housing. Given that a primary focus of the housing accelerator fund is to create 100,000 middle class family homes across Canada by 2025, allowing the construction of "missing middle" housing in our area would be a better approach to actually achieving this goal, than allowing the construction of 9 story buildings, which will likely be filled with luxury apartments or condos. If we look at similar buildings in Halifax, the Trillium currently has one 3 BR condo for sale, with an asking price of \$1,895,000. If we look at a 3BR apartment in the Paramount building, the rent is \$3,755/month. 2 BR is \$3,560-\$3,603/month. Buildings like this do not create middle-class family homes! The Paramount is also filled with students, despite high rents, and there is nightly enough noise in its courtyard after midnight to keep families awake and cause them to call security. Brand new 9 story buildings in our area will not only fail to create middle class family homes, but they will make this area inhospitable for middle class families.

It seems the rationale for allowing 9-story buildings in this area, rather than allowing for missing middle housing, was the need for more student housing. However, SMU leadership has been clear that they did not ask for this and they do not need it, as they currently have empty beds on campus, and a plan to increase on-campus housing as needed. Moreover, the need for students to live within walking distance to a university does not mean that students need to live within a block of the university. For students with mobility problems, there is plenty of space to accommodate on campus. For others, what is considered acceptable? My walk to university and medical school was 20 minutes, and was not at all cumbersome. One would be hard-pressed to find any location in the South End that is more than a 20 minute walk from the centre of SMU.

This process has moved extremely fast, with little community engagement, and would throw out the massive amount of thoughtful work that was done on the Centre Plan. We love our block, our community and our quality of life in Halifax. Please do not rezone our street to make 9 story apartment buildings that would not serve the stated intentions of the city's or the federal government's plans to address the housing crisis. Please do not uproot physicians who have said yes to Nova Scotia and made it our home.

Sincerely,

(REDACTED) and (REDACTED)

C291	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello,</p> <p>I'm writing to express my significant concern at the expansive proposed rezoning of HRM, in particular the neighbourhoods around Saint Mary's University. I am a resident and homeowner on Ivanhoe Street, and prior to that on Smith Street. I have lived in this neighbourhood for most of my adult life, and in HRM for almost all of my life. I can tell you that what makes Halifax such a desirable and wonderful city to live in is its history, charm, and neighbourhood feel. This excessive, rushed, and poorly conceived rezoning will destroy the essence of what makes Halifax such a truly special city. Although proposed as a way to deal with our very real housing crisis, this plan will do that at the expense of the city's long-term viability. It does not favour the people of Halifax; it favours developers. Allowing developers to tear down the single family homes that have created the essence of these beautiful neighbourhoods to build nine-story high rises is excessive and extreme. It does not address the "missing middle", which has been touted as the solution to gentle density in our city. I fail to understand why we are throwing out the Centre Plan that took YEARS to develop and involved significant consultation with the residents of this city. It feels like a slap in the face of the residents of Halifax.</p> <p>Yes, we need more urban density. I am fully in support of that goal. This is why the city took years to create a thoughtful and intentional Centre Plan. This recent rash re-zoning, done without adequate and transparent consultation with the people it will drastically affect, is not the way forward. We need actual gentle density - the missing middle plan that has been previously discussed. Density needs to be increased in a way that is congruent with existing neighbourhoods; that doesn't allow developers to tear historic homes to the ground, leaving unsightly vacant land for years, before deciding to build excessively tall buildings incompatible with the homes around them. We want a thoughtful, honest, and transparent approach that respects the Centre Plan that the residents of this city helped to construct.</p> <p>I am against this re-zoning and urge the city of Halifax to do better and get this right.</p> <p>(REDACTED)</p>	No
C293	<p>Hi (REDACTED),</p> <p>Just to clarify, the properties shown in red on the map are not being recommended for rezoning at this time. They will be looked at further over the course of the suburban planning process, which will include more detailed public consultation before as the plan is developed.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER</p>	Yes

	<p>COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>I strongly disagree with the proposed zone change for Hebridean drive</p> <p>I have attached the area which is under protection from a document created years ago. HERRING COVE PLANNING COMMITTEE. Please respond to my concerns.</p> <p>Regards (REDACTED)</p>	
C294	<p>Hi (REDACTED),</p> <p>We will be advertising the proposed hearing when the date is set. Probably the best would be to keep an eye on our website in mid-to-late March for updates at www.halifax.ca/haf.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Thank you for getting back to me, Joshua.</p> <p>If you could let me know and when the public will be informed of the opportunity for further consultation, I'd be most appreciative.</p> <p>(REDACTED)</p> <hr/> <p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To Whom it Concerns:</p> <p>Re: Proposed property development on Duffus Street between Novalea and Ilseville</p>	No

	<p>It seems to me, and most everyone else, that we desperately need more AFFORDABLE housing on the peninsula. Perhaps Bloomfield would be a good starting point for that. It also seems to me that a block of seven (or five) story structures, built by a private for-profit developer and backing on to two story single-family dwellings misses the mark completely and will serve to do little more than line a few pockets already well lined while at once, destroying a particularly wonderful, well-established little community. And what of the infrastructure necessary to support this proposed monstrosity? Not seeing much about that. Please reconsider!!!!</p> <p>Sincerely, (REDACTED)</p>	
C295	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Sending this letter to express that I am against the proposed zoning changes affecting residential areas of Peninsula of Halifax. There is an importance to maintaining residential areas in the city . This end of the city cannot accommodate increased traffic. There is importance to having communities in the city and every small area does not need to be over developed. St Mary's university is planning to increase their resident spaces. Also there are schools in the area and no need to have increased density next to them. All cities still need family based neighborhoods.</p> <p>(REDACTED)</p>	No
C296	<p>Hello,</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Just to note that we have been advertising the proposed changes since we launched the website in mid-January.</p> <p>Right now, we're just soliciting public feedback on the proposals, which staff will use to refine the proposal. The next step would include a comprehensive amendment package that will be presented to Regional Council at some point in March or April. At that time, a detailed staff report and proposed amendments will be available to view and the public will have further opportunity to comment at the public hearing.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>A few pieces of feedback based on the new development plan.</p>	No

	<p>The first is that there is far too little time and too little detail to fully evaluate. I received information on Friday and have to give input by the 16th. I am a single parent of two young children with a busy full time job... reading many many pages is not feasible.</p> <p>What I can see is that there would be blanket approval to develop on my street up to 7 to 9 stories. I work on a weekly basis to keep noise down in my neighborhood with just a few three story apartment buildings now. It's hard to imagine the radical shift in noise that will accompany many 7 to 9 story buildings... I am trying to raise my family in their school neighbourhood.</p> <p>Finally the devil is in the detail... where are the details? The consultation? I don't see this available.</p> <p>All of these changes will be incredibly long lasting. Allowing a week or two for changes that will last generations is simply not adequate.</p>	
C297	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>As a resident of (REDACTED) I am most concerned about the proposed zoning changes that will affect this short block and, broadly speaking, the surrounding residential neighbourhoods.</p> <p>Firstly, I would have thought such broad reaching and forever impactful changes would have been brought directly to residents, through the mail service or in advertised in-person public information forums. Had it not been for a realtor representing an 'investor', my neighbours and I might still be in the dark on this matter, which is unacceptable.</p> <p>My home is one of 9 dwellings on a very small portion of Oxford Street targeted for upzoning to HR-!. Of those 9, 6 are family homes, 2 have apartments and one is a health care home. We have lived here since the early 1980's, only the second owners of this 100+ year old home. My husband and I worked hard firstly, to purchase the home, and secondly to maintain it over the years with the hope of passing it on to one of our children, a goal shared by other homeowners on the block. We border on a large residential area and consider our homes part of that residential neighbourhood. If the goal for this block is development, some of us have already been approached by representatives of developers, and have declined offers, enough to thwart any attempt for full block larger scale development.</p> <p>As far as other front-facing university properties, I would argue any larger scale development on those properties will not meet the needs of that "missing middle", never mind lower income housing.</p> <p>Addressing other proposed changes, that leaves us with the prospect of neighbourhood single family homes being converted into multi unit properties and I would argue, in this area in particular, will only result in more student housing. One only needs to walk the area bounded by Oxford, Coburg, Robie and Jubilee to witness the result of properties already converted to student rentals. Properties are not maintained (both the structures and surrounding grounds), garbage is an issue and finally, there are the conflicts between residents and students in the form of street parties...without any form of apparent oversight by the City or landlord accountability.</p>	No

	<p>Last fall it was clear the universities were pressed for student housing, however, I would argue that that responsibility should fall on Dalhousie or St. Mary's and not come at the expense of residential property owners. The universities are better suited to determine their student needs, are themselves large land owners, and as such should be tasked with doing their part when it comes to student housing.</p> <p>One must also look at the vacant lots on Robie Street and Coburg Road, properties that before demolition could have and did provide housing. Again, in my opinion, the proposed changes leave the door open for more of this "land banking" at the expense of affordable or any other type of housing.</p> <p>Long term is this what we wish for wider ranging residential areas? Both problems should be addressed and resolved by the city before lunging ahead with "whiplash speed" and forever throwing away "what makes Halifax special" (both quotes from the Chronicle Herald op ed posted on Wayne Mason's webpage). Residential neighbourhoods provide a safe place for families, where their children can play or walk to school, as well as a sense of community and are equally important when it comes to attracting newcomers to the city.</p> <p>I understand the City's need for more diverse housing, however, rushing ahead with these proposed changes, in my opinion, will only allow for more of the same, but over a broader area,</p> <p>On a personal level, my home was my 'nest egg', my most stable investment. Retirement income has taken a hit, living expenses have risen but the one thing I thought I could count on was the value of my home but now that too is diminished if it is to continue as a family home.</p> <p>The availability of federal funds is alluring but not at the cost of forever changing our great city...just as I've not be persuaded to sell to an interested 'investor' with the sweet offer of being able to continue living in my home.</p> <p>However, as stated earlier, had it not been for that 'investor', I would not be aware of the proposed changes to land use rules, nor would my neighbours, and I suspect many other residents. That must be addressed before proceeding. The best place to start is with information in the mailbox of each and every resident affected by these changes.</p> <p>I urge you to reach out in a more meaningful way to residents and listen carefully to their feedback.</p> <p>(REDACTED)</p>	
C298	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Good afternoon, I am writing about the discussion regarding the affordable housing development on Sherwood St. in Cole Harbour. This green space has been my backyard on Amethyst Crescent for the past 18 years. My wife and I purchased this house after selling our starter home, and falling in love with the neighbourhood and wanting to start a family of our own somewhere quiet. Each time we drove this neighbourhood to get a better look and feel, there were kids all over the street playing basketball and street hockey. A quiet, well-established neighbourhood with beautiful homes, all owners with established careers looking to raise their family in a quiet, clean area. With this area zoned for no new developments of apartments or multi-unit buildings, it was perfect for my</p>	No

	<p>wife and I. Our boys; (<i>redacted</i>), love using the green space with all other neighbourhood kids, that is in our backyard; where this new development is being considered.</p> <p>I do not want to look out every one of my back windows to see multi-unit buildings, the mess, the noise and overcrowding that will ruin the aesthetic and integrity of our neighbourhood. The reason myself and all of our neighbours spent our hard, well-earned money for. My wife is a (<i>redacted</i>). I'm not sure where any new school-aged kids will go, as they are already busting at the seams. Having already dealt with all of these new weed dispensaries and the traffic and lawlessness they bring, now this.</p> <p>I am begging you to reconsider this area for these unwanted developments. For my family, my neighbours, our schools and safety of our neighbourhood.</p> <p>Thanks for your time. (REDACTED)</p>	
C299	<p>Hi (REDACTED),</p> <p>(<i>redacted</i>) Wildwood does not fall in the Regional Centre. However, changes are proposed in the Housing Accelerator Fund to increase the height of backyard suites to 25 feet and the size to 1,000 sqft. These requirements will be further refined through the suburban planning process (anticipated 2025).</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Good afternoon Joshua,</p> <p>Thanks for getting back to me so quickly. Does (REDACTED) fall under the Regional Centre or is it considered a suburban community? If it is a suburban community, in your opinion what are the chances similar changes get passed here too? We are thinking of applying for permit for 1 backyard suite. We would position the new build in a way that it could accommodate a future back yard suite in 2025 once passed.</p> <p>Thanks,</p> <p>(REDACTED)</p> <hr/> <p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>The current amendments do allow or more than one backyard suite on a lot within the Regional Centre, provided all requirements of the land use by-law (e.g. setbacks, lot coverage, etc.) are adhered to. The municipality is also working on a new plan for suburban communities (expected in 2025), the results of which may also enable multiple backyard suites on a lot.</p>	Yes

	<p>The amendments are still in draft phase, and we're currently soliciting public feedback on the proposal until Friday. The proposed amendments will then be presented to Regional Council for consideration in the Spring.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To whom it may concern,</p> <p>My name is (REDACTED) and I work as a construction project manager in Halifax. I have built many apartment buildings for various developers in the city, but this past year I successfully completed my first build. The build was a backyard suite at (REDACTED), and we have since rented the apartment. Completing the project was rewarding for many reasons, however we didn't realize providing housing was going to be the most rewarding feeling. Once the project finished, we started looking for another piece of property in the area, that had enough land to support another backyard suite. We have since found a piece of land and intend on helping the current housing crisis by maximizing the properties density. After reading about the proposed zoning changes that are potentially coming to HRM, we were excited about the opportunity to potentially build two suites at the property. The purpose of this email is to 1 - inquire about the current status of this proposed change, and 2 - stress the fact that we believe properties that can support 2 suites, should be allowed to build them. I can only imagine how difficult and dynamic it is to implement changes on a large scale, especially the changes your team are currently navigating through. I appreciate the city is focusing on large scale changes such as allowing 20, 30 or 40+ more units for a given property. I am hopeful your team is considering the smaller scale housing such as backyard suites, and making sure this is properly studied. Myself and my partner are hopeful that Halifax allows more than 1 backyard suite, provided the structures still meet all the minimum set backs and other requirements. I have attached a photo of the completed backyard suite we just finished in December, along with a preliminary site plan / doodle of our next property. This doodle shows two suites with parking and green space for all. Our intention is to create architecturally pleasing homes while helping the current housing crisis.</p> <p>Thank you for your consideration,</p> <p>(REDACTED)</p>	
C300	<p>Hi (REDACTED),</p> <p>Thanks for reaching out. Just to clarify, SS037 is a request that was received, but is not being recommended for rezoning as part of the Housing Accelerator Fund. This request will be looked at further over the course of the suburban planning process, which will include more detailed public consultation before as the plan is developed.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello,</p>	No

	<p>I am writing with concerns for all of the development in the Spryfield and Herring Cove area. The infrastructure can not handle the number of people projected to move into the area. I am extremely concerned about the development behind Long Pond in Herring Cove. Proposed is 1000-1500 homes. My fear is for the lake, the forest and wildlife. The development will affect the lake negatively and we could see Long Pond water level drop significantly due to development. Long Pond has been a staple in this community since the beginning of time. Children have swam here for decades and still do today. The Lake runs into the protected Macintosh Run. I strongly disagree and oppose the suburban development at 815 Herring Cove Road, tracking number SS037 PID 40074675. I would like to be updated of details in this and meeting so I can attend.</p> <p>Sincerely (REDACTED)</p>	
C301	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>I am writing with regard to concerns I have about the proposed zoning changes, the broadness/generality of the wording, the impacts it will have on our neighbourhoods, taxes, property values, the impacts on the current infrastructure (sewage, water drainage, traffic), and our treasured Hemlock Ravine Park. These are only a few of my concerns. Others in the community likely have their own concerns.</p> <p>As a result, I would like to request an extension to the February 16th deadline for public input to allow us to better understand how these proposed changes will impact our community by HRM providing additional information and consultation sessions to exchange thoughts and ideas to best serve the citizens currently residing in these communities and the overall growth of the city.</p> <p>Thank you. (REDACTED)</p>	No
C302	<p>Hi (REDACTED),</p> <p>Thanks for reaching out. The deadline for public feedback is actually Friday, February 16. At this time, the proposed changes are proposed by staff and still in draft form. Staff will use public feedback to refine the proposal before it is presented to Regional Council for consideration. There will be further opportunity for public input as part of the public hearing process, which we anticipate at some point in March or April.</p> <p>The proposed zoning changes are in response to the Housing Accelerator Fund, which aims to enable more density in key areas, such as along transit corridors and near post-secondary institutions. In response, staff have proposed increasing new Higher Order Residential Zoning near Dal, SMU, and NSCC campuses in the Regional Centre. Although the City is working with its partners on planning for future growth, the impetus for this change is our current housing shortage (estimated at 20,000 units) and anticipated population growth (growing by approx. 20,000+ people per year).</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p>	No

	<p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Good evening i just learned of the deadline of 13th February to register my thoughts on re zoning of the areas where i live. This is area includes such streets as Atlantic, Ivanhoe, etc etc. I want to register please my objections to any rezoning in this already dense area .</p> <p>What i would like to ask you is as follows:</p> <ol style="list-style-type: none"> 1. what objective is being forwarded for increasing the density in this area by changing the zoning ? 2. what research if any ,has been done on the following arears <ul style="list-style-type: none"> • impact on Inglis Street School re enrolment? • impact on Saint Mary's School re enrolment? • impact on the streets re increasing traffic both in the local area, and the streets surrounding access to this area? <p>Thank you, (REDACTED)</p>	
C303	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Dear local policymakers,</p> <p>I saw this flyer in my neighborhood, and I can't disagree more strongly with its NIMBY message. At this crisis point in our housing situation, any argument against more housing is in effect an argument for more people living in tents. I think this type of NIMBY activism is a deplorable and morally bankrupt play for these peoples' narrow interest at the cost of our society's most vulnerable.</p> <p>I strongly support the new proposed zoning changes.</p> <p>Sincerely, (REDACTED)</p>	No
C304	<p>Hi (REDACTED),</p> <p>Thanks again for sharing your feedback. Just to note that there will be additional opportunity for public input as part of the public hearing process when the proposed amendments are presented to Regional Council, which we anticipate in March or April.</p> <p>All the best,</p>	

	<p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>I am writing to request that the current February 16 deadline for public input on the proposed zoning changes under the HAF be extended.</p> <p>Pam Lovelace, Councilor for Hammond Plains, is the only councillor to request an extension to the February 16 deadline.</p> <p>More time is required for public consultation on these sweeping changing to individual property rights, specifically changes to the R-1 zoning regulations allowing a minimum of 4 units per single family lot.</p> <p>(REDACTED)</p>	
C305	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Good afternoon</p> <p>I am writing to express my concerns with the development that is being proposed at 78 Sherwood Street in Cole Harbour. While I understand and agree that housing is an immediate concern and something that needs to be addressed as quickly as possible, this potential development has many consequences which will be felt by those who move into the new development and current residents.</p> <p>The main concern for me and my family is the fact that schools in this area, namely Astral Drive Elementary and Junior High Schools, are already overpopulated and have multiple classroom portables in use. With the addition of 192 more doors going into the junior high and elementary schools in that area at the same time and the lack of teachers and resources to schools, the education for everyone involved will decrease greatly.</p> <p>If we do not set our children up for success in their education we will continuously be putting band aids on economical crises. Children cannot learn in large classroom sizes and children who are immigrating cannot get the extra resources they require to excel in a new environment.</p> <p>I believe that before this development can move forward, we need to have an education plan in place for Astral Drive Elementary, Caldwell Road Elementary and Astral Drive Junior High. Without this we are setting an entire community of children up for failure, as a means to solve another problem. Short term solutions create long term problems. Please think this development all the way through before starting to build.</p> <p>Thank you (REDACTED)</p>	No

C306	<p>Hi (REDACTED),</p> <p>I am aware there is a request from the properties adjacent to your through the project in support of the Housing Accelerator Fund, however I'm not involved in that work. I'm copying my colleagues to this email and they will be in touch.</p> <p>Kind regards, Leah</p> <p>LEAH PERRIN, MCIP LPP SHE/HER</p> <p>MANAGER, REGIONAL PLANNING REGIONAL & COMMUNITY PLANNING PLANNING & DEVELOPMENT</p> <hr/> <p>Hi Leah,</p> <p>Wondering if you can help me determine if we can request to amend the DA policies implemented during the Regional Planning Process Phase 3 Quick Adjustments to per a mixed use development for our land next to the Lake Loon Golf Center. The PIDs for the land are (REDACTED) and (REDACTED).</p> <p>Appreciate your insight,</p> <p>(REDACTED)</p> <hr/> <p>Hi Leah,</p> <p>Wondering if you can help me determine if we can request to amend the DA policies implemented during the Regional Planning Process Phase 3 Quick Adjustments to per a mixed use development for our land next to the Lake Loon Golf Center. The PIDs for the land are (REDACTED) and (REDACTED).</p> <p>Appreciate your insight,</p> <p>(REDACTED)</p>	Yes
C307	<p>To those involved in the Housing Accelerator Fund, Mayor Savage and Councillor Mason:</p> <p>I am writing to express my thoughts re: the proposed housing accelerator fund. Firstly I do want to state that I do support increased density and Halifax sorely needs new housing supply. There are some aspects of the plan I do have feedback on (and in turn any clarification would be most welcome!)</p> <p>Firstly, Is there incentivization to build or redevelop the lots or buildings that are vacant throughout the city? (For example, there is a small apartment building on point pleasant drive that appears completely empty)</p>	No

	<p>As you know, the south end of the peninsula where a lot of the development and rezoning is slated for, in particular the new high rise zone around SMU relies on two roads Young and Tower for access. Both are not large roads and get congested easily particularly in the morning with traffic around the Grammar School which people will continue to commute to. I question the merits of increasing density in an area with such limited access and essentially no way to increase access routes.</p> <p>I know the intent is for housing to be built in areas where we are less reliant on cars. As an avid cyclist who tries to bike to work year round I support this (although this is very challenging to do at this time of year with the winter weather and state of snow clearing and the local roads being fairly narrow at the best of times).</p> <p>Unfortunately, it is unrealistic to expect that we will be able to increase density in the south end without increasing numbers of cars on the road: the 'walkability' score for my neighbourhood in particular is 40 with note made that it is mostly car dependent with limited options for grocery shopping without a car. As far as I can tell the new plan does nothing to make the area more meaningfully accessible for pedestrian day to day life, improve bicycle infrastructure or transit to this area all things that should be considered and planned for in concert with increasing development. If this is not the case I'd be delighted to be corrected. I worry that Tower Road which is already congested and narrow particularly in the winter will become less bike friendly and further reduce peoples confidence and safety travelling without a car.</p> <p>Finally I know it sounds alarmist but the reality of global warming and forest fires do require consideration. Point Pleasant Park is at risk of forest fires - as was recognized when it was closed this summer as a preventative measure. Limited access is already a concern if evacuation is required and will only be worsened if density increases. Limited exit routes have been cited as concerns in the areas evacuated in this summers fires - sadly this is something we have to consider here. Safety and exit routes should hopefully be considered as part of the planning for increased density particularly on tower road. Has this been considered in the plans?</p> <p>I sincerely hope residents feedback will be given consideration in the spirit of fostering ongoing active community engagement.</p> <p>Thank you, (REDACTED)</p>	
C308	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Good morning,</p> <p>I do not agree with the proposed zoning changes to my neighbourhood. Additional consultation and planning is absolutely necessary. Residents of our Connrose neighbourhood (and surrounding) are very upset.</p> <p>Thank you (REDACTED)</p>	No

C309	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>I do not support the proposed zoning changes to my neighbourhood. I do not support blanket changes of ER-1 and ER-2 to ER-3. I do not support 9 level development near SMU.</p> <p>One solution that Halifax needs to explore is the redevelopment of graveyards. Modern cities do not have graveyards in high design areas. These sites take up valuable real estate and are not even useful park space. The people who rest in these urban graveyards have been gone for generations and are not visited by living relatives. Graveyards are not a good use of urban space and do not benefit residents or Halifax. Redevelop them into parks or high rises.</p> <p>(REDACTED)</p>	No
C310	<p>Dear representative,</p> <p>I am a resident of zone e3. I don't support the proposed zoning changes for my neighborhood.</p> <p>Thanks for your attention to this matter.</p> <p>Sincerely,</p> <p>(REDACTED)</p>	No
C311	<p>To Whom It May Concern,</p> <p>I am a resident in the Connrose neighbourhood and I do not agree with the proposed zoning changes. Like others in the neighbourhood, I am upset with the urgent proposal and the potential unintended short and long term impacts in our neighbourhood.</p> <p>Amongst the many shared concerns, my specific concern lies within the school population and the already overcrowded classrooms. With the increase zoning, what is the plan the classrooms, and how will the increase in population be addressed in the schools? Are you working with the Halifax Regional Centre of Education to navigate these changes?</p>	No

	<p>I urge you to consider the short and long term impacts and would very much appreciate a pause in the proposal to consider the community's concerns.</p> <p>Regards Nathan</p> <p>(REDACTED)</p>	
C312	<p>Hello,</p> <p>I'm writing to you to express that I fully support all the proposed amendments that simplify development across the municipality. This is particularly great for homeowners to build their properties and help with the housing crisis in incremental ways rather than just enabling large-scale developments. This helps preserve Halifax's look and feel and add gentle density across the municipality.</p> <p>Can you please let me know when you expect the plan to go through to the Regional Council for approval?</p> <p>Thank you, (REDACTED)</p>	No
C313	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>I am writing to request that the current February 16 deadline for public input on the proposed zoning changes under the HAF be extended.</p> <p>More time is required for public consultation on these sweeping changing to individual property rights, specifically changes to the R-1 zoning regulations allowing a minimum of 4 units per single family lot.</p> <p>(REDACTED)</p>	No
C314	<p>Hi, Joshua, sending all those that are not addressed the HAF email address for your review/reply.</p> <p>If you need something different, please let me know.</p> <p>Les</p> <hr/>	No

	<p>Kathryn Morse, John Savage</p> <p>I am writing to express my concerns about how this HAF has been handled and the resultant changes to zoning that is coming out of it. The deadline for public input on this needs to be extended.</p> <p>I do not feel enough Information has been publicly shared and presented to resident owners of single dwelling homes in the greater HRM area. Normally residents would receive specific notices in the mail from the city outlining what is being proposed and who to reach out to for questions and concerns. Where are the public meetings?</p> <p>Delay this deadline and conduct more public engagement. This should be a referendum item on the next municipal election with a large majority requirement of RESIDENT homeowners (NOT DEVELOPERS or home owners who do not live in the residence but rent it out). Resident homeowners should make the decision, not municipal, provincial or federal politicians.</p> <p>The HAF should be focusing on new affordable public housing and not changing the communities that made Halifax what it is today. There are many vacant buildings in the city that could be repurposed, not to mention Bloomfield School and St Patrick Alexander Schools which, had the city not sat on its ass, could already be rebuilt and in use!</p> <p>The only ones getting anything out of this are the developers and the politicians in their pockets. Quite frankly the average homeowner cannot afford to pay for more for the required infrastructure (roads, schools, hospitals, water, sewer, storm water, garbage disposal)!</p> <p>In addition STOP giving away our greenspace!</p> <p>These petitions have been signed and shared. Petition #1: Reject 4 Units per Lot: https://forms.gle/BDUzyGipJZRxvEm1A</p> <p>Petition #2: Protect Hemlock Ravine Park: https://forms.gle/9Qr2JASkni2WdFvP6</p> <p>regards, (REDACTED)</p>	
C315	<p>Hi (REDACTED),</p> <p>Thanks for reaching out. Centre Plan Package B was a comprehensive planning process over many months that involved a number of pop-up meetings with the public, targeted meetings with relevant groups, and broad online consultations (some in-person meetings were affected by the onset of the pandemic). You can find more information on the process online here: https://www.shapeyourcityhalifax.ca/centre-plan.</p> <p>The final public hearing was held on October 26th 2021 (link: https://www.halifax.ca/city-hall/regional-council/october-26-2021-halifax-regional-counciland) public hearings related to land-use changes require notifications in Newspaper, and we extended this to all of our media platforms (Facebook, Twitter, Instagram, website, etc.) Also residents within the Centre Plan package B area received postcards providing information on how to provide feedback. You can read the Package B "What we heard report" (link: https://www.halifax.ca/sites/default/files/documents/city-hall/boards-committees-commissions/210302item9111-WhatWeHeardReport.pdf) to learn more about the engagement that took place.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p>	No

	<p>Thank you for the opportunity to contribute to the planning process for accelerated housing in HRM. Most of us are aware of the urgent need for new housing and I hope consultation with affected neighbourhoods is part of this.</p> <p>Disappointingly; I have been unable to locate one person who was aware of the 2021 changes to HR1, myself included. Can you inform me with dates and times the local neighbourhood was made aware of this and given opportunities for input? Perhaps 7 or 8 stories would not be appropriate for this location. It's alarming to think of the shadow to surrounding properties from a full east-west block of housing. This historic neighbourhood including the historic Hydrostone is largely low density low level housing.</p> <p>My family has had property in this neighbourhood for almost a hundred years. Many of the families are like myself with deep roots from the north end. We feel left out and powerless. I hope the planning department will further engage those most affected by this and ensure they are part of the process.</p> <p>Respectfully Yours (REDACTED)</p>	
C316	<p>Hello,</p> <p>Thank you for your feedback. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best, JOSHUA ADAMS, LPP, MCIP PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Good day,</p> <p>This is fantastic! Exactly what Halifax needs!</p> <p>-- (REDACTED)</p>	No
C317	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best, JOSHUA ADAMS, LPP, MCIP</p>	Yes

	<p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Please find attached comments from UDI.</p> <p>Thank you, (REDACTED)</p>	
C318	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Dear HAF Team,</p> <p>I live in a single-family bungalow on Rogers Drive behind Saint Mary's University and I read with horror of your proposed upzoning of the entire area around SMU from ER-1 to HR-2 which seems extreme. If this proposed development is aimed specifically at students, the area will effectively become a student ghetto area, rendering the future streetscape both visually unappealing and a ghost area outside term-time. SMU has both undeveloped and underdeveloped land available and has plans for its own high rise. I should imagine families would rather town houses or low rise developments to bring up their children.</p> <p>I am concerned about the impact of this upzoning on existing properties. Having bought our house at a premium specifically for its attractive, walkable neighbourhood with the specific aim of aging in place, we are concerned that the area will lose all its appeal and our quality of life and our privacy will be seriously impacted. If we are forced out by being hemmed in by high rises there will be few single family dwellings in the area. I should also note that we have just had a property tax increase of 25%, ironic, given that effectively you have condemned us to land value only. I wonder will we be seeing a reassessment in the face of this proposal?</p> <p>This is all particularly galling given the current vacant site on Young Ave and Maclean St and the numerous other vacant lots dotting the area. Surely at the very least this is a good time to make the whole area ER-3.</p> <p>The Upper Tantallon fire last year that came so close to Halifax made us conscious of how difficult it would be to evacuate the peninsula in the event of an emergency. Does your planning take this into account as you look to increase the population and increase use of timber and potentially other flammable materials in new construction?</p> <p>There is of course also the issue of the lack of health care for the population on the peninsular as it is at the moment.</p> <p>Thank you in advance for your consideration.</p>	No

	<p>Regards, (REDACTED)</p>	
C319	<p>Dear HRM,</p> <p>For generations, Halifax has had a defacto policy of allowing housing only where it doesn't upset existing residents. This works when our population has been static or shrinking, as it has for decades.</p> <p>With the upswing in population starting around 2015, Halifax's existing growth model and land use policies have proven completely insufficient in maintaining adequate vacancy rates and housing options that are affordable for residents. The changes stemming from Haliix's HAF application represent an important first step in addressing the housing crisis.</p> <p>My main concern with the proposed changes is that they do not go far enough in allowing flexible land use, particularly in our most economically productive neighbourhoods. To that end, I would encourage the city to further remove restrictions on dense housing options (e.g., 5+ storeys) by-right in the Center planning area, particularly on the Peninsula.</p> <p>Only by using our land efficiently can we encourage affordable housing and climate friendly transportation options.</p> <p>(REDACTED)</p>	No
C320	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Good afternoon,</p> <p>A friend of mine sent me the information and I noted that a letter should be sent to you before this Friday.</p> <p>I have owned a piece of land , rather a large piece, in the South End of Halifax for quite a while now and it is just about a 2 minute walk to Dalhousie University. The land is just slightly under 14,000 sq feet and I was very happy to see that there is the possibility of putting more housing on it than was on in the past. The owner prior to me tore down the house that was on the property and I went to court in November to remove the rather questionable restriction a neighbour tried to enforce on my land but that was simply an agreement between two people who lived a long time ago and was not supposed to be carried with the property but only between those people 80 or 90 years ago. There has been no house on it for close to 2 decades and I often wondered if I should rent the land out to the agricultural departments at one of the universities so that it was at least used. The deer like it.</p> <p>To be able to build several townhouses and a garage with living space above would be a dream come true. After walking past tents and discovering that some of the students are living in those, my heart nearly broke. How did this ever happen in the city I lived in and where my two oldest were born.</p>	No

	<p>So you definitely have a YES vote from me for making my land zoning change to something that could accommodate a number of families/singles/couples. My address is (REDACTED) and just two days ago a realtor contacted me as she has someone who wants to buy the land but if it is possible to change this property to a multi home property then that would be so much better . Those properties on Rockcliffe Street are large and seems a waste when housing is needed.</p> <p>Thank you . I hope this goes through and I would gladly look for a good developer with great ideas for multi housing. Thank you. (REDACTED)</p>	
C321	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Regarding the proposed rezoning of the neighbourhood around Saint Mary's University:</p> <p>I support growth and densification in response to the housing crisis, but we need to add density where it makes the most sense.</p> <p>A solution involving rezoning a half dozen city blocks around Saint Mary's University does not make sense. It is not "gentle density". In fact, the city's rezoning proposal around SMU is extreme, adding 5,000-10,000 people to a handful of streets.</p> <p>Saint Mary's didn't ask for this rezoning, and already has solutions planned to create student housing on campus.</p> <p>The re-zoning proposal doesn't address current housing needs for quick builds or for the "missing middle".</p> <p>There are many vacant lots on the peninsula that could be developed immediately, adding many units without impacting our neighborhood.</p> <p>I ask that you do not rezone our neighbourhood around Saint Mary's University to HR-2, as proposed. It's critical that such a wide-ranging and impactful change be made after taking time to properly consult the community.</p> <p>Yours sincerely, (REDACTED)</p>	No
C322	<p>Hello,</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p>	No

	<p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Dear HRM Staff for Housing Accelerator Funding,</p> <p>I hope this email finds you well. I am writing to express my concerns regarding the draft "Proposed Urgent Planning Changes for Housing Accelerator Fund (HAF) Centre Plan and Suburban Area," which I understand is due for feedback by February 16, 2024.</p> <p>Firstly, I want to commend Halifax Regional Municipality (HRM) for taking steps to address the challenges posed by the rising population in Nova Scotia. Change is necessary, and I am supportive of initiatives aimed at finding solutions. However, there are two significant concerns that I feel compelled to address:</p> <p>Lack of Citizen Engagement: It is crucial to recognize that HRM citizens are integral to our community. Any planning changes, especially those as significant as those proposed, should involve comprehensive engagement with residents. I have participated in past surveys and provided feedback through mail correspondence. However, I did not receive any communication regarding this particular issue. Full engagement with citizens is essential, particularly when the impacts are substantial.</p> <p>Adherence to HRM Strategic Plan: While I understand the urgency of addressing housing challenges, it is imperative that we adhere to the Principles and Objectives outlined in the HRM Strategic Plan. This plan reflects extensive community input and serves as a guide for responsible development. I am concerned that proposed changes, such as increasing building heights without due consideration for factors like wind tunnels, daylight, and electricity usage, may deviate from this plan. We must navigate changes thoughtfully and ensure they align with our long-term goals.</p> <p>As a long-term resident of HRM and a member of the North End of Halifax, I strongly oppose planning decisions made without consulting directly impacted residents and implementing unnecessary changes in the name of Federal housing accelerator funding. This approach does not align with the intentions of the Federal government and may lead to unforeseen consequences.</p> <p>Unfortunately, due to the time constraints, I regret that arranging a meeting to discuss these concerns further is not feasible at this time. However, I am open to further dialogue in the future.</p> <p>Thank you for considering my concerns. I trust that you will take them into account as you finalize the proposed planning changes.</p> <p>Sincerely, (REDACTED)</p> <p>CC: Mayor Mike Savage Councillor Lindell Smith Member of Parliament Andy Fillmore</p>	
C323	Hi (REDACTED),	No

Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.

All the best,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

To the mayor and councillors of HRM:

As a resident of Robie St., I wish to protest, in the strongest terms, the ill-advised and precipitous rezoning of the area encompassed by the blocks bounded by the West side of Robie St., the East side of Marlborough St., and Inglis St. south to the termination of Robie and Marlborough Sts. Rezoning this land to HR-2 will permit 9-storey high-rises in an area which abuts long-established residential zones.

I am aware of the Housing Accelerator Fund (HAF) provided by the federal government, which has precipitated this zoning change. I am in favour of increasing density on the peninsula at a time when more residential housing is sorely needed, and as a resident who has lived directly across Robie St. from SMU for forty-three (43!) years, I have also welcomed and enjoyed, with my extended family, the diverse student population which SMU brings to the area.

I am cognizant of SMU's long-term Capital Plan, and that the plan includes the construction of at least one new residence (capacity 800 to 1,000 students) on its existing property. Since its residences are not currently at capacity with its own students, it seems absurd for the city to encourage private development in the vicinity. Such development will either be in competition with SMU, to the university's detriment, or conversely will be too expensive for students to afford. Or both. Further, I have been made aware that SMU neither requested HRM to undertake this upzoning, nor was it consulted by HRM on the subject.

And that pattern of non-consultation has played out in the way the HRM has essentially ignored its constituents around SMU, in proposing the zoning amendments: a couple of weeks' "notice" (I use the term loosely) in which to respond with neighbourhood questions and concerns, and one or two half-hearted responses from our councillor.

That said, this upzoning will not realistically result in any short-term high-rise building in the designated area. The land acquisition and the necessary complete overhaul of the infrastructure in the designated area (electrical grid, water and sewer, road widening, etc.) will take decades. So how does this particular zoning plan help this municipality with its present need for housing?

There are areas in HRM that currently stand empty (the Piercey lands, Bloomfield School property, Shannon Park, to name a few obvious sites) and these would seem, to reasonable people, to be near-term candidates for high-rise construction. If HRM Council decided to invest more appropriately in public transportation (and taking into account the recent proliferation of bike lanes on the peninsula) the distances from the sites noted above to the universities would in fact be reasonable for students.

In other words, there are acceptable, even necessary, alternatives to the slash-and-burn upzoning which HRM has recently set in motion. There is time, lots of time, for discussion and consultation with the families which currently reside on the peninsula, near the universities.

Please take the time, and get this right.

(REDACTED)

C324	<p>Hello,</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>We are writing to express our opposition to the planned rezoning of the properties referenced in the attached submission as the property owners of (REDACTED). We have cc'd Wayne Mason (no direct relationship) as District 7 Councillor for his review, consideration and follow up. Please confirm receipt of this submission by return email and do not hesitate to contact us to discuss the same. With respect as interested and concerned residents. (REDACTED)</p> <p>-- (REDACTED)</p>	Yes
C325	<p>Hello,</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To whom it may concern:</p> <p>I am writing as a resident of the south end of Robie St., to express my concern about the proposed re-zoning of our area to HR-2. It is obvious that this is poorly thought out, and thrown together in an effort to increase housing around the universities in Halifax.</p> <p>Firstly, let me say that I am acutely aware of the housing crisis here. One merely has to drive by the tent villages to get that. Beyond that, a look at the cost of apartment rental, let alone home purchase, makes one quickly aware that many many people just can't afford to live here. Re-zoning to HR-2 isn't going to fix any of that.</p> <p>Having said that, I appreciate the fact that building a lot of additional affordable housing will gradually allow for a reduction in some of the cost of rental as demand decreases. This too is obvious. But there are better ways than HR-2, ways that allow for increased density without 9-story</p>	No

	<p>concrete eyesores. For example, wooden duplexes and fourplexes, and other innovative approaches. These would not radically change the overall sense of community that currently exists in our neighbourhood.</p> <p>In short, I do not believe that enough thought was given to the proposed HR-2 "solution". I also do not believe there was any public consultation.</p> <p>It is time to step back, take a deep breath, reconsider the HR-2 implications, and find some middle ground.</p> <p>Sincerely, (REDACTED)</p>	
C326	<p>To Whom It May Concern</p> <p>I am a resident of the Marlborough/Robie Street Block that has been proposed to be designated HR 2 in these "urgent amendments".</p> <p>To say that myself and my neighbours were flabbergasted by this proposal would be an understatement. Here are my concerns:</p> <p>1. Communication</p> <p>The seriousness and drastic change that this proposal, if enacted, would impose on this block certainly should have resulted in some effort on the City's part to notify residents directly. This is especially so because of the very short time that we were given to respond. As a senior I am not engaged in social media (if that is the method that was used for publicity). If it had not been for a neighbour who alerted the rest of us I would not have found out. Not only that, when I went to look at the Halifax Accelerator Fund website, I could find nothing under the heading "HR 2". ER 2 and ER 3 were there, but not HR 2. I finally found it buried under "enabling housing for students". Not good enough and very misleading!</p> <p>2. The Proposal Itself</p> <p>I think that myself and my neighbours accept that the ER 1 designation that we have had is not sustainable and that greater density, through ER 2 or ER3 zoning is necessary. I do support that. However, to take the entire perimeter of St. Mary's, and designate it for high-rise development is not necessary to achieve the stated objectives of the Housing Accelerator Fund, nor will it "enable housing for students".</p> <p>We have learned that St. Mary's was not consulted about this proposal, and indeed has its own plans to significantly increase housing on its campus, which has sufficient land to accommodate this without encroaching on neighbouring streets. There is nothing in this proposal that actually addresses student housing. It only allows for 9-storey buildings close to universities. We all know that that the cost of new construction will not likely result in units that would be affordable for students. This explanation for a large increase in density on the St. Mary's perimeter is simply not honest, in my opinion, and very disappointing for me as a long-time resident.</p> <p>The simple fact is that we are now seeing the approach of real estate agents and investors who see this as an opportunity to build highrises in a desirable part of the city, and are willing to assemble land to do so over time. There is very little chance that this proposal will result in any rapid housing development because of the cost and complication of acquiring the land, and certainly will not result in affordable housing being built. Does the city want more vacant lots? A lot of our housing stock in this area has simply been torn down, with nothing being built to replace it. Why isn't some push from the city being used to have the developers who have demolished housing units to avoid taxes being obliged to build on those lots?</p> <p>Another concern that I have with this proposal is that the Marlborough/Robie block ends in dead-end streets. There is already considerable pressure from St. Mary's traffic in this area. Adding a large number of new units will only exacerbate these issues. A fire truck going to the block below Roxton Road could not turn around. Is that the place for multi-thousand new residents?</p>	No

I have also learned that the density being proposed for the areas around St. Mary's and Dalhousie is more than Quinpool Road, for example. This is not necessary for areas that are not already designated for highrise development.

3. Conclusion

On a personal note, this is my home of nearly 40 years, which has been improved over that period of time. The housing stock in this area is excellent, and it would be far better to allow the "gentle density" or "missing middle" options, which lends itself to smaller-scale densification that could well be more affordable than the 9-storey buildings, and more likely to happen within the desired 1-3 year time frame. If this re-zoning is approved I expect that I will ultimately be forced out my home, and I am left to wonder whether it is worth continuing major environmental improvements. If it is the intent of the City that our houses be torn down for the development of high rises, then at least be up front about it, since if the HR 2 designation is applied to this block I understand that my house will not be valued as a standing home. You can say that no one is forcing you to move or sell, but we all know that the reality is much different if developers begin to assemble land.

In conclusion, I do not support the HR 2 designation, but recognize that the ER 2 and ER 3 designations are necessary in the city in order to increase density. This increased density can be accomplished without destroying a residential neighborhood that has been a part of the city for 80+ years.

Thank you.

(REDACTED)

Tracking No.	Comment	Attachment
C327	<p>Hi,</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>I have never sent comments to the planning department before. But I am very concerned about this issue so I hope I am not too late. I know this took a lot of effort and thank you for that.</p> <p>Thank you for the opportunity. Please take your time with this issue. I sent these to Wayne as he is my councillor - so I am now forwarding to you. Sent from my iPhone</p> <hr/> <p>Waye:</p> <p>I wanted to provide my thoughts on the proposed Halifax Housing Accelerator fund re-development changes, referred to in your email update of January 29, 2024. Waye, your update is detailed, but the changes proposed are so significant it is shocking – and very overwhelming to try and make any comments.</p> <p>While it is clear that we need more housing, particularly affordable housing, quickly, I am not in favour of the proposed accelerating fund re-development plan. There are certain aspects of this plan that could be easily implemented without significant impact, but I fear that there are other aspects of the plan which are “too much; too quick” – i.e., there is inadequate time being allowed to properly consider the implications of these drastic changes. Therefore, I think we should look at this in an incremental fashion and carefully assess the impacts prior to proceeding with the whole plan. Pick the “low hanging fruit” and approve that; identify the more controversial or impactfully changes and assess them further (and have more public consultation) prior to approving them. The obvious easy approval is related to increasing height allowances along major arteries (such as Robie Street and Fenwick street areas or up near Almon street), but I really don’t like the look of entire neighbourhoods in both Halifax and Dartmouth becoming ER-3 (allowing 4 units/lot?) and some areas adjacent to universities becoming HR-2 (8 stories high?) – if all of this is approved, will we actually fill all these new buildings? We will be in a massive tear-down and construction zone for over a decade, and the city will be unrecognizable.</p> <p>With the drastic nature of these changes, it seems like we are throwing away all the careful work on the Center Plan, for a federal request that does not offer much money (80 million dollars?). It is almost a panic-like response, rather than a careful, staged approach to re-development. Is it actually worth making all these rapid changes for such a small amount of money, just because the federal government wants to say they are doing something quickly?</p> <p>Some High Level, Specific comments:</p> <ol style="list-style-type: none"> 1. ER-3 Zoning throughout much of the city: - I am concerned that ER-3 zoning in much of the city will change the feel of the neighbourhoods drastically. These are largely quiet residential areas, and the allowance of 4 units on a lot seems excessive and unnecessary. To reach 20,000 units 	No

do all these areas within Halifax and Dartmouth have to have this zoning? I fear a vicious cycle of tear downs and massive re-builds will occur, which you also expressed concern about in your email update. And the neighbourhoods will lose their character and walkability; traffic will be impossible on side streets (this is already challenging with the increased parking on 2 sides of the streets in many areas). There are several areas in the north end and the west end that seem to have ER-2 ratings (historic areas) – can some additional areas in other parts of the city also be ranked ER-2 so we don't lose character everywhere?

2. CEN Zone 2 on Fenwick and surrounding area, and up near Almon and Robie and Agricola – I have no problem with these, but i don't live in these neighbourhoods so I am not sure my opinion counts. These areas already have several towers so this makes sense to me.

3. Quinpool – I do not have a problem with increased height over the Canadian tire strip mall but do we really need 40 story towers all along Quinpool? That sounds crazy to me – Quinpool is already a traffic challenge, and this will only get drastically worse. The cars already file down the side streets to enter Quinpool – how can these re-development changes consider all the changes to traffic (see below for additional comments in general on traffic).

4. Robie Street – I do not have a big problem with increased height to 9 stories along Robie, but why does it have to occur along the entire length; when you increase height along Robie and Agricola, many quaint houses with considerable character will be demolished, which will change the entire feel of that area – some parts of this area have been left at ER-2, but they will be surrounded by higher buildings.

5. Why is the focus of all these changes on the peninsula and downtown Dartmouth? Why cant some of the increased zoning occur in Clayton Park or other subdivisions – I understand they want to minimize traffic impacts, but the traffic impacts to the peninsula are going to be massive. Also – with last summers fires, if there was a fire or emergency on the peninsula, how would everyone get out? It would be impossible.

Some other thoughts are listed below:

6. Traffic flow, Public transportation, Parking: If this plan is implemented, how will traffic respond – we do not have the road infrastructure to support this degree of change. Has traffic flow been considered? If not, should it not be before approval of certain aspects of the plan? What about parking? As we move forward to address climate change, active transport will be encouraged, but the reality of increased density will be increased cars and traffic in the near term. Are there adequate public transportation routes, etc. to support these changes? This must be considered – both in the downtown core, and related to our access highways – the 102 coming into Halifax on any given workday already has a large que of cars.

7. Demolitions and Empty Lot issues. A factor in the housing availability issue is the developers who have been buying properties along streets such as Robie and Coburg in Halifax, and immediately tearing them down. I have sent several comments to you prior to this, and I appreciate your responses. This is removing units that should be available to rent. This must stop. Even recently renovated properties (such as the house on the corner of Robie and Jubilee) are being taken down. There must be a change to both the demolition permit applications as well as an escalating vacant lot tax implemented immediately. The longer a lot is left vacant, the higher the tax should be – this would help to de-incentivize tear downs. We need action on this issue ASAP.

8. Tree Protection: A secondary issue to the demolitions and empty lot issue is the destruction of trees on these properties – ie, the developer is removing large trees to create a lot that is empty and ready to sell to other developers. We need to implement a protection for large trees to ensure all these re-development changes do not alter our green city – the reduction in number of trees related to climate change (particularly hurricanes) is already significant. I believe other cities have tree protection by laws that could be looked at as examples.

I am really fearful of approval of all of these proposed changes – I strongly encourage council to take an incremental approach – approve the obvious, easy changes, and take more time with the rest of them. The community needs more time, and I feel like there needs to be more communication about not only the zoning changes but also traffic impacts, future public transport and many other items. I am scared that the neighbourhood feeling of this city will disappear with these changes – this is what makes the city so attractive to residents and visitors. I am disappointed that changes of this magnitude are being rushed with no public consultation, and I am not convinced that it is worth it for the money involved. I firmly believe that we need more affordable housing – but without the correct rules, we could end up with a lot of expensive buildings that don't provide affordable housing to people and families in need. And, we could end up losing a lot of existing housing over the next decade, while developers buy up properties, tear them down, and wait for interest rates to come back down before actually building. Some of my comments are repetitive, and I apologize for that.

	<p>Thanks for the update and I look forward to chatting further</p> <p>(REDACTED)</p>	
C328	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello</p> <p>I have owned (<i>redacted</i>) on Quinpool Rd for 20 years. Up until 2 years ago there was nothing that could be built without a DA as the zoning was from the 1970s. Now you are proposing 9 stories in residential areas, and since there is a GFAR on Quinpool I will not be able to exceed 7 stories under the new proposed rules. Please eliminate the GFAR on Quinpool Rd like your proposing in our residential areas.</p> <p>I am against anything other than residential in residential neighborhoods. The height and density should be on streets like Quinpool Rd, please put it there.</p> <p>(REDACTED)</p>	No
C329	<p>Hi,</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>I'm extremely disappointed with the proposed changes to the Centre Plan. Specially the approach of increasing certain area's maximum heights permitted. It seems to be a careless & unthoughtful approach to upsize allowed developments without careful consideration of their impact.</p> <p>My understanding when the Centre Plan was initially issued a few yrs ago, was that a through & comprehensive effort was put forward to identify developments that would fit with existing uses. It now appears the city is taking thoughtless approach by simply upsizing the rules put in place by the Centre Plan.</p>	No

	<p>I'm not against development & I recognize the housing shortage needs to be addressed. This should not overrule good planning rules which the Centre Plan put in place. These potential large developments will have lasting effects on Halifax for generations to come.</p> <p>I'm specifically upset with the proposed changes to allow 9 stories on the Robbie Street facing block between Bliss St & Jubilee Rd, when it presently permits 3 stories. Immediately south of Bliss St, along Robbie, 3, 5 & 7 stories are existing/proposed. What is the rational for the distinction?</p> <p>I'm also against the quick action of the proposed changes to the Centre Plan. The federal Housing Accelerator Fund is still available without such radical changes. More time, consideration & public engagement (specially local public meetings) should be undertaken.</p>	
<p>C330</p>	<p>Thank you.</p> <hr/> <p>Hi (REDACTED)</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To HRM Staff and Counsellor Sam Austin,</p> <p>I am writing in regard to the recently proposed HRM Centre Plan changes. I, like my neighbours, am aware of the new Housing Accelerator Fund and the need to create more housing in our city. I am supportive of some of these changes and appreciate that there is a great deal of balancing of interests which needs to be done.</p> <p>I am very upset about the proposed height increase allowance from 3 stories to 7 stories on Victoria Road, specifically from Cherry Street to Frances Street. I have lived on Slayter Street, directly behind the proposed area of change, for many years. In addition to the wind tunnel which would be created by these tall buildings, I cannot imagine how Victoria Road, which is an older narrow road, will handle the congestion created by the increase in traffic caused by this development. The increase in vehicles of tenants, entering and exiting the new developments, and whatever is required for parking will also contribute to the inevitable chaos. There can be no question that Slayter Street and all the narrow side streets in this residential neighbourhood, will suffer from the traffic displacement.</p> <p>I am concerned about the storm water impacts that would be realized. Given the drastic change in the population anticipated by such a development, is there adequate water and sewer infrastructure to meet the anticipated demand.</p> <p>Like others have expressed, I am not a "not in my backyard" individual and have lived here through many changes to our neighbourhood. I do believe, as a homeowner and taxpayer in this community, I and my neighbours deserve to be heard and considered.</p>	<p>No</p>

	<p>I have been quite alarmed by what I have read about these proposed changes. I am asking that HRM planners specifically consider the consequences 7 story buildings on Victoria Road would have on this neighbourhood and particularly, this block of Slayter Street and surrounding areas.</p> <p>In conclusion, these are some difficulties that I see with this proposal:</p> <ul style="list-style-type: none"> • - Wind tunnel effect • - Traffic congestion caused by new residents' cars • - Traffic congestion caused on Victoria Road from tenants' vehicles entering and exiting units • - Traffic displacement to quieter side streets and Slayter Street and beyond • -Storm water/Wastewater impacts • - Increased infrastructure costs <p>Sincerely,</p> <p>(REDACTED) t</p>	
<p>C331</p>	<p>Hi Jeff,</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello,</p> <p>It appears our area (Wedgewood and Sherwood Heights) is included in the proposal to permit 4 units on single family (R1) property. The mass permitting of this type of change is reckless for home owners, the mass of who are the base of the property taxes that make up the vast majority of the HRM budget.</p> <p>There is a reason HRM, and the previous City of Halifax set these zonings. The wholesale approval of 4 units across large areas is absolutely not in the interest of single family property owners, or anyone who lives in these areas. Permanently altering neighbourhoods in a negative manner is not a solution, it is a downgrading of the quality of life and enjoyment of property we have collectively worked decades to create for our families and community.</p> <p>Has anyone considered the protective covenants of the properties to be affected? Are we going to potentially have thousands of lawsuits triggered because of a knee jerk reaction by HRM to get funding?</p> <p>Instead of pitting neighbours against each other, perhaps a semblance of coherent, considered, policy should prevail. Property owners, voters, and tax payers expect HRM to put in the work to produce reasonable policy for the longterm betterment of the region, this certainly is not it.</p> <p>(REDACTED)</p>	<p>No</p>

<p>C332</p>	<p>Hello,</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>I am a resident on Southwood Drive and I do not support the proposed zoning changes for my neighborhood With concern (REDACTED) Halifax</p> <p>Get Outlook for iOS</p>	<p>No</p>
<p>C333</p>	<p>Hi (REDACTED),</p> <p>Thanks for your feedback. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Good afternoon, I'm writing with feedback about the proposed changes for housing planning in Halifax related to the Housing Accelerator Fund (https://www.halifax.ca/about-halifax/regional-community-planning/housing-accelerator-fund). I want to express my strong support, in general, for changes that promote more forward-thinking approaches to housing. Specifically, I'd also like to applaud the removals and reductions for parking minimums in the regional centre and suburban areas. I hope that these parking minimum changes will coincide with increased pressure to improve transit throughout HRM and real efforts to quickly get the long-awaited minimum grid bike lane network implemented. It's great to remove parking minimums but residents are currently lacking in meaningful transportation choices and this needs to be considered in parallel with housing.</p> <p>Thanks, (REDACTED)</p>	<p>No</p>
<p>C334</p>	<p>Hi (REDACTED),</p>	<p>No</p>

	<p>Thanks for reaching out. To answer your question, there was site-specific rezoning request received for the property at 137, 151, and 153 Hebridean Drive, but it is not being recommended for rezoning as part of the Housing Accelerator Fund. This request will be looked at further over the course of the suburban planning process, which will include more detailed public consultation as the plan is developed.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hi there, I'm very interested in the possibility of a come change on Hebridean Dr. in Herring Cove. Is this a go ahead already? Will there be community input/townhall meeting? What building structures does it include?</p> <p>Thank you, (REDACTED) Sent from my iPhone</p>	
<p>C335</p>	<p>Hi (REDACTED) and (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Dear Councillor's,</p> <p>I am writing to express my opposition to the proposal for a significant up zone on the blocks around the university sites. I am especially opposed to the HR 2 zones around the Saint Mary's campus.</p> <p>I, along with my partner (REDACTED), live at (REDACTED) Halifax. We have a family of (REDACTED) We both have grown up In Halifax and have lived in various parts of the peninsula including the downtown core, the west end, and in central to north Halifax over various parts of our adult life. We have also lived in other Canadian cities and chose to move back to Halifax as professionals in large part for the opportunity to own our own home on the peninsula and to be in walking distance to the downtown as well as our places of employment. I am a (REDACTED). We wanted the sense of community that the many distinct neighbourhoods of the peninsula offer.</p> <p>We have both grown up in this city and are excited to see the many changes that have been happening to the city core. For many years this city was stagnant and had no growth. It is great to see the diversity of people. The explosion of different style restaurants etc. We support growth and change.</p>	<p>No</p>

In Councillor Mason's review on this topic dated, Jan. 29, 2024, he discusses changes to the area around Fenwick as well the Canadian Tire on Quinpool Road. I think these are excellent places to start. There should be no open-air parking lots. In Toronto we drove and parked under a high tower condo and the street level was a walk-in grocery store, as large as any Sobeys or Superstore, and above was residential. These two areas of the city already have towers around them and are associated with wasted space for cars. That is where we should start with housing.

I do support corridor housing along the corridors of Robie Street stopping at Spring Garden and Quinpool Rd stopping at Oxford. We should not do this along Oxford St or along Connaught Ave. The traffic is already severe. I believe that the best way to do this corridor housing is in consultation with the citizens of the surrounding neighbourhoods. I think designs such as the new buildings on Preston Street at the old Bens bread factory have worked out nicely at the street level. However, I would stress that this is not affordable housing. I do not think it should extend past Robie St south of Spring Garden, especially at Marlborough. The zoning change should also most definitely not involve both the corridor street and the street behind, as is the case at Robie and Marlborough.

I do support increasing the population on the peninsula and in the existing neighbourhoods. I think it is all in the details. The 1970's terrible 4-unit square apartment style building in the middle of a residential neighbourhood is not the answer. I think that townhomes and semidetached on single lots can be done. The area off Ivanhoe behind the Grammer school is a great example of middle zone housing that has worked well. I would stress yet again that is not affordable housing for middle income families.

Over the years the traffic coming through Beaufort Rd to Inglis Street from Oxford has grown considerably. It is not safe to cross Beaufort Rd because of the speed of the cars and the volume. This traffic should be routed down South Street and then to Robie and Inglis following the Universities. We should not have more traffic in this corner of the city. I believe that we need to have a better discussion about what the corridors are. This small triangle of the city should not be a traffic corridor and the addition of HR zoning will only worsen the traffic considerably. The community should have some consultation with regards to this.

With respect to HR zoning around SMU I believe that these changes as proposed are a complete rush job trying to grab a very insignificant pot of money from the federal government. I do not feel that these proposed changes will do anything to significantly affect the goals of affordable housing, diversifying neighbourhoods etc. I believe that we should slow this down and open up communication with the community and make a good plan for change. What is proposed is not a good plan. It is also not a small change to the central plan as suggested.

I believe what is proposed will ruin the neighbourhoods around the universities and will certainly make me want to leave this city. I have no interest in living in a condo. If so, I would have moved to Vancouver. I have no interest in driving in from our suburbs if so, I would move back to Toronto and work in (REDACTED) there. I believe it is a slow death to a city when we allow big zone changes. The first-row streets are gone then the row in behind will not want to live next to a high rise and they will sell to developers and the houses will get run down and then more will want to sell and then developers will tear down and leave empty terrible lots and the neighbourhood will decay. Soon there is no neighbourhood, and Halifax will look like the Vancouver peninsula; Condos everywhere and no sense of community and sadly a terrible homeless population. We can't let that process start.

I have lived here long enough to see what happens with decay. In the early 1990's affordable rentals were torn town across from QE high school and left a vacant lot until recently when it was replaced with a building that is not affordable housing. More housing yes but not affordable. What about the old Bloomfield school? That has been a mess for more than a decade. Look at the decay happening off South Park at South Street. Those big, beautiful homes are slowly rotting. I am sure owned by a developer but at least they have not been torn down. Look at Young Avenue - the big old homes that used to house many young professionals and students torn down. That land has sat vacant for probably 20 years.

If this is really about affordable housing and our homeless situation these high-rise structures will not solve that. Why not have a high-rise structure on the current lot at centennial pool that is affordable housing. Instead, we have a few small mobile units. Why not have people living in the, I am sure, partially vacant business towers in the downtown.

If this is about student housing, then why are we not having discussions with universities. There should be no open-air parking lots anywhere in our city. The city should be forcing developers and the universities and the government itself to have underground parking. There are huge areas on the SMU campus that are open vast parking lots that easily could be made into student housing.

	<p>Unfortunately, I do not believe that our homeless population is students. I don't believe that any high rise or middle housing is going to solve this. I believe that we have lost a tremendous amount of affordable housing that has been torn down and these lots are sitting empty as we allow the greed of developers to ruin our neighbourhoods. Affordable housing will only come from the government mandating that these developers have portions of their buildings be lower rent to those that apply. The buildings would then be diverse.</p> <p>If this is about generating tax revenue for a poor city (which I think it is) then we should be taxing the vacant lots. We should be taxing the people who choose to live in the suburbs and drive onto the peninsula. We should demand the developers be contributing financially to solving the infrastructure problems that come with change. I can't even imagine how our old city will tackle the infrastructure costs that will come with HR zoning but hopefully the developers will be forced to share the burden.</p> <p>In summary we support change done well. We all want to have the best city in Canada. That only comes from a sense of neighbourhood and ideally a walkable neighbourhood with green space and good public transportation options.</p> <p>We would very much welcome being a part of a design group that fosters change. Change with discussion not hastily done change with no real thought or discussion.</p> <p>Please do not allow the established neighbourhoods to be rezoned to anything more than E2 and E3 and please do not allow HR zoning in our neighbourhoods.</p> <p>(REDACTED)</p>	
<p>C336</p>	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Good evening,</p> <p>Thanks to the staff who presented at the Bridgthwood golf course tonight, I learned a lot (especially on the implications of high restrictions instead of stories, bring on the mass timber!)</p> <p>Generally I am supportive of the plan as proposed by HRM staff.</p> <p>My only concerns around the growth (hopefully) in the area are:</p> <ol style="list-style-type: none"> 1) the ability to create transit lanes on Victoria. 2) can we help guarantee commercial space on the first floor of a large development? The area is lacking coffee shops and a spot for a pint close by 😊 	<p>No</p>

	<p>I have been living in the Brightwood community for 3 years on Vanessa, and recently moved over to Frances. I walk/bike or take the bus to get to work downtown Halifax every day and want that for more people.</p> <p>From that meeting I hope that the loudest voices of an older NIMBY generation does not overtake the need to advance important urban planning.</p> <p>I look forward to seeing if programs develop to help home owners create the backyard suites and new units that ER3 can help promote.</p> <p>Keep up the great work,</p> <p>(REDACTED)</p>	
<p>C337</p>	<p>Dear Housing Accelerator Fund Team:</p> <p>Please find below, my comments regarding the proposed changes to the Centre Plan in response to HRM's Housing Accelerator Fund. The short time limitation has made it essentially impossible to respond more fully to the complicated changes that are proposed. Nonetheless, I submit the following for your consideration.</p> <p>Corridors and Centres:</p> <ul style="list-style-type: none"> • I am very concerned about the proposed increases in allowable height 30 to 40 storeys in some areas. I do not see how building to this scale does anything more than incentivise developers to build as high as they like, without constructing affordable housing that will be environmentally sustainable. o It has been stated repeatedly that we do not currently have the equipment or experience to build 40 story buildings in Halifax. □ If that is so, why is HRM zoning buildings that we do not have the capacity to build? o This proposal will not have any immediate effect on housing supply because we cannot build quickly enough – we don't have the tradespeople or the supplies needed. o It appears that no consideration has been given to the capacity of emergency services. □ It is a well-known fact that fire-fighting equipment is not designed to reach beyond 100 feet – 10 to 12 storeys yet I've heard nothing about upgrading such equipment. o Similarly, I have seen nothing to indicate that provisions have been made to accommodate the children who require schooling in these newly densified areas □ Our schools are already so over-crowded that many children attend classes in portable classrooms and the densification will inevitably include children who need to be educated, but I've heard nothing about schools included in this plan. o The financial cost of constructing high-rise buildings is very high but it pales in comparison to the environmental cost. □ Though some developers have reluctantly acceded to requirements to build affordable units to acquire development permits, there is no guarantee that any new developments will include consideration for affordable housing. o The Federal government wants increased height in corridors and centres, but HRM's proposed increases exceed what they asked for. □ We don't need to turn the peninsula into Manhattan in order to densify it. This is the lazy way out. Densification can be achieved in ways other than by creating jungles of 40 story buildings. o If 40-storey buildings are going to be constructed, and if HRM is serious about its climate change mandate, these developers will build them with non-renewable building materials like concrete and steel, whereas lower rise buildings can use timber-frame construction – with much less effect on the environment. o And, of course, one of the biggest concerns about the effect of so many 40-storey towers is that they create shade and wind on surrounding homes in the neighbourhoods. □ It seems somewhat foolish to promote solar panels in homes that could well lose the sunlight that makes them useful. • I do not understand why, since Minister Fraser proposed that HRM could allow four storeys 'as of right' this option appears to have been complete disregarded. o Four storeys would be much more palatable to many people, combined with the ability to build additional units behind their homes. 	<p>No</p>

o This would alleviate the environmental effect of construction, and reduce the effects of wind and loss of sunlight to the neighbouring properties.

ER2 and 3 Zoning:

Though internal conversions is a good concept, I am concerned that you have removed the unit and bedroom counts, as it leaves much room for possible abuse.

Student Housing

It is my understanding that student housing around Dalhousie and St. Mary's is not nearly as necessary as HRM has stated it to be. Moreover, suggesting that students should live within 400 metres of campus is completely unrealistic – unless the real intent is simply to allow developers to do whatever they way.

Most students require housing only between September and April, when many students then leave for the summer. This creates a short-term (Air BnB, VRBO, etc.) rental market that removes much-needed housing from the rest of the population.

Dal and SMU both have housing on campus; Dal has already increased some of its student housing and SMU has plans to increase its student housing. It seems to me that HRM is trying to remedy a problem that doesn't exist, and in doing so, is creating another by taking away much needed full-time housing from non-students.

Office to Residential Conversions

I have read that London Ontario reached their HAF density targets largely through office to residential conversions. Could HRM not do this, too? What efforts have been made to support this.

Doing so would greatly reduce the greenhouse gas emissions that will be created through new concrete construction. This appears to have not been given any serious consideration – again, taking the easy way out by opting for 40-storey towers.

Heritage

Though staff have apparently tried to include some protections for heritage in the proposals, I fear the proposed upzoning will make it too attractive for developers to purchase registered heritage properties, apply to de-register them, wait the requisite time and then demolish them.

This is especially problematic in areas with historic, but not formally designated, homes, where the proposal gives huge incentives for developers to buy these and demolish them.

We already have seen the effect of this on Robie Street and the problem is spreading to the surrounding streets as a result of the upzoning contained in the Centre Plan. Though this concern was raised during the drafting of centre plan regulations, changes were not made. The result is grossly evident.

Planning staff and Council expressed surprise that this was happening, yet it was their own policies that promoted it.

If you upzone historic neighbourhoods by allowing high rises, it is likely this demolition (someone called it a demolition derby) will happen again, but on a larger scale. Heritage Trust of Nova Scotia warned against it during the preliminary stages, and warns against it again now. Please don't repeat the mistakes of the past. This city needs its heritage streetscapes – it's one of the things that makes our city attractive to visitors.

There is more to be said, but time constraints forestall engaging in the detailed examination HRM's proposal should have. We would rather engage with meaningful discussion about options – and want to help develop them - but we are without time to do more than highlight our concerns.

The communities within HRM can, and should, be a great place to live. However, HRM Council and Planning need to consider more than just the easy route of allowing / encouraging high rises to achieving the density required to meet the housing accelerator fund payments. If the money dangled by the federal government is used as a catalyst to destroy the uniqueness and enjoyability of the city, it isn't worth what the city will get.

There are too many peripheral expenses that will result.

As citizens, we have thought about what we want our city to be like and help with the housing crisis. Many of us want to help; please give us a chance to do so.

Sincerely,

(REDACTED)

<p>C338</p>	<p>to the Housing Accelerator Fund Team:</p> <p>So much is being disregarded in the proposal: the negative environmental impacts, the lack of emergency services, the lack of schools, the citizens who pay taxes, so much hard work and good faith that has gone into the new regional plan by citizens and the Halifax team of planners assigned to incorporate the Green Network plan, HalifACT, the active transportation plan. This proposal feels like all that is being trashed.</p> <p>I concur with the concerns and points made in this letter. But, will you pay any attention?</p> <p>regards, (REDACTED)</p> <hr/> <p>Dear Housing Accelerator Fund Team,</p> <p>I am sending what I am afraid are my rather hastily drafted comments on the proposed changes to the Centre Plan in response to HRM's Housing Accelerator Fund Proposal. My comments are hasty because of course residents have been given a woefully inadequate amount of time and information to respond to a very complex set of proposed changes.</p> <p>With that in mind, here are the things that jump out at me as being problematic.</p> <p>Corridors and Centres:</p> <ol style="list-style-type: none"> 1. I am very concerned about the proposed increases in allowable height 30 to 40 storeys in some areas. Incentivising buildings of the scale does not meet the objectives of the HAF to speed up the construction of affordable, environmentally sustainable housing for a number of reasons: 2. even developers have said that we do not currently have the equipment or experience to build 40 story buildings in Halifax, so why would we want to zone for buildings that we do not have the capacity to build now? This proposal will not have any immediate impact on housing supply. Also, have you given consider to the fact that our emergency services don't have the capacity handle emergencies in buildings of this scale? 2. The construction costs of high-rise buildings of this scale are very high. As such, it is guaranteed that they will not include any affordable units. The only way that developers should be allowed to construct buildings of this scale is if the majority of the units are affordable. 3. 40 storey buildings create quick density, yes, but with a major environmental impact. They must be built with non-renewable building materials like concrete and steel, while lower rise buildings can use timber-frame construction. Other negative environmental impacts of buildings of this scale include considerable impacts of shade and wind on surrounding neighbourhoods. The Feds asked for increased height in corridors and centres, but the proposed increases go well beyond what the Feds asked for. We don't need to turn the peninsula into Manhattan in order to densify it. This is the lazy way out. Find other ways of creating density without creating canyons of 40 story buildings. 3. On the subject of height in general, according to the October 4 letter from Minister Fraser, one of the options the Feds asked HRM to consider was allowing four storeys as of right. It would have been very interesting if HRM planning staff had put this idea forward as an option. I suspect compared to the raft of 40, 11, and 9 storey upzoning recommendations you have made, a lot of people might have found the idea of 4 storeys as of right a more palatable compromise. <p>ER2 and 3:</p> <p>Encouraging internal conversions sounds great but the lack of maximum unit and bedroom counts seems to leave too much room for possible abuse.</p>	<p>No</p>
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	<p>Student Housing</p> <p>I think that the proposals for creating more housing for students near Dal and St. Mary's go too far. Student housing is occupied from September to April, then many students go home for the summer. That leaves housing that could be occupied 12 months of the year empty for four months. Rather than trying to increase the supply of off-campus housing, it seems to make more sense to assist Dal and SMU with their plans to increase on-campus housing. I understand they have plans to do that, and furthermore, they have said they do not need or want the competition from more off-campus housing. Basic consultation with the universities during the development of your proposals would have made this quite clear, but I understand these consultations were not undertaken.</p> <p>Office to Residential Conversions</p> <p>I understand that London Ontario reached their HAF density targets largely through office to residential conversions. Would it have been possible for HRM to do this? That would have been ideal since the environmental impact of retrofitting existing buildings would have been much less than the policies you are proposing that are incentivizing new construction. It would have been nice to been given some options, rather than the almost fully-formed plan that HRM has been put forward.</p> <p>Heritage</p> <p>While I appreciate that staff have apparently tried to include some protections for heritage in the proposals, I am afraid these will not work in practice. The proposed upzoning will make it too attractive for developers to purchase registered heritage properties, apply to de-register them, wait the requisite two years, then tear them down. The proposed upzoning of streets with many historic, but not formally designated, homes will also provide huge incentives for developers to buy these buildings up and tear them down. There is no clearer example of this than what has been happening on Robie St. and surrounding streets as a result of the upzoning contained in the Centre Plan. I commented on the likelihood of this happening when the draft centre plan regulations were brought out and know that others did too, yet changes were not made. Then when developers started buying these properties and tearing them down, everyone was rightly appalled. But planning staff and Council expressed surprise that this was happening. They said that they didn't think developers would spend that amount of money to buy houses like those just to tear them down. Why were they surprised? We were not. They were warned this would happen. So if you upzone historic neighbourhoods as you propose to do, and this happens again, but on a much larger scale, you can't feign surprise. You have been warned that this would happen not only by Individuals like me, but by organizations like the Heritage Trust of Nova Scotia. Please don't make the same mistake again.</p> <p>There is so much more to say, but that is all the time I have. So I will close by saying what I have written a number of times to council and staff. You will likely categorize my comments and many others like me as NIMBYism. It is a convenient way to dismiss people's concerns. But when we are only given a short time to respond to pre-packaged proposals, rather than being given the opportunity to provide input into formulating solutions, what choice are we left with but to highlight our concerns. We know that there is a housing crisis. And we want to help. But instead we are forced into a "defensive" position when we would much rather be working toward a vision to help solve the housing crisis while maintaining the qualities that make this a great place to live. We would still gladly do so if given the chance.</p> <p>Sincerely, (REDACTED)</p>	
<p>C339</p>	<p>Hi (REDACTED),</p> <p>Thanks for coming to the meeting last night, and thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p>	<p>No</p>

	<p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Thank you for the informative session at the Golf course this evening.</p> <p>I am in favour of more density in the core areas of HRM, and although I understand that affordable housing is a provincial responsibility I believe that integrated affordable housing rather than ghettos is important enough that the municipality needs to do all that it can to push to offset the 30 year deficit in social housing we are now experiencing.</p> <p>That said, I believe that 7 story corridor down to cherry in order to somehow link up with boland st is a bit of a stretch. The gentle density of four stories with commercial on the first floor would be a much better transition for the community. While I take the point that it could be years before any of these buildings are built, it could also happen quickly as the higher density on Wyse Rd and near the bridge spill over. There are a number of issues with the higher story buildings - not the least are the increased amount of parking on side streets and the shadowing of the properties behind off of Slayter which will impact both resident use of property and, in some cases, the significant investment residents have made in switching to solar.</p> <p>I do not take a lot of comfort from the comments that even though the city does not require parking, developers will still provide it. This is like relying upon the insurance industry for safety regulations. For the foreseeable future people will want/need cars (especially when our transit system is often unreliable and does not run often enough), so there will be excess cars. They will need to be parked, and they will clog up the side streets making access by emergency vehicles problematic.</p> <p>I would also suggest that staff look more closely at the traffic density on Victoria Rd now. It has increased significantly in the past 2-3 years, and in both directions (to-from Halifax). In the past, traffic was mostly one direction in the morning and the other in the afternoon, that is no longer true. In terms of corridor planning, lets try to avoid another Robie/North St bottleneck, and start planning for the need for dedicated transit lanes (with the bicycle lanes on Slayter and Wyse Rd).</p> <p>(REDACTED)</p> <p>Sent from Outlook</p>	
<p>C340</p>	<p>Thanks for your prompt response and for the information :) Heather</p> <p>On Tue, Feb 13, 2024 at 12:12 PM Federal Housing Accelerator Fund <haf@halifax.ca> wrote: Hi (REDACTED) and (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p>	<p>No</p>

	<p>Hello,</p> <p>We are writing about my concerns regarding a pending housing development behind our home we are just now learning about because of our wonderful neighbours. Over the past few years, there have been many changes in our community for which there has been no consultation and we are very disappointed to learn this is another project we've not been consulted on.</p> <p>While we support housing developments across the province to help address the tragic crisis we are faced with, we would also like to see other issues addressed that contribute to the crisis including significant immigration which our city isn't necessarily equipped to handle. It's devastating to see people living in tents, many of whom I understand have jobs and simply can't keep up with the high costs of living.</p> <p>The beautiful green space behind our home on Amethyst Crescent, which is situated on Sherwood Drive is in large part what sold us on this location, we get to enjoy a little bit of country while living in an urban subdivision - our kids and animals very much enjoy this space and the quiet it creates. Our community is already nearing overpopulation, our schools are over capacity as a result and the potential of eight townhomes and a three-story apartment building would further strain our community and our services while also potentially decreasing our property value and increasing our taxes. Much like many others in this province, despite working three jobs between two adults and all of our children are fortunately employed, we are struggling to afford the high costs of living and are naturally concerned about how a development like this could impact us.</p> <p>Also, we would really like to be a part of the dialogue about this development and have our voices heard.</p> <p>Thanks for hearing our concerns. We look forward to receiving a response from you.</p> <p>(REDACTED)</p>	
<p>C341</p>	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello,</p> <p>I was recently informed by a neighbour that HRM is considering changes to its planning framework in response to the Housing Accelerator Fund.</p> <p>I live on Lucknow Steet and was shocked to discover that the 7 storey apartment building opposite my 2 storey house could become a 40 storey building. This would completely alter this neighbourhood. To construct high rise apartments adjacent to single family and low density apartments seems like very poor urban planning.</p> <p>This is an historic neighborhood and placing huge high rises within it would completely alter its character.</p>	<p>No</p>

	<p>I am opposed to this plan. I am also disappointed that all three levels of government are prepared to throw away careful urban planning to deal with the current housing shortage. I recognize the need for more housing in the province but that is no excuse to make bad planning decisions. This crisis will end but we will be stuck with bad planning decisions forever.</p> <p>Furthermore, using terms like 'missing middle' and 'gentle density' are completely misleading when you are contemplating allowing 7 storey apartments to become 40 storey.</p> <p>Best regards, (REDACTED)</p> <p>Sent from my iPhone</p>	
<p>C342</p>	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Good afternoon,</p> <p>My family and I have resided on Slayter Street in Dartmouth for nearly 18 years. Like others, we have made significant investments in our property. Not only are we financially vested, but we are also invested in the unique culture of the Brightwood Community.</p> <p>As I understand, there will be a change to the zoning from ER-3 to Corridor zoning, which would allow buildings up to seven stories high along Victoria Road from Frances to Cherry Streets. This seems excessive and I believe this will negatively impact the landscape of our historical community.</p> <p>Although I understand that this change in zoning doesn't necessarily mean that buildings will be erected in this area right away or perhaps ever, the potential that this could happen is deeply concerning for those neighbours in particular that would be directly affected by this change. This could affect not only the value of their homes but the enjoyment of their properties.</p> <p>Potentially having a seven-story building in your backyard would negatively impact the privacy of those residents. And, for those that have invested in solar power to improve the sustainability of their homes, having a large building blocking the sunlight would have a drastic impact on their ability to fully utilize this valuable, renewable energy source.</p> <p>Although our home backs onto the Brightwood Golf Course and we wouldn't be subjected to the same impact as our neighbours across the street, I write this letter in support of them and our Brightwood Community.</p> <p>My understanding is that HRM will not require developers to offer parking as part of their buildings. Although HRM indicated at a recent community meeting that typically developers do include parking even if they aren't required to, having people slow down to enter building parking in that area will further add to the traffic congestion. It is already difficult to turn onto Frances Street from Victoria Road. I have personally experienced how this restricts the flow of traffic each way on Victoria Road when someone is trying to turn onto Frances Street to access the Brightwood neighbourhood.</p>	<p>No</p>

	<p>Significant traffic on Victoria Road is already creating mounting frustrations for many commuters. The addition of significant density in this area will add to an already existing traffic challenge. I would recommend that you consider widening that corridor rather than imposing additional pressures on it.</p> <p>In addition, if you have ever tried to cross Victoria Road at the crosswalk near Frances Street, you will know that this is also very challenging. I have witnessed family members and strangers nearly get run over at that crosswalk due to the amount of traffic and frustrated commuters. If your goal is to have a more walkable area in this location (as noted by HRM during a recent community meeting), I would suggest looking at this more closely as increasing traffic may only worsen this situation.</p> <p>Finally, with respect to the issue of parking, if a developer doesn't include parking, residents of these new buildings will have no other option but to park on local side streets, including on Slayter Street in the Brightwood community. Although this is already happening further down Victoria Rd. near Dartmouth High, this is more of an issue in the daytime during school hours. People that live in the potential new structures along Victoria Road will also need to park overnight, which will be challenging especially during the winter months with snow banks and snow removal.</p> <p>The recent snowfall has greatly narrowed Slayter Street and caused parking and traffic flow issues when cars are coming from opposite directions. Having a significant increase in residents that may require parking will only add to this issue. This is very concerning as ambulances, fire trucks and buses often use Slayter Street to get to their destinations more quickly if Victoria Road is blocked due to an accident or heavy traffic. If there are additional parked cars along Slayter Street that impedes the flow of traffic, this could delay someone accessing the urgent, lifesaving healthcare they require.</p> <p>I appreciate and support the need for increased housing density in our city; however, I respectfully request that you consider a design that would complement rather than compromise Brightwood. I urge you to consider a more moderate approach in which there is a "softer" gradient between the existing homes on Slayter and the proposed new buildings on Victoria to be limited to a maximum height of four stories.</p> <p>Thank you for considering my feedback.</p> <p>(REDACTED)</p>	
<p>C343</p>	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Good morning to you all,</p> <p>I'm a lifetime resident of suburban Halifax and I've never been more frustrated with my municipal government! How dare you use the housing crisis and the Housing Accelerator Fund as excuses to circumvent all of the usual public communication and debate around rezoning! A Facebook post on social media is absolutely unacceptable as proper consultation with your constituents! Many residents have been requesting an extension to the February 16th deadline but I was told by my councillor Kathryn Morse that there are "tight timelines" so this could not happen. I strongly expect that there will be legal challenges to this insane and undemocratic process!</p>	<p>No</p>

	<p>I strongly oppose the proposal to allow 4 units per household in R1 zoned areas for many reasons. The infrastructure does not exist to allow this. Our schools in the suburbs are already overcrowded and have multiple portables on the school fields where children used to play (eg Ecole Grosvenor Wentworth School). There would not be adequate parking in R1 driveways and our roads cannot handle more suburban traffic, eg the Bedford Highway and the 102 are very congested already. It's convenient to imagine that all the new suburban residents will not have cars, but most will, since the walkability scores are low in the suburbs, eg most of us live far from grocery stores and other amenities. As well, the property values and quality of life in our R1 neighborhoods will be negatively affected by having 4 units per lot.</p> <p>This proposal does absolutely nothing to help create affordable housing. The housing crisis is government made and very complex, but any reasonably intelligent person understands that property developers are not in the business of creating low income housing, nor should they be expected to be. There needs to be public housing built on the peninsula, close to hospitals and addiction services facilities, eg on vacant school property like Bloomfield or St Pats High School.</p> <p>I also oppose the rezoning of 1 Lodge Drive and 544 Bedford Highway to build more apartment buildings, for all of the reasons above, as well as its proximity to Hemlock Ravine Park.</p> <p>I will be following the HAF proposals very closely and will be expressing my frustration at the next municipal election.</p> <p>(REDACTED)</p>	
<p>C344</p>	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Dear Waye and city planners,</p> <p>I am a home owner at (REDACTED), a block proposed to be rezoned from ER1 to HR2. I'm writing to express my strong opposition to this rezoning.</p> <p>I appreciate how much hard work and resilience to criticism that your positions require, no doubt thankless jobs at times. Nonetheless, I also recognize that your work is critically dependent on feedback from residents.</p> <p>In this case, the housing crisis, and HRM's eagerness to secure the federal accelerator funding to address it, require big and fast changes to zoning throughout HRM. But jumping from ER1 to HR2 in our neighbourhood — among the most extreme leaps in the proposed plan — is irrational and unfair. Of the many reasons, two stand out:</p> <p>1. It violates central principles we've all agreed on, in the Centre Plan and elsewhere, including: reducing conflict with the character or stability of neighbourhoods</p>	<p>No</p>

	<p>reducing ribbon development working with universities to increase student housing (were they even consulted?) increasing availability of the “missing middle” (as opposed to high-rises)</p> <p>2. It doesn't help with the student housing crisis that it's meant to address, especially because: there is no student housing crisis at Saint Mary's (enrollment's actually declining) there's no evidence these high-rises would be rented to students (rather than, say, young professionals, etc) there's no evidence Saint Mary's was consulted in this accelerated planning</p> <p>Indeed, Saint Mary's has taken great care to maintain good relations its neighbours for years. They've been respectful of their neighbourhood, and they have plenty of undeveloped land already slated for housing that will adequately meet their needs for years to come. Guiding principles of their master plan constrain further construction “to a scale and character that is compatible with the surrounding established neighbourhood”, characteristics that “are key to creating an appropriate fit within the neighbourhood while conveying a welcoming sense of arrival”.</p> <p>The proposed rezoning violates our trust in these good intentions of our neighbouring institutions, and of our municipality as a whole. It rescinds the Centre Plan, rejecting all its careful consultation.</p> <p>We understand the municipality's haste, and the need for change, but the leap in our neighbourhood from ER1 to HR is too extreme. We hope we can have an opportunity to address these urgent issues more constructively.</p> <p>Sincerely, (REDACTED)</p>	
<p>C345</p>	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hi there, My name is (REDACTED) and I'm a citizen in the Brightwood community. I'm reaching out in relation to HRM's proposed zoning changes in District 5, as I worry what these drastic changes will mean for my loved ones, neighbours and community. My in-laws have lived in Brightwood for 25+ years, and I've had the privilege to call it my home for nearly 10 years. I've lived as a renter in this community on Slayter Street, Rockwood Avenue and, now, Horizon Court.</p> <p>The proposed re-zoning of Victoria Road between Frances Street and Cherry Drive will directly impact my family, by allowing the development of a seven-story building on the opposite side of their backyard fence. This will greatly impact their natural light, ability to garden and grow their own food in their backyard, their privacy, quality of life, and, most importantly, their willingness to stay in a home that they raised their family in for the past 25+ years.</p> <p>I'm urging you to instead consider increasing housing density through more 'gentle density' initiatives that will play a big role in preserving some of the aspects we love most about our community, while also supporting change. While I agree that we need to be ready to support the influx of</p>	<p>No</p>

	<p>individuals requiring housing, a softer step down between single-family homes on Slayter Street, Cherry Drive and Frances Street is much more appropriate for our community. Four-story developments would be far less intrusive and disruptive to our neighbourhood. These drastic changes stand to push long-time residents, like my in-laws and myself, out of their homes and communities. It's more than just looking at a high-rise building from your living room window. It's the lack of infrastructure improvements that will see all these additional units and people, but no additional lanes of traffic along the main Victoria Road corridor – bottleneaking an already busy area, especially during workday commutes. It's the lack of parking solutions in these developments that could leave adjacent neighbourhood streets as their only option for parking. It's transforming a quiet and charming neighborhood into an industrial area that feels more like a business park than where families raise their children and retire.</p> <p>I currently live in an eight-story building on Horizon Court. It's a great option for a long-time, 33-year-old renter like me who is struggling to get into the Dartmouth housing market. But while I live in and enjoy my high-rise building, I'm on a street that's meant for that. We're one of four buildings on a street that's entirely purpose-built for increasing density. It works because our balconies are not peering into a neighbour's backyard, we have ample parking and easy access to a transit hub at the Mic Mac Mall. This area seems like a far better fit for more seven-story developments, than our currently proposed corridor.</p> <p>I support these proposals to increase housing density, but we must also consider the individuals who currently call these areas home. A gentle, softer approach can achieve both the city's objectives and help ensure more Dartmouth families stay in their Dartmouth homes and communities.</p> <p>Thank you for reading this and for your consideration. (REDACTED)</p>	
<p>C346</p>	<p>Hello,</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>re 9 Storey concrete hi-rise at south end of Marlborough/Robie (Appropriate allocation of limited HAF funds) A) There is no excess undeveloped land on this Marlborough Ave./Robie Street. Is the intent for a developer under the "Accelerator Fund Plan" to purchase/demolish say 4 \$ million plus homes-assumedly at a premium to market value-and then spend the relevant costs to build a 9 storey (Student) high rise. Three or four of these house purchases would add \$4-5 million minimum to this new 9 storey high-rise project costs before demolition costs and a timeline (purchase/demolition) that would probably be a year just for land assembly, and 2-3 years to build and lease-up. (Is the Accelerator fund designed for this type of substantial subsidy in this area?)</p> <p>Approximate Project Economics Currently-(all numbers are approximate) in HFX these building costs are around-\$400 thousand per high rise (aggregate, average of sizes) unit-after the costs to buy/demolish these \$1 million plus homes and for land assembly. A 15% developers' profit should be added to these costs.</p> <p>DEBT service alone on a conventional mortgage at say 5%/75% L/V (Loan to value), 25 year amortization would be about \$2000/unit before building operating costs, i.e. utilities, taxes, repairs and maintenance and say 15% developers profit if all goes well.</p>	<p>No</p>

	<p>The project would need an NOI (Net operating income: which is in-place, stabilized rents, less vacancy, less (operating) cash expenses, i.e. insurance, taxes, utilities, repairs and maintenance) sufficient for a minimum DSC (Debt service coverage) of 1.3 times for the \$2000/mo. pro-forma rent which is equal to a required NOI of \$2000 X 1.3= \$2600/rent/unit including DSC before OC (operating costs). Generally these operating expenses are around 20% of Gross Revenues (Rents, laundry, parking etc.)-for HFX hi-rise, multi-res project or another \$520 minimum added to the rent=\$3120 rent/unit/month-assuming all goes well. This seems well beyond most students' resources or comparable student rents.</p> <p>Clearly the idea of affordability is at odds with increased density for the hypothetical project described in this particular area, arguably the most expensive land values in the city.</p> <p>Notes; -Certain large developers may be reluctant to build/own/manage a large multi-storey student residence. SMU may be requested to be the ultimate Sponsor? -Recently SMU has expressed they do not need this project as they are adding 1,000 plus units through other alternatives -Tis project seems proposed for the very South end of Marlborough Ave. and Robie Street. Obviously these are dead end streets so adequate ingress and egress would not be available.</p> <p>B) From my home I can almost see the following properties:</p> <p>-Inglis South at SMU where Christian Martyrs Church was. Now largely parking there remains sufficient raw land there-owned by SMU- for a high-rise multi-res on Inglis Street, a major Street with bus routes, similar type buildings and some retail nearby. As SMU is a profit centre why not use their own land and resources to develop student housing with potential for some pay-back over time?</p> <p>-Large open land area behind Wellington Street and extending to Inglis Street School/Robie Street-assumedly owned by the City. Ingress and egress to any development could be from Robie-near the snow hill or via purchase of older residential properties on Inglis which are assumedly at lower cost.</p> <p>B) From my home I can almost see the following properties:</p> <p>-Inglis South at SMU where Christian Martyrs Church was. Now largely parking there remains sufficient raw land there-owned by SMU- for a high-rise multi-res on Inglis Street, a major Street with bus routes, similar type buildings and some retail nearby. As SMU is a profit centre why not use their own land and resources to develop student housing with potential for some pay-back over time?</p> <p>-Large open land area behind Wellington Street and extending to Inglis Street School/Robie Street-assumedly owned by the City. Ingress and regress to any development could be from Robie-near the snow hill or via purchase of older residential properties on Inglis which are assumedly more appropriate, economically or socially. -Variou other alternative sites, more economically viable for concrete hi-rise are in the area.</p> <p>I believe there are numerous valid reasons not to permit zoning that would allow for a 9 storey hi-rise as indicated above. Thank you for your consideration.</p>	
<p>C347</p>	<p>Hi (REDACTED),</p> <p>We anticipate the suburban planning process will get started later this spring/summer and expect it will take approximately 2 years to complete.</p> <p>All the best,</p>	<p>Yes</p>

	<p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Thank you, please ensure the Herring Cove planning document is present when planning this review. What time frame are we looking at for this review?</p> <p>Regards (REDACTED) Sent from my iPhone</p> <hr/> <p>Hi (REDACTED),</p> <p>Just to clarify, the properties shown in red on the map are not being recommended for rezoning at this time. They will be looked at further over the course of the suburban planning process, which will include more detailed public consultation before as the plan is developed.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>I strongly disagree with the proposed zone change for Hebridean drive</p> <p>I have attached the area which is under protection from a document created years ago. HERRING COVE PLANNING COMMITTEE. Please respond to my concerns.</p> <p>Regards (redacted) <image001.png> <image002.png> <image002.png></p> <p>Sent from my iPhone</p>	
C348	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p>	No

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

The Housing Accelerator Fund is supposed to address the problem that “[u]nprecedented population growth has led to a rising demand for housing that the current rate of residential construction cannot meet.” Yet we are also told that there is currently a shortage of workers to build, and a disinclination to develop some of the long-standing vacant or underused properties on the Peninsula, such as St Pat's High School site and Bloomfield School. It is not clear how allowing greater density will address affordability and supply in the near term.

However, increasing development rights, especially on existing properties near the universities and along corridors, is likely to exacerbate what we have seen happening on Robie Street: large historic homes in good condition have been flattened, as encouraged by the Centre Plan. The net result has been a decrease in housing supply. Surely the first step is to plan to arrest such losses.

While this increase of development rights has been welcomed by some large commercial landlords who can redevelop large parcels of moderate-rent housing such as Victoria Gardens, the three storey apartment buildings off Wyse Road (see “Killam Gets Set for Zoning ‘Game Changer’,” allnovascotia.com, 16 February), the question remains: Will the end result be more units but fewer affordable units?

At a meeting in Vancouver earlier this week, several speakers talked about builders holding back if a greater supply of units would depress prices. Dr Cameron Murray stated that no city has “cheap inner city high density housing that young people can afford” (<https://nexuswebcast.mediasite.com/Mediasite/Play/cf112a56ca7d446a9fff19b85ee453ee1d> around 1:38:26).

It is important to promote conversion of non-residential buildings. It seems that the HAF strategy will remove a few roadblocks (not requiring amenity space, for example) but is there a more robust way to encourage such conversions?

The “gentle density” approach, if it is done well, is an excellent strategy to increase the number of residential units, without dislocation. It can help create a more heterogeneous neighbourhood, measured by age, life-stage, and income. To enhance (or not detract from) its surroundings, new construction requires a well-developed design framework to integrate it into its environment. Will that be developed before allowing construction to begin in existing neighbourhoods?

Creating extra units in single- or two-family houses may help loosen the housing market; it can be done in a non-disruptive way by owner-occupiers. It should be done voluntarily and not because of financial pressures from increased assessment and property tax based on development rights. (Conversion has tax implications for principal residence status that must be considered before an owner-occupier takes such a step.) If developers begin conversions to densify, will there be safeguards for neighbourhood stability, for those who prefer not to sell? No permanent resident would choose what has been described by Blair Beed in his west end neighbourhood: “street parking congestion, four green bins, four garbage bins, four recycling bins, often put out on the wrong day” (allnovascotia.com 16 February). What he neglected to add is that all of these bins may be stored out in full view of the sidewalk – hardly a pleasant scene for passersby. I have experienced a similar situation at the six unit building next door to our house.

Adjacent to the Downtown Dartmouth zone, the ER-3 zone promises to put more pressure on a neighbourhood that currently has a mix of younger families and seniors, renters and owners. Rising property values have already encouraged redevelopment of what was modest rental housing. Will there be any protection against lot assembly, to allow buildings with large footprints among the existing, mainly single family houses and duplexes? Added to that pressure is the threat of sitting on the “corridors” of the future for a number of older houses, whether registered or not, that contribute to the pleasant character of the area, some of which line busy streets such as Portland and Pleasant. How are they to be protected from the obvious financial appeal of replacement by higher density buildings as is happening on Coburg Road? Heritage designation has limited effect. Will they be protected from being surrounded by much taller buildings whose wind tunnel and shadowing effects impinge on the older buildings nearby?

Listening to Councillor Cuttall talking about the fifteen development sites in her ward, and the potential impact they may have on residents - traffic, park and open space amenities, etc. - it is clear that in some cases, those who will be affected by these changes, and whose input should help

	<p>shape their neighbourhoods, lacked the time and information to contribute. The potential impact of these changes seems to fall unevenly on several neighbourhoods or parts of them.</p> <p>We need a well thought-out plan to create well serviced communities and not simply a target of so many dwelling units.</p> <p>(REDACTED)</p>	
<p>C349</p>	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello,</p> <p>As a resident of HRM I am concerned about the lack of information provided about the HAF plan and would like to request an extension to the February 16th deadline for public input to allow more details to be provided so that I, and others, can provide input on such important proposals with far reaching implications.</p> <p>Thank You,</p> <p>(REDACTED)</p>	<p>No</p>
<p>C350</p>	<p>Hello,</p> <p>Thanks for attending the meeting last night and thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Dear HRM staff,</p> <p>I attended your session last night concerning changes to our Brightwood neighbourhood. It's disturbing to think how some of these changes will affect our area, all in the name of progress.</p>	<p>No</p>

	<p>I live on Garden Drive & witness heavy traffic on Victoria Road, coming through Slayter, crossing through all the side sts. Getting on the bridge in emergencies is already a nightmare.</p> <p>Parking on these streets will be a huge issue.</p> <p>Rezoning from ER 1 to ER 3 is a big concern. Being one st down from Cherry St., it will only a matter of time before this st and others in close proximity will be affected in a similar manner.</p> <p>These new changes you are considering is setting up our neighbourhood for future big rises. We know what this does to a community, don't we?</p> <p>This area doesn't need services provided by retail, that ground floor units will provide. Walking is accessible in our community.</p> <p>Thank you for seriously considering what these issues mean & acting with heart felt concerns for a special neighbourhood.</p> <p>LETS NOT MAKE ANOTHER SLUM AREA HERE IN DARTMOUTH.</p> <p>(REDACTED)</p>	
<p>C351</p>	<p>Hi (REDACTED) and (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Dear (REDACTED),</p> <p>We have been living on Tower Road across from Saint Mary's University since 1980. Our children (now young adults) grew up in this neighborhood and this community has given our family a wonderful sense of belonging. Over the forty plus years we have been living here, we have seen some turnover of houses and new neighbors have been welcomed and joined our friendly district.</p> <p>Last week we learned that there is a proposed change to the existing zoning By-laws that would enable a 9-story apartment building to be built next door to us if adjacent properties were sold. This is extremely disturbing as our neighborhood community would be destroyed. We watched with dismay when several houses were torn down on Young Avenue only to have a very large parcel of land sit vacant and unsightly for the past 5 years. This is not what we would want to see on our street.</p> <p>We object to the lack of consultation on this proposal and ask for reconsideration. It is our understanding that Saint Mary's University has not asked for this rezoning as they have available space to increase student accommodation to meet their needs. It is unfair that our property and that of our neighbours should be targeted for rezoning, especially without any opportunity to learn about the reasoning for this and talk about other options. There are other solutions to the need to increase density in our city.</p>	<p>No</p>

	<p>Yours truly,</p> <p>(REDACTED)</p> <p>CC HRM Housing Accelerator Fund HRM Clerks Office</p>	
<p>C352</p>	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Good Afternoon</p> <p>I am writing as a resident of the Halifax area that will be directly and adversely impacted by the revised zoning proposed by the Halifax Regional Municipality.</p> <p>I want to make clear that I support the densification of our urban core, I support inclusive planning and zoning, along with investing in public transportation, green spaces, and other key elements needed to build communities. I am also acutely aware of the critical short-term housing crisis we find ourselves in. Targeted and appropriate housing and social resources are urgently needed.</p> <p>That said, I oppose the plan as presented, specifically the proposed new high-rise zone (HR-2) in the neighborhood around Saint Mary's University, including down the middle of our street, a neighbourhood of family homes. I oppose creating a new high-rise (HR-2) zone on the Robie, Tower, Gorsebrook sides of the Saint Mary's University campus. I want the neighbourhood to be inclusionary of students, diversity, and low/fixed-income residents. I am accepting that the city is proposing most of the city residential lots are to be upzoned to ER-3.</p> <p>Rogers Drive and Gorsebrook Avenue are subject to historic covenants that have been in place since the subdivision was created in the 1950s, these covenants are part of each property's title.</p> <p>The covenant states that each property is to be occupied by a single family with 1 dwelling and 1 garage. I understand that the province has granted the city the right to revoke these covenants at its pleasure. The city has the authority to uphold the covenants. . Please keep both sides of Rogers Drive - with Gorsebrook Avenue and neighborhoods surrounding Saint Mary's - consistent with other residential zoning in this area.</p> <p>The current proposal for the surrounding neighborhoods of Saint Mary's University is a clear example of how the City of Halifax did not uphold its own stated principles for this planning.</p>	<p>No</p>

	<ul style="list-style-type: none"> • Nine-story high-rises that also permits commercial space being built across the street from single-family homes is not “additional housing that has a minimal impact on a neighborhood’s built form and character.” What the city has proposed, in fact, fully destroys the fabric and essence of an entire neighborhood both built on form and character. • The City indicates that it provided “gentle density”. To state the obvious, this is not a gentle transition from homes to high-rise. • The City has previously indicated that the HR-2 Zone is not to abut low-rise neighborhoods, yet that is exactly what it is proposing. • The HR-2 zone proposed across from residential homes does not provide for the “Missing middle” which “refers to housing that is intended to fill the gap between single-unit dwellings and high-density multi-unit apartments or mixed-use residential buildings”. • This new sweeping rezoning came out with little notice and at best minimal in-person and on-line engagement. Prior to submitting this proposal only 3 in-person engagements were held in-person in the Regional Centre. Engagement was over a period of four months: June to October. There is not additional in-person engagement planned on these extensive revisions. For comparison, the Centre Plan was completed over multiple years. • The “What we Heard” report produced by and relied on by the City for this proposal requested the following regarding the Housing Accelerator Fund: “There was feedback received regarding the need for increased housing options, particularly in the gentle density and missing middle form.” As stated above, this does not provide what was asked for and what the City indicates it is providing. <p>My husband and I did not buy a house, we bought a home. We bought into a street. We bought into a neighbourhood. We raised our children on this street in this neighbourhood. We are now retired and plan to age in place, in a multi-generational community supportive for all phases of life .</p> <p>Respectfully submitted.</p> <p>(REDACTED)</p>	
C353	<p>Hi (REDACTED).</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello,</p> <p>Please see my attached letter outlining my concerns regarding the city wide proposed zoning changes.</p> <p>Thank you, (REDACTED)</p> <p>Sent from my iPhone</p>	Yes
C354	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p>	No

	<p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To HRM Planning and Councillor Austin:</p> <p>I am writing to give feedback on the proposed zoning changes to my neighborhood of Brightwood, specifically the changes to Victoria road zoning to “Corridor” housing. I have been a homeowner on Slayter Street for 18 years and have been enjoying raising my family in a close knit and quiet community that is safe for our kids. My concerns to the zoning proposal are traffic and parking increase, losing our small town community vibe and also natural light due to high rise buildings.</p> <p>Given that the zoning proposal doesn’t require developers to provide parking, it is likely to turn our quiet slow street into a busy street with cars parked up and down Slayter. In addition, I am deeply concerned about the proposed height increase allowance from 3 stories to 7 stories on Victoria Road, specifically from Cherry Street to Frances Street. This will be a significant change and I do not feel it will be consistent with HRM’s plan to “gently” increase density while at the same time avoiding intrusive changes to existing ER1-zoned neighbourhoods such as the block of Slayter Street between Frances Street and Cherry Drive, where I imagine to be a significant loss of natural daylight from the southerly exposed backyards on this block of Slayter. I urge you to reconsider the zoning as a corridor and instead change it to gentle density (ER-3).</p> <p>Sincerely, (REDACTED)</p>	
<p>C355</p>	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Please find attached my objection to the above.</p> <p>(REDACTED)</p>	<p>Yes</p>
<p>C356</p>	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p>	<p>Yes</p>

	<p>To provide some additional context, we're currently soliciting feedback on a staff proposal that would enable more density citywide. Changes are needed to the planning framework due to the high population growth we have been experiencing (we currently have a housing shortage of approximately 20,000 units), and we expect this growth to continue into the future as we are planning for 1 million residents by 2050. That being said, the proposal is subject to change, we've been receiving a lot of feedback from residents and staff will take this into consideration when finalizing the proposed changes. The amendments will then be presented to Regional Council for consideration, and there is an additional opportunity for public input as part of the public hearing process at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello, Please find attached a letter for your consideration regarding the HAF zoning changes.</p> <p>(REDACTED)</p>	
C357	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Please find enclosed letters from a concerned household.</p> <p>(REDACTED)</p>	Yes (2 Attachments)
C358	<p>Hi D (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>To provide some additional context, we're currently soliciting feedback on a staff proposal that would enable more density citywide. Changes are needed to the planning framework due to the high population growth we have been experiencing (we currently have a housing shortage of approximately 20,000 units), and we expect this growth to continue into the future as we are planning for 1 million residents by 2050. That being said, the proposal is subject to change, we've been receiving a lot of feedback from residents and staff will take this into consideration when finalizing the proposed changes. The amendments will then be presented to Regional Council for consideration, and there is an additional opportunity for public input as part of the public hearing process at that time.</p>	No

	<p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>This email is in response to the proposed rezoning changes in the area around SMU. Many residents are unaware of this proposed rezoning. There has been no consultation nor opportunity to allow for community engagement and feedback.</p> <p>This proposed rezoning will have a negative impact on existing family housing for people who live year round in the community near the university. It will also negatively impact the availability of homes in this area.</p> <p>I grew up and have lived in this community for most of my life. The proposed rezoning will have a negative impact on the quality of life for people living here. It will especially impact seniors and other citizens on a fixed income.</p> <p>The proposed rezoning will result in increased demand on essential services like fire, police, and ambulance. There will also be an increase in traffic and congestion.</p> <p>The proposed rezoning will reduce important and necessary green spaces that enhance people's health and well-being. Eliminating green spaces will reduce opportunities for people of all ages to connect/come together and feel a sense of belonging in their community.</p> <p>(REDACTED)</p>	
<p>C359</p>	<p>Thanks. I, like many folks, am well aware of the plans, especially for the cycling network. But we need execution.</p> <p>The mayor and others have said versions of "we're doing everything we can" or "we will do everything we can" when it comes to housing and housing affordability. There's usually also a deflection to the province.</p> <p>Stalling on transportation is not "doing everything we can." Building out the promised transpo options with urgency would increase people's housing options by reducing their need to own vehicles. It is something in the city's control but there's not sufficient action being taken.</p> <p>Please make this clear in your report.</p> <p>Thanks, (REDACTED)</p> <hr/> <p>Hi (REDACTED),</p> <p>Thanks for your feedback on the proposed changes for the housing accelerator fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>While the current changes are limited to land use by-laws that deal with zoning, we do understand the broader need for improvements to transportation infrastructure to support current and future growth. If you would like to learn more about the City's plans for transportation improvements, you can review the Integrated Mobility Plan here: https://www.halifax.ca/about-halifax/regional-community-planning/transportation-planning</p>	<p>No</p>

	<p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hi there,</p> <p>I'd like to share my full support for the planning changes related to the HAF. Perhaps the mayor should have led this effort earlier instead of laughing at people who suggested things like it. I'm glad the federal government pushed him and Council in the right direction.</p> <p>I wish this was somehow tied to forcing the city to make better transportation options available for people. Folks are desperate for reliable, safe, and connected ways to get around that don't involve owning a personal vehicle. Being free from owning a vehicle and all that entails makes more housing options available. Stop stalling and build the darn bike lanes already.</p> <p>Thanks, (REDACTED)</p>	
<p>C360</p>	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>I live on Vanessa Drive and have been here for over 25 years. I have looked at the info from Sam Austin, the city, and the information from the meeting at Brightwood Golf Course.</p> <p>1. I am opposed to the changes to the Corridor status for Victoria Rd from Vanessa to Francis. If allowed, that lot will be the first developed because it is now a parking lot and is already being looked at by developers. The old Corridor plans allowed a 15 meter building. The new plan is for 7 floors but does not give a max height. This would allow a building as tall or taller than the buildings now being built at Lancaster Ridge. That does not fit this neighbourhood. Developers will build as large as they can and a building there will be large. Despite pressure from developers, a building in the range of 3-5 (keeping the current 15 m height) would be right sized for that space.</p> <p>2. I am opposed to the continuation of 7 floor corridor for Francis St to Cherry St. I have seen no explanation for this, except that it is policy. Again, this neighbourhood is not the place for a line of apartments like being built at Lancaster Ridge. Extending the corridor with the 15 m height makes more sense.</p>	<p>No</p>

	<p>3. I am for zoning which would allow multi resident homes, such as a quadplex, triplex, townhouses, or three story small apartments, such as already exist on Slayter Street. The expansion of ER3 to put in 8 unit buildings instead of ER 1 is too extreme for this neighbourhood. Consolidation of lots could result in large apartment buildings throughout the neighbourhood and residents would have no say.</p> <p>4. Many things have not been discussed in the plan. If more and larger wooden buildings are being promoted where is the increase for fire services? If large buildings with multiple families are planned, where is the plan for more schools? If buildings don't have to address parking, where do the cars park? What does that do to the neighbourhood? What about requiring electric charging stations? The issues such as water and sewage are unanswered. Necessary effective transit is not in place. These are not incidentals. They are necessary for development and are not present and aren't part of the discussion, except by those of us who live here.</p> <p>5. I join those who have said there are problems with the plan for Victoria Gardens. Developers are pushing that change. It will devastate that community. Instead of fixing a housing crisis it will make the crisis worse. Affordable housing about Victoria Gardens will disappear. It will be another development that caters to those who can afford \$2000 plus per month or \$500,000 plus for a condo. I don't believe that housing follows a trickle down theory, that more housing will make for affordable housing. Of the future half million people planners are looking at many will be privileged enough to fill the market rate housing, those who can't afford it will be left on the margins, and on the street.</p> <p>6. Thinking outside the box would lead to possibilities of Victoria Gardens being established as permanent affordable housing. If Killam learns that it cannot get more money out of the property through rezoning it may decide it is advantageous, financially and in the eyes of the public, to sell to a non profit or government.</p> <p>7. Outside the box there might also be opportunity to take a good look at Victoria Rd. (REDACTED) said 40,000 cars travel on that road each day. If population doubles that number will increase considerably as well. Woodland and Victoria will be busier when Lancaster Ridge is filled. Mic Mac Mall is going to be redeveloped. Residential buildings are going up at Dartmouth Crossing. Instead of making a proposal that would see traffic tied up with cars trying to get in and out of parking lots or garages on Victoria Rd the city could get ready for the future, looking possibly at putting in a bus lane, or a boulevard, or adding a commuter lane. Right now north bound traffic often backs up to or past Francis St waiting for a light at Woodland. Turning left onto Victoria from the Brightwood side is impossible a lot of the time.</p> <p>Now is time to implement true vision, not just do more of the same.</p> <p>(REDACTED)</p> <p>Dartmouth NS.</p>	
<p>C361</p>	<p>Hello,</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p>	<p>No</p>

	<p>We write as concerned citizens on Harbourview Drive about the proposed changes to the zoning in our neighbourhood. As newcomers to Nova Scotia and the Halifax area within the last year and a half, we chose this neighbourhood because of its charm and proximity to downtown. In addition, we appreciate the feeling of community, backyard space, and single-family dwellings while still having access to large city amenities.</p> <p>My husband (REDACTED) and I are against the proposed ER-3 zoning changes that would permit multi-unit dwellings, apartment buildings, etc. in our neighbourhood.</p> <p>Please ensure that the zoning remains as is, and that no changes are made to the current zoning policy.</p> <p>Yours sincerely, (REDACTED)</p>	
C362	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>Got the video, thanks.</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello,</p> <p>Please find attached our collective community response to the DRAFT Proposed Urgent Planning Changes for Housing Accelerator Fund (HAF) Centre Plan and Suburban Area.</p> <p>The signatures on this letter represent the large majority of residents in the community comprising Dalhousie Street, Beaufort Avenue, and South Street, as well as our neighbours on Oakland Road.</p> <p>We have also attached a link to a video that provides a walk-through of our community, showing some of the historic houses that we think are worth preserving.</p> <p><i>(Redacted)</i></p> <p>Please let me know if you have any trouble accessing the video.</p> <p>All the best, (REDACTED)</p>	Yes
C363	Hi there,	No

	<p>The Housing Accelerator Fund looks like a good step in the right direction. As part of the expansion of the Corridor zoning there should be an additional amendment to incentivize developers to include a level of commercial suites. This would help bring more businesses to communities which in turn could help foster community connection and reduce people's dependence on cars by offering new businesses that meet their needs within walking/biking distance from their homes.</p> <p>I would propose the incentive of allowing developers to build one additional level of residential if they build a level of commercial on the bottom. This incentive is more enticing as it adds additional income throughout the ownership of the building as opposed to a one-time monetary bonus, and it would come at no cost to the city.</p> <p>I believe there should be an incentive as currently developers are not as interested in giving up a level of residential as they see residential as more lucrative compared to commercial. It would be a wasted opportunity not to use this time of growth to build more commercial spaces for new businesses and thus creating more walkable communities in HRM.</p> <p>Thank you for reviewing my feedback, (REDACTED)</p>	
<p>C364</p>	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>I don't think that large-scale zoning changes to currently quiet residential neighbourhoods should take place without being very clear about their consequences. I don't support them in their current form.</p> <p>-- (REDACTED)</p>	<p>No</p>
<p>C365</p>	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p>	<p>No</p>

	<p>Please note this request to extend the deadline for public input into the HAF proposal affecting my neighborhood.</p> <p>Sincerely,</p> <p>(REDACTED)</p>	
<p>C367</p>	<p>Hi (REDACTED),</p> <p>Yes we still be monitoring this email next week. We look forward to hearing from you and to more discussion on this topic.</p> <p>Broader engagement through the new Regional Plan occurred from June to October and included discussion on many broad topics including our rapid population growth. You can find out more on the Regional Plan here: https://www.shapeyourcityhalifax.ca/regional-plan, and you can review the What We Heard Report here https://cdn.halifax.ca/sites/default/files/documents/city-hall/regional-council/231212rc1519.pdf.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hi Joshua,</p> <p>Thanks for the offer. I'm having a chat with folks on Monday and I'll get back to you after that. Will this still be the best email address to use?</p> <p>When you get a moment, I'm still very interested to know more about the engagement sessions you've already held as per the October report to Council.</p> <p>Best wishes, (REDACTED)</p> <hr/> <p>Hi (REDACTED),</p> <p>We'd be happy to meet to help answer questions and understand your concerns regarding the proposed feedback. A large meeting may be difficult, but we'd be happy to meet with a small group of residents at our office or online to help facilitate this discussion. Let us know if this works for you.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hi Joshua,</p>	<p>No</p>

Thanks again for the continuing engagement.

I continue to be struck by the number of residents who are unaware of the HAF and attendant rezoning process so I would like to follow up on the level of community engagement that has happened:

- the June 6, 2023 HAF report to Council had the following under Community Engagement: "Due to the tight timeline for the HAF application, no formal community engagement was completed for this report. Community and stakeholder engagement will be undertaken over the next year for select initiatives identified in Appendix A"

- the September 26, 2023 HAF Application Update to Council under the same Community Engagement topic: "Community engagement conducted as part of the Regional Plan Review to date has included both online and in-person engagement opportunities, including pop-ups and open houses."

My neighbours and I all missed these engagement sessions completely so can you give some more detail please on what happened?

You say below that staff acknowledge there are a number of ways to meet HAF targets for density around universities: are you planning any engagement sessions with residents as part of finalizing your recommendations to Council? My neighbours and I would welcome the opportunity to discuss options with you on the ground and I wonder whether you have considered some charrette-type process to help all reach consensus?

Best wishes,

(REDACTED)

Hi (REDACTED),

Thanks again for sharing your perspective on this. I suppose one additional thing to consider is that just because housing is built near universities does not mean it is intended solely for students. At the end of the day, there is a strong demand for housing of all types, and accommodating the housing supply that is required for both our short-term and long-term needs is going to challenge all of us to think differently about our city.

That being said, and as you have pointed out, staff acknowledge that there are a number of ways to meet the HAF targets for increasing density around universities, and I want to stress again that the current proposal is not set in stone. We've been hearing a lot of feedback on the proposal from residents, and this will help us refine our proposed approach before finalizing the amendment package for Council's consideration in the Spring.

All the best,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

Hi Joshua,

Thanks for the information and data. From reading the supporting materials and information I'm learning from other sources, I contend that events in the last few weeks have changed the picture since the high-rise zone around SMU and Dal was proposed. Specifically:

1. The Federal Government announced in late January that it is extending the federal low-cost construction loan program to student residences.

2. The Provincial Government announced the funding model for universities which comes with strings attached and specifically goals for Dalhousie University to increase campus housing for their full-time students. CBC reports that Dalhousie will have to provide plans to house an additional 200 students or face funding penalties.

3. My neighbours have held conversations with Dr. Robert Summerby Murray where he confirmed intentions to build a 1000-unit tower plus smaller low-rise units for graduate students within its existing lands, with the Federal Government funding announcement providing SMU the wherewithal to get going.

If I take these together with statements in the Provincial Housing Needs Assessment Report on student demographics (section 4.3.2) where it says it "cannot confidently project post-secondary enrolment mid- or long-term, given that enrolment numbers rely on institutional capacity" and then goes on to say "Statistics Canada trends suggest that enrolment totals ... maintain relatively consistent enrolment levels over long periods", then I contend that the institutions are doing (or being pushed to do) their part, that large-scale expansion in numbers is unlikely (space constraints on the universities and StatCan trends in numbers), and that this gives you the grounds to recommend a change in the HR proposals around SMU and Dal. I would like to see HRM focus instead on working with the institutions to bring their plans to fruition.

It strikes me this is more consistent with the recommended directive (Item 18.1, HRC, 26 September 2023) from council to the CAO "to work with HRM post-secondary institutions to increase density and create opportunities for student housing within a walking distance" than the current proposals.

At the very least I contend that the statements above are sufficient to meet the HAF targets on net-new permitted developments, allowing more time for consultations on the upzoning and uprating of zone definitions, which are much more significant than portrayed in media statements. (My wife met up with a friend yesterday from a different part of the South End who had no idea anything was being proposed, despite reading the local paper daily.)

The various reports you shared make the housing imperative clear and I support the HAF initiatives and the creation of a long-term response that will allow for growth. I accept densification of single family areas has to play a role in this, including an upzoning to ER-2 or ER-3 (within its original Centre Plan definition). Separate meeting the HAF objectives from the longer-term objectives and have a more inclusive and open consultation with residents, instead of this rushed process. The developer-community is already knocking on doors offering deals and I strongly suspect that some recipients will be quite unaware of the rezoning they talk about: this is not right.

Finally, I'm reminded of a quote oft-credited to John Maynard Keynes: "When the facts change, I change my mind." I believe the facts have changed, allowing a change in your proposed plan.

Best wishes,

(REDACTED)

Hi,

Thanks for the follow-up, to answer your questions:

Q: Was this the trigger for the upzoning beyond ER-3 for SMU & Dal?

A: Correct, there was also similar upzoning near NSCC campuses as well. I'll note that these changes are proposed and are still subject to change.

Q: Secondly, have the institutions themselves been consulted during this process?

A: I know that Dalhousie has had conversations with the City about the proposed changes, but I am unsure about SMU.

Q: Thirdly, what objectives were given to planning in responding to the Housing Minister's request on student housing? What data/evidence is available to support the need for such widespread HR zoning?

A: The Higher-Order Residential zoning was proposed by HRM staff. Evidence provided below.

Q: Fourthly, can the planning department and/or city share the projections (data and sources) being used on population numbers to help inform public debate?

A: Absolutely.

You can find the recent provincial housing needs assessment, which was good data on the current housing shortage: [provincial-housing-needs-assessment-report.pdf \(novascotia.ca\)](#)

CMHC also publishes annual market rental reports, which shows the challenge associated with high population growth and our current levels of construction, which although at record numbers, are nowhere near enough to accommodate the current population increases: [Rental Market Report | CMHC \(cmhc-schl.gc.ca\)](#)

And here is the City's Annual Evaluation of Population Scenarios, being conducted as part of the ongoing Regional Plan review: [Case 22257 - Regional Plan Review - Phase 3 - July 12/22 Regional Council | Halifax.ca \(ehq-production-canada.s3.ca-central-1.amazonaws.com\)](#). Essentially this is the population growth scenarios we are faced with:

Q: I think what I'm really trying to understand is why the focus on such a small distance in planning for more student housing.

A: There are a number of changes that do provide opportunities for greater density within walking distance to DAL and SMU, including the proposed changes to ER-3 zone to allow more multi-unit housing as-of-right, a new Centre Zone along Fenwick and Lucknow Streets, and higher proposed heights along the Robie Street in the Corridor Zone. The HR-2 Zoning is also being proposed on blocks adjacent to campuses to bolster opportunities for additional density in areas closest to post-secondary institutions. Staff are considering the proposed zoning changes as more of a long-term approach to handle anticipated population growth as noted above.

I'll just finish with a note again that we are still receiving public feedback on the proposed zoning changes until February 16. Comments received will be used to inform a report to Regional Council in March/April, and there will be a public hearing as well before anything is finalized.

All the best,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

Hi Joshua and Team,

A follow-up to question 3 below. Reading the HAF Summary from October 2023, I see the statement:

"Increasing residential density, especially for student housing, within 400 metres from the UC-1 zone in the Regional Centre"

Walkable means many things but it doesn't usually mean distances as small as 400 metres. The notion of 15-minute neighbourhoods for example suggests something more akin to one or two kilometres. A Dal student staying at Dal's Gerard Hall on Morris Street for example has a 20 to 25 minute walk to the main Dalhousie buildings. I think what I'm really trying to understand is why the focus on such a small distance in planning for more student housing.

Best wishes,

(REDACTED)

Hi Joshua,

Thanks for these answers. Having read up more on the history of these changes and the HAF process, I have some follow-up questions if I may regarding the HR-2 zoning around SMU and equivalent zoning changes around Dal.

Firstly, I read that the initial submission to the Federal Housing Minister was well received, although he recommended four improvements. One of these was increasing the availability of student housing within walking distance (my emphasis) of post-secondary institutions. Was this the trigger for the upzoning beyond ER-3 for SMU & Dal?

Secondly, have the institutions themselves been consulted during this process? SMU for example has land and its own plans to construct a 1000 unit tower on its campus. It also has a stated plan of how it connects with the adjacent community, with low-rise at the boundaries and high-rise within campus. Dal will be similar.

Thirdly, what objectives were given to planning in responding to the Housing Minister's request on student housing? What data/evidence is available to support the need for such widespread HR zoning?

Fourthly, can the planning department and/or city share the projections (data and sources) being used on population numbers to help inform public debate?

HAF Funding lasts for three years but these changes will endure for decades, meaning residents need to feel they are the right ones for our city.

I look forward to the answers.

Best wishes,

(REDACTED)

Hi (REDACTED),

Thanks for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.

In addition, please find below an answer to your questions:

1. The proposed zoning changes would allow a more permissive development framework that would gradually enable higher density development over time.
2. The proposed HR-2 zoning adjacent to SMU applies only to self-contained blocks. The proposed maximum height of 9 storeys is lower than what is typically allowed in the HR-2 Zone, which allows buildings up to 14 storeys tall. The land use by-law does still require streetwalls, setbacks, and setbacks that vary based on the typology and height of the building (e.g. mid-rise vs tall mid-rise).
3. This is one of the core elements of the Housing Accelerator Fund, which is to increase density near post-secondary institutions. Similar density increases are proposed near Dalhousie and NSCC campuses, with some exceptions (e.g. where it conflicts with registered heritage properties or a proposed Heritage Conservation District).
4. Yes the City does plan for transportation, servicing, recreational, etc. infrastructure.
5. The proposed zoning changes are more of a long-term planning framework. In addition to the current housing shortage of about 20,000 units, HRM's population is expected to double in the next 25 years, from approximately 500,000 today to 1 million by 2050. Staff are proposing the

increase in density to enable more varied types of residential construction across the City, and particularly in the Regional Centre which has a concentration of services (e.g. employment nodes, post-secondary institutions, transit, etc.) that people need to access.

6. Lands zoned ER-2 on Young Ave form part of the proposed Heritage Conservation District. The overall proposed approach is to zone heritage properties and proposed heritage conservation districts within the Established Residential designation to ER-2.

7. Consideration was not given to property assessments for the proposed changes. Suggest you reach out to the Property Valuation Services Corporation if you would like more information.

8. This would be a legal consideration.

All the best,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

Dear HAF Team,

I live in a single-family bungalow on Rogers Drive behind Saint Mary's University and I read with alarm of your proposed upzoning of the entire Gorsebrook Avenue/Rogers Drive block from ER-1 to HR-2. My wife and I have visions of being crowded out by 9-storey high rise developments that ultimately reduce our quality of life through loss of amenity and loss of privacy that we are forced to sell up. Further the extent of the HR-2 upzoning in the whole area around SMU seems extreme, raising the spectre of a student ghetto area, rendering the future streetscape visually unappealing such that it becomes a ghost area outside term-time. Understandably therefore I have questions and I would appreciate learning more so we can put our minds to rest.

1. What do you expect the impact of this upzoning to be on existing properties? Is it something gradual, driven by market forces or will progress be incentivized through expropriation?

2. The Proposed Centre Plan document from June 2021 on HR residential designation envisions high-rise multi-unit buildings existing within mid-rise and low-rise forms, with setbacks from ER zones. How does this change when entire blocks change to HR-2, which is described as a higher density zone than HR-1? Will there be planning limitations on number of HR buildings to preserve a mixture of forms? What will setbacks to existing low-rise forms be?

3. The South End area around Dalhousie University and SMU is very walkable, so why are HR-2 regions concentrated so heavily around SMU?

4. The Upper Tantallon fire last year made us conscious of the traffic bottlenecks in and out of the peninsula in the event of an emergency. Is your planning taking this into account as you look to increase the population and increase use of timber and potentially other flammable materials in new construction?

5. How do you expect the general rezoning to play out in areas that simply jump from ER-1 to ER-3? As properties change hands, will buyers wishing to redevelop single-dwelling sites as single dwelling sites still be able to, or will planning consents force densification?

6. Why is the current vacant site on Young Ave and Maclean St around 851/851A still designated ER-2? Surely this is a good time to make the whole site ER-3 at least!

7. We just had a new property assessment, with a 20% rise in property value. Will future assessments drop as a consequence of these zoning changes and would you anticipate adverse impact from HR-2 designation in particular?

	<p>8. Does zoning override existing covenants on sites, where these might otherwise limit what can be done? (This applies to parts of Rogers Drive in particular).</p> <p>I of course understand the need for more housing and I agree with more densification in the missing middle: I don't see why there's such a shift to HR-2, particularly when SMU itself is contemplating it's own new tower development. Have you or can you publish scenarios for how you see this rezoning playing out in new builds?</p> <p>Our real worry is that growing high-rise building around us pressures us to moving out, with no or little available single family dwellings in the South End. We have a high quality of life today, with a very walkable environment and easy walking access to shops, parks, restaurants and other amenities. I don't see that in the existing suburban areas unfortunately.</p> <p>Thank you in advance for your consideration.</p> <p>Regards, (REDACTED)</p>	
<p>C368</p>	<p>Thank you for your email Joshua</p> <p>(REDACTED)</p> <p>"When a girl closes her eyes, to imagine a scientist or inventor or pioneer, I want her to see a female face." - (REDACTED)</p> <hr/> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Greetings, I am writing to contest proposed changes to District 7 re-zoning as it relates to the updated Center Plan and Housing Accelerator Fund. I live at (REDACTED). A letter written by my neighbour, (REDACTED), captures many of my key concerns and so I will echo many of his same points here. I hope you received his letter among the many expressions of concern being voiced by neighbors. I grew up in this neighborhood and moved back to it, after living in Ottawa and Vancouver. specifically because it is a single-family neighbourhood where I can raise my family. In Vancouver, we saw good neighbourhoods destroyed by this kind of rezoning. My family, like Patrick's, would be impacted by proposed changes to add multi-unit low rises in the area. I support urban density - but it must be thoughtfully integrated into the cityscape. I concur with other neighbours: this proposed rezoning appears to have little logical reason 'other than for profiteering by developers or receiving a quick boost of support from residents outside of the downtown core who don't have to deal with the repercussions of these poor decisions.' The reality is, the land value is prohibitively expensive to do anything affordable other than through heavy subsidy (profiteering) and the scale and scope of the proposed rezoning won't have a meaningful impact on increasing urban density.</p>	<p>No</p>

	<p>The outcome will make a few individuals incrementally more wealthy while sacrificing the sanctity of a neighborhood that has stood here for generations. Further to that, the area can hardly support an increase in density; we have very little thorough-fares and limited parking. If the funds set aside are to be best used, the obvious choice would be compel development of City sites recently sold to developers. Most of those locations are ripe for affordable, high-density buildings as they sit on the major road arteries into and out of the city. I am not sure how anyone in your office can offer that there is a net benefit to the proposed rezoning and redeveloping these areas given the required investments, eventual cost of units developed and sacrificing some of the few remaining neighbourhoods on the peninsula. I also would be happy to know your view on how this is beneficial to anyone other than a handful of already wealthy developers.</p> <p>Thank you,</p> <p>(REDACTED)</p> <p>"When a girl closes her eyes, to imagine a scientist or inventor or pioneer, I want her to see a female face." - (REDACTED)</p>	
<p>C369</p>	<p>Dear HRM Staff :</p> <p>I am writing on behalf of the Friends of the Halifax Common, a non-profit focused on planning for the Halifax Common and having some 3,000 members and followers. Although our prime focus is on the Common, our involvement in HRM planning has led to some general conclusions relevant to the proposed Accelerator Fund changes.</p> <p>The central point to be made is that the public needs much more time to review the documents. Associated with this is a need for a different mode of public engagement. Taking input solely through a website is inadequate.</p> <p>At FHC we experienced the drawbacks of limited public consultations. This has resulted in a Master Plan document for the Common that has serious omissions and flaws. We know that the public is interested in land use planning matters, especially when their quality of life is likely to be affected.</p> <p>We ask you to seek Council authorization for further and different public consultations.</p> <p>(REDACTED) Member, Board, Friends of the Halifax Common</p>	<p>No</p>
<p>C370</p>	<p>Hello Sam and HRM staff: I am a resident of Brightwood (REDACTED) and am writing to add my voice to the many I am sure you are hearing from with regard to the proposed zoning changes along Victoria.</p> <p>First, I would like to thank Sam and HRM staff for their work on all of this. I know that you are all taking the issues around housing and densification seriously, and working diligently to find solutions that make sense. I am completely in agreement with densification in this neighbourhood. We are ideally situated for more density, with transit, school and other services in place and well positioned for augmentation if required.</p> <p>Like many of my neighbours, my only suggestion is that the plans be slightly amended with regard to the step-down from single family homes on Slayter, Cherry and Frances Streets: I would support 4-storey rather than 7-storey on the side of Victoria that backs into Slayter.</p> <p>And while I know this is a separate issue, I would also encourage the city to do all that is within its power to encourage the development of low income housing options.</p> <p>Thank you, (REDACTED)</p>	<p>No</p>
<p>C371</p>	<p>Hi (REDACTED),</p>	<p>Yes</p>

	<p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April.</p> <p>To provide some additional context, we're currently soliciting feedback on a staff proposal that would enable more density citywide. Changes are needed to the planning framework due to the high population growth we have been experiencing (we currently have a housing shortage of approximately 20,000 units), and we expect this growth to continue into the future as we are planning for 1 million residents by 2050. That being said, the proposal is subject to change, we've been receiving a lot of feedback from residents and staff will take this into consideration when finalizing the proposed changes. The amendments will then be presented to Regional Council for consideration, and there is an additional opportunity for public input as part of the public hearing process at that time.</p> <p>Regarding restrictive covenants, please note that the province recently made changes to the HRM Charter in through Bill 329 that provides as follows:</p> <p>This is still a new provision that I don't believe has been tested as of yet, so we're entirely clear on what the process will be.</p> <p>And to answer your questions:</p> <ul style="list-style-type: none"> a) Property rights are not being expropriated. This is a pre-consultation process and there will be additional opportunity for feedback at the public hearing. b) This is in response to our current housing shortage and anticipated population growth. c) These are all important growth nodes that are being prioritized as well, but just developing these areas will not provide enough units for our short- and long-term needs. d) The draft proposal was prepared by staff and has not been vetted by Regional Council yet. e) The Housing Accelerator Fund aims to enable more density, including along transit corridors and near post-secondary institutions. In response, and keeping in mind our future density needs, staff proposed higher-order residential zoning abutting Dalhousie, SMU, and NSCC campuses in the Regional Centre. <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>I understand that you wish to hear from concerned and interested residents of Halifax prior to February 16, 2024. Please see the attached letter.</p>	
<p>C372</p>	<p>Hi,</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER</p>	<p>No</p>

	<p>COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>I am a resident of District 10 and write to you today regarding the announcement of the Housing Accelerator Fund (HAF) that will provide federal funding of 79.3 M to the municipality. While this action plan is badly needed to address housing concerns shared by many constituents, I am concerned that our schools' overcrowding will be further exacerbated. For the school closest to me, Burton Ettinger Elementary, the current catchment area has 3 proposed large-density developments as well as re-zoning to permit denser housing on existing single lots. While the HAF does address many barriers to creating new housing, I must say I found very little in the plan to support community infrastructure like schools once this new housing is occupied.</p> <p>At Burton Ettinger, like other schools in the district, there is alarming overcrowding. Since 2018, the school population has grown from 444 students (and there were concerns then about being over capacity) to 550 today. The school has had to make many sacrifices: an entire grade (pre-primary) being taught off-site, the library cut in half to make way for a classroom, classes sharing gym for phys ed, storage closets being turned into office space, inadequate washrooms and small outdoor play spaces, and the very dangerous traffic control issues plaguing every drop-off and pick-up. These are not issues that adding more portables can fix.</p> <p>When reviewing the community feedback to council (Case 22257: Regional Plan Review: Phase 4 Draft Plan What We Heard - Dec 12/23 Regional Council), schools were mentioned 176 times, mostly from other constituents highlighting the need for increased capacity and safety at our schools. As a response on page 17 under Community Infrastructure, it's noted: "Support for working with the Halifax Regional Centre for Education and Province on school capacity in growing communities". What does this support look like? What can constituents of District 10 expect in terms of properly accommodating new children into our overcrowded schools?</p> <p>If the municipality moves forward with the proposed developments and zoning changes to accelerate growth, I ask council to share their plan to inform and work with the provincial government, specifically the minister of education and HRCE, on a coordinated response to ensure schools like Burton Ettinger will be able to offer a safe, engaging facility to its growing student population in the near and long term.</p> <p>Thank you, (REDACTED) Resident of District 10</p>	
C373	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Good afternoon,</p> <p>Regarding the proposed rezoning of the neighbourhood around Saint Mary's University:</p> <p>I do not support the rezoning of the neighbourhood around Saint Mary's University to HR-2, as proposed.</p>	No

	<p>I support growth and densification in response to the housing crisis, but we need to add density where it makes the most sense.</p> <ul style="list-style-type: none"> • The proposed rezoning of city blocks around Saint Mary's University does not make sense. It is not "gentle density". • The city's rezoning proposal around Saint Mary's is extreme, and will add 5,000-10,000 people to a just a handful of streets. • Saint Mary's did not ask for this rezoning. • Saint Mary's already has solutions planned to create student housing on campus. • The re-zoning proposal does not address current housing needs for quick builds or for the "missing middle". • There are many vacant lots on the peninsula that could be developed immediately, adding many units without impacting our neighborhood. • Many of the areas under review do not have the infrastructure to support the proposal (e.g, sufficient egress routes, etc.) • The areas under review are communities that will be severely and negatively impacted by rezoning as per the proposal. <p>I request that you do not rezone our neighbourhood around Saint Mary's University to HR-2, as proposed.</p> <p>It's critical that such a wide-ranging and impactful change be made only after proper engagement and consultation with the impacted community. This has not occurred.</p> <p>Let me know if I may provide any additional information.</p> <p>Sincerely,</p> <p>(REDACTED)</p>	
C374	<p>We, (REDACTED) and (REDACTED), (REDACTED), Halifax, Nova Scotia, give our permission for our names to be added in support of the SMU area neighbourhood letter to the Halifax Regional Municipality on zoning amendments, as attached.</p> <p>(REDACTED) Sent from my iPad</p>	Yes
C375	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p>	Yes
C376	<p>Hi (REDACTED),</p>	No

	<p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>I am all for houses having apt. or granny suites in their homes. Just good sense.</p> <p>But I am against rezoning the south end for small apartments next to single family homes (with granny suites). We treasure our neighbourhoods and I think the beauty would be destroyed . the apartments would most likely be filled with rowdy student ready to have big parties like happens near Dalhousie for homecoming week.</p> <p>I feel this is discrimination of citizens to have their own quiet neighbourhoods. We chose the south end so my husband could walk to work and not to drive from the suburbs and waste time and gas and I would like our choice respected</p> <p>I have just lost the ability of my friends to visit because of parking permits. They cannot visit in the daytime because the open parking is taken by mostly students hoping not to get a ticket or my friends are not savvy enough to get permits.</p> <p>I don't even know if many people know this is happening and notice should go out to all the residents that might be affected. It is a if you are trying to put this through without anybody knowing what you are planning. This is just wrong.</p> <p>Sincerely (REDACTED)</p> <p>this is also not an emergency and requires special attention so citizens are respected and their wishes taken into consideration. We didn't create the problem and neither should we have to pay for it.</p>	
C377	<p>Thank you for the information Joshua.</p> <p>Kind regards, (REDACTED)</p> <hr/> <p>EXTERNAL EMAIL – USE CAUTION / COURRIEL EXTERNE – FAITES PREUVE DE PRUDENCE Hi (REDACTED),</p> <p>I've attached some fact sheets about the HR Zone and transition policies that were completed as part of the Centre Plan.</p> <p>In short, all of these factors that you've mentioned (right of ways, easements, lot boundaries, etc.) are considered when reviewing a project proposal. It is very unlikely that a building actually reaching 9 storeys could be built without significant property acquisition and lot consolidation. However, the HR-2 Zone does also permit a variety of low-rise residential uses, such as single, two, three, and four-unit dwellings, townhouses, and smaller multi-unit dwellings that may be possible on individual lots or lots with requiring minor assembly and consolidation.</p> <p>Hope this helps, please let me know if you have any other questions.</p>	Yes

All the best,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

Hi Joshua,

Thank you for your response and for confirming receipt of our official Condominium letter.

I will reach out to Aaron in regards to the Carriage house. In the meantime, should the HR-2 zoning gets passed, are you able to please provide an indication on what would be applicable as far as, height and required step and set-backs - side/rear/streetline yard. Given the complex and intertwined relationship with the Carriage house, shared road, right of ways, sewer/ water easements etc. I'm having hard time applying the new proposed LUB in order to have a sense on what could be built on that lot. Any professional insights you could provide me with would be very much appreciated.

Thank you Joshua,
(REDACTED)

EXTERNAL EMAIL – USE CAUTION / COURRIEL EXTERNE – FAITES PREUVE DE PRUDENCE
Hi (REDACTED),

Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.

I want to confirm that we have received correspondence from the Lindola Place Condominium Corporation on the proposed requests.

The proposed zoning changes are in response to the Housing Accelerator Fund, which aims to enable more density in key areas, such as along transit corridors and near post-secondary institutions. In response, staff have proposed increasing new Higher Order Residential Zoning near Dal, SMU, and NSCC campuses in the Regional Centre. Although the City is working with its partners on planning for future growth, the impetus for this change is our current housing shortage (estimated at 20,000 units) and anticipated population growth (growing by approx. 20,000+ people per year).

Regarding the carriage house, that is a question that can be directed to Aaron.

And lastly, we do not have a firm date for the public hearing yet. We do expect to make some changes to the proposed zoning based on some of the feedback we've been receiving from the public, but we're aiming for introduction of the amendments in March with public hearing in April.

All the best,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

	<p>(REDACTED) –</p> <p>Apologies I missed sending this email to our team for response – they will be able to help you with these questions.</p> <p>Nice to hear from you –</p> <p>Kate</p> <p>KATE GREENE (SHE/HER)</p> <p>DIRECTOR OF REGIONAL & COMMUNITY PLANNING PLANNING & DEVELOPMENT</p> <hr/> <p>Hi Kate, good afternoon,</p> <p>I'm not sure if you remember me, but we crossed paths while I was working in the private sector as an architect.</p> <p>First and foremost, I want to apologize in advance, as I'm sure you've been bombarded with requests as follows since the HAF announcement.</p> <p>I'm reaching out as I'm currently resident of Lindola Place in Halifax- 14 condominium townhouses complex built in 1985, and as I was getting myself up to speed with the proposed amendments related to the housing accelerator fund, I went into the interactive map to realize that our whole area -West of Ivanhoe St.- is incurring a proposed re-zoning to an HR-2 zone. It goes without saying that this is a major concern for an established residential area as ours, furthermore, we share a drive lane with the old Carriage House for the Oland Castle across the street, which has some heritage value attached to it. The proposed amendment is particularly worrisome and significant as both units of the Carriage house are currently on the market and could potentially be purchased by a developer and be replaced by a 9 storey multi-unit residential, not to mention any surrounding large and older properties on Inglis street.</p> <p>Before we ask Wayne Mason to intervene on behalf of our neighbourhood, and on behalf of the condominium board, I would like to get the rationale behind the proposed change to upzone to HR-2 given the established low-density/low-rise and single unit dwellings neighbourhood context. Also considering that Ivanhoe is not a transit corridor, how have you concluded that HR-2 would be the suitable designation for our area?</p> <p>As for the Carriage house, it's not a registered heritage property, but is there anything we could do there? Is that a question I should be directing to Aaron?</p> <p>Lastly, we will keep monitoring your website, but do you have a tentative date for the public hearing yet?</p> <p>Any clarifications you can provide us with on the above questions would be greatly appreciated.</p> <p>Looking forward to hearing back from you.</p> <p>Kind regards, (REDACTED)</p>	
C378	<p>Hi, Joshua, see below.</p> <p>Leslie</p>	No

	<p>Dear Mr. Mason,</p> <p>I am most concerned over the apparent haste with which Council is being asked to review the proposals under the Accelerator Fund.</p> <p>I understand that there may even now be further additional proposals by staff at this late juncture, so it is clear that the public and its elected representatives may not be fully aware and understand the implications of these important proposals.</p> <p>I believe that a minimum delay of at least two months would be needed for full and considered input by Council and the public.</p> <p>I look forward to Council's due consideration on this matter.</p> <p>(REDACTED)</p>	
<p>C379</p>	<p>Thank you for the additional clarification. We are going to be sitting down with engineering to go over each site in more detail and I will ask staff to look into the complaints. It is possible that this site is not as "shovel-ready" as some of the others.</p> <p>We are definitely still open to changes and feedback.</p> <p>Kasia</p> <hr/> <p>Kasia –</p> <p>It isn't just Trelyn. Trelyn connects to a network of unaccepted streets. They all need to be upgraded – including HRM owned Layton. If you haven't visited the site, I suggest you do. It is complex. This is a significant development for this tiny, tight community without greater infrastructure investment. I am particularly concerned about Penny Ave (unaccepted), which connects to Old Sambro and Dunbrack – and will certainly experience the majority of traffic from this project. Please look up complaints about Penny and Trelyn. I know there are some.</p> <p>Patty</p> <hr/> <p>Hello again Councillor Cuttell – I have confirmed that Development Engineering and Halifax Water reviewed the site as part of subdivision application in 2021.</p> <p>I have also confirmed that the applicant would be responsible for any upgrades to the road as part of the right-of-way and lot grading permits. They would also be responsible for any waste/waste water upgrades should the HAF zoning changes be approved and should they proceed to development permit.</p> <p>I trust that this helpful, but please let me know if you have any other questions,</p> <p>Kasia</p> <p>KASIA TOTA, MCIP LPP SHE/HER</p>	<p>No</p>

	<p>COMMUNITY PLANNING MANAGER REGIONAL AND COMMUNITY PLANNING PLANNING & DEVELOPMENT</p> <hr/> <p>Hello Councillor Cuttall – I will look into this proposal in more detail with our engineering group and get back to you, and any complaints that we may have on file. Thanks for bringing this to our attention.</p> <p>Kasia</p> <hr/> <p>Hi Kasia - Sorry we weren't able to connect last week. Damn snow storms. I'm receiving concerns about the proposal 20 Trelyn. Trelyn Road is an unaccepted street. There is no real maintenance and a history of flooding and maintenance issues. I don't see how this proposal could be recommended under these conditions. Are road upgrades proposed as well? Will HRM take over the road? I can't support this without addressing the road issues. Happy to talk. More to discuss as well!</p> <p>Thanks, Patty</p> <p>Please excuse typos, I'm working from my phone.</p> <p>PATTY CUTTELL COUNCILLOR CONSEILLER NIKANUS WUNAQAPEMK DISTRICT 11 SPRYFIELD-SAMBRO LOOP-PROSPECT ROAD HALIFAX T. 902 490 4050 C. 902 221 6893</p> <p>CONSTITUENCY COORDINATOR MICHELLE DOUCET T. 902 490 6982 E. doucetmi@halifax.ca</p> <p>For routine issues, please call 311 For information on HRM related items, please visit www.halifax.ca</p> <p>We are on the ancestral and traditional lands of the Mi'kmaq people. HRM acknowledges Peace & Friendship treaties have been signed in this territory and recognizes that we are all Treaty People.</p>	
<p>C380</p>	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p>	<p>No</p>

	<p>I am writing in opposition to proposed zoning changes near St Mary's University which would allow as-of-right construction of very tall residential buildings (HR2). I support initiatives to increase population density which do not fundamentally alter the character of the neighbourhood, which tall buildings would certainly do. I understand the need for more student housing, but think this should be built on campus by the universities, or through gentler, lower increased densification more appropriate to a residential area. The stretch of Robie Street south of Inglis Street is a dead end which could not support the traffic generated by a huge building. As-of-right permission to construct tall structures would lead to expensive apartments or condominiums, which would not be affordable for students or others with modest incomes. The proposed changes come soon after recent changes which allow for gradual densification which are more in keeping with the current neighbourhoods. Time should be given for the effect of the earlier changes to take effect, as the more drastic high-rise scenario may not be needed. Indeed, the proposed changes require much more careful consideration and consultation with affected parties.</p> <p>I have read and agree with the persuasive arguments put forward in the document prepared by people living in the neighbourhoods surrounding St. Mary's University.</p> <p>(REDACTED)</p>	
C381	<p>To whom it may concern,</p> <p>I live at (REDACTED) and I have recently learned about the city's plan to increase the density of our neighborhood. I understand and appreciate the pressing needs our city faces for additional living space. Nonetheless, I cannot express more strongly my opposition to the specifics of the changes being considered. Our neighborhood is connected to the rest of the peninsula only by Tower Road and Young Avenue, and fenced in by the ocean, the railroad and Point Pleasant Park all around.</p> <p>The geography of the area leads me to believe that additional roads cannot be built, nor that the existing ones can be enlarged to support a quadrupled (or more) population density. I am awfully concerned that you are planning to build what amounts to a "death trap" lest a wildfire rage in the wooded areas of the Park. Please do bear in mind that it was just last summer that the Authorities felt it necessary to close the park during the spring, due to the exorbitant risk of wildfires. Please, also, do not forget what happened in the communities of Hammonds Plains, when we nearly suffered the loss of human life, on account of ridiculously poor city planning and lack of proper evacuation routes for thousands of people. Please do not repeat the past mistakes of the city planners: it would be morally inexcusable given the recent experience.</p> <p>Best regards,</p>	No
C382	<p>Thank goodness out for this information. There is certainly a lack of quality information in our neighborhood. Letters to our area residents would certainly be more helpful however it seems to coming to a close. So the gospel according to facebook is not enough. We have a lot of elderly and long time residents who probably are not on fb. And have no idea of what's is planned. I didn't until someone brought it to my attention. So hiding things for people is not a way to build bridges for sure. That said I'm sure the pie owners that be done care and that's why they have conducted things or lack there if they way they have.</p> <p>Anyway, hope you have a nice long weekend.</p> <p>(REDACTED)</p> <hr/> <p>Hi (REDACTED),</p>	No

	<p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>Just to clarify, there is no proposed zoning change on the north side of Duffus Street between Isleville to Novalea, these properties are zoned a mix of Higher-Order Residential (HR-1) and Corridor (COR) today. The zoning of this block was applied as part of Centre Plan Package B in 2021. The heights on this block currently range from 14 metres (equivalent of about 5 storeys) to 20 metres (equivalent of about 7 storeys). As part of the urgent changes to planning documents in support of the Housing Accelerator Fund, staff are proposing a uniform height increase on this block to 7 storeys which is generally aligned with broad height increases being proposed across the Regional Centre in support of the HAF.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To whom it may concern.</p> <p>I keep hearing about a potential high rise in deep northend of Halifax in Hydrostone area, Novalea and Isleville.</p> <p>Living in the area for almost 20 years now. I can honestly say I'm not in favour of a high rise building. There are several smaller buildings closer to young st. that kept the charm of the north end. However what I keep hearing about, does not seem to sound good at all.</p> <p>Some believe this will help the housing crisis. I have a hard time believing this, as there are so many people who work very hard for their money still can't afford to pay 16-2500 rents that are creeping up in our area. From a bachelor apt to two bedroom. It's absurd.</p> <p>I'm so thankful I own my home. Yet, I know I couldn't pay that monthly fee on top of everything else. Despite the eye sore that it will be. So please have some heartfelt real thought about the people who do live here and who have lived here for 30 -50 years. If not you will slowly lose its charm and community close nit lifestyle in our community.</p> <p>More than likely you don't live anywhere near here and maybe you do. So please 10 stores is far to much. The exterior esthetic of the building is also very important. The Point North building is awful and so are the many in the down town area. This area deserves better than that. Think about it. Look at the mothers pizza building at young and Agricola. See how it encompasses the decode of the neighborhood. Get a feel for the area. Don't just go by the paper that sits in-front of you. Please consider our request.</p> <p>Thanks ,</p> <p>(REDACTED)</p>	
<p>C383</p>	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p>	<p>No</p>

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

Hello,

As a long-term resident of Halifax, specifically Wedgewood Park, for the past 45 years, I respectfully disagree with the proposed changes regarding the allowance of four units per lot in all residential zones within the Suburban Service Area. While I understand the municipality is facing challenges related to housing affordability and availability, I believe this approach may have unintended consequences and does not adequately consider the concerns of our residents, not only in our community but for all of the Halifax Regional Municipality.

These are just a few of the reasons for my disagreement:

1. Infrastructure strain: Increasing the density in residential areas without proper infrastructure planning and development may lead to strains on existing resources such as roads, utilities, parking, and public amenities. It will potentially lead to issues like increased traffic congestion and decreased quality of life for current residents.
2. Loss of community character: Denser housing development may alter the character of established neighborhoods. Many residents have chosen to live in these areas due to their specific, low-density appeal, and they value the sense of community and space that comes with it. Allowing for more units in these areas might compromise the unique character and charm that attracted residents in the first place.
3. Quality of life concerns: Increased housing density may impact the quality of life for existing residents. It could lead to loss of privacy, increased noise levels, and a decrease in green spaces and recreational areas. This may affect the overall livability and wellbeing of current residents.
4. Lack of infrastructure investment: Before implementing such changes, it would be crucial to ensure that appropriate infrastructure investments are made to support increased housing density. This includes factors such as transportation, schools, healthcare, and public services. Without proper planning and investment, the proposed changes may exacerbate existing inadequacies in these areas.
5. Environmental and Climate Change: the continued high density development of suburban areas away from where people work, study and shop result in an increase in vehicle traffic and a corresponding increase in emissions (it's hypocritical when you consider that HRM charges property owners a Climate Change tax as the current, and proposed, development we've experienced has only added to the issue), the decrease in green areas, specifically the number of trees, which can lower temperatures (of local micro climates i.e in a neighbourhood) in the summer and provide protection from cold winds in the winter (again, lowering house hold heating and cooling emissions), and the loss of habitat and changes in behavior of wildlife (For example, I have seen over the past 4 decades a significant increase in the number of deer in our neighbourhood, as areas such as Parkland Drive and Larry Uteck were developed. As they lost their habitat, they began moving into our neighbourhood. The number of people I know who have hit a deer, including myself on my own street, has seemed to increase as well as witnessing the high number of resident deer roaming the area suffering from obvious automative related injuries. The deer have also introduced ticks and the possibility of Lyme disease directly into our neighbourhood over the past 10 years, before which were never a concern here before. The deer also attract predators such as coyotes into our neighbourhood, which again in all my time living here have not seen one roaming around but over the past 10 years have encountered on 3 separate occasions, within 100 feet of where I was, on my own street. this of course is a danger to vulnerable persons, children and pets)

While I acknowledge the importance of addressing housing challenges, I believe a more balanced approach that considers the concerns of existing residents and thoroughly evaluates the potential impacts on infrastructure, the environment, community character, and quality of life should be taken into account.

I do have a lot more to say on this issue, and also have many questions due to the neglectful lack of information being provided about this project as it's being rushed through and seemingly in a way to avoid normal processes involving residents and other stakeholders, including the Province. It's a poor solution that will only result in long term issues and shift the true cost to the future and on the residents, probably beyond your respective terms in the position you currently hold where you will not have to deal with it, while you and others, such as developers, earn all the benefits. I strongly urge you to take pause and consider that a project like this without proper consultation and input from the community may be reflected in how I, and others, decide to vote in the upcoming Municipal and Federal elections!

Thank you for your time and consideration in this matter,

	(REDACTED)	
C384	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Dear Josh,</p> <p>Thank you again for meeting our Dalhousie Street neighbourhood group and for your kind consideration of the attached response.</p> <p>Sincerely,</p> <p>(REDACTED)</p>	Yes
C385	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello,</p> <p>I'm sorry, but I overlooked cc'ing the Clerk's Office in an email I sent earlier today to Lindell Smith (below) requesting a delay in the discussion of the Housing Accelerator Fund Proposal.</p> <p>Regards,</p> <p>(REDACTED)</p> <hr/> <p>Dear Lindell,</p>	No

	<p>I am writing, as no doubt have many others, to request Council delay the timeline for discussion of HRM's Housing Accelerator Fund proposal.</p> <p>Major zoning changes are being proposed, but the opportunity for community reflection and feedback is being short-circuited. A pause in the process is required, as is the need for a timeline that will permit fulsome discussions on the implications of the proposals.</p> <p>Regards,</p> <p>(REDACTED)</p>	
<p>C386</p>	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>I am writing to you to express am concerned with the change in zoning that will allow for 7 story buildings within the area directly against the back of single family homes on Slayter street, Frances Street and Cherry Drive. 7 story buildings will dramatically tower over the residential neighborhood, negatively effecting the aesthetic of the area, and diminishing the value, enjoyment and peacefulness of the backyards of residences.</p> <p>I ask the Halifax City planners reconsider the zoning change of the Victoria road (north side) from Frances Street to Cherry Drive and keep it zoned as ER-3. This would allow for a "Gentle Density" transition between HR-1 on the south side of Victoria Road and ER-3 on the North side of Victoria Road, without dramatically impacting the residential area between Frances, Cherry and Slayter.</p> <p>Appreciate your consideration</p> <p>(REDACTED)</p> <p>Virus-free.www.avg.com</p>	<p>No</p>
<p>C387</p>	<p>To : Kasia Tota From : (REDACTED)</p> <p>This is a request to have HR1 Zoning (7sty) extended to include my property (address above) . I've owned the property since 1979 so I'm aware of the housing situation in the area. My property and the 2 behind mine have always been rental properties so the "acellerated zoning" , if that's the correct term ,wouldn't impact the single family properties in the area and it would be consistent with the properties to the south of mine on Oxford St and Larch St .I can't speak for the owners of the 2 other properties I mentioned which front on Larch St but it would make sense to change the zoning for properties that are already income properties rather than single homes, in most cases.</p>	<p>No</p>

	<p>Thankyou, (REDACTED) Sent from my iPhone</p>	
<p>C389</p>	<p>Hi there – not sure if you got this one or not as it was sent BCC. April</p> <hr/> <p>Heritage Trust of Nova Scotia Submission to Halifax Regional Municipal Council Regarding the Proposed Housing Accelerator Fund:</p> <p>First, let us express our grave concern about the rapidity with which the HRM is going about making changes to the Centre Plan which, while flawed, did have the benefit of nearly 10 years to develop. It is not at all clear what the municipality hopes to do with HAF money and how it will benefit residents.</p> <p>That being said, we wish to formally comment on the threat that the HAF changes presents to the city’s built heritage provisions. In our view, the provisions imperil built heritage in general, and more carefully considered measures are required.</p> <p>Although the proposed revisions provide specific exemptions/protections for registered heritage buildings and existing heritage conservation districts, we are concerned that the upzoning of surrounding neighbourhoods will simply provide more incentive to de-register and demolish registered heritage buildings on the Halifax peninsula and elsewhere in the Centre Plan area. We are also concerned that it will also lead to the demolition of many as yet unregistered historic buildings and potential heritage conservation districts.</p> <p>The demolition of these buildings, as we have already seen, results in a reduction of affordable housing, thereby expanding the problem that their demolition claims to address. There are other economic impacts to consider, primarily the reduction in older building stock to our tourism economy (the largest sector we have).</p> <p>We know from the work of TIANS and Tourism Nova Scotia that many of our visitors place significant value on the built heritage they see when they visit this city. By promoting the destruction of our built heritage, particularly on the peninsula where many tourists spend much of their time, we are removing a key resource that drives visitation.</p> <p>We would further note that Nova Scotia has some of the weakest heritage protection laws in Canada. While we recognize that strengthening those laws is a largely provincial responsibility, not doing its best to support what little we have amounts to a dereliction of duty by HRM.</p> <p>There is also a climate change impact contingent on the loss of these buildings. HRM states on the website “HalifACT: Acting on Climate Together” that “It’s our community response to the climate crisis that will build a more resilient and healthy future in Atlantic Canada while preparing for current and future climate impacts.” We agree that densification is an important component of fighting climate change; however, promoting a plan that will increase demolitions is counter to HRM’s own intent. Where is the plan to further incentivize the adaptive reuse of unused or underused existing structures (such as office towers and former schools) to facilitate densification?</p> <p>In our view, the extra protections mentioned in the HRM proposals do not outweigh the extra incentives to de-register and demolish. We urge HRM staff and Council to recognize that all heritage properties in the Centre Plan area, whether protected by designation or not, face a dire threat under these provisions. Heritage should not be for sale.</p> <p>Respectfully Submitted, (REDACTED) (REDACTED), Heritage Trust of Nova Scotia</p>	<p>Yes</p>

	<p>(REDACTED)</p> <p>https://www.htns.ca/ https://www.facebook.com/HeritageTrustNovaScotia</p>	
C390	<p>Received and replied.</p> <p>Thanks,</p> <p>Josh</p> <hr/> <p>Hi, Joshua, I don't see that I sent you this one for review/reply.</p> <p>LESLIE NEATE LEGAL & LEGISLATIVE SERVICES OFFICE OF THE MUNICIPAL CLERK</p> <p>HALIFAX PO BOX 1749 HALIFAX NS B3J 3A5 T. 902-490-4210 F. 902-490-4208 halifax.ca</p> <hr/> <p>Hello,</p> <p>Could you please distribute to all city councillors and request that each of them review my letter of opposition to the proposed rezoning of Marlborough Avenue?</p> <p>Thank you, (REDACTED)</p> <hr/> <p>Dear Mr. Mason,</p> <p>I am writing to you to express my absolute opposition to the proposed rezoning changes to our residential neighbourhood adjacent to St. Mary's University. I have lived with my family at (REDACTED) for the past 28 years. This proposed rezoning to higher zoning residential (HR-2) would allow up to nine-story apartment buildings with commercial space in our neighbourhood. If this goes ahead in our neighbourhood and other vibrant, beautiful neighbourhoods in the city, you and your fellow councillors will be destroying the fabric of Halifax.</p> <p>I am greatly concerned about the lack of information provided to your constituents, as well as the lack of engagement, consultation and collaboration that the members of Halifax Regional Council have provided. I found out about this proposal about two weeks ago when a ReMax representative left a flyer in our mailbox. It is also alarming that there is no planned in-person engagement in the future and apparently, no option to appeal. Could you please explain why? None of this makes sense in a democratic society. We voted you in to represent us, and we request and expect that you listen to us and that you will strongly represent us.</p> <p>I fully understand that there is a housing crisis in Halifax, and that affordable housing is even more of an issue. I completely support the densification of Halifax so that everyone has what I consider to be a human right- a safe, warm place to call "home". I feel that if Regional Council thinks about this issue more thoroughly and intelligently, its members should see that destroying the established neighbourhoods that help to "make</p>	No

	<p>Halifax special", to use your words, is wrong. Instead, we should densify where it makes sense- areas where there are empty lots along main corridors such as on Robie Street and Quinpool (the previous St. Pat's High School lot is a prime location), or where there are derelict buildings, such as along parts of Inglis Street, Victoria Road, and the Bloomfield School on Robie/Agricola, to provide a few examples. Many of these areas are already along bus routes or would be within walking distance of St. Mary's. In addition, I would like to point out that the rezoning proposal would also make my neighborhood's density higher than what is occurring on Wellington Street, as well as Quinpool and Tower Roads. This is not only unfair, it is also unsafe (see below).</p> <p>The main reasons outlined below are why I strongly oppose the proposed rezoning of our neighbourhood:</p> <ol style="list-style-type: none"> 1. Increasing the density will significantly increase the number of people, cars, and traffic living on the dead-end streets in my neighborhood (Marlborough, Robie, for example). However, most importantly, this will result in a serious safety issue. It will be challenging and at times impossible, for ambulances and fire trucks to access these homes/buildings in a timely manner. If the members of Regional Council vote for upzoning to occur here, then they will also have to bear the responsibility that comes when the health of people is jeopardized and lives are lost because of their decisions. 2. St. Mary's does not want or need HR-2 rezoning changes adjacent to campus. Through conversations neighbours have had with the president of St. Mary's, Dr. Rob Summerby- Murray, it has become known to us that St. Mary's was not consulted by Regional Council during the development of this rezoning proposal. In fact, St Mary's presently has empty beds on campus, thus does not need more accomodation built close to the campus. Further, when there is a need for more student housing, St. Mary's already has a plan to develop a minimum of 1000 units through building, replacing, and refurbishing older buildings ON its campus. St. Mary's is not interested in being in competition with new nine-story apartment buildings that would be built on neighbouring streets. Thus, the real question is- why is there a proposal to rezone our neighborhood to enable the building of student accommodation close to the campus of St. Mar'y's when there is no identified need? 3. There has been no impact/cost analysis to determine what the effects would be and whether the present infrastructure can handle increased demands on water and sewage systems, the power grid, traffic, and parking. Without these analyses in place, the city cannot plan responsibly when considering any rezoning, especially in older parts of the city, like our neighbourhood. 4. Many homes in our neighbourhood, including mine, have invested in green upgrades using public funding (municipal, provincial, and federal) to install heat pumps, solar panels, and EV charging stations. If these homes are destroyed after all of this investment using public funding this would be irresponsible both from a financial and an environmental perspective. <p>Mr. Mason, I request that you, Mayor Savage, and your fellow councillors take the time needed to consider all of my points carefully. I feel that this process is being rushed, and that there has not been transparency, engagement, or collaboration with those who would be most affected by these rezoning changes. Please remember, as well, that St.Mary's does not want or need this proposed rezoning. St Mary's has a plan. Thus, what is the real purpose behind this proposal? Why is it that our vibrant neighbourhood has been targeted for this rezoning in the first place?</p> <p>I look forward to your response.</p> <p>(REDACTED)</p>	
<p>C391</p>	<p>Hi (REDACTED),</p> <p>Thanks for the additional comments.</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p>	<p>No</p>

	<p>I forgot to mention that I am very concerned about maintaining old trees and adding green space. I was told that the west end development will not include adequate green space and the proposed development should be stopped for this reason.</p> <p>Thanks again (REDACTED)</p> <p>On Tue, Feb 13, 2024 at 1:51 PM (REDACTED) wrote: Good afternoon, I have comments to share but i'm not sure that I'm sending them to the right person. had a brief look at the plan. I continue to be concerned about the plan for the West end mall redevelopment- adding 15000+ people to this one small area will create huge demands for the health care and education systems that can't be managed. With possibly 6000+ children added to a small geographic area where most schools can only handle 400 students max, I can't imagine how this plan can go ahead. I would encourage you to liaise with the education and health departments to ensure that the infrastructure can/will be present to handle this influx of people. Also, I have concerns about land banking and losing 100+ year old homes. I have noticed an increasing number of huge beautiful 100+ year old homes that have been flattened and lots left vacant for years, with no sign of development. These homes were often flats with several to dozens of tenants. Robie street, Tower road, South street will lose its charm if these Victorian homes continue to be torn down. Please consider expanding heritage designations to other homes/neighborhoods in Halifax before the destruction goes any further. I have done some travelling throughout Europe and have seen that they have found a way to maintain the charm/character of neighborhoods while allowing expansion of the city in appropriate areas. Or they'll keep the facade of a charming old home, allowing a tasteful development at the back. And please dont allow developers to tear down homes until they're ready to start their new builds- charge taxes on vacant lots.</p> <p>Thank you, (REDACTED)</p>	
<p>C392</p>	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hi, Providing feedback on housing plan.</p> <p>I don't support the 4 units on one lot as this has long term negative implications.</p> <p>Valuable, mature trees are often removed and the whole lot covered in housing and parking. We lose trees, shade and water runoff space. If this is allowed it should come with rules that the existing building footprint be used, so go up not out. No extra space for parking. Add in a treebylaw to not only protect native trees but encourage new trees on lots. Long term we need more trees, not less!</p> <p>The housing plan needs to incorporate the environment and wildlife into the design. We should be able to grow with minimal impact to both.</p> <p>(REDACTED)</p>	<p>No</p>

<p>C393</p>	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hi I am all for more housing. My only concern is parking particularly in winter. Any new builds of apartment buildings and condos,towers etc should be forced to have parking available for every unit whether it is on the property or under the property. In winter after snowfall we can't have all these cars parked on the road because when plows go by parked cars the result is it is hard to get out on traffic makes it dangerous</p> <p>Thanks (REDACTED)</p>	<p>No</p>
<p>C394</p>	<p>Thanks (REDACTED) (REDACTED)</p> <hr/> <p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April.</p> <p>To provide some additional context, we're currently soliciting feedback on a staff proposal that would enable more density citywide. Changes are needed to the planning framework due to the high population growth we have been experiencing (we currently have a housing shortage of approximately 20,000 units), and we expect this growth to continue into the future as we are planning for 1 million residents by 2050. That being said, the proposal is subject to change, we've been receiving a lot of feedback from residents and staff will take this into consideration when finalizing the proposed changes. The amendments will then be presented to Regional Council for consideration, and there is an additional opportunity for public input as part of the public hearing process at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello Please find attached a letter commenting on HRM's rezoning proposal. Best regards (REDACTED) --</p>	<p>Yes</p>

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<p>C395</p>	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To whom it may concern</p> <p>Re: Urgent changes to planning documents for housing/HAF</p> <p>I support increasing the housing density in HRM to combat the current housing crisis. I have serious concerns about how these hastily assembled and often puzzling proposed planning changes will achieve the stated goals without undermining the unique quality of our city. Much more work needs to be done to this document in order to achieve the right balance of housing types and not simply chase HAF funds through thoughtless rezoning.</p> <p>1. In support of 'gentle density' I support increasing the number of properties zoned ER-3 as this has the potential to gently increase the density on the Halifax peninsula/ core Dartmouth and provide urgently required housing. These are units that can be constructed with speed and would add the 'missing middle' to our community.</p> <p>If this new zoning is fully realized however, per the intention of the plan there will be very little remaining of the residential urban fabric that makes Halifax a unique and beautiful city. I am not in support of eliminating most/all ER-1 zoning. Through the HAF, CMHC is imposing blanket development criteria on vastly differing cities which is an irresponsible approach to solving the urban housing problem.</p> <p>2. Re: Proposed HR-2 development near SMU It is proposed that the areas adjacent to SMU including the dead-end southern blocks of Marlborough Ave. and Robie St. change from an ER-1 to an HR-2 zone to fulfill the stated goal to: "Allow more mid-rise and high-rise development near post-secondary institutions." and provide housing for students.</p> <p>I strongly disagree with this proposed designation; The HR-2 zoning proposed for these streets adjacent to SMU should be reversed. Any zoning changes made to these streets should facilitate gentle density, (ER-2 or ER-3) to rapidly create housing and result in a coherent neighborhood. This appears to be a zoning gesture that is about maximizing HAF monies, not solving the housing problem (let alone providing affordable housing).</p> <p>If the intention is to market these properties to developers of off-campus student complexes the concept is flawed; President Sommerby-Murray has stated that SMU has not requested rezoning the adjacent neighborhood for this purpose - was not consulted at all for this proposal - and that the university has plans to construct on-campus housing for its students.</p> <p>3. Affordability</p>	<p>No</p>

	<p>The strategy to encourage affordable housing is weak and seems to be an afterthought amidst these proposed all-encompassing zoning changes. Isn't this the crux of our housing problem as much as a lack of inventory? This critical component of any 'urgent planning changes' must be given greater attention.</p> <p>4. "Federal HAF funding is subject to conditions outlined in the agreement, including Council's approval of additional zoning changes." For Council to approve zoning changes in the absence of consultation with residents and stakeholders is unacceptable and must be remedied. The Centre Plan took years to formulate and was only approved in November 2021, yet we are to accept a new planning strategy that was thrown together in a few months in order to qualify for HAF money? We need to act swiftly, but not mindlessly toward change.</p> <p>Yours very truly, (REDACTED)</p>	
<p>C396(1)</p>	<p>Hi Everyone,</p> <p>Just got off the phone with (REDACTED) so feel free to check this one off the To Do list.</p> <p>Thanks 😊 Kathleen</p> <hr/> <p>Kathleen – let me know if you can reach out or I can if you'd like.</p> <p>Kasia</p> <hr/> <p>FYI – they are asking for a meeting</p> <hr/> <p>Dear Housing Accelerator Fund Amendment Team: Re: Opportunity Site SS057 – 20 Trelyn Road As residents of Trelyn Road, Halifax, we oppose the proposed development of 20 Trelyn Road (PID 00312413), Opportunity Site SS057, as shown on your Interactive Map and listed in your Opportunity Sites table. According to your HAF website information, you are recommending approval of a 7 storey building of approximately 62 dwelling units on the 14,374 sq. ft. lot at the end of Trelyn Road. We have requested a meeting with your team to discuss these issues but we have not heard back from you. Please convene a meeting with us to discuss this situation before you complete your policy and Land Use By-law amendment recommendations to Regional Council. Sincerely (REDACTED) on behalf of Trelyn Road residents -- (REDACTED)</p> <p>http://longlakepark.ca</p>	<p>No</p>
<p>C396(2)</p>	<p>Hello Halifax</p> <p>I see you feel its right to overrule your own zoning bylaws for this new housing proposal, I hope you will be taking into consideration the current residential infrastructure in place in these areas, does the water and sewage have the capacity, are the roads leading to these new buildings able to support the proposed traffic for larger buildings.</p> <p>I live on Trelyn Road in Halifax and it's been considered a private road and gets no maintenance or repairs, you, the city consider it to be not up to city standards.</p> <p>But yet there is a proposal to allow a 7 story building to be built at</p>	<p>No</p>

	<p>20 Trelyn road as part of this Accelerator project.</p> <p>I'll let you know that the homeowners on Trelyn road do not want this size building on our road, the road will not support the increased traffic.</p> <p>We do not and will not support this proposal ever, we were expecting at some point that some duplexes would be build here and we would welcome that.</p> <p>(REDACTED)</p> <p>--</p> <p>(REDACTED)</p> <p>http://longlakepark.ca</p>	
<p>C397</p>	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Dear Councillor Smith:</p> <p>I am writing to request that Council delay the timeline for discussion of HRM's Housing Accelerator Fund proposal. The zoning changes that are being proposed are on a scale not seen since the development of the Centre Plan. Yet, residents were not engaged in the development of these proposals; staff are unable to answer fundamental questions about the implications of the changes; and residents have been given barely any time to respond. This is not the way to plan for our city's future.</p> <p>Residents know there is a housing crisis and we want to be part of creating solutions, but this process simply does not provide that opportunity. So please, ask Council to put a pause on the current process and ask staff to put forward a new one that:</p> <ul style="list-style-type: none"> • gives staff time to assemble base-line information on approved and proposed new housing units and define clear goals and objectives for housing targets • engages interested residents in developing options for how to meet housing targets • and provides an opportunity for the wider community to provide feedback on proposed options <p>Please support a delay in the timeline for discussion of HRM's Housing Accelerator Fund proposal .</p> <p>(REDACTED) Halifax NS</p>	<p>No</p>

<p>C398</p>	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>Staff would be happy to assist with any questions you might have.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Good afternoon Wayne:</p> <p>I am writing to request that Council delay the timeline for discussion of HRM's Housing Accelerator Fund proposal. The zoning changes that are being proposed are on a scale not seen since the development of the Centre Plan. Yet, residents were not engaged in the development of these proposals; staff are unable to answer fundamental questions about the implications of the changes; and residents have been given barely any time to respond. This is not the way to plan for our city's future.</p> <p>Residents know there is a housing crisis and we want to be part of creating solutions, but this process simply does not provide that opportunity. So please, ask Council to put a pause on the current process and ask staff to put forward a new one that:</p> <ul style="list-style-type: none"> • gives staff time to assemble base-line information on approved and proposed new housing units and define clear goals and objectives for housing targets • engages interested residents in developing options for how to meet housing targets • and provides an opportunity for the wider community to provide feedback on proposed options <p>Thank you in advance for your support. All the best, (REDACTED)</p> <p>(REDACTED)</p>	<p>No</p>
<p>C399</p>	<p>Thank you so much for this contribution to this discussion. I apologize for the cut and paste response. I'm going to be reading and taking notes of all the contributions and making my own more formal one to staff in about a week and a half. I will post it on my website at that time.</p> <p>I know the changes are shocking and worrisome, especially if this is the first you've heard of the scope of the proposal.</p> <p>I like the intent, I am not loving some parts of the execution.</p> <p>In some cases the broadening or intensification of the zoning already applied in Centre Plan makes sense. In other cases the blanket application of ER3 across the entire area, and the heavy handed introduction of 7-9 story HR through block on all the blocks around Dal and SMU raises concerns.</p> <p>I think we need to be a bit more nuanced than these changes, that's for sure.</p>	<p>No</p>

	<p>I wrote a very long post about the reasons for and what the proposed changes are: https://wayemason.ca/2024/01/29/district-7-update-centre-plan-update-and-district-7-changes/</p> <p>I encourage you if you have not already to also send these concerns to haf@halifax.ca so staff can consider them when making revisions and amendments to the proposal.</p> <p>Thanks again for taking the time to write,</p> <p>Waye</p> <hr/> <p>I, (REDACTED), of (REDACTED), Halifax, Nova Scotia, do not support these proposed zoning changes for my neighborhood.</p> <p>(REDACTED)</p>	
C400	<p>Hi (REDACTED) and (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>Staff would be happy to assist with any questions you might have.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>am writing to request that Council delay the timeline for discussion of HRM's Housing Accelerator Fund proposal. The zoning changes that are being proposed are on a scale not seen since the development of the Centre Plan. Yet, residents were not engaged in the development of these proposals; staff are unable to answer fundamental questions about the implications of the changes; and residents have been given barely any time to respond. This is not the way to plan for our city's future.</p> <p>Residents know there is a housing crisis and we want to be part of creating solutions, but this process simply does not provide that opportunity. So please, ask Council to put a pause on the current process and ask staff to put a new one in place that provides an opportunity for the wider community to provide feedback on proposed options</p> <p>Thank you in advance for your support. (REDACTED)</p>	No
C401	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p>	No

	<p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Dear Lindell, I'm writing to ask that you support any motion to delay the discussion of the proposed changes to allow more time for consultation, staff research/preparation and a fully thought out result. Too many changes in too little time with too little understanding/research will not make a good outcome. Thank you. (REDACTED)</p>	
<p>C402</p>	<p>Hi (REDACTED) and (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>We wish to indicate our opposition to the rezoning proposal as it relates to the ring of properties encircling SMU defined by the following streets: Marlborough, Inglis, Robie, Tower, Bridges, Ivanhoe, Harrington, Gorsebrook and Rogers.</p> <p>Our objections include:</p> <ul style="list-style-type: none"> • The apparent haste by which the proposal was put together without consultation with the citizens most gravely affected by it; our first indication of such an impactful rezoning was through a letter circulated by a local real estate agent. • The violation of a HAF stated goal to “support gentle density” whereas the change of our neighbourhood designation to HR2 represents a drastic measure. The failure to recognize the wider, livability impact of such an increase of population density from ~125 properties housing ~500 people to a potential array of up to 9 storey buildings accommodating ~5000 or more. • The failure to recognize the dynamic, multi-generational, -cultural and -use nature of the broader Robie-South-Beaufort-railway cut area and the Inglis-Tower Rd- Rogers Dr corridor which houses retirees, young families, and students. • The geographical distribution of the proposed HR2 rezoning around SMU suggests that “Enable More Student Housing” was a guiding principle. It seems unaware of the potential of large areas, mostly serving as parking lots, on the SMU campus to increase student housing, SMU’s plans to do so, and that currently SMU exceeds the provincial guideline of having accommodation available for >15% of its enrollment. Moreover, its definition of “near” with respect to student access to the campus appears to mean adjacent to. • The independent policy decisions of SMU and Dalhousie to promote foreign student enrollment as a means of enhancing their income seems to have contributed to the apparent urgency to rezone the areas adjacent to the universities despite the recent policy change of the federal 	<p>No</p>

	<p>government to limit foreign students. Due to the timing of these policy changes, the HAF proposal does not appear to account for these recent, perhaps unforeseen, developments; it may be addressing an issue that is evolving rapidly and likely abating. Moreover, the rezoning does not consider the affordability of the potential developments to a typical university student.</p> <ul style="list-style-type: none"> • Within the immediate area of SMU there are streets (Wellington for example) with mixed housing types – new and older condos of ~9 storeys and greater, dedicated student high-rise apartments, smaller 3 storey apartment buildings, townhouses and single family dwellings – microcosms in fact, that the HRM planning department could examine closely to assess what works, what does not, and suggest ways to improve the mix of accommodations. No such study or investigation seems to have occurred. <p>The nature of housing and housing density within HRM needs to change, we recognize and acknowledge this, however, the HAF proposal for our area appears to have been hastily drafted rather than a long-term, thoughtful plan accounting for local conditions and input.</p> <p>(REDACTED)</p>	
<p>C403</p>	<p>Dear Mayor and City Councillors.</p> <p>In the short time that I, and my neighbours have had to digest the implications of up zoning in Halifax, I have spent a great deal of time researching the aftermath of up zoning in other cities. Vancouver is an excellent example, where massive up zoning did not result in affordable housing. A video from a presentation by economists, academics and native leaders will explain why, (Skip the first 5 minute introduction) https://nexuswebcast.mediasite.com/Mediasite/Play/cf112a56ca7d446a9fff19b85ee453ee1d</p> <p>To summarize:</p> <p>Developers are profit driven.</p> <p>The laws of supply and demand will not work in Halifax. When those, who can afford it, move to the new condos/rentals, the vacant units will be snatched up by the constant supply of new comers. The rent control that was in place while the tenant remained in the apartment will be lifted and the old units will be become more expensive. In the next ten years, with constant population growth in HRM, demand will always exceed supply, and the low income segment of our population will never afford the “older units”.</p> <p>Developers who have large portfolios will never flood the market with new units, if this causes devaluation of their existing holdings. This means developers will ensure demand will always exceed supply.</p> <p>Many of the developers are family run. They are large enough to be able to sit on properties or hand properties down to the next generation within the business without developing them (Robie Street, Bloomfield School, Property on Young Avenue). Unless there are laws that penalize developers to the extent that they must develop these lands there will be more vacant lands, or run down apartments, as they acquire properties to develop in the future. This means housing availability may go down-see Robie Street north of Spring Garden Rd.</p> <p>The video explains which leaving lands vacant is a great investment for developers-see minute 18 or so. Basically the land still goes up in value even if it is empty, and the developers invest monies that would have gone into the building, while they save on property tax.</p> <p>The video explains how non market development is THE ONLY WAY to create affordable housing. I understand that developers pay a tax to create this “affordable housing” but no-where in HRM’s rezoning plan is this explicitly explained. The video gives examples of co-op housing and land granting, which are innovative solutions to creating affordable housing. However it appears that HRM is giving over all the control to developers in these rezoned areas.</p> <p>Realtors are offering inflated prices to entice home owners to sell their property. They are telling prospective sellers of single family homes that they have won the lottery. https://youtu.be/OCpwPTvcmNQ?si=L5I4XdErD0110SHt.</p> <p>Again this means that expensive land to begin with is being inflated, ultimately leading to even more unaffordable dwellings.</p>	<p>No</p>

	<p>Multi story buildings, concrete and steel, are not environmentally friendly or even carbon neutral. Again this is not what the Accelerator Fund has asked for.</p> <p>The National Post has just published on Windsor City Council rejecting the Housing Accelerator Fund. Given the recent discussions at the HRM meeting February 13, it appears that City Council is succumbing to pressure exerted by the Provincial and Federal Government, for a paltry 79 million dollars. The rezoning as it now stands puts money in developers pockets, while doing irreparable harm to neighbourhoods, and once again neglecting the needs of the unhoused.</p> <p>With regards</p> <p>(REDACTED)</p>	
C404	<p>Hi (REDACTED),</p> <p>Just to note that the deadline for comments is Friday, and there will be additional opportunity for public comment as the proposal is finalized and presented to Regional Council in March/April.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>This is past the deadline but I must write anyway to ask you and your fellow councillors to delay discussion of this proposal. Thanks.</p> <p>-- (REDACTED)</p>	No
C405	<p>Thank you Joshua for your response and I look forward to further discussion of the proposed rezoning. Margaret</p> <hr/> <p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>Joshua adams, LPP, MCIP</p> <p>principal planner Community Planning - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/>	No

	<p>To those with the responsibility for the proposed rezoning of HRM: I would like to express my strongest opposition to the proposed rezoning in the residential blocks surrounding St. Mary's University. I oppose this for several reasons:</p> <ol style="list-style-type: none"> 1. I recognize the need for increased density but the rezoning would not address the urgently needed affordable housing which could be much more efficiently done by building in the multiple empty lots in the city, eg: Bloomfield School property; St. Patrick's Alexandra School property, St. Patrick's High School property along with several others. 2. the infrastructure in this area is not adequate to support the structures, some of which would be 9 stories. 3. my major objection is the near absence of information that has been provided, the complete lack of consultation and engagement with residents of the area – in short, a lack of transparency. We need to work together to find the best way forward. 4. the very short turn-around which in addition to lack of communication is not allowing residents to provide any input. <p>I urge you to reconsider the process; to provide detailed information, opportunities to meet with residents and a delay in the decision date. Yours truly, (REDACTED)</p>	
C406	<p>Thank you for sending this in to the HAF email. Your feedback is very much appreciated.</p> <p>Sincerely, (REDACTED)</p> <hr/> <p>Sherwood St Dartmouth Development - Rezoning</p> <p>Please see the attached letter concerning the rezoning and development of land on Sherwood St Dartmouth.</p> <p>Thank you (REDACTED)</p>	Yes
C407	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To whom it may concern,</p> <p>I truly understand and appreciate that there is a housing crisis in Nova Scotia, specifically HRM, however there should not be a knee jerk reaction to resolve, rather a well thought out longer term plan that works best for all impacted parties. I believe decisions regarding rezoning should not be made in haste. They were put in place by your predecessors for a reason.</p>	No

	<p>Have all impacts of rezoning been carefully examined? Zoning parameters are usually well thought out and in place for various reasons. Have all environmental impacts been reviewed and considered? How does this support Community green-space? Have protection and enhancement of property values been considered? Does it consider the initial community goals, conserving the existing neighborhood? Have logistics such as traffic flow, and impact on schools been considered?</p> <p>I believe the current proposal is not in keeping with what the neighbourhood was intended to be. I am in disagreement. A large apartment building would only cause traffic congestion on Sherwood, and could potentially impact the surrounding environment and Bissett Lake. In my opinion, a smaller townhouse development with ample parking, and green space would work best.</p> <p>I live in this area, do you?</p> <p>For your consideration. (REDACTED)</p>	
<p>C408</p>	<p>Thank you so much for this contribution to this discussion. I apologize for the cut and paste response. I'm going to be reading and taking notes of all the contributions and making my own more formal one to staff in about a week and a half. I will post it on my website at that time.</p> <p>I know the changes are shocking and worrisome, especially if this is the first you've heard of the scope of the proposal.</p> <p>I like the intent, I am not loving some parts of the execution.</p> <p>In some cases the broadening or intensification of the zoning already applied in Centre Plan makes sense. In other cases the blanket application of ER3 across the entire area, and the heavy handed introduction of 7-9 story HR through block on all the blocks around Dal and SMU raises concerns.</p> <p>I think we need to be a bit more nuanced than these changes, that's for sure.</p> <p>I wrote a very long post about the reasons for and what the proposed changes are: https://wayemason.ca/2024/01/29/district-7-update-centre-plan-update-and-district-7-changes/</p> <p>I encourage you if you have not already to also send these concerns to haf@halifax.ca so staff can consider them when making revisions and amendments to the proposal.</p> <p>Thanks again for taking the time to write,</p> <p>Waye</p> <hr/> <p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p>	<p>No</p>

	<p>Hi I am (REDACTED). A resident of the South End Halifax. I don't support these proposed zoning changes for my neighborhood.</p> <p>I believe it's too hasty to push the proposal before getting more feedback from the neighborhood. Actually many of my neighbors don't even know about it at all. They are bypassed from such an important subject of their life is not fair.</p> <p>My concern is also about it with little or no public process or consultation. The zoning changes and coming impact on the neighborhood should be evaluated more carefully.</p> <p>Thank you for hearing me out.</p> <p>(REDACTED)</p>	
<p>C409</p>	<p>Thank you so much for this contribution to this discussion. I apologize for the cut and paste response. I'm going to be reading and taking notes of all the contributions and making my own more formal one to staff in about a week and a half. I will post it on my website at that time.</p> <p>I know the changes are shocking and worrisome, especially if this is the first you've heard of the scope of the proposal.</p> <p>I like the intent, I am not loving some parts of the execution.</p> <p>In some cases the broadening or intensification of the zoning already applied in Centre Plan makes sense. In other cases the blanket application of ER3 across the entire area, and the heavy handed introduction of 7-9 story HR through block on all the blocks around Dal and SMU raises concerns.</p> <p>I think we need to be a bit more nuanced than these changes, that's for sure.</p> <p>I wrote a very long post about the reasons for and what the proposed changes are: https://wayemason.ca/2024/01/29/district-7-update-centre-plan-update-and-district-7-changes/</p> <p>I encourage you if you have not already to also send these concerns to haf@halifax.ca so staff can consider them when making revisions and amendments to the proposal.</p> <p>Thanks again for taking the time to write,</p> <p>Waye</p> <hr/> <p>Good morning, HRM Planning has invited public comments with respect to the proposed planning amendments. Please find attached a copy of my submission to HRM Planning. Sincerely, (REDACTED)</p>	<p>Yes</p>
<p>C410</p>	<p>Hi (REDACTED),</p> <p>Thanks – we do appreciate the response. We're always looking for ways to improve our regulations, so your comments are appreciated.</p> <p>All the best,</p>	<p>No</p>

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

Thanks Joshua, I appreciate the additional information and the quick response. I am encouraged to see bicycle parking requirements are part of the Centre Plan already. I was unaware of that. I do think the requirements are insufficient for the development that could occur and to effect widespread change. In particular, the option to provide Class A storage that is still outdoors is incompatible with our climate. Even covered, bikes will rust out and be susceptible to damage under such conditions. I can bike in the winter because my bike has a place indoors to dry off and my brakes don't freeze overnight. If I had outdoor storage, even if covered, that would no longer be an option. When you pair outdoor parking with a more expensive and electronic investment, like an e-bike, outdoor storage becomes equivalent to having no storage available at all. The storage deterrent to investing in a commuter bike just isn't effectively addressed here. Similarly, the ratio per unit doesn't allow for a future where every individual in those units can own and securely store a bike. I know we're not at that level of uptake right now, but given the state of traffic congestion in the city, not to mention the climate emergency, should that not be something we are striving for in areas that are particularly well suited for active transportation?

Anyway, I don't mean to dwell on the bike storage requirements too much, as they are only one piece of my feedback and I recognize they may be considered outside the scope of this process. That said, I'd love to see the planning process for housing acceleration incorporate a more holistic and transformative vision of what these key centre plan areas could look like in the future.

Cheers,
(REDACTED)

Hi (REDACTED),

Thank you for attending the meeting last night, and thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.

If I can just provide some additional context, the Centre Plan does have requirements for bike parking that apply to new developments, which includes some accessibility standards. I've attached the bicycle parking section of the Centre Plan for your consideration.

And regarding EV parking, this is something that is currently being considered as part of the Regional Plan review, and we are hoping to bring forward some new regulations that will require a certain number of EV chargers in new developments (where parking is provided).

All the best,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

Hello,

I'm writing in response to the proposed zoning changes as part of the Housing Accelerator Fund. My partner and I have been living in North Dartmouth since 2018 and moved into our house on Frederick St. in 2022. I attended the Brightwood community meeting yesterday evening and

wanted to thank all the HRM staff for the information they shared. It was helpful to learn the context for some of the changes and understand how the recommendations were arrived at.

In general, I am supportive of the proposed COR designation on Victoria Rd. from Frances to Cherry, and of the proposed increased height limit to 7 stories. While I do not own one of the properties along Slayter St. that will be most impacted by development, I can appreciate that the same factors that attracted many of us to this neighbourhood are among the reasons it needs to be made available for densification: it's a fantastic location, walkable to many amenities, in close proximity to downtown Dartmouth and Halifax, and offers easy access to several key pieces of transportation infrastructure.

That said, I do have some concerns about the proposed changes and how they nest within the broader development plans for the area. It is hard to comment on the height changes in a silo when there are so many variables that influence the impact increased density would or could have.

In particular, I am concerned about the movement of people and the absence of a proactive traffic management plan that accommodates the desired and anticipated growth of not only Brightwood, but all of central/North Dartmouth.

I have outlined a few of the shortcomings with the current proposal from my perspective and some of the key considerations I would like to see addressed:

1. Aggressive active transportation plan

Since moving to Dartmouth in 2018, I have commuted by bike to (*redacted*) for work and my partner has commuted to Spryfield. As a year-round cycle commuter, I witness daily the traffic challenges along Victoria, Wyse, and the Macdonald Bridge, and navigate the insufficient active transportation infrastructure that deters many from choosing active transportation. As you know, the solution to congestion is not more electric vehicles on the road--it is fewer vehicles, period.

With the rise of e-bikes and e-scooters, the physical barriers of active transportation have been greatly reduced, making central/North Dartmouth an inviting distance from both downtowns, Burnside, Dartmouth Crossing, and MicMac Mall, but the infrastructure shortfalls remain a considerable deterrent. My partner and I are both seasoned and confident all-weather cyclists, and have been for well over a decade, and even we find ourselves frustrated and at regular risk of personal injury on our respective commutes.

The reality is that our current and proposed AT infrastructure only supports individuals willing to absorb the risks of more vulnerable forms of transportation and does little to convert motorists to active transportation at the rate our city and our climate require. We must go beyond the current AT strategy in order to address this in a meaningful way. The HAF plans should coincide with plans to include integrated bike lanes along Victoria Rd, from Thistle to Burnside, Woodland to MicMac, and complete the patchwork of connections to Dartmouth Crossing.

2. Dedicated bus lanes

Similar to the shortcomings with AT infrastructure, our transit infrastructure does not support the current and proposed growth of the area. Planning proactively for a dedicated transit lane along Victoria Rd. coupled with more frequent transit is essential and should be factored into the land use planning proposed under the HAF.

3. Building design

I appreciated the clarification at the community meeting about eliminating parking requirements under the Centre Plan. I do see two aspects of parking infrastructure that ought to be included in the building design of areas such as north/Central Dartmouth:

- Mandatory secure and accessible bike parking: Anecdotally, when I talk with people about the barriers to cycle commuting, aside from the shortage of connected bike infrastructure, one of the biggest deterrents is bike storage. Space limitations, unit accessibility, and theft are top among concerns. This becomes even more challenging with e-bikes which are considerably heavier (>50 pounds) and difficult to carry up stairs or store in a small apartment. In the absence of mandatory vehicle parking requirements, I would like to see HRM mandate secure and accessible bike storage as a means of reducing barriers to cycling for folks in multi-unit dwellings.
- Mandatory EV chargers per building capacity: as vehicle transportation progresses more and more away from gas-powered vehicles, we ought to see design requirements for multi-unit dwellings that specify EV charging infrastructure. While L3 chargers are likely to become more

	<p>available at gas stations, etc., they are considerably more costly to install than the slower L2 chargers typically seen in residential dwellings. In terms of ensuring development meets current and future societal needs, requiring a ratio of L2 chargers to occupancy limits is prudent.</p> <p>4. Commercial space allocations</p> <p>I appreciate that the zoning changes may result in more commercial space within the neighbourhood. This has the potential to really enhance the quality and character of the area, which is something I look forward to. I am curious about the potential of positioning some of this commercial space to meet the current and projected needs of the community, such as providing incentives for developers to affordable leases of commercial space for registered daycare providers, dental offices, car share parking spots, etc.</p> <p>I recognize that what I am suggesting could be outside the scope of the HAF planning team, but I urge you to adopt a more comprehensive and holistic approach to this growth initiative. I think there's an opportunity here for HRM to lean into a forward-thinking development plan that sets us up to avoid the challenges and problems observable in other major cities that have experienced rapid growth, such as Toronto and the GTA. Such problems are predictable and are much harder (if not impossible) to undo once the development has occurred.</p> <p>Thank you for the opportunity to provide feedback at this stage. I look forward to future forms of public engagement.</p> <p>Best, (REDACTED)</p>	
<p>C411</p>	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>I'm writing to voice my support for the proposed changes to the Regional Centre and Suburban Area to allow more dense housing development as-of-right.</p> <p>The minor quibbles I have with various specifics of the plans pale in comparison with the need to have more housing, particularly deeply affordable housing, built as soon as possible. I hope that the support for non-market housing in particular will be cornerstone of these changes and the growth plan for the city moving forward.</p> <p>Regards, (REDACTED)</p>	<p>No</p>
<p>C412</p>	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p>	<p>No</p>

	<p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello,</p> <p>I am writing to express my support for the proposed changes that will allow Halifax to benefit from the Housing Accelerator Fund (HAF). This is an excellent opportunity for Halifax to address the current housing shortage and prepare for additional future growth.</p> <p>Increasing the number of units per lot and enabling more missing middle housing options will create more opportunities for residents to live near their workplaces, amenities, and services. It will help to equalize access to certain neighbourhoods that would otherwise remain unaffordable to many current and future HRM residents. These changes also appear to be an extension of work that is already happening through the new Regional Plan. It makes sense to take the Regional Plan's new upzoning one step further in order to gain access to the \$79 million from HAF.</p> <p>The HAF-related changes integrate well with other HRM planning policies and strategies, such as transit improvement. Enabling more development near transit corridors and rapid transit routes will help offset concerns about traffic, as more residents will be able to easily access transit as a main form of transportation, reducing reliance on cars. Likewise, removing minimum parking requirements acknowledges that not everyone wants or needs a car to get around. Lack of space or funds to build parking should not prevent owners or developers from building housing, especially in areas like Regional Centre and Suburban Area, where many people walk or rely on transit as their primary transportation.</p> <p>Increased density in student areas is very important, especially as the student population in Halifax continues to grow. Universities are in some of the best walkable and transit-accessible areas of the city, and enabling students to live in these areas will give them greater access to grocery stores and work opportunities, and decrease commuting. Increased housing in these areas will also hopefully lead to greater affordability. Scarce and unaffordable student housing leads students to live in overcrowded and/or unsafe situations, as they are competing with the rest of the workforce for housing. In addition, increased density in these areas will improve opportunities for healthcare workers to live near their workplace.</p> <p>I also support the remaining HAF-related changes that I did not specifically mention here. They are important to ensure that Halifax is a livable place for all residents, rather than just for pre-established wealthy residents.</p> <p>Overall, the proposed changes will lead to increased housing supply in strategic areas of the city, in a way that aligns with existing plans to support growth. These changes (and the \$79 million that will accompany them) could be a real game-changer for Halifax as we try to pull ourselves out of a housing crisis.</p> <p>Thank you, (REDACTED)</p>	
<p>C413</p>	<p>Thanks Joshua for responding. I strongly hope they take into consideration the proximity of 5 legal drug shops in relation to an adorable housing complex. It is already a traffic nightmare with all the cars backed up onto a narrow street adding ~200 cars/and or buses which will exacerbate an already unsafe situation.</p> <p>We have lived in this beautiful neighbourhood for over 20 years and this is not what any of us expected for our future. If I wanted to live in an urban setting, I would have chosen a neighbourhood that contained apartment buildings. I left living in downtown Halifax to get away from the traffic congestion for a smaller quainter area for a reason. This changes the dynamics of our close but family oriented community.</p> <p>We are once again NOT interested.</p> <p>Thanks</p> <p>(REDACTED)</p>	<p>No</p>

	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To whom it may concern</p> <p>I'm writing for the entire neighborhood that are so disappointed in this decision to bring affordable housing to Sherwood Street. We all know there is a housing crisis in NS but none of us are interested in having apartment buildings/condos in our backyard. We moved to this neighborhood so that are kids would live in a quiet area to grow with their friends. Everybody that comes to visit knows it's the best area to live with children because it's safe and there is not a lot of traffic. So many families are envious of the area. But now, not only do we have an entire 'legal drug dealing corner' that has decreased our property value (also embarrassing when friends and family come to visit and they have to pass 5 drug shops...so lovely), created a back up of traffic lined up on Caldwell, we have a huge development that will clog up the schools that are already at capacity. Nobody is interested and everybody is discussing how they want to move which is ruining the wonderful community that we have created. I can guarantee that none of you would want an apartment building in your backyard where your kids play and hang out 'at the creek'. If you're excited for creating affordable housing, feel free to build behind your house. We are NOT interested.</p> <p>P.S.~ I wonder if the potential renters will know how bad the water commission suage system will smell from their balconies?</p> <p>(REDACTED)</p>	
<p>C414</p>	<p>Hello,</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>I doubt that anyone wants to see more development in such a crowded area but we have no choice. We need affordable housing.</p>	<p>No</p>

	<p>I think something has to be done about traffic and the reckless driving here. More traffic will make it worse. I watch 2-3 cars run red lights every day. We don't want more accidents in the area.</p> <p>Also, if we have to evacuate this area we are very limited in our options. With the rise in fires and storms this is a concern that should be addressed.</p> <p>Having said that, we definitely have to develop affordable housing.</p> <p>(REDACTED)</p>	
C415	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Mike Savage Waye Mason Lisa Lachance Andy Fillmore</p> <p>Many of our neighbours have chatted with us respecting a proposed plan by the city to significantly change or actually scrap the central plan. This plan was years in the making and afforded citizens the opportunity to have serious input into the design of our city. This latter concept of affording people an opportunity to discuss, have input, to reflect on our needs and generally participate seems to have been scrapped. You as politicians who constantly listen to people are best placed to appreciate that denying people a chance to be heard and scrapping due process is a slippery road to travel and will not be forgotten when we next have input, at the polls.</p> <p>We ask that your plan be put in abeyance until due process can take place. Grasping at federal money is not a substitute for good citizenship. Thank you for your assistance.</p> <p>(REDACTED)</p>	No
C416	<p>Hi (REDACTED) and (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p>	No

	<p>Your location for this proposed development concerns me - seems like more open possibilities around Bissitt Rd or corner of Main Street and Forest Hills where it's close to an NSCC, and public schools. We're not in favour of this location as Caldwell Rd is already congested with traffic trying to get to Cole Harbour rd. There are no grocery stores, churches, or main bus routes in walking distance. Thanks for taking our say into consideration.</p> <p>Thanks, (REDACTED)</p>	
<p>C417</p>	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hi HRM I am a new resident to Dalhousie St, I am renting a house at (REDACTED). I have been renting the house since October 2023. Dalhousie Street is a beautiful street with beautiful houses that are all well maintained. The street has an amazing character part due to the aesthetics but also to the people of the street.</p> <p>I strongly DISAGREE with the proposed changes to Dalhousie St. Adding seven and nine story apartments to this street would degrade the character of the street.</p> <p>Although I have my doubts that Dalhousie St owners would sell to developers, it would only take one to come in and build a large apartment, disrupting the balance of the street.</p> <p>Looking at the map of proposed changes on your website I would suggest that the south side of South Street (ER-2 from the Dalplex to Robie) would be a far better location for increased density. These properties are older not as well maintained and all look like student rental accommodation. If you want density, add it to this location. It would be win win for all.</p> <p>Regards (REDACTED)</p>	<p>No</p>
<p>C418</p>	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p>	<p>No</p>

	<p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Housing Accelerator Fund,</p> <p>I am writing regarding the proposed zoning changes, ER2 to ER3 in my neighbourhood.</p> <p>The proposed changes are damaging to families and is a mistake made by other cities. Converting happy neighborhoods into congested slums is irresponsible. The City of Halifax should serve the interest of Haligonians.</p> <p>(REDACTED)</p>	
<p>C419</p>	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>As a home owner and resident of St Michael's Ave, I am very concerned about the Suburban Development Requests: SS036. This green space is a wet land and would cause a huge impact on the environment . I have lived in Spryfield my entire life and it is very sad to see so many of our woods being developed. Please let me know what I can do to get more involved in the decision making of this development.</p> <p>Thank you</p> <p>(REDACTED)</p>	<p>No</p>
<p>C420</p>	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p>	<p>No</p>

	<p>Good evening</p> <p>I hope this email finds you well despite tonight's wintery weather. As a follow-up to my initial email on January 29th, I, as with many of my community neighbours, do not support the proposed zoning changes to HR-2 around Saint Mary's and Dalhousie Universities.</p> <p>I support the intent of the changes for more growth and densification within the city core as well providing affordable places for people to live to address the housing crises.</p> <p>However, for the following numerous reasons the proposed rezoning to HR-2 does not make sense and can not be supported as proposed:</p> <ol style="list-style-type: none"> 1. The blocks proposed for HR-2 is not gentle density. Changing to HR-2 does not support the guideline for a minimal impact on a neighbourhood's built form and character. 2. The proposed rezoning around Saint Mary's University is too extreme, adding 5000-10,000 people to a small number of streets without any consideration given on the impact to the community nor the required infrastructure to support the proposal. 3. Saint Mary's University did not request additional land for housing and has alternative plans to build housing on campus. 4. The re-zoning proposal doesn't address current housing needs for quick builds or for the 'missing middle'. <p>I participated in the extensive consultation in developing the original municipal planning strategy in 2006 as well as community consultations in 2014 and 2021. We created a vision for Halifax that embraces the future while respecting our collective past.</p> <p>For me, the homes I live in tell stories - from the late 1900's to the 1920's and my current home from the 1940's. It is these stories and places that connect us to our history and the communities they encompass that give us a sense of belonging and a city we are proud to call our own.</p> <p>A substantive change such as this should not be considered until there has been careful research done as well as respectful and thoughtful consultation with our impacted communities.</p> <p>I respectfully request that you do not re-zone our communities to HR-2 around Saint Mary's and Dalhousie Universities and maintain consistency in rezoning with our wider community (e.g. ER-3).</p> <p>Sincerely</p> <p>(REDACTED) Sent from my iPhone</p>	
<p>C421</p>	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>February 15th, 2024</p>	<p>No</p>

	<p>To: Halifax Planning and Wayne Mason Re: Housing Accelerator Fund Feedback – proposed Oakland Road Heritage Conservation District As a longtime resident of Oakland Road, I support the proposed Oakland Road Heritage Conservation District (HCD). There is substantial heritage in our community, which includes properties from the original Cunard Estate, dating back to the 1920's, and including early examples of Halifax's distinct architecture (including by famed Nova Scotia architect Andrew Cobb). The properties are beautifully maintained and Haligonians and visitors alike enjoy walking along the majestic tree lined street, taking in the distinct architecture and landscaping. It is a well-established and safe family neighbourhood where, for many decades, physicians and professors and businesspeople have been able to walk to their work at the main hospitals, universities and downtown while their kids walk safely to neighbourhood schools. Oakland Road is truly unique and must be preserved as an established residential heritage district. The HCD designation is based on age, historical period, and relationship to the surrounding area and according to the heritage plan, adjoining streets should not be altered in a way that is not in keeping with the district. As such, I am opposed to the designation of adjoining streets such as Dalhousie Street as HR-1 and HR-2 zones, which I feel would have a devastating impact on our community, and which would not immediately address the pressing need for housing. Dalhousie street is currently composed of single-family homes and small rental units, and the zoning change to allow 7 or 9 story buildings is a substantial change to the character of our community. We are also concerned about the speed and breadth of these HAF changes, which seem to contravene the process that was used to develop the Centre Plan and the Municipal Housing Strategy. We understand that the acuteness of the housing crisis presents HRM with a need to create housing, but we are concerned that by moving so quickly to create density, this change has the potential to destroy existing housing, and established neighbourhoods. We applaud the desire to retain residential neighbourhoods while allowing for them to be a part of the solution for growth through thoughtful adjustments that support the creation and protection of beautiful and safe family neighbourhoods.</p> <p>Sincerely, (REDACTED)</p>	
<p>C422</p>	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Please attach this note to the submissions my wife (REDACTED) and I sent a few minutes ago.</p> <p>We want to point out the obvious-construction of a 7 story building on Oxford would cause chaos for at least two years-excavation,blasting of shale,concrete pours with constant truck traffic,concrete spalling prevention at night,cranes and so on.Imagine the effect on traffic-vehicles and pedestrians-let alone residents. (REDACTED)</p>	<p>Yes</p>
<p>C423</p>	<p>To All Whom It May Concern:</p> <p>> We are residents and property owners of (REDACTED) (a house designed by Andrew Cobb) and we are opposed to the proposed rezoning of Dalhousie St. to HR-1 and HR-2.</p>	<p>Yes</p>

	<p>> In our view the Potential Heritage District along Oakland Rd. should be extended to include Dalhousie St. and the appropriate parts of Beaufort Ave. and South St.</p> <p>> In support of that position we attach a report showing the similarities of the homes in the Oakland Potential Heritage District and the properties on Dalhousie St., Beaufort Ave. and South St. We would appreciate your careful study of that report. Thank you.</p> <p>Respectfully Submitted:</p> <p>(REDACTED)</p>	
<p>C424</p>	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process. The proposed changes are not final today.</p> <p>I'll note as well that no demolition of existing rental stock is intended for this site. The identified site is a vacant lot next to an existing apartment building.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To The City Planner and the City Planning Council,</p> <p>I am writing to you as a resident of Clayton Park to express my profound concern regarding the rezoning and subsequent development of high-rise buildings in our community, which I understand is set to be approved this afternoon. The proposed development, reminiscent of the Glenn Forest Apartments but on a larger scale, threatens to drastically alter the fabric of our neighborhood in several detrimental ways. I am writing to you to present my arguments to allowing development on (REDACTED) and attached property on (REDACTED).</p> <p>First and foremost, the construction of these towering structures will significantly obstruct the afternoon sunlight that currently benefits our homes and communal spaces. This loss of natural light not only diminishes the quality of life for existing residents of Forestside Crescent</p> <p>Furthermore, the development's scale and nature stand to erode the real estate values within our community. The charm and appeal of Clayton Park have always been rooted in its balanced integration of natural landscapes and residential living. The introduction of more imposing high-rise buildings would fundamentally alter this balance.</p> <p>Perhaps most distressingly, the proposed development will result in the demolition of hundreds of units of affordable housing, during a housing crisis in Halifax, displacing numerous families and individuals who have long called this area home with little options for finding affordable housing. At a time when the Halifax Regional Municipality is grappling with a housing affordability crisis, it is imperative that we safeguard and expand our stock of affordable housing, not reduce it.</p> <p>I implore you to consider the far-reaching implications of this rezoning and development proposal. Our community deserves a thoughtful approach to development that preserves the character of our neighborhood, respects the needs of its residents, and upholds our shared commitment to environmental stewardship and housing affordability.</p>	<p>No</p>

	<p>I, along with many concerned residents, urge you to oppose the approval of this rezoning application. We believe that there are alternative paths to development that can achieve growth without sacrificing the aspects of Clayton Park that make it a unique and cherished part of the Halifax Regional Municipality.</p> <p>Thank you for your attention to this matter. I am eager to hear your stance on this issue and how you plan to represent the concerns of your constituents in this critical decision.</p> <p>Sincerely,</p> <p>(REDACTED)</p>	
<p>C426</p>	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello,</p> <p>I'm writing to express my concern over the proposed changing to the zoning along the southern most part of Robie Street and Marlborough Ave.</p> <p>I have lived in the south end for 19 years. This is the first time I've written in opposition to the work of the planning office. I respect the challenging job planners have and the challenging decisions councillors must make. I am not an expert in planning but as a long-time resident of the area I will say this:</p> <p>The proposed changes are alleged to target the area around SMU. However, Dr. Summerby-Murray has not endorsed that they are needed or necessary.</p> <p>Students are an important part of the south-end community but they are not the only part. They are the most nomadic part. The families, retirees and professionals who reside here are not. We are a vital part of the south-end, particularly outside of M-F working hours. There are very few dead-end streets in the south-end. Even fewer that are quiet. Marlborough Ave and Roxton Road have higher runner counts than car counts. What is being proposed (and only being proposed on one half of one section of our street) is disproportionate to what the neighbourhood can support and tolerate. Nine storeys may be classified as middle housing but it is incongruent with our neighbourhood. I don't oppose development but this is not gentle development.</p> <p>We need these quiet residential pockets in the south-end. They may be numerous outside of the peninsula but they are few and far between in the south-end. These are neighbourhoods that safely support even the youngest children to safely walk to school and to learn to ride bikes on even ground (there are less than half a dozen flat dead-end streets in the entire south-end). The proposed changes on half of our street will entirely eliminate the safety of our street.</p> <p>If you cannot protect this area then don't inequitably prejudice the long-term residents by literally making a dividing line down one half of one section of the street in the planning changes.</p>	<p>No</p>

	<p>Please have a sober second thought at the proposed changes between Roxton Road and the end of Robie Street and on Marlborough Avenue south of Roxton.</p> <p>Thank you, (REDACTED)</p>	
<p>C427</p>	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>February 16, 2024</p> <p>To Whom it May Concern –</p> <p>I am writing to express my deep concerns regarding the proposed development project in our neighborhood. As a resident of almost 10 years, I believe it is imperative to address several issues that will negatively impact this community if this development moves forward.</p> <p>First, the traffic concerns; Sherwood Street is already a main artery connecting two communities (Caldwell Street & Astral Drive), and excess traffic is already a major concern. Our son who is only (<i>redacted</i>) has even asked why our street is so unsafe, with speeding traffic and no sidewalk access. On more than one occasion we have had issues with speeding vehicles that have almost caused us serious injury. This development would only exacerbate this existing problem - one I have raised with my local MP numerous times and will continue to do so.</p> <p>The proposed area of development is a beautiful natural forest space that potentially helps with rain and flooding issues, as well as noise cancelation – especially considering the noise generated by the military training exercises at the Shearwater Military Base. We do not need more noise in our community.</p> <p>The natural habitat and space as it currently exists, allows children to play, build forts and explore. It is essential environmentally for birds and other species to thrive. Replacing them with condensed housing would be an absolute unconscionable decision. The privacy this green space currently offers is beneficial to our community's well being, the tranquility of our community, our connection to the outdoors and the natural beauty of the environment in this great province. Losing them would diminish the quality of life for all residents.</p> <p>My biggest concern is our schools. Astral Elementary and the Astral Junior High are already over capacity with multiple portables needed to accommodate. This development would cause an even greater strain on the incredible teachers and the resources available to support new students attending. Our teachers already lack proper support, and adding more students would negatively impact the learning environment for all students, existing and new. We also worry of being re-zoned to a different school district which we also absolutely do not want being both our children, one currently, are enrolled in French immersion.</p> <p>Another issue I have is adding high density housing which will decrease property values most likely resulting in higher taxes for current residents. With the current state of excessively high taxes already in the province and the current inflation this would be an unnecessary burden on the great</p>	<p>No</p>

	<p>people of our community. We do not need more transient people in and out impacting safety for local families which will undoubtedly alter the dynamics of our thriving neighbourhood.</p> <p>There are many other places in this city that are better zoned for this type of development, for example – the old military housing area in downtown Dartmouth (Shannon Park), Highfield Park where there is an abandoned hotel, and large lots on Waverely Rd., by the Nine Locks Brewery where developments such as these are already underway. These areas in HRM are better suited for this type of development.</p> <p>I urge you – I implore you – to reconsider. Please heed the residents calls to overturn this idea and trust in our absolute distaste of this proposed development. Respectfully requesting that you engage with the local community, to gather other ideas and options as I'm sure we can come to a compromise to support our housing crisis that benefits all residents.</p> <p>Thank you for taking the time to read my concerns. I look forward to your response.</p> <p>Respectfully, (REDACTED)</p>	
C428	<p>To Whom This may Concern,</p> <p>Please register the attached letter.</p> <p>Thank you , (REDACTED)</p>	Yes
C429	<p>Hi (REDACTED),</p> <p>Thanks again for attending the meeting, and thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Messers (REDACTED) and (REDACTED)</p> <p>Further to my previous correspondence regarding this matter, I thank you and your colleagues for attending the meeting on Monday evening, 12 February 2024 at Brightwood Golf Club, Dartmouth. It is good to be able to put faces to names. It was obvious to me that our neighbourhood appreciated the time and effort you afforded us.</p> <p>My additional concerns follow below:</p> <p>Concern 1</p>	Yes

The attached photo sheet and commentary within shows the stark contrast that will be allowable if the Proposed Corridor-7 Storey Zoning is adopted along the northeast side of Victoria Rd. from Frances St. to Cherry Dr.

My concern is that the “gentle density increase” verbiage of the Housing Acceleration Fund Campaign sounds reasonable but may not be an actual part of the roll out.

Concern 2

The automobile will not disappear overnight and still provides a significantly greater choice of destinations than our public transportation system does. Many North American cities continue to struggle with this issue and I believe this will persist for years to come.

I also fear that higher density will therefore bring more vehicles to HRM despite our desire to reduce the negative environmental impact associated with automobiles.

Victoria Road currently has a 4 lane divided boulevard (2 lanes in each direction) connecting the Burnside Industrial Park to this part of the city from Windmill Rd. in Burnside (near the Fairley & Stevens Ford Dealership) and the Petro-Canada gas station on Victoria Rd. at the Albro Lake Rd. intersection. This roadway then narrows to 2 lanes (one in each direction) as it proceeds from that point all the way to Nantucket Ave. which splits off Victoria and leads directly onto the MacDonald Bridge. This has been a busy stretch for decades, particularly during rush hours.

Recent population increase, promoted at least in part by the Province’s campaign to invite Canadians to “work anywhere from here,” has had an effect. Victoria Road between Frances and Cherry has become increasingly busy to the point that now, even during mid afternoons, only one car can usually make a left turn from Victoria Rd. NW bound onto Boland Rd. SW bound during each traffic light cycle. That creates a lot of idling and further worsening of our carbon footprint.

Making a left turn from Woodland Ave, SW bound onto Slayter Street SE bound has become more difficult during afternoon rush hour. Being stopped at that point waiting for a break in the oncoming traffic is further complicated by the concrete slabs and vertical, hinged, picket-like objects that were introduced to narrow the roadway for bicycle lanes and attempt to lower speeds of motor vehicles, if I understand that correctly. This causes traffic on Woodland SW bound to halt when many drivers do not feel they have enough lane width to proceed comfortably past those vehicles waiting to go left onto Slayter (more idling and inefficiency of a major road artery).

My point here is that simply increasing population density without first remedying the existing challenges to traffic flows in the immediate area will have negative effects on :

- a –traffic congestion and related carbon footprint
- b – lower desirability as a residential area (regarding both high and low density components),
- c – safety for pedestrian traffic including school children
- d – available street parking along both sides of Slayter Street and the various side streets between Slayter and Victoria due to the presence of Victoria Road tenants’ vehicles since developers are no longer required to provide parking in new apartment buildings,

Concern 3

My main takeaway from Monday’s meeting was that Proposed HRM Zoning Changes would incentivize developers to create higher density in this single block of Victoria Rd. That was it.

I felt there was no clear indication that Council was keeping the best interests of this established residential neighbourhood (and perhaps others) in mind while the Housing Accelerator fund was being pursued.

And when I say, established residential neighbourhood, I mean the actual residents/taxpayers who live here, the people who HRM serves.

Please consider whether the proposed changes will improve the overall quality of life in HRM as you shape the future of this beautiful city. I believe that is one of the main goals of Professional Urban Planners and Designers. It is also an important part of what we expect of our elected Councillors.

	<p>Developers are an important part of urban planning and design but they are not charged with the responsibility of creating urban areas that will benefit all who live in them.</p> <p>Our Councilors represent the people who trusted them with their votes. It goes without saying that they have, at times the most demanding jobs to perform in the City, however, if they are committed to their constituents, then they perform the most important jobs of all.</p> <p>Thank you.</p> <p>(REDACTED)</p>	
<p>C430</p>	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>I am writing as a resident of Cambridge St to express concern with regard to the proposed zoning changes neighborhood in which I have lived for 20 years. First, let me be clear that I support gentle density that has a minimal impact on existing neighbourhoods. The proposed changes do not appear to have the consultative planning necessary to ensure that we are including those who live, work and have invested in property in city. Neither does it appear to be considerate of the kind of robust city we want to have and the sustainable solutions inherent in maintaining a desirable and vibrant city.</p> <p>Changing the zoning in what is currently an ER-2 to an ER -3, would seem to be a solution but it does have its limitations. First, when we consider the neighborhood in which I live, bordered by Jubilee Road and Oxford, and is inclusive of Cambridge, Beech, Geldert and Waegwoltic streets, it already has a number of properties that have multiple units within them. That is effective as it permits the opportunity for students to live in the apartments as well as it supports multigenerations in a single residence, as is evidenced in our own residence. To try to increase what is a now, already, an accommodating situation with single family dwellings and mixed unit properties that support local shops and services, would change the tone and tenor of the area. This area is predominately a family oriented neighbourhood and through our taxes, we pay a hefty price for that privilege.</p> <p>Our neighbourhood is predominately, but not exclusively, comprised of single family dwellings and therefore makes it somewhat homogenous, with access to schools a priority, transportation and familiarity with neighbours and therefore a safe place to live. Increasing the density would effectively destroy the sense of neighbourhood, safety and sustainability for the neighbourhood. Some would say, so the neighbourhood changes, so what? It is about the bigger issues of environmental impact as well as maintaining a solid neighbourhood for families and multi generations to thrive and to support the local businesses and services that exist on Quinpool road and downtown Halifax.</p> <p>Additionally, has there been consideration of what impact this increased density would have on the existing infrastructure? The sewer in this area and water mains are constantly under repair due to their age. The schools, while fairly recently built, are already outsized. These concerns regarding infrastructure need to be considered in any planning to increase density.</p>	<p>No</p>

	<p>Let me go back to my mention of environmental impact as in the many arguments I have seen against this proposed zoning change, I have not seen a great deal focused on the impact on the environment and well being of residents. Ours is a well treed neighbourhood, despite having suffered many losses during Hurricane Juan and subsequent weather events. This well treed environment provides rain and sun protection and therefore lower urban temperatures and lower ozone levels. Increasing density would no doubt change the number of trees and therefore have a detrimental effect on not just the neighbourhood, but the peninsula as a whole. Trees absorb pollution and keep the heat more manageable overall in an area. Additionally, treed areas contribute to overall health and well being of residents, affecting mental health and well being is certainly not something that the city wants to target to support urban development at all . This is just one of the reasons why this is not a meaningful approach to changing the zoning in this area.</p> <p>Urban planning requires consultation and consideration. This has not occurred except in an under the radar, rushed manner. Additionally, going against existing central plan proposals in order to respond to a potential federal directive and cash grab is just wrong.</p> <p>I would encourage the city to look to existing areas and properties and encourage timely development of these properties to accommodate higher density. The first that comes to mind are the vacant lots on Robie St., close to Cherry st. These properties are sitting vacant when the previous houses did provide housing in an area identified as having great need. Developers who are land banking and sitting on these properties are therefore not challenged to develop them in a timely fashion. Halifax should do as other cities do to encourage timely development by initiating a vacant land tax. Such a tax would be an incentive to move the development forward to meeting city needs, to not pander to the needs of developers over the needs of residents.</p> <p>I remain optimistic that we can accommodate the needs of our growing city and support a vision for development that truly engages its citizens and anticipates the future we see coming at us. The existing proposal is short sighted and lacks understanding of the robust planning that is required to assure that existing infrastructure can handle the increased density and meet the needs of the many, not the few.</p> <p>With thanks, (REDACTED)</p> <p>Sent from my iPad</p>	
<p>C431</p>	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello,</p> <p>I am writing to express my concerns with the proposed zoning changes in the South End of Halifax under the HAF. As a psychiatrist working with youth and families I am acutely aware of how social determinants of health, which include housing, impact physical and mental health of individuals and communities at large. I have no issues with increasing the “missing middle” housing in this area of Halifax (e.g., ER-2 and ER-3 zoning for the entirety of downtown Halifax). I do have significant concerns with respect to HR-1 and HR-2 designations in this area of South End Halifax,</p>	<p>No</p>

	<p>particularly north of South Street between Edward and Robie streets, on Dalhousie Street, and along Robie south of Inglis Street. My concerns with this plan stem from the following areas:</p> <ol style="list-style-type: none"> 1. Parts of South End Halifax (including the south side of South Street and possibly the area south of university street along Robie/Edward Streets) are in the process of being designated a heritage community which requires mindful development proposals. These do not include HR-1 and HR-2 buildings. 2. The IWK Health Centre has significant helicopter traffic – having a HR-1/HR-2 zoning immediately across from the helicopter bay is dangerous. 3. Building HR-1 and HR-2 buildings in this area does not create affordable housing for the “missing middle” – it creates luxury, non-environmentally friendly, slow to build opportunities for developers (which often includes tearing down existing houses and leaving empty lots). Being originally from Vancouver, I have seen first hand the attempts to build more affordable housing in the Vancouver downtown core by building more and more HR-1 and HR-2 zoned buildings. The result of course has been the exact opposite – skyrocketing rents and ownership costs with many out of country investment buyers further contributing to the housing crisis and making Vancouver one of the least affordable cities to live in Canada. 4. There are multiple empty lots all along Robie Street in HR-1/HR-2 zoned areas that do not appear to have any accountability for the owners to develop affordable housing. Perhaps the city would like to investigate the option for significant tax costs and other penalties for those individuals who wish to keep empty lots during a housing crisis? 5. Recruitment efforts for professionals in health care and other professions to Halifax hospitals/universities and other institutions can be difficult at times compared to the opportunities offered at other larger centres. A major recruitment focus for such institutions has been emphasizing quality of life for young families such as living in a neighbourhood close to the workplace. Having HR-1 and HR-2 zoning could impact this significant draw to live in Halifax. 6. It appears that the planners on this HAF have not consulted with either Dalhousie or Saint Mary’s University who already have their own plans to create more affordable housing for their students. This seems like a significant oversight. 7. Dalhousie University campus extends almost to the waterfront – many of the Dalhousie campus amenities (e.g., Sexton gym on Barrington Street) are significantly underutilized. Housing proposals around Dalhousie University should encourage further affordable housing along the entire stretch of campus from Coburg Road to the waterfront. 8. Where is the focus on sustainable transportation options? Affordable housing for those who are significantly underhoused will not be created in South End Halifax. Improving transportation (e.g., new ferry from Bedford, increasing housing density around Woodside ferry terminal, building rail transit along the relatively unused rail line, etc.) is more critical than creating more luxury downtown condos. <p>I am also extremely concerned about the process of the community becoming aware of this HAF proposal – the majority of our neighbourhoods learned about it through word of mouth. The city does not appear to have made concerted efforts to inform the citizens and taxpayers of our communities of such sweeping housing proposals and to provide such a short deadline for accepted feedback seems suspicious and underhanded. The Halifax Centre Plan took over 10 years of community engagement to develop – this HAF plan to change radically change communities and neighbourhoods for only \$70 million dollars (a pittance in today’s economy) is foolhardy and shows a lack of forward thinking.</p> <p>With thanks, (REDACTED)</p>	
C432	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best, JOSHUA ADAMS, LPP, MCIP</p>	No

	<p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Dear planning department and councillors</p> <p>I would invite you all to do the residents the courtesy of walking around all the streets you have so carelessly designated high rise zones. These are places where people live with their families and many more people walk through and enjoy. Society is not just a 2 dimensional map: rushed doodling on the map has real life consequences. Since the day that this was (discretely) published, whole communities that have suddenly been labeled as HR have feared what will happen to their neighbourhoods. Will the people behind them or beside them sell and where on earth they will be able to go given the lack of single family dwellings left on the peninsular that aren't under the same threat? It is immaterial to be told that our houses are worth more if we have nowhere to move to in the area we want. You have just made every single house on the peninsula not in an HR zone worth vastly more valuable.</p> <p>To create this much havoc for the relatively small sum offered by the government is wildly disproportionate. Hopefully the city will put a bit more creativity and intelligence to creating jobs, infrastructure and healthcare than it has demonstrated so far in any other direction.</p> <p>It is very disheartening to say the least to see this low level of common sense and imagination from our city but far worse is the fact that such huge changes have been done in such an autocratic way. There has been little published about the rezoning apart from general statements. I am still meeting people who have no idea about what is going on and the impact this will have on their city, their lives. How awful that we should have to defend ourselves against our own city, the people employed by us.</p> <p>Respectfully yours (REDACTED)</p>	
<p>C433</p>	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To Whom It May Concern,</p> <p>I am writing about the proposed city planning changes, specifically the re-zoning of Marlborough/Robie blocks for up to 9-story buildings (HR2). I ask that you strongly re-consider amending the plan in this area to ER2 zoning.</p> <p>My partner and I are Maritimers in our early thirties who purchased a longtime vacant property on Marlborough Avenue in the summer of 2022. Since that time, we have been working to transform it into an energy efficient family home. Though we knew it was a big project, we were thrilled to find something in a residential neighbourhood near the hospitals as I am an (<i>redacted</i>). My ability to live close to and raise a family near (<i>redacted</i>) and Dalhousie University was an important factor in choosing to stay and practice in the Halifax area. Proximity to the hospital is also very important to my work, which involves an ability to respond rapidly, make my way to (<i>redacted</i>) in all weather, and start and end shifts overnight.</p>	<p>No</p>

	<p>It is my understanding that the HR2 zoning on this particular block has been proposed with the intent of meeting the housing accelerator funding priority of establishing affordable student housing near post secondary institutions. While addressing the housing crisis is critically important to the health and well-being of our broader community and something I am wholly supportive of, this aspect of the proposal seems unlikely to deliver results on these issues in the short or medium term, if at all. All the while, it would dramatically change a street that is now home to a number of families including those with small children, many of whom are also healthcare providers in my position.</p> <p>Members of our neighbourhood have mobilized quickly to consult with realtors, architects, planners, and representatives of St. Mary's to develop a more fulsome and informed understanding of whether the HR2 zoning in this area would lead to dense, affordable housing, especially for students. There is wide agreement that this land is most likely to be developed into luxury apartments or condos. This process would roll out slowly over years, as developers acquired the needed land from those who currently have no intention of leaving, family home by family home. The scale of the buildings that developers would be most incentivized to construct would also require building materials and construction expertise currently in very high demand in the city, further extending the timeline. We also understand that should this block be developed to the maximum allowed density proposed, the pressures on infrastructure would be enormous and likely very problematic without appropriate planning and investment.</p> <p>These are some of the reasons I ask that you reconsider this very significant change. Amending the plan to re-zone our street for ER2 housing is welcomed and supported. This alternative seems far more likely to result in affordable options on this block in a timely way and without unintended negative consequences. I know that my neighbours are also supportive of this change and would happily welcome further discussion.</p> <p>Thank you for considering,</p> <p>(REDACTED)</p>	
<p>C434</p>	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Feedback on HAF proposals 16 Feb 2024</p> <p>In general, I support redevelopment projects that increase housing density along existing roads. I support building up on a small footprint to minimize the land surface required to accommodate additional housing. Development must not disturb or remove wetlands. There should be no disturbance within a minimum 30-metre buffer of water courses. Developments and redevelopments should be used where possible as opportunities to improve active transportation and recreation.</p> <p>I have specific comments about two of the projects that are recommended for the HAF:</p> <p>SS062</p> <p>I support the proposal for multi-storey residential buildings in place of the current small houses with the following requirements:</p> <ul style="list-style-type: none"> • Maintain or re-establish an undisturbed buffer of at least 30 metres beside the McIntosh Run at the corner where the property approaches the river. • Establish a public, non-motorized trail access from Herring Cove Road to River Road, establishing a connection to the McIntosh Run Community Trail. <p>SS036</p>	<p>No</p>

	<p>This property surrounds Governor’s Brook and the proposed development would remove a small woodland. This is an environmentally-sensitive location, and care must be taken to minimize impact on this headwater stream feeding Colpitt Lake and Williams Lake. I do not think that a new parish component fits into the mandate of the Housing Accelerator Fund. I understand the need for affordable housing in Spryfield and support this portion of the proposal with the following requirements:</p> <ul style="list-style-type: none"> • Preserve a buffer of at least 30 metres on both sides of Governor's Brook • Minimize impermeable surfaces • Do not fill in wetlands • Establish a public trail access from Herring Cove Road/Williams Lake Road to Hartlen Park <p>I also support the decision to not recommend the following projects for the HAF: SS071 SS091 SS037 SS088 These projects require thorough examination to evaluate the impacts and allow for meaningful public consultation.</p> <p>Sincerely, (REDACTED)</p>	
<p>C435</p>	<p>Hi Joshua,</p> <p>Please find attached the attachments.</p> <p>Thanks, (REDACTED)</p> <hr/> <p>Hi,</p> <p>Sorry was there an attachment?</p> <p>Thanks,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Good Morning:</p> <p>Many thanks for your letter. I have forwarded it to the Heritage Advisory Committee Legislative Assistant for circulation among the committee.</p> <p>Sincerely, (REDACTED)</p> <hr/> <p>Dear (REDACTED),</p> <p>I am writing to advocate that the row of historic houses along South Street west of Robie be included in the proposed Oakland Heritage District. These houses are the oldest contiguous row of houses in the neighbourhood, and were built before most of the houses in the proposed district. As</p>	<p>Yes (2 attachments)</p>

	<p>a streetscape, they represent an important piece of the heritage of the neighbourhood and it would be unfortunate to leave them out of this heritage district.</p> <p>Thank you for considering this request.</p> <p>Sincerely, (REDACTED)</p>	
<p>C436</p>	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Keep the high rises out of our neighborhoods. For years the city has been fighting development and barely letting a mid rise go up downtown or on main streets. Now your saying lets blow up residential neighborhoods with 9 story buildings, and for extra measure commercial on the ground floor.</p> <p>Successive planners and councilors have failed us, yes you need to act and yes do it quickly and find places to live. DO NOT LOOK at a residential street until you have increased the zoning on main streets and downtown.</p> <p>(REDACTED)</p>	<p>No</p>
<p>C437</p>	<p>I have just reviewed the proposed changes for housing in Halifax to promote density and I'm disappointed to see that it does not address the city's issues at all. There does not appear to be any thought to how address the supporting amenities and infrastructure and focus on supporting developers rather than what is a good solution for <u>people</u>.</p> <p>What about:</p> <ul style="list-style-type: none"> • Aging schools with insufficient staffing and space for students • There are not enough ways to get off of the peninsula safely and not enough emergency services to support more density • Transit is poorly planned and inefficient which is required in the downtown but also OUTSIDE. Bayers Lake and Bedford West are ABYSMAL examples of thoughtless urban planning • Neighbourhoods or not built to be walkable and focus on big box amenities that one has to drive to (why are we planning in a manner that requires MORE cars adding to people's already unaffordable living expenses?) • The hospitals are jammed and not going to get better any time soon <p>We do not mandate enough when developments are approved. I am incredibly disappointed in every aspect of the proposed changes. I feel that they are reactive and have potential to leave a Cogswell interchange-like legacy – it's a well intentioned but trashy idea.</p> <p>I vehemently oppose the changes that have been put forward and request that the city step back and address the need for density in a more thoughtful and wholistic way. Why can't we look to things like the Fitwel standard for how to best plan communities? Fitwel — Tools and Resources to Help You Achieve a Healthy Building</p>	<p>No</p>

	Respectfully, (REDACTED)	
C438	<p>Thanks Joshua.</p> <p>(REDACTED)</p> <hr/> <p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Dear HRM Planning Staff,</p> <p>Three years ago my wife and I moved to the last block of South Robie Street (REDACTED), a cul-de-sac. This move represented downsizing for us. We love this classic residential neighborhood. It is quiet in terms of vehicle traffic, due to the presence of several dead-end streets (preventing large trucks from turning around - including fire trucks...). However, it is alive and vibrant with walkers and joggers. While Saint Mary's campus is nearby, the area has a very human-friendly scale, in terms of the type, size, height and setback of housing. Moreover, longstanding, intergenerational neighbours here know and support each other.</p> <p>We were astounded by recently revealed plans for rezoning the last two blocks on Robie to HR-2. The planning details were surprisingly difficult to find online, tucked away under "urgent need for student housing."</p> <p>It is not clear how the proposed HR-2 rezoning would be able to address an "urgent" need for student housing. Presumably, site aggregation, planning and construction would take several years. It seems that a more timely response could be achieved through modified use of existing structures, instillation of modular homes or by new on-campus construction (at Saint Mary's). One also wonders if there might be student-friendly accommodations in the numerous high-rise buildings and projects already under construction or recently approved (e.g., at the corner of Robie Street and Spring Garden Road).</p> <p>Unfortunately, the proposed rezoning, apparently conceived in a hurry and without consultation with residents, would likely destroy our neighbourhood. I think it would be more feasible and less disruptive to rezone these two blocks to ER-3, as proposed for the surrounding blocks. My family and I urge you to reconsider the proposed radical HR-2 rezoning of this lovely, well-established and very "liveable" neighbourhood. It is one of the areas that helps to make Halifax special.</p> <p>Thank you for your consideration,</p> <p>(REDACTED)</p> <p>Sent from Mail for Windows</p>	No
C439	Hi (REDACTED),	No

	<p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>Just to clarify, site-specific requests that show up as red on the interactive map that say are not being recommended for rezoning at this time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Comments about the Housing Accelerator Fund and Site Specific Requests</p> <p>I am aware of the urgent need for affordable housing in the Halifax area and I am in favour of increasing density and developing new construction. My concern is that without clear and stringent policies and direction and proper oversight of development, our wetlands, watersheds, wildlife and vulnerable habitats and wild areas will be destroyed.</p> <p>A huge list of proposals for development are listed for Spryfield, most of it is greenfield construction along Herring Cove Road. I am very concerned that in our haste to provide needed housing, corners will be cut, policies changes and rules bent and our natural spaces will pay the price. I am particularly concerned about the following development requests that abut wilderness areas on either side of Herring Cove Road:</p> <p>SS037 - Request to permit a large-scale multiunit residential project. Approximately 1000 to 1500 residential units. Recommended for Suburban Planning Process. SS091 - Request to permit four multi-unit residential buildings. The site is an undeveloped lot. Recommended for Suburban Planning Process. SS088 - Request to remove or lift density caps. The site consists of an undeveloped lot. Recommended for Suburban Planning Process. SS071 - Request to build an 8-storey 357 residential unit apartment building directly on the McIntosh Run. C070-A - Request to extend Urban Service Area Boundary to allow for serviced development on the full extent of these lands.</p> <p>Development and growth should first be approved on brownfield sites - many of these sites exist along the Herring Cove Road. It is imperative that before approving any plans or proceeding with any new development, a careful study of the area is completed to identify all wetlands, watercourses, endangered species, riparian areas and other vulnerable ecological features, and ensure they are protected.</p> <p>(REDACTED) Purcells Cove Road, Halifax, NS</p>	
C440	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER</p>	No

COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

Below is a copy of my email, sent this morning, to my local Councillor, Wayne Mason, in which I describe my reaction to a recent editorial he wrote about the role of the Halifax Accelerator Fund in respect of the housing issues Halifax is experiencing.

It also covers my reaction to the grotesque rezoning proposal, to make our neighborhood, adjacent to St. Mary's University, all into a dense high-rise development.

The Government of Canada, the Province of Nova Scotia and the Halifax Regional Municipality can surely do better than this.

(REDACTED)

From: (REDACTED)
Sent: February 16, 2024 12:41 PM
To: waye.mason@halifax.ca
Subject: Your Recent Commentary and The HR-2 Rezoning of the SMU Area

Waye, let me first thank you for your many contributions to the development of our civic culture and HRM policy over your many years of service as a Councillor. In general, I have been pleased with your thoughtful contribution to public life and your responsiveness to your electorate.

Unfortunately, your recent "Commentary", "Help ease Halifax's housing crisis", was a deep disappointment in light of your record. It was simplistic, divisive, ahistorical and damaging to the prospects for imagining what you say you support, "an equitable, livable, beautiful, prosperous city that has housing options for all."

I believe that successive governments, at all levels, have failed Canadians in many vital senses, notably permitting inequality to increase in all of its dimensions. This has been a pervasive neglect and we all notice the its most acutely visible manifestations when it comes to housing issues. It seems euphemistic to call something a "crisis", when the writing has been on the wall for decades.

I am a strong supporter of actual public investment in the creation and maintenance of housing. I do not believe that the private sector can be trusted to consider the interests, particularly of the most vulnerable citizens, but also of those who are in the neglected middle. I would have preferred the actual creation of stable, decent housing on either public land or sites acquired by government, possibly even through expropriation. I do not think it is too late to do that and I would support it with my tax dollars.

What was most deeply problematic about your editorial was your suggestion that it is all a matter of NIMBY-ism, which "We cannot embrace." You should apologize.

I think you are entirely misusing this terminology and this is most obvious in the recent proposal for rezoning to HR-2 of our neighbourhood, the land surrounding St. Mary's University.

I understand that term to denote "one's opposition to the locating of something considered undesirable in one's neighbourhood." In the rush to judgment by the City of Halifax in response to the inducement of the Housing Accelerator Fund and your endorsement of this concept as a central organizing principle, one can see how far off the mark you and the HRM Council have strayed.

In the case of the new proposed high-rise zone in the environments of SMU, what we are witnessing is not the mere introduction of "gentle density" as a partial response to some of the proliferation of housing issues. Instead, this amounts to a wholesale attack on a stable community, in the obvious knowledge that it will be obliterated.

<p>C441</p>	<p>The current proposal contemplates the ring-fencing of St. Mary's by high-rise buildings that, at its worst, conjures up images of the worst housing estate blights of the last half-century. At least some of those mistakes remained in public hands and the opportunity for improvement of the properties or even the creation of new publicly owned residences in their stead was available.</p> <p>The massive, dense redevelopment of this part of Halifax will leave all of the inherent misuses of land in private hands. The results will be the continued enrichment of developers and apartment owners and the creation of housing that will be by no means affordable or accessible in the manner that Halifax truly needs.</p> <p>This extreme densification, unsupported by adequate services and infrastructure at all levels will damage the image of Halifax and result in a deterioration of community life.</p> <p>In your invocation of NIMBY-ism, you seem to be willing to ignore every other interest that should be on the table when we consider how to address the pervasive shortfalls and market distortions in housing.</p> <p>I and my family have now lived for 43 years within a few hundred feet of St. Mary's, first on Atlantic Street from 1980 to 1996 and then on the corner of Marlborough Avenue and Roxton Road from 1996 to the present. We have stayed in this neighbourhood because of its great location and modest scale.</p> <p>If the HR-2 rezoning takes flight, then we, like most of our neighbours will likely eventually be forced out. This will become a form of de facto, economic and sociological dislocation, even expropriation. While we might be prepared to stay in our home, even if it were adjacent to nine story buildings on both sides, everyone is aware of how odd these decisions by reluctant homeowners become, when you look at the tiny houses, for example, existing like a broken tooth in the middle of Manhattan high-rise streetscapes. Even we might decide that we had no choice but to accept the blandishments of developers and move.</p> <p>Zoning law has many functions, but it does represent a kind of trust between government and residents. People buy properties and invest in them with a view to zoning providing at least some stability with respect to the many forces which buffet a city as it develops. I, and our neighbours, feel betrayed by the willingness of government to countenance the physical destruction of stable communities in the interests of a declared goal which will manifestly not be achieved by intense private development.</p> <p>Let me be clear what I would support:</p> <ul style="list-style-type: none"> • Going back to the drawing board, genuinely consulting with communities throughout Halifax and moving towards a respectful, compassionate, realistic and progressive housing strategy for the Municipality, the exact opposite of the current rush to judgment for the Federal pot of gold. • Acceptance by all levels of government of their ongoing failures, with a thorough rededication to addressing inequality, especially in regards to housing. • A significant tax increase to permit the City, Province and Federal governments to cooperate to create housing for people who are now excluded by market forces. • Considerate growth and moderate, thoughtful densification to respond to housing needs in effective ways, throughout the City, including in our neighbourhood. <p>I hope the citizenry will make their views clear. I believe there is a high level of support for a thorough re-visitation of housing policy by all levels of government and a willingness to endorse novel outlooks which take into account acute and long-term housing needs in a manner that respectfully considers the thousands of citizens who value the character of Halifax, even as they wish it to evolve.</p> <p>Thank you for considering my views.</p> <p>(REDACTED)</p>	<p>Yes</p>
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	<p>Please see the comments attached on the proposed changes related to the housing accelerator.</p> <p>Thank you.</p> <p>(REDACTED)</p>	(3 attachments)
C442	<p>Good Afternoon (REDACTED),</p> <p>Thank you for your question regarding SS014. We have looked into the issue you identified and determined that the 9 storeys indicated on the table is the current recommendation. The 7 storeys indicated on the interactive map is the result of a mapping error. We are currently reviewing community feedback as well as the recommendations and will be updating the tables and interactive maps soon. We will be sure to address this issue in the upcoming package of changes.</p> <p>We look forward to receiving any feedback you would like to provide based on the request SS014 or any other component of the Housing Accelerator Fund.</p> <p>Thank you for your enquiry.</p> <p>All the best,</p> <p>BRENDAN LAMB BCD HE/HIM</p> <p>PLANNER II COMMUNITY PLANNING – SUBURBAN PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Any findings on my question before the deadline falls? Thanks, (REDACTED)</p> <hr/> <p>Nudge... Thanks, (REDACTED)</p> <hr/> <p>Any findings on this question? Thanks (REDACTED)</p> <hr/> <p>Thanks for flagging this, we'll take a look into it.</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p>	No

	<p>HAF Team: The Interactive Map shows Suburban Development Request SS014 with a proposed height of 7 storeys.</p> <p>In the Table 1 - Site Specific Request - Consider During Housing Accelerator Fund, SS014 is apparently being recommended for 9 storeys. Which is correct and why was the change made?</p> <p>Thanks, (REDACTED)</p> <p>-- (REDACTED)</p>	
<p>C443</p>	<p>Hi (REDACTED),</p> <p>Thank you for your email. We have received your comments and will review them as we prepare our final recommendations to Regional Council.</p> <p>If you are interested in receiving updates on the Housing Accelerator Fund Amendments Package and the ongoing Suburban Planning process, we would be happy to add you to our mailing list.</p> <p>Kind Regards, Kathleen</p> <p>KATHLEEN FRALIC MCIP LPP SHE/HER</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING – SUBURBAN PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>My name is (REDACTED) and I am a resident of Sherwood St. I am greatly concerned about the proposed development of a possible 3 three to five story buildings and 8 townhouses.</p> <p>First, I am living in this neighbourhood because it is zoned as single dwelling and I am appalled that it is being considered for rezoning, which can drastically result in a decreased property value on my house.</p> <p>Second, I am concerned about transient residents shifting the upstanding community feel of my neighbourhood.</p> <p>Third, I am greatly concerned about increased traffic and congestion on my street. There are no sidewalks on Sherwood, thus leading to increased pedestrian traffic on the street itself.</p> <p>Fourth, a large number of residents currently use the mowed field where the development is proposed, to walk dogs, and children use that field to play in. My community does not need to lose the limited green space we currently have.</p> <p>Fifth, local schools are already at and over capacity and have portables due to the existing overcrowding. . Our community cannot support an increase in the numbers of students of this proportion.</p>	<p>No</p>

	<p>I am completely in opposition to this proposed development.</p> <p>Regards, (REDACTED)</p> <p>.</p>	
<p>C444</p>	<p>Dear planners and councillors,</p> <p>I am opposed to the recent zoning proposal. The attached letter explains my views.</p> <p>Thank you for the opportunity to respond.</p> <p>Sincerely, (REDACTED)</p>	<p>Yes</p>
<p>C445</p>	<p>Hi (REDACTED),</p> <p>Thank you for your email. We have received your comments and will review them as we prepare our final recommendations to Regional Council. Regional Council will then make decisions on the proposed changes.</p> <p>If you are interested in receiving updates on the Housing Accelerator Fund Amendments Package and the ongoing Suburban Planning process, we would be happy to add you to our mailing list.</p> <p>Kind Regards, Kathleen</p> <p>KATHLEEN FRALIC MCIP LPP SHE/HER</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING – SUBURBAN PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>I am reaching out again in regards to the possible housing development on Sherwood street in Cole Harbour. (PID 40606345) I understand there is a shortage of affordable housing. I just don't understand how you can take green space in our neighbourhood to put in housing that is not even meet the zoning requirements at this time. This brings me such sadness, extreme anxiety, and fear These decisions affect the quality of life, privacy,property value, safety and mental health of all of us that live in the community. I am extremely concerned about how it directly affects those of us who have the Green space as our back yards. Do we as homeowners have any rights? Do we not have any rights when you are planning to change our community that we worked hard to buy into. We bought here as we wanted to be in a community that is zoned for single dwelling homes and where he had privacy in our back yard. This was and is extremely important to our mental health.We would have loved to live in "Nicer" communities but our income does not support that. Privacy in my backyard is extremely important to our mental health. We all have personal stories of why this is important- quality of life, past trauma, mental health etc. Are rules just allowed to change? Why is our freedom and rights being taken away from us?</p>	<p>No</p>

	<p>My concerns are valid about our property value as it will decline significantly. We just invested in a 20,000 metal roof to increase value of our home. Our home is our investment to pay for our senior years. How fair is this if the value drops because of city deciding to ruin the community ? I hope that they are not stealing part of my front lawn to put in sidewalks.</p> <p>Do we not have any say in increasing noise, taking away our green space which is a buffer between us and neighbours. Increasing the congestion affects all of us- noise, pollution,saftey.</p> <p>I can't even imagine that the infrastructure is there to support a few more people in the area. You just narrowed Caldwell road so we as homeowners get stuck behind cars that are stopping traffic waiting to pull into the Pot stores.</p> <p>Do I as a home owner have any rights? Are rules just allowed to change? Who decides that these rules can change?</p> <p>I am trying to find answers as I was unaware that someone can decide to take a community and de value it and change zoning laws affecting quality of life, property value and mental health of those within the community.</p> <p>Is there a planner in HRM that works with the developer? I understand that if the developer wants to change zoning that he has to go to council to vote. Do we as home owners, tax payers have the right to go to these council meetings? Do we have rights to vote ? Do we as community members have any opportunities to share our concerns?</p> <p>If this does go through are you willing to buy our homes at what they would sell for now before the development starts? Will we as homeowners be compensated? Could there really be a 3 story structure looking over my back yard?</p> <p>If this developer gets this land for free are there rules about how much green space will be kept between new development and existing properties? Will mature trees be planted between new development and those of us who have been there for years. What type of buffer will be put into place? Will our taxes drop as value of homes will be worthless?</p> <p>I do understand that there is a shortage of homes as we brought so many people into a province that has put a huge strain on our health care and do not have the housing developments to support them. There is land in places down towards Lawrencetown, and out skirts of city. Why are we crowding our communities? Why are areas outside city that are tnot developed being used?</p> <p>There needs to be a crisis plan to help the low income and homeless. We as a family of 4 started in a small 2 bedroom basement apartment that only had one exit .We had to live where we could.My husband was military and coming home from 6 month trips and working extra jobs on weekends so we could support our family. We have worked hard to be able to buy in this community. Everyone is unique but as a taxpayer her I feel like my freedom has been ripped away.</p> <p>I am concerned that even if you give housing away that there still needs to be a plan inlace to help them succeed . Is there a crisis plan when looking at the problem of housing and homeless and those struggling?</p> <p>Everyone has their stories - some have addictions, mental health issues. Some have made social assistance a way of life and need help to learn skills, get motivated and to raise their self esteem to want to support themselves. As a society I feel we need to stand beside our people and assist them to learn skills, and to find jobs. Some have skills but lack motivation. Others need assistance to face the barriers that are blocking them from living the life they can. These hurdles are debilitating As a society we should be there to teach skills from personal, budgeting,conversation,communication skills to building resume, job coaching volunteering and giving back to community.</p> <p>I look forward to hearing from you (REDACTED)</p>	
C446	<p>(REDACTED)</p> <p>Dear Community Leaders and To Whom It May Concern,</p> <p>I am writing to express my strong opposition to the proposed construction of low-income rental housing in our affluent neighborhood, particularly near existing weed dispensaries. While I understand the importance of providing affordable housing options, I believe this project raises significant concerns regarding the well-being and safety of our community.</p> <p>Firstly, the proximity of low-income rental housing to weed dispensaries poses risks to the health and safety of residents, particularly our children and families. Research has shown that the concentration of dispensaries can lead to increased crime rates and substance abuse issues in the</p>	No

	<p>surrounding areas. While I have no doubt that many low-income residents are law abiding citizens, the mere presence of such housing can attract individuals with criminal backgrounds, leading to an increase in crime rates and safety concerns for four families. Introducing low-income housing in such a location may exacerbate these problems and compromise the safety and security of our neighborhood.</p> <p>Furthermore, there are concerns about the negative impact on property values and the overall ambience of our community. Introducing low-income housing could potentially decrease our property values and disrupt the character of our neighborhood. Many of us have invested heavily in our homes, and the presences of subsidized housing may deter future buyers and negatively impact our investment.</p> <p>Additionally, there are practical considerations regarding the compatibility of low-income housing with the surrounding amenities and infrastructure. Our neighborhood may not have the capacity to support an influx of residents, leading to strains on local resources, schools, congestion, and increased traffic to an already heavily trafficked street that has no sidewalks.</p> <p>Rather than concentrating low-income housing near weed dispensaries in affluent neighborhoods, I believe it is essential to explore alternative locations that are more suitable and equitable. We must ensure that all communities share the responsibility of providing affordable housing options while prioritizing the safety and well-being of residents.</p> <p>I urge you to join me in opposing the construction of low-income rental housing near weed dispensaries in our neighborhood and to advocate for alternative solutions that address the housing needs of low-income individuals without compromising the safety and integrity of our community.</p> <p>Sincerely, (REDACTED)</p>	
<p>C447</p>	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Re Proposal to Build on Sherwood St, Colby Village Dartmouth NS PID 40606345</p> <p>I am writing to register my concern over the proposed development on Sherwood St PID 40606345.</p> <p>I live close to this location and drive down Sherwood Street every day to exit the neighbourhood so the development will directly impact me.</p> <p>I am not initially against development and myself as well as my neighbours want to help those in need- so much so that we coordinated a "Colby North" Santa's Village over Christmas, which welcomed 1000s of strangers to our neighbourhood and raised over \$40,000 for Feed Nova Scotia, intending to help feed those in need including those living in tents or homeless.</p> <p>However, the plan for the development, which includes 8 townhouses and 3 large 3-story or 5-story apartment buildings (198+units), is concerning for the following reasons:</p>	<p>No</p>

1. The apartment buildings do not match the characteristics and culture of the neighbourhood and the height of the buildings is concerning. It is a quiet neighbourhood of houses- 3 large apartment buildings will look out of place and the buildings, being higher than all the houses in the neighbourhood, will overlook current residents homes and yards. The buildings will stand out in the skyline and be a bit of an eyesore.
2. The height of the buildings as well as the size of the development will crowd the neighbours, leading to a loss of privacy in nearby houses and yards. The buildings could block sunlight and create shadows which may affect anything growing on the properties.
3. I am also concerned with the amount of traffic on Sherwood St. This development will add at least 150 cars. The road is a narrow residential street- when cars are parked on the street, it's already difficult for two cars to pass driving opposite directions and even worse when people are on the street as well. School buses travel down the road. To widen the road to accommodate more parking and vehicles would mean loss of property including parking and driveways for current homeowners. The congestion would make it more difficult to drive out of Colby Village and less safe on the roads for children and pedestrians. For many of us, it is the main and closest exit out of Colby Village.
 - a. I am especially concerned about what happens in an emergency. It would be difficult for emergency vehicles like firetrucks to travel down Sherwood with all those extra cars.
4. I am concerned about the amount of parking required for the number of housing units planned. Sherwood and nearby streets already have cars parking on them. If the development does not include enough parking to allow at least 2 spots per unit as well as visitor parking, residents parking will be on the streets and the streets cannot accommodate that many additional vehicles.
 - a. Without adequate parking, where will all the vehicles go during the snow parking ban? If they stay on the road, it will prevent the road from being cleared and other residents from exiting. If the driveway and off-street parking is taken away from current homeowners, where will they be able to park during a snow parking ban as well?
5. The loss of land, the crowded development, the reduction on green space and change of the nature of the residential road to a busier, less desirable road will lead to a decrease in demand for the area and a loss in property values for neighbourhood houses. It also will remove some of the community goodwill and culture.
6. The loss of green space, in favour of a crowded housing development, is also concerning for the environment. As well, since this area is walking distance to Bisset Lake with many of the storm drains leading to the lake, overcrowding with people, less concerned with protecting the lake, could lead to more pollution and damage to the lake. Maximizing the land for as many units as possible may help in the short term but it's not sustainable long term and could have environmental consequences.
7. The wireless and data signals in Colby Village are already weak- there is a dead- zone around Sherwood and Astral. For example, I am unable to use my cellphone signal for calls in my house- I have to use Wifi calling via my internet service. Adding 200+ more cell phone data users will make the signal worse.
8. The schools in the areas are already full and cannot take more students. This development would take the land location originally planned for a new school. Child care options are limited and exhausted in the area as well.

I feel that the current plan for the development would be detrimental to the neighbourhood. However, I am not against a more responsible plan for a development.

I would support a townhouse development that is no more than two stories high, providing it included enough off-street parking for residents (minimum 2 per unit), additional parking spots for visitors, as well as some green space and an attractive design similar to the neighbourhood.

- It would be less units than the current proposal, but it would also be less congestion on the road and less parking on the road.
- A townhouse development with green space and parking would be more suited for the neighbourhood and would be more sustainable long-term.
- The land proposed is well suited for a good size townhouse development. If done properly, there could be a variety of sizes of units available. It would also be great if they were well constructed, attractive and easy to live-in as well as well managed, so they attract great and long-term residents.
- If the development had enough parking provided, then maybe one side of Sherwood could be marked as 'no parking' so Sherwood can handle more vehicles travelling including buses (School buses travel on Sherwood). Alternatively, if possible, a new street could be created to give another exit for the development onto Caldwell which would reduce the congestion. There is a neighbouring thin lot (PID 00404301) which connects with Caldwell.
- Finally, I always thought that Cooperative Housing was a great way to help people. I grew up low-income and in Cooperative Housing myself so I know it helps people. Cooperative Housing presents a lower cost of housing while allowing people to have a share in the development as well as a greater regard for the neighbourhood and community surrounding.

	<p>In summary, I am concerned and do not support the current proposal for the development on Sherwood PID 40606345. However, I would me more supportive of a smaller townhouse development with sufficient parking and green space.</p> <p>Thank you (REDACTED)</p>	
C448	<p>Hello,</p> <p>Please find attached my letter to the housing accelerator fund regarding my opposition to proposed zoning changes in HRM. (REDACTED)</p>	Yes
C449	<p>Hello As a resident living on Davison Street, I am in support of the Woodill Heritage District.</p> <p>Regarding the he area around Woodill is being upzoned from 9 storeys to 40 storeys zoning potential- I believe proposal requires further communication and discussion with Haligonians. Many of us have been unaware of these significant changes to the Centre Plan.</p> <p>Respectfully (REDACTED)</p>	No
C450	<p>Hi (REDACTED),</p> <p>No, there is no construction time limit being considered for the suburban opportunity sites requests. However, these sites would be getting their approval through the Housing Accelerator Fund (anticipated this Spring) instead of waiting for the Suburban Plan review (target 1.5 – 2 years).</p> <p>Best, JOSHUA ADAMS, LPP, MCIP PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>HAF Team: Given that the HAF is a process focused on 'urgent planning changes' and the proposed changes are being expedited, is there any requirement for the Suburban Sites in Table 1, which are being considered prior to the Suburban Plan process, to complete construction within a certain time period? Thanks, (REDACTED)</p>	No
C451	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p>	No

	<p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Good Morning Shawn,</p> <p>I am writing as your constituent on Summit Street to express my support for the proposed changes to the Centre Plan as part of the housing accelerator fund changes. For what its worth, my neighborhood will be changing form ER-2 to the new ER-3 and I would not have any plans to alter my home. I am just writing as I am sure you are getting lots of NIMBY letters opposing this, and I wanted to add in a letter of support.</p> <p>Thank you,</p> <p>(REDACTED)</p>	
C452	<p>To whom it may concern,</p> <p>Please see attached letter from a concerned resident.</p> <p>Regards, (REDACTED)</p>	Yes
C454	<p>My name is (REDACTED). I am (REDACTED). My son is (REDACTED). We are homeless in a homeless shelter. We are not drug addicts. We are not alcoholics. We would just like a nice neighborhood to live in that is nice and is safe and quiet. I am on cpp disability. My son is starting college next week we need an apartment close to Metro transit so my son can get to school and work and I have access to get groceries , medical appointment library and to be safe to get there I use a walker right now. As I do have some difficulties. Thank you and have a nice day. (REDACTED)</p>	No
C455	<p>To: Waye Mason, HRM Councillor Andy Fillmore, Member of Parliament, Halifax Sean Fraser, Minister of Housing, Government of Canada haf@halifax.ca clerks@halifax.ca</p> <p>Date: 16/11/24</p> <p>Subject: Feedback to changes proposed to HAF planning Document</p> <p>I live on Greenwood Avenue (district 7) and offer the following comments regarding the proposed changes to encourage more dense housing development in HRM through the Housing Accelerator Fund (HAF) :</p> <ul style="list-style-type: none"> • I endorse the need to make changes to address the supply and affordability of housing in H.R.M.. • I am 2 blocks west of Robie St. which is currently proposed to be a University Adjacent Zone and thereby designated HR2. There seems to be no endorsement or demand from the adjacent university and it will have a hugely negative impact on the neighbourhoods which have been 	No

	<p>designated HR2 or ER3. More consultation with the impacted university and neighbours should be conducted before proceeding with the HR2 designation.</p> <ul style="list-style-type: none"> • The community I live in was originally a subdivision called Marlborough Woods. It is currently zoned R1 and it is essentially all single family homes that are very popular with health professionals due to it's proximity to hospitals, many schools, parks etc. On the map it is proposed to be ER3. The area north of Oakland was zoned R2, had many properties with apartments and it has been zoned ER2. I do not understand why a neighbourhood that had R1 and might be more comparable to ER1 has been bumped up 2 levels to an ER3 zoning. There still will be a demand for single family homes and as such our neighbourhood should be changed from ER3 to ER2. This will still allow for an increase in density. • In FAQs providing more background on the ER2 designation, it states additional units must be built on the rear of existing units (HRM summary of Housing Accelerator Fund, 02/02/24). There is no reference to the maximum lot coverage of 40% and could negatively eliminate renovation or development of another unit to the side or by expanding the structure to the front. Remove the reference to must be built on the back. • While there will be many more opportunities for developers to assemble land for high rise projects, there should be more controls to prevent developers buying lots and tearing down existing housing units, while they wait many months or years to assemble other properties. Empty lot tax and demolition controls have been suggested. • If HRM is going to encourage more students in the neighbourhood, then they should work in concert with the universities, the neighbourhood and HRM to avoid the street parties we've seen north of Dal. Note that there have not been similar occurrences by SMU. • More consideration has to be given to affordability of new units. The argument that cheaper units will become available as people move to newer units, seems suspect. Specific goals and measurable outcomes to develop more affordable housing should be required. • There should be more specific specific initiatives that would encourage the development of co-operative projects. • Consideration should be given to encouraging innovative projects that meet the objectives of the Housing Accelerator Fund . A program that could support say innovative ways to get people out of tents and into housing with supports. Or some innovative design assistance to facilitate changing a single family residence to one with an additional one or two units that would be attractive to students and fit in with the neighbourhood. • There needs to be more engagement and consultation with the community as this develops and is implemented. Consideration should be given to providing more oversight and transparency by forming a committee that would review how the HAF implementation is proceeding. While there is a push to extend the consultation now, I would suggest committing to more public dialogue through an effective oversight and reporting process, would be better and allow HRM to move to the next steps. <p>Thank you for the opportunity to have input. I'd also note my appreciation for seeing the three levels of government pulling together to do something innovative and incremental to address the current housing crisis. While doing this please ensure we don't undermine the residents and neighbourhoods we've built up.</p> <p>(REDACTED)</p>	
<p>C456</p>	<p>Hi (REDACTED)</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>HI</p>	<p>No</p>

	<p>I live on London St. in the West End; I grew up on the peninsula and I am very fond of it. I agree we need medium density but I have some concerns.</p> <p>Infrastructure: Do we have the schools to handle increased density; I am thinking of Oxford Street School in particular which is already crowded.</p> <p>Green space: people will be in four storey dwellings with no green space.</p> <p>Traffic: will there be parking allotted for new buildings?</p> <p>I hope heritage properties -- all heritage properties -- can be protected and I hope there is some design consideration. I would hate to see the peninsula become all ugly brown brick boxes; for instance, Montreal has a wonderful walk up style for its three and four storey buildings.</p> <p>Already I've been approached by a real estate agent. I fear the pressure of this plan will force housing prices way up, make housing harder to find on the peninsula and benefit developers who are already thinking of how to maximize building scale on smaller lots.</p> <p>I think 25 storeys is high enough for a high rise.</p> <p>I also want affordable housing to be part of this plan and not just as a fund but as units.</p> <p>Thank you (REDACTED)</p>	
C457	<p>Thank you for your response. Attached is the photo I was referencing</p> <hr/> <p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>I'll note that there was no photo attached to your email.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>The north end does not need more high rise buildings, especially in that area. The lower buildings of photo B is my call</p> <p>(REDACTED)</p> <p>Get Outlook for Android</p>	Yes
C458	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p>	No

	<p>Dear Mr. Mason,</p> <p>Thank you for this opportunity to raise our concerns regarding the proposed rezoning changes to such an important part of the city. I am writing to highlight our concerns and hope that by doing so our voice will be heard and our arguments will be taken into consideration. While it is clear that there is a housing crisis in Halifax, we believe that the blanket rezoning of the city is a short-sighted response that does not take into consideration the impact on the city as a whole and will significantly erode the quality of the urban fabric, sense of community and scale of the peninsula.</p> <p>In addition and perhaps more importantly, the potential build-out, while providing more housing, will significantly overload the existing land mass and infrastructure of the peninsula. The increase in population will no doubt result in an increase in requirements for hospitals and other medical services which are already struggling to maintain reasonable standards of care and response to the existing population needs. Has this been considered as part of the rezoning strategy?</p> <p>There are many options for increasing housing in the HRM, but these need to be investigated in a more holistic manner. Everything doesn't have to be on the peninsula. I am not clear on the logic that by adding more people to the peninsula, the problems of housing will be resolved. This can only ever be a short term solution that can only be achieved by significantly impacting the city. Surely now is the time to look at satellite communities, light rail options and transit oriented developments outside the city that will create new vibrant mixed-use zones that will be far more attractive to new business and will offer more affordable housing solutions for future residents.</p> <p>The recent construction of the dialysis unit out to Bayer's Lake is a good example of how by moving some regional services off the peninsula, employees can afford to live near their place of employment and parking is readily available for users / patients. These types of changes are essential to easing the burden of development on the peninsula and initiatives like this offer long term solutions to some of these problems. In addition to this, there are vast swathes of land surrounding the peninsula that have been developed without city services (water or sewer) which required them to be on large acreage plots. Maybe it is time to bring services further out into the suburbs so that single family dwellings aren't sitting on 3 acre lots.</p> <p>The point is that there are many alternatives to having everyone living on the peninsula with its restrictive infrastructure, particularly regarding traffic and parking. Rezoning the entire city just seems like a knee jerk reaction to the requirements designated by Ottawa. This rezoning proposal has been pulled together very quickly with no consultation with the people who will be affected the most.</p> <p>As someone who is affected by this, I am particularly concerned about my neighbourhood adjacent to St Mary's University. To have this block proposed to be designated as an HR2 zone seems unfathomable. A more reasonable change to an ER2 designation might be appropriate but HR2 just simply destroys this neighborhood and has wider consequences across the entire city. It is neighbourhoods like this that make this city a beautiful place.</p> <p>I hope that going forward, there will be more public consultation, engagement and collaboration.</p> <p>Thank you for your time and consideration. (REDACTED)</p> <p>Sent from my iPad</p>	
C459	<p>Hello,</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p>	No

	<p>The re-zoning of residential streets adjacent to the HRM universities to high rise zones (HR-2) is totally unacceptable . Proper and inclusive consultation with property owners , residents and university representatives has NOT be done . This change in zoning will negatively impact established , generational residential neighborhoods and do nothing to help provide needed affordable housing . As a 30 year resident of the area surrounding Saint Mary's University I strongly oppose this change in zoning . (REDACTED)</p>	
<p>C460</p>	<p>Hi (REDACTED),</p> <p>Thank you for your email. We have received your comments and will review them as we prepare our final recommendations to Regional Council.</p> <p>If you are interested in receiving updates on the Housing Accelerator Fund Amendments Package and the ongoing Suburban Planning process, we would be happy to add you to our mailing list.</p> <p>Kind Regards, Kathleen</p> <p>KATHLEEN FRALIC MCIP LPP SHE/HER</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING – SUBURBAN PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>While we readily acknowledge the significant challenge faced by all levels of government to tackle housing affordability and availability, and the growing urgency to find an immediate and viable solution, we have serious concerns about the proposed high-rise affordable housing development for Sherwood Street, Cole Harbour. Surely, there must be other more appropriate options within the area that would be acceptable to all concerned. If Council is determined that there are no other viable options, then may we suggest that the proposed development is scaled back so that it better reflects the overall scale and character of the neighbourhood.</p> <p>The proposed site is completely surrounded by single family dwellings. Most people invested or built here because they viewed this neighbourhood as a great place in which to raise a family. For the past 30 years it has proven to be just that - a quiet, tranquil and safe place to call home. We fail to understand how adding 198 housing units consisting of three 5-storey multi-unit residential buildings and 8 townhouses will maintain or indeed respect the character or scale of this neighbourhood.</p> <p>In connection with the City's Housing Accelerator Fund application, the Federal Minister stipulated that zoning would need to legalize dwellings up to 4-storeys high. Why then is the proposal to Council requesting 5-storeys as of right? (the developer's request appears to be for only 3-storeys)?</p> <p>How does the City plan to deal with the traffic increase? Sherwood Street is already a main thoroughfare with fast traffic, on-street parking, and no sidewalks and no traffic controls.</p> <p>Considering many of us will have a high-rise building in our backyard, what sort of buffer is proposed? Will there be fencing? What measures will there be for water runoff?</p> <p>Is the development capable of being serviced by existing water and sewer services? Will existing residences be impacted by reduced water pressure?</p> <p>The area schools are already crowded and have been using portable classrooms for a number of years. What is the potential impact for current students - will they have to transfer to a different school?</p> <p>Sent from my iPad</p>	<p>No</p>

	<p>Have a great day, (REDACTED)</p>	
<p>C461</p>	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>I am writing to express both congratulations and concern about the proposed changes to zoning in the Regional Centre including the Halifax peninsula, as detailed in the Housing Accelerator Fund proposal document.</p> <p>There are many things in the proposal that I am in favour of, including the Office Conversion for Housing, the Removal of Parking Requirements, and the Support for Heritage Properties and Areas. I note that there are also proposed changes to increase housing density and height along Quinpool Road, which is currently inexplicably lacking. There are quite a few other details that I generally approve of in this proposal.</p> <p>However, there are also proposed changes that I do not agree with, particularly the height increase in the areas surrounding the universities, and the utter lack of accountability for developers to actually build anything once they have demolished irreplaceable existing homes. The fact that this has been allowed to continue apace is of significant impact to the current affordable housing situation. The logic that there might be more units constructed eventually doesn't matter when the actual existing housing is being demolished and not replaced with anything remotely resembling a timely response.</p> <p>The neighbourhoods surrounding the universities are largely historic neighbourhoods whose low-rise single family home structures impart a substantial character to the city's centre.</p> <p>I do not support the idea of the HR-2 designation through entire blocks merely because they are near the universities.</p> <p>For student housing, while the universities should be implored to increase available student housing, it is unfair to the surrounding neighbourhoods to solely absorb this increase. In other Canadian cities, there are many examples of student accommodations that are not immediately adjacent to universities, and I believe that this approach should be adopted in Halifax, such that the neighbourhoods surrounding the universities can maintain their historic character.</p> <p>Within the boundaries of the universities campuses, I have no objection to this designation, and I would encourage them to build higher on their existing properties to accommodate more student housing. There are an astonishing amount of surface parking lots at both Dalhousie and St Mary's universities that could accommodate a lot of development - why should existing neighbourhoods be raised to accommodate university surface parking???? This is a case of where the universities should be held accountable for their actions and their abilities to support their students and staff.</p> <p>I do not believe this HR-2 zoning to be appropriate in many instances surrounding the universities, where I believe the HR-1 or ER-2 designation would be more appropriate:</p>	<p>No</p>

	<p>Henry Street where it meets South Street</p> <p>Edward Street where it meets South Street</p> <p>Ivanhoe Street in its entirety</p> <p>LeMarchant Street past Coburg - it would be ok on Coburg but not towards the Watt street</p> <p>Payzant Street in its entirety</p> <p>I am a lifelong Haligonian, and believe that the whiplash we are collectively enduring based on rapid growth ought to be tempered with reasonable planning even as we respond to rapidly increasing housing requirements.</p> <p>I also believe that there should be in place strong deterrents to holding vacant properties, and even stronger penalties against corporate actors who purchase existing housing to demolish them to create surface parking as evidence along Robie St.</p> <p>(REDACTED)</p>	
<p>C462</p>	<p>Hi (REDACTED),</p> <p>Thank you for your email. We have received your comments and will review them as we prepare our final recommendations to Regional Council.</p> <p>If you are interested in receiving updates on the Housing Accelerator Fund Amendments Package and the ongoing Suburban Planning process, we would be happy to add you to our mailing list.</p> <p>Kind Regards, Kathleen</p> <p>KATHLEEN FRALIC MCIP LPP SHE/HER</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING – SUBURBAN PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Good Morning,</p> <p>Attached below are my comments regarding the proposed multi-unit construction project at 78 Sherwood St in Cole Harbour.</p> <p>Please contact me at this email address if you have any questions regarding my comments.</p> <p>Regards</p>	<p>No</p>

(REDACTED)

Concerns regarding multi-unit housing proposal at 78 Sherwood St Cole Harbour:

-That site is currently zoned R1 - single family housing units. Home owners in the area have an expectation that HRM will be consistent in allowing new construction that blends with existing housing. To deviate from the R1 zoning will have a negative impact on home values in the area.

-I do not believe that it is unreasonable for residents of the area to have the expectation that any housing on that lot be consistent with housing that is already in the area.

-Notwithstanding the provincial government legislative ability (Bill 392) to overrule zoning rules, I question if this project (198 housing units in a 2+ hectare plot of land) is a proper fit for the neighbourhood. Would the development of a new sub-division on lands currently vacant off Caldwell Rd south of there be a better fit for the scale of the proposed project? Indeed it might not give the feeling of almost 200 housing units being packed into a tiny area.

-HRM/Province/Federal government have all allowed the Millbrook Aboriginal band to set up 4 Cannabis stores on Indian lands on Caldwell Road, near the junction of Sherwood. Your high-density housing project would only be three hundred metres from these cannabis stores. In addition there is an Indian casino operating in this residential neighbourhood. I recommend that if the housing project goes ahead, the illegal cannabis stores be closed. The last thing that anyone needs are illegal drug operations sitting next door to a high density residential community. Our neighbourhood should not replicate the problems being experienced by the Pinecrest neighbourhood of the north end of Dartmouth. Drugs and all the associated criminal problems that comes with illegal drug sales are not conducive to creating safe neighbourhoods for families.

-The conclusion from my point above is that if the housing project is going ahead no matter what, then it becomes a bigger priority to remove the illegal cannabis stores and the casino. Having these in the heart of a neighbourhood with a lot of children flies-in-the-face of logic and says that the City and Province doesn't care about protecting families.

-Adding almost 200 additional families to this small area will require the addition of parks and recreation space. The small playground at the corner of Sherwood and Shrewsbury is tiny and inadequate to meet the requirements of this many additional families.

-Sherwood St (and side streets off of it) do not have sidewalks. This has been a long standing issue that puts greater risk of children walking to the school on Astral Dr. Combine that with high speed traffic on Sherwood (the speed limit is 50 kph but it is not uncommon to see a lot of traffic driving in excess of 70 kph) and there is a high risk to children in the area. Sidewalks and speed bumps are needed in addition to some more active policing (RCMP) in the area to slow cars down; the last thing anyone needs is a child killed by a speeding car.

-Astral Drive schools are already using portable classrooms. The addition of a potentially several hundred extra students in a short period of time will mean the need for additional class space and probably extra teachers. Has this been discussed with HRCE?

-Halifax Transit services to this area are woefully inadequate. Busing will need to be increased to provide more frequent service than the current one bus an hour (outside of early morning and late day service). Low income residents may not have the ability or means to have private transportation to use thus bus service will become a critical need.

-We have not seen a site map of the proposal for the 3 apartment building and 8 townhouses. Will there be adequate parking available to meet the needs of the residents. Will there be a lot of cars parked on the street if there are not sufficient resident and visitor parking spaces? More cars parked on the street means issues with snow removal in the winter. As well, the street is already narrow and having parking on both sides of the street combined with a lot more traffic will create additional congestion and increased risk to pedestrians.

-Is this development the start of the redevelopment of this part of Cole Harbour to an eventual mixed density community? Is this the tip of the iceberg?

These are some of the issues that I know are being discussed by some of my neighbours. It does not appear that the plan to put this many housing units in this size space in this neighbourhood was thought-out beforehand. It feels like there was a push to make public announcements using provincially owned land and then worry about all of the issues that go with this development.

Please do not consider my comments as being against the construction of new housing. I am not against that at all, but want to see it done in a manner that will be both good for the community and the people living here.

I am available to answer any questions and thank you for your consideration.

(REDACTED)

	Sent from my iPad	
C463	<p>Hi (REDACTED) and (REDACTED),</p> <p>Yes thank you for joining the meeting, and thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Dear Mr. Adams and associates,</p> <p>Please accept this letter as feedback to your proposed zoning changes on our Dalhousie street and surrounding areas in response to the Housing Accelerator Fund (HAF).</p> <p>First, we would like to thank you for taking to time to meet with our neighbours that were representing us all on Monday. It means a lot to us that you took the time to listen to our thoughts and answer the many questions we had.</p> <p>We recognize the importance and need for middle housing and student rentals. We currently have two daughters attending university that are in need of decent, affordable housing. Despite that, we disagree with the sudden zoning changes of Dalhousie street from ER-1 to HR-1 and HR-2. We feel that it is too drastic of a change to our single family home living and will not solve the “missing middle” or student housing that is so needed. The HAF specifically mentions supporting gentle density and adding 9 storey apartments to a single family street is far from that. Our street is not like others. We have a special bond with our neighbours. This zoning change will devastate the beautiful and special place that our community in Halifax represents. We are proud to live near the excitement and lively student living. It is a special time for us seeing the new students getting dropped off by their parents for the first time in September. We welcome the students with open and maternal/paternal arms. Our small community of Dalhousie street and the houses that surround our street is a rare gem on the peninsula of Halifax. Children have grown up here on this street and new ones have been born. We have kids playing on the street, dogs in the front yards, and basket ball nets on the side of the street. Our special street has annual holiday get togethers, we shut down the street every year in the fall for a street party, and often have neighbourly driveway hotdog roasts. We are literally the type of neighbours who borrow a cup of sugar from each other. Not only are we close to each other, but we help boost cars from students that get stalled parking on our street, we dig others out during snow storms, and offer coffee, and a power bar to anyone (especially students walking down our street) during post hurricane power loss.</p> <p>The city recently spent over 1.5 million on street recapitalization for our street, adding a crosswalk, a speed table, and new sidewalks were built on either side of the street.</p> <p>We don't believe that changing the zone to HR-1 and 2 will achieve what the HAF is meant to accomplish. All of our neighbours have recently renovated, built, and upgraded their homes. We don't anticipate the turnover of houses to high-rise apartments will be swift. (Which, I understand, is the point of your zoning change). As well, high-rises, with a view of the arm will not be helping the missing middle nor students that are looking for a cheap place to rent.</p> <p>Not only is this wonderful neighbourhood helpful and kind, but the owners of these houses are important to the wellbeing of Halifax citizens. The consequence of chasing the professionals out of our neighbourhood will also be felt by the city and healthcare. Many medical and educational professionals on this street have chosen this area for the benefit of raising their family on a friendly street and being close and accessible to their jobs. Many of us are required to be at the hospital as soon as possible when on call, and this area is ideal for that.</p> <p>I urge you to revise the proposal zone change from HR-1 and 2 on Dalhousie street and surrounding houses to something that is more attainable and attractive to all current and future residents of our street. A zone change to ER-2 or 3 would be gentler densification and more accepted by our neighbours.</p>	No

	<p>Thanks for you time (REDACTED)</p>	
<p>C464</p>	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello (REDACTED),</p> <p>Thanks for providing your comments. I have copied the HAF email so your correspondence can be included with the rest of the feedback we have received.</p> <p>Regards,</p> <p>Lindell - LINDELL SMITH COUNCILLOR - DISTRICT 8 HALIFAX PENINSULA NORTH C. 902.579.6975</p> <p>NANCY VINER COUNCIL COORDINATOR P. 902.490.4086 E. Vinern@halifax.ca</p> <hr/> <p>Hello Councillor Smith,</p> <p>I am writing to express my support for the proposed changes outlined in MINORREV-2023-01065. As a North End resident, I am keen to see my city increase residential density so that more folks can benefit from a walkable community. I live within a 15-minute walk of nearly everything I need in a regular week -- groceries, farmer's market, pharmacy, restaurants, etc. -- and am near several major bus routes that can take me further afield. The ability to live comfortably without the expense or emissions of a car is something I value greatly. I understand that my reality is not an option for some people, but it would perhaps be feasible for more people if they were able to live in a community like mine.</p> <p>In addition, having undergone apartment searches several times in the last 5 years (oh my gosh what a miserable time), I whole-heartedly support boosting the number of available units through increased density, particularly in areas that serve students and folks who work on the peninsula. Alleviating the stress of trying to find a home in a highly competitive rental market would be a blessing to many people.</p> <p>Thank you for your time, and I hope this email found you happy, healthy, and unencumbered by snow.</p>	<p>No</p>

	(REDACTED)	
C465	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>To answer your question, the zoning is proposed to change in the Grant Street Special Area from ER-1 to ER-3. However, the Grant Street Special Area will remain in the Land Use By-Law, and site specific controls in this area that were adopted as part of Centre Plan, including a lower lot coverage, lot requirements, and side yard setbacks, are proposed to remain.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>As a resident of Grant St Halifax it is my understanding that Grant Street and part of Young Avenue were under a restriction that limits any significant changes to height and expansion to the current residences on this street.. in fact, this restriction was noted in the Chronicle Herald about a year- year and one half ago . Has this special designation been changed as it applies to GrantSt ? This street has been recognized for its community nature in part supported by it being a dead end street. As you have probably become aware, we are VERY concerned about this proposed change and the implication of changing the previously granted special designation. Please represent my opinion to the decision makers. (REDACTED)</p>	No
C466	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello,</p> <p>I have looked at the proposed zoning changes and write to offer the following comments.</p> <ol style="list-style-type: none"> 1. It is important to increase available housing. 	No

	<p>2. It is important that new housing include subsidized housing for those in need. There was a time when rental buildings used to have to have a percentage of units allocated as subsidized housing. It would be good to introduce such a policy.</p> <p>3. Current proposal seems to advantage developers. Where is the advantage for renters? Is the assumption that capitalism will take care of this (it is a mistake to assume that more units will mean cheaper rents).</p> <p>4. 40 storey buildings along Agricola, Quinpool, Chebucto and Gottigen seems excessively. It would be preferable to achieve the total number of desired units by having more buildings at reduced height (e.g., some smaller townhouses like on Pepperell street, smaller apartment buildings like on Quinpool (TED building) and on Robie (across from Atlantica Hotel)</p> <p>5. I worry deeply about congestion on the peninsula. How is this being dealt with?</p> <p>I hope you can share these concerns with those responsible for decision-making.</p> <p>(REDACTED)</p>	
<p>C467</p>	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Greetings:</p> <p>I am writing with concerns regarding the proposed rezoning of Victoria Road between Frances Street and Cherry Drive that seeks to change the zone from ER-3 to Corridor zoning allowing up to 7 stories. I have lived on Slayter Street for the past 21 years and agree with many of my neighbours that there is a need for increased housing options in HRM, but I strongly feel that this proposed change will have a significant negative impact on the Brightwood neighbourhood and surrounding areas. I propose that a softer step down between single family homes on Slayter Street, Cherry Drive, and France Street would be more appropriate.</p> <p>A maximum of four stories between Cherry Drive and Frances Street would have a positive effect to support the need for more housing options while minimizing the negative impact in the Brightwood community. There is no requirement for developers to provide parking solutions for residents, potentially leaving adjacent neighbourhood streets as their only option for parking resulting in transforming these neighbourhoods into parking lots.</p> <p>There are currently numerous approved development proposals for large, multi-unit residential buildings within a one kilometer radius of this area, so the increase on Victoria Road through "Gentle Density" allowing up to four stories would best fit this proposed change for this neighbourhood at the same time as adding the needed new housing options.</p> <p>Thank you.</p> <p>Respectfully, (REDACTED)</p>	<p>No</p>
<p>C468</p>	<p>Hi (REDACTED),</p>	<p>No</p>

	<p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To those with responsibilities for the proposed re-zoning of Halifax Regional Municipality (HRM) and the City's application to the federal Housing Accelerator Fund.</p> <p>I strongly oppose the proposed re-zoning in the residential areas that border downtown Halifax, and in particular the proposal to change the zoning in the Connrose neighbourhood from ER-3 to ER-2. I am a resident of the Connrose neighbourhood and chose to move here specifically because of the uniqueness of single family residential homes, mainly with young families, in close proximity to the downtown core, walking distance to schools and recreation. When my husband and I moved to Halifax less than ten years ago, a major factor in our decision was the uniqueness of being able to live in a single family home oriented neighbourhood and still be part of the city. Our neighbourhood is safe and walkable, allowing single-family homes with multiple generations to be part of the mixed density that contributes to the vibrant character of Halifax. The importance of having a neighbourhood like this within walking distance of the hospitals cannot be overstated. This neighbourhood, which we selected very carefully and moved to Nova Scotia to be a part of, has allowed my husband, a surgeon with a very busy (day and night) practice to get to the hospital quickly on foot in all weather conditions, while still allowing us to raise our three young children in a single-family home with a small yard. This is in stark contrast to options in other cities and changing this is very short-sighted. It is obvious to anyone who tours Halifax that there are many existing vacant lots that could be used to increase housing without sacrificing healthy and dynamic neighbourhoods. The proposed changes are not part of reasonable, thoughtful development, rather quite the opposite. Anyone who has chosen to live in these neighbourhoods is comfortable and supportive of density, otherwise we would be living out in the suburbs. These current zoning proposals seem reactionary and short-sighted and are not the only way of achieving the objectives of increasing housing nor are they in the long-term interests of HRM. I urge you to reconsider.</p> <p>Sincerely, (REDACTED)</p>	
<p>C469</p>	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To those with responsibilities for the proposed re-zoning of Halifax Regional Municipality (HRM) and the City's application to the federal Housing Accelerator Fund.</p>	<p>No</p>

	<p>I strongly oppose the proposed re-zoning in the residential areas that border downtown Halifax, and in particular the proposal to change the zoning in the Connrose neighbourhood from ER-3 to ER-2. I am a resident of the Connrose neighbourhood and chose to move here specifically because of the uniqueness of single family residential homes, mainly with young families, in close proximity to the downtown core, walking distance to schools and recreation. When my wife and I moved to Halifax less than ten years ago, a major factor in our decision was the uniqueness of being able to live in a single family home oriented neighbourhood and still be part of the city. Our neighbourhood is safe and walkable, allowing single-family homes with multiple generations to be part of the mixed density that contributes to the vibrant character of Halifax. The importance of having a neighbourhood like this within walking distance of the hospitals cannot be overstated. This neighbourhood, which we selected very carefully, has allowed me to get to the hospital quickly on foot in all weather conditions, while still allowing us to raise our three young children in a single-family home with a small yard. This is in stark contrast to options in other cities and changing this is very short-sighted. It is obvious to anyone who tours Halifax that there are many existing vacant lots that could be used to increase housing without sacrificing healthy and dynamic neighbourhoods. The proposed changes are not part of reasonable, thoughtful development, rather quite the opposite. Anyone who has chosen to live in these neighbourhoods is comfortable and supportive of density, otherwise we would be living out in the suburbs. These current zoning proposals seem reactionary and short-sighted and are not the only way of achieving the objectives of increasing housing nor are they in the long-term interests of HRM. I urge you to reconsider.</p> <p>Sincerely,</p> <p>(REDACTED)</p>	
<p>C470</p>	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello,</p> <p>I am writing to express my concerns about the proposed zoning changes in HRM. I do not agree with the changes and feel additional consultation is necessary. I am a homeowner on Shirley St and residents in my neighborhood are concerned.</p> <p>(REDACTED)</p>	<p>No</p>
<p>C471</p>	<p>Hi (REDACTED),</p> <p>Thanks for coming out to the meeting.</p> <p>To answer your questions – I've attached some fact sheets for the Corridor Zone and our transition policy which speaks to the regulations in place which enable a transition from a COR Zone to an Established Residential Zone.</p> <p>We're accepting feedback until today on the proposed plan that staff can use to finalize the proposed amendments. We'll continue to answer questions about the HAF proposed amendments by email at haf@halifax.ca. After today, residents will also be encouraged to send additional</p>	<p>No</p>

feedback to the Clerks Office (clerks@halifax.ca), this feedback will continue to be accepted until 3pm on the day of the public hearing (we don't have a date for this quite yet). More information will be available on our website closer to the public hearing date, including a detailed staff report detailing an engagement summary and analysis of the proposed changes will be available online. We'll do our best to communicate this date with members of the public.

And thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April.

All the best,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

Hi Joshua,

Thank you for your time on Monday night. As a fellow public servant who does public consultation (on fisheries, another passionate topic!), I can appreciate that it isn't easy to do sessions like that so thank you for taking the time. I have a few follow up questions based on the conversation on Monday.

First, you mentioned that there were protections associated with the corridor zoning for neighbouring properties, such as maintaining green space, ensuring privacy, etc. Could you please point me towards the specific details for those protections?

Second, I'd like to know more details about the next steps. Given the significant public interest are you planning on extending the consultation period, or does the city feel confident that they have adequately consulted the residents of HRM on this proposal in the original 4 week consultation period? Could you also give me more details on the next phase of public consultation and what our opportunities will be to provide input on the next version of the proposal? I'd also like to know when that consultation period will be and how you plan on notifying the public. As I mentioned in my last email, I was only made aware of this proposal through word of mouth so the notification system you used previously was insufficient.

Finally, after hearing more information I want to confirm that I do not support the proposal to re-zone Victoria Road from Frances Street to Cherry Drive as a corridor zone. Increasing heights from the current single family home size to a proposed seven-storey building is not a "gentle" increase. We do not need new commercial spaces, we are already within 10 minutes of multiple grocery stores, and 20 minutes to downtown Dartmouth. Traffic and parking in the area is already terrible, and drastically increasing density without requiring parking will exacerbate the problem.

Thank you again for your time. I look forward to your response to my questions.

(REDACTED)

Hi (REDACTED),

Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.

All the best,

	<p>Joshua adams, LPP, MCIP</p> <p>principal planner Community Planning - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>HRM Planning Department and Councillor Austin,</p> <p>I am writing to you as a homeowner on Slayter Street in Dartmouth to express my deep concerns with the proposed zoning changes in District 5 running along Victoria Road, specifically from Frances Street to Cherry Drive.</p> <p>Along with my neighbours and the broader Brightwood community I am very upset to learn about the aggressive zoning changes being proposed here from ER3 to corridor zoning. I am not opposed to progress or higher density living, in fact I happily live next to a triplex and I understand and appreciate the need for increased housing. That being said, proposing an increase from the existing 2 storey homes to 7-storey high rises is a drastic and unreasonable change. This kind of development in our backyards will have devastating effects on the neighbourhood and the residents of Slayter street who would be faced with a loss of privacy, a loss of light, a loss of green space, a loss of street parking, and a loss in the ability to enjoy our backyards in peace.</p> <p>As others have noted, there are already numerous approved development proposals for large, multi-unit residential buildings within a 1km radius of this area. Slayter Street has already become a common route to bypass traffic on Victoria Road, as evidenced by the introduction of traffic calming measures last year. Adding hundreds of residents onto a street that is already frequently gridlocked due to bridge traffic, along with the removal of requirements for developers to provide parking, would create a transportation nightmare.</p> <p>I am also concerned by the lack of communication on these proposed changes. As a resident who would be directly and, in my opinion, devastatingly impacted by these proposed changes, I had to learn about the proposal by word of mouth from neighbours. There has been no direct communication from the city informing property owners of this proposal which is very concerning. I would like to know more about how residents can provide input and how you will be considering our input. I would like to echo the sentiments of my neighbours in saying that retaining this one small city block as E3 zoning should not be problematic in the grand scheme of things. I would like to know more about the factors contributing to this proposal, and how you propose to protect property owners in the event that this proposal goes forward.</p> <p>I urge you to listen to the residents of Brightwood and consider a gentler approach to increasing density in this stretch of Victoria Road (Frances Street to Cherry Drive).</p> <p>Thank you,</p> <p>(REDACTED)</p>	
<p>C472</p>	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p>	<p>No</p>

	<p>To Whom It May Concern,</p> <p>I am a resident in the Connrose neighbourhood and I do not agree with the proposed zoning changes. Like others in the neighbourhood, I am upset with the urgent proposal and the potential unintended short and long term impacts in our neighbourhood.</p> <p>Amongst the many shared concerns, my specific concern lies within the school population and the already overcrowded classrooms. With the increase zoning, what is the plan the classrooms, and how will the increase in population be addressed in the schools? Are you working with the Halifax Regional Centre of Education to navigate these changes?</p> <p>I urge you to consider the short and long term impacts and would very much appreciate a pause in the proposal to consider the community's concerns.</p> <p>With gratitude, (REDACTED)</p>	
<p>C473</p>	<p>Hi (REDACTED),</p> <p>Thanks again for the additional feedback.</p> <p>Again, this information will be available to the public ahead of the public hearing, along with a detailed staff report to review. We do appreciate your concern, but our challenge is that it takes a significant amount of resources to prepare these analyses, and we like to have a final proposal before we complete the analysis. We're still at a point in time where there is flexibility, and we do expect to make some adjustments to the proposed zoning before finalizing, preparing the analysis, and presenting to Council,.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Thank you for the additional information.</p> <p>What would have been really useful for residents to have before today's deadline is summary charts for each zone showing what is currently allowed, and what would change if the proposals are approved. I said the same thing during the centre plan process. This should be required practice. Otherwise it is almost impossible for people to wade through all of the details and understand in a simple way, what the changes are that are being proposed.</p> <p>Best, (REDACTED)</p> <hr/> <p>Hi (REDACTED),</p> <p>All good, and I hope you're getting along okay with the snow!</p> <p>I do want to share a little bit more information with you to help shed some additional light on your questions.</p>	<p>Yes</p>

Below is a table that was assembled by our Regional Plan team, showing a theoretical unit capacity, and I'll note there are many caveats to these assumptions in the table. While we may have a certain zoned capacity, for many different reasons it's not likely that all units are feasible. We need to create enough space for the market to respond, and it's difficult to predict how much uptake there will be. Even approved and permitted units don't necessarily get built, and although there are many large planning applications (like the Bedford Commons), these can often have a build out period of 10+ years, and really only represents a drop in the bucket of the number of units we actually need.

I'll also share the recent provincial housing needs assessment, that details our current housing shortage (approx. 20,000 units) , and our population estimates that we are working towards (currently growing by about 20,000 people per year). In short, staff do believe that the proposed changes to enable more density are largely necessary to support our short-term and long-term housing demand. That being said, there are still opportunities for us to refine the proposal before presenting to Regional Council. We'll be able to provide some more details in terms of analysis once we finalize our proposed amendments, which we won't do until after the initial consultation period closes on Friday.

Housing needs assessment: <https://novascotia.ca/action-for-housing/docs/provincial-housing-needs-assessment-report.pdf>

CMHC Market Analysis (Halifax starts at page 113): Rental Market Report - January 2024 (cmhc-schl.gc.ca)

HRM population projections: See attached

All the best,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

Hello Joshua,

You did indeed answer a number of the questions I asked. Thank you for that. I am sorry I haven't had a chance to acknowledge your response.

In my message to Councillor Smith, I certainly didn't intend to point fingers at the staff. I was referring to that fact that your response to four of my questions was that you are or will work on providing the requested information.

For the record and Councillor Smith's benefit, I have copied those questions and your responses below:

Q2. Have staff calculated how many additional units would potentially be allowed as of right if the amendments you are proposing are approved?

A2. Staff are currently working on this, more information will be available in March/April through a detailed staff report when the proposed amendments are presented to Regional Council

Q3. How many new housing units have already received some level of approval in the urban centre? I know that just the other day over 6,200 new units were approved for the Bedford Common, then there is Penhorn, the Motherhouse etc. Do you have a list you could send?

A3. We will work on assembling this list

Q4. In terms of new development applications that have already been received, but not yet approved, do you have a running count of how many new units those applications tendentially would create under the current bylaws?

A4. We will work on assembling this list

Q6. Would possible for your team to prepare a chart that shows what is currently allowed for each zone and then in another column, what would be allowed if the proposed amendments are approved? I know that would be very helpful for me in parsing the proposed changes and I suspect it would be a big help to others too.

A6. Staff are finalizing a number of fact sheets that will help to answer these and other frequently asked questions. More detailed information will also be available in March/April through a detailed staff report.

Without the benefit of the information your team is working on preparing, it is very difficult for residents to provide informed feedback on the HAC proposals. And even if we had all of this information now, it would be pretty close to impossible to digest such a huge amount of information in the very short window we have been given to provide comments.

So my request to Councillor Smith was meant to give staff more time to complete the analyses you are still working on, and to give residents (and Council) more time to digest the proposed amendments and provide informed input.

All the best,
(REDACTED)

Hi (REDACTED),

Thanks again for reaching out. I believe I did answer a number of questions you asked, but please let me know if there's anything else I can do to assist.

All the best,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

Good afternoon Lindell,

I am writing to request that Council delay the timeline for discussion of HRM's Housing Accelerator Fund proposal. The zoning changes that are being proposed are on a scale not seen since the development of the Centre Plan. Yet, residents were not engaged in the development of these proposals; staff are unable to answer fundamental questions about the implications of the changes; and residents have been given barely any time to respond. This is not the way to plan for our city's future.

Residents know there is a housing crisis and we want to be part of creating solutions, but this process simply does not provide that opportunity. So please, ask Council to put a pause on the current process and ask staff to put forward a new one that:

- gives staff time to assemble base-line information on approved and proposed new housing units and define clear goals and objectives for housing targets

	<ul style="list-style-type: none"> engages interested residents in developing options for how to meet housing targets and provides an opportunity for the wider community to provide feedback on proposed options <p>Thank you in advance for your support.</p> <p>Best, (REDACTED)</p>	
<p>C474</p>	<p>Hi (REDACTED),</p> <p>Thanks for attending the meeting, and thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To HRM Staff, Councillor Sam Austin, and Mayor Savage Re: Proposed HRM Centre Plan changes in District 5 (Victoria Road - Brightwood Community) and Housing Accelerator Fund (MINORREV-2023-01065) HRM Centre Plan changes proposed in District 5.</p> <p>I attended the Brightwood neighbourhood information session (held on Monday February 12, 6:30 p.m. at the Brightwood Golf Club) about the proposed amendments to municipal planning documents to support the federal Housing Accelerator Fund (HAF) agreement with the Halifax Regional Municipality (HRM).</p> <p>I listened to the reasons for re-zoning the north block of Victoria Rd. between Cherry Dr. and Francis St. from ER-3 to COR. I do not support the arguments made for zoning changes that would allow for seven story buildings, but do support the establishment of a zone of quiet density that would limit buildings to three stories.</p> <p>One of the justifications made for changing the zoning on the north block of Victoria Rd. between Cherry Dr. and Francis St. was the need to extend the existing "corridor" zoning on Victoria Rd to link two high density residential zones. I agree that Victoria Rd is a major link from the highway to the MacDonald bridge. Given this, there is high traffic during commuting times. This is an issue that will eventually need to be addressed, possibly by widening the street.</p> <p>Allowing corridor zoning in the proposed area of Victoria Rd to go up to seven stories will result in buildings that are out of proportion with the adjacent Brightwood neighbourhood. I request a lower corridor building limit, this has precedent with other areas that back onto established lower height neighbourhoods. Limiting the number of stories to three along the proposed corridor facilitates the development of the "missing middle" housing while preserving an established residential neighbourhood. Lower story buildings appropriately distanced from Victoria Rd (in case the road needs to be widened in the future) that have appropriate setbacks from single-family homes in the Brightwood neighbourhood could be a win-win situation. The setbacks could be used to provide parking for residents, so they do not have to park on the street. Parking needs to be part of the zoning. The need for parking is substantiated by recent HRM snow removal problems due to the number of vehicles parked on the street.</p> <p>In summary, maintaining established residential areas that have a "sense of community" and increasing housing density in a thoughtful, tailored approach is beneficial to Dartmouth.</p>	<p>No</p>

	<p>Sincerely,</p> <p>(REDACTED)</p>	
C475	<p>Hi (REDACTED),</p> <p>Thanks for your email. Sackville Drive is generally outside of the area being prioritized as Opportunity Sites through the Housing Accelerator Fund Amendments Package but we would be happy to consider a development request for this property through the ongoing Suburban Planning process. Submissions can be sent to suburbanplan@halifax.ca and should provide an overview of your request as well as any supporting rationale or other documentation you may have available.</p> <p>Please feel free to reach out if you have any questions or would like additional information.</p> <p>Kind Regards, Kathleen</p> <p>KATHLEEN FRALIC MCIP LPP SHE/HER</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING – SUBURBAN PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello.</p> <p>I'm wondering if sites like (REDACTED) are eligible for the Housing Accelerator Fund? The current height limit is 50' from Sackville Drive, and an application for a 7-storey DA is in the early status in the planning department. Could we suggest changing the height limit to 9 stories on this site? With this height our unit to parking space ratio would be 1:1, So I believe this height is reasonable and realistic for this site.</p> <p>I appreciate you looking into this further.</p> <p>Regards,</p> <p>(REDACTED)</p>	No
C476	<p>Noted. Thank you.</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Thanks Joshua,</p> <p>Below it should say 'drug users, drug pushers' if you would like to correct that. Darn auto-correct!</p> <p>Thanks,</p>	

	<p>(REDACTED)</p> <hr/> <p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Firstly we want to say that my family have been living in this neighbourhood for 31 years. And despite what the politicians like to think - we DO matter.</p> <p>We understand there is a proposal to alter the character and nature of our neighbourhood. This proposal will to try and jam several apartment buildings and townhouses with a small green area along Sherwood street (that 30+ years ago was earmarked to be a high school). We want to emphasize that that is not acceptable.</p> <p>If they want to develop that area area with more single family dwellings like sort of houses that the rest of greater Colby Village - so be it (I'm not sure why they haven't done years ago).</p> <p>The sort of development I'm reading about will turn Sherwood Street into a busy thoroughfare - much like Caldwell Rd is now with heavy traffic. So much for our quiet neighbourhood.</p> <p>Apartment renters do NOT have the same stake in a neighbourhood as owners do. The proposed new areas will quickly be run down - garbage strewn dens of inequity. The unspoken real purpose of this development is for low-income housing. So this neighbourhood will turn into another Highfield Park failed experiment. A den of criminals, thieves, deal users, deal pushers, prostitutes, strippers, pimps - and their victims. Break ins (house and car), assaults, etc will be the norm.</p> <p>If you want to do you a social experiment - which fails everytime - do it in your own neighbourhood!</p> <p>This area is already trying to recover from the nearby native pot stores at the foot of Sherwood and all the miscreants and questionable characters they attract. The loud music, screeching and speeding cars, etc. Now you want to do more of the same at the other end of Sherwood.</p> <p>There is all kinds of undeveloped woodland just a little further down Caldwell Rd beyond the Kiwanis Beach area. Why don't you develop there?</p> <p>There are 4 votes in this house watching this closely.</p> <p>Thanks, (REDACTED)</p>	
C477	Hi (REDACTED) and (REDACTED),	No

	<p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To whom it may concern,</p> <p>I strongly oppose the proposal to create new high-rise (HR-2) zones on top of residential blocks that touch Robie St, Tower Rd, and Gorsebrook Ave, across from the Saint Mary's University campus. This proposed zoning permits nine-story highrises and commercial space down the middle of our streets of multi-generational family homes. This proposal by HRM goes beyond Minister Fraser's objective and has been thrust upon residents without proper consultations and input, and in a time frame that is far from transparent or fair - a few weeks. We are requesting greater opportunities for meaningful consultation and engagement.</p> <p>HR-2 high-rises are massive concrete structures and are not the "missing middle" that HRM indicated is needed. HR-2 high-rises abutting and replacing residential housing are not the "gentle density" which HRM seeks to promote. Like Councillor Wayne Mason stated in his January 29, 2024 newsletter, we also support the missing middle: duplex side-by-side/stacked, fourplex stacked, courtyard building, cottage court and townhouse only. This is in keeping with stick frame construction, which will also provide more rapid housing. These increases in density may be appropriate for the area, as long as there are policies in place that incorporate design elements that fit within a residential neighbourhood. Furthermore, it is imperative that HRM provide the necessary planning for additional traffic and safety considerations, greenspace and recreation, and give thorough consideration to the municipal infrastructure required.</p> <p>Many thanks for your consideration,</p> <p>(REDACTED)</p>	
<p>C478</p>	<p>Hi (REDACTED),</p> <p>Thank you. Confirming receipt of your comments.</p> <p>Hope you're making out okay with all the snow.</p> <p>Best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Included are some pictures taken today in front of unsafe traffic condition taken at rush hour traffic at the end of Sherwood. This is an every day occurrence where we are crossing the yellow line to pass the weed shop line while our kids ask us what the skunk smell is! I'd like to know what I should say because at some point they are going to realize that you can buy legalized weed from 5 stores in our neighbourhood across from Sherwood. I'm sure the extra 200 + people in the affordable housing development will contribute to their profit. As the demand increase, I'm sure it won't be long before we get our 6th legal drug shop. Wonderful appearance for our Cole Harbour family neighborhood.</p>	<p>Yes</p>

	<p>We aren't interested. Sorry for the rant but this is ridiculous</p> <p>(REDACTED)</p>	
<p>C479</p>	<p>Hi folks,</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Good morning,</p> <p>Please find attached a response to the proposed HAF amendments from Public Health - Central Zone.</p> <p>Thank you, (REDACTED)</p> <p>(REDACTED) Nova Scotia Health is located in Mi'kma'ki, the unceded & ancestral territory of the Mi'kmaq people. I recognize that the African Nova Scotian peoples' histories, legacies and contributions have enriched the part of Mi'kma'ki known as Nova Scotia for over 400 years.</p> <p>(REDACTED)</p>	<p>Yes</p>
<p>C480</p>	<p>HI (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To HRM Staff and Counsellor Sam Austin,</p>	<p>No</p>

	<p>I am writing in regard to the recently proposed HRM Centre Plan changes. I am aware of the new Housing Accelerator Fund and the urgent need to create more and denser housing in our city. I am supportive of many of these changes and appreciate the hard work HRM Staff continue to do to support our beautiful, vibrant and growing city. Creating options for denser housing that is appropriate for each community makes sense to me.</p> <p>I am concerned about the proposed height increase allowance from 3 stories to 7 stories on Victoria Road.</p> <p>We live at the corner of Thistle and Victoria and have seen the traffic volumes increase over the last 12 years. The impact on our specific corner has been noticeable and even allowing our children to cross at the lights was a very scary idea having personally witnessed many accidents and 1 death.</p> <p>I understand the need for more housing, but without proper infrastructure in place BEFORE density increases, the quality and fabric of our neighborhood will be significantly damaged.</p> <p>I know for certain a 7 story buildings further along Victoria would result in extremely abrupt changes to traffic volumes, blocking most of the daylight Slayter St receives and replacing this with glass, concrete, increased noise, lights, waste and lack of privacy.</p> <p>Our children grew up playing and riding along idyllic Slayer st. These changes would drastically change the feel of this quiet residential oasis.</p> <p>Please understand I am not a "not in my backyard" kind of person, but I do believe as a home owner and tax payer in this community I deserve some respect and consideration.</p> <p>I have been reading, listening and learning about the proposed Centre Plan Changes. I am all for gentle density, missing middle and transitional principles of urban design. I am aware of the function of Corridors. I am asking that HRM planners specifically consider the consequences 7 story buildings on Victoria Road would have on Slayter Street. And the surrounding Brightwood neighbourhood.</p> <p>I understand we want to double the NS population by 2050, but effectively that will likely mean almost tripling the current HRM population.</p> <p>Given the current housing crisis and lack of infrastructure, perhaps we should pump the brakes and consider the best way to grow the province in a sustainable manner.</p> <p>I have felt a considerable change in the culture of the city in the last 5 years. And if we continue on this path, I am not sure this is the kind of community culture I will want to live in 10-15 years from now.</p> <p>Sincerely, (REDACTED)</p>	
C481	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP PRINCIPAL PLANNER</p>	No

	<p>COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To whom it may concern,</p> <p>I am concerned about the zoning changes being proposed for the Brightwood neighbourhood.</p> <p>The proposed changes to Victoria road zoning to “Corridor” housing without doing a traffic impact study seems short sighted. Given that the zoning doesn’t require developers to provide parking also seems like it will negatively affect our neighbourhood.</p> <p>I urge you to reconsider the zoning as corridor and instead change it to gentle density (ER-3). I also expect any zoning changes to be accompanied by infrastructure impact studies (traffic in particular).</p> <p>Thank you,</p> <p>(REDACTED)</p>	
<p>C482</p>	<p>Hi (REDACTED),</p> <p>There will be a public hearing to discuss the proposed changes at Regional Council, though it has not yet been scheduled. We will be sure to send an update when more information around the meeting timing is available.</p> <p>The request is being considered as part of the Federal Housing Accelerator Fund amendments package being brought forward. Additional information on this project is available at www.halifax.ca/haf.</p> <p>Please feel free to reach out if you have any additional questions, Kathleen</p> <hr/> <p>Info is good for certain. I am interested when if any there is a public forum to discuss and if you could tell me how thin development got this far along without that amount of diligence. I would appreciate any info now and future thank you Sent from my iPhone</p> <hr/> <p>> Hi (REDACTED), > > Thank you for your email. We have received your comments and will review them as we prepare our final recommendations to Regional Council. > > If you are interested in receiving updates on the Housing Accelerator Fund Amendments Package and the ongoing Suburban Planning process, we would be happy to add you to our mailing list. > > Kind Regards, > Kathleen > > KATHLEEN FRALIC MCIP LPP > SHE/HER > > PRINCIPAL PLANNER > COMMUNITY PLANNING - SUBURBAN PLAN > PLANNING & DEVELOPMENT</p>	<p>No</p>

	<p>></p> <p>> To whom it may concern. The schools here are at capacity. The > narrowing of Caldwell for a bike lane that the cyclists (not children > on bikes) will not use in an area that should never have been rezoned > is a betrayal of public confidence at the very least. How is this > effective planning? Better to at least go to the end of Atholea where > there is large tracts of open land than to cram yes cram housing into > an area residents have called home for decades. Sherwood is also a > main fire route for Colby south. Has the parking g issue been thought > thru? Will these apartments have underground? I hope so. I urge you > to do right and stop re-zoning residential areas this way. Between a > VLT casino, five cannabis dispensaries and the destruction of > effective traffic flow, this on top of that is just one more bad call. > Build this project in an area that makes more sense I implore you > Sincerely (REDACTED) > (REDACTED) > Sent from my iPhone</p>	
<p>C483</p>	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To those with the responsibility for the proposed rezoning of HRM:</p> <p>I would like to register my opposition to the proposed rezoning in the residential blocks surrounding St. Mary's University.</p> <p>I live on Greenwood Ave and I agree that there is a need to create more affordable housing in the Municipality but doing it properly and not just allowing developers to destroy neighbourhoods is important. Allowing 9 story high rises to be built on streets surrounding the university that will be too expensive to attract students and it will not fulfill what the Housing Accelerator Fund is intended to do. More high end condos will not provide the much needed affordable housing. Increasing density near the universities has been identified as a favored direction to address the problems international students have in finding housing. That might be true for universities in Cape Breton and other smaller cities but St Mary's have not asked for this and students do not have an issue finding housing. With the reduction of the number of international students, the need will be even less. If more student housing is needed in the future St Mary's has the option of building residences on campus now.</p> <p>Affordable housing would be more efficiently accomplished by building on the many empty lots in the city such as Bloomfield property, St Patrick's Alexandra School property, St. Patrick's High School property, to name a few.</p> <p>You have proposed to change our neighbourhood from and R1 to ER-3. I feel that ER -2 would increase the density without totally destroying the neighbourhood.</p>	<p>No</p>

	<p>I urge you to reconsider the drastic change in zoning from R1 to ER2 not ER3.</p> <p>Thank you</p> <p>(REDACTED)</p>	
<p>C484</p>	<p>Hi (REDACTED) and (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Dear Wayne Mason et al,</p> <p>The planned re-zoning of the south end of Halifax makes absolutely no sense. In addition to the many concerns raised by residents in this area, the building of high rise buildings up to 12 stories or lower town houses, that exceed the height of single dwellings, will have a very negative impact on tourists visiting the area, particularly Point Pleasant Park, by foot, car or bus.</p> <p>Every year cruise ships hire many buses that go along Tower road with commentaries about the University and the local architecture of the houses with their well-tended gardens. These are photographed by visitors going to and from the park and to its Shakespeare by the Sea performances in the summer. These visitors provide a huge income, for the city and local businesses, which is likely to decline if the south end of Halifax becomes less attractive and more congested. The proposed zoning will spoil the tourist experience and in no way provide housing that will be less expensive than existing high rises or town housing,</p> <p>The additional cost for sewer and other services will be an ever increasing charge on city finances. The increased traffic on the narrow roads in this area will make bus travel slower and more difficult. This will cause city bus and snow clearance costs to rise significantly for an indeterminate time, soon negating the impact of any lump sum, short term, windfall from the Provincial and/or Canadian governments.</p> <p>In conclusion, there is no positive outcome to this re-zoning. I trust that you will vote against the re-zoning and persuade other counsellors to do the same.</p> <p>Yours sincerely,</p> <p>(REDACTED)</p> <p>-----</p> <p>(REDACTED)</p>	<p>No</p>
<p>C485</p>	<p>Hi (REDACTED),</p>	<p>No</p>

Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.

Just want to clarify for the public consultation, staff launched the website and started the consultation on January 17. Information was shared in Councillor newsletters, on the main page of Halifax.ca, and on HRM digital screens, and through paid ads (Facebook, X, Instagram and LinkedIn). There will be further opportunity for public comment at the public hearing.

All the best,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

I don't support the proposed ER-3 zoning changes. There are people who currently live in these areas. If you are looking to make affordable housing for students, build a satellite school/campus and fund shuttle buses or improve the Metro transit. This will help develop the greater HRM area. If you are looking to make affordable housing for the unhoused, build housing for low-income individuals and families where they currently are, in Victoria Park, the Commons, or Grand Parade.

The lack of transparency in these discussions is appalling. This proposal, released just 10 days ago, was never communicated to residents of these areas. And still the City of Halifax had the audacity to set a 2-week deadline to send an appeal on this matter--this matter that was not communicated to its residents in the first place. This is sly. This kind of move reeks corruption. What is your purpose? What is your goal? Who gets priority in becoming housed in Halifax? How will you guarantee that the most marginalized in our community will have security in this country?

The proposed ER-3 zoning change is superficial and deceiving. If you actually cared for the residents of Halifax, you would speak with us directly, try to mediate our concerns, gain our consensus, and together we could make a better Halifax for residents both old and new.

I do not support the proposed ER-3 zoning change.

(REDACTED)

Tracking No.	Comment	Attachment
C486	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>To provide some additional context, we're currently soliciting feedback on a staff proposal that would enable more density citywide. Changes are needed to the planning framework due to the current housing shortage (estimated at approx.. 20,000 units) and high population growth we have been experiencing (approx. 20,000 new residents each year), and we expect this growth to continue as we are planning for 1 million residents by 2050. That being said, the proposal is subject to change, we've been receiving a lot of feedback from residents and staff will take this into consideration when finalizing the proposed changes. The amendments will then be presented to Regional Council for consideration, and there is an additional opportunity for public input as part of the public hearing process at that time.</p> <p>I'll link a June staff report which explains a lot more about the Housing Accelerator Fund program and the intended use of the funds. Note that the proposed changes today are just one component of the broader program, and the proposed changes are really just focused on enabling more density across the municipality. Report: https://cdn.halifax.ca/sites/default/files/documents/city-hall/regional-council/230606rc1514.pdf</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello,</p> <p>My name is (REDACTED)</p> <p>I am a resident living in the South End of Halifax</p> <p>I am writing in concern of the Proposed Zoning Changes that is being induced by the Federal Governments' Housing Accelerator Fund.</p> <p>Firstly I would like to explicitly state that I do not support these proposed zoning changes for ER-3 housing.</p> <p>I also would like to emphasize my dissatisfaction and disappointment to the municipal government for the lack of notice on this matter.</p> <p>To me this behaviour seems that the city does not have the best interest of residents who are already living in this area.</p> <p>There are so many empty lots that exist already in this neighbourhood yet why does it seem that the city is adamant on sneaking around to claim this specific area?</p> <p>If its in the best interest of providing housing that is affordable and accessible why isn't the additional spaces that the city already own being used. Such as Gorsebrook Park, Citadel Hill, Parts of Commons Area.</p>	No

	<p>Another reason why I cannot trust this development is the lack of notice and the lack of infrastructure developments. If I may point out the city is cluttered, and disorganized. To me it seems everything is being put down for the money and money only. The lack of development in the widening of roads and the lack of sustaining smooth roads for accessible needs is another red flag as well. The lack of widening of the road is also a disregard to the citizens mental health. The other day I was walking down Wellington street and noticed that the houses across from the new complexes no longer get proper sunlight.</p> <p>If you do intend on using these housing complexes for affordable units then what is the approximate of a bachelor, one bedroom, or two bedroom apartment.</p> <p>If the municipality have the intentions of providing housing for homeless, low income families, students, marginalized groups will you be subsidizing the cost of it for them? Unless if the city is able to pay for these subsidies then this plan to me doesn't seem like it should work.</p> <p>Another perspective is demolishing and construction who and/or what party is paying for these budgets in this plan? The funding for this federal budget plan seems like it won't be enough to sustain these housings and if the municipal government fails financially to build these housing complexes, will these newly attained properties be sold to privatized company in order to benefit the treasury of the city?</p> <p>Just exactly how much money is the city making from this and how much is going back to the community. If there is no clear and concise transparency in the use of the budget then I cannot and will definitely not be able to agree to this proposal.</p> <p>If the intent of expanding Saint Mary's University is in the best interest of your minds, why not take the Dalhousie approach and buy the properties one by one instead of essentially kicking us out.</p> <p>Why not introduce off campus locations or even a new institution that is outside of the downtown in order to improve the development in said area.</p> <p>With the current state of the city, the lack of parking spots and the increasing of fines and parking tickets, it will negatively impact in way that will cause the economy to become even more stagnant. Those who were barely getting by will no longer be able to purchase as frequently as before and your income from HST will drop exponentially.</p> <p>There are so many factors that come into play into this situation that I am simply appalled at how vague and broadly the steps and methods are explained for this plan and the fact that the city essentially tried to sneak this behind our backs.</p> <p>Again I would like to state that I do NOT support this proposal to change the zoning in our neighbourhood.</p> <p>And I would once again like to emphasize my dissatisfaction and disappointment to the behaviour of the municipality. It is unfortunate that I have lost a lot of respect for this city and the people who think this proposal is the answer.</p> <p>I accept a response within the next day,</p> <p>"Thank you,"</p> <p>Furiously,</p> <p>(REDACTED)</p>	
C487(1)	Hi (REDACTED),	Yes

Thanks for the clarification.

I'll link a June staff report that provides a details of the City's application, and how the funds will be allocated:
<https://cdn.halifax.ca/sites/default/files/documents/city-hall/regional-council/230606rc1514.pdf>

All the best,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

Good morning, Joshua,
Thank you for your quick response and clarification, yesterday.

The properties approved on Harlington Crescent are PID40177537 and 40177545.
The ladder contains a three story Affordable apartment building. Its removal is disturbing. Additionally, any high-rise development on these properties will severely compromise our community. We will be protesting against this approval, hopefully, with the assistance of Councillor Morse
The other question that remains is: how will the \$79 million of federal funding be allocated.

Thank you!

(REDACTED)

Sent from my iPad

On Feb 15, 2024, at 5:51 PM, Federal Housing Accelerator Fund <haf@halifax.ca> wrote:

Hi (REDACTED),

Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.

I just want to clarify, the projects you have highlighted are not being recommended for rezoning as part of the Housing Accelerator Fund. On the interactive map, properties highlighted in green are being recommended for rezoning, whereas properties in red are not being recommended at this time.

I hope this clears things up.

All the best,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER

	<p>COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Please share my letter with all Councillors, the Mayor and planning staff.</p> <p>Thank you!</p> <p>(REDACTED)</p> <p>Sent from my iPad</p>	
C487(2)	<p>Hi (REDACTED) –</p> <p>Thanks for cc-ing me. Budget Committee had a discussion about the Housing Accelerator Funds during the HRM Planning budget discussion on Wednesday. HRM will receive the funding in stages over several years as work is completed. The first allotment of funds is about \$19 million and most of it will be spent on staffing. HRM will spend about \$13 million to hire planners and other staff needed to support review of housing plans (otherwise HRM would need to cover these costs through taxes). About \$2 million will be used to support office conversions. I see Joshua has provided more details in his response about the remainder of the funds.</p> <p>I'm available by phone (<i>redacted</i>) for the next few hours if you would like to talk about the Harlington Crescent proposal.</p> <p>Kathryn</p> <p>COUNCILLOR KATHRYN MORSE DISTRICT 10 HALIFAX – BEDFORD BASIN WEST (FAIRVIEW, CLAYTON PARK AND ROCKINGHAM) KATHRYN.MORSE@HALIFAX.CA 902.497-7278</p> <p>COUNCIL COORDINATOR: SARAH AGAREN EDJEMUDIARE SARAHAGAREN.EDJEMUDIARE@HALIFAX.CA 902-943-1169 TO RECEIVE THE DISTRICT 10 E-NEWSLETTER, PLEASE EMAIL SARAHAGAREN.EDJEMUDIARE@HALIFAX.CA</p> <hr/> <p>Good morning, Joshua, Thank you for your quick response and clarification, yesterday.</p> <p>The properties approved on Harlington Crescent are PID40177537 and 40177545. The ladder contains a three story Affordable apartment building. Its removal is disturbing. Additionally, any high-rise development on these properties will severely compromise our community. We will be protesting against this approval, hopefully, with the assistance of Councillor Morse The other question that remains is: how will the \$79 million of federal funding be allocated.</p> <p>Thank you!</p>	See 487 (1)

	<p>(REDACTED)</p> <p>Sent from my iPad</p> <hr/> <p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>I just want to clarify, the projects you have highlighted are not being recommended for rezoning as part of the Housing Accelerator Fund. On the interactive map, properties highlighted in green are being recommended for rezoning, whereas properties in red are not being recommended at this time.</p> <p>I hope this clears things up.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Please share my letter with all Councillors, the Mayor and planning staff.</p> <p>Thank you!</p> <p>(REDACTED)</p> <p>Sent from my iPad</p>	
C488	<p>Hi (REDACTED),</p> <p>Thank you for your email. The development request you identified is being considered through our ongoing Suburban Planning process. Regional Council initiated the Suburban Planning process in July 2023 and, through this project, we will be reviewing and updating land use policy and regulations for all properties in HRM's Suburban Area. As part of this work, we are accepting site specific development requests from property owners for consideration. When we are reviewing these requests, we are generally looking to identify an appropriate zone, with standardized rules and requirements, rather than creating site specific policy. As a result, submissions are very high level, as they will ultimately only be able to build whatever is enabled under the zone they are given, regardless of their current proposal.</p> <p>There will be many opportunities to participate in engagement as part of the Suburban Planning process. If you would like to receive updates as the project moves forward and information regarding engagement activities as they become available, we would be happy to add you to our mailing list.</p> <p>Please feel free to reach out if you would like any additional information!</p>	No

	<p>Kind Regards, Kathleen</p> <p>KATHLEEN FRALIC MCIP LPP SHE/HER</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING – SUBURBAN PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello,</p> <p>Can you please provide more information about suburban development request SS098?</p> <p>Thank you, (REDACTED)</p> <p>Sent from my iPhone</p>	
C489	<p>Hi (REDACTED),</p> <p>Thank you for your email. We have received your comments and will review them as we prepare our final recommendations to Regional Council.</p> <p>If you are interested in receiving updates on the Housing Accelerator Fund Amendments Package and the ongoing Suburban Planning process, we would be happy to add you to our mailing list.</p> <p>Kind Regards, Kathleen</p> <p>KATHLEEN FRALIC MCIP LPP SHE/HER</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING – SUBURBAN PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Dear Halifax Regional Council and Councillor Trish Purdy,</p> <p>I am emailing you today to express my concerns over the proposed development project at 78 Sherwood Street (PID #40606345). The Municipality is planning to re-zone this parcel of land to construct 8 townhouses and 3 five-storey apartments, with approximately 198 units, to help relieve the housing crisis we are having here in HRM.</p> <p>The land at 78 Sherwood Street is an important green space for our community that has several health and wellbeing benefits to both residents and wildlife in the area. In addition, our community amenities such as schools, are at capacity and our road infrastructure lacks sidewalks and cross walks to ensure resident safety.</p>	No

I have many worries over this development especially given that this parcel of land is basically in my backyard. The following outlines my specific concerns and questions of how this will affect my community:

- 1) Increased traffic from the proposed development will be a safety risk to pedestrians and impact traffic in the community.
 - There are no sidewalks or cross walks anywhere on Sherwood Street and on many side streets in this community for that matter.
 - The proposed development will increase the volume of traffic putting pedestrians at risk.
 - There is already significant increased traffic on Sherwood Street with vehicles driving at excessive speeds as Sherwood is a cut through to Astral Drive and other side streets including the newer developed areas off Astral Drive, such as Colby South.
 - There are several turns which create blind spots for vehicles and community members including many children that need to cross the street at multiple points to access school busses and transit.
 - Recent economic development on Caldwell Road such as multiple apartment buildings and various commercial developments (cannabis shops) has increased the traffic and is causing circulation issues.

** If the proposed development project is approved, it will add additional traffic in our community increasing the safety risk to pedestrians and increasing the traffic circulation issues that already exist on Caldwell Road. This is a HUGE concern!

- 2) Additional strain on our existing water and wastewater infrastructure that is already at maximum capacity.
 - Can our existing water and wastewater systems handle this development?
 - With climate change and rapid urbanization, which is already an issue, can this potential development of 198 units affect Municipal Water systems and potentially cause water shortages in the area?
 - With nearby lakes, such as Morris Lake and Bisset Lake, will they be affected at all with this development with increase in storm water run-off, flooding, etc. since water drainage patterns will likely change?

** All valid concerns that need answers, validation, and reassurance to nearby residents.

- 3) Schools in the area are already at maximum capacity or over maximum capacity.
 - Caldwell Road Elementary, Astral Drive Elementary and Astral Drive Junior High are the local schools zoned in the area.
 - In recent years Astral Drive Elementary has added multiple portables to accommodate the increase in students.
 - The increase in student enrolment at these specific schools are expected to continue or increase over the next 7 years.
 - These projections do not include any additional residents from the proposed development.
 - Will school boundaries be changed because of this development? If so, this is a HUGE concern for the mental well-being of our children especially if new zoning results in a change of schools.

** If this proposed development is approved and goes forward, this will exacerbate the issues our schools are facing with more students than the infrastructure and teachers can support, placing at risk a safe learning environment and the quality education our children need and deserve to succeed. Below is a chart taken from HRCE website for the projected enrolment up to 2030, showing the schools are currently over max capacity:

Enrolment
Past, Current and Projected

Year	Caldwell Road Elementary (max capacity 385)	Astral Drive Elementary (max 435)	Astral Drive Jr High (max 462)
2030	330	435	487
2029	324	437	476

	<p>2028 330 453 471 2027 336 457 471 2026 333 457 492 2025 342 458 467 2024 343 460 481 2023 301 496 461 2022 350 490 482 2021 347 492 436 2020 322 485 438 2019 325 483 434 2018 305 466 426</p> <p>4) Environmental concerns and the protection of green space areas to support the health and wellbeing of community members.</p> <ul style="list-style-type: none"> - The proposed development area is currently a green space that is used by the community for nature walks. - According to the Government of Canada and a large body of research evidence, green spaces, like the one on Sherwood Street have a number of significant human health benefits including noise reduction, shade for cooling in the summertime, and the ability to reduce the negative impacts of flooding and air pollution. - The Sherwood Street green space also has several mental health benefits to our community which helps alleviate stress by providing a relaxing environment for physical activity. - In addition to the human health benefits, the proposed development site is also frequented by wildlife such as deer and pheasants. - Due to its important ecological characteristics (e.g. tall grass, shrubs and trees), this area supports multiple species of birds, bees, butterflies and other pollinators that are essential to biodiversity, food security and human survival. <p>** If this proposed development is approved, it will destroy vital habitat for species at risk, negatively impact Nova Scotia’s biodiversity and negatively impact the human health and wellbeing of the community by destroying important ecological services.</p> <p>Other factors that cause huge concerns:</p> <ul style="list-style-type: none"> - Decreased property values and changed zoning for possible increased taxes. - Transient residents coming and going that will shift the community dynamics. - Noise Levels and loss of privacy. <p>Thank you for the opportunity to raise my concerns. Although I am not opposed to housing development to help relieve the housing crisis in HRM, given the significant impacts the proposed Sherwood Street development project will have on our community and environment, I strongly urge the Halifax Regional Council to reject this proposal.</p> <p>Sincerely, (REDACTED)</p>	
C490	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p>	No

	<p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Good Morning,</p> <p>I am writing to voice my opposition to the possibility of adding a 7 story building on Duffus Street. While the current proposal allows for 5 stories on Duffus St I feel that is far too high for the neighborhood, let alone 7 stories.</p> <p>This is opposite the historic Hydrostone district and does fit in with the area. Please stop the overbuilding on the peninsula. Unfortunately, far too much damage has already been done.</p> <p>Respectfully,</p> <p>(REDACTED)</p>	
C491	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To whom it may concern,</p> <p>I do not agree with the proposed zoning changes. Additional consultation is necessary. Residents of the peninsular neighbourhoods are upset and request consultation.</p> <p>We see the need for urgent new housing solutions, but want to ensure there is an appropriate mix of housing density that is also at a variety of price points so to solve our housing crisis.</p> <p>Already in our central neighborhood we have seen increased buildings along Almon, Robie, North and Bayers but none of these options provide any affordable solutions for students or the unhoused.</p> <p>Please put a pause and engage the residents more in your planning. Sincerely</p>	No

	(REDACTED)	
C492	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>To provide some additional context, we're currently soliciting feedback on a staff proposal that would enable more density citywide. Changes are needed to the planning framework due to the current housing shortage (estimated at approx.. 20,000 units) and high population growth we have been experiencing (approx. 20,000 new residents each year), and we expect this growth to continue as we are planning for 1 million residents by 2050. That being said, the proposal is subject to change, we've been receiving a lot of feedback from residents and staff will take this into consideration when finalizing the proposed changes. The amendments will then be presented to Regional Council for consideration, and there is an additional opportunity for public input as part of the public hearing process at that time.</p> <p>These changes are not intended to address homelessness or provide deep affordable housing – these are separate issues that require mor coordination with other levels of government. The proposed changes are really intended to provide a framework that ensures we can accommodate our short-term and long-term population needs.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>I am a resident in south end area. I don't support these proposed zoning changes for my neighbourhood. I haven't heard until my neighbour brought the information paper, but the information was supposed to be provided by the people who are proposing long time before as public meetings, information newsletter, etc. I feel this is happening secretly to stub the current residents of this area from behind by kicking us out of our own properties. I wonder why it is not planned to build the new housing for homeless people in vacant lands. If it is not convenient for them to live outside of downtown, shopping facilities can be also built in the suburban areas, and it will develop the new areas with the new housings. Universities also can be built their new campases in the suburbs, so the students can live at more affordable prices. I don't think the new highrise building plan in high market land area will work, unless the governments will keep paying the rents for homeless people and students. The rents of the new highrise buildings will NOT be affordable, and will be bought by richer people from other provinces and countries at the end when the goverments and the planners finally found it doesn't work for homeless people and students.</p> <p>If the governments are kind enough to try to compensate with enough funding to the current residents when they force us to be kicked out, that will be already very costly. The budget is not realistic unless they are planning to steal our lands.</p> <p>It is more realistic if they plan to try spreading the people to expand and develop the city. We want to protect our properties!</p>	No

	<p>Thank you.</p> <p>(REDACTED)</p>	
C493	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>To provide some additional context, we're currently soliciting feedback on a staff proposal that would enable more density citywide. Changes are needed to the planning framework due to the current housing shortage (estimated at approx.. 20,000 units) and high population growth we have been experiencing (approx. 20,000 new residents each year), and we expect this growth to continue as we are planning for 1 million residents by 2050. That being said, the proposal is subject to change, we've been receiving a lot of feedback from residents and staff will take this into consideration when finalizing the proposed changes. The amendments will then be presented to Regional Council for consideration, and there is an additional opportunity for public input as part of the public hearing process at that time.</p> <p>As far as budget is concerned, I'll link a June staff report that provides an overview of the proposed use of funds. The current proposed amendments are just one part of the Housing Accelerator Fund program, and they focus on a change to the zoning framework to allow more flexibility in terms of what can be built. Although there will be some grant programs available through the program, they mostly specific to providing affordable units or more complicated projects (like office to residential conversions). Link: https://cdn.halifax.ca/sites/default/files/documents/city-hall/regional-council/230606rc1514.pdf</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>February 13, 2024</p> <p>To whom it may concern</p> <p>Is any of the housing accelerator fund going directly to contractors or developers?</p> <p>The HAF does have some merits, something needs to be done to address the housing shortfall. The parcel of land at 78 Sherwood St. PID # 40606345 should not be recommended for the housing accelerator fund updates. This is not a good fit for our community. This piece of land was intended for a school site. Family's bought homes in the area around this site partially based on this information. Changing the zoning to allow for a high density development under the fast moving HAF initiative is unfair. This property is far from the city center and I believe an odd location for such a high density development.</p> <p>People have the right to choose where they live and the type of development/area they choose to live in. I chose this area because it was not in the city, I wanted to live in a more suburban area. The last thing I expected is a development such as proposed in my back yard. This parcel of land should remain R1 and if it were to change, only should be done through a fair process with consultation with locale residents affected by such a development.</p> <p>Disadvantageous for residents:</p>	No

	<p>Some property owners will see their property values decrease if this development is allowed, is that fair?</p> <p>Can the local schools handle this influx of new residents?</p> <p>Loss of Privacy and green space.</p> <p>Increased traffic and congestion.</p> <p>Construction noise and activity lasting several years.</p> <p>And I would just like to say its not on a very good bus route, I have used it.</p> <p>Has anybody contemplated where all the additional labour and materials is going to come from. And you must realize that this is going to drive up the cost of housing at least in the short term. Not so sure that the HAF initiative can solve the housing crisis anytime soon. But it can certainly upset Home Owners\Taxpayers if this process is not fair and thorough and does not consult sufficiently with the residents most affected by such substantial changes. These proposed changes will potentially unbalance neighborhoods.</p> <p>In summation I am opposed to the land at 78 Sherwood St. having its R1 zoning changed under the HAF initiative.</p> <p>Yours Truly</p> <p>(REDACTED)</p>	
C494	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hi</p> <p>As a resident of the north end and duffus st particularly I oppose the suggested height allowance and development plan. I was unaware that the town houses were already approved to be demolished and replaced by a 5 story building yet alone a 7 story. This is a family friendly neighborhood that does not need to be over taken by lack of green space, removal of trees, more cars.</p> <p>Strongly oppose.</p> <p>Regards</p>	No
C495	Hi (REDACTED),	No

	<p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello</p> <p>I strongly advocate for the government to prioritize the establishment of affordable housing in various locations, including Sherwood Street in Colby Village. The escalating challenges posed by global warming and extreme weather conditions underscore the urgent need to provide shelter for the homeless. Moreover, as more individuals seek to become permanent residents of our province, a larger population will not only bolster provincial tax revenues but also catalyze multifaceted development initiatives. While Nova Scotia boasts abundant green spaces and secluded areas, it's imperative to prioritize the needs of a growing population seeking stability and housing security over those who prefer isolation. Failure to address this issue could lead to demographic imbalances, with an aging population and a dwindling workforce. Many young people may migrate to more populous and economically vibrant regions like Ontario, British Columbia, Alberta, or even the United States. Therefore, it's crucial that we embark on a journey to modernize our province, inviting more families to reside comfortably, thereby enhancing the job market, education sector, tax base, and overall prosperity of Nova Scotia by leveraging their diverse assets and resources.</p> <p>I would like to maintain privacy and be anonymous in sharing my thoughts.</p> <p>Thank you.</p>	
C496(1)	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To: Halifax Planning, Halifax Heritage Planners, and Waye Mason</p> <p>Re: Housing Accelerator Fund Feedback – proposed Oakland Road Heritage Conservation District</p> <p>As a resident of Oakland Road since 2010, I support the proposed Oakland Road Heritage Conservation District (HCD).</p> <p>There is substantial heritage in our community, which includes properties from the original Cunard Estate, dating back to the 1920's, and including early examples of Halifax's distinct architecture (including by famed Nova Scotia architect Andrew Cobb). The properties are beautifully maintained and Halifax</p>	No

	<p>Residents and visitors alike enjoy walking along the majestic tree lined street, taking in the distinct architecture and landscaping. Oakland Road is truly unique and must be preserved.</p> <p>The HCD designation is based on age, historical period, and relationship to the surrounding area and according to the heritage plan, adjoining streets should not be altered in a way that is not in keeping with the district. As such, I am firmly opposed to the designation of surrounding streets as HR-1 and HR-2 zones, which I feel would have a devastating impact on our community, and which would not immediately address the pressing need for housing. Adjoining streets and neighbourhoods are currently composed of single-family homes and small rental units, and the zoning change to allow 7 or 9 story buildings is a substantial change to the character of our community. It is vital for the integrity of the Oakland Road HCD that these streets remain in their role of preserving the contiguous architectural styles and shared neighborhood characteristics of Oakland Road.</p> <p>I am also concerned about the speed and breadth of these HAF changes, which seem to contravene the process that was used to develop the Centre Plan and the Municipal Housing Strategy. I understand that the acuteness of the housing crisis presents HRM with an urgency to create housing opportunities, but I am concerned that by moving so quickly to create density, this change has the potential to negatively impact existing housing, and established neighbourhoods.</p> <p>I applaud the desire to retain residential neighbourhoods and allowing them to be a part of the solution for growth through thoughtful adjustments that support the creation and safeguarding of beautiful, safe neighbourhoods.</p> <p>Sincerely,</p> <p>(REDACTED)</p>	
C496(2)	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To: Halifax Planning, Halifax Heritage Planners, and Waye Mason</p> <p>As a resident of Oakland Road, I do not support the proposed zoning changes that will affect the adjoining neighborhoods and streets. There is substantial heritage in our community, which includes properties from the original Cunard Estate, dating back to the 1920's, and including early examples of Halifax's distinct architecture (including by famed Nova Scotia architect Andrew Cobb). The properties are beautifully maintained and Haligonians and visitors alike enjoy walking along the majestic tree lined streets, taking in the distinct architecture and landscaping. I am firmly opposed to the designation of surrounding streets as HR-1 and HR-2 zones. These adjoining streets and neighborhoods are currently composed of single-family homes and small rental units, and the proposed zoning change to allow 7 or 9 story buildings is a substantial change to the character of our community. I feel the proposed change would have a devastating impact on our community and would not immediately address the pressing need for housing.</p>	No

	<p>We are also concerned about the speed and breadth of these HAF changes, which seem to contravene the process that was used to develop the Centre Plan and the Municipal Housing Strategy. We understand that the acuteness of the housing crisis presents HRM with an urgency to create housing, but we are concerned that by moving so quickly to create density, this change has the potential to destroy existing housing, and established neighborhoods.</p> <p>Additional consultation is necessary.</p> <p>Sincerely,</p> <p>(REDACTED)</p>	
C497	<p>Hi (REDACTED),</p> <p>Thanks for attending the session, and thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To Josh Adams, Kate Greene, HRM Staff and Counsellor Sam Austin Re: Proposed HRM Centre Plan changes in District 5 (Victoria Road - Brightwood Community) I am writing this note in reference to the Housing Accelerator Fund on Feb 13, 2024 (MINORREV-2023-01065) HRM Centre Plan changes proposed in District 5. I have chosen to write after gather information as well as attending a community session where HRM staff presented on Feb 12, 2024. My main concern is the proposed change to the east side of Victoria Road in the Brightwood neighbourhood, on one city block between Francis Street and Cherry Drive which is proposed to change from its current zoning to become up to 7 story, Corridor zoning. I am strongly opposed to this drastic change and strongly recommend staff and regional council to consider a different approach for this established neighbourhood. If passed as proposed this are will change from the current ER-1/2 (which I understand the city is making a standard change to ER-3 – which I support) to the maximum height corridor zoning, 7 stories, which due to the encouragement to use different building materials, would be higher that the current 7 story concrete construction we see. This change would see the development of buildings more than double the height of what is currently there, and on the lots adjacent to the proposed rezoning area. A more reasonable approach that can respect the character of a well established and desirable neighbourhood and the need for market developed housing, would be the establishment of a zone of quiet density using the ER-3 zoning. This would facilitate the development of the “missing middle” housing as a transition from the high density from Wyse Rd up towards Victoria along Boland, to the neighbourhood fronting Slayter St. As listed on the HRM report, where “Gentle Density” that has a minimal impact on a neighbourhood while providing for additional housing options is listed as the goal of these changes, an area that may have looked good on paper but perhaps does not have a positive impactful on the neighbourhood is this Brightwood neighbourhood proposed change of Victoria Road (west). I have been a proud member of this community for nearly 20 years. This community performed countless anonymous acts generosity when my wife was diagnosed with cancer, underwent treatment and eventually died. I had only been living here for a few years when this happened. I cannot imagine living anywhere else.</p>	No

	<p>Our community that calls this area home is very unique, diverse and has a strong neighbourhood pride of ownership. I believe the overall community is supportive of more density in the community, but our concern with the proposed maximum heights. 7 stories is too high here.</p> <p>I support more density and respect the evolution of Victoria Road, busy as it already is, connecting Dartmouth north to the MacDonald bridge and Dartmouth centre, but feel increasing maximum height on the Brightwood side of Victoria Road from (Francis Street to Cherry Drive) would have a negative impact on the neighbourhood, surrounding properties on Slayter Street and the connecting side streets. I am supportive of the Centre Plan and the work and consultation that went into creating it. I am also generally supportive of the proposed density changes in the north Dartmouth area from ER-1 to ER-3, including Brightwood neighbourhood.</p> <p>This Victoria Road (west) section of Brightwood is a perfect area for Missing Middle and low corridor. This request for lower corridor has precedent set with a few other areas who like this section of Victoria Road back onto established lower height neighbourhoods.</p> <ul style="list-style-type: none"> • Prince Albert by Starr Park - proposed corridor, up to 3 Story • Prince Albert Road - Grahams Grove - proposed corridor, up to 3 Story <p>I also know that there have already been approaches made to homeowners in the area of the propose changes by developers. I am supportive of the role private development plays in growth, and fully support the business approach of maximizing any return on investment they make. They will exploit the zoning to create the maximum massing and return on investment, without thought or care for the impact on existing neighbours. This has played out over and over in our city and around the country. Any other perspective is both foolish and naïve, out of touch with what actually plays out day to day.</p> <p>Allowing corridor zoning in the proposed area of Victoria Rd will result in building out of proportion with the neighbourhood, bringing all the associated problems from street parking, to early morning garbage removal, to people living so densely they neither care nor want to get to know their neighbours. Not to mention the removal of natural green areas in the city core – be they public or private back yards.</p> <p>I look forward to seeing the planning department and elected officials incorporate the feedback from the citizens for whom they serve.</p> <p>Sincerely, (REDACTED)</p>	
C498	<p>Hi (REDACTED),</p> <p>Yes we are accepting feedback until end of day. Feedback sent in after today will be forward to the Clerks Office for consideration for the public hearing.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hi Joshua,</p> <p>Thank you. Just curious, is the city still accepting comments today?</p> <p>Best regards,</p> <p>(REDACTED)</p> <hr/> <p>Hi (REDACTED),</p>	No

	<p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello,</p> <p>I wish to express my support for the municipality's proposal to allow more housing, in developed urban and suburban areas, as of right. While the proposed reforms are not enough, they are a step in the right direction. These changes will help to create new, badly needed housing.</p> <p>The housing crisis has transformed Halifax into one of the most exclusive cities in Canada. The urgency to act is clear to all those who are not homeowners.</p> <p>Halifax's planning documents are premised on the idea that "established residential" neighbourhoods should be preserved in form and character indefinitely. This assumption, in turn, has heavily influenced the densities, uses, and building forms permitted by right in adjacent zones.</p> <p>This rigid way of planning hinders the natural evolution of the city and has quickly proven incapable of meeting the changing needs of a growing municipality. While I support the proposed changes, we are still tinkering with exclusionary zoning rather than dismantling it. We need more than "gentle density". We need an end to arbitrary restrictions that constrain housing supply, drive up housing prices, and exacerbate social and racial inequality.</p> <p>I support the proposed changes and urge the municipality to do more to dismantle exclusionary zoning, facilitate dense residential development, and help create a more vibrant, sustainable, and inclusive city.</p> <p>(REDACTED)</p>	
C499	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To Whom it May Concern,</p>	No

	<p>I am writing to express my deep concern regarding the proposed re-zoning of our city (Housing Accelerator Fund) to fast track residential development. While I understand the urgent need to address the housing crisis, I believe that implementing such drastic changes will have detrimental effects on our beloved neighborhoods and slowly deteriorate our beautiful historic city. I believe implementing this drastic 'blanket approach' is extremely short sighted and I struggle to understand how this will allow our city to grow and thrive in a sustainable way.</p> <p>I am a proud resident of Beech St. in the Connrose Neighborhood, where families like mine take pride in our properties, enjoy a sense of belonging, and cherish the safety and tranquility of our surroundings. Our children walk to school, play in the streets, and form bonds that will last a lifetime. These neighborhoods are more than just collections of houses; they are vibrant communities where neighbors look out for one another and where children thrive in a safe and nurturing environment.</p> <p>Allowing apartment complexes to be built indiscriminately threatens to erode the very fabric of our communities. Unlike single-family homes, apartment buildings often bring with them a transient population, including university students who may not have the same investment in maintaining properties or respecting the peace and quiet of residential neighborhoods. The influx of such individuals can lead to increased noise levels, parties, and a higher police presence, all of which pose a significant risk to the safety and well-being of our families. As we attempt to attract professionals to Halifax, many want to live and raise their families in these neighborhoods, all while walking to work whether that be at nearby hospitals, universities or downtown.</p> <p>The unique architectural styles and green spaces that define our community would be replaced by generic, high-rise buildings, diminishing the quality of life for all residents. There are vacant areas all over the city- St. Pat's and Bloomfield for example. Why are these lots not being utilized?</p> <p>I urge you to consider alternative solutions to address the housing crisis without sacrificing the integrity of our neighborhoods. This could include incentivizing the construction of affordable housing in designated areas, promoting the development of mixed-use developments that blend residential and commercial spaces, and investing in public transportation to improve access to affordable housing options.</p> <p>Our strong, connected, and safe communities are essential for raising happy and healthy children. Let us work together to preserve these neighborhoods for future generations and ensure that all residents can continue to enjoy the many benefits of living in our wonderful city.</p> <p>This re-zoning proposal will not in any way be an immediate fix to the housing crisis, but instead a long, slow erosion of our neighborhoods. I beg you to consider other options and not underestimate the long term effects this will have on our city.</p> <p>Thank you for considering my concerns.</p> <p>Sincerely, (REDACTED)</p>	
C500	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Regarding the proposed rezoning of the neighbourhood around Saint Mary's University:</p> <p>I support growth and densification in response to the housing crisis, but we need to add density where it makes the most sense.</p> <p>A solution involving rezoning a half dozen city blocks around Saint Mary's University does not make sense. It is not "gentle density". In fact, the city's rezoning proposal around SMU is extreme, adding 5,000-10,000 people to a handful of streets.</p>	No

	<p>Saint Mary's didn't ask for this rezoning, and already has solutions planned to create student housing on campus.</p> <p>The re-zoning proposal doesn't address current housing needs for quick builds or for the "missing middle". There are many vacant lots on the peninsula that could be developed immediately, adding many units without impacting our neighborhood. I ask that you do not rezone our neighbourhood around Saint Mary's University to HR-2, as proposed. It's critical that such a wide-ranging and impactful change be made after taking time to properly consult the community.</p> <p>(REDACTED)</p>	
C501	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Good morning,</p> <p>I'd like to express my concern regarding the proposed re-zoning plan around SMU. As a neighbor of the university and resident of Halifax, I support the idea of thoughtful densification in response to the housing crisis. My concern is that the proposed HR2 zoning will create expensive housing density without thought to the required infrastructure improvements that should accompany such a proposal. I haven't heard that any of the new housing will be designated as affordable. What I have seen in similar projects in this neighborhood is extremely expensive units created by developers where once stood lovely homes. Even worse, are the vast empty lots demolished by developers for future projects that have yet to materialize as seen on Young Avenue, Beaufort, and Robie Street. We are truly fortunate to maintain a residential neighborhood so close to the city and Point Pleasant Park. The current ER2 zoning with design controls would allow increased density over time in a more thoughtful approach.</p> <p>Thank you for hearing my concerns. I appreciate the hard work that you do under such tight timelines.</p> <p>Sincerely, (REDACTED)</p> <p>Sent from my iPad</p>	
C502	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p>	No

	<p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello, I sent the body of this email to Wayne Mason as well.</p> <p>I do not support proposed zoning changes for my neighbourhood. I do not support blanket changes of ER-1 and ER-2 to ER-3, particularly if there are no unit limits imposed on unit counts in any of these areas. I grew up in the middle of Dal student housing and deliberately chose NOT to move there based on my childhood experience. My husband and I are young working professionals and chose to move to a quiet residential area (Pine Hill Drive) with no high rise buildings or large multi-units nearby. Thanks for your consideration. (REDACTED)</p>	
C503	<p>Apologies, forgot the links. See below:</p> <p>Provincial Housing Strategy: https://novascotia.ca/action-for-housing/docs/provincial-housing-needs-assessment-report.pdf CMHC Market Rental Report: https://www.cmhc-schl.gc.ca/professionals/housing-markets-data-and-research/market-reports/rental-market-reports-major-centres</p> <p>Best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>To provide some additional context, we're currently soliciting feedback on a staff proposal that would enable more density citywide. Changes are needed to the planning framework due to the current housing shortage (estimated at approx. 20,000 units) and high population growth we have been experiencing (approx. 20,000 new residents each year), and we expect this growth to continue as we are planning for 1 million residents by 2050. That being said, the proposal is subject to change, we've been receiving a lot of feedback from residents and staff will take this into consideration when finalizing the proposed changes. The amendments will then be presented to Regional Council for consideration, and there is an additional opportunity for public input as part of the public hearing process at that time.</p> <p>To answer your questions:</p> <ol style="list-style-type: none"> 1. Enabling more density near universities does not necessarily conflict with onsite dormitories. Housing near universities can still be used by other populations other than students 	Yes

	<p>2. HRM is planning for a population of 1 million people, including necessary services and infrastructure. Change takes time. There is generally quite a lead time between zoning changes and when developments occur.</p> <p>3. I'll share the recent provincial housing strategy, that sheds light on our current housing shortage: I'll also share CMHC recent Rental Market Report. And I've attached our latest population projections.</p> <p>4. The proposed zoning was developed in consultation with our Heritage Planning Team.</p> <p>5. I disagree that Centre Plan is being 'tossed out', the framework is largely the same, but with added flexibility and density across the Regional Centre. The change is being driven by the HAF application, but quick change is needed now to address our short-term and long-term population needs</p> <p>6. This is referring to the proposed zoning changes. Zoning changes allow property owners more rights. There's forcing anyone to demolish anything or to build anything. This is partly why density increases were applied so broadly, because even if something is allowed doesn't mean it gets built.</p> <p>7. This is a staff-led initiative at this point, and the changes are happening quickly to address our housing needs and the requirements of the HAF agreement.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello to all concerned,</p> <p>Please find attached a letter of dissent on behalf of myself and my husband, residents of Rogers Dr., with respect to the proposed rezoning of our immediate neighbourhood. We have several specific concerns and questions, and await the response of those best suited to address them.</p> <p>Best, (REDACTED)</p>	
C504	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>To provide some additional context, we're currently soliciting feedback on a staff proposal that would enable more density citywide. Changes are needed to the planning framework due to the current housing shortage (estimated at approx. 20,000 units) and high population growth we have been experiencing (approx. 20,000 new residents each year), and we expect this growth to continue as we are planning for 1 million residents by 2050. That being said, the proposal is subject to change, we've been receiving a lot of feedback from residents and staff will take this into consideration when finalizing the proposed changes. The amendments will then be presented to Regional Council for consideration, and there is an additional opportunity for public input as part of the public hearing process at that time.</p> <p>To answer your questions (in order):</p> <ul style="list-style-type: none"> • Council has not vetted the proposed amendments yet. The proposed zoning changes were proposed by staff. They will be presented to Regional Council later this spring for consideration 	No

- We need a lot of units, and staff are presenting a change to the plan that would enable more density citywide. There is also a need to work with institutions.
- Not everything that is permitted or allowed gets built. By providing more property owners more flexibility, we hope this will help contribute to a more diversified housing stock to address our short-term and long-term needs
- Again, its about creating more opportunity for construction in more areas. The proposed amendments are more of a long-term framework as opposed to a short-term solution.
- The proposed zoning changes to the zoning broadly aim to increase density along transit corridors and near post-secondary institutions. It should be noted that development off-campus is not necessarily restricted to students, it can be used by the general population.
- Council will consider the proposed amendments later this spring, and there will be further opportunity for public input.

All the best,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER

COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

To whom it may concern,

As a resident of Rogers Drive in Halifax I write to express my concerns regarding the proposed re-zoning of Halifax Regional Municipality (HRM). As a Halifax home-owner for >20 years I am invested in the prosperity of our city. Similarly, my professional role gives me opportunity to interact with hundreds of students each year and to join with them in enjoying the benefits of living in our city. A significant component of this investment and these benefits centre around the livability of our city and the respect that government and council at all levels demonstrates to inhabitants and voters and residents through up-keep, policy and planning. Prior to the proposed re-zoning amendments I felt that HRM was a communal city, a place where local and provincial government held common goals that represent all peoples: but now I feel let down, misled and used. I urge staff and Council to reject the re-zoning proposal that targets locales close to universities, and instead collaborate with the universities who are keen to build student-targeted supportive accommodation on campuses.

The proposed re-zoning of much of the peninsula is in direct conflict with the long-derived and publicly-consulted Centre Plan: why is Council considering a proposal that undermines its own processes and disrespects the many hundreds/thousands of hours invested by residents (and staff and Council) regarding the Centre Plan? That a Council representing me and other residents should do this, and without meaningful consultation, is astonishing and disappointing – to say the least.

While I understand that facilitating mechanisms for more affordable housing for more people is a rationale goal and a necessity for our city, I ask Council and staff how re-zoning around the universities actually achieves that goal – re-zoning, and subsequent waiting for properties to sell before development can take place, can be only a slow and belaboured approach to increased density. Why is this approach being proposed, via re-zoning of residential areas dominated by single-family homes, when a faster and more directed route to more housing that is more affordable would be to facilitate the actual construction of density on plots that are already zoned as such and/or by working with institutions to build density on campuses? Given that plots zoned for high-density are currently standing empty across our city, the problem lies not in the zoning provision but in the construction. Why, then, re-zone more land?

What is the evaluation analysis that demonstrates that re-zoning is a more effective approach to increasing density in our city than would be facilitating construction on plots already suitably zoned for higher-rise construction?

What spatial/density analysis did city staff undertake to determine the required supply (and what is that number) next to universities that led them to such a drastic increase in density/building height and encroachment into adjacent neighborhoods? What alternative scenarios were studied that maximized underutilized land on campuses and reduced intrusion into adjacent neighborhoods?

	<p>Finally, I purchased my home in good faith using funds that I worked for upon moving to Canada with a work-permit and just sufficient funds to live in a hostel until my first pay cheque. A few years later my immigration to Canada was finalized, and I continued to pay taxes to all levels of government as I built sufficient personal equity to start to buy a home. In good faith I considered all relevant documents for the purchase – this included researching zoning and permissions on the property. This included understanding the implications of a covenant restricting development of my property, and those nearby, to a home suitable for one family. These considerations, and my due diligence, enabled me to trust that the home I purchased made good financial sense and good community sense to an immigrant like me. As such, to learn that government (at various levels, working together and via direction) would – without notice – enact an elimination of all that constituted a diligent search of title, deeds and neighbourhood strikes me as insensitive; and arrogant perhaps. Certainly these actions, and ones demonstrated via presentation of the current re-zoning proposal, are not ones that a people-invested city would uphold. How does Council plan to repair the relationship damage with its residents?</p> <p>Thank-you for hearing and responding to these concerns and questions as re-zoning is reconsidered.</p> <p>Yours respectfully,</p> <p>(REDACTED)</p>	
C505	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>To provide some additional context, we’re currently soliciting feedback on a staff proposal that would enable more density citywide. Changes are needed to the planning framework due to the current housing shortage (estimated at approx. 20,000 units) and high population growth we have been experiencing (approx. 20,000 new residents each year), and we expect this growth to continue as we are planning for 1 million residents by 2050. Planning for this population also includes planning for the infrastructure and services necessary to support this growth. That being said, the proposal is subject to change, we’ve been receiving a lot of feedback from residents and staff will take this into consideration when finalizing the proposed changes. The amendments will then be presented to Regional Council for consideration, and there is an additional opportunity for public input as part of the public hearing process at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To those with responsibilities for the proposed re-zoning of Halifax Regional Municipality (HRM) and the City’s application to the federal Housing Accelerator Fund:</p> <p>I am writing with my concerns regarding the proposed changes in municipal planning, particularly those directly around Saint Mary’s University where I live with my wife and 2 young children. Currently the North side of Rogers Drive, Goresbrook St, Tower Rd and the end of Robie St are all proposed to be zoned for high rises with commercial space (H2). The space proposed to become high rises if fully occupied with homes, many with young families such as mine</p> <p>I benefit greatly from living in a multigenerational neighbourhood. The teenagers across the street regularly babysit for us. The regular interactions between the young families on the street and our elderly neighbours is an important part of long term health of individuals and the community. The health risks and costs to</p>	No

	<p>the health care system from loneliness - especially in the elderly population - are well described and something I see daily in my work as a physician. The proposed changes will split up our small community and break these bonds.</p> <p>One of the goals of rezoning is to create the “missing middle”. However, this plan replaces one end of the extreme - single-family homes - with the other end of the extreme - large apartment buildings (i.e., not the “missing middle”). At best, city code attempts to ensure that there are at least some two bedroom apartments in apartment buildings. However, across the street where these buildings are proposed several of my neighbours have 2 to 4 children. Where are they going to move to if they sell to make way for the high rises, given the shortage of family homes on the peninsula? Moving into a two bedroom apartment is hardly a viable option. Rather than creating the wanted densification this will push families out to the suburbs.</p> <p>In terms of drawing in and keeping families, where is the planning for green spaces, playgrounds and recreational facilities? Does the city have a plan for increasing the capacity of local schools? What are the plans for managing traffic flow, upgrading sewers?</p> <p>In terms of student housing, in the January 2024 Federal Press Release, a goal of the housing accelerator fund is to “help more students find housing they can afford close to where they study, and help ensure that there are more homes available for families who live in those same communities year-round.” This plan directly removes housing available for families who live in those same communities year-round. Furthermore Saint Mary’s communicated to local residents that it has space and plans for on campus housing.</p> <p>I am disappointed in the lack of consultation by the city on this proposal and the very short time allowed to provide feedback.</p> <p>I support zoning changes which allow over time for the gradual turn over of larger houses on the peninsula to multiplexes and townhouses, although the commercial uses and larger units allowed in ER3 should be carefully planned in residential areas. This will result in the desired gentle densification and create more affordable homes for families, not high rises replacing and butting established residential communities.</p> <p>I urge you to reconsider the H2 zoning around Saint Mary’s and Dalhousie Universities and to meaningfully engage local communities in the planning process.</p> <p>(REDACTED)</p>	
C506	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>I’ll try to answer some of your questions:</p> <ul style="list-style-type: none"> • The COR along Victoria road is proposed to be expanded to be consistent with existing direction in Centre Plan, which states: “The Corridors connect Centres and Higher-Order Residential areas, as well as other smaller commercial and community nodes. Lands within this Designation contain a mix of residential and commercial uses, and typically abut low-rise residential areas in the rear yard.” Extending the COR Zone one block would connect the HR designation of Boland with the HR designation near Primrose. Victoria Road is also an important corridor with access to high-frequent transit, and this particular block is also walking distance to the Bridge Terminal. • For the properties along Boland, there is policy rationale that allows for higher heights in the existing Centre Plan framework as it is a self-contained block. Many of these apartments are reaching the end of their lifecycle, and allowing more opportunity for more units is generally in line with other broad changes proposed as part of the HAF. The City is also working on policies, such as inclusionary zoning, that will aim to require a certain percentage of affordable units in the development • There are a number of proposed changes south of the Macdonald Bridge as well, including Floor Area Ratio increases in Downtown Dartmouth and Dartmouth Cove, height increases along existing Corridor Zones, and a new Future Growth Node (which permits 40+ storey buildings) near the Woodside Ferry Terminal. 	No

- The Corridor Zones in these areas were already meeting the policy direction, and did not require many adjustments. However, there were a number of small adjustments made to these areas as well (additional properties added in), height increases (similar to Victoria Road), and a new proposed COR from Albro Lake Road to the Macdonald Bridge along Windmill Road.

All the best,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

Dear Halifax Planning staff,

I'm writing to ask that you abandon proposed changes to the HRM Centre Plan that will affect the Brightwood/Frances Street area.

The elimination of the R1 zoning designation will allow more development on residential lots - that will create a huge number of units, particularly at lower price points. Well done.

However, the addition of Victoria Road from Frances Street to Cherry Street to corridor zoning violates the municipality's practice in establishing corridors under the Centre Plan. Most corridor areas already include a mix of commercial and residential use.

Although Victoria is a busy street, from Frances Street south it is a slow-traffic, high-pedestrian single-residence area with some school, public housing and three-storey multi-family residences. There is no commercial use in this section of the street.

In this respect, it is no different than the south end of Victoria Road, Thistle Street, the upper end of Maple, Crichton Park Avenue and Woodland Avenue - all areas near transit that link to commercial/highway areas but are primarily single-family low-rise residential.

Those areas were not designated corridors under the Centre plan and are not included in these proposed changes.

Why the change for this area? The proposal to include Victoria Road properties from Frances to Cherry, an established residential area, looks like an example of spot zoning.

No residents who live near busy streets can expect that development won't encroach upon their properties but we can expect that the city will allow development in a fair and even-handed way that does not target certain neighbourhoods while leaving others intact.

It is disappointing to see changes proposed to the 2021 Centre Plan so soon after public consultation on it:

1. Allowing 7-storey buildings on Victoria Road from Frances to Cherry streets and on the Killam property on Victoria at Boland Road will damage the residential feel of our neighbourhood, lower the value of our homes and deprive us and many of our neighbours of the quiet enjoyment of our properties, particularly regarding privacy. It will also encourage Killam to demolish older, affordable units.

We all know that in the current climate, seven storeys can quickly become eight, nine or even 10.

Leading up to the Centre Plan, Halifax Planning said the Killam property at Victoria at Boland would max out at four storeys, which would allow for high density on this large property. Why this change?

2. The proposal to rezone the single-family homes on Cairn Street, part of the Frances/Murray Street area, from ER-2 to HR-1, is a real head-scratcher. Cairn Street is an established part of our small neighbourhood and the proposal violates the city's own precept to respect existing residential neighbourhoods. For that reason, council should reject this proposal, which would destroy part of the city's shrinking stock of smaller, affordable family homes.

3. Before expanding corridors and increasing height allowances, it would be far more equitable to apply the corridor designation to more areas. The challenges and changes of housing density should fall to us all, not just to property taxpayers adjacent to existing corridors.

4. If you look at the map of proposed corridor changes, the vast majority in Dartmouth are north of the McDonald bridge, an area that already has one of the highest apartment densities in HRM. There's a question of equity at play here. Why are some residential areas and not others afforded protection from increased development?

Why no changes to corridor designations on Prince Albert Road near the Superstore, Portland Street opposite Penhorn Mall, Portland Street between Prince Arthur Avenue and Brenton Street, on Pleasant Street from Tupper Street to Acadia Street - all areas similar to Victoria Road?

5. The traffic problems in our area, which already block access to some of our streets in rush hour, will increase.

	<p>6. Many of us bought in the area long ago and are retired and/or in no position to pick up and move. It's arbitrary and unfair for government to change the zoning ground rules near established single or dual-family residential areas.</p> <p>Some suggestions that could help free up some more affordable housing for moderate and lower income earners:</p> <ol style="list-style-type: none"> 1. A cap on the number of annual apartment builds and a requirement that a percentage of new units be sold as condos. HRM's few condos are mainly older; condo construction could prompt thousands of baby boomers to sell, freeing up housing stock for young families and potentially lowering prices. 2. A step-up taxation regime for undeveloped lots, such as the large Wyse Road lot between Dawson and Faulkner streets that has sat empty (with the exception of a billboard and the occasional fair) for more than 25 years. If an inner city property owner doesn't want to develop an empty lot, escalating property taxes could encourage sale of the property to someone who does. 3. Lobbying to replace funding for social and low-income housing, including co-ops, that Ottawa eliminated some years ago. Those cuts helped precipitate the housing crisis we see today. <p>In the meantime, I urge you to take the very real concerns of the Brightwood/Frances Street area/Boland Road property owners under consideration as you decide on these proposals.</p> <p>Sincerely yours, (REDACTED) Dartmouth</p>	
C507	<p>Hi (REDACTED)</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>To provide some additional context, we're currently soliciting feedback on a staff proposal that would enable more density citywide. Changes are needed to the planning framework due to the current housing shortage (estimated at approx. 20,000 units) and high population growth we have been experiencing (approx. 20,000 new residents each year), and we expect this growth to continue as we are planning for 1 million residents by 2050. Planning for this population also includes planning for the infrastructure and services necessary to support this growth. That being said, the proposal is subject to change, we've been receiving a lot of feedback from residents and staff will take this into consideration when finalizing the proposed changes. The amendments will then be presented to Regional Council for consideration, and there is an additional opportunity for public input as part of the public hearing process at that time.</p> <p>I'll attempt to speak to some of your questions. We appreciate that there many changes proposed quickly, this is partly to meet our requirements under the Housing Accelerator Fund, and partly because each the housing shortage is growing and getting worse, and there is a need to act quickly to accommodate short-term and long-term population needs. Public engagement launched on January 17 with a website, interactive map, dedicated e-mail along with social media ads, and video. Information was shared in Councillor newsletters, on the main page of Halifax.ca, and on HRM digital screens, and through paid ads (Facebook, X, Instagram and LinkedIn).</p> <p>In keeping with requirements under the HAF to increase density in key areas, including along transit corridors and near post-secondary institutions, staff proposed new HR zoning abutting Dalhousie, SMU, and NSCC campuses in the Regional Centre. Off-campus housing can be used by populations other than students, and there is a strong demand for more housing of all types across the municipality.</p> <p>HRM, through the Regional Plan, is shifting its strategies for planning for our new population growth numbers, which we finalized in 2022. We are actively on working for planning for all the infrastructure and services that are needed to support this growth. That being said, there is still a lead time between when zoning changes occur, and when people actually start to occupy units built as a result of the zoning change.</p> <p>This proposal is not about providing affordable housing, its about adding flexibility and removing regulatory barriers to build housing. This is intended as a long-term approach.</p>	No

All the best,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER

COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

Hello,

I am writing to express my opposition to the Halifax Regional Municipality's (HRM) proposal to upzone Rogers Dr and neighbourhoods adjacent to Saint Mary's University to high-rises with commercial space (HR-2).

I am a homeowner and I cannot state clearly enough how highly and adversely this proposal impacts me and my family. We have two young children and we bought a home that would provide a safe space to raise a family. We bought our home, specifically, because it was on a quiet street that enabled us to walk/bus/ferry to work. Since the pandemic, nothing has become more important than having a safe refuge to live and, when needed, to work from home.

The sense of community and support provided by our multi-generational neighbourhood is beyond measure but it is absolutely fundamental to our happiness in living on our street. These are not just houses on a City map, these homes are where our kids' playmates live, our baby-sitters live, and where our friends live. Our home purchase was not a financial investment to get ahead, nor was it an income property or a house to flip; we are a young family and our home is our forever home where we intend to make deep community roots and also give back. I realize the privilege we have to have a home in a beautiful area. It wasn't without dedicated efforts on our part. My husband and I both are still paying for student loans. We needed to lean on the federally supported First Home Buyers program to be able to buy our home, and we continue to make regular contributions to return those funds. We recognized and prioritized the long-term investment and quality of life it would provide. I am not opposed to increased density, I welcome well-planned and well-consulted increases in density appropriate of a growing residential area.

Halifax does have a housing crisis. I have three younger siblings that struggle to secure affordable housing in neighbourhoods where they wish to live. It is extremely important that Halifax has suitable and affordable housing available to those who need it, especially low-income individuals and families, as well as, students. We need targeted and effective action to address the City's short-term, urgent needs. The proposal to build high-rises on my street does not solve this issue, but it does introduce many new issues on appropriate consultation regarding City building.

I understand that a key driver of the proposal adding HR-2 commercial/housing high-rises is the Housing Accelerator Fund. As you are aware, the federal Minister of Housing, Infrastructure and Communities requested increased density across all of Halifax's post-secondary institutions with the assumed goal of addressing a national issue of housing shortages for students, which can also impact the housing availability for those who live in shared neighbourhood year-round. Following this request, City Council asked the Halifax Regional Municipality (HRM) to work with universities on a proposed solution. However, Saint Mary's University President, Dr. Robert Summerby-Murray has communicated with local residents that HRM did not consult the Saint Mary's University Administration. If they had, HRM would be aware of Saint Mary's University's own growth plans and capital investments to build and refurbish residents to address any future needs. As of this year, the residences of Saint Mary's University are not fully subscribed. The proposed developer-driven commercial/housing high-rises do not address the needs of the University or its students. Why didn't the HRM consult with Saint Mary's University or with local residents on these significant changes to the surrounding area? What other scenarios or proposals did the HRM review and assess? What were the alternatives and why was this scenario selected as the most appropriate? What percentage of students is the City anticipating living in these spaces vs other residents? How is this option ideal when the City also has many underutilized commercial and mixed use spaces, in addition to vacant lots and buildings? What is the city doing to encourage development where there is already zoning for higher-order structures? How is the City taking further action to address short-term rentals?

This proposal does not reflect the City's goals of providing the "missing middle" and "gentle density". Abutting nine-story buildings against single family homes on residential streets achieves neither of these objectives.

In well thought out urban planning, public engagement is critical. Can the City please share why it is able to unilaterally determine that these significant changes across the Centre Region is a minor amendment to the Centre Plan, which enables HRM and Council to move forward at an expedited rate without any checks and balances, including an approvals process that does not permit appeals. The City's own words say it kept the Principles of the Centre Plan, however, ignoring the principles of intensive public consultation and engagement are not upholding the principles of the Centre Plan. Providing only few weeks for residents to become aware (from each other, not from the HRM's minimal) of this specific intention to upzone our neighbourhood to HR-2, to review and digest these changes, and to form informed opinions on complex development and real-estate changes is reckless on the part of the City. All communities, including those neighbouring post-secondary institutions, have a legitimate and valid voice in determining the direction our city takes in its planning. The City has not followed its own requirement to be guided by the Community Engagement Strategy on planning and implementation changes made to the Centre Plan. How is the HRM planning to fix its current insufficient consultation process to enable more awareness and encourage thoughtful discussion prior to preparing its report to Council? Recognizing an actual housing crises is occurring, can the HRM please separate out urgent actions that will enable people to be housed in the immediate and short-term and allow more time and space to engage on medium and longer term planning in the City?

Urban planning requires much more than simply picking a place on a map. It requires significant information gathering and consultation. It also requires informed transit strategies around which planning can occur, also green space and tree canopy considerations, climate change adaptations for increased weather events and run-off (e.g. natural infrastructure), municipal infrastructure upgrades, building shadowing concerns, new heat islands due to concrete with minimal shade, needing additional schools and play spaces, as well as community gathering spaces to name a few. Can the city please share its plans related to how it has considered and has planned for these and other key considerations as part of thoughtful urban planning. Looking at transportation, roads and streets barely accommodate residents, two schools, and university traffic. The plans to place that level of density and commercial space on cul-de-sacs and dead-end end streets and not near established and accessible rapid transit nodes and other higher order development leaves many questions on logic and feasibility. To assume no one will have or want a car is not realistic, plus there would also be increased traffic from package and mail couriers, food delivery, moving trucks, repair services, contractors, etc.

What is the City's plans for how it plans to create a sense of place, sense of belonging, and sense of community in and around these maximum density high-rises. HRM has proposed removal of all the current benefits of the existing neighbourhoods for the local residents, but provided nothing in return to make it a place people would choose to live.

Placing buildings of this scale on top of existing residential homes will in no way address short-term housing needs. The homes on which they are to be built will not be sold quickly, and developers need more than one to make a large enough building. Large concrete structures on established residential streets do not go up overnight. This proposal isn't trying to address the current housing crisis or student needs.

There is insufficient oversight or assurances that the housing units would indeed remain affordable and available for students. It is more likely they will become increasingly expensive over time and/or sitting empty as the owners may not be interested in full-time or even part-time accommodations. With all the new construction that has arisen in recent years, I cannot point to any new builds that are affordable. As the former Mayor of Toronto stated at a talk on urban transportation on February 9, 2024, when left to the private sector, there will be gentrification. He also stressed the importance of transportation planning as a first and fundamental step of city building, if we are serious about reducing emissions.

All levels of government right now are focused on the importance of greenhouse gas reduction. However, the construction industry is a significant contributor (~30%) to emissions in Canada. Removing maintained homes from the housing inventory does not make sense. Furthermore, with the support of public funding from municipal, provincial and federal governments, many of the homes slated to become high-rises are also ones that have installed solar panels, upgraded insulation, added higher R-value windows and doors, installed EV chargers. It is not a benefit to the environment, nor good stewardship of public funds, for these homes to be bulldozed to become a high-rise.

I ask that the HRM re-consider its proposal to zone the neighbourhoods surrounding Saint Mary's University as HR-2. I ask the HRM, in consultation with residents, to develop revised plans for increases in density that are appropriate for this and other residential areas, including implementing whole of space thinking that develops a sense of place and belonging for those living in the area.

	<p>Thank you,</p> <p>(REDACTED)</p>	
C508	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>one attached</p>	Yes
C509	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>Just to clarify, there is no proposed zoning change on the north side of Duffus Street between Isleville to Novalea, these properties are zoned a mix of Higher-Order Residential (HR-1) and Corridor (COR) today. The zoning of this block was applied as part of Centre Plan Package B in 2021. The heights on this block currently range from 14 metres (equivalent of about 5 storeys) to 20 metres (equivalent of about 7 storeys). As part of the urgent changes to planning documents in support of the Housing Accelerator Fund, staff are proposing a uniform height increase on this block to 7 storeys which is generally aligned with broad height increases being proposed across the Regional Centre in support of the HAF.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Good morning</p> <p>The level of infrastructure can not support that. I 100% do not support that zoning change.</p>	No
C510	<p>Hello,</p>	No

	<p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>We live on Atholea Drive and are against the Sherwood St development and rezonibg. The area can not handle this kind of traffic and the amenities are not available.</p> <p>Sent from my iPad</p>	
C511	<p>Thank you for you consideration</p> <p>(REDACTED)</p>	Yes
C512	<p>Bonjour (REDACTED),</p> <p>Nous vous remercions pour vos commentaires sur les modifications proposées aux documents de planification dans le cadre du Fonds pour accélérer la construction de logements. Veuillez noter que vos commentaires seront utilisés pour rédiger un rapport destiné au Conseil régional qui examinera les modifications proposées en mars/avril. Le public aura également l'occasion de s'exprimer à ce moment-là dans le cadre de la procédure d'audience publique.</p> <p>Merci et bonne journée,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>A l'attention de Halifax Regional & Community Planning, Ms. Cathie O'Toole, Chief Administrative Officer and Councillor Wayne Mason,</p> <p>J'écris aujourd'hui pour faire part de ma position en faveur du changement proposé dans le cadre du Housing Accelerator Fund, qui prévoit le passage de Beaufort Avenue vers une zone HR-2. Je suis propriétaire du (REDACTED). J'exerce une sous-spécialité médicale à très forte demande, et l'attractivité du IWK, du QEII et de l'université de Dalhousie m'ont fait choisir Halifax pour installer ma famille et développer ma carrière. Comme moi, beaucoup de jeunes familles ont fait ce choix, mais ne sont pas intéressées par des trajets quotidiens en voiture depuis Bedford, choisissant plutôt d'habiter près des universités et des hôpitaux et de se déplacer à pieds, en vélo ou en transports en communs. La péninsule d'Halifax manque de logements en location pour les nouveaux arrivants qui ne veulent pas ou ne peuvent pas acheter des maisons à 2 millions de dollars. De plus, beaucoup des maisons résidentielles sont anciennes, plus ou moins entretenues, mal isolées, et chauffées aux énergies fossiles. Remplacer ces propriétés par des bâtiments modernes et efficients en énergie, à des endroits qui encouragent les déplacements sans voiture, aiderait la province à diminuer ses émissions de carbone. Les quartiers qui longent South Street et Beaufort avenue sont idéalement placés pour cela et, avec une vue sur le North-West Arm, seront très attractifs. Visuellement, des bâtiments modernes remplaceraient ces maisons délabrées qui font face à l'université sur South Street. Enfin, cela</p>	No

	<p>permettrait l'installation de commerces de proximité autour de l'université, qui manquent cruellement dans cette zone actuellement, pour encore une fois diminuer le besoin de déplacement en voiture et donc diminuer la pression sur le centre-ville.</p> <p>Je ne soutiens pas la proposition d'inclure Beaufort Avenue dans un Héritage Conservation District.</p> <p>Je souhaite que ma voix soit prise en compte. Néanmoins, à cause des avis très opposés dans le quartier, incluant des personnes que je rencontre dans ma vie professionnelle, je souhaite que mon nom ne soit pas divulgué si des éléments de cette lettre sont cités dans un rapport public.</p> <p>En vous remerciant,</p> <p>(REDACTED)</p>	
C513	<p>Good evening,</p> <p>Please find attached my questions and concerns regarding the proposed Sherwood Street development project.</p> <p>Kind regards, (REDACTED)</p>	Yes
C514	<p>Thanks everyone.</p> <hr/> <p>Thanks Ronan,</p> <p>I'll just note that there is a proposal to reduce the stepback for mid-rise buildings 2.5 metres to 2 metres.</p> <p>There will be more detail available in the coming weeks, when the proposal gets finalized and presented to Council, there will be a staff report and full list of draft amendments available on the website to review. Again, it will be Council's discretion as to whether or not this is approved.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hi (REDACTED),</p> <p>As Joshua said, all those HAF amendments are still very subject to change. Not having them in writing in the by-law also means that we are unable to do a review of the building against those changes to the requirements currently. As I'm sure you know, seemingly small parts/clauses in the RCLUB can have huge implications when it comes to an application.</p> <p>If a 7-storey building is classified as a mid-rise typology under the changes and if the streetwall stepback for mid-rise buildings in COR is unchanged, then there would be a 2.5m stepback required above the streetwall of the north building.</p>	No

I also do not see any proposed changes to the side/rear setbacks in the draft HAF amendments but again, these are only a draft. I'm also not aware of any proposed major changes that would remove mechanical penthouses from permitted max height encroachments.

Cheers,

RONAN GREY
HE/HIM

PLANNER I
LAND DEVELOPMENT & SUBDIVISION PROGRAM
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Hi Ronan & Joshua,

Joshua, Thank you for your prompt response.

Ronan, From your understanding of the proposed changes, along with our current proposal, it appears the upper residential floor mass of the north lot could be simply extended to be 7 stories. The south lot currently shows 4 stories with no streetwall. In this case we would need its streetwall to be reduced to 3 stories, stepped back 2 meters, then we can add 4 residential floors (7 total). Does this sound accurate? My main concern is any additional rear or side setback requirements next to an ER zone. No changes seem to be proposed for this. Only the current requirements would be applicable, is that your understanding?

Also, will the mechanical penthouse rules remain? For example on this site, we'd be able to build 7 residential floors plus a mechanical penthouse? Thanks.

Regards,

(REDACTED)

Hi (REDACTED),

Thank you for reaching out. I'll start by noting that the proposed HAF changes are still subject to change.

I don't have any details to go on for your project based on your email, if you would like to send some more information it would help me answer your question more accurately, but generally speaking:

1. There would be no changes as to how setbacks are determined at this location. That being said, the mid-rise built-form setback is proposed to be reduced from 2.5 metres to 2 metres.
2. There would be no changes in maximum building dimensions, and the requirement would still be for one main building on a lot.

All the best,

JOSHUA ADAMS, LPP, MCIP

	<p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hi there,</p> <p>My name is (REDACTED), one of the owners of (REDACTED). I am writing with respect to the property we own located at the corner of (REDACTED).</p> <p>We have worked closely with (REDACTED) from (REDACTED) and city planner, Ronan Grey. I had a discussion with Ronan last week and he advised our file will now be looked at by the newly formed Halifax Accelerator Fund. Ronan had mentioned that perhaps the HAF will look at our project as a "one off" (Hopefully), to try to get approved asap and to clarify a few items.</p> <p>I believe our corridor property now will allow for 7 stories. There are a couple of matters I would like to discuss with HAF:</p> <ol style="list-style-type: none"> 1) How will the setbacks be determined now for our building? 2) The current length of the building is 64 meters in length and to avoid a terrible alcove in the middle of the building we would have to split the building into two pids. Ideally, HAF could address this and allow for just one pid? I would hate to have to put in 2 boiler rooms, 2 common rooms and doubling up on unnecessary rooms. <p>I look forward to your reply asap.</p> <p>Regards, (REDACTED)</p>	
C515	<p>Thanks for the response re: restrictive covenants. My impression was that this is a somewhat controversial legal area with some ongoing lawsuits in different municipalities across the country (mostly yet to be decided, to my knowledge).</p> <hr/> <p>Hi (REDACTED) and (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>To answer your question regarding restrictive covenants, the province made a recent change in October (Bill 329) to the HRM Charter that would allow the CAO to discharge a private covenant if it is more restrictive than the zoning. See below Section 257A:</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p>	No

	<p>Dear Councillor Mason,</p> <p>We are writing to you this evening to express our significant concerns regarding proposed re-zoning in our area in relation to the Halifax Accelerator Fund. I would first off like to thank you for your thoughtful summary provided in your recent newsletter. It was helpful to provide some additional information and context regarding the proposed changes in zoning.</p> <p>That said, we remain strongly opposed to the proposed re-zoning in our neighbourhood in South End Halifax, as it is currently proposed. We currently live at (REDACTED), with our lot being on the corner of Tower Road, and with Rogers Drive extending along the back of our lot. Presently we are zoned ER-1, and the Halifax Accelerator Fund proposed rezoning would change this to HR-2 (which I believe would allow buildings up to 9 stories, without an actual defined height maximum). We currently live across from Saint Mary's University and its residences, comprised of several mid- and high-rise buildings. This does create higher traffic volumes on our street (which is a dead end street with no thoroughfare to lower Robie Street), despite the south side of the street being exclusively single family dwellings. Tower Road (in our area) and Rogers Drive are likewise predominantly single family detached homes, mostly on mature treed lots.</p> <p>In the FAQ accompanying the Halifax Accelerator Fund proposal, this was framed as "gentle rezoning" with an aim of having minimal impact on affected neighbourhoods. We would argue that changing from ER-1 to HR-2 is anything but "gentle". While we do understand the need for increased density and a dire need for increased housing (especially affordable housing), and while we would not be opposed to some increased density in our area (low-rise multi unit buildings, town homes, etc.) , we feel that allowing mid- and high-rise building would have a significant detrimental impact on our neighbourhood. There are several schools (and the university) in the area, and tower road also serves as a major thoroughfare for cars travelling to and from Point Pleasant Park. Traffic volumes and speeding are already an issue, in spite of recent attempts at addressing this (curb bump outs and speed tables). Nine story buildings would tower over existing homes, and would likely necessitate removal of many older trees (with a potential detrimental climate impact). We did note that in your newsletter you mention other restrictions (mandatory distance from road/property lines) may reign in taller buildings in the area, but we worry that these restrictions may also be subject to change in the future.</p> <p>As you alluded to in your newsletter, there is already a significant issue with buildings/lots being bought up by developers, existing structures and (previous occupied) units being torn down, and then lots sitting vacant for years at a time. I certainly worry that proposed zoning changes will exacerbate this, but any further housing development will be slow to come. This has already been an issue with large empty lots on Quinpool Road, Young Avenue, Robie Street (across from the cemetery) and soon to be the area bounded by Spring Garden, Robie, and College Street. I will note that within 24 hours of the proposed zoning change, we (and many of our neighbours) already received a number of unsolicited contacts from real estate agents wishing to discuss sale of our properties. In addition to negative impacts on the neighbourhood (and our property, as we plan to live at our current address in the long term), we have significant concerns that the current proposed re-zoning will lead to speculation by developers, and not a meaningful increase in affordable housing. We are aware that many of our neighbours on our street, Robie street, Tower Road, and Rogers Drive feel similarly.</p> <p>We sincerely hope you take our concerns seriously when considering the impacts of the current Halifax Accelerator Fund plan.</p> <ul style="list-style-type: none"> • (REDACTED) <p>P.S. As a question, I believe our property (and I think many of the properties on Roger's Drive) have a land covenant (from the original "The Bower" subdivision) which allows only a single private dwelling on each lot. Would this be expected to impact land use in the area irrespective of re-zoning?</p>	
C516	Hi (REDACTED),	Yes

	<p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hi there -</p> <p>Please find enclosed for your consideration a letter of mine.</p> <p>Thank you</p> <p>(REDACTED)</p>	
C517	<p>Hi (REDACTED),</p> <p>Thanks for coming to the meeting last night, and thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Firstly, thank you for sharing the information about the changes proposed for our community through the “extended” meeting tonight. I hope you left with a sense of how passionate we are about Brightwood.</p> <p>Now to give a bit of background...</p> <p>I grew up in 2-4 unit apartments amongst single family homes. I felt apart of the communities I lived in and enjoyed the shared backyard; space for us and a dog inside and laundry.</p> <p>Then in my early twenties I lived in an apartment complex on Windmill Road in Dartmouth. It had a parking lot but it did not have the room for a dog and there was no backyard. Also laundry facilities were not in the small unit.</p> <p>When we moved to our house in Brightwood we could finally get a dog; not leave my home to do laundry and enjoy outdoor space. We also joined a community of wonderful neighbours.</p>	No

	<p>Our new to be neighbours deserve the same benefits. Having laundry in units; a backyard; enough space in a unit for a dog should be prioritized.</p> <p>Single dwelling homes are now financially outside the reach of many; having an alternative multi unit building with some of the same amenities of a house would be favourable and make a spacious place to live more attainable.</p> <p>ER3 zoning makes for a better fit; backing onto existing backyards on Slayter.</p> <p>(REDACTED)</p>	
C518	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>> Good Day: > > I am a currently resident residing on Sherwood st in Cole Harbour. I moved here because it is quiet and safe for children. I am concerned about the project proposed for Sherwood St PID 40606345. I am not someone typically engaged in politics or someone generally concerned with issues such as this. I am happy our municipality is growing. But this is a horrible decision in regards to location. > I am concerned about the influx of traffic, and load on our systems. We had a flood over the summer that was clearly caused by a failure in our infrastructure, as over 10 houses on our street alone flooded from the ground pipes. > I am concerned how 200+ more units would put strain on this infrastructure. Our road is also safe for children as there is a park nearby. Now it will be busier than ever. Why wasn't another location considered? Why place such a development in the middle of a quiet neighborhood, when it could have been easily placed on Atholea Drive a few streets over.... There is tons of room there and room to grow. This is a bad decision and I will remember this next election cycle. Please reconsider this decision. > > Kindest of Regards, > (REDACTED)</p>	No
C519	<p>Thank you</p> <hr/> <p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p>	No

	<p>All the best,</p> <p>JOSHUA ADAMS,LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Dear City of Halifax,</p> <p>I FIRMLY believe a three storey structure on Duffus St from Isleville to Novalea is a more appropriate and measured response to the urgent need for housing.</p> <p>Please listen to the people who live here.</p> <p>Thank you, (REDACTED)</p>	
C520	<p>Hi (REDACTED),</p> <p>Thanks for attending the meeting, and thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Sent from my iPhone After attending the community meeting at Brightwood Golf Club about the proposal to change the zoning regulations for the Brightwood neighbourhood from E3 to Cor, I was greatly concerned. Seven stories set against one and two story houses is not in keeping with our “desirable neighbourhood “ as the city planner called it. He said other people would like to live here too but if the proposed changes occur, the area would lose the very feel that draws people to it.I have lived here most of my life but have lived in a big block apartment building where everyone becomes anonymous and there is little sense of community. I have also lived in a low-rise apartment building in a similar neighbourhood to Brightwood and it “worked”. It didn’t overwhelm its neighbours and there was still a sense of community. I realize we need more density in HRM and less urban sprawl but destroying the whole dynamic of these unique neighbourhoods is not the answer. Where is the “missing middle”, the gentle approach to density? Backyard suites, duplexes, townhouses, additions could add much needed housing without destroying the feel and aesthetics of the area. (REDACTED)</p>	No
C521	Hi (REDACTED),	No

Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.

All the best,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

To Whom it May Concern,

I (and the neighbors I've spoken with) support the blanket application of ER3. However, we oppose the 9 story HR blocks around SMU for the reasons I outlined in my Feb 12th e-mail.

ER3 would be quite appropriate in those blocks, and I believe if the proposal is changed accordingly, it would be readily accepted by most in my neighborhood, and create positive and necessary change.

Best,
(REDACTED)

On Mon, Feb 12, 2024 at 9:33 PM (REDACTED) wrote:
To Whom it May Concern,

We are a pair of (REDACTED) with (REDACTED) children under the age of (REDACTED), living on Marlborough Ave. in an 1860 sq ft home built in 1940. (REDACTED) is a US citizen and a Canadian Permanent Resident, and (REDACTED) is a Canadian Citizen. We are on a block which is slated, in Waye Mason's new plan, to be re-zoned to allow 9-story apartment buildings. We fully appreciate the housing crisis, and are horrified daily by how it affects our patients and community. It is a huge problem that must be addressed. We are all for densification on the Halifax Peninsula, and would happily accept a rezoning of our block to allow for ER3 "missing middle" housing. However, the current proposal would make our neighborhood incompatible with our desired quality of life, and would force us, and many of our physician neighbors, to move. It also is clearly not going to result in an increase in affordable housing.

We are (REDACTED) who provide urgent and emergent consults to the (REDACTED) and (REDACTED) at the (REDACTED). We need to be able to get to the hospital in short time, even in a state-of-emergency snowstorm, which means getting there on foot. We are also both valuable healthcare resources in areas of short supply. (REDACTED) is a (REDACTED) who takes call for the (REDACTED), the (REDACTED), and the (REDACTED). He is one of (REDACTED) who staff the (RADACTED) that serves Halifax. He is also one of the few (RADACTED) credentialed with (RADACTED), and regularly assesses and treats both active duty military members and veterans. (REDACTED) is one of (REDACTED) with privileges at the (REDACTED), responsible for managing (among other emergencies) (REDACTED) which carries a 1 in 25 risk of infanticide. She also staffs the (REDACTED), which serves all of Nova Scotia, New Brunswick, and PEI, and is an essential resource for the Maritime Provinces.

The current proposal would make the Halifax area an unacceptable place for us to reside. If this proposal is pushed through, there will be a mass exodus from the streets that are rezoned for 9-story buildings, as well as the surrounding streets. The bidding wars for homes that remain in walking distance from the hospitals will be outlandish, and not something we are financially prepared to participate in. (REDACTED) took (REDACTED) of unpaid leave to care for our (RADACTED) children, while continuing to be responsible for the (REDACTED) of debt she graduated with from medical school. Physicians in Nova Scotia have no

retirement plan, despite promises from the provincial government, and have also been told and shown by the provincial government that they cannot expect MSI nor AFP reimbursement to keep pace with inflation.

We both completed their residency and fellowships through (REDACTED) Medical school, and were actively recruited for jobs at (REDACTED) upon graduation and have continued to be in recent years. However, the quality of life available to us in Halifax, a city where we could own a home with a yard in a quiet, community-oriented neighborhood, within walking distance of the hospitals and medical schools, was a huge draw to us for moving to Halifax. We have realized our dream, living on a street with other young families, where the children play outside in yards and on the street, running freely to each other's houses, and where older neighbors offer wisdom, mentorship, and even babysitting.

(REDACTED) has a faculty appointment at (REDACTED) and continues to teach there regularly. She also has maintained an active (REDACTED) license. We both are credentialed to be able to easily work anywhere in the US or Canada. Many of our oldest and closest friends are still in (REDACTED) and surrounding states. Without the quality of the life afforded to us by our current neighborhood, it would be hard to justify remaining in Nova Scotia, when we could move to the US or elsewhere in Canada and be better compensated. We are among many young physician families on our street and on neighboring streets, given the quality of life and proximities to the hospitals. For a province in desperate need of recruiting and retaining highly skilled physicians, making this area of the peninsula inhospitable for young families is an unwise move.

It is clear that the current proposal will make our neighborhood inhospitable. The proposal is likely to create an addition of 5,000-10,000 people to a few streets that currently house approximately 500 people, increasing density by 10,000-20,000%. The impacts on traffic, noise levels, school enrollment, and other infrastructure will be immense. This is an extreme proposal that is only going to give the city more big problems to have to solve in a reactive way. We would gladly accept the rezoning of our neighborhood to ER3, allowing for the creation of "missing middle" housing, which would increase the density of our area by 800%, and would go a long way towards achieving the goals of the housing accelerator fund (a primary goal being to add 100,000 middle class homes across Canada).

The current proposal is also not going to solve the problem of the scarcity of affordable housing. Allowing for the construction of brand-new apartment towers in the South End of Halifax would clearly lead to the creation of luxury apartment buildings, not affordable housing. Given that a primary focus of the housing accelerator fund is to create 100,000 middle class family homes across Canada by 2025, allowing the construction of "missing middle" housing in our area would be a better approach to actually achieving this goal, than allowing the construction of 9 story buildings, which will likely be filled with luxury apartments or condos. If we look at similar buildings in Halifax, the Trillium currently has one 3 BR condo for sale, with an asking price of \$1,895,000. If we look at a 3BR apartment in the Paramount building, the rent is \$3,755/month. 2 BR is \$3,560-\$3,603/month. Buildings like this do not create middle-class family homes! The Paramount is also filled with students, despite high rents, and there is nightly enough noise in its courtyard after midnight to keep families awake and cause them to call security. Brand new 9 story buildings in our area will not only fail to create middle class family homes, but they will make this area inhospitable for middle class families.

It seems the rationale for allowing 9-story buildings in this area, rather than allowing for missing middle housing, was the need for more student housing. However, SMU leadership has been clear that they did not ask for this and they do not need it, as they currently have empty beds on campus, and a plan to increase on-campus housing as needed. Moreover, the need for students to live within walking distance to a university does not mean that students need to live within a block of the university. For students with mobility problems, there is plenty of space to accommodate on campus. For others, what is considered acceptable? My walk to university and medical school was 20 minutes, and was not at all cumbersome. One would be hard-pressed to find any location in the South End that is more than a 20 minute walk from the centre of SMU.

This process has moved extremely fast, with little community engagement, and would throw out the massive amount of thoughtful work that was done on the Centre Plan. We love our block, our community and our quality of life in Halifax. Please do not rezone our street to make 9 story apartment buildings that would not serve the stated intentions of the city's or the federal government's plans to address the housing crisis. Please do not uproot physicians who have said yes to Nova Scotia and made it our home.

	<p>Sincerely, (REDACTED) and (REDACTED)</p>	
C522	<p>Hi (REDACTED),</p> <p>Thank you for your email. We have received your comments and will review them as we prepare our final recommendations to Regional Council.</p> <p>If you are interested in receiving updates on the Housing Accelerator Fund Amendments Package and the ongoing Suburban Planning process, we would be happy to add you to our mailing list.</p> <p>Kind Regards, Kathleen</p> <p>KATHLEEN FRALIC MCIP LPP SHE/HER</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING – SUBURBAN PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To whom it may concern,</p> <p>I'm a resident of Willowdale, and I'm writing this email to provide my feedback on the low income housing proposal of eight townhouses, and three apartment buildings to be placed on Sherwood Street.</p> <p>I'm glad to see that the housing issues are being addressed, however, I'm disappointed with the communication regarding this matter.</p> <p>I found out about this potential project from a neighbor going door to door handing out flyers of his own good will. Had that not happened I never would have been informed of this project whatsoever. I would at least expect a letter in the mail regarding this to inform local residents in the area, and I hope you increase your efforts to inform local residents of upcoming projects.</p> <p>While it's a good idea to help people there are some concerns.</p> <p>There is no sidewalk connecting Caldwell road to Astral drive. Why is this a concern? Well, it's already bad enough as it is.</p> <ul style="list-style-type: none"> • The expansion of Colby South has added a lot of traffic • Adding speed bumps at the Astral schools has routed traffic down Sherwood street instead of Astral drive • High snow banks make it dangerous to walk the road around turns • A daycare uses the playground there during the Fall, Summer, and Spring months • Families walk up and down Sherwood to get to Morris lake in the summer • Most homes (All of my neighbors) own and walk their dogs • If this project goes forward one side of the road will likely be off limits during the construction phase <p>It's dangerous to walk on the road where cars are speeding by. In the summer time there was a person riding a bike that was hit by a car on Sherwood street. Solution? Build a sidewalk on Sherwood connecting Astral and Caldwell. As well, build the speed bumps around the playground to slow vehicles down.</p>	No

	<p>Another concern is traffic. As mentioned the traffic has increased over the years as more houses were built in the area. Adding 198 more units and potentially that many cars will further add to the traffic conditions. I think an easy solution to this would be to extend the Circ through Shearwater to Caldwell about where it turns. This gives people the ability to join the circ from the bottom of Caldwell and alleviate traffic in the surrounding neighborhoods.</p> <p>Where those apartments are intended to be built is a path. This path connects Bisset and Morris lake. It's a bit overgrown, which is also great for dog walks. I would hope it wouldn't be destroyed in the process of this project, or better yet, I would hope it would be enhanced! Pave it so that people can walk in the forest amongst the shade 😊</p> <p>I've heard from multiple neighbors that originally this plot of land was intended to be a school. Whether that's true or not, I'm not sure, however, I do think that would be a good idea. The Astral schools are already at capacity and are using outdoor pods to support their students. 198 more units will bring more than 198 people. The schools will somehow need to support a huge increase in students. How will that be achieved?</p> <p>Lastly, what about Shearwater itself? It's a massive airfield that no longer supports aircraft. It's the size of Eastern Passage!! So much wasted space. That's lots of prime real estate that could be used to create new communities and schools. They could give up the airfield, and still have space to fly their helicopters.</p> <p>Thank you for reading my email.</p> <p>Kind Regards, (REDACTED)</p>	
C523	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>To provide some additional context, we're currently soliciting feedback on a staff proposal that would enable more density citywide. Changes are needed to the planning framework due to the high population growth we have been experiencing (we currently have a housing shortage of approximately 20,000 units), and we expect this growth to continue into the future as we are planning for 1 million residents by 2050. That being said, the proposal is subject to change, we've been receiving a lot of feedback from residents and staff will take this into consideration when finalizing the proposed changes. The amendments will then be presented to Regional Council for consideration, and there is an additional opportunity for public input as part of the public hearing process at that time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Thank you for the opportunity to comment on this proposal.</p> <p>Re the proposal:</p> <ol style="list-style-type: none"> 1. This situation has developed because the Federal Gov., Province and City, without a lot of forethought or forewarning have brought this on us. 2. A lot of previous south end planning and development processes and regulations have been thrown out with this proposal. 3. What is now an "established residential" neighbourhood of family housing is to suddenly become "high rise residential". 	No

	<p>4. Where is the housing to be that should be planned for all the educational, medical, corporate, etc., professionals with young families to be located ? Housing for families should be ground related, not high rise.</p> <p>5. Ironically this proposal will not result in “accelerated housing” but rather the slow process of gradual downgrading of family housing as lots are gradually consolidated.</p> <p>6. The number of units of student housing that could be built on this block could be easily built in a high rise configuration on land Dalhousie already owns or could possibly acquire. Is it possible that what is needed is rooming house units / student residences that are not town houses or stacked housing ?</p> <p>7. Dalhousie University has to consider their own long range planning for their needs that does not continue the creeping and gradual appropriation of adjacent neighbourhoods (consider open areas on campus, parking lots, and institutional areas to the east and also land below Oxford).</p> <p>8. Where is there to be new housing for families that is south of Quinpool Rd.? There is very little land remaining in this part of the City for family housing with children in an area that has all the amenities, especially schools, daycare, play grounds and parks.</p> <p>9. Our neighbourhood is part of the larger community that is south of South St. and west of Oxford St. and has grown as an area with families that all know each other and look out for each other. We have been having an annual street party each of the 20 years that we have lived here. It should not be carved out from the larger community by having a zoning that will eventually remove much of the existing housing.</p> <p>We hope that consideration can be given to zoning that will not result in the replacement of our form of housing.</p> <p>Regards (REDACTED)</p>	
C524	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hi there,</p> <p>My feedback below. Cheers,</p> <p>Feedback on Proposed Housing Accelerator Fund Reforms</p> <p>1. It’s a good step forward: City planning has been far too slow to respond to Halifax’s growth. Rental vacancy fell below the healthy 3% threshold in 2016, 7 years ago, and is still at a critically low 1%. Halifax Planning has deluded itself for years now that the Centre Plan or backyard suites represented adequate changes to meet that growth. As the level of government that literally approves or (too often) prevents housing, it is good that Halifax is taking ownership of the issue and seriously committing to building more homes.</p>	No

	<p>2. Many changes will increase home building: The increase to 4-units is good, a basic floor for gentle density. Increases in the allowable height along COR zones are significant, likely enough to spur more home construction. Near SMU and Dal, the shift from ER-1/2 to HR-2 will allow us to transform a few single-family homes into apartments for dozens of students – its exactly the type of giant leap needed to overcome a large housing shortage.</p> <p>3. We still risk not doing enough: Over the past 8 years, Halifax planning has consistently underestimated the housing challenge, and done too little. The proposed changes reflect our past failures and inaction. In a crisis, we should lean overwhelmingly to doing too much. Especially in housing, where timelines are long – we can't afford to wait for a new council in 2025 or later to revisit. We need a "bazooka" approach, especially given that land-use changes are "free": they cost residents and the city nothing. Some areas where we could go further include:</p> <ul style="list-style-type: none"> Expanding the COR zone to more areas: Other than Windmill Road, the COR zone has been intensified but not expanded. The "transit corridors" are often only a block deep. With the future BRT plan, many single-family homes within walking distance of 15-minute bus service will retain low-density zoning. Expanding HR-2 near Dal and SMU: Much of the South End retains ER2/3 zoning. These are highly walkable areas with huge unmet student demand. While the proposed changes are significant – they may not add up to enough. Much of the regional centre's Established Residential neighbourhoods will continue to ban apartments. Cheaper, faster to build wood-frame apartments (which, as an old city, can be found throughout Halifax from decades ago) are critical to easing the crisis. The proposed changes do not alleviate that blockade against apartments. <p>(REDACTED) Halifax</p>	
C525	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>Staff would be happy to assist with any questions you might have.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Dear Councillor Mason</p> <p>I am writing to request that Council delay the timeline for discussion of HRM's Housing Accelerator Fund proposal. The zoning changes that are being proposed are on a scale not seen since the development of the Centre Plan. Yet, residents were not engaged in the development of these proposals; staff are unable to answer fundamental questions about the implications of the changes; and residents have been given barely any time to respond. This is not the way to plan for our city's future.</p> <p>Residents know there is a housing crisis and we want to be part of creating solutions, but this process simply does not provide that opportunity. So please, ask Council to put a pause on the current process and ask staff to put forward a new one that:</p> <ul style="list-style-type: none"> gives staff time to assemble base-line information on approved and proposed new housing units and define clear goals and objectives for housing targets 	No

	<ul style="list-style-type: none"> engages interested residents in developing options for how to meet housing targets and provides an opportunity for the wider community to provide feedback on proposed options <p>Thank you in advance for your support. (REDACTED)</p>	
C526	<p>Yes I hear you on that and don't envy your job. Lol...</p> <hr/> <p>Hi (REDACTED),</p> <p>As I've said in a previous email, staff makes the proposal, Council makes the decision.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hi Josh... Not sure if you are following this file but I think it is a solid example of leadership at the municipal level – Windsor, Ontario HAF..</p> <p>https://www.cbc.ca/news/canada/windsor/windsor-haf-funding-denied-1.7100792 https://www.cbc.ca/news/canada/windsor/windsor-haf-bduget-motion-1.7091482</p> <p>It seems VERY rushed just so we can access some federal \$\$.</p> <p>Mayor Dilkens said allowing four units and four stories on all residential lots without public consultation "does not work for our city." "Without question, there is an urgent need for more homes, here and all across the country," Dilkens stated. "As mayor of the city of Windsor, I am steadfast in my commitment to safeguard Windsor neighbourhoods and the vital infrastructure that supports them." "I refuse to compromise our neighbourhoods and to do away with fair public consultation with our residents in exchange for uncertain funding that will be tied to sacrificing the makeup of our communities."</p> <hr/> <p>Hi (REDACTED),</p> <p>The challenge we have is that the original Centre Plan, which was developed over 5 years or so, was based on the premise that we would grow at an annual rate of 1 – 1.5%, which was a reasonable assumption at the time. We're now growing closer to 5% annually (we've grown 10% in the last 2 years) so adjustments are needed to accommodate this new growth paradigm.</p> <p>It's not necessarily that we didn't consult with SMU, I believe we had a call scheduled with representatives of DAL and SMU – DAL was able to attend the call but SMU was not. At the end of the day, we're trying to support more density near the university, which is not necessarily the same as student dormitories on campus. However, I think we've now heard a lot more about SMU's plans and we will take this into consideration when finalizing the proposal. This is all still a draft and still subject to change.</p>	No

I'll link a June staff report for your benefit that explains in more details what the proposed funds will be used for, and also includes Halifax's application for the HAF. Link: <https://cdn.halifax.ca/sites/default/files/documents/city-hall/regional-council/230606rc1514.pdf>

I hope this helps.

All the best,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

Thanks Josh. Much appreciated. I head what you are saying when you say the driver for these changes is "not necessarily" to access the funding... but I can't reconcile that with why this didn't make the original Centre Plan, why SMU was never consulted, and who decided to take this initiative without proper consultation? What department is getting the funds and who is administering them?

Hi (REDACTED),

Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.

Just to note that we are currently in a consultation process, staff will use the results of the feedback to make adjustments to the proposal before presenting the proposal to Regional Council for consideration.

I'll note that the driver for these changes is not necessarily the funding from the federal government, but it is to accommodate our short-term and long-term housing needs. We currently have a housing shortage estimated at 20,000 units, and we are growing by over 20,000 people per year, and we are anticipating HRM's population to double in 25 years. Completions are not keeping pace with our population growth. The HAF program speaks to ending exclusionary zoning (hence our proposed ER-3 changes) and it also speaks to increasing density in key areas, such as along transit corridors and near post-secondary institutions. All that to say, the proposed amendments are not final and still subject to change.

All the best,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

My name is (REDACTED) and I live on Rogers Dr in Halifax. When I first heard that council/staff were proposing 9-storey buildings on our street and the one behind it (Gorsebrook), I assumed the person telling me was mistaken. Unfortunately, we now know the truth and instead I am writing this letter asking you to respectfully withdraw HR2 on these affected streets and the proposed changes that see the majority of the city being upzoned to ER3. Please see my below reasoning.

	<p>1. Where is the process? These dramatic changes were not in the Centre Plan and were only added as a “minor” amendment after the fact. I suggest that if this was the will of the people (as researched during the consultation process), it would have made the original plan. I only found out about this 3 weeks ago and have been told we (my neighbours and I) only have until Feb 16 to submit comments. This has created a mad rush to hire our own professionals so that we could better understand the impact.</p> <p>2. The changes to upzone Rogers, Tower, Oakland, and other streets around the universities is a MASSIVE and SUBSTANTIAL change to family-lined streets. Using data from Nycum and Associates, we have concluded the following: The proposal would see approximately 146 (mostly) single-dwelling lots be replaced with as many as 4,000-6,000 units across 40-50 buildings that are 9-storeys high. Is this in line with “minor?” Some quick math as follows...</p> <p>a. If we assume that the 146 lots house an average of 4 people/lot, then we can assume that approximately 588 people currently live on these lots.</p> <p>b. If we assume 5,000 new units will be built that can house an average of 1.5 people, then the proposal “as is” would increase the population of these very small neighbourhoods to 7,500 people... an increase of over 1200%!!! In addition, (and again from Nycum and Associates), the proposal would allow for 150,000-200,000 sf of commercial space... as many as 200 new ground-floor commercial enterprises like pizza shops, dry cleaners, and convenience stores. I would respectfully submit this is not in line with a “minor” change to a community of families, a consultative process, the original Centre Plan, or the desire of its constituents.</p> <p>3. I have many unanswered questions:</p> <p>a. Why are we doing this? For \$87 million? Or because the universities need and want it? We were informed in writing by HRM staff SMU was not consulted. We have also been told in meetings with SMU they don’t want it. Wouldn’t it make more sense to include the universities in a proposal to dramatically alter the surrounding neighbourhoods?</p> <p>b. Are we doing this for the federal money? If so, what is the intended use of those funds? Who decided that we should apply for the funds and allow the federal government to dictate how we build and grow our city? Was any research done at all to see if this is what the citizens want? \$87 million is an astronomically small amount of money to rush through SUBSTANTIAL changes to these affected streets and to upzone to ER3 the rest of the city. Who is governing these funds? Are they the same people that submitted these changes? Where is the transparency? Halifax is one of Canada’s most beautiful and historic cities that exports tourism as a significant contributor to GDP... are we risking all of that for \$87 million? Some more quick math... both of these changes (ER3 and HR2) will FOREVER alter the city. Let’s assume the annual budget is \$1 billion for HRM (very close)... does it make sense to drastically change the city for less than 0.5% of what we will spend (\$20 billion) over the next 2 decades as a city? Were economic studies completed? Is this the BEST solution? What other solutions were looked at? Most importantly... the question I want answered the most is: why are we doing this and why is it happening so fast?</p> <p>There are numerous other reasons to halt both the changes to ER3 and HR2 on the affected streets... but until the questions above have been adequately answered, I respectfully request you stop this process, engage the community, and find the responsible and evidence-based manner in which to grow the city.</p> <p>Thank you for your service in government as I am certain this is not an easy time.</p> <p>(REDACTED)</p>	
C527	<p>Thanks for the feedback.</p> <hr/> <p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p>	No

	<p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Subject: B option. DO NOT PUT MORE HIGHRISES!!</p>	
C528	<p>Hi (REDACTED) and (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello, our names are (REDACTED) & (REDACTED). We live at (REDACTED) in Cole Harbour. The above development would be directly behind us in the open field. These are our concerns:</p> <ol style="list-style-type: none"> 1. Sherwood St. seems to be a main route for the Fire Emergency Services to the Colby South Area Development. 2. This Development will increase traffic on this street. There have been people driving at an excessive speed on this street as it is a shortcut from Caldwell Road to Astral Drive. 3. HRM Wastewater Management (Sewer) have tanks on the Ultramar Lands in back of Amethyst Cres. An access road travels from Sherwood St to these tanks. Tankers go to this site to maintain whatever this is used for. 4. Has parking for the approx 198 units been addressed? As there is no parking on the streets when snow plows are clearing the roads in this area. <p>Thanks for listening to our concerns. Regards; Daniel & Sharon Thomas.</p>	No
C529	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p>	No

	<p>I am seriously disturbed that the federal government now gets to control the zoning of cities.</p> <p>We haven't yet seen the results of doubling the capacity in the downtown residential areas by allowing in-law suites and auxiliary suites and now you are going to double that? This is a knee jerk reaction to a housing problem that is not going to be solved with these changes. Instead, you are potentially ruining long established residential areas in our entire city without regard to existing schooling and services and you are basically selling us all out for \$79 million dollars. Take a bit more time to reconsider the implications! There have been some pretty significant planning errors, like ramps to bridges that won't support busses and roundabouts in industrial parks (Dartmouth Crossing) that aren't big enough for tractor trailers. You have to see this one coming!</p> <p>(REDACTED)</p>	
C530	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>As Councillor Mason stated, the proposed changes are intended to be a long-term approach. As properties turnover, the proposed zoning would allow property owners additional flexibility in what they wish to construct.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Concerns recently expressed to Waye Mason:</p> <p>Hi Waye, have read the various docs etc and understand the need for change etc. and why our area is targeted. My concern is as 80+ year olds in the house we expected to stay in until carried out in coffins, how are we protected in terms of timing, appropriate payment etc. Is this going to happen really quickly? Any related info appreciated</p> <hr/> <p>Thx Waye.</p> <p>(REDACTED)</p> <hr/> <p>Well the thing is zoning changes and it doesn't force anyone to sell. So the changes of some kind might happen quickly, but it doesn't mean it's like cogswell interchange or scotia square where the city then expropriated and bulldozed homes. It's just a zoning change.</p>	No

	<p>I wrote a very long post about the reasons for and what the proposed changes are: https://wayemason.ca/2024/01/29/district-7-update-centre-plan-update-and-district-7-changes/</p> <p>I am going to make my response public this weekend.</p> <p>I encourage you to also send any concerns to haf@halifax.ca so staff can consider them when making revisions and amendments to the proposal. Thanks again for taking the time to write,</p> <p>Waye</p> <hr/> <p>Hi Waye, have read the various docs etc and understand the need for change etc. and why our area is targeted.</p> <p>My concern is as 80+ year olds in the house we expected to stay in until carried out in coffins, how are we protected in terms of timing, appropriate payment etc.</p> <p>Is this going to happen really quickly?</p> <p>Any related info appreciated</p> <p>(REDACTED)</p>	
C532	<p>Thank you, Joshua. (REDACTED)</p> <hr/> <p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>I'm also ccing our Regional and Suburban planning teams so they are aware of your comments.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Thank you for the opportunity to comment on the Affordable Housing Strategy (HAF) amendments. I am responding on behalf of the Sandy Lake Conservation Association (SLCA). For the most part, the Affordable Housing Strategy (HAF) amendments look positive. We agree that promoting denser development in already serviced areas of HRM is wise. Also good are the office to residential conversions, targeting missing middle housing, removing parking requirements, and focusing this growth in areas that either have transit or have planned rapid-transit in the coming years. This type of growth is much more affordable for the municipality and taxpayer, and considerably more sustainable than sprawl development.</p>	No

	<p>However, we remind decision-makers that Sandy Lake is a special case. While it is poised on the edge of the Service Boundary, it is instead important to expand the park to protect the park assets rather than to use sensitive watershed to address the housing crisis. The new residents coming to Halifax to live in the newly developed housing in the general area are going to need a high quality park like Sandy Lake Regional Park as a natural heart of the area. Development proposed at Sandy Lake is sprawl development, and proposed new transit will still be valuable for the many new residents in the general area as well as to help citizens access the beautiful park.</p> <p>All of the land around Sandy Lake was zoned for Sandy Lake Regional Park until 1982 when Bedford Town Council narrowly voted to rezone much of it instead for future development. No criteria were provided for that decision, for why park land should be zoned for future housing. Again, in 2006, Sandy Lake moved into the 2006 Regional Plan without any criteria to show why this would be a good decision. No biologists were consulted to inform the city of the consequences of allowing the development classification to continue. And again in 2014's Regional Plan, Sandy Lake was automatically listed as preferred for housing with no criteria, no rationale, as to why development is its best use. Even now, as it became a Special Planning Area designated by the Province to be fast-tracked for housing, no criteria for that choice have been evident.</p> <p>Despite having voiced our valid concerns about this lack of criteria for Sandy Lake's current direction many times, we continue to see the issues related to Growth Centres are not addressed in the draft Regional Plan. The "old list" of Growth Centres from the last Regional Plans are still being perpetuated without rationale for the sites, or re-evaluation of their appropriateness, given the municipality's current priorities. For these areas such as Sandy Lake, the question does not seem to be whether development in these areas is still a good idea. Rather, the question asked becomes "what of this area can be developed"? Even with a Halifax Green Network Plan and other environmental reports, and strongly voiced support for changes to environmental issues, environment is still subservient to development at Growth Centres, and most urgently, Sandy Lake Regional Park is at significant risk.</p> <p>Now, the province has Sandy Lake listed as a Special Planning Area to be fast-tracked for housing, and City Council's policy is to develop where the Regional Plan indicates it is appropriate. The people of Nova Scotia are telling the Province and City that Sandy Lake has a higher purpose, the proposal for housing must be rescinded, and the Sandy Lake Regional Park assets must be preserved intact.</p> <p>Use the Affordable Housing Strategy (HAF) amendments to advance needed housing in HRM. But make the wise decision to protect Sandy Lake Regional Park by protecting within the park boundary all of the lands that were originally zoned as park land.</p> <p>Thank you, (REDACTED)</p> <p>Sent from Mail for Windows</p>	
C533	<p>I'd like to voice my support for the changes in the Housing Accelerator plan, especially removing parking minimums and R1 zoning.</p> <p>I'm sure you've received plenty of feedback to the contrary, so I wanted to share my lived experience. My spouse and I have lived in a 4-plex in the west end since 2020, and it's the best quality of life we've ever had as renters in Halifax, despite the trials and tribulations of the pandemic and various other emergencies. We live in the endangered "missing middle" of gentle density and believe that it has a great deal of potential to foster a sense of belonging and connection in HRM neighbourhoods.</p> <p>We are friendly with the three other families in our building and we all look out for each other & our units, especially if anyone is going out of town. We decorate our backyard and share our outdoor furniture and barbecue. Most of our neighbours in adjacent homes are friendly, too, and it's a delight to hear neighbourhood kids playing outdoors on nice days.</p>	No

	<p>Though my income is in the 90th percentile for Nova Scotia, it's unlikely that my spouse and I will ever be able to afford a single-family home, but living in a 4plex gives us a very similar quality of life. We lived in a high rise for many years, and while that's an important part of city life, it's not for everyone and doesn't work for every family or every neighbourhood. Lowrise plexes and townhouses, though, could change metro for the better.</p> <p>Also, we must never lose sight of the fact that increased housing density and increased housing affordability will save lives. It's unconscionable to weigh that against neighbourhood aesthetics or covert class bias.</p> <p>Thanks for your time and attention,</p> <p>(REDACTED)</p> <p>Sent with Proton Mail secure email.</p>	
C534	<p>Hi (REDACTED),</p> <p>Thank you for your email. We have received your comments and will review them as we prepare our final recommendations to Regional Council.</p> <p>If you are interested in receiving updates on the Housing Accelerator Fund Amendments Package and the ongoing Suburban Planning process, we would be happy to add you to our mailing list.</p> <p>Kind Regards, Kathleen</p> <p>KATHLEEN FRALIC MCIP LPP SHE/HER</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING – SUBURBAN PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello Halifax</p> <p>I see you feel its right to overrule your own zoning bylaws for this new housing proposal, I hope you will be taking into consideration the current residential infrastructure in place in these areas, does the water and sewage have the capacity, are the roads leading to these new buildings able to support the proposed traffic for larger buildings.</p> <p>I live on Trelyn Road in Halifax and it's been considered a private road and gets no maintenance or repairs, you, the city consider it to be not up to city standards.</p> <p>But yet there is a proposal to allow a 7 story building to be built at 20 Trelyn road as part of this Accelerator project.</p> <p>I'll let you know that the homeowners on Trelyn road do not want this size building on our road, the road will not support the increased traffic.</p> <p>We do not and will not support this proposal ever, we were expecting at some point that some duplexes would be build here and we would welcome that.</p> <p>(REDACTED)</p>	No

	<p>-- (REDACTED)</p>	
<p>C535</p>	<p>Hi (REDACTED),</p> <p>Thanks for attending the session, and thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Let me start by saying I am not against density. I believe everyone should have a safe, secure, and affordable place to live. Living in the house I grew up in - the house my parents built - gives me a special connection to the Brightwood community. The thought of allowing seven story buildings that will forever alter this special neighbourhood saddens me.</p> <p>At the February 12 information session city staffers spoke of the Brightwood neighbourhood as a "desirable area". With the addition of large, possibly multi-lot buildings on Victoria Rd between Cherry St and Francis St, this will no longer be a desirable area for home buyers. The city planners also said they want new construction to "blend in" with the existing neighbourhoods. Three to four story houses, townhouses, backyard suites, in fact all of the missing middle housing will blend in. Seven story buildings (with no actual height restrictions as to number of meters) will not. They will overwhelm and shadow the smaller homes around them.</p> <p>What about the potential need to widen Victoria Rd in the future? As the population of HRM grows, so will the need for roads that can accommodate the increase in traffic. The section of Victoria from Cherry St to Francis St is two lanes, this will cause a bottleneck if there is no ability to add extra lanes due to large buildings that have a setback of 2 to 2 1/2 meters.</p> <p>At the information meeting the residents of Brightwood made many valid points for the missing middle housing, and against the zoning change that would allow seven story construction. They also spoke up as a community in solidarity with their neighbours, speaking up as a democracy, one that wants a say in the future of their neighbourhood.</p> <p>Please consider not changing the zoning from E3 to COR, not only in this section of Victoria Rd, but in many of the communities in HRM that are about to have radical changes happen in their neighbourhoods.</p> <p>(REDACTED)</p> <p>Get Outlook for Android</p>	<p>No</p>
<p>C536</p>	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p>	<p>No</p>

	<p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To Whom it may concern,</p> <p>Re: Urgent changes to planning documents for housing</p> <p>I support increasing the housing density in HRM to combat the current housing crises, but we need to put building types where they make the most sense.</p> <p>1. The city blocks that have been identified as possible HR-2 developments around SMU will not provide the 'gentle density' that has been stated as the goal of these proposed planning changes, nor will these types of developments provide the 'missing middle' housing the HRM desperately requires.</p> <p>I am very much against this part of the proposal and ask that you reverse allowing any tower in the residential areas around SMU. University officials have stated that they are planning to build housing for students on their own undeveloped land - a much more appropriate solution for the urgent planning goal of providing housing for students.</p> <p>2. I support increasing the number of properties zoned ER3 as this will go a long way toward fighting homelessness and gently increasing the density on the Halifax peninsula. These are units that can be constructed with speed, and are of a scale that would not undermine existing residential neighborhoods.</p> <p>However, I am concerned that the suggested zoning changes are proposing to eliminate virtually all single family dwellings on the peninsula and in central Dartmouth: Maybe every property zoned ER3 won't be developed to fit that designation, but per the proposal this is the ultimate goal.</p> <p>I think it would be a mistake to introduce planning regulations that would ultimately result in the loss of the unique urban fabric that makes our community special - and the best place to live.</p> <p>Yours very truly,</p> <p>(REDACTED)</p>	
C537	<p>Good afternoon,</p> <p>Please find attached my letter of concern directed towards the potential development and rezoning in my community.</p> <p>Happy to chat if you have any outstanding questions.</p> <p>Warmly,</p> <p>(REDACTED)</p>	Yes
C538	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p>	No

All the best,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER

COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

To whom it may concern,

I am writing to express my deep concerns regarding the proposed development of 3 five-story low-income apartment buildings and 8 townhouses on Sherwood Street (PID #40606345). While I understand there is a great need for affordable housing in our city, I have some very valid concerns on the impacts to me, my property and my community.

Firstly, it is important to note that I live on Hampstead Court, just down the hill on the backside of the property set to be developed. During heavy rain, the back portion of my property experiences flooding. When the city storm drains become overwhelmed with heavy rainfall, the yard drainage system located on my property to the street will not drain. Because of this, I have had instances of water coming within 1.5' of my house. I have significant concerns that changing the landscape up the hill that backs onto my property, and removing the mature trees, will significantly exasperate this issue, ruin my property and lawn (of which I have substantially invested) and, even worse, actually cause my home to flood in periods of heavy rain.

I am also concerned how close this development will come to my property line. I have concerns for the loss of privacy and the loss of the beautiful mature trees that surround my backyard. I am concerned for the noise pollution of construction, and then occupation, of these units as I work a professional and high-stress job from home. I'm also concerned for the olfactory pollution of marijuana smoke from residents of these units wafting into my home from up the hill. I enjoy my home and my property. These involuntary changes to the surrounding area of my property will not only diminish my quality of life, negatively impact my work life, but also significantly decrease the value of my home and property.

I am also concerned, as a single homeowner, living alone, of the potential increase in crime and the unravelling of the current blanket of safety we enjoy as a tight knit community. With low-income housing comes an increase in crime rate and a shifting of our community mix and dynamics. On top of that, the increase in traffic on Sherwood Street would be unmanageable. At present, it's often difficult to get off Hampstead Court and onto Sherwood Street - it's often dangerous and congested with cars parked on both sides of the road blocking the driver's view and cars peeling by faster than they should. With this influx of residents this problem will increase exponentially – the street is not meant to handle such a level of traffic.

Finally, the construction company that has been involved in this project, C. A. Wilkins Holdings Inc., has a rather questionable track record and reputation through its various companies:

- According to CBC News, they were fined \$60,000 for lying on building permit applications which resulted in the collapse of a building they built (2016)
- According to the Registry of Joint Stock Companies:
 - o their status was revoked for non-payment in 2015 and 2017 (Reg # 3284385),
 - o status was revoked for greater than 1 year and struck off from register for non-payment (Reg #3101775),
 - o struck off from register for non-payment (Reg #218289),
 - o revoked for greater than 1 year and struck off for non-payment (Reg #2148624)
 - o struck off from register for non-payment (Reg #3060128),
 - o status revoked for greater than 1 year and struck off from register for non-payment (Reg #3040584),
 - o status revoked for greater than 1 year and struck off from register for non-payment (Reg #2363552),

This company does not have the characteristics of a well-managed or ethical organization. They have demonstrated time and time again poor ethics, judgement, lack of morals and a disregard for their craft and the people whom they service. This does not reflect well for what can be anticipated should this project move forward.

I implore you to consider the impacts to the people who live in the Sherwood Street area. I implore you to put yourselves in our shoes and think about how this would impact you if you lived on our streets. I implore you to imagine how this would negatively impact your lives if you were part of this community.

	<p>We understand there is a need for more housing, but there are other places to build that won't negatively impact communities like ours. The quality of our lives and the values of our properties should not be significantly diminished so that others can be crammed into a space where there really is no space for them or the infrastructure to service all of us appropriately. I do not want this project to move forward. My community does not want this project to move forward. I trust this will be well represented by the emails you will receive as we have worked together to canvas our neighbourhoods and encourage people to voice their opinions and concerns.</p> <p>Sincerely, (REDACTED)</p>	
C539	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Re: proposed ER 3 zoning</p> <p>I don't support these proposed zoning changes for my neighbourhood.</p> <p>Thank you</p> <p>(REDACTED)</p>	No
C540	<p>Hi,</p> <p>Thanks for sending this.</p> <p>Best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hi Iona,</p> <p>I spoke with (REDACTED); she is very unhappy about the proposed zoning changes. She lives at (REDACTED). She feels it will ruin her</p>	No

neighborhood.

	<p>She does not have access to email to send in her comments, so I have copied the appropriate email address on her behalf.</p> <p>Vicki</p> <p>VICKI PALMETER SHE/HER COUNCIL CONSTITUENCY COORDINATOR COUNCILLORS' SUPPORT OFFICE OF THE CHIEF ADMINISTRATIVE OFFICER</p> <hr/> <p>Would you please make one call for me: (REDACTED).</p> <p>Thank you so much.</p> <p>~Iona</p> <p>IONA STODDARD (SHE/HER) COUNCILLOR DISTRICT 12 TIMBERLEA-LAKESIDE-BEECHVILLE-CLAYTON PARK WEST-WEDGEWOOD PO BOX 1749 HALIFAX NS B3J 3A5 T. 902.240.7926 F. 902.490.4122 iona.stoddard@halifax.ca www.halifax.ca</p>	
C541	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello,</p> <p>I'm a long time resident of neighborhood within the boundaries of Cunard, North, Gottigen and Windsor.</p> <p>This neighbourhood is unique within the Halifax peninsula, for its historic homes, it's walkability and it's overall human scale. Please do not change the zoning of this neighbourhood to introduce high rise, high density housing. This zoning is already in place north of North Street, which already had existing infrastructure to support high density housing.</p>	No

	<p>Please allow the unique character of this neighborhood— uniquely Halifax—to remain intact.</p> <p>Thank you, (REDACTED)</p>	
C542	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Thanks, That is helpful.</p> <p>I am against moving Cedar Street from Er-2 to ER-3 as it seems from the infographic on ER-3 of 2021 that there could be construction or row housing (townhouses) and three or four story apartment buildings (although better than the monstrosities being constructed now that are not affordable for a large percentage of the population) that would or could depending on the number of units increase the density of a residential area. I understood that ER-2 still would allow small commercial, rooming houses, duplexes etc.. What additional housing in the limited urban space that is available would be constructed or is anticipated might be constructed that needs ER-3 zoning.</p> <p>In my view, increasing the density of residential areas will only exacerbate the current housing crisis as the units will end up being investment properties and not owner lived in properties. I realize I sound like a NIMBY, but in my view, the basic premise of increasing urban density that is sweeping the country is wrong. New residential construction in the outlying areas should be the norm that at one time governed Halifax through the N.S. Housing Commission or land assembly unit whatever it was.....That is how Sackville was expanded along with Cole Harbour in the 1970's.....Government or City Owned land.....infrastructure put in place etc. . Do it again !!!!</p> <p>(REDACTED)</p> <hr/> <p>Hi (REDACTED),</p> <p>Thanks for reaching out, you can find a website that details the proposed changes as well as an interactive map at www.halifax.ca/haf.</p> <p>For Cedar Street, the proposed zoning would be ER-3 (except for a Corridor Zone at the corner of Cedar and Robie). Heights in the ER-3 are proposed to be 12 metres, with a 3 metre exemption for a peaked roof. The ER-3 would permit broadly a single, two unit, three, unit, and four-unit dwelling, a backyard suite, a townhouse, a small scale multi-unit dwelling not exceeding 8 units, and a small shared housing use.</p> <p>We are accepting feedback on the proposal until this Friday, February 16. Comments received will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p>	No

	<p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Please indicate to me all the proposed zoning, development, building height etc. changes that affect Cedar Street between Quinpool Road, Robie street, Oakland Road, and Oxford Street. Could you also please direct me to the maps that show where Cedar Street fits in the new proposed changes. Thanks.</p> <p>(REDACTED)</p>	
C543	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>I will just note that if the properties on the map are shown in red, these are requests that are not recommended for approval at this time. Part of our criteria in assessing requests include no demolition of existing multi-unit housing. Sites on the map shown in green are sites that are being recommended for approval as part of the Housing Accelerator Fund.</p> <p>I hope this helps clear things up, we're happy to assist with any questions you might have.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hi (REDACTED),</p> <p>Can you please put this out to all your constituents via social media? Here is a direct link to the interactive map. Proposed Urgent Planning Changes for Housing Accelerator Fund (HAF) Centre Plan and Suburban Area DRAFT App (arcgis.com)</p> <p>I can't believe what may be considered. Demolition of two apartment buildings and several houses to put up a 6-story building and a 9-story building on the Old Sambro rd. to mention 2 of the projects near me . The 9-story building would be 60 ft. away from my property.</p> <p>The demolition of the 2 apartment buildings would leave approximately 18 units of long-term residents, newcomers and in one case a single mother with a physical handicapped child looking for new places to live. I think most of these residents don't have the resources to pay or find any available places to live. A moratorium on demolition needs to be put in place for all HRM as this is also one of the main reasons for the housing shortage.</p> <p>The shadowing of these buildings would leave adjacent properties with no Southern sun exposure. I guess the solar project I have been inquiring on is on hold or squished with federal grants running out the end of this month.</p>	No

	<p>I have only had time to look at this a bit and what I see is so wrong. I know Patty that you said marked in red is Not Recommended but doesn't ease my mind much as we have seen what has happened in the past. Large over 4 story developments please leave Spryfield alone! Regards</p> <hr/> <p>Hi everyone –</p> <p>There was a lot to talk about at the last meeting, so missed a few updates. I wanted to make you aware of the Housing Accelerator Fund – and opportunity for resident feedback. In particular, please look at the “Interactive Map”. There are a number of proposals for Spryfield. Note: red is NOT recommended, green is recommended. I have a meeting with staff about this on Monday. Interested in any thought you might have.</p> <p>Patty</p> <p>Housing Accelerator Fund Regional & Community Planning Halifax</p> <p>As part of the federal Housing Accelerator Fund (HAF) agreement, the municipality is proposing allowing a minimum of four units in all residential zones within the Urban Service Area to enable more housing development.</p> <p>Proposed Amendments Regional Council has directed the CAO to expedite amendments to planning documents in the Regional Centre and Suburban Area to allow more dense housing development as-of-right. Residents can provide questions or feedback on the below amendments until Friday, February 16, 2024 to haf@halifax.ca. Any information shared with the municipality will be for the purposes of informing a report to Regional Council in March, 2024.</p> <p>From: (REDACTED) Sent: Wednesday, January 31, 2024 9:29 AM To: (REDACTED) Cc: (REDACTED) Re: Draft Agenda Jan 31- please advise if you have difficulty opening</p> <p>Hi folks A reminder of tonight’s meeting at Spry. Please advise of any items for the agenda sent out a few days ago. Thanks</p> <hr/> <p>SCA Board Agenda and Minutes Jan 31 2024</p> <p>please advise re: any topics you would like on the agenda</p> <p>thanks!</p>	
C544	안녕하세요 한국계 분이 시에서 근무한다고 하니 반갑네요	No

	<p>저는 (REDACTED)에 살고 있는 (REDACTED) 이라고 합니다.</p> <p>시에서 저희집이 위치한 곳의 존을 9층까지 빌딩할 수 있도록 존을 바꾸려한다고 들었습니다. 저는 변경되는 것을 대찬성 합니다.</p> <p>질문 = 공청회를 거쳐서 큰 문제가 없다면 존이 바뀌는 것이 확실한가요?</p> <p>답변 기다리겠습니다.</p> <p>[English translation] Hello. It is nice to know that a fellow Korean person is working at the City. My name is (REDACTED), and I live at (REDACTED). I heard that the City is proposing to rezone my property to 9-storey limit. For the record, I highly support the rezoning. My question is: if there is no problem at a public hearing, are you sure that the rezoning is happening for sure? I look forward to receiving your answer.</p>	
C545	<p>Thanks Joshua</p> <hr/> <p>Hi (REDACTED),</p> <p>For now, the information we have is on our website at www.halifax.ca/haf. There will be more detailed information available in the coming weeks as the proposal becomes more firm and as the proposed amendments proceed to Regional Council for consideration.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Thanks for the detailed explanation. Is there any pdf file you can share or direct me to download so I can get more information through that as well?</p> <p>(REDACTED)</p> <hr/> <p>Hi (REDACTED),</p> <p>As it stands, the ER-3 would allow a new multi-unit dwelling up to 8 units for new construction. However, more than 8 units are also permitted in an existing building through internal conversion.</p>	No

The reason for the difference between the two zones is that the ER-2 applies to proposed Heritage Conservation Districts and registered heritage properties, so areas that have been identified with an important building stock. This is why the proposed is a little more restrictive when it comes to demolition and new development.

All the best,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

Thanks Joshua,
Does ER-3 have the same restriction regarding new construction of multiple units?

Thanks
(REDACTED)

Hi (REDACTED),

No, that would not be possible in the proposed ER-2 Zone, new construction would be limited to 2 units (plus backyard suite). The intent is to encourage retention of the existing building stock in this area by providing more flexibility for internal conversion.

All the best,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

Sorry a follow up question:
Can we demolish the current structure and build a new multiple units structure?

Hi (REDACTED),

Thanks for reaching out. Important to note that everything is still subject to change, and that these requirements are not in effect until approved by Regional Council and the Minister.

The proposed lot coverage for lots under 325 square meters is 60%.

If the property is currently vacant, the ER-2 Zone allows up to 2 units as-of-right, plus a backyard suite.

	<p>If the property has an existing structure, an internal conversion is allowed that would permit as many units that you can fit in the structure, subject to the bedroom count and requirements of the National Building Code.</p> <p>There is a proposed 3 meter height exemption for peaked roofs.</p> <p>Hope this helps.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hi there,</p> <p>Hope all is well with you. I have a couple of questions regarding the municipality's proposed changes in the urban area. We have a property in the North End of Halifax. The land area for the property is 2500 sqft and our property will be zone ER-2 with the new changes.</p> <p>Based on the information provided on HAF webpage: Subject to meeting National Building Code requirements, increase maximums for:</p> <ul style="list-style-type: none"> ER-2 Zone: bedroom counts (up to 10 per dwelling unit) <p>Can you please confirm if I'm understanding the following correctly?</p> <ul style="list-style-type: none"> - we can build up 50% of the land which is 1250 sqft? - we can build however many units we want provided that the total number of bedrooms in the apartment building is equal or less than 10? - we can build up to 8 meter. Does this include the peak of the house which will be the attic area? Each floor is 8' which is 2.5 meter. Does this mean we can have basement and two stories? <p>Thanks, (REDACTED)</p>	
C546	<p>Hi (REDACTED),</p> <p>Thanks for the additional comments, we'll be sure to capture them in our report to Council. Again, we're just accepting feedback on the draft proposal at this time, and it is subject to change.</p> <p>To answer your additional questions: Q: Why allow ER-3 zones across the street from HR-2 zones? A: This is a proposal, but HR-2 is intended to apply to self-contained blocks, which is why it was applied as it is around the post-secondary institutions</p> <p>Q: Why does HAF want the density near universities? A: This requirement comes from the federal government, but I assume its to provide additional opportunities for housing for students</p>	No

Q: Why rush this rezoning through if there's so much lead time?

A: There's a timeline associated in the HAF agreement for these changes. There's also a need to act quickly, every year we don't react, the housing shortage grows.

Q: Was there nothing already in the centre plan that you could have prioritized instead?

A: There's a number of large changes proposed throughout the Regional Centre and Suburban areas as part of this application.

Q: And is this the healthiest option for everyone's mental and physical health?

A: Multi-unit housing isn't for everyone, but it's an important and necessary component to any city's housing supply.

All the best,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER

COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

Hi Joshua,

Please find my responses and additional questions in blue.

To answer your questions:

1. The proposed changes are still draft, subject to change. The changes are the result of a staff proposal to meet requirements of the HAF and address our housing needs, by adding density in key areas such as along transit corridors and near post-secondary institutions. Staff proposed HR Zoning near SMU, Dal, and NSCC in the Regional Centre.

a. The proposed HR-2 Zoning does not necessarily reflect 'gentle density' that is being targeted in the ER-3 Zone. I agree, it doesn't reflect gentle density or the missing middle. Why allow ER-3 zones across the street from HR-2 zones? It pits my interests against my neighbours and destroys my community.

b. This was in response to an HAF target to increase density near universities. Staff proposed HR Zoning near SMU, Dal, and NSCC in the Regional Centre. Why does HAF want the density near universities?

c. The City is planning for an anticipated population growth of 1 million residents in 25 years, including the services and infrastructure needed to accommodate this population. I'll note that there is a lead time between zoning changes and units resulting from the zoning changes being occupied. Why rush this rezoning through if there's so much lead time? The HAF is short-term money and short-term election year planning from the liberals. How is this in keeping with the intention of the fund?

2. It would be left to market forces – each individual property can decide what to do with their property.

a. In our experience, turnover is not quick. This is why staff are proposing broad density increases citywide. This is not intended to solve short-term housing affordability or homelessness issues, this is intended to be a long-term change in the planning framework to accommodate future growth. Understood. But, again, why the urgent rush? I understand that Sean Fraser asked for density around the universities and that to unlock federal funds, planners drew the circles on the map. However, this is a very crude approach. Was there nothing already in the centre plan that you could have prioritized instead?

b. No

c. The City is working on a number of strategies, including no 'net loss', a vacant land tax, and inclusionary zoning that would address some of these issues. Good. Developers and real estate agents are already knocking on doors. I hope you move as quickly on these strategies as you are moving on this rezoning. The city does not regulate foreign buyers. Please recommend to the province that they do so for HR-2 and ER-3 zones.

d. Planning staff cannot approach a planning strategy under the lens of protecting property assessments. This is not HRM's responsibility. Your policies have a significant impact on property taxes so you need to take them into consideration. If you want an affordable Halifax then you'll need to look at other cities that have experienced upzoning and understand how upzoning policies impacts your coffers as well as citizens bank accounts. Staff can and should approach planning strategies with an eye to the financial impacts on people.

- e. There's nothing in the proposed changes that force anyone to leave. That's heartless. You're proposing massive population and infrastructure change to a few blocks. Have some accountability for your proposed policies.
- 3. We're currently in a public engagement process. There will be further opportunity for public input. Emailing copied and pasted answers is not community engagement. I'm defending my property here, not adding my hopes, vision, skills to smart policy and together building a better vision for housing in Halifax.
- 4. Please see a link to a June staff report which provides more details on the application and funding:
<https://cdn.halifax.ca/sites/default/files/documents/city-hall/regional-council/230606rc1514.pdf> Thanks
- 5. The province recently made changes to the HRM Charter to this effect through Bill 329. See below. Yes, I'm aware. This is a legal grey zone.
- 6. Social distancing is possible in a multi-unit building. Of course, especially for singles and couples. Much harder for families with school aged kids like mine. And is this the healthiest option for everyone's mental and physical health?

It seems like this plan is designed to implode this area, my new home and neighbourhood, with little consideration to the well-being of the people who will actually live here one day, including their health, financial well-being, their ability to cope with climate events, even their ability to get around. What's the point of that kind of policy planning? Find a better plan to reel in the federal dollars and let's build a great Halifax.

(REDACTED)

Hi (REDACTED),

Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.

To provide some additional context, we're currently soliciting feedback on a staff proposal that would enable more density citywide. Changes are needed to the planning framework due to the high population growth we have been experiencing (we currently have a housing shortage of approximately 20,000 units), and we expect this growth to continue into the future as we are planning for 1 million residents by 2050. That being said, the proposal is subject to change, we've been receiving a lot of feedback from residents and staff will take this into consideration when finalizing the proposed changes. The amendments will then be presented to Regional Council for consideration, and there is an additional opportunity for public input as part of the public hearing process at that time.

To answer your questions:

- 1. The proposed changes are still draft, subject to change. The changes are the result of a staff proposal to meet requirements of the HAF and address our housing needs, by adding density in key areas such as along transit corridors and near post-secondary institutions. Staff proposed HR Zoning near SMU, Dal, and NSCC in the Regional Centre.
 - a. The proposed HR-2 Zoning does not necessarily reflect 'gentle density' that is being targeted in the ER-3 Zone
 - b. This was in response to an HAF target to increase density near universities. Staff proposed HR Zoning near SMU, Dal, and NSCC in the Regional Centre.
 - c. The City is planning for an anticipated population growth of 1 million residents in 25 years, including the services and infrastructure needed to accommodate this population. I'll note that there is a lead time between zoning changes and units resulting from the zoning changes being occupied.
- 2. It would be left to market forces – each individual property can decide what to do with their property.
 - a. In our experience, turnover is not quick. This is why staff are proposing broad density increases citywide. This is not intended to solve short-term housing affordability or homelessness issues, this is intended to be a long-term change in the planning framework to accommodate future growth
 - b. No
 - c. The City is working on a number of strategies, including no 'net loss', a vacant land tax, and inclusionary zoning that would address some of these issues. The city does not regulate foreign buyers.
 - d. Planning staff cannot approach a planning strategy under the lens of protecting property assessments. This is not HRM's responsibility.

- e. There's nothing in the proposed changes that force anyone to leave.
- 3. We're currently in a public engagement process. There will be further opportunity for public input
- 4. Please see a link to a June staff report which provides more details on the application and funding:
<https://cdn.halifax.ca/sites/default/files/documents/city-hall/regional-council/230606rc1514.pdf>
- 5. The province recently made changes to the HRM Charter to this effect through Bill 329. See below.

6. Social distancing is possible in a multi-unit building

All the best,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

Hi,

I read with dismay the proposed sweeping rezoning changes for the neighbourhoods surrounding St Mary's University.

We bought our home on the north side of Rogers Dr and moved in August 2023. This move was a tremendous relief following two years of renting, commuting between provinces and searching for a house in Halifax's tight, soaring real estate market. This search was a stunningly expensive, stressful and disruptive experience. We moved our family of 6 from Waterloo, Ontario for my husband's new role at the (REDACTED). I thought we were finally settled into a stable community and that we could get on with building our futures here. Instead, this proposed rezoning plan has thrown us back into the significant stress of housing insecurity.

I oppose the proposed HR-2 rezoning around St Mary's University including Rogers Drive and the proposed redefinition of ER-3. Please remove the HR-2 zones around SMU, replace them with ER-3 and stick to your thoroughly-researched and agreed upon ER-3 definition from the centre plan.

I have many questions about the proposed rezoning amendment. I will focus my questions and feedback on my specific area around St Mary's, while understanding that many neighbourhoods across Halifax have been impacted.

- (1) Why is the city applying such a high density zone (HR-2) that intrudes into adjacent neighbourhoods?
 - (a) How does the HR-2 rezoning proposal align with your goal of gentle densification of existing neighbourhoods?
 - (b) Why did you ignore the existing local neighbourhoods and context near universities? Was this based on current rental practices on these streets? Or resident income levels on the streets surrounding SMU as opposed to income levels in nearby areas for example on Oakland, Young and South of the train corridor? Please share the rationale.
 - (c) Can you provide evidence of research or studies on the area surrounding SMU demonstrating how it can sustain such densification in regards to: traffic flow, access to green space, provision of public utilities, safety from climate change threats like hurricanes, wildfires, heatwaves and floods (made more challenging by the addition of so much concrete and loss of natural space), as well as provincial growth plans for local schools?
- (2) How do you envision the land for the proposed HR-2 zones be acquired?
 - (a) How fast do you think this will happen? Is this fast enough to meet the needs of the current housing crisis for which the HAF fund was intended?
 - (b) Will the city buy or subsidize purchasing of land?
 - (c) If you envision private developers bidding and purchasing properties, how will you ensure the following: that these buys aren't foreign-owned development organizations? That the houses aren't tossed away as landfill? That the lots don't sit vacant for years? That the new building designs are appropriate for what's

	<p>left of the neighbourhood? That the housing units are affordable once built? That the buildings include units appropriate for the families? That the units aren't bought by investors who let them sit empty?</p> <p>(d) Do you expect to drive owners out with soaring property taxes because of the competition and resulting soaring valuation you create with this rezoning (as happened during similar upzoning in Auckland)?</p> <p>(e) Where do you expect current owners to live and how will you support our relocation?</p> <p>(3) Why the lack of appropriate levels of communication and consultation for this amendment?</p> <p>As you are aware by now, SMU was not consulted and has its own land and plans for addressing its student housing needs. There is no need for a ring of high rises for students surrounding St Mary's U. The messaging from the city around the motivation for such density seems to be shifting with every new conversation I have with my new neighbours (city planners have moved on from saying that the density is needed for students to now saying it's needed for university staff to hospital staff). More importantly, the people living in this area only found out about the rezoning by word of mouth, as if we are not important stakeholders in the shaping of the future of our own community. As a tech entrepreneur, I understand the importance of federal funding for innovation and change. However, I disagree with creating a drastically altered plan (and calling it an amendment) and throwing out your very solid centre plan to chase federal dollars. Federal funding should be spent on your priorities and not those created by the federal government and applied as one size fits all to all cities across Canada. Regardless of the motivation, the lack of communication with people and stakeholders living and working on the land you propose to expropriate has created an environment where rumour and speculation flourish.</p> <p>(4) How will Halifax's Housing Accelerator Fund of \$84 million be spent?</p> <p>(5) Is the city willing to engage in lawsuits over this rezoning?</p> <p>There are very old restrictive covenants in my subdivision that I agreed to adhere to when I bought my house in August 2023. I am aware of new legislation from the province allowing some private agreements to be overridden if zoning has been changed. However, I'm also aware from my real estate lawyer of legal action in HRM contesting this legislation, stalling development, and costing the city, the developer and the neighbourhood time and money. In addition, restrictive covenants have a long legal history of providing some protection for homeowners. This is a legal grey zone and should be taken into consideration and the city should not assume that people whose property is expropriated without communication or appropriate levels of consultation and against their long-standing agreements will not pursue a fair resolution in court.</p> <p>(6) Why does this plan ignore the lessons from covid? How would social distancing be possible with this level of densification?</p> <p>The housing crisis is very real. I support densification of my community. Re-zone Rogers and the streets surrounding SMU for your original definition of ER-3 and release a design book to guide development. Remove the HR-2 zones around SMU. Let's get on with the gentle densification of this city so everyone has a home.</p> <p>Regards, (REDACTED)</p>	
C547	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p>	Yes

	<p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Good day,</p> <p>Please find attached comments related to the proposed Affordable Housing Development – 78 Sherwood Street (PID 40606345). Kindly confirm receipt of this email.</p> <p>Best regards,</p> <p>(REDACTED)</p>	
C548	<p>Good morning,</p> <p>I know this is the last day but I am concerned regarding your plan for eliminating your retirement for minimum parking. I personally think this is a huge mistake. Yes there is public transportation and I realize that it is a push towards using this instead of personal transportation, but it is not always possible to use public transportation exclusively. People have family outside urban areas, they work odd hours or whatever the reasons might be. I think it's more feasible to require a certain amount of parking, especially for visitors as well as for charging electric vehicles. Please don't take away parking minimums yet.</p> <p>Thank you for taking the time to read and understand my perspective.</p> <p>Sincerely, (REDACTED) Sent from my iPhone</p> <hr/> <p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p>	No
C549	<p>Hi (REDACTED),</p> <p>Thanks for reaching out. I'll start with the caveat that this is still a draft proposal that is subject to change.</p> <p>At the moment, the ER-3 Zone would permit a multi-unit dwelling up to 8 units as-of-right for new construction. For an existing building, internal conversion to a multi-unit dwelling is possible, with no unit max. A rear addition may also be allowed to support the internal conversion.</p> <p>At this time, things are still very much in flux, we do hope to have more detailed staff report an a full list of draft amendments available for review no our website when the amendments are presented to Regional Council for consideration in March/April.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p>	No

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

Housing Accelerator Fund Team
[haf@halifax.ca]:

Halifax Regional Municipality
5251 Duke St, 3rd Floor, Suite 300, Duke Tower, Halifax

City Hall 1841 Argyle Street Halifax NS B3J 3S1
Mailing Address: PO Box 1749. Halifax NS B3J 3A5

Re: Request for Confirmation / Clarification of ER-3 Zone Proposed Requirements

We are representing the owner of two small multi-unit residential buildings (6 dwelling units each) on properties in the Regional Centre proposed to be rezoned to ER-3 by the proposed Housing Accelerator Fund (HAF) amendments. Can you please provide confirmation / clarification of the proposed ER-3 zone requirements for additions to small multi-unit buildings. Specifically, does the proposed HAF amendment package for the ER-3 zone permit:

- Additions to existing buildings;
 - Additions that increase the number of units, and if so to what limit;
 - Additions which increase the building height and habitable volume, but not exceed the proposed maximum 12m height; and,
 - Internal conversions of existing buildings and their additions?

Discussion

In our opinion, the permissions listed above appear to be consistent with the intent of the HAF amendment package to support the development of 'Missing Middle' housing and to allow more dense housing development as-of-right as a response to our housing challenges. As we understand it, the 'Missing Middle' policy approach intends to fill the gap between single-unit dwellings and high-density multi-unit apartments or mixed-use residential buildings with so-called Missing Middle housing. One form of 'Missing Middle' identified on the HAF website is small scale multi-unit housing (low rise apartment). We agree that 'Missing Middle' housing options support walkable, complete communities that meet the needs of all residents.

We believe additions to existing small multi-unit residential buildings are consistent with the 'Missing Middle' principles to provide more dense housing within a reasonable built form envelope. This small-scale multi-unit housing will contribute to a walkable, complete community for residents.

Our request also appears to be consistent with this excerpt from Mayor Savage's Sept. 29, 2023, letter to Minister Fraser:

This [amendments that would permit more 'Missing Middle' housing options] will create more opportunities for residential intensification while respecting the integrity of the Centre Plan. Examples of potential changes include:

- Increasing density and height near transit and corridors identified in the Centre Plan such as:
- Height increases in Established Residential 3 Zones [emphasis added]

Our client's proposed addition to the existing buildings will not exceed the proposed 12m height limit and will be consistent with the height limit.

	<p>Although not specifically cited in the HAF documentation, save the Heritage Property sections, we believe that continued use and expansion of existing housing resources is important from a sustainability perspective, to continue use of structurally sound buildings and extend their useful life.</p> <p>In consideration of our request, we acknowledge the proposed ER-3 zone will include the following requirements with the amendments you propose on the HAF webpage:</p> <ul style="list-style-type: none"> • No maximum unit count; • No maximum bedroom count; • 50% maximum lot coverage on lots greater than 325 sq. metres (the client’s lots are both greater than 325 sq. metres in lot area); • No minimum number of vehicle parking spaces; • Permitted use (among others) – low rise multi-unit buildings; • No unit mix ratio (not explicit but assumed); and • Front, side and rear setbacks as in the ER-3 zone / Schedules. <p>Summary</p> <p>In summary, please provide confirmation or clarification that the proposed amendments to the ER-3 zone in the Regional Centre will permit additions to existing residential buildings which do not exceed the maximum 12 metre height. This requirement appears to meet the intent of the HAF amendments, the tests of ‘Missing Middle’ housing for the ER-3 zone and the maximum height as proposed in the HAF amendment process.</p> <p>Please let us know if you have any questions.</p> <p>(REDACTED)</p>	
C550	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>As a north end homeowner, let them build big buildings already!</p> <p>We need more density. We need places for our grown children to move into. We all need more young families and immigrants around. Please PLEASE do your job and mandate affordable units throughout every building - mainstream regular struggling people right in amongst those that already have great jobs or familial advantages.</p>	No

	<p>Bright Place is great! Low- or mid-rises by Lawton's would be fabulous, & Cousins corner has GREAT potential for a nice bright big building with (please) services and amenities in the ground floor. what is even going on with Novalea place - it's prime real estate that could house tons of businesses AND housing units!!!</p> <p>Let's get building!!</p> <p>(REDACTED)</p>	
C551	<p>Hi (REDACTED),</p> <p>Thank you for your email. We have received your comments and will review them as we prepare our final recommendations to Regional Council.</p> <p>If you are interested in receiving updates on the Housing Accelerator Fund Amendments Package and the ongoing Suburban Planning process, we would be happy to add you to our mailing list.</p> <p>Kind Regards, Kathleen</p> <p>KATHLEEN FRALIC MCIP LPP SHE/HER</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING – SUBURBAN PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>See attached concerns.</p>	Yes
C552	<p>Hi (REDACTED),</p> <ol style="list-style-type: none"> 1. Through the HAF, 22 McIntosh would only qualify for a max of 4 units on a lot. This will be considered by Council later in the Spring, before it is enabled. If you would like to apply for a site-specific request to consider additional density, the deadline is today. We would need a little bit more of a description of the project (e.g. units, height, project description) to consider the request. 2. All serviced lots (water and sewer) would be enabled to build up to four units as-of-right with the proposed amendments 3. See our affordable housing grant program: https://www.halifax.ca/about-halifax/regional-community-planning/affordable-housing/affordable-housing-grant-program <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Good morning HAF</p> <p>We have been working on building 16 unit affordable housing (units under 399k). I have three questions:</p>	No

	<p>1. As HRM is increasing density (gently), when can I take advantage of this increase to reach my 399k price target? I am ready to construct but Melinda (our development officer) has confirmed that new density can't be applied for until the policy is mandated. Could you explain the timelines?</p> <p>2. Is the increased density applicable to semi detached and single home lots both?</p> <p>3. What grants are available to us as a small company with a real and innovative plan to create affordable housing really quickly (3 months or less turnaround) through innovative building envelope techniques and prefabrication and onsite assembly advantages.</p> <p>As a group of (redacted), I would like to get in touch with someone in the HAF. Could you kindly contact me as soon as possible before the deadline today.</p> <p>Thank you,</p> <p>(REDACTED)</p>	
C553	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>I support the plan to provide assistance to accelerate development of new dwelling units in HRM, with a particular interest in Spryfield and the surrounding area, provided only that certain principles are followed.</p> <p>First, I strongly believe that the provincial government is overreaching given its present obsession with population growth and development. Clearly the premier and his developer friends seek to override sensible planning requirements and restrictions that are intended to ensure a livable, attractive community. Planning must consider the future not only in terms of accommodating greater population density, but also in terms of energy use, transportation, accessibility, protecting natural environment, and offering cultural and recreational amenities to ensure a good quality of life for all.</p> <p>It is time to reverse decades of short-sighted development, lack of affordable housing, dependence upon the automobile and unnecessary destruction of the natural environment including watersheds and green spaces.</p> <p>I also support the point of view of the Spryfield organization, the Backlands Coalition, that calls for complete communities including:</p> <ul style="list-style-type: none"> • Neighbourhoods with local schools • Goods and services within walking distance • Policies and development that value the natural world and its role in the lives of the people of Halifax • Planning that precedes development and includes community input • Adequate infrastructure to support a vibrant and healthy culture • Maximum density near the roads • Always include natural spaces with connectivity between these spaces 	No

	<ul style="list-style-type: none"> • Increase residential density in order to conserve natural areas • A mix of housing types that includes affordable options • Encourage development along public transit corridors <p>Thank you for your consideration. (REDACTED)</p>	
C554	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Good morning,</p> <p>I understand the Halifax Regional Municipality is currently conducting public engagement to gauge support for changes to land use by-laws that will enable the municipality to receive federal funding to accelerate new housing stock through the Housing Accelerator Fund.</p> <p>I wanted to briefly share my thoughts on the proposed changes. In short, I fully support the proposed changes, especially the proposal to allow 4 units per lot as-of-right city wide, and the reduction/elimination of minimum parking requirements. These are progressive, even radical shifts in municipal policy, and they are a step in the right direction. I am very optimistic to see Halifax making these changes.</p> <p>I think the people working to make these changes are trying their best, and working very hard to make Halifax the best it can be. I also want to acknowledge all their hard work.</p> <p>Thanks, and keep up the great work.</p> <p>(REDACTED)</p>	No
C555	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>We also thank you for the additional suggestions. We will review this information as we refine the proposal before it is presented to Regional Council.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p>	Yes (3 attachments)

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

Thank you for considering my comments and feedback. My name is (REDACTED) I live at (REDACTED). I am at the end of the street close to the rail cut. I live in a house and an area that would remain ER3, which would be across the street from proposed HR2 9 stories tall.

I will start by stating that I am a huge proponent of Density. I attach my notes that I spoke from over a decade ago asking for you to add more density to HRM by design. I said then and I believe it to be true today that there was not enough density.

I always believed density should be along our corridors and next to similar buildings, very simply put the buildings where they should be. I have never advocated for towers on residential streets. I also believe we have a lot more room to go taller in areas where it makes sense: Young St in the north end, downtown in certain areas, very large lots like the old St Pats site. I also think that the Commons is an area that could have more height, if Central Park can have a tower with 131 stories next to it, surely, we can have more than 20.

We all agree there should be more density, but please reconsider how you are getting it. I will keep my comments to the area in the south end as I have lived here most of my life.

As I look at Marlborough Avenue a dead-end street with all traditional R1 homes, I cannot imagine allowing towers on one side and not the other, try and picture this on the street you live on. This is not the gentle density the Minister Fraser has asked for with this fund, there is nothing gentle about this. ER3 allows up to 5 units, this is essentially increasing the density by up to 500 percent. These units will be more affordable as homeowners will divide their houses or add additions in their back yards. The towers will be concrete, with elevators and fire suppression etc they will be expensive to build. Towers still need to be built in HRM, but later we will discuss areas that make more sense. SMU has always respected the neighborhood by putting shorter buildings along Robie st and setting their towers back. Look at the attached pictures, SMU McNally Main is 3 stories and over 100 feet from Robie, and then we will be jumping up to 9 or 12 stories. (please see attached pictures of what would be allowed to be built)

I propose you leave Marlborough and Bridges and Rogers drive as ER3 If you need to look at converting a residential street to much higher density than ER3, there needs to be a new classification that ties into the neighborhood but does not put commercial at the street level. There are many examples of what could be built, just look at existing residential building (4-5 stories) on Maclean St, Tower Rd, Inglis, Coburg, Oxford st to name a few.

As I dug a bit deeper into what your proposing the following could be improved upon. I own a parking lot on Quinpool Rd which has an application with planning. You have proposed double the density on residential streets than I have on Quinpool Rd. Before you put towers in residential areas lets increase the GFAR throughout the city. At this point 30 stories of height on Quinpool will never happen, even with the GFAR your proposing I would max out at 8 stories. Look at all the areas where there are towers, we can add a lot more density in these areas.

By picking these 6 blocks and putting such large development potential, developers will pounce on the area, and they already have. Realtors are spreading misinformation, a neighbor was told their house is dropping in value and they should sell it now, this retiree thought they lost a lot of their value, I explained that they are in proposed HR2 and the value would increase. Another neighbor who is a retiree lives on the side that remains residential, he is devastated knowing his house will lose a lot of value, he said he worked his entire life to sell, and now regrets not selling last summer. Your own definition of HR1 says that when it abuts residential housing its maximum height is reduced from 26 metres to 20 metres, with this in mind let's not allow 9 stories on residential streets where one side will remain 3 story houses.

If you live in a home, look at your street and now picture 9 story buildings across the street, but not on your side. Does this make any sense to you? If we run out of areas to develop in the future and we need to use HR2 in this neighborhood go all the way to Beaufort and all the way up to Jubilee or Quinpool. This way you're creating a lot of opportunity and there will not be predatory behavior. I cannot emphasize this enough, if we want more built do not drive up land values by picking a few blocks with huge density, spread it out and the lowed demand will keep land value in check.

	<p>I ask you to also look at the following areas for more density:</p> <p>Tower Rd North of Inglis has towers today over 10 stories and yet your proposing ER zoning, this area can be increased.</p> <p>Maclean st has 4 and 6 story apartment buildings and can support a higher density, as can Inglis St.</p> <p>Robie st south of Inglis which is a dead-end street is proposed to be 9 stories and Robie st North of Inglis is zoned at 3 stories of height all the way until South.</p> <p>I think Inglis across from SMU could support HR1, even on an artery HR2 is too much here.</p> <p>SMU owns 5 acres of land at the end of Robie St and it has a 3-story height limit. SMU could build 30 stories on this land with minimal impact on the woods and the neighborhood.</p> <p>If side streets are ER3 then Young Avenue should be as well. Here is an area with large lots where there is land to build behind the homes.</p> <p>In closing thank you for all your work, I understand your working under a short time frame. This is an important decision and will impact the city greatly, let's make sure it positive. ER3 is a huge jump in density let's give it time to work. I think the way you applied it to most areas means it will not be in chaotic demand since there is so much of it. Let's please put the same lens on the 5 residential blocks your proposing to turn into high rises.</p> <p>Thank you</p> <p>(REDACTED)</p>	
C556	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello,</p> <p>My name is (REDACTED) and I live in District 16.</p> <p>I'm e-mailing you to voice my support for the amendments to the city planning process & increased heights under the Housing Accelerator Fund.</p>	No

	<p>Record population growth has given record demand for housing that is drastically needed. Even as a home owner of a small starter home I am now unable to upgrade my home due to a lack of supply and demand outstripping supply. Increased rentals are needed, increased height limits and density is also required.</p> <p>I sincerely hope that this will be passed and development can proceed that will match or exceed the cities growth. More height is a good thing, increased density will allow the city to improve city services through an increased tax base – this is honestly a good thing for everyone.</p> <p>I appreciate the time taken to read this e-mail.</p> <p>Sincerely,</p> <p>(REDACTED)</p>	
C557	<p>Good day,</p> <p>I hope that this email finds you well.</p> <p>Please find the attached letter from the Beechville Community Development Association (BCDA) representing the Historic Black Community of Beechville in regards to the proposed Housing Accelerator Fund proposed changes for our community.</p> <p>If you have any questions please feel free to contact me by replying to this email.</p> <p>Best Regards,</p> <p>--</p> <p>(REDACTED)</p>	Yes
C558	<p>Hi (REDACTED) and (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To Whom it May Concern,</p> <p>This PID is zoned R1 and should remain R1. We are a residential neighbourhood with single family dwellings and want it to remain that way. We have lived here for almost 29 years and have seen all the single family homes go up around us.</p>	No

	<p>Sherwood Street is one of the busier residential streets in Cole Harbour and cannot support another 400 plus vehicles (assuming 2 cars per unit proposed) and all that goes along with the increased traffic. Townhouses and apartment buildings do not belong in an area designated R1 and council should realize this. Yes there is a crisis but some thought and planning needs to occur first. There is better alternatives in areas that already have the appropriate zoning.</p> <p>Yours truly,</p> <p>(REDACTED)</p>	
C559	<p>Hello,</p> <p>I am a long time resident of Mainland North (since 1975) and have seen the area grow with no vision or planning by former Halifax & now HRM. The list that I recently discovered of opportunity sites scares me to death (summary attached).</p> <p>By my modest calculations, there is a projected introduction of nearly 25,000 new residents if all of these were to happen, within 5-10 minutes of my home in Clayton Park West. This is greater than the current population that I have been able to ascertain. I have no idea how these sites will be scored and what is the goal for Planning re total new units. They cannot all be built in one area.</p> <p>I note that there are few if none of the missing middle type of developments described in the Suburban planning documents. And affordability does not seem to feature at all. At the Planning Budget deliberations, I believe I heard that 2% at CMHC rates (\$ not shared) would be implemented. This is not enough for our region, given the current housing crisis among so many and future economic challenges.</p> <p>My main concern is the lack of services that Districts 10 & 12 enjoy. One important fact is the absence of Parks & Recreation facilities &/or programming that is affordable or accessible or absent altogether. I have not heard the term...Park Spectrum...recently but this metric is important. Food security is another concern with new policies recently adopted. District 12 does not even have a potential space with water supply/access for this important community asset.</p> <p>And infrastructure and basic assets are lacking in the region. A Recreation facility or Hub to allow community to engage, feel welcome and collaborate with other volunteers, groups and staff. is needed. The Candad Games Centre is a regional facility and does nothing for the local residents, many who cannot afford the fees.</p> <p>In addition, Schools are in crisis currently in the Halifax West Family of Schools. No additional construction should be allowed until a comprehensive plan can be addressed by way of HRCE, CSAP & the province.</p> <p>A site that should be reconsidered is the Seton Ridge where planning staff & council approved 7000 new residential buildings without a school...where were the forward thinkers when this happened. Let's go back and reconsider this site for a school that could serve Seton Ridge as well as current & planned housing construction along Joe Howe & Dutch Village. This is urgent.</p> <p>Perhaps the Minister of Education can impose some new school construction, like other MLA's have done with housing sites.</p> <p>The other suggestion that may assist the overflow at the HWest High School is reassign the Brookside students (former county) to the newer Bay View High School at Exit 5, where historically, these students were bussed (old Sir John A).</p> <p>I add my list which no doubt is incomplete . And my calculations of people vs units x 2.25 may be modest.</p> <p>I am strongly requesting a community engagement session with staff & local elected officials for Mainland North. Questions & answers before this goes for a final decision is imperative. I trust also that once your report is ready, you will have a COW meeting for Council. In addition, each property must be considered individually and not as a block vote. It may take longer but it is important that our community has input as well.</p>	Yes

	<p>Collaboration with other Business UNits is also key to success of your decisions. Don't suggest a building just because there is a bus stop near by..look at safety, public access and services..I am thinking of the old Canadian Tire site. This would be a difficult build without major changes to both Dunbrack & Radcliffe and massive water & stormwater main changes...all very costly.</p> <p>I look forward to an engagement session once you are ready! In the emantime, if there are additional details, ie goal of projected # of units or other details, please post.</p> <p>(REDACTED) District 12</p>	
C560	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Dear Sir/Madam,</p> <p>I am writing to express my strong opposition to the proposed housing development in our neighborhood, which has always been and I believe should remain zoned R1. While I understand the current need for affordable housing in HRM, I believe that this project would have a detrimental impact on our neighborhood. First and foremost, the proposed development is simply too large for our area. The increase in population density would put a strain on Sherwood St, which is currently already one of the busiest thoroughfares in the area. I feel this would lead to increased traffic, noise pollution, and a strain on our public services. It's already a safety hazard to walk on the street with the current amount of traffic, never mind potentially adding up to an extra 400 vehicles using it daily. Additionally, the construction of this project would result in environmental damage, destroying natural habitats for the deer and pheasant that reside in the area. Furthermore, the type of housing being proposed is simply not in keeping with the character of our neighborhood. It would drastically alter the aesthetic of our area, replacing the existing appearance of well-maintained single dwelling homes with townhouses and apartment buildings. Finally, I am deeply concerned about the impact this development would have on property values in our area. The influx of townhouses and apartment buildings into our neighborhood could very likely result in a decline in property values, making it difficult for current residents to sell their homes and move elsewhere. In conclusion, I strongly urge you to reconsider this proposed housing development. While I recognize the need for affordable housing, I believe that this project is simply not the right fit for our neighborhood and kindly ask that Sherwood St remain zoned as R-1. Thank you for your attention in this matter.</p> <p>Sincerely, (REDACTED)</p>	No
C561	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p>	No

	<p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To Whom it May Concern,</p> <p>I am writing this letter in strong opposition to the Affordable Housing Development planned for 78 Sherwood Street (PID 40606345) in Cole Harbour.</p> <p>We know the city is currently in a housing crisis, but quick fixes only lead to long term problems. The following points outline the need to slow down and think about these long term problems that will be caused by such a quick fix.</p> <ol style="list-style-type: none"> 1. Schools - Caldwell Road Elementary, Astral Drive Elementary and Astral Drive Junior are near or over capacity. Astral Drive Elementary already has 6 portables on its property. Where will any new students go? Is this really what we want for our children? 2. Road Traffic - Sherwood is one of only a handful of streets in the neighbourhood that is not riddled with speed bumps, potholes, cracks etc. How long can Sherwood sustain its integrity with more traffic? What about sidewalks? How safe is it to add more people to the neighbourhood but have no sidewalks, especially for even more children walking to school? 3. Parking - Will there be more cars on the streets? More chance for something to be broken into? Less visibility for drivers and people biking or walking. 4. Loss of Green-Space - In a neighbourhood that is already void of larges trees, long grass and shrubbery our current neighbourhood children have a safe and fun outdoor area to play in. Many days and nights children are climbing trees, building forts, playing hide and seek etc. in this great space. Adults as well walk their dogs and use it as a trail for a daily walk, jog or hike. 5. Taxes - Due to an increase of traffic and the likely need for road repairs, along with the possibility of needing to add sidewalks will my taxes increase? Why would I want to pay more taxes? 6. Illegal Marijuana Dispensaries - These illegal dispensaries are already causing an increase in road congestion with cars pulled over on the side of the road, and an increased number of vehicles coming in and out of parking lots. Now with the possibility of an increase in the neighbourhood population more people will have access to illegal drugs rather than purchasing them a legally licensed facility that is NOT located in a child friendly neighbourhood. <p>Please take the time to think about this quick fix to a housing crisis and how it will lead to larger problems in the future that will not be readily fixed.</p> <p>Sincerely, (REDACTED)</p>	
C562	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p>	No

	<p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello,</p> <p>I wanted to email in support of the amendments being put forward with the HAF. I have been a resident of the Northend for my entire life and think the increased density will allow more people to live in such a great neighbourhood(s) in Halifax. I think the per lot density and increased height restrictions align very well with the rest of the city and I would support even more height if it was put forward. I really like the gentle density aspects of the policy as well, which will allow neighbourhood's to diversify with up to 4 units on lots without losing the human scale which they currently present.</p> <p>I'm not sure if it is something that is directly addressed in these amendments, but I wanted to also mention the importance of recreation spaces to be included with the plans for increased density. I think most of the zones are fairly well connected by transit and active transportation, but I would also like to support increased funding for those modes of transportation to match the population increases that will come.</p> <p>Glad to see the changes coming and hope these changes will help the community grow,</p> <p>(REDACTED)</p> <p>Sent from my iPhone</p>	
C563	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>First of all, these are needed changes, and will result in a more lively, equitable, sustainable city. I encourage council to support them, and reject the inevitable resistance to this generally positive and necessary change.</p> <p>I could levy small criticisms: Some of the areas protected under HCDs may be questionable—I wonder why the mostly unremarkable and low density housing in the Oakland Road area is protected, while the much more historically valuable and relatively rare Victorian architecture several blocks north, closer to Dalhousie, is not—and is in fact upzoned to HR. I would even suggest swapping these designations, for greater heritage benefit and at least as much of a density boost.</p> <p>Another important issue, which falls outside the scope of these plans but is related, is adding infrastructure to support the added density. Halifax's stalled rapid transit plans need to get on track, with or without provincial funding, to support more population.</p>	No

	<p>But in general these are important changes, and I look forward to seeing them passed.</p>	
<p>C564</p>	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>To provide some additional context, we're currently soliciting feedback on a staff proposal that would enable more density citywide. Changes are needed to the planning framework due to the current housing shortage (estimated at approx. 20,000 units) and high population growth we have been experiencing (approx. 20,000 new residents each year), and we expect this growth to continue as we are planning for 1 million residents by 2050. Planning for this population also includes planning for the infrastructure and services necessary to support this growth. That being said, the proposal is subject to change, we've been receiving a lot of feedback from residents and staff will take this into consideration when finalizing the proposed changes. The amendments will then be presented to Regional Council for consideration, and there is an additional opportunity for public input as part of the public hearing process at that time.</p> <p>To answer your questions:</p> <p>Q: why our particular block is designated H2 while the remainder of our neighbourhood is R3 A: An important component of the Housing Accelerator Fund is to enable more density in key areas, such as along transit corridors and near post-secondary institutions. Staff are proposing Higher-Order Residential zoning adjacent to DAL, SMU, and NSCC campuses in the Regional Centre</p> <p>Q: Can you direct me to the process and criteria for receiving this exemption status? A: The ER-2 Zone is applied to proposed heritage conservation districts and registered heritage properties. Our heritage planning team is responsible for identifying these areas. You can find more information online here: Learn About What We Do Heritage Property Program Halifax</p> <p>Q: Will there be a study on the impact and possible displacement of animal habitat? A: Not as part of this amendment process.</p> <p>Q: Is there a plan to hold a community meeting with you and representatives from the planning team, where our questions and concerns can be addressed. A: Not at this time, but there will be a public hearing in March/April where residents can submit their questions/concerns to Regional Council.</p> <p>Q: What guarantees will the city make to ensure that the neighbourhood remains quiet and that those moving into high rise buildings do not impede on the enjoyments of the neighbourhood? A: There is a Noise By-Law in place</p> <p>Q: What guarantees will the city make to ensure that the traffic does not increase on this street under the new proposed bylaw? A: Traffic would most certainly increase if the proposed amendments are accepted as is, new developments may be subject to a traffic impact study.</p> <p>Q: What guarantees will the city make to ensure a strong resale value of homes in this area? A: This is not Planning & Development's responsibility.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER</p>	<p>No</p>

Dear Mr. Mason:

The proposed rezoning in the Marlborough Woods neighbourhood is of particular concern to its long term residents. We have lived in this neighbourhood for the past 20 + years and have moved from to (REDACTED) to (REDACTED) - both of which are now proposed to be rezoned to H2. I appreciate the need for housing and we chose our current home to be able to raise our family in a quiet family neighbourhood while being close to work, activities, and school. We do not wish to be displaced from our chosen neighbourhood. I am against a H2 zoning for this area and suggest an R3 is more in keeping with our neighbourhood values.

I am concerned for a variety of reasons which many of my neighbours have outlined and I have included below, but am curious as to why our particular block is designated H2 while the remainder of our neighbourhood is R3- I recognize our university adjacent designation, but feel St. Mary's has other options on their own lands for developing student housing- while I appreciate the need for student housing- it shouldn't come at the expense of an established neighbourhood.

I am also curious about the heritage designation that has been afforded to other areas adjacent to our area, e.g., Oakland Rod, Fraser St., Waterloo, etc. Marlborough Woods has been in existence since 1891 with a deep history of maintaining a greenway and neighbourhood- originally designed as a part of a garden city vision. <http://halifaxurbangreenway.ca/interpretation/nwalc.htm>. Can you direct me to the process and criteria for receiving this exemption status?

I believe there is an environmental impact on the greenbelt that runs through Marlborough woods and that provides both urban recreation for citizens and an important greenbelt for animal migration patterns. Will there be a study on the impact and possible displacement of animal habitat? We frequently see white tail deer, owls, woodpeckers and a myriad of other wildlife who call Marlborough woods their home.

I appreciate your attention and response to these concerns- Numerous neighbours are equally concerned. Is there a plan to hold a community meeting with you and representatives from the planning team, where our questions and concerns can be addressed.

(REDACTED)

In addition to the above concerns, I share the following concerns that have been articulated and shared by others in my neighborhood.

1. Noise: Currently, the neighbourhood is very quiet, it feels like living in the country while being in the heart of the city. About 7 years ago we had a group of students living on the street and the police were called frequently due to noise complaints and disorderly conduct (beer bottles laying on the ground on the street, lawn). What guarantees will the city make to ensure that the neighbourhood remains quiet and that those moving into high rise buildings do not impede on the enjoyments of the neighbourhood?
2. Traffic This is a dead-end street, with very little traffic outside of those who live on the street. At the end of the street we frequently put up a children playing sign to allow kids to freely explore. What guarantees will the city make to ensure that the traffic does not increase on this street under the new proposed bylaw?
3. Re-salability Currently many homes in this area are worth over 1 million. These homes are highly sought family properties with excellent resale values as they are close to hospitals, universities and the downtown core. They are targeted for professionals with families. With the changing proposed bylaw, they desirability and resale value of our homes will be reduced as no one will want to risk moving next to a potential high rise building if they are seeking a quiet family focused neighbourhood with private surroundings (e.g. back yards that provide for privacy from neighbours). What guarantees will the city make to ensure a strong resale value of homes in this area?

C565

Hi Constance,

No

	<p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Dear councillors</p> <p>I have to say that I am pretty disappointed with the plan that is being rushed through approval right now. It feels like putting the cart before the horse - the existing infrastructure does not support the existing population. Nova Scotia has been allowed to grow too fast without responsibility being taken in advance to deal with the consequences of that growth. We have a huge student body that the universities have not housed - Dalhousie and Saint Mary's have lots of land that they can and should build on, to house their students. These past few years, we have witnessed the owners of large numbers of existing housing units being allowed to destroy those units - lawfully evicting people - without being required to already have an approved plan and schedule for re-building. The population density that is being contemplated in the currently pleasant residential neighbourhoods around the universities will destroy them - set up the conditions for more 'preston street' style student warrens because they certainly won't draw families given the over-crowded schools, and already heavily congested streets. There are so many things that need to be planned and committed to, before changing zoning in such a radical way, or the result will just be the downloading of new problems on neighbourhoods.</p> <p>I believe in in-filling, and allowing additional units attached to single homes - which the city has already authorized. I think we should see what comes of those changes, while requiring the universities to address the student housing crisis and also modifying city bylaws to prevent the growth of the empty lots where large numbers of rental units once sat.</p> <p>Sincerely (REDACTED)</p>	
C566	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hi,</p>	No

	<p>My name is (REDACTED) and I have lived on (REDACTED) since 2001 when the area was developed. It has been a great neighborhood to live in and raise children. Below is a list of my concerns regarding the Prospective affordable housing project at the property on 78 Sherwood Street in Cole Harbour.</p> <ul style="list-style-type: none"> - The recommendation by staff for a 5 storey multi-unit residential building will have a major impact on the neighbourhood's form and character as there are no apartment buildings in the area. Currently the ER-3 Zone permits a range of housing types (eg. low rise apartments) up to 12 metres (3 floors). A 5 storey apartment building will have a major impact on the loss of privacy for the current residents. - The portion of the site that is intended to be left undeveloped as a buffer with the adjacent properties should include the walking path and green space behind the houses on Amethyst Crescent. This is an area where dogs are walked daily, children play in the woods, deer travel through, and pheasants nest. Also, it would address some of the privacy concerns and limit the impact on the neighbourhood's form and character. It should also be noted that the green space includes wetlands that is not considered safe to build on. <p>Other concerns:</p> <ul style="list-style-type: none"> - Increased traffic and congestion on Sherwood Street that already has issues with traffic and speeding. - Decreased property values - Increased noise levels - Schools that are already at capacity - The removal of parking requirements will result in excessive vehicles being parked on Sherwood Street and no place for the residents to park when snow removal is required. <p>* Over the last several years we have seen the introduction of multiple illegal marijuana dispensaries at the base of Sherwood Street. Collectively as residents we pushed back on these locations as it's not in line with our family values and concerns over activities that may be drawn to our neighbourhood. No action was taken by any level of government and now we have apartment buildings being proposed to be built virtually in our backyards.</p> <p>It is my hope that my concerns will be given serious consideration before making your recommendation.</p> <p>(REDACTED)</p>	
C567	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello;</p> <p>As a resident of Cherry Drive in Dartmouth and taxpayer I would like to share my concerns with the proposed changes, specifically converting the area of Victoria between Frances and Cherry to a corridor with 7 storey buildings allowed.</p> <p>I am opposed to this change because of the impacts it would have on traffic on the already very busy Victoria and Woodland Avenue. By allowing a large apartment complex to enter on these streets you would be creating a new problem.</p>	No

	<p>The building height of 7 Storeys is also way to high for the area. It would block views, Sunlight and reduce privacy for the surrounding residents.</p> <p>I also have a concern about rodent infestation with the possibility of having a dumpster so close to my backyard.</p> <p>I think there are better options for this area. I believe in supporting the missing middle. I propose smaller buildings with 4 units to allow for more housing while not losing the neighborhood feel of this very special community.</p> <p>Thank you for considering my feedback.</p> <p>(REDACTED) Sent from my iPhone</p>	
C568	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Dear Mr. Mason,</p> <p>I am writing to express my strong opposition to the current proposed rezoning of the neighbourhoods around St. Mary's University to HR-2.</p> <p>While I appreciate that there is a housing crisis in HRM and that densification of HRM is necessary and important, it is also essential that the densification occurs where it makes sense. Increasing density along the main corridors where there are already towers, larger buildings and bus routes makes sense, not on dead end streets in residential neighbourhoods like mine on Marlborough Avenue. This is not gentle density and it does not fulfill the mandate of the "missing middle". It would, however, result in the destruction of my neighbourhood, its fabric, culture and history.</p> <p>I ask the city to make the area around St. Mary's ER2 zoning. This would fulfill the mandate of the "missing middle" and help to address the housing crisis. It will create more affordable housing and, as well, be more environmentally responsible.</p> <p>Thank you for giving me the opportunity to provide feedback. I hope that you will support me and my neighbours by disallowing the area around St. Mary's to be rezoned to HR-2 and supporting that it be zoned as ER2.</p> <p>(REDACTED)</p>	No
C570	Hi (REDACTED),	No

	<p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello Halifax Council and Staff,</p> <p>As a resident of (REDACTED) who is directly impacted by the proposed street rezoning in the SMU area, I would like to express my concern with the current plan. It would seem much more reasonable to shift the proposal to ER3 as a way to address the goal of increased housing without introducing new infrastructure issues from the higher density. Please consider making this change.</p> <p>Sincerely, (REDACTED)</p>	
C571	<p>Hi John,</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To Whom it may Concern</p> <p>Lack of citizen consultation in Halifax rezoning plans is ill considered and major mistake!</p> <p>It is with great concern that we received the news of the possible rezoning of our neighborhood. We live on Marlborough Ave and understand that the rezoning plans will permit the construction, among other things, of nine story, multi-use buildings in a two block region bordered by Marlborough Ave and Robie St., south of Inglis Ave which includes our property.</p> <p>We are in agreement with the goal of “densification” of the urban areas of HRM, but we also believe that this must be achieved through thoughtful consultation between council and those impacted by the proposed changes. When we lived in Herring Cove ten years ago, I served on the seven member Herring Cove Sewer and Water Committee (HCSWC) that included the local council person, Steve Adams. The purpose of the committee was to liaise with the citizens of Herring</p>	No

	<p>Cove, the Halifax Water Commission and Halifax Council in the extension of HRM civic water and sewer services to the region. There was considerable opposition to a plan that would cost approximately 12 K to 15 K per household. However, after two years of monthly meetings with HC citizens, Water Commission officials, Council and the HCSWC, a considerably modified plan was put into action that facilitated the arrival of civic sewer and water in most of Herring Cove. This successful intervention in the lives of HC citizens is in stark contrast to the complete absence of consultation with respect to the presently proposed, much greater intervention in the lives of the citizens on Marlborough Ave and Robie St. Further, the ridiculously short period of three weeks notification that we have been given to have any input before Council makes an irrevocable decision on the present rezoning plan seems to be a cynical attempt to stifle opposition to this plan.</p> <p>The paucity of urban housing is a tremendous issue in all of Canada and is a significant threat to much of our civic structure. However, plans for the introduction of multi-use structures into an urban micro-environment of older, single family homes must be carefully considered with direct consultation among civic officials, Council, technical experts (urban planners, architects, etc.) and the citizens that bear the impacts of these plans, very much like we achieved in Herring Cove. The same degree of cooperation and trust developed amongst HRM officials and the Herring Cove citizenry in a challenging development project must be established in the present case to insure favorable outcomes and to establish precedents for future development in Halifax.</p> <p>Other citizens have documented the many flaws in the rezoning plan and made numerous proposals for changes that I will not replicate. We understand that there is a sense of urgency for Halifax to access federal funding under the federal Housing Accelerator Fund, but the present rezoning plan is poorly constituted and could result in a terribly scarred neighborhood to the detriment of the entire surrounding region and Halifax, itself. This letter is simply a plea for transparency and open cooperation so that we can all move forward a little more thoughtfully with rezoning plans that fully engage all of the civic and citizen resources at our disposal.</p> <p>Respectively,</p> <p>(REDACTED)</p>	
C572	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To whom it may concern,</p> <p>I am writing to express my concerns regarding the proposed development of low-income apartments/townhouses in our community. While I understand the importance of providing affordable housing options, I believe it is crucial to consider the potential impacts on our neighborhood.</p> <p>One of my primary concerns is the potential strain on existing resources and infrastructure. Adding a significant number of new residents to our community could lead to overcrowding in schools, increased traffic congestion, and longer wait times for essential services like emergency response. It is essential to assess the capacity of our infrastructure to accommodate this influx of residents adequately. Astral Drive Elementary is already over capacity. We have one daughter in</p>	No

	<p>French and will have a son in English. We are concerned with the new development, school zones could be restructured forcing our kids to attend different schools.</p> <p>Furthermore, I am concerned about the potential impact on property values. While I support initiatives to increase housing affordability, there is a risk that the presence of low-income apartments could negatively affect property values in our area. As a homeowner, this is concerning to me, as it could have financial implications for my family and our community as a whole.</p> <p>Additionally, I am worried about the social dynamics and cohesion of our neighborhood. Introducing a new demographic mix could potentially lead to tensions or conflicts within the community. It is crucial to consider strategies for fostering integration and inclusivity to ensure that all residents feel welcome and respected. I urge you to carefully consider these concerns and to engage with the community in a transparent and inclusive decision-making process. It is essential to weigh the benefits of providing affordable housing against the potential drawbacks and to explore alternative solutions that address the housing needs of low-income residents while minimizing negative impacts on our community.</p> <p>Thank you for your attention to this matter. I look forward to hearing your response and to working together to find a solution that best serves the interests of all residents in our community.</p> <p>Sincerely,</p> <p>(REDACTED)</p>	
C573	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hi,</p> <p>Please note my full support for every required zoning and regulatory change as outlined in the Housing Accelerator Fund.</p> <p>Regards,</p> <p>(REDACTED)</p>	No
C574	<p>Hello,</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p>	No

	<p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>So, after countless years, planners, millions of dollars, and public consultations to come up with a plan, the centre plan is to be urgently thrown out with the bath water?</p> <p>Typically, such urgency is later regretted.</p> <p>On TV, Cleary said the majority are in favour (except for a vocal minority who want cows grazing on the commons). Very arrogant.</p> <p>The proposed changes should be subject to public hearings, and perhaps delayed until the upcoming council elections.</p>	
C575	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>I have looked at the proposed zoning changes and write to offer the following comments.</p> <ol style="list-style-type: none"> 1. It is important to increase available housing. 2. It is important that new housing include subsidized housing for those in need. There was a time when rental buildings used to have to have a percentage of units allocated as subsidized housing. It would be good to introduce such a policy. 3. Current proposal seems to advantage developers. Where is the advantage for renters? Is the assumption that capitalism will take care of this (it is a mistake to assume that more units will mean cheaper rents). 4. 40 storey buildings along Agricola, Quinpool, Chebucto and Gottigen seems excessively. It would be preferable to achieve the total number of desired units by having more buildings at reduced height (e.g., some smaller townhouses like on Pepperell street, smaller apartment buildings like on Quinpool (TED building) and on Robie (across from Atlantica Hotel) 5. I worry deeply about congestion on the peninsula. How is this being dealt with? <p>(REDACTED)</p>	No

C576	<p>Sent from my iPhone</p> <p>Hi Robyn,</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To Whom it May Concern,</p> <p>I do not agree with the proposed zoning changes. Additional consultation is necessary. Residents of our Connrose neighbourhood and others surrounding us are upset and look forward to working together to come up with appropriate solutions to the housing crisis.</p> <p>Sincerely,</p> <p>(REDACTED)</p>	No
C577	<p>Hi (REDACTED),</p> <p>Thanks for attending the meeting, and thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello HRM Staff,</p> <p>I attended the 12 February community information session at the Brightwood Golf Course clubhouse and would like to offer my thoughts regarding the rezoning proposals for our neighbourhood.</p> <p>Like most of the attendees at Monday's meeting, I am in favour of densification of the inner city. However, I see no reason why that concept should be extended to include an established neighbourhood such as our own, given that there is ample space elsewhere in Dartmouth to achieve the goal without impacting so many homeowners.</p>	No

	<p>It is preposterous that you could even think of erecting seven-storey buildings along the east side of Victoria Road between Frances Street and Cherry Drive. This would not only affect property values along the abutting side of Slayter Street, but would change the character of the entire neighbourhood. Among other things, development along these lines would turn the neighbourhood into a parking lot.</p> <p>In closing, I would reiterate that densification of the inner city is a laudable goal. However, there are plenty of other locations where this can be achieved without compromising the integrity of one of Dartmouth's proudest and well-established neighbourhoods.</p> <p>Sincerely, (REDACTED)</p>	
C578	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hi,</p> <p>This is my feedback on the proposed zoning amendments in Halifax.</p> <p>I own and reside in a home on the Halifax peninsula.</p> <p>I support amending the zoning to facilitate higher density, and believe that increasing the allowable number of units in all or most residential lots on the peninsula and downtown Dartmouth is a good strategy.</p> <p>I also support increasing building heights in key corridors as is being proposed.</p> <p>Having lived in Little Portugal in Toronto, the Plateau in Montreal, English Bay in Vancouver, and Centretown in Ottawa I see some key deficiencies in the livability of Halifax. I think lack of density is one of the main problems with Halifax currently and am hopeful that the amendments being proposed will help ameliorate this problem.</p> <p>The more pressing problem with Halifax is not being addressed with these amendments, although it is the perfect opportunity to do so. This problem is a lack of amenities within residential neighborhoods. This problem will be further exacerbated if the proposed amendments go through resulting in a higher population, but with no or little additional amenities.</p> <p>The corners of buildings having "local commercial" is not nearly enough to make Halifax livable. Instead the entire length of any new building along a major street (e.g Quinpool, Coburg, Robie, Oxford) should be entirely retail.</p>	No

	<p>These retail spaces should have direct pedestrian access at street front.</p> <p>They should not be limited to "local commercial", and instead the zoning should allow for any type of retail.</p> <p>The frontage should have setbacks to allow for interaction between the shops and the street. e.g fruit stands, cafe tables. The corners should have increased setbacks to accommodate additional streetside commercial use (i.e the buildings should "cut" the corners).</p> <p>This retail frontage should be mandatory rather than optional.</p> <p>Every corner in all zones should allow for retail. This retail should not be limited to "local commercial", or the definition of "local commercial" should be expanded to include fruit and vegetable markets, bakeries, cafes, restaurants, pubs, bookstores, flower shops, and any other retail, as long as the capacity is a maximum of 30.</p> <p>There should be minimum bike parking based on residential and commercial capacity.</p> <p>Vinyl siding should not be allowed in any new builds or updates to an existing building.</p> <p>The goal of what I am proposing is to create a more beautiful city, with stronger local economies, stronger communities, and less need for traveling long distances.</p> <p>Living isn't confined to your home. It is not enough to simply increase residential density without consideration of how the anticipated larger population will be living within their community.</p> <p>(REDACTED)</p>	
C579	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>I don't support these proposed zoning changes for my neighborhood</p> <p>I am also disappointed that a consultation process respecting the community and this impact has not taken place</p> <p>(REDACTED)</p>	No
C580	<p>Dear Mayor Savage and members of council,</p>	No

	<p>I was one of many who wrote to you asking for more time to comment on HRM's Housing Accelerator Fund proposal. I watched the meeting online and was pleased to hear planning staff say that, if directed by council to allow more time for public comment, they would be able to accommodate a short delay. Residents were asking for more time, and staff said they could make it work. It sounded like there could be a way to achieve both objectives – giving the public more time to digest the proposals and still keeping the project on schedule. I was feeling optimistic at that point, but that optimism was quickly dashed when councillors started to speak.</p> <p>A number of councillors who voted against the Councillor Cuttell's motion seemed more than happy to hear that there was "wobble room" in the schedule. Unfortunately, they only saw this as an opportunity for you to have more time for your deliberations, yet didn't think any of that wobble room should be afforded to the public. Can you appreciate how disrespectful that came across to residents? The message to your constituents was: We could do what you are reasonably asking for, but we're just choosing not to.</p> <p>Councillor Cuttell commented on the impact your decision would have on public trust and confidence. She was absolutely right. I don't think I can adequately convey to you how deeply disheartening it is to residents to have a simple, wholly legitimate and doable request ignored. Whatever small remaining hope we had that council actually is listening to residents was further eroded on Tuesday night.</p> <p>Many councillors, and the CAO, seemed much more concerned about how granting a short extension might look to the federal and provincial governments than they were about listening to the people who elected them and to whom they are directly accountable. Municipal governments in Charlottetown and Windsor, Ontario, pushed back against unreasonable conditions placed on their Housing Accelerator Program funding. They listened to their residents and stood up for their interests. Why is HRM unwilling to do the same for its residents?</p> <p>To Councillors Cuttell and Lovelace, who drafted the motion, and to those councillors who voted in favour, thank you for listening, for your integrity, and for trying to do things better. To those who chose to vote against the motion and stick with the status quo, I would encourage you to try to hear what people are saying. We know there is a housing crisis and we want to be part of finding solutions that are affordable, environmentally sustainable, and improve the liveability of our communities. But in order to do that, we need to be part of the conversation, and we need to be involved before all of the major decisions have already been made.</p> <p>Sincerely, (REDACTED)</p>	
C581	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Dear Sir or Madam</p> <p>I am against rezoning in my neighbourhood. Any multi unit housing built will of course displace those residents already living there. Any new rental or condo housing built will be most expensive because of the cost of the land alone, not to mention that the developer must bear the cost of improving infrastructure such as widening my road to allow parking on both sides, replacing the dead end with a cul de sac, and upgrading sewer and water pipes. Even if the new builds provide no underground parking, it is disingenuous to suggest that there would be no increase in resident or visitor cars or delivery vehicles. Currently there is a continuous search for parking on my street which means any car searching for parking drives by my house twice because there is only one entrance /exit.</p>	No

	(REDACTED)	
C582	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>I am a South-End resident living in a single-family home which is proposed to be rezoned to HR-2. I have three small children and plan to raise them in the community. I support increased density, but I do have some concerns:</p> <ol style="list-style-type: none"> 1. Under the current proposal, on a block zoned HR-1 or HR-2, a 7-9 storey building could be erected 2.5 meters from a single family home in an HR zoned lot. Set backs for higher order residential development should be adjusted so that a 6-meter setback is required not only when new builds abut ER-zoned properties, but also when the new builds abut single-family homes on HR-zoned properties. 2. By zoning for number of storeys rather than height, you risk developers circumventing the rules, especially in student areas. Developers might respond by building each storey unusually high so that they can squeeze in lofts. The result would be buildings that are far higher than what was intended by the city planners. To address this, rules should also be implemented that specify maximum overall height as well as storeys. 3. To ensure rezoning does not result in families being prematurely forced to leave their homes, ensure the property tax cap continues to apply for family homes rezoned HR-1 and HR-2 even where the assessed value of property is significantly increased. 4. Developers should be required to allow salvage companies to remove stained glass, woodwork, doors, etc before they can demolish older homes. 5. To ensure citizens are not taken advantage of, an online registry of all real estate sales should be made readily available to the public. Viewpoint does not provide comprehensive data in this regard. For example, two houses on the NE and NW corner of Coburg Road at Walnut were sold and demolished by developers in the last couple of years but there is no information online what price the properties were sold for. Lack of transparency makes homeowners vulnerable to unscrupulous real estate agents, who are already knocking on the doors on my street in response to proposed rezoning and attempting to mislead homeowners about the current and future value of their properties. <p>Thank you.</p> <p>(REDACTED)</p>	No
C583	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p>	No

	<p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Good morning,</p> <p>I wish to state my stance on the state of our local housing. For the sake of brevity, I will say this: We need affordable housing. It doesn't matter what the public may say, as this is purely statistical. Those who are opposed to housing *and* "tent cities" are either landlords, or another flavour of idiot. If affordable housing is not at the forefront of the issues on the agenda, or if we do not adopt an effective, proactive stance, our municipality is screwed. Do not bend to the NIMBYs, give the residents housing and be a part of the solution, or resign.</p> <p>With regards,</p> <p>(REDACTED)</p>	
C584	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Dear Halifax Regional & Community Planning, Ms. Cathie O’Toole, Chief Administrative Officer and Councillor Wayne Mason,</p> <p>I am FOR the proposed zoning change to HR2 on Beaufort Avenue (between South and Dalhousie Street).</p> <p>Halifax is growing up to be a big city. And it should be growing up as the capital city of Nova Scotia and the economic centre of the Atlantic provinces. As the population grows, the city has become a great place to live and thrive with more food choices, cultural diversity, enrichment in art and language, and new people bringing new ideas. To support this growth in the population we need more housing so that people will stay to enrich and grow the city. The Halifax Peninsula is the most popular area to live for students, newcomers, young people, and those who enjoy the offerings of the downtown area. The “Urgent Changes to Planning Documents for Housing” along with the Housing Accelerator fund are crucial to support this growth and keep people from leaving our province.</p> <p>I currently live on Beaufort Avenue. It is closeby to Dalhousie University, around the corner from Dalplex and a 19 minute walk to St.Mary’s University. It makes sense to encourage higher density in our area due to the proximity to both Universities and also the walkability to the downtown core. We also have 2 main established bus routes on Beaufort Avenue and South Street.</p>	No

	<p>I am in agreement to the proposed changes to my neighbourhood, which would allow HR 2 zoning. I would recommend even more density allowing 12 storeys on Beaufort Avenue. I feel strongly about this due to our proximity to Dalhousie University and having a child who will soon be entering University with his peers. We need to help the young people who are invested in further education. They are our future. We want those students who graduate from Dalhousie and nearby SMU to stay in the community and make positive contributions to our great city.</p> <p>Please note I oppose any suggestions of applying for heritage conservation zoning on Beaufort Avenue as may be suggested by some neighbours. We cannot allow NIMBYism to get in the way of the growth of our city.</p> <p>Sincerely,</p> <p>(REDACTED)</p>	
C585	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Dear Councillors,</p> <p>I write to express my objection to Council's plan to rezone the blocks surrounding Saint Mary's University as HR-2, permitting high rise residential/commercial development.</p> <p>Introducing high rise structures into these existing family home areas will drastically change the character of the neighbourhoods to the detriment of residents. For generations, residents have invested in and raised families in these neighbourhoods because they have been peaceful, safe, tight-knit communities. Those values will be irreparably lost if the plan is adopted as proposed.</p> <p>While I recognizing that Halifax is growing and must expand its housing inventory, there is no actual need for high rise buildings in this area. The proposed HR-2 zoning needlessly overreaches the local requirements, and is not necessary to meet the federal government's conditions for financial support under the Housing Accelerator Fund.</p> <p>I urge Council to revise the plan and zone the blocks surrounding Saint Mary's University as ER-3. This zoning is adequate to support the city's goals, satisfy other levels of government, and I believe it would be embraced by members of the existing community.</p> <p>Sincerely,</p> <p>(REDACTED)</p>	No
C586	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p>	No

	<p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>i have no idea how difficult this must be for you guys to continually deal with an onslaught of pushback from "friendly neighbours" trying to prevent further development of this city.</p> <p>please say no to them! some of the biggest issues in this country stem from the policies we set locally. you are influencing a significantly better future for halifax by working on this upzoning.</p> <p>please continue! i fucking hate bayers lake</p> <p>(REDACTED)</p>	
C587	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello Planning Team</p> <p>We are small landlords in the HRM area. We buy older single family homes and convert them to duplexes. After conversion, we rent them out to single families, working professionals and newcomers to our city. One of the issues we have is that many of the houses are zoned R1 and we have to apply to the municipality to get the zoning changed to R2. While secondary suites are always allowed, the 860 sq ft size limitation makes it virtually impossible to create three bedroom units that many renters are looking for.</p> <p>The proposed changes to the zoning regulations due to the Housing Accelerator Fund would be very welcome. They would allow the renovation of a single family house into two units without worrying about whether the property will be rezoned to allow two full units. This would speed up our process of increasing the number of units in HRM, exactly what the proposed changes are meant to do.</p> <p>Please move forward with these changes as soon as possible.</p> <p>Thank you</p>	No

	(REDACTED)	
C588	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>I am writing to express my objection to the proposed rezoning of properties in the Halifax South End to HR-2. This will not provide affordable housing for students, and St. Mary's has not requested this be done. In fact, St. Mary's has their own plans for housing that should be expedited instead of being held up in red tape.</p> <p>I have no objection to designating the proposed South End HR-2 to ER-3 because, in my opinion, this HR-2 rezoning will only create high-cost housing for the few who can afford it and line the pockets of the developers.</p> <p>In my opinion, the \$79 million HAF funds would be better spent purchasing cheaper land elsewhere in the HRM and then building affordable housing on that land.</p> <p>If this ER-3 rezoning plan does go ahead, I shall use every means at my disposal to verify that no counsellor, staff, their families or colleagues benefitted financially from this development.</p> <p>Regards (REDACTED)</p>	No
C589	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p>	No

	<p>I will keep this short as I have already signed a long letter written by the people living in my neighborhood. I am in agreement with all points made in our group letter.</p> <p>I do not agree with the proposed zoning changes. Additional consultation is necessary. There are so many empty lots and buildings around the city without any signs of construction. Schools are full, and the public transit is not optimal for people living outside of HRM. There are other solutions. Residents of our Connrose neighbourhood and others surrounding us are upset.</p> <p>Additional consultation is vital.</p> <p>(REDACTED)</p>	
C590	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To whom it may concern:</p> <p>As a resident of (REDACTED) for nearly 40 years, I strongly oppose the proposed HR1 zoning of the block bounded by my property, the property that abuts my backyard on Coburg Road and the houses on the west side of Oxford Street between Waegwoltic Avenue and Coburg Road, nine properties in all.</p> <p>Affordable housing in HRM is an issue which certainly needs to be addressed. Would a developer build affordable housing on this block of properties? I doubt it. The development on the old Ben's Bakery site has not provided housing that would be affordable for many.</p> <p>Student housing is another subject for discussion. Have either Dalhousie or King's expressed interest in constructing student housing on my and the other properties mentioned above? If so, surely the neighbourhood should be informed, and even better, consulted. Do students have to live only a block away from campus?</p> <p>There are several houses of historical importance in this block, namely three which were designed by Andrew Cobb, and my house is 90 years old.</p> <p>This area fosters a strong sense of community and friendship, with a mixture of older residents and younger families. Everyone looks out for each other and reaches out a helping hand in difficult times. A seven story building with small commercial would destroy this lovely, peaceful and charming neighbourhood and community..</p>	No

	<p>Further, I feel that, given the huge implications of this proposed zoning change to the aforementioned nine properties, not to mention the whole neighbourhood. the owners should of these nine properties should have been informed by letter of the proposed "up-zonong"...</p> <p>Yours faithfully,</p> <p>(REDACTED)</p> <p>--</p>	
C591	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Dear Councillor Mason</p> <p>I am writing to express my concern about the proposed "University Adjacent Zoning". I have lived for 40 years in two houses close to the Saint Mary's campus, because my wife worked at the university. The proposed changes do not impact me directly, but they will have a major impact on my neighbourhood. Saint Mary's has been a good neighbour, with high buildings (5 storeys, not 9) and residential towers well set back from the bounding streets and substantial amounts of controlled on-campus housing for students. Now you are proposing a "wall" of 9 storey buildings all around the campus. I understand that Saint Mary's has stated that they do not want student residences on the adjacent streets, that they have enough room on site to build residences if the funding were available. Even 9 storey buildings create wind effects. The residents of these buildings (substantially higher than the SMU Science, Loyola and Sobeyes buildings) will have an unobstructed view into the back yards and bedroom windows of adjacent R1 housing. The reasoning behind building these walls of high buildings all around such a well-designed campus is quite baffling.</p> <p>Who will live in these 9 storey buildings? If they are too expensive for students, then what is the point of building them around a university? Aggregating large numbers of students in off-campus housing has been a disaster around Dalhousie: the police are unable to control street parties and the university has been unable to discipline students not living in residences. I can just imagine street parties on Marlborough Ave or Rogers Dr with hundreds of students living in the new "wall" congregating on Friday nights. The university cannot provide the sort of supports to off-campus students that are available to students in university residences.</p> <p>It is very hard to accept such densification in the manner proposed, when in the North End of Halifax there are extensive swaths of car dealerships and even a giant self-service storage facility. These are facilities that should be in Burnside or Bayers Lake, in order to make room for more housing on the Peninsula. Homes not Hondas! It is a short bus ride from Kempt Road to Dalhousie or SMU and students would be more spread out, thus reducing the risk of uncontrolled partying in residential neighbourhoods and educating students on the meaning of living in a neighbourhood.</p> <p>What is going on at present is that sleazy so called developers are trying to buy out elderly folks in family homes in the blocks where you want to build the 9 storey "wall". We all know that if they succeed, the first thing they will do is demolish the home in order to bully the neighbours. Just look at Young Avenue/MacLean St and Robie Street as examples of brilliant city planning at a time when housing is at a premium. Surely the city can refuse demolition permits until a redevelopment plan is approved?</p>	No

	<p>I do understand the need for densification. The proposal might work around Dalhousie, where there is already quite a wall along Coburg Road and the whole upper campus is more blatantly urban than SMU. But around SMU, the proposals will have a very negative effect on the neighbourhood for rather little gain in accommodations.</p> <p>Thank you for all your work on trying to solve the housing crisis. Much of what the city is doing is excellent, but the proposals for around SMU seem quite misguided.</p> <p>(REDACTED)</p>	
C592	<p>Good Day,</p> <p>I am a resident of Spryfield where I just learned about several proposed developments that are being fast tracked for my district. I looked at the map of the proposed sites and there is very little information given, if any at all on some sites. Are there going to be any public meetings, town halls or any consultation at all for the people of Spryfield to attend or are we not going to have any say on this at all?</p> <p>Spryfield does not have the infrastructure to support such developments. The Herring Cove rd. is at or over capacity now and Dunbrack is close to follow. I saw at the budget presentations that the Herring Cove rd. upgrade project is not going to be started for another 3 or 4 years and the first section to be done will be from the Armdale rotary to Cowie Hill. That will take several years on its own so who knows when the whole project will be completed, do you? I also believe schools are probably filled to capacity or overfilled now. Are there plans to put the necessary infrastructure in place before the construction of these units?</p> <p>A couple of the sites that do have a tiny bit of information attached are of great concern to me in particular as they are near intersections that are not designed or have the capacity to handle the extra vehicle traffic let alone handle what we have already. The first one being two, 7 storey buildings behind St. Michaels Church, on St. Michaels Ave. The intersection of the Herring Cove rd. and Williams Lake rd. is a hot spot for vehicle and pedestrian accidents right now and this isn't going to help the situation there. Are there plans to address this dangerous intersection before allowing this development? The other place of concern for me is next to the Fire Departments Station 6 at Catamaran rd. This is another very busy area and there will be little room for people trying to get from the proposed 10 story building onto the Herring Cove rd. heading north to the rotary, as Catamaran rd. is very close to the intersection of the Herring Cove rd. and the Old Sambro rd. and the traffic is lined up past Catamaran from the traffic light at this intersection more often than not. This will create another high collision zone.</p> <p>I would like more information on the other sites that are simply marked with SS018, SS022 etc. what ever those mean? When I google it it doesn't tell me much. I want to know what is proposed for the sites with no other information but those SS designations. Also I feel this whole thing needs to be delayed as Patty Cuttell is trying to do, so we, the constituents, can be more informed and have a chance for our voices to be heard!</p> <p>Regards, (REDACTED)</p>	No
C593	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/>	No

	<p>I recently had the opportunity to review the proposed changes to planning, particularly in relation to the implementation of Gentle Density and Missing Middle Housing in our neighborhood - Conrose Neighbourhood Area. While I appreciate the intention behind these policies, I would like to express my concerns about the potential impact on the nature of our current family neighborhoods.</p> <p>While gentle density seems to allow increases in housing with a focus on owner-occupied structures, the idea of three, four-unit dwellings, cluster housing, and small scale multi-unit housing, brings concerns. While I understand the need for diverse housing options, the potential shift towards higher density (non-owner occupied) may impact the peaceful, family-oriented atmosphere that many residents value in our neighborhood. It is crucial to strike a balance that preserves the charm of our community while addressing the need for housing variety.</p> <p>Additionally, I want to emphasize that neighborhoods near universities should not bear the sole responsibility for addressing the lack of student housing. While I recognize the importance of providing adequate housing for students, it is essential to distribute this responsibility more equitably across the city. Placing a disproportionate burden on specific neighborhoods may lead to unintended consequences, affecting the overall balance and harmony that our community strives to maintain. We only have to look to areas like Larch Street to see first-hand what student housing can do to a neighbourhood without proper forward planning and thinking.</p> <p>Furthermore, I believe it is essential to carefully consider the impact on green spaces, parking availability, and traffic flow that may arise from the implementation of these policies. Our family-oriented neighborhood relies on these factors for a high quality of life, and any changes should be thoughtfully planned to maintain the balance between growth and preserving our cherished community environment.</p> <p>In conclusion, I urge the planning committee to thoroughly assess the potential consequences of these proposed changes on the nature of our family neighborhoods. While I understand the importance of accommodating growth and fostering inclusivity, it is paramount that we do so in a manner that respects the unique character of our community and avoids placing undue burdens on specific areas, such as those near universities.</p> <p>Thank you for considering these concerns, and I look forward to engaging in further discussions to ensure a positive outcome for our neighborhood.</p> <p>Best regards,</p> <p>(REDACTED)</p>	
C594	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>I am writing to express my opposition to the re-zoning of the greenspace in our neighborhood for the proposed development of 200 housing units on Sherwood Street. As a concerned resident and advocate for preserving our community's natural environment, I urge you to vote against the rezoning.</p> <p>The proposed development would be focused on affordable housing units and one must assume that the residents of these units would likely be a one car, or no car family. A concern I have is the lack of amenities in our neighbourhood of Willowdale and Colby Village. The nearest shopping centre and grocery store is approximately a 40 minute walk, to Cole Harbour Road. There are no churches, no grocery stores, no drug stores or professional centres in our neighbourhood, and anyone who lives here needs to drive or rely on transit to get groceries, etc.</p> <p>Another concern that I have is that adding 200 housing units to our neighborhood will strain existing infrastructure, including roads, utilities, and public services. Increased traffic congestion and parking challenges could negatively impact our daily lives.</p>	No

	<p>In speaking with my neighbours, they have expressed their concerns that 200 new housing units will mean schools in our area will be bursting at the seams, as they are already overcrowded. Perhaps a new school would benefit the existing community, on the same greenspace on Sherwood Street instead of the development of 200 new housing units.</p> <p>Alternatives: Rather than renovating the greenspace in a suburban area where there are little, to no amenities to support families that may not have access to a vehicle, I urge you to explore alternative locations for the much needed affordable housing, specifically in areas with existing amenities. There are brownfield sites, underutilized commercial areas, or vacant lots could be repurposed without compromising our natural environment of our existing community in Willowdale. For example, Forest Hills Drive towards the corner of Main Street. There are churches, grocery stores and other amenities all within walking distance. There is also currently cleared and unused land around the Penhorn shopping plaza, near the bus terminal on Portland Street.</p> <p>In light of these concerns, I respectfully request that the regional council vote against the proposed re-zoning. Let us work together to find a solution that balances the need for affordable housing in areas that make the most sense, along with the well-being of our community.</p> <p>Thank you for your attention to this matter.</p> <p>Sincerely,</p> <p>(REDACTED)</p>	
C595	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>I am writing in support of the position paper set forth by the Citizens for a Better Halifax (attached). I strongly endorse the objections to the proposed zoning change from R1 to R3. In particular I would like to emphasize the following points:</p> <ul style="list-style-type: none"> - the lack of consultation with the universities and the surrounding community - this proposed re-zoning being rushed through without consideration of the impact on established residential neighbourhoods - once again wondering why there is even a pretense City Council represents the citizens of Halifax - the short term effect of this zoning change would reduce available housing while the urgent need for additional housing is left unaddressed - affordable housing in Halifax is a crisis situation and it is unlikely developers of 9-storey buildings have affordable housing for students or other residents as a priority <p>I sincerely hope a decision on this zoning will be postponed to allow all stakeholders an opportunity to provide input which will allow for an increase in density in these areas without further destroying the fabric of our city.</p> <p>Sincerely,</p> <p>(REDACTED)</p>	Yes
C596	Hi (REDACTED),	No

	<p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Dear City Staff, Councillors, and Planners,</p> <p>My name is (REDACTED) and I live on Rogers Dr with my (REDACTED) children and husband. We have lived on this street for 9 years and are in the process of renovating our forever home on this family-oriented cul-de-sac. I have recently learned of a significant zoning change that would allow for numerous 9-storey buildings on one side of our street and multiplexes on the other side. We had hoped to live out our remaining years in this neighbourhood, but if this proposal moves forward, I do not see how that will be feasible or desirable. I am writing to object to the HR2 designation on Rogers Dr and the other streets around Dal and SMU as well as to ask you to press pause on the rezoning of all residential neighbourhoods to ER3.</p> <p>With regards to our homeless population, I think we have all watched it grow with feelings of sadness and despair. It is heartbreaking to see anyone forced to live in a tent, especially in a city that can be as harsh as ours in the winter. Our children (aged (REDACTED)) often ask “why do those people live in tents?”... and I have no good answer for them. It is incumbent on all of us to help these humans with real and sustainable solutions that provide safety, dignity, and permanence. I am grateful for all levels of government making considerable efforts to help these people, including the removal of barriers to adding housing supply. With that said, homelessness is a complex problem that requires significant research and study to ensure we do not end up causing economic harm to our city, and effectively make the problem worse. Putting aside the negative consequences to my own family, I have not seen any evidence presented by HRM that these specific initiatives will provide the right types of housing and requisite support systems and infrastructure in the right neighbourhoods to reduce housing issues. Our schools and hospitals are already abysmal and out of space – not to mention the problems with aging infrastructure and lack of parking. I object to the speed at which this is happening, and while I support gentle density that is done with intention and consultation, this initiative has failed to engage its citizens in the proper manner and has not demonstrated that other solutions were evaluated and/or that this is the best solution.</p> <p>Also important to note is that our street houses mostly healthcare staff, primarily physicians. They have all moved here and carefully selected a neighborhood that puts them close to their workplaces and is an excellent place to raise their children. They are devastated about this change in zoning and already discussing departing for cities that will better listen to constituents and allow them to thrive in a neighbourhood that preserves single family dwellings- and that is a risk we don’t want to take with our existing physician shortage here.</p> <p>I respectfully ask that you consider these changes to be anything but “minor” and do not meet the intended goal of “gentle density.” Please reject HR2 on these streets and press pause on ER3 such that the proper consultation can be gathered from your constituents.</p> <p>Thank you, (REDACTED)</p>	
C597	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p>	No

	<p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello, I am writing to express concern about the height of buildings that would potentially be allowed in university-adjacent zones that are otherwise mainly residential with 2-3 story houses around Dalhousie and St Mary's. Allowing dense blocks packed with 9 story buildings, potentially the full depth of the block (eg the block between University, Robie, South and Edward, or the block between Inglis, Marlborough and Robie, or Inglis, Ivanhoe, Atlantic and Tower) is quite out of keeping with the scale of these historic neighbourhoods. Even lowering the limit to 4-5 stories would allow for construction along the lines of the "missing middle" and substantially increase the number of homes in the area while keeping it on a scale suited to the houses and building on neighbouring streets. I hope you will consider this in the discussions around zoning changes.</p> <p>Sincerely, (REDACTED)</p>	
C598	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>I am well aware that there is a significant increase in the amount of apartment buildings going up. However, I would like to express my concern at the COST of the units. We do not need all these high-end buildings with pools, gyms, saunas, quartz countertops, etc. What we need are apartment buildings that are affordable in the truest sense of the word, as in the average wage earner can afford to live there. There is a great deal of focus on social media, in the news, etc., on affordable housing for people living in encampments, and I certainly support that, but it would appear that the rapidly dwindling middle class have been forgotten. I currently pay 55% of my income for an apartment, which is not affordable by any measure, and I know I am not alone in that. It is time to stop approving these high-end buildings and make allowances for reasonable standards of living for people who work very hard and are constantly falling behind with increases to rent, utilities, groceries, etc.</p> <p>Thank you, (REDACTED)</p>	No
C599	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>We note your comments on the heritage policy and will review this as we finalize the proposal to ensure consistency with policy intent.</p> <p>All the best,</p>	Yes

	<p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Dear Josh,</p> <p>Thank you (and your planning team) for making the time to meet with us and for your very thoughtful and constructive response to our suggestions and concerns.</p> <p>Among the many issues we talked about was the suggestion that the Dalhousie Street / Beaufort and South Street neighbourhood, as part of the original Cunard Estate, could be treated as part of the proposed Oakland Road HCD or at least abutting it; therefore, the ER2 or ER3 designation may be more appropriate. In that discussion, I suggested that the Regional Centre Secondary Municipal Planning Strategy (at page 147 CHR 5) (see attached) refers to the need to protect heritage property abutting areas (like Dalhousie Street?) from HR buildings. In short, the change from single family dwelling zoning to HR1 and HR2 can also be considered too aggressive because it undermines the Oakland Road HCD?</p> <p>In any event, thank you again for your time and kind consideration.</p> <p>Respectfully,</p> <p>(REDACTED)</p> <hr/> <p>Following up with smaller attachments (previous delivery failed)</p> <hr/> <p>Hi folks,</p> <p>Thanks again for the meeting yesterday, I think it was a very productive discussion and we appreciate the feedback on the proposal.</p> <p>As discussed, please see attached the presentation from yesterday, and I've attached the Established Residential section in Centre Plan as well for your convenience. The current Centre Plan and Land Use By-Law can be found online here: https://www.halifax.ca/about-halifax/regional-community-planning/community-plan-areas/regional-centre-plan-area</p> <p>All the best,</p> <p>JOSHUA ADAMS,LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p>	
C600	Hi (REDACTED),	No

Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.

All the best,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

To Whom it May Concern

Please find below a letter I sent to my councillor regarding the changes to the zoning in Halifax and the block where I reside.

Kind regards
(REDACTED)

Dear Mr. Mason.

I am one of the citizens that you represent at council. I would like to thank you for your service and say that it is unfortunate that my first correspondence with you is one of concern. But here we are.

I live on Marlborough Ave and am writing to you in response to the Centre Plan Update, which has been tabled. I am quite shocked to see that the character of our neighbourhood will be obliterated by this plan. In fact, the character of the whole city is in jeopardy. It is very discouraging to see that very little of the city, that I was born and raised in and have loved all my life, will be maintained within this plan.

I understand that we need to increase density on the peninsula, but obliterating the peninsula and its neighbourhoods and history and culture seems rather counterintuitive to me. What is the end goal here?

There is a reason why people want to live in Halifax. It is a beautiful tree lined, heritage city with many beautiful amenities and historic neighbourhoods. If you take all that away, you just have an incredibly densely populated mega city of with no diversity of architecture, history or lifestyle. Is that what the city wants? To become a Hong Kong or Dubai? Because I don't think that's what your current residents want. The council does not seem to be representing the people who live here at the moment, the people who pay their taxes and vote for their representatives.

Growing a city isn't just about adding people to it. It's about improving quality of life and creating or maintaining a sense of place, this plan doesn't do either of those. It just increases the population. In addition to that, making something bigger doesn't make it better. Maybe the current population is about right for this peninsula. There are such huge limitations for infrastructure on this peninsula, that it seems insane to keep cramming people on to it. I recognise that change is required but I don't believe that changing everything is required.

You ask "if not this than what?". I believe there are many alternatives. There are many areas that are currently commercial buildings and apartments, i.e. Inglis / Victoria, which have the same height designation as Marlborough Ave East. This does not make sense to me. Why destroy neighbourhoods when there are other areas that lend more easily to the proposed changes.

Another local solution; St Mary's University is currently sitting on an enormous site that is serving as a parking lot. They should be made to invest in their own housing solution before dropping that problem on the lap of HRM and its constituents. Why are we paying the price for their mismanagement?

	<p>The point is, there are many solutions to be had without rezoning the whole city. On a personal level, we have just invested a substantial amount of money in renovating our home on Marlborough Avenue. We made the investment in this neighbourhood, and Halifax, because we love the character of this city and wanted to stay here. It is devastating for us to know we will lose our neighbourhood and our investment (the fruits of 27 years of living overseas so we could come back here to live in this neighbourhood).</p> <p>Mr. Mason, I truly hope that you are listening to your constituents, are willing to consider our concerns, and will represent them at council. It seems incredibly unfair to decimate our neighbourhoods because HRM wants to create a city that many of us did not sign up for.</p> <p>Thank you for your time and consideration, (REDACTED)</p>	
C601	<p>Good morning,</p> <p>I think that it could be beneficial for brokerages to have an understanding of the new development initiatives that are happening in HRM...Would you be open to have a conversation/presentation with (REDACTED)? We would like to have a better understanding of the subdividing within HRM and zoning changes. It would be great if someone could also address "garden homes" and other creative housing opportunities that we may need to be aware of. Plus anything else that you feel would be important for us to know.</p> <p>Please let us know availability to have someone have that discussion with our agents.</p> <p>Thank you (REDACTED)</p>	No
C603	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To Whom it May Concern,</p> <p>I am a homeowner and resident of (REDACTED) in Halifax. I have recently been made aware of proposed zoning changes to the area where I live.</p>	No

	<p>Fully recognizing the housing crisis for many Haligonians, I believe that changes very likely do need to be made. Having said that, rezoning a residential area with such an established community to allow for high rises seems reactive and ill advised.</p> <p>I chose to repatriate to Nova Scotia to start my career and have/raise my daughter after having lived in Vancouver for several years. I chose to come home because I valued the possibility of doing those things in a community that I love. (REDACTED). I am also an (REDACTED) who has provided (REDACTED) care to Nova Scotians for the last 12 years. Living on Dalhousie Street has allowed me easy access to the hospital when I'm on call. More importantly, I feel safety in allowing my daughter to run across the street to visit our neighbours who truly have become a part of her extended family.</p> <p>The sense of community that has been deliberately created and carefully fostered on our street (and the surrounding streets) is truly unique and very cherished by myself and my neighbours. What is so special about it is that it is also very welcoming to new people who move to our area. If the proposed rezoning addressed the need for increased density by allowing for more duplexes or basement suites, I believe we would collectively be able to aid in addressing the need for gentle density without disrupting the community we have already.</p> <p>I know there are factors at play that largely outweigh any one person's story or plea...but I hope you will look at the collective response to these proposed changes and truly take this into consideration before finalized plans are made. The fact that there has been such a unified response to these proposed changes speaks to how highly we value our community.</p> <p>I want to stay in Halifax. I want to raise my daughter here. I want to provide exceptional (REDACTED) care to my patients. I want to do those things in the community that I love so dearly. Rezoning to HR-2 and HR-1 would significantly put that community at risk without necessarily addressing the need for affordable and accessible housing.</p> <p>Many thanks for your consideration.</p> <p>Sincerely, (REDACTED)</p>	
C604	<p>Hello,</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Good morning,</p> <p>Find attached letter from (REDACTED) concerning proposed LUB amendments relating to the Housing Accelerator Fund.</p> <p>Kind regards,</p> <p>(REDACTED)</p>	Yes

C605	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To whom it may concern</p> <p>Thank you for the opportunity to address this HAF rezoning proposal.</p> <p>Attached is a letter outlining my concerns.</p> <p>(REDACTED)</p> <p>Sent from Mail for Windows</p>	Yes
C606	<p>Bonjour (REDACTED),</p> <p>Nous vous remercions pour vos commentaires sur les modifications proposées aux documents de planification dans le cadre du Fonds pour accélérer la construction de logements. Veuillez noter que vos commentaires seront utilisés pour rédiger un rapport destiné au Conseil régional qui examinera les modifications proposées en mars/avril. Le public aura également l'occasion de s'exprimer à ce moment-là dans le cadre de la procédure d'audience publique.</p> <p>Merci et bonne journée,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Chers Halifax Regional & Community Planning, Ms. Cathie O'Toole, Chief Administrative Officer and Councillor Waye Mason,</p> <p>Je suis en faveur du changement du plan de zonage sur Beaufort Avenue en HR2.</p> <p>Halifax, la capitale de la province des maritimes, doit être à la hauteur des nouveaux défis. Ces défis sont économiques, touristiques, culturels, écologiques et humains.</p>	No

	<p>Halifax attire une population internationale, des travailleurs, des étudiants, des scientifiques, des familles et des nouveaux rêves. Cette population doit pouvoir écrire l’histoire d’Halifax du future. Cette histoire s’inscrit dans le changement et l’évolution.</p> <p>En tant que citoyens et nouveaux arrivants , nous ne pouvons pas réclamés l’exclusivité de la location proche des universités, des bibliothèques, commerce et écoles. Nous devons permettre au maximum de personnes l'accès à la culture et au coeur touristique de la ville.</p> <p>Ce changement commence par la construction de nouveaux logements moderne et écologiques avec des commerces de proximité.</p> <p>Il faut favoriser les déplacements à pied et des transports doux (vélos, bus, etc...) au détriment de la voiture afin de rendre la ville plus propre, plus humaine et loin du trafic routier toujours plus dense.</p> <p>Il faut que la ville d’Halifax soit à la hauteur de son statu de capitale de la nouvelle Ecosse et relever ces nouveaux défis. Halifax doit être forte et courageuse.</p> <p>Sincèrement. Un citoyen. (REDACTED)</p>	
C607	<p>Hello,</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>To provide some additional context, there is no proposed zoning change on the north side of Duffus Street between Isleville to Novalea, these properties are zoned a mix of Higher-Order Residential (HR-1) and Corridor (COR) today. The zoning of this block was applied as part of Centre Plan Package B in 2021. The heights on this block currently range from 14 metres (equivalent of about 5 storeys) to 20 metres (equivalent of about 7 storeys). As part of the urgent changes to planning documents in support of the Housing Accelerator Fund, staff are proposing a uniform height increase on this block to 7 storeys which is generally aligned with broad height increases being proposed across the Regional Centre in support of the HAF.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>I have been a resident and homeowner in the north end of Halifax for over 60 years. In that time I’ve seen many changes, some good, some bad. For example, the roundabout at the intersection of Normandy and Leaman. It’s intent I believe is to slow traffic down in the area of the schools, and it has done that but the snow ploughing equipment and larger vehicles, i.e trucks have difficulty manoeuvring around it and drive over it for the most part.</p> <p>Our area has been classed as a calmed neighborhood. In the last few years traffic bumps have been set up along the streets in Drummond Court, bike decals are on the streets and the latest “improvement” was the installation of bike lanes on both sides of Duffus street.</p> <p>Because of the bike lanes at the north corner of Duffus and Isleville, trucks delivering goods to the business on the corner are unable to park on Duffus and are now forced to turn the corner to deliver their loads following which they have to drive through the “traffic calmed” area of Drummond court to get back to their route. So much for the great idea of putting in bike lanes.</p>	No

	<p>And now the idea is to build three high rises on Duffus Street from Isleville to Novalea? I'm assuming that with the proposed building changes, the bike lanes will have to be eliminated. So much for that decision and the money spent to complete it.</p> <p>I often wonder, as a tax payer and property owner, who is making decisions for this city as far as improvements are concerned? I realize housing is a huge issue but so is traffic flow, the number of schools, the safety of residents in the area.</p> <p>Duffus Street is extremely busy as it is, and that would increase exponentially with additional housing which would mean more vehicles, more people, more traffic, etc.</p> <p>There are other areas in the HRM which would be more appropriate from housing developments. There is a huge area of land at Shannon Park that sits empty. I suppose with the possibility of a stadium going in there, that would not even be a consideration.</p> <p>As an HRM resident, I ask that you reconsider the plan to erect these buildings but at the very least, limit them to three floors.</p>	
C608	<p>Hi (REDACTED) and (REDACTED), Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process. All the best, JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Lindola Place: the Ivanhoe/Inglis/Atlantic Streets and Tower Road Block We are writing this as Condo Owners as part of the Lindola Place Condominium Board (HCCC#88) to express our strong opposition to the recent proposal to re-zone our area in order to meet the "increase in density near universities" criteria of the Housing Acceleration Fund. This proposal, would result in the re-zoning to HR-2 of the entirety of the block bounded by Tower Road, Inglis Street, Ivanhoe Street and Atlantic Street with the exception of the Halifax Grammar School which is proposed to be zoned INS. We strongly oppose the proposed rezoning to HR- 2 in this block as it has the potential to result in significant adverse effect upon an established neighbourhood. Having recently moved back to Halifax, we chose Lindola Place because we loved the quiet residential feel of our neighborhood even though it's close to Universities and downtown. Given the increase in housing prices in this area, we also worry about the negative impact on property value. We are paying very high taxes in this area with local resources such as health care, public transportation, infrastructure and municipal services already stretched very thin, so significantly increasing the population will only exacerbate these issues without intensive planning and consultation. We agree with the following concerns and proposals that our Board has put forward to the Re-Zoning Committee: Lindola Place is Middle Housing The objectives of the urgent changes to the planning documents include "Support Gentle Density" and "Enable More Missing Middle Housing". Lindola Place is exactly that and is an early example on peninsular Halifax. Established nearly 40 years ago, it utilizes the interior of the block and is accessed by a private lane off Ivanhoe Street and a private driveway off Inglis Street. There are three buildings with 14 townhouse condominiums. One of the buildings, housing 4 units, has entrances split between Ivanhoe Street and Lindola Place. The buildings are sturdy brick, and the architectural design is sympathetic to the older single family dwellings on Ivanhoe Street. As a condominium, Lindola Place could not be easily redeveloped since the condominium corporation would need to be dissolved before it could be demolished and replaced with a denser form of development. Lindola Place is flanked on the west side by the Halifax Grammar School. The older part of the school, the former Tower Road School (which is registered as a municipal heritage property), is over four stories high, and with the new addition forms a four story wall on its eastern side. As the built form currently exists there is an appropriate transition from institutional uses on Tower Road to "Middle" housing offered by Lindola Place in the centre of the block. This then continues through to the east side of Ivanhoe Street to more single family homes, and the stately Oland</p>	No

mansion which is on a through lot to Young Avenue. It should be noted that Lindola Place was developed at approximately the same time as the other lots on the east side of Ivanhoe Street which are proposed for zoning as ER-3 even though Lindola Place is an equally established area.

Coach House Integral to Oland Mansion

Of historic note, the Coach House to the Oland Mansion located at 940 Ivanhoe, is currently a two unit condominium. It is an integral part of the original Oland Mansion estate and should be protected as a heritage property in the same way as the Oland Mansion itself.

Adverse Effect of HR-2 Zoning on Neighbourhood

The proposal to zone the aforementioned block HR-2 with permitted structures up to 9 stories has the potential to surround Lindola place by an oppressive wall of high density residential buildings on small lots, with even smaller foot prints, in close proximity creating a cavern effect around the very type of development that the plan is attempting to promote. Because the Lindola Place Condominium/Townhouse development is owned by 14 families the process of its parcel being assembled for redevelopment would be long and painful if at all. This ownership structure will also make it difficult to redevelop the block in a coherent and efficient fashion and this could result in tall narrow buildings on small lots.

As an example, the four unit building (944 and 946 Ivanhoe Street and 957 and 961 Lindola Place) fronting on Ivanhoe Street which is part of the Lindola Place Condominium would inhibit the consolidation of lots along Ivanhoe Street, as would the private lane entrance off Ivanhoe Street to Lindola Place. .

Similarly, the private driveway from Inglis Street to the rear of four unit condominium town house which forms part of Lindola Place one of the condo development would prevent the consolidation of the corner lot at Inglis and Tower in a redevelopment scheme encompassing the remaining lots in the block fronting Inglis Street.

Environmental Impact

The HAF proposal could result in significant environmental impacts and aspects which would raise legitimate concerns as the built environment sector is responsible for almost 40% of global energy-related carbon emissions. It would seem extraordinary that this is no longer critical for Nova Scotia's urgent climate action. The "Environmental Goals and Climate Change Reduction Act", Goal 1, seeks to "Reduce greenhouse gas emissions by 53 per cent below 2005 levels by the year 2030, and be net-zero by 2050". The HAF plan is certainly not getting us any closer to this goal.

Furthermore, we already have issues with the stability of the electrical grid in this area. How would this level of intensification impact this?

What about sewage and very old plumbing infrastructure in this area?

The removal of trees and green spaces would definitely be impacted during this process.

Homes Fronting Inglis Street

The existing residential buildings at 5780, 5760, and 5758 Inglis Street are older structures with Victorian characteristics complementary in size, design and appearance to the heritage protected streetscape immediately across the way on the north side of Inglis Street. The building at 5760 is a multifamily residential building with many tenants.

If there are development and densification opportunities along the south side of Inglis Street in the block between Tower Road and Ivanhoe Street, these developments should follow the pattern established along the south side of Inglis Street between Ivanhoe Street and Young Avenue where there is a line of three and four story town houses of both old stock and new construction. We suggest that ER-3 zoning would appropriately suit this purpose.

Lindola Place recommendation

It is therefore recommended that the proposed HR zoning be amended and that the area encompassing the properties at 5780, 5760 and 5758 Inglis Street, as well as the west side of Ivanhoe Street from Inglis Street to Atlantic Avenue, including the Lindola Place property be designated as ER-3. The exception to this would be the "Carriage House" at 940 Ivanhoe Street which would be designated as ER-2 to reflect the zoning of the Oland mansion. These changes would be better aligned with the ER-3/ER-2 zoning proposed for the east side of Ivanhoe Street and would result in a more cohesive and balanced plan for the neighbourhood as a whole. A map detailing these amendments is attached.

Near Universities

We support the objective of the Housing Acceleration Fund to increase density near universities. "Near" universities is not equivalent to "next" to universities.

We do not think this objective requires the blocks in closest proximity to the universities to be rezoned to higher density, particularly in consideration of the following:

- the block is an established middle density residential area of well-maintained homes;
- the housing stock is not ripe for redevelopment as the buildings have remaining useful lives of many decades; and
- the current development provides an appropriate transition to the protected lower density area of Young Avenue.

Other Suitable Areas to Increase Density near Universities

	<p>We note that the proposed Housing Accelerator Fund Centre Plan proposes significant increases in density for the several blocks surrounding the intersection of Barrington Street and Inglis Street and generally in the mostly higher density area between South, Barrington, Inglis and South Park Streets. These areas are in close proximity both to the universities and our area. We generally support the proposals to permit greater density in this area.</p> <p>Conclusion</p> <p>In conclusion we strongly urge that HRM reconsider these proposed changes as they threaten the integrity and unique qualities of both Lindola Place and the adjacent area which we feel represents one of the best examples of “gentle density” and “middle housing” on the peninsula.</p> <p>Thank you for your time, (REDACTED)</p>	
C609	<p>Thanks for the prompt response and clarification. It was difficult to do enough research given I only saw the request for public comment on Monday.</p> <p>Best regards, (REDACTED)</p> <hr/> <p>Hi (REDACTED) and (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>Just to clarify a few things, the proposed ER-3 Zone would allow up to 8 units on a lot with more units allowable if an existing building is internally converted to a multi-unit dwelling. Also, a small-shared housing use (up to 10 bedrooms) is currently permitted in the ER-1, ER-2, and ER-3 Zones.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Dear Halifax Planning Staff ,</p> <p>I hope that you will take into consideration the comments below in developing your report on the Housing Accelerator Fund (HAF) for the Regional Council. My husband and I live on Graham St., in the neighborhood bounded by Victoria Rd, Boland Rd. and Cairn St. We purchased our home in 2012. People used to say "what a lovely little neighborhood, we didn't know this was here". Since the Centre Plan was tabled however our peaceful little neighborhood has been NON-STOP noise due to nearby construction of apartments on the other side of Northbrook Park, and construction of towers along Wyse Rd. Blasting at construction sites on Wyse has even rattled the china in our cupboards. Now with these proposed changes I see that you expect us to endure the same indefinitely with potentially a quadrupling or more of density thrown in. This is no longer a tolerable situation for the single family home owners in our neighborhood.</p> <p>To address the proposed zoning change of our neighborhood primarily from ER2 to ER3, it is a bit disingenuous to call it ER3 and then allow 4 unit dwellings. Theoretically this could quadruple the population of the neighborhood at a minimum and could conceivably be higher due to the removal of limitations on the number of bedrooms. Is it your intention to allow rooming houses again? Just eliminating the requirement for parking spaces is going to create chaos. Case in point is the property directly across from us. It was originally permitted as a duplex and then the lot was split. It has designated parking spaces and was not a</p>	No

problem. The property was then sold to a private company and they put two basement units in. Only one of which has parking. It is now being operated in part as an unlicensed halfway house at times with some units being used to house adults and some used to house special needs foster children. The parking from the employees blocks all the street parking on Graham St. and often they block the mailbox so that the postman can't deliver. Merely saying parking doesn't need consideration is only going to exacerbate the situation. Perhaps you have never attempted to transit through the areas on Victoria Rd, Wyse Rd, and Windmill Rd, at rush hour. Traffic is commonly at a standstill blocking anyone trying to enter or leave our neighborhood and hindering emergency services for the entirety of the north end of Dartmouth. Add in the population for the proposed tower blocks and the area will be impassable. Saying you want people to have walkable neighborhoods isn't going to make it so. Potentially tripling or quadrupling or more the population density of this neighborhood will be catastrophic in terms of the impact on traffic patterns, demands on the water table as drought becomes more frequent due to climate warming, insufficient water main and sewer capacity will continue to be a problem as evidenced by the recurring water main breaks all through this neighborhood. Will there be impacts on the policing budget? It is well documented in social science literature that high rise, high density living situations lead to more crime.

The height change proposed of 12 meters sounds reasonable until you realize that is 39.7 feet and equates to a 4 story building. A 4 story building on any of these lots puts any area around them in shadow for a large portion of the day. How is it a gentle density to completely and utterly change the feel of the neighborhood? What is the maximum height of a building in HR-1? It did not escape our notice that the heights are only proposed at 4 stories but that Cairn St. will be designated HR1 and not the same as the rest of the neighborhood. How long before those single family homes are gone in favour of higher tower blocks? A proposed allowable height of 29.7 feet, equivalent to 3 stories, on all areas throughout the neighborhood is more in keeping with the tone of the neighborhood and your stated objective of "gentle density". Cairn St. should be ER3 if it must be changed, not HR1.

Are we still allowed to have a single family home? I have to wonder as it feels as if we are being forced out to allow developers to move in. The province of NS can't or won't build social housing. HRM has done little to provide social/affordable housing and now it seems according to the proposed changes that you expect mom and pop landlords to pick up the slack. Unfortunately, all the mom and pop landlords have concluded they can't afford the excess of \$20,000 to bring a basement unit up code. We originally expected to rent our basement but after hearing from people on landlord pages of the cost and the horrors of bad tenants and the inability to get out even non-paying tenants we concluded it would be a financial disaster to do so. I must conclude that these proposed changes are predicated on the requests of large developers and realty equity firms. Will we be seeing single family homeowners forced out by the persistent rise in property taxes? Will the potential for a more commercially viable property because you have changed the zoning cause a rise in property taxes? Or will it damage the valuation of those properties? I am sure we have no choice but to wait to see just how much damage this does to the neighborhood. Most of the houses in this neighborhood are small post war houses with 2 to 3 bedrooms. A few have non-conforming basement units. Most have eliminated them. In the last year a number of houses that were rentals have sold and now belong to young families who presumably would like to build some equity for the future. A large portion of the houses belong to seniors. None of us are wealthy. This area has predominately multi-earner working class households and lower middle class families. The people on our street are museum and retail workers, civil servants, military and retired military, a personal trainer, an architect., elderly retirees and a small business owners. Most of the duplexes are owner occupied on one side with rental on the other. Your proposal rips away everyone's security. If we wanted to live in a high density environment we would have purchased a home in a tower block rather than an area of primarily affordable single family homes. Just where would you suggest we magically find another area of affordable single family homes? It has not gone unnoticed that the zoning of areas with more costly prestigious homes were left untouched. Perhaps this disparity of treatment of the working and lower middle class and the wealthy will provide the basis for a class action lawsuit down the road.

The local so-called "housing emergency" is a clear and predictable result of the province and HRMs unwillingness to construct social housing and fix the tenancy board so that mom and pop landlords were hung out to dry. Add in their willingness to allow widespread renovations by developers. The resulting tents in parks, and the subsequent establishment of not one but three homeless shelters within walking distance of our neighborhood has damaged the value of the property in this neighborhood. The change in density will be the coup de grâce. These were all predictable consequences of the failure to act by all levels. It is not the responsibility of individual homeowners to take on debt in order to fix this largely manufactured housing crisis. It is the responsibility of the province and to some extent HRM to do so. Dangling a bit of extra income at home owners as the prize at the end of a long and costly permitting process is not going to accomplish the stated goal of establishing more affordable housing. Clearly these changes are being forced for the benefit of developers not individual homeowners. You will only get more problems as mentioned above.

	<p>We are unequivocally against the proposed change in density and permissible height not only for our little neighborhood but for most of these single family homes in the North End of Dartmouth. Please do not change these areas from ER2 to ER3. If you must change it, no more than 3 units should be allowed, there should be a maximum occupancy level and number of bedrooms and a proposed allowable height of 29.7 feet, equivalent to 3 stories, on all areas throughout the neighborhood which is more in keeping with the tone of the neighborhood and your stated objective of "gentle density". Cairn St. should be ER3 if it must be changed, not HR1.</p> <p>Sincerely,</p> <p>(REDACTED)</p>	
C610	<p>Hello, (REDACTED) n, I am writing to acknowledge the hardcopy receipt of the attached document by the Office of the Municipal Clerk. Our office has forwarded your document via this email to the staff reviewing all correspondence regarding the subject line, as questions and feedback can be provided until the deadline of Friday, February 16.</p> <p>Further details can be located here:</p> <p>https://www.halifax.ca/about-halifax/regional-community-planning/housing-accelerator-fund</p> <p>Regards,</p> <p>LESLIE NEATE LEGAL & LEGISLATIVE SERVICES OFFICE OF THE MUNICIPAL CLERK</p>	Yes
C611	<p>Hi (REDACTED),</p> <p>Thanks again for coming to the meeting, and thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To HRM Staff and Counsellor Sam Austin Re: Proposed HRM Centre Plan changes in District 5 (Victoria Road - Brightwood Community)</p> <p>I live on Vanessa Drive. My husband, (REDACTED) daughters and I moved here in 2002. After attending the information session on February 12th, I have major concerns. As my neighbor (REDACTED) said "We moved to this neighbourhood because it is a lovely neighbourhood... not huge subdivision homes, close to the city centre but without the downtown, small lot vibes. Our area has a few businesses and a few apartment buildings. Nothing is over a couple of stories. The</p>	No

apartments are old fashioned flats that give real families real long term homes with personalities, as opposed to cookie cutter small apartments that no one sees as long term homes, just apartments to move in and out of. (REDACTED). There is a small business and their parking lot next door. There are homes with apartments and granny suites in this neighbourhood, (REDACTED). All good and welcome neighbours.

When we moved here there were a lot of seniors in the neighbourhood. As the years have gone by more and more young families have moved in. At street parties (before COVID) it was amazing to see the young families and lots of children. Folks, including ourselves, have put a lot of money into our homes in this Brightwood neighbourhood. Your department may not have people old enough to remember the way this neighbourhood banded together when there was a proposal that the Brightwood Golf be rezoned and sold to big developers. I remember it well.

Our neighbourhood may not have a 'designation' but it is a neighbourhood nonetheless.

Walk down this area of Victoria Road and Slayter Street and look up and down the small side streets. Pride of ownership is apparent. I am always amazed by the investments people make not only in their homes but also in landscaping, making a summer walk on the street a joy. I would suggest that folks at the planning office come to see and experience this neighbourhood. It is not just a corridor. Even the buildings at Lancaster Ridge have setback from the highway on that section of Woodland. On Victoria there is no space for setback. The plan would allow a row of 7 story apartment buildings or more likely 7 story buildings that take up an entire block, fronting on Victoria, with their garbage etc in the back, on the property lines of the Slayter St homes they back onto. The proposal to allow 7 story buildings along Victoria Road from Cherry to Woodland (and really to Albro Lake Road) would change this neighbourhood drastically and I also believe negatively. I would suggest it's a knee jerk reaction to a much larger problem. The mapping looks like someone with a map and a highlighter decided 'this would be good spot', rather than a well thought out long term plan. It might be 'doing something' instead of doing the right thing. In the long term if developers buy out the properties along Victoria Rd, Slayter and the side streets (including our own) will lose light and feel boxed in. (I presume solar panels would be negatively affected.) We would gain neighbours with no investment in the neighbourhood, and of course traffic, all coming, no doubt from underground parking. And with developers who also have no ties to the community. It changes the nature of the neighbourhood, and not in a good way. I have no doubt this will change the value of our homes, except for the folks who get out early. The lots on Victoria Rd are not deep. Once new buildings are approved, how long before requests come to have access through Slayter or the side streets so that the entrances and parking lots do not face onto already very busy Victoria Dr. Then Slayter and the side streets become the gateway to the entrances of these buildings?

As people sell off their beloved homes the neighbourhood diminishes.

Then does this 'emergency housing' lead to rezoning the golf course so the big developers get their way in the end?

I doubt any of this leads to 'affordable housing'. Does anyone believe that Killam will tear down its properties at Victoria Gardens to put up apartments at the same rent level? Or are renovictions in the offing, and then folks who live there now will become among the displaced? Does anyone believe that apartments on Victoria Road will be 'affordable' and not more condos or apartments with multiple bathrooms, granite counter tops, stainless appliances and walk in closets?

I do not support the proposed changes in zoning. I understand making something allowed, does not lead quickly to it happening, but once it is allowed as a matter of right it will take root. If there is profit to be made, it will happen. And losing the fabric of this already varied neighbourhood will be the unintended consequence."

I feel that a softer, gentler approach to ER-3 would be a better alternative than COR for our area. Units of 4 -8 per lot would be a more reasonable approach for Brightwood. I will quote another neighbor "In the Monday evening information session, I learned that ER-3 zoning will not allow a maximum of four units, but a maximum of eight. I also learned that the reasons for re-zoning the north block of Victoria Rd. between Cherry Dr. and Francis St. from ER-3 to COR are somewhat arbitrary. For these reasons, I am no longer in favour of allowing multi-unit buildings on this block and instead would like to see this stretch of Victoria Rd. remain ER-3. I believe that eight units is an appropriate increase in density for these lots and would allow for increased density that is in keeping with the principle of "gentle density."

One of the justifications provided at the information session for changing the zoning on the north block of Victoria Rd. between Cherry Dr. and Francis St. is to extend the existing corridor zoning on Victoria Rd. so it meets the definition of "corridor" by linking two high density residential zones. I would argue that the desire to have a line on a map connect two polygons is not a good enough reason to significantly alter this block of Victoria Rd. and the surrounding residential streets.

I also learned at the information session that some of the only corridor zones in the HRM where lower heights (i.e., three storeys) will be considered are adjacent to existing or soon to be heritage districts. I object to this reasoning as it implies that areas that are not old enough to receive "heritage" status do not have any aesthetic or neighbourhood value that is worth preserving.

	<p>At the information session, it was also confirmed that none of the proposed planning document amendments will require affordable housing to be incorporated into new developments enabled by the proposed zoning changes. Only market value units will be built by developers. This is disappointing as the need for affordable and subsidized housing in this area is very great indeed.</p> <p>I am a recent arrival on Slayter Street. I was looking for a home in a welcoming neighbourhood where people take care of their homes and gardens, walk on the streets, and look out for one another. I found this in the Brightwood neighbourhood and I am so grateful to live here now. While moving in, I was repeatedly welcomed by many neighbours walking by and have continued to get to know the great people who live around me. I have lived in other cities and in other neighbourhoods in Halifax where you don't know anyone on the street, even after living there for years.</p> <p>I believe that the proposed zoning change from ER-3 to COR to the north side of Victoria Rd. between Cherry Dr. and Francis St. will result in devastating changes to the Brightwood neighbourhood. With no height restriction, a seven-storey structure, which would already dwarf the adjacent houses, could be even higher. With the opportunity to consolidate lots to build the maximum-sized multi-unit structure, I imagine there will be years of developers buying and holding homes that sit vacant while waiting for people to give up and sell. This includes homes on Francis St., Slayter St. and Cherry Dr., which could all be used to provide road access into a large development. In addition to the stress of living in a construction zone or in development limbo for years and the associated drop in property values, is the stress that neighbours will feel if anyone's house goes up for sale, and the guilt homeowners will feel if they need to sell their home and cannot prevent the property from being purchased by a developer.</p> <p>The Brightwood neighbourhood is already facing major impacts due to the many high-density, multi-storey buildings approved or already under construction within Central Dartmouth. And more infilling and construction will certainly come as a result of the amendments proposed. I do not believe that re-zoning one block on Victoria Rd. from ER-3 to COR will have a significant impact on the overall density goals for the HRM; however, this change will have a massive impact to our small, wonderful neighbourhood, especially to those of us who live adjacent to the lots slated for this change.</p> <p>In the meeting, HRM listed the factors driving the proposed development document changes, including federal pressure (HAF), provincial pressure, and the housing crisis. What was not on this list were the current HRM residents. I am a resident of the HRM, Dartmouth, and the Brightwood neighbourhood and I implore you to consider my voice and the day-to-day impact that these proposed changes will have on my life and the lives of my neighbours for years to come. Please do not re-zone the north block of Victoria Rd. between Cherry Dr. and Francis St. Instead, leave it as ER-3, which will provide a more gentle transition from established residential to higher density areas as described in the original Centre Plan."</p> <p>I agree with all the concerns raised by my neighbors and hope you consider a "gentle density" proposal of ER-3 instead of COR. As you can see by the attendance at the meeting, we are very passionate about our beautiful neighborhood. Thank you all for supplying the information and answering our questions, it is greatly appreciated.</p> <p>Regards,</p> <p>(REDACTED)</p>	
C612	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p>	No

	<p>February 15th, 2024 To: Halifax Planning and Waye Mason Re: Housing Accelerator Fund Feedback – proposed Oakland Road Heritage Conservation District As a longtime resident of Oakland Road, I support the proposed Oakland Road Heritage Conservation District (HCD). There is substantial heritage in our community, which includes properties from the original Cunard Estate, dating back to the 1920’s, and including early examples of Halifax’s distinct architecture (including by famed Nova Scotia architect Andrew Cobb). The properties are beautifully maintained and Haligonians and visitors alike enjoy walking along the majestic tree lined street, taking in the distinct architecture and landscaping. It is a well-established and safe family neighbourhood where, for many decades, physicians and professors and businesspeople have been able to walk to their work at the main hospitals, universities and downtown while their kids walk safely to neighbourhood schools. Oakland Road is truly unique and must be preserved as an established residential heritage district. The HCD designation is based on age, historical period, and relationship to the surrounding area and according to the heritage plan, adjoining streets should not be altered in a way that is not in keeping with the district. As such, I am opposed to the designation of adjoining streets such as Dalhousie Street as HR-1 and HR-2 zones, which I feel would have a devastating impact on our community, and which would not immediately address the pressing need for housing. Dalhousie street is currently composed of single-family homes and small rental units, and the zoning change to allow 7 or 9 story buildings is a substantial change to the character of our community. We are also concerned about the speed and breadth of these HAF changes, which seem to contravene the process that was used to develop the Centre Plan and the Municipal Housing Strategy. We understand that the acuteness of the housing crisis presents HRM with a need to create housing, but we are concerned that by moving so quickly to create density, this change has the potential to destroy existing housing, and established neighbourhoods. We applaud the desire to retain residential neighbourhoods while allowing for them to be a part of the solution for growth through thoughtful adjustments that support the creation and protection of beautiful and safe family neighbourhoods.</p>	
C616	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Good morning,</p> <p>I was very pleased to see the proposed amendments the municipality is putting forward as a result of the HAF agreement with the federal government.</p> <p>The housing shortage is having significant negative impacts socially and is holding back economic growth in the city. Allowing much more housing density across the municipality is the a crucial part of the solution to this ongoing problem.</p> <p>Those who complain that these changes will negatively affect their neighbourhood are not seeing the forest for the trees. Everyone will suffer in some way from a lack of housing in our city and things need to change in every neighbourhood. Some of our oldest and “most established” neighbourhoods are most in need of change precisely because they have been shielded for so long.</p>	No

	<p>I would urge Council to consider the broader public good when deliberating on these amendments and not the wishes of the few who have personal misgivings about these changes.</p> <p>Thank you for your time and consideration.</p> <p>(REDACTED)</p>	
C617	<p>Hi folks,</p> <p>Confirming receipt of the request. We will review and provide an update in the next couple of weeks.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Please find attached (REDACTED) comments on the HRM's proposed as-of-right housing density initiative.</p> <p>(REDACTED)</p>	Yes
C618	<p>Please find a letter attached.</p> <p>Warm regards, (REDACTED)</p>	Yes
C619	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Dear Councillors and Staff,</p>	No

	<p>I am writing to you about the proposed Housing Accelerator Fund plans for Halifax and the region. First, I would like to congratulate you for moving forward so quickly on this urgent need in our community. Accessible and affordable housing for all our residents must be a top concern and priority if we are to remain a decent and supportive community. Having a plan to speed up the construction of environmentally kind, good quality housing is among the most important situations you (and all of us) face today.</p> <p>While laying these plans, we need to be sure not to destroy those very attributes that make this region so valuable. It would be of first importance to make sure that construction happens in areas that have already been built up, that it be close to the road for easy transit, that there be good public accessible transit, and that the construction be located in places where cars are not required for grocery shopping and recreation etc.</p> <p>There are some proposed areas in Spryfield, for example, that edge up to wild spaces. Maintaining those wild spaces, and protecting wildlife habitat and corridors, can be easily done with a bit of attention to where exactly the building and access roads are sited. I urge you to make a priority of ensuring that roadways, building construction, drainage not encroach on the wilderness areas around us that are so crucial to the flourishing of our communities. We can have both denser housing and wild space for the other life forms that contribute to making this area such a wonderful resource for the larger HRM community.</p> <p>Thank you for your consideration, Sincerely, (REDACTED)</p>	
C620	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>To answer your questions:</p> <ol style="list-style-type: none"> 1) Building Codes are adopted by the province, and the Codes are generally progressing to being more permissive with different forms and types of construction. 2) We're currently studying the possibility of Inclusionary Zoning. More details should be available on this in the next few months. <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello,</p> <p>I just wanted to email to show my support for the proposed changes under the HAF plan.</p> <p>I live on the peninsula and look forward to a denser and more vibrant city. I should acknowledge that I work for the Province, but I am sending this email just as a resident of HRM. I do have a couple of questions:</p>	No

	<p>1. Is there any dialogue with the province around potential building code changes to help make 4-story redevelopment (or other missing middle developments) more easily feasible? I am far from an expert on the building code, but my sense is that the current code may create some barriers. I believe NS is in the process of updating its building code, so the timing could be good?</p> <p>2. What is the status of HRM's Inclusionary Zoning plan? It seems to me that in many cases, the proposed upzoning will create windfalls for property owners who will see their land values increase substantially. I'm OK with landowners and developers making money, but if people are seeing large appreciation in property values it would be amazing if Inclusionary Zoning could be used to direct some of that increase in value toward social benefit rather than just landowner profit.</p> <p>Thank you so much for all of the good work you are doing! I am excited to see this work go forward, regardless of the answers to these questions. I hope the opponents of increased density are not too vocal; this is a great opportunity for the city.</p> <p>Thanks very much, (REDACTED)</p>	
C621	<p>Hi (REDACTED),</p> <p>Thanks for coming out to the meeting, and thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To HRM Staff,</p> <p>I am writing in response to new information I learned at the Brightwood neighbourhood community information session (held on Monday February 12) about the proposed amendments to municipal planning documents in support of the federal Housing Accelerator Fund (HAF) agreement with the Halifax Regional Municipality.</p> <p>I had previously submitted an opinion which was very basic and simply stated that I didn't want an apartment building in my backyard. After attending the meeting and seeing so many of my neighbours; neighbours that wouldn't be directly in line with an apartment building on their property, I was awakened to how this was a much bigger issue. An issue that will affect this whole community.</p> <p>I understand and accept the need for "gentle density" but I believe that eight units is an appropriate increase in density for these lots and would allow for increased density that is in keeping with the principle of "gentle density." I do not believe that re-zoning one block on Victoria Rd. from ER-3 to COR will have a significant impact on the overall density goals for the HRM; Instead, this change will have a massive impact to our neighbourhood. Not to mention the stress of living in a construction zone or in development limbo for years and the associated drop in property values. So many of us have put so much money, time, and love into creating homes that our children can grow up in and these changes will significantly impact that.</p>	No

	<p>Allowing corridor zoning in the proposed area of Victoria Rd will result in many problems. From street parking, to early morning garbage removal, higher traffic on our street, possible noise increases, to people living so densely they neither care nor want to get to know their neighbours as well as buildings simply being out of proportion with the neighbourhood.</p> <p>Please do not re-zone the north block of Victoria Rd. between Cherry Dr. and Francis St. Instead, leave it as ER-3, which will provide a more gentle transition from established residential to higher density areas as described in the original Centre Plan.</p> <p>Thank you,</p> <p>(REDACTED)</p> <p>Sent from my iPhone</p>	
C622	<p>Hi (REDACTED),</p> <p>Thanks gain for attending the meeting, and thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Dear HRM City Staff and Councillor Sam Austin.</p> <p>I'm writing to express my deep concerns over proposed zoning changes in the HRM centre plan in relation to the housing accelerator fund. My concern is specifically the block on Victoria Rd. Between Cherry Dr and Frances St in the Brightwood Neighbourhood of Dartmouth, which is proposed to change to COR zoning with up to 7 stories.</p> <p>Several years ago, my wife and I moved to HRM from small town Nova Scotia. Initially we were looking for a house in the suburbs, but our real estate agent suggested looking at a place on Cherry Dr. in Dartmouth. We instantly fell in love with the community and became part of the Brightwood neighbourhood. This was a safe place with a strong sense of community where we could raise our children in the city. Over the years, the community has evolved and thrived with many more young families moving in. Our young children also have a network of friends in the neighbourhood and are able to roam and play in the neighbourhood safely. We and our neighbours have invested heavily in beautifying our properties and making our homes and back yards a place where we would like to live and spend time for many years to come.</p> <p>Introducing a large 7 storey apartment building in this area would totally alter the character of the neighbourhood. If the land was rezoned to allow a development like this, the looming uncertainty of what could be erected in our backyards would result in stress on the residents and families in this great community. People would give up on their properties. Neighbours would be pinned against each other in fears that they would sell to a developer. Developers could buy multiple lots, bulldoze homes, only with interest of profits. This would destroy the fabric of our community. The increased traffic congestion spilling onto an already busy Victoria road. Increased parking problems, safety concerns, dumpsters, and rat problems would degrade the quality of life of our community and surrounding areas in Dartmouth.</p>	No

	<p>I understand and agree with the need for more housing and increased density, however this high density should be focused in more appropriate areas. The area across Victoria Rd (Victoria gardens property), which has lots of unused and undeveloped land is an appropriate place for this type of development. I support the proposed gradual zoning changes in areas like this as well as other poorly developed commercial areas in Dartmouth like the Dartmouth shopping center and other vacant and commercial areas around the bridge. Self contained communities could also be built in the vast amount of undeveloped land on the outskirts of the city, rather than bulldozing and destroying a thriving historic community in Dartmouth.</p> <p>The block on Victoria Rd between Cherry Dr. and Frances St. Should be zoned to evolve into a transitional area between the existing single family homes on Cherry, Slayter, and Frances. This should be done within ER-3 Zoning which as been redefined to allow more density than previously. If this area is zoned as a corridor, it has to be a low level corridor with maximum 3 stories and significant setback / buffer to the adjacent properties on Cherry, Frances, and Slayter.</p> <p>Thanks you for attending the information session held at Brightwood golf club, and listening to our concerns. I'm sure you have seen what a strong community we are and how passionate we are about this issue. We are all stakeholders in this community and deserve a voice in decisions that will shape the future of our neighbourhood. I trust your intention is not to make Dartmouth uninhabitable for young families. I urge city staff to amend the proposal for this block to more gentle density that would preserve the character and quality of life of our historic community which we cherish so deeply. Dartmouth has been a great place to live and I hope it always will be.</p> <p>Thank you for considering my perspective.</p> <p>(REDACTED)</p>	
C623	<p>Hello,</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>I have attached a letter regarding proposed re-zoning in the area around Saint Mary's University, and how it relates to the Housing Accelerator Fund.</p>	Yes
C624	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER</p>	No

	<p>COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To HRM Staff and Counsellor Sam Austin</p> <p>Re: Proposed HRM Centre Plan changes in District 5 (Victoria Road – Brightwood Community)</p> <p>I am writing to express my concerns regarding the proposed HRM Centre Plan changes to zoning regulations in my neighbourhood (Victoria Road between Cherry and Francis). In particular, the idea of implementing 7-story buildings in what has traditionally been a neighbourhood with detached 2-3 story homes.</p> <p>While I understand the need to address the housing crisis and the need for increased density, I believe that such a drastic change could have a negative impact on my community. I do support the concept of gentle density but do not believe that 7-story structures are the appropriate solution for the Slayter Street side of Victoria Road.</p> <p>As a community member and resident, I am an advocate for the principles outlined in the Centre Plan – particularly the concept of gentle density (the missing middle). I believe this is a middle ground between addressing the housing crisis and preserving the character of our neighbourhood. I would like to see a softer approach and leave the zoning between Francis Street and Cherry Drive as ER-3 and not change this to COR or have a maximum height of 5 stories.</p> <p>Slayter street has undergone traffic calming infrastructure changes and interim bike improvements as it is supposed to be designed as a quiet street. Introducing buildings of such height would not only disrupt the character of our neighbourhood but also exacerbate existing traffic issues.</p> <p>Moreover, I am concerned about the potential impact on my property value. While increased density may address housing shortages, it does not necessarily translate to greater affordability, and the consequences for property values are worrisome. Due to this I would also like to see the maximum height of any new construction between Vanessa Drive and Francis Street to also be limited to 5 stories (maximum of 7) as this area will have a direct impact on my property.</p> <p>In conclusion, I urge you to reconsider the proposed changes and take into account the concerns of residents like myself. While I recognize the need for change it is crucial that any developments are undertaken with the best interests of the community in mind.</p> <p>Thank you for considering my perspective on this matter.</p> <p>(REDACTED)</p>	
C625	<p>Please find attached a letter of opposition respecting proposed zoning changes along Oxford Street between Coburg Road and Waegwoltic Ave.</p> <p>Respectfully</p> <p>(REDACTED)</p>	Yes
C626	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p>	No

	<p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Dear Halifax Regional & Community Planning, Ms. Cathie O’Toole, Chief Administrative Officer and Councillor Waye Mason,</p> <p>I am FOR the proposed zoning change to HR2 on Beaufort Avenue (between South and Dalhousie Street). I would like to add that I think that the proposed 9 storey development should be changed to allow the full 12 storeys (or more if variances allow) defined by HR2 zoning. Property in the city core is a valuable resource and it should be developed to its full potential.</p> <p>This change is the right step forward in our quickly growing city. It is the mark of progress in a city that is growing up from a mid-sized city to a metropolitan centre. It is only fitting for the largest city in Atlantic Canada, which we can recall in the heyday of Pier 21 was a major port in North America.</p> <p>The proposed zoning will allow for a denser core which will not only reduce pressure on the low vacancy rate in the city, but it will also make the city more vibrant through its diverse inhabitants. Population density will also allow public transit to be viable (finally!) as a self-sustaining entity.</p> <p>Dalhousie University, Saint Mary’s University and to a lesser extent Mount St. Vincent University needs to have support in order that they stay independent places of higher learning. Increasing density around the universities will increase the supply of housing for all residents including students, employees and contractors thereby assuring their lifeline.</p> <p>The neighborhood character of the “old Halifax” will still be preserved in the neighboring streets so the densification will still feel gentle. With this zoning change more people will get to experience the benefits of living in the South End of Halifax.</p> <p>I wish to also note that I vehemently oppose any suggestion to make the area around Beaufort Avenue recognized as a Heritage District as it only will create complications and hardships when maintaining existing homes. Besides, these homes, in my opinion, are nothing extraordinary in style and character worth preserving. I say that if the homes are worth preserving, let the respective owners of each home make that choice for themselves.</p> <p>The world is quickly changing and Halifax cannot be left behind. Let’s position Halifax as a contender in the world marketplace in terms of a strategic and valuable city in terms of livability, affordability, industry, tourism and quality of life. We cannot let NIMBYism impede the progress of our city.</p> <p>Sincerely,</p> <p>(REDACTED)</p>	
C627	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p>	Yes

	<p>Please see the attached letter which is the same as the body of the email.</p> <p>Regards,</p> <p>(REDACTED)</p> <p>February 13, 2024 Attention: HRM Planning / Regional Council,</p> <p>With regard to the proposed zoning changes to shift some single family residential areas to HR-1, I am voicing my concern over the speed of the proposal not the need for changes, and am offering viable alternatives.</p> <p>If I understand this correctly the rapidity of the move is fueled by a federal offer of \$79 Million. Frankly that is a minor drop in the bucket in relation to the cost of Halifax's overall development, and not a valid reason to make drastic changes without adequate review. The financial factor should be removed from the equation so that bad decisions for financial benefit don't override good decisions that will have greater long-term benefit.</p> <p>With that said, if council wants to effect enough zoning change to meet this requirement look more closely at areas that are more suitable.</p> <p>I can site from a quick review of the zoning map two areas that are better suited for change than, for example, the areas around Rodgers Dr and the Coburg, Oxford, Waegwoltic proposals.</p> <p>On Queen St between Fenwick and South is a section of ER3 completely surrounded by CEN2 a change to that section would have zero impact on the neighbourhood as all of the buildings are small multi-unit. This same scenario applies to the area of Lucknow and Victoria Rd. All are small multi-units surrounded by multi-story buildings with CEN2 and HR1 zoning. These are the areas and others of similar composition that should first be rezoned. Not long established neighbourhoods of single family and often multi-generational homes.</p> <p>I hope that the Council sees fit to take more time for the planning process of changes that have a drastic, long-term and irreversible effect on our city.</p> <p>Sincerely, (REDACTED)</p>	
C628	<p>Hi (REDACTED),</p> <p>Thanks again for attending the meeting, and thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Feb.15, 2024</p> <p>To HRM Staff and Counsellor Sam Austin</p>	No

First let me say "Thank You", to HRM staff and Mr. Austin for attending the Brightwood neighbourhood community information session (held Monday February 12, 6:30 p.m. at the Brightwood Golf Club) regarding the proposed amendments to municipal planning documents in support of the federal Housing Accelerator Fund (HAF) agreement with the Halifax Regional Municipality (HRM). I have been reading The Regional Centre Secondary Municipal Planning Strategy, so I might better understand the proposed changes.

I am a long time resident of the Brightwood Community going on 45 years. I have watched our community evolve and grow. I am overjoyed that HRM is finally recognizing the important of population growth and housing. I muse as I recall our neighbours building an addition onto their home 24 years ago and the hoops they had to jump through in order to do so. Plus the regulations they had to follow in order to build a safe place for their child and grandchild. Oh, how things have changed.

We have been privileged to live on a street with single family dwellings, duplexes and triplexes. We enjoy our neighborhood and have build friendships with both home owners and renters. The multi unit building on our street fit in with the streetscape and most people don't even notice they are multi unit buildings. In addition each dwelling has its own green space and all but one has parking for each unit.

As mentioned I have been reading, The Regional Centre Secondary Municipal Planning Strategy (I must admit I have not completed all 228 pages) but I have read enough to know " It is the intent of this plan to strengthen existing communities and enhance the elements that make a community complete. " (1.4.2 Core Concepts)

I understand your explanation as to why the section of Victoria Road north of Cherry Drive to Frances Street was proposed as Corridor. I question how much thought and community consideration went into the proposed change from ER-3 to Corridor for this section of Victoria Road. I am struggling with how putting multiple 7 storey buildings or one 7 storey building, which in essence could consume this whole block, will strengthen the existing community and enhance the elements that make this community complete. The proposed change could initiate the selling of Slayter Street homes that border the properties on Victoria Road, between Cherry Drive and Frances Street and result in the higher density buildings proposed for that ER-3 zoning. That might jump start a plan for higher density housing but would it strengthen the existing community and enhance the elements that make this community complete. I don't think so.

Let's step back and reconsider what type of housing would strengthen our existing community and make our community complete. Gentle Density and Missing Middle housing where multigenerational families could share separate units in the same building plus rent a few units to help cover costs, building that could be owned by individuals rather than developers. Buildings that fit into the current streetscape, a place where neighbours get to know neighbours and are invested in the neighbourhood and community. A place where people are not only neighbours but friends. We look out for each other, our children and grandchildren play together. We greet each other as we pass on the street. Chat about our gardens, our families, what's going on, we help each other with snow clearing, carpentry work, share tools, recommend trades people. We aren't just single family dwellings, we are a family community. We live, work and play together. I support ER-3 zoning for Victoria Road north of Cherry Drive to Frances Street, and the ER-3 proposed change for the Brightwood area.

Let's not try to fix what isn't broken. Gentle Density and Missing Middle housing would preserve the current streetscape and vibe of our neighbourhood. They would nestle in nicely with our established community, enlarge our community family and supply some of that extra housing without displacing our current home owners or changing the fabric of our neighbourhood.

As an example, I look at the changes over the years. The Sportsplex was built, the bus terminal, a new grocery store. Three bank branches closed and serves moved to branches within driving distance. Two schools closed, two grocery stores, a couple of corner store, a department store, a couple of restaurants, car dealerships, a hardware store, a Liquor Store. I hear one of our remaining grocery stores within walking distance is slated for closure. Friends and neighbours have died or moved away and new friends and neighbours have moved into our community. This is not an all inclusive list. My point, life and living mean change. We are not afraid of change we have embraced change. Brightwood is a diverse and welcoming community a place where people and families are welcomed and valued.

I think back to when we moved into this community in September of 1979. Most homes were owned and occupied by seniors. (REDACTED) invited me for tea so I could meet some of the neighbours. I was shocked to find 10 ladies sitting in her living room all warm, welcoming and interested in the new people on the

	<p>block. Over the years they welcomed our addition two children, watched our children grow and shared their delight with having children in the neighbourhood again. The adult children of the family who build our home, have visited us on several occasions. They have often stated how much they miss this neighbour, what a special place it was and is and how welcome they feel when they return. They shared some of their experiences as a family living in this very home. This area may not be old enough to be called heritage but this area has a history, a heart beat and a vibe that is not often seen. Brightwood has always been a hidden gem and a place that is treasured by those who live, work and play here.</p> <p>Please don't make Victoria Road between Cherry and Frances an undesirable place in our community. A place we will avoid and an area that will erode the fabric of the wonderful community as neighbours we have built and enjoyed. Please consider "Gentle Density and Missing Middle ... to strengthen the existing community and enhance the elements that make our community complete. "</p> <p>There are many more issues to consider regarding the proposed change from ER-3 to Corridor that were brought up at the information meeting at Brightwood, ie. street parking, vehicle access from a 7 story building(s) onto Victoria Road, increased traffic, narrow streets, traffic backups. Privacy issues for home owners on Slayter Street, shadows cast by high building affecting sunlight in yards and home who have invested in solar energy. The environmental effect of buildings and asphalt taking over green spaces, global warming, disposal of existing building, infrastructure upgrades, garbage disposal, increase in rodents. The fact these developments are not considered affordable housing and will not address our present housing crisis.</p> <p>I hope by sharing my experience as a Brightwood resident for 44 years that you understand Brightwood has a heart that probably started beating around 1914 with the establishment of the Brightwood Golf and Country Club. That heart still beats today through the memories of those who build, created community, called Brightwood home and passed along the legacy of a strong community bond. Let's keep that heart beat going. Let's respect those who came before us and welcome those that will join us by adding that gentle density and missing middle that will complement what we already have.</p> <p>Many thanks for your time and consideration.</p> <p>Kind regards,</p> <p>(REDACTED) t</p> <p>Sent from my iPad</p>	
C629	<p>To whom it may concern,</p> <p>I am writing to provide my voice of support to preserve the unique landscape of Oakland Rd as proposed under the HAF. The street is an established residential area with many historic homes. While supportive of the need for additional density in the core of the city, this is best left to areas serviced by great transit options and nearby amenities. Let's preserve some of the leafy residential areas that makes Halifax special. This includes revisiting the idea of having HR-2 zones on streets such as Dalhousie and Marlborough Ave - decisions that would significantly alter these long established single family home neighborhoods.</p> <p>Kind regards (REDACTED)</p> <hr/> <p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p>	No
C630	Hi (REDACTED),	No

	<p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>(REDACTED)</p> <p>16 February 2024</p> <p>I am writing with regard to the proposed changes to the HRM Centre Plan, associated with the federal Housing Accelerator Plan. First of all, these are not (as they are wrongly described in some of the documentation) minor changes. For many neighbourhoods, including my own area close to Saint Mary's University (SMU), they are drastic. No advance consultation took place, and so residents have been abruptly confronted by a complex series of proposed changes that would see, for example, massive buildings constructed on residential streets.</p> <p>The negative impact of destroying neighbourhoods in this way would be felt in many areas of the city, but none more so than those that are close to higher education institutions. In my own area, proximity to SMU appears to be a driver of the proposed changes. This despite the fact that SMU already has substantial on-campus accommodation and has specific plans to build much more. I understand too that SMU was not consulted as to what the needs of its students might or might not be.</p> <p>That the HRM needs to bring about greater density in the interests of accommodating population growth is not controversial. However, there are other ways of accomplishing this that include adjusting zoning to allow for additional forms of wood-frame housing without resorting to incongruous and environmentally questionable high-rise buildings.</p> <p>To repeat, the proposed changes are crude and drastic. Adequate consultation urgently needs to take place in order to avoid the risk of making mistakes that will permanently damage the fabric of the city. I for one would welcome constructive engagement that would lead to a more considered and sustainable approach to addressing the real and undoubted need for adequate housing.</p> <p>Yours sincerely,</p> <p>(REDACTED)</p>	
C631	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p>	No

	<p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hi,</p> <p>I support the notion of increasing density on the Halifax Peninsula and in turn hopefully reducing the amount of traffic coming in/out of the city. I live on Armcrescent East Drive. I would suggest all of Quinpool Rd. be amended to COR.</p> <p>(REDACTED)</p>	
C632	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>Just to clarify, there is no proposed zoning change on the north side of Duffus Street between Isleville to Novalea, these properties are zoned a mix of Higher-Order Residential (HR-1) and Corridor (COR) today. The zoning of this block was applied as part of Centre Plan Package B in 2021. The heights on this block currently range from 14 metres (equivalent of about 5 storeys) to 20 metres (equivalent of about 7 storeys). As part of the urgent changes to planning documents in support of the Housing Accelerator Fund, staff are proposing a uniform height increase on this block to 7 storeys which is generally aligned with broad height increases being proposed across the Regional Centre in support of the HAF.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>My vote is for photo B</p> <p>Sent from my iPad</p>	Yes
C633	<p>Thank you for your presentation on February 13th re the proposed zoning changes to Victoria Road. While I fully acknowledge the emergence of Halifax's escalating population, the placement of any high density housing in the Brightwood community is unacceptable. Brightwood's character is unique, being comprised of single dwelling residences and small scale apartment rentals. The proposed rezoning height change will be the onset of destruction for Brightwood's individuality. Additional traffic resulting from any high density housing changes will only exacerbate the existing workday morning and afternoon commuting congestion along Victoria Road. Furthermore, as developers are not required to provide parking for their tenants, this potentially lends itself to increased parking on side streets</p>	No

	<p>and added traffic bottlenecks. Serious consideration and improvements to infrastructure and traffic flow need to be addressed and established prior to any changes leading to high density housing.</p> <p>A further repercussion of the proposed rezoning would be devaluation of the properties that lose their rear sided privacy to increased vertical densification. The meeting on February 13 was well attended by Brightwood residents and it was obvious their collective voice strongly articulated that the proposed zoning changes are not a viable option for our community. I am hopeful your reconsideration of this proposal will create alternative solutions which will fulfill your objectives .</p> <p>Sincerely, (REDACTED)</p>	
C634	<p>Hi Joshua,</p> <p>Thank you for your response. It is reassuring to receive your comments.</p> <p>Best wishes, (REDACTED)</p> <hr/> <p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Good Afternoon,</p> <p>I am writing to provide context for the proposed rezoning in my neighbourhood in HRM District 7. The residents directly impacted have not been provided an adequate, transparent, or a timely opportunity to address concerns.'</p> <p>I am appalled by the City Counsel vote to disallow more time for understanding and preparing dialogue relating to the rezoning plan. Somehow this does not feel like representation of the people.</p> <p>While I am in support of increased housing density and most certainly do not employ a "not in my back yard" perspective, I must express my opposition to the rezoning plans for my area. In reviewing the Housing Accelerator Fund the emphasis is on affordable housing, increased occupancy rates and a decreased carbon footprint, to identify some of the funding requirements. Public consultation is also cited.</p> <p>There are multiple issues with the rezoning District 7 proposal. With permission, I am copying (REDACTED) letter sent to HAF and Counselor Mason on February 11, 2024. This letter summarizes many shared concerns.</p> <p>I am writing in contest of the proposed changes to the District 7 re-zoning as it relates to the updated Center Plan and Housing Accelerator Fund. I live at (REDACTED) and will be directly impacted by these proposed changes to add multi-unit low rises across the street. I moved to this neighborhood specifically because it is a single-family neighbourhood where I can raise a family. Having previously lived on Larch Street in the center of the student mayhem (and on-going failure of action by the City and University), this is a sensitive issue for me. I support urban density as long as it is thoughtfully integrated into the cityscape. This</p>	No

	<p>proposed rezoning appears to have little logical reason other than for profiteering by developers or receiving a quick boost of support from residents outside of the downtown core who don't have to deal with the repercussions of these poor decisions. The reality is, the land value is prohibitively expensive to do anything affordable other than through heavy subsidy (profiteering) and the scale and scope of the proposed rezoning won't have a meaningful impact on increasing urban density. The outcome will make a few individuals incrementally more wealthy while sacrificing the sanctity of a neighborhood that has stood here for generations. Further to that, the area can hardly support an increase in density; we have very little thorough-fares and limited parking. We have experienced events of low-to-no water pressure during summer heat. Without a massive infrastructure investment (again, another subsidy that will benefit very few), I don't see how any increased density can even be supported. If the funds set aside are to be best used, the obvious choice would be compel development of City sites recently sold to developers. Most of those locations are ripe for affordable, high-density buildings as they sit on the major road arteries into and out of the city. I am not sure how anyone in your office can offer that there is a net benefit to the proposed rezoning and redeveloping these areas given the required investments, eventual cost of units developed and sacrificing some of the few remaining neighbourhoods on the peninsula. I would be happy to hear your response and view on how this is beneficial to anyone other than a handful of already wealthy developers.</p> <p>Many neighbourhood households have generators because of the unpredictable power outages experienced here. I am not referring to weather events where one would expect power interruptions. An example would be a sunny, still, summer day where the power outage is caused by "a wind corridor" stemming from Cape Breton, impacting the power grid. The use of electric cars and the lack of power infrastructure readiness could not be more relatable to our area. And we are supposed to own electric cars by 2030?</p> <p>It is not as though my area of Roxton Road and adjoining streets occupy large plots of land. We are relatively close together and if we hope to have a parking spot, even with the purchase of a residential permit, a space must be secured early in the morning. This limits the potential for seniors "aging in place" as parking is exceptionally challenging particularly for hourly caregivers visiting several homes per day.</p> <p>Another concern relates to the approximated fifteen doctors living in this vicinity. As paraphrased, many doctors choose to live in this area due to the proximity to the hospitals. This proximity allows for doctors and surgeons to raise a family in a residential area and still meet "on call" demands without sleeping at the hospital. As stated "this is one of the few perks" for being a doctor in Nova Scotia. Fifteen doctors may not appear to represent a substantial group. When a doctor represents one of three specialists within the Province, the loss would be devastating. This rezoning proposal does present a very real disincentive to these doctors with young families and they have said as much. Once again, not every residential community has to include high rises. Many comparable communities in HRM maintain single or double family occupancy.</p> <p>With regard home equity built over years of ownership, this rezoning plan may benefit some but harm others. Depending on the location and desirability of the property, developers could determine the associated home value. Approximately 25% of home owners rely on home equity to fund some retirement income (RATESDOTCA). It is most definitely unfair to impact real estate values through a rezoning program.</p> <p>Already we have been apprised of developers offering to buy homes now and allow the homeowner to live in the house for several years. Somehow I doubt that the developer has altruistic motives in making this arrangement. It is highly suspect that this kind of activity is occurring prior to rezoning approval. In this case the contention that building more "affordable" apartments and low-rise structures will free up occupancy rates is flawed. Developers will solicit exorbitant rents for any builds which will accommodate only the very wealthy-definitely not "affordable" housing. Developers are co-opting the HAF for profiteering. As (REDACTED) states "I would be happy to hear your response and view on how this is beneficial to anyone other than a handful of already wealthy developers."</p> <p>Sincerely, (REDACTED)</p>	
C635	<p>To whom it May Concern,</p> <p>Please see attached letter with my feedback regarding HRM's proposed HR-2 and ER-3 zoning changes for the area surrounding St. Mary's University.</p> <p>Sincerely, (REDACTED)</p>	Yes
C636	<p>Hi (REDACTED) and (REDACTED),</p> <p>Thanks again for attending the meeting, and thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p>	No

	<p>I'll confirm that the proposed ER-3 Zone would allow up to 8 units per lot.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To HRM staff and Councilor Sam Austin</p> <p>I am writing this email in reference to the Housing Accelerator Fund HRM Centre Plan changes proposed in District 5.</p> <p>After attending Monday's community meeting, I was surprised at just how uninformed I was with development in my neighbourhood. Checking Halifax's website, looking for answers and confirmations that what was reported was in fact true, I am confused and disappointed that after what planning proposed as gentle density growth would include 7 story buildings next to single family homes. Not only that, but those single family homes are now all zoned multi family ER-3 areas. Places on the website describe ER-3 as 4 unit zoning but at the meeting, planning correctly or incorrectly said ER-3 is now 8 units. So the gently density increase appears to be partly accomplished on paper by eliminating single family home zones by changing them to ER-3 (8 units). Therefore the zoning map is not a true representation of what is physically in place. Assuming that it will not affect community culture is a long stretch. Planning said that corridor units do not need parking because everything is in walking distance and then not assuming individuals who can afford market place rent would not own cars is not likely. Without parking, where do all the future electric vehicles go to be charged when underground parking does no longer accommodate charge stations. Slayter Street will, out of necessity become no longer a calmed residential street, but a parking lot. Long term Victoria Rd does not now handle the traffic, so how do you widen it or create bus lanes when the 7 storied buildings are built to the sidewalk. Why no compromise with the said corridors that should really be multi-unit townhouses for a true gentle transition as they are currently zoned. No developer would market single family homes surrounded by multi-storied towers and think that was a good idea. So why would planning think reverse development is a good idea. Your own definition of gentle increased density seems to be a contradiction. The fabric and culture of the neighbourhood is what is at stake here. Having a series of 7+ storied buildings in the existing neighbourhood doesn't blend together as a "community". Keeping the zoning to ER-3 is sufficient and prudent in maintaining gentle density without destroying a community.</p> <p>(REDACTED)</p>	
C637	<p>Hi (REDACTED),</p> <p>Thanks for attending the meeting, and thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello,</p>	No

	<p>I attended the Brightwood neighbourhood community information session held on February 12th. Thank you to the HRM staff who were attendance.</p> <p>I am writing to express concern over the proposed changes that I feel will negatively impact our established community. We as residents understand the need for additional housing in HRM, but I believe the proposed maximum height of up to 7 storeys is too high which would result in newer builds that would be out of proportion with the surrounding homes. I believe ER3 zoning makes for a better fit for our wonderful community.</p> <p>Thank you for your time, (REDACTED)</p>	
C638	<p>Noted, thank you.</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Thank you for your reply, although my concerns are only amplified by up to 8 units being allowed! I appreciate your attention to our concerns. (REDACTED) On Feb 15, 2024 at 16:49 -0400, Federal Housing Accelerator Fund <haf@halifax.ca>, wrote: Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>I'll just clarify that the proposed ER-3 Zone in the Regional Centre would allow up to 8 units per lot. These units would be exempt from minimum parking requirements, but urban design standards would be introduced as well that would carefully address the percentage of a lot that can be paved, and provide a buffer to neighbouring properties. More details on the proposed amendments will be available closer to the public hearing as the proposal becomes more firm.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello</p> <p>We are writing as homeowners in Waye Mason's district to express our horror and dismay at the proposed rezoning of the Halifax peninsula, and in particular our neighbourhood. As I understand it, virtually all areas of the peninsula that are currently composed of single-family homes will be rezoned to allow for apartments with up to 4 units and potentially an unlimited amount of bedrooms. We expect this will permanently destroy the unique and valuable nature of our neighbourhood, and many others, by allowing the rapid development of cheap, student-oriented housing - especially in neighbourhoods such as ours that are close to the university. We chose to move to our neighbourhood as it is filled with families, has a high quality of life, walkable distance to virtually everything we need, is quiet, and full of trees. I can only imagine that if the proposed zoning is passed, as houses in our neighbourhood go up for sale they will be snapped up</p>	No

	<p>by developers with deep pockets, and replaced by massive buildings that maximize the possible lot coverage and height, while being built in the fastest and cheapest way possible to house the largest number of students possible. This will make it a neighbourhood families no longer want to live in, both for aesthetic reasons and for the degradation of quality of life associated with tenants who are there for the short term, and not invested in the quality of the neighbourhood. I note Mr Mason's suggestion of "Montreal style row housing", but I wonder if Mr. Mason is aware of the huge problem Montreal has with these building being bought up by unscrupulous developers and converted to illegal AirBNBs in ways that actually reduce housing stock, involve renovations that make them hard to turn back to long-term housing, and are very difficult to police? Relaxing the rules on development and capacity without first addressing these concerns is blatantly irresponsible and won't solve the problem.</p> <p>Already many houses in our neighbourhood have been converted to student housing. This is not necessarily a problem, although these buildings already tend to stand out because the landlords don't bother with upkeep like painting or maintenance, and the tenants often have garbage all over their yards. But whereas a current single family home converted to student housing may have 4 bedrooms, the same lot under the proposed rezoning could potentially house how many? 12 bedrooms x 4 units = 48 people per lot? This will irrevocably change the nature of the neighbourhood, and drive families away, gradually turning it into a student ghetto.</p> <p>I note that the plan fails to consider many other knock-on impacts of the proposed change. For example, recent changes to parking have drastically reduced the amount of available on-street parking. Can we expect the yards in our neighbourhood to be replaced with impermeable parking lot surfaces? What is the environmental impact of that? Will parking even be a consideration in allowing new development? What about services? Already around the universities there is surprising lack of commercial frontage to accommodate grocery and other services for the existing population; increasing the population by orders of magnitude without considering this will create further headaches.</p> <p>In driving families away from established single-family home neighbourhoods on the peninsula, you will also greatly exacerbate the existing transportation problems. There aren't a lot of feasible solutions to current traffic volumes, and families driven off the peninsula will add to the number of cars on the road. These are the people least likely to use public transit, due to the complexities of shuttling children around. Conversely, increasing population density in other areas while improving public transit would allow for more housing stock, with viable transportation options for people who may not own cars and, like students, already benefit from having a bus pass.</p> <p>I fully appreciate the pressure of the housing crisis and the need for more affordable housing stock. However, rezoning every single-family home neighbourhood on the peninsula is an insensitive, shotgun approach that fails to consider all the folks who have worked hard to earn their own home in a safe, family-oriented neighbourhood. It strikes me that significant increases in density could be achieved simply by allowing greater height and density in areas along major arteries and streets where existing tall and multi-unit housing already exists. Furthermore, HRM's failure to address misbehaviour by developers, such as razing existing housing stock and leaving lots empty, should be your first priority in addressing the housing crisis. By failing to address that and at the same time creating the potential for cheap, high-density buildings everywhere on the peninsula, you will only make the current problems worse, and anger what I expect would be a majority of residents in the process.</p> <p>(REDACTED)</p>	
C639	<p>Hi (REDACTED),</p> <p>Thanks for reaching out. For right now, it doesn't look like there would be any proposed changes affecting your properties. I do note that some of your properties on Herring Cove Road are near sites that are proposed to be rezoned as part of the Housing Accelerator Fund. You can find these properties by using the interactive map feature on our website at www.halifax.ca/haf. A property outside of the Regional Centre that shows up as green is a site-specific request that is being recommended for approval. You can find out more about the proposal by clicking on the property while using the map feature.</p> <p>Most of the changes in the Suburban areas are focused on new rules for backyard suites, allowing up to four units on all residential lots, and removing minimum parking requirements for new residential uses. HRM will also be embarking on a new comprehensive plan for the Suburban areas shortly, and there will be lots of opportunity for additional feedback and public engagement during this planning process.</p>	No

	<p>I hope this helps, please feel free to reach out to haf@halifax.ca if you have any other questions or feedback.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello Patty just following up on the previous email. When I can expect to hear back from you. Thank (REDACTED)</p> <p>From: (REDACTED) Sent: Wednesday, January 24, 2024 9:59 AM To: patty.cuttell@halifax.ca Subject: Housing</p> <p>Hi Patty thanks for taking me call my name is (REDACTED) and I am a long time property owner in the Spryfield area. With this program Regional & Community Planning Housing Accelerator Fund Halifax I was told it might impact my properties and I was looking for more information on what is required or the impact it might have on myself or my tenants. Here are the properties I currently own:</p> <p>(REDACTED)</p> <p>Hope this info helps and my cell is (REDACTED).</p> <p>Thanks (REDACTED)</p>	
C640	<p>Good afternoon,</p> <p>Please be advised that at Regional Council's February 13, 2024 meeting Councillor Stoddard tabled a petition from (REDACTED) regarding the proposed four unit per single lot plan for Residential-1 zones in the HRM Housing Accelerator Fund for the Wedgewood Park subdivision and neighbouring communities (including but not limited to Kearney Lake, Sherwood Park, Grosvenor Park/Castle Hill, Cresthaven, Birch Cove, Beechwood Park, Rockingham, Bridgeview, Clayton Park, Beechville, Lakeside and Timberlea) with approximately 192 signatures.</p> <p>If you believe this issue would be better addressed by another HRM business unit, please let me know who I should forward the petition to.</p> <p>Best regards, Andrea</p> <p>ANDREA LOVASI-WOOD SHE/HER</p> <p>LEGISLATIVE ASSISTANT MUNICIPAL CLERK'S OFFICE LEGAL & LEGISLATIVE SERVICES</p>	Yes
C641	Hello,	No

	<p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello (REDACTED),</p> <p>Via a flyer at my door I have become aware of the big changes under consideration for the city of Halifax. It makes me want to move to the country. So much of the charm and history has gone since I left 30 years ago. There may be more housing, but less reason to stay in Halifax.</p> <p>We need to resist the push of the federal government, the WEF and WHO who intend to gain as much control as possible over crowded city populations with surveillance, social credits and digital ID's.</p> <p>Regards, (REDACTED) - South End</p>	
C642	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Dear Council Members,</p> <p>I am writing to express my concerns regarding the proposed rezoning of the property behind my home at 78 Sherwood Street from R-1 to HR. I have had some time to think about the proposal and after careful consideration I believe proceeding with this development would not be in the best interest of our city for the following reasons:</p> <p>Community Disruption: The proposed rezoning would significantly alter the character of the residential area, leading to disruption within the community. Residents have chosen to live in this neighborhood due to its low-rise, family-friendly environment. Introducing several multi-storey buildings would disrupt the existing sense of community and could lead to social tensions.</p>	No

	<p>Infrastructure Strain: The development being proposed would bring an influx of residents, which puts strain on existing infrastructure such as roads, public transportation, schools, and other services. The current infrastructure in this residential area may not be equipped to handle the increased population density of these proposed buildings considered for building, leading to congestion and decreased quality of life for residents. We have already noticed an increase in traffic as Coby south has been finished/densified over the last few years and I fear it will get much much worse.</p> <p>Loss of Green Space: Rezoning these residential areas will entails the demolition of the existing green spaces currently filled with trees, walking paths and wildlife. This loss of greenery not only negatively impacts the aesthetic appeal of the neighborhood but also contributes to environmental degradation and reduces opportunities for outdoor recreation and relaxation for residents.</p> <p>Negative Impact on Property Values: Introducing this development into a primarily low-rise residential area could have a detrimental effect on property values. Homeowners may see a decrease in the value of their properties as the neighborhood's character changes and concerns about overcrowding and decreased quality of life arise.</p> <p>I know housing is a hot topic right now for which the development of this property should be considered. The possibility of the three, 3 to 5 storey building being constructed (consisting of up to 198 units) to our community should be very carefully considered for the factors listed above. Fixing one issue that could cause other issues down the road must be factored into any decisions being made today. I urge the council to reconsider the proposed rezoning of this residential area, I encourage exploring alternative strategies for urban development that prioritize community well-being, sustainability, and inclusivity like the building only dwellings that meet the R-1 zoning requirements currently in place.</p> <p>Thank you for considering my input on this matter.</p> <p>Sincerely,</p> <p>(REDACTED)</p>	
C643	<p>I just wanted to voice my support for this agreement as a resident of District 5. The missing middle housing is so needed in HRM! It's wonderful to see so many progressive development goals in one place.</p>	No
C644	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>To provide some additional context, we're currently soliciting feedback on a staff proposal that would enable more density citywide. Changes are needed to the planning framework due to the current housing shortage (estimated at approx. 20,000 units) and high population growth we have been experiencing (approx. 20,000 new residents each year), and we expect this growth to continue as we are planning for 1 million residents by 2050. This is the change between when the Centre Plan was developed and today. The Centre Plan was developed for a 1-1.5% annual growth rate. We are closer to 4.5-5%.</p> <p>The Robie street widening is to support future BRT, you can read more about the proposed plans here: https://www.halifax.ca/transportation/transportation-projects/transforming-transit/rapid-transit-strategy</p> <p>All the best,</p>	Yes

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

Note this letter is a draft form- I'm submitting it to meet the deadline. Apologies for the failure to be presenting it in an organized fashion, I've been travelling and the commenting timeframe is a bit compressed.

This letter is to propose that these upcoming changes to the Centre Plan present an ideal moment to reevaluate the effectiveness of the Plan to date so as to look more broadly at its objectives and outcomes that could be changed or adjusted. I briefly list 6 examples and then give more detail on the 7th.

1. Built Form: In a time of climate crisis and housing crisis it's time for HRM to do an analysis of the best form of building for density and for the climate. Please see my 2021 report Buildings For the Climate Crisis - a Halifax Case Study, features the Carlton block with these developments as a case study. This is a significant report-not sure why HRM staff is ignoring it.

<https://www.halifaxcommon.ca/wp-content/uploads/2021/10/Buildings-for-the-Climate-Crisis.pdf>

I have also submitted previously documents to show that 4-6 storeys is the best height for density and climate and that high rises are proven to be worse for operational energy (heating, lighting, cooling) the taller they are. They are known to not meet efficiencies that area modelled when these are measured and based on actual operational energy use.

2. The prioritization or concentration of densification along Corridors; and specifically the proposed widening of Robie Street and its impact (health, affordability, diversity, climate, social);

3. Need for protection of existing buildings and restriction of demolition permits-hundreds of affordable units are being lost, never to be replaced. The Carlton Block proposals will remove the floor area of a 12-storey apartment building. Unnecessarily replacing existing floor area is a double whammy for GHG emissions from energy used to produce materials.

4. Need for protection of existing affordability: inclusionary housing (Cambridge Mass, Montreal); requirement for replacement units (ie as per Toronto);

5. Need for protection of trees, green space and the need to increase these as you add thousands of residents to the urban core;

6. Could Mansard Roofs be considered for adding density to Halifax buildings- here's a paper that illustrates the vast but unexamined potential:

<https://www.createstreets.com/wp-content/uploads/2021/08/Living-Tradition.pdf>

7. Robie Road widening- as an example of what problems a 'broad-scale' application of the Corridor is here is with evidence of what Amsterdam has achieved by taking the opposite effort and working to reduce and impede car use.

Amsterdam wasn't Amsterdam until it was Amsterdam.' Our daily reminder that the space is there - it takes political choices to reclaim it. — Prof. Meredith Glaser

Amsterdam tried switching its urban fabric on a busy urban arterial for 6 weeks.<https://www.amsterdam.nl/nieuws/nieuwsoverzicht/proef-afsluiting-weesperstraat/> The results:18% fewer cars in area; 11K fewer cars in city; improved traffic flow; better air quality; Increased local livability

The need to stop catering to private vehicles is urgent. Canada has the worst fuel efficiency and emissions of any vehicle fleet in the world. We are driving millions more cars than ever. https://www.nationalobserver.com/2024/02/09/analysis/gasoline-climate-emissions-heating-global-vehicles-SUVs?nih=6b15a5dc44e3676a5cf62e5ccf0d542e&utm_source=National+Observer&utm_campaign=6776e90931-EMAIL_CAMPAIGN_2024_02_09_02_33&utm_medium=email&utm_term=0_cacd0f141f-6776e90931-%5BLIST_EMAIL_ID%5D

As I've previously submitted (for example the work of UBC's Dr Michael Brauer) there are terrible implications for human health from putting dwellings next to corridors. Here is a more recent article that shows the outcome for health when traffic emissions were reduced because of COVID:

https://www.theguardian.com/environment/2024/feb/09/asthma-emergency-admissions-plunged-as-lockdown-improved-air-oxford-study-finds?CMP=tw_t_a-environment_b-gdneco

The Centre Plan was fundamentally proposed as a means to streamline planning rules and aid densification of the urban core. Despite claims by HRM staff (1) the general public and certainly the local residents of the Robie St area being affected by the proposed widening were never consulted. The public consultation process proposed only zoning changes, principally height increases to properties facing the designated Corridors.

AFTER the public consultation process and after the time period for on-line comments for the draft Centre Plan when local residents learn HRM had added a residential property on Charles Street that was adjacent to the se corner of Robie local residents engaged fully to have this property removed. Including this building would result in having a future Corridor building take up more than half of the block on this residential street. Some of the attempts to have this property removed included: asking for the change and tabling a petition of 120 signatories opposing the change at the Centre Plan public hearing; attempting to meet with the local councillor who refused; writing letters/emails; presenting to the HRM CPED standing committee to explain the problem as well as the need for a policy to protect right to light for existing solar installations from shade; presenting to the HRM Peninsular and West Community Councils who requested a staff report. In every instance this was about height, not widening as HRM staff/council had never informed the community about the intended widening.

There seems to be lots of conflicts in what the Centre Plan and now the proposed changes offer. What are the objectives of the housing policy? (Target numbers for example) What are the objectives of the road widening policy? Are they contradictory? What are the broader outcomes? Does spending undisclosed amounts of public tax dollars to expropriate land, demolish buildings and cut trees meet the goal of providing affordable housing or climate change mitigation? Has HRM considered the social or environmental impact of this proposal: the road widening will directly or indirectly impact 3 First Nations apartment buildings, 6-8 housing co-ops, 2 youth shelters, many multi-unit, small scale buildings-exactly what the plan purports to increase.

What is the evidence to support this planning? As per Mayor Savage's statement when Minister Fraser first proposed these upzoning, HRM has a capacity for units it is unable to accomplish because of circumstance - labour and materials shortage - not for lack of approvals. Why is there such a lack of regard for evidence of people affected by the policy? What evidence can HRM show that other options such as time-of-day use restrictions could or could not work? Local residents oppose the road widening as it will destroy the few lovely blocks along Robie that make it work as a neighbourhood. The slight slowing down of traffic for the four blocks is exactly what helps keep pedestrians safe from dangerous speeding. The slowing of buses and other vehicles is minor and an asset to the character and life of the city.

To help you understand the impact of the decision to widen Robie Street, please see this link to: digitised part of the paved road area from Cunard to Bilby (not the sidewalks yet). Trees from the Public Tree data that overlap the tarmac are shown by purple. There will be more once the sides are extended to show the new sidewalks.

The road widening will be devastating to the city and a huge undisclosed cost to tax dollars. No city in the world that is conscious of climate change is widening roads. This is ostensibly for bus lanes but there are other better options. Overhead bidirectional signals such as the MacDonald Bridge or the lower end of Chebucto; one way traffic; bus routing along Agricola in one direction, Robie in another...etc. Ironically HRM is spending undisclosed millions for traffic calming at the north end of Robie and other areas of the city to reduce accidents caused by speeding.

HRM claims it has done a lot of public engagement about its plan to expropriate private land to widen Robie Street (see 1) but the majority of residents are unaware of the expropriation. There was no local public consultation, HRM council ignored petitions, presentations, letters, the local councillor refused to meet with citizens, an HRM staff report committed to by the HRM CPED committee was cancelled by a motion from Shawn Cleary and the residents never update; this same councillor berated those who spoke at the public hearing on the road widening saying there would be no road widening, tree cutting or building demolitions yet a few months later HRM had purchased and demolished two buildings on Robie near Bloomfield for this express purpose. Both buildings contained successful businesses and affordable housing.

HRM says the expropriation is to add bus lanes. That might sound sensible but it isn't. Here's why— road widening results in something called 'induced capacity' —that means there'll be more vehicles, congestion, speed, and less safety. It's proven: it's like loosening your belt to go on a diet."

HRM's plan to expropriate land to widen Robie is an idea left over from the last century, starting with the Go Plan in the early 1990s. Robie Street is already busy and noisy with increased speeding problems. But the section from Charles to North St is human-scale with buildings and trees on both sides. That make vehicles slow down. That keeps it safer.

The residents have made multiple attempts including petitions, presentations and letters to address existing problems with the Robie Street Corridor on the plan to expropriate land to increase the street's capacity. To date there has been no satisfactory evidence that this is appropriate at this time to address a climate Road widening is not necessary or inline with prioritizing public transportation. A simple solution is overhead bidirectional lights and time of day use.

	<p>As we recently experienced rapid change with commuting during COVID, rapid change is coming because of climate change. It is urgent that HRM's city budget be used for the best social/environmental outcome. Commuter patterns can rapidly change too. What if the money allocated for the road widening was spent on improving public transit that prioritized its use over cars with time of day use? Why not imagine a different future-one that matches what many cities in the world are doing? Paris is one example. And countries too. For example Wales has committed to not building/widening roads, to prioritizing public transportation and to reducing speed limits. Each of these are steps opposite to what HRM is proposing.</p> <p>Good luck with your task, please take this opportunity to re-think Corridors and widening Robie-its unnecessary, wasteful and harmful. (REDACTED)</p> <p>The images below approximate the proposed expropriations as HRM has not provided design details. This will impact 18 properties (red). When added to previous demolitions along Robie Street (purple) the total is ~90 buildings. Many irreplaceable mature trees will be cut or are at risk. It takes 269 saplings to do the work of a single mature urban tree. Last year HRM planted only 2600 trees-enough to replace 10 mature street trees.</p> <p>Orientation of images: left is north and right is south The top Image is from Almon Street to May St The bottom image is from May St to Cunard St.</p> <p>(1) Case 24540 Robie Street Transportation Reserve Minimum Setbacks and Regional Centre Land Use By-law Housekeeping Amendment [PDF] An HRM staff report states that "Extensive community engagement was undertaken during the Regional Centre Package A and Package B planning processes. Public input was also solicited though the case website but no comments were received."</p>	
C645	<p>Josh, thanks for the quick response. As you know, we are hoping to effect change to the proposals you put forward to council. I appreciate that there will be an opportunity to provide further input once your report is provided to council but at that point we would be trying advocating that your report is fundamentally flawed. That would not be optimal. Thanks again for attending the Brightwood meeting. I know you must have felt like you were entering the lion's den. I hope you were left with positive views of our engaged community. (REDACTED)</p> <hr/> <p>Hi (REDACTED),</p> <p>Thank you for the additional feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/>	No

I attended the meeting at Brightwood Golf Course on Monday, February 12, 2024. I have already provided an email addressing the proposed zoning changes, which are being put forward, ostensibly as a result of the Federal Housing Accelerator Fund. From my review of the documents setting out the requirements for this fund and the information provided by HRM in documents and through the presentation it has become apparent that the HAF does not require the kind of zoning changes being proposed. It is apparent that HRM is looking to future increases in population, and the proposed changes appear to be more in line with an effort to address that issue through massive changes to the Regional Plan without following procedural requirements.

In particular, it was apparent that everyone agreed that the kinds of density envisioned by the rezoning would require large scale infrastructure upgrades, but all that could be said about infrastructure was that it is being reviewed. The rezoning would allow development to precede infrastructure upgrades. Zoning changes which allow development as right, and then hoping infrastructure will catch up might be compared to shutting the barn door after the horses have bolted.

It was disturbing that the reasoning for the changes on Victoria Rd could only be explained as 'policy'....And that the plans 'just added a couple of additional stories' was the only way to explain some of the changes. We were not provided with articulate particulars of the reasoning behind the decisions rather it appeared that the proposals for change were being done by rote.

Currently Woodland to Francis is zoned as corridor, at 14 meters in height. The proposed plan would allow for 7 stories, but the definition of 7 stories will be within the developers' discretion. I understand that a story is usually 3 to 4 metres, with residential usually 3 m and commercial 4 m. So a building with a first floor of commercial and 3 levels of residential would be 13 meters plus rooftop etc. The current zoning would not allow a 5th floor unless the bottom commercial floor was also 3 m. The paperwork HRM has provided describes the current zoning as plan allowing 5 stories, which would only be the case if there was no ground floor commercial or rooftop structure. The proposed change would allow a building to be 7 stories, excluding roof top features. So the building could be at least 22 meters, with a commercial floor at 4 m, 6 floors of 3 m each, plus rooftop features. One of the features could be a penthouse with a higher ceiling, making the building even taller. With respect, that change is NOT 'just a couple of floors' or 'minimal'. It is an increase from 15 m to likely 22 m plus rooftop features. That is a 50 percent increase at best. It changes the nature of the block and the neighbourhood.

The proposed change to the Francis Street to Cherry St zoning is even more egregious, with the change from a possible 11 m. to 7 stories, which would likely be at least 22 m plus rooftop features, and perhaps more with a higher penthouse, which would be at least double the current allowed height. Again, it changes the nature of the community, and is not a de minimis change.

You will recall at the meeting (REDACTED) referencing 40,000 cars per day on Victoria Rd, yet, it was suggested that cars going to and from new 7 story buildings on Victoria Rd could ingress and egress from parking lots and underground parking directly onto Victoria Rd. Currently I don't use Vanessa, Francis or Cherry for access to or from Victoria Rd because of traffic. Cars back up past Vanessa and Francis waiting at the light at Woodland. It is naive to believe this would be the plan. Access to parking would have to be via Vanessa, Francis or Cherry side streets, or perhaps by way of buying out homes on Slayter and using those properties for access. Of course this would increase traffic on Slayter, undermining the recent revamping of Slayter to be a 'slow' street. And, again changing the nature and fabric if the neighbourhood.

The rezoning plan appears to have a disconnect with the reality of Victoria Rd as a residential street which has been transformed into a very busy corridor into the downtown Halifax area, and which will become even more busy with developments of Lancaster Ridge, the Mic Mac Mall development plan and the plans for Dartmouth Crossing to name a few. Forward thinking would look to address how best to develop that thoroughfare for future transportation needs, be that cars, buses, bikes, etc. rather than encouraging apartment buildings two meters from the street impeding all other usages.

The change from ER1 to ER3 throughout was put forward as a minimal, common sense change, to support gentle density. Gentle density was described as duplexes, townhouses and small multi unit buildings. This sounded about right for this neighbourhood. For instance along Slayter Street from Woodland to Thistle there are 11 or 12 multi family dwellings, including small apartment buildings of 4 or at a maximum possibly 6 units, homes with 1 or 2 apartments, granny suites, duplexes, and a small home. I have not done a count on the side streets but have travelled them enough to know the same applies there. I think almost everyone was on board with gentle density. Then in reviewing the documents we learned that ER 3 was going to be bedroom counts up to 10 (rooming houses?) and up to 8 units per building and 12 to 15 metres, so 4 to 5 stories. That is not gentle density, of duplexes, townhouses and small multi unit buildings.

	<p>That's an apartment buildings approved by right on every lot. Or by consolidating lots, which was confirmed at the meeting as something which can be done by right. The statement, "HRM would also no longer control for unit counts in established residential zone allowing requirements around building form and the building code to set limits of what a lot can support," does not add confidence. These minimal requirements would become the maximums for developers.</p> <p>The change of everything to ER3 is a huge change to the Regional plan, and the idea that it is being slipped in as a 'by the way' is inappropriate.</p> <p>I remain concerned about that current rezoning plans. On the one hand the rezoning and the haste with which it is being presented is being put forward as being the result of the Federal program. But it has been made clear that the HRM plans are far in excess of what is being asked for by that program. This means the haste is not necessary. The saying that one who acts in haste repents at leisure is true. If rezoning is necessary to address population growth those changes need to be made in a thoughtful, holistic way. Quick changes can be shortsighted and result in unintended consequences that cannot be undone.</p> <p>On a separate but related note, I can only reiterate my previous concerns about rezoning Victoria Gardens so that developers can tear them down, put up high rises and eliminate affordable housing. As was apparent at the Brightwood meeting residents are all concerned about the affordable housing crisis.</p> <p>Even if the projections of population are true, it is inappropriate to allow rezoning which will result in the displacement of residents of Victoria Gardens, and destroy affordable housing to provide expensive housing which will benefit developers above all. Again, thoughtful planning and less haste could maintain current zoning, which could provide incentive to allow HRM or the Province to purchase that property and build on the existing affordable housing complex into the future.</p> <p>Finally, thank you for attending the Brightwood meeting, with the various HRM folks. It was helpful and appreciated.</p> <p>(REDACTED)</p> <p>Sent from my iPad</p>	
C646	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To whom it may concern,</p> <p>I am writing to provide my voice of support to preserve the unique landscape of Oakland Rd as proposed under the HAF. The street is an established residential area with many historic homes. While supportive of the need for additional density in the core of the city, this is best left to areas serviced by great transit options and nearby amenities. Let's preserve some of the leafy residential areas that makes Halifax special. This includes revisiting the idea of having HR-2 zones on streets such as Dalhousie and Marlborough Ave - decisions that would significantly alter these long established single family home neighborhoods.</p> <p>Kind regards</p>	No

	(REDACTED)	
C647	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>16 February 2024</p> <p>I am writing with regard to the proposed changes to the HRM Centre Plan, associated with the federal Housing Accelerator Plan. First of all, these are not (as they are wrongly described in some of the documentation) minor changes. For many neighbourhoods, including my own area close to Saint Mary's University (SMU), they are drastic. No advance consultation took place, and so residents have been abruptly confronted by a complex series of proposed changes that would see, for example, massive buildings constructed on residential streets.</p> <p>The negative impact of destroying neighbourhoods in this way would be felt in many areas of the city, but none more so than those that are close to higher education institutions. In my own area, proximity to SMU appears to be a driver of the proposed changes. This despite the fact that SMU already has substantial on-campus accommodation and has specific plans to build much more. I understand too that SMU was not consulted as to what the needs of its students might or might not be.</p> <p>That the HRM needs to bring about greater density in the interests of accommodating population growth is not controversial. However, there are other ways of accomplishing this that include adjusting zoning to allow for additional forms of wood-frame housing without resorting to incongruous and environmentally questionable high-rise buildings.</p> <p>To repeat, the proposed changes are crude and drastic. Adequate consultation urgently needs to take place in order to avoid the risk of making mistakes that will permanently damage the fabric of the city. I for one would welcome constructive engagement that would lead to a more considered and sustainable approach to addressing the real and undoubted need for adequate housing.</p> <p>Yours sincerely,</p> <p>(REDACTED)</p>	No
C648	<p>Hello,</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p>	No

	<p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello, I am writing in support of the zoning changes associated with the Housing Accelerator Fund. The city needs more housing to support a growing population and combat un-affordability and homelessness. I am a young adult trying to start my career and having an abundant supply of housing so I can find a secure, affordable, and decent place to live is important to me.</p> <p>Please don't let NIMBYs influence policy - they do not have the future of the city, country, and young people in mind, they only care about protecting their own home values and preserving the surface look of a neighborhood. Not allowing for more abundant housing will ruin the character of a neighbourhood even more than building denser housing, because it will drive out young people, make everyone poorer, force everyone to spend all their money on rent instead of supporting local businesses, and increase homelessness.</p> <p>I think as a matter of fact the changes don't go far enough, and we need even denser housing, better transit, better bike infrastructure, and lots of non-market options such as co-ops, social housing, workforce housing and supportive/transitional housing. Additionally, more zoning for small businesses such as corner stores. Please consider the voices of young people and those who need housing, not established property owners.</p> <p>I must also add that a lot of young people feel the same way but they do not always have the time or energy to get involved in politics. Older property owners overwhelmingly have the time and energy to commit to providing public feedback, and young people are used to being ignored. Please keep our future in mind, these changes to zoning are long overdue and we need even more.</p>	
C650	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>We will follow up with our transportation staff regarding potential improvements for Victoria Road. Appreciate the feedback.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Attached please find a letter outlining my question and comments for the proposed rezoning of Victoria Road in Dartmouth of the HRM.</p> <p>Our 275 year old city is unique. Changes to infrastructure including roads and eventually expressways must efficiently complement the real need for increased populations. Specifications imposed from afar do not reflect an understanding of our geographic lay of the land. There is plenty of land available in HRM to facilitate the anticipated population growth. The need to connect older housing entities with newer housing facilities must take preference within any new plan.</p>	Yes

	<p>Best regards; (REDACTED)</p>	
<p>C651</p>	<p>Hello! I'm a resident on Leaman Street close to Isleville and Duffus. I support the density changes possible with the Housing Accelerator Fund and would be happy to see the height and units increase along Duffus. I'm particularly in support of the all of the gentle density and missing middle changes and see them as urgently needed to accommodate growth in sustainable and efficient ways.</p> <p>Thanks!</p> <p>(REDACTED)</p>	<p>No</p>
<p>C652</p>	<p>Hi (REDACTED),</p> <p>The current heights and setbacks of the land use by-laws will remain in effect for these areas. However, the City is also embarking on a planning process to establish a new plan for the suburban area, which is expected to be completed by 2025. These items (height, setback, lot coverage, etc.) will be comprehensively reviewed as part of that process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Thank you for your prompt response, these are the addresses I intend to build under the new accelerator program as soon as a policy is established:</p> <p>(REDACTED)</p> <p>If I understand this correctly, 35' height restriction will still be in effect and the indicated side yard requirements as per land use by laws in each region will remain the same?</p> <p>Regards (REDACTED)</p> <hr/> <p>Hi (REDACTED),</p> <p>Do you have a specific property in mind? A change is being proposed to enable four units on a lot, but the development would still have to meet all relevant provisions of the land use by-law (e.g. setbacks, lot coverage, etc.) and the National Building Code.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p>	<p>No</p>

	<p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Good Afternoon,</p> <p>I would like to know some of the building/development technicalities will be made available to public. Items like possibility of changes in setbacks/ building heights/ fire and noise separation requirements to make this proposal feasible.</p> <p>Regards (REDACTED)</p>	
C653	<p>Hi (REDACTED),</p> <p>Thanks again for attending the meeting, and thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>To help answer your questions:</p> <ul style="list-style-type: none"> • Yes, we're frequently checking in with other municipalities on best practices, approaches, what's working and what's not, etc. Specifically, Edmonton and Ottawa's recent by-law changes were used as inspiration for the proposed ER-3 Zone, but regulations are tailored to ensure we have a 'made in Halifax' approach • We need both market and affordable apartments. Planning & Development play a small piece in the overall housing spectrum, and by enabling more density and removing regulatory barriers to housing, its our hope to largely address the need for more market housing. Affordable housing generally requires investments by higher orders of government • One of the action items under the HAF is to develop a pre-approved building design that property owners/developers can use. I've linked a June staff report that provides more detail on the overall program for your convenience: Housing Accelerator Fund - June 6/23 Regional Council Halifax.ca • The HAF is more about supporting municipalities by providing funding to ensure staff can address regulatory barriers to housing supply. The municipality is planning grant programs in the future with HAF money to help address affordable housing. • The proposed Corridor Zone only applies to the northeast side of Victoria Road, the other side (call it west or southwest) does not have the lot fabric to support a COR – once you get past Moira Street, the lots on this side of Victoria front on the side streets, not on Victoria itself. The purpose of the COR lots are to mainly front on the main street. I'll note there's a small exception to his on the southwest side of Victoria Road, between Lahey and Farell, which is proposed COR. <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>HRM Staff and Counsellor Sam Austin,</p>	No

My wife and I have owned and lived in our home in Brightwood for 45 years and treasured our years here. We would like all of our neighbours to have as much enjoyment from their properties for the rest of their time owning them.

Bravo to the planning staff and Mr. Austin for attending and participating in the information session arranged by the Brightwood Community Group. I left that meeting much more educated on the possibilities, the issues and other factors.

Concerning the above-noted proposed changes, I would like to pass along items and issues that I am concerned with and hope they will be thoroughly considered in any final report and/or recommendations.

Research

I presume that HRM is facing development issues that are common to other Canadian cities. Have these cities undertaken studies on common issues and has HRM staff considered their findings, recommendations, successes and failures? If so, which cities were relied upon?

Set Backs

As neighbouring homes will be those most affected, say by a 7 storey apartment building, my concern is that contractors' wishes for reduced set back will trump neighbours' need for privacy. Rising from 4 to 7 stories can be disconcerting.

Affordable

What does HRM need more: market apartments or affordable apartments? More apartments will likely attract more residents to our region whereas more affordable apartments will help existing residents who just cannot afford going rates. There seems to be an enormous number of apartment buildings under construction in HRM. Also, we all hear stories of renovations which creates different units that just aren't affordable. I can't say what an affordable rent is but I do know it is not \$2500/mo. At least everybody talks about affordable housing. Could HRM pioneer a design that facilitates buildings with smaller units, perhaps modular, but at more modest construction costs? Does the federal acceleration funding apply only to market rentals or can it facilitate affordable rentals too?

Traffic

For the area under discussion, I can imagine that when Victoria Rd and Woodland Ave were last restructured, it was expected to handle so much of HRM's commuting traffic. The number of vehicles has grown to 40000+/day but the roads haven't kept pace with that level of use. Add a fender bender on the MacKay, a broken down bus, or a Mooseheads' game and the MacDonald traffic gets severely backed up. My point is that additional car traffic as well as long construction delays will further tax the current traffic flow.

Parking

Suggestions I've heard indicate that 50% of tenants don't or might not require on-site parking. HAF seems to recommend virtually no parking. The expectation is that they will rely on transit. In the cases where 50% is understated, the logical result is that tenants will make regular use of Slayter St. for parking. I am not convinced that leaving it up to the developer is the best solution for all. I suggest that for any space which has not been developed for parking, an equal amount of space will be added as green area adjacent to the required rear set back.

Slayter St is not very wide; also it is offered as being bicycle friendly. In addition, with the increased traffic of commuters trying to avoid the bottlenecks at Boland and Victoria Rd., relying on street parking is not a solution.

I believe that if tenants are going to pay for parking developers will include parking availability. My concern is whether it will be enough.

Transit

Wouldn't it be great if all new-apartment renters relied on HRM transit. However, it would be more appealing to prospective users if there were bus shelters on the east side of Victoria Rd? There are no shelters between Cherry Dr and Francis St, actually none from Thistle St to Albro Lake Rd. Improvements to transit could draw in current residents as well as those attracted to new apartments buildings.

	<p>Rezoning By rezoning the block from Cherry Dr to Francis St to allow 7 story buildings instantly changes the market value and demand for the existing houses. Who would consider selling if the prices escalate? If no apartment development has already taken place, why not conclude that there shouldn't be any. Did I understand correctly, the west side of Victoria Rd is not being considered for corridor? If so, why would that be?</p> <p>Conclusion I agree with many of my neighbours that the most acceptable options are the missing middle or gentle density. Either would fit well with the surrounding area, would significantly increase the number of housing units, and would be on existing bus routes.</p> <p>(REDACTED)</p> <p>Get Outlook for iOS</p>	
C654	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>To clarify your question regarding shadow studies, we only require them in certain cases when a building is in proximity to a public park/area as identified in Centre Plan. However, every building over 20 metres in height is subject to Pedestrian Wind Impact Assessment Protocol and Performance Standards. You can find more detail in Appendix 1 of the Centre Plan Land Use By-Law: https://www.halifax.ca/about-halifax/regional-community-planning/community-plan-areas/regional-centre-plan-area</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Good afternoon, As a 30 year resident of Ivanhoe St I have grave concerns around the proposed rezoning of Halifax southend, as well as the lack of due process. I would appreciate consideration of some of the points outlined in the attached.</p> <p>Many thanks (REDACTED)</p>	Yes
C655	<p>Hi (REDACTED)</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p>	No

	<p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>I strongly oppose destroying our neighborhoods with 9 storey buildings. Your ER3 proposal allows an 800% increase in density which is more than enough.</p> <p>There are so many places to build very tall high rises, like the rotary, around the commons, around the public gardens, main thoroughfares all over the city that we do not need this in residential areas.</p> <p>(REDACTED) Robie Street</p>	
C656	<p>Thanks folks,</p> <p>Thank you for the additional comments. We'll make sure your feedback is captured in our report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hi (REDACTED),</p> <p>I'll let Josh pipe up if there is anything I missed, but the answer as to why this block wasn't vague at all. They're proposing a significant upzoning across the street to a higher density and this block would then connect a consistent corridor along Victoria from Boland out towards Highfield. The answer as to why not to run all the way down Victoria was that further down Victoria we run into the proposed heritage district in the Flower Streets so it doesn't connect a higher density area to another. It gets interrupted. There is no neighbourhood favouritism here, it's being guided by our heritage planners. Brightwood is a great neighbourhood and so is the Flower Streets, but the Flower Streets have historic significance as Dartmouth's first suburb with many homes pre-dating 1900. The same isn't true in Brightwood. That's what I recall of the answer. I didn't find it vague.</p> <p>Sam</p> <hr/> <p>To HRM Staff and Councillor Sam Austin,</p> <p>Thank you for meeting with Brightwood neighbourhood folks earlier this week and for sharing information regarding new zoning proposals resulting from the Federal Housing Accelerator Fund.</p>	No

I wrote to you on January 29th but I now wish to clarify and revise my concerns based on reflections from this meeting.

First, I, along with many others, was shocked to learn that ER-3 zoning means up to 8 units per lot. That is certainly not made clear in the HAF document under "What are the permitted uses in the proposed ER-3 Zone?" Most of us previously understood this as being up to 4 units per lot in total.

Second, I asked questions regarding rationale for various building heights in other Corridor Zones, and why Victoria Road, north side, between Frances Street and Cherry Drive has been proposed for 7 Story Corridor, but this proposal does not extend further down Victoria Rd. I feel the answers to these questions were vague and minimized their seriousness. I still don't know why connecting Victoria Rd to Boland Rd is crucial, why Corridor ends at Cherry Drive or why some neighbourhoods appear to receive preferential treatment when it comes to Corridor Zoning building heights.

Third, I was surprised to learn the reason for the change from "building height" to "building stories". The incentivisation of wood and timber construction may be worthwhile, but this type of structure could be even taller and even more intrusive than steel and concrete structures on our neighbourhood block.

As a long time resident I wish to tell you some of the things that make Brightwood Neighbourhood stand out as special to me:

1. The location/ geography — Brightwood Neighbourhood sits on little plateau, maybe two thirds of the way up the hill from the Halifax Harbour, with the Brightwood Golf and Country Club rising up from here to the summit, where the spectacular views span 360 degrees. The fairly even terrain here on the plateau allows people of all abilities to easily access the outdoors. Although Victoria Road gets noisy and very congested throughout the day, residents accept that as part of living here. The southerly exposure to sunlight enhances our solar heat and gardening. A couple of years ago I was house bound for a few months due to a broken leg. Each day I was deeply grateful for the sunlight that streamed into my south-facing living room. I'm no city planner or architect but I believe 7 story buildings constructed on the lip of a plateau would have more of an obstructive and intrusive effect on the houses behind them than if they were constructed on a downhill slope.

2. The homes — this is a harmonious neighbourhood of mostly 3 house designs: the medium size 2 story with 3 bedrooms and 1 bathroom upstairs, and the "Strawberry Box" style, both bungalow and story and a half. There are a few exceptions and alterations in the mix but there is an overall consistency of no-frills, fairly well built, similar 1950's homes that fit into the geography. Pride of ownership can be seen throughout. Everyone enjoys and shares in "curbside appeal" and relishes a bit of backyard privacy. I grew up in poverty, one of 17 siblings crowded into sub-standard rental housing until I left home for Nursing School in 1976. When, in 1996, my husband and I were able to buy this house (from the couple who built it for their family in 1959) for our young family I'm sure I pinched myself every morning for the first 2 months. Slayter had always been my favourite street in Dartmouth, not too fancy with a tree-lined streetscape. I immediately fell in love with my home and my neighbourhood. My grown children love this home and neighbourhood. My daughter and her family bought a home here, a niece and her family did as well, a son and Daughter-in-law rented and hope someday to buy here, and my entire family still gathers here often. There is a comforting "sense of place" here which is much more than a house on a street.

3. The people - Joshua, Sam and HRM Staff, when you met with us on Monday, Feb 12th I hope you sensed that we are an engaged, strongly bonded neighbourhood. We are inclusive, welcoming and community minded families, couples, singles, intergenerational folks with almost as many dogs as people. We respect each other and look out for each other. The challenges of Covid saw us checking in on elderly neighbours, dropping off meals and picking up their groceries. We offer our neighbour a lift to the grocery store if they don't drive. We know and care for our neighbours. The people here are the most special thing about Brightwood neighbourhood and those that move away often miss this greatly. Folks that live in high rise rental apartments may enjoy extra amenities, great views and conveniences but many (not all) express a discomforting feeling of anonymity and a wish to live in a more "grounded" neighbourhood.

I understand that changing the Zoning of one little area from ER-3 to Corridor 7 story might seem like a small decision to city planners and housing developers, but to me and my neighbours, this drastic change would threaten all of Brightwood neighbourhood. Consequences include increased traffic congestion and noise, car parking issues, loss of privacy and loss of natural light. The change from single and double family residential homes to 7 story, multiunit apartments means a change from neighbourhood to anonymity and diminished Brightwood neighbourhood identity, attachment and congruence.

I implore you to re-consider the proposal to change Victoria Road, north side, Frances Street to Cherry Drive, to 7 story Corridor. Instead please retain the ER-3 Zoning, where up to 8 housing units per lot can be constructed. Townhouses and low-rise multi-units can help address the need for increased density, enable more Missing Middle housing and easily integrate with the existing neighbourhood. When will Federal Housing Minister Fraser release pre-approved plans for

	<p>this type of housing? Might HRM take a pause and consider these plans rather than Corridor 7 story for areas like Brightwood? I understand these plans are meant to support rapid construction of housing units and I know our neighbourhood would welcome new folks who come to call this area home.</p> <p>Sincerely,</p> <p>(REDACTED)</p> <p>Sent from my iPad</p>	
C657	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Dear HRM planning department,</p> <p>I highly support the amendment of the planning documents for center plan which upzones the density.</p> <p>I am a resident on Inglis street in Halifax downtown. By just facing Saint Mary's University, I have seen many students who need housing badly. This policy which changes Inglis street zoning to HR2 will greatly help the students and even education professionals.</p> <p>Best Regards, (REDACTED)</p>	No
C658	<p>To whom it may concern,</p> <p>Please review the attached letter.</p> <p>Sincerely, (REDACTED)</p>	Yes
C659	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p>	Yes

	<p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Dear HRM Staff and Councillor Austin,</p> <p>I am sending both of you my feedback on the proposed Brightwood Neighbourhood Rezoning as a signed attachment on this e-mail. Can you please confirm that you have received this attachment?</p> <p>Yours Sincerely, (REDACTED)</p>	
C660	<p>Hi (REDACTED)</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Good Afternoon,</p> <p>I'm reaching out to provide my feedback, as a resident of the Brightwood Community, to the proposed zoning changes in District 5. Specifically the area of Victoria road from Cherry Drive to Frances Street. I appreciate the opportunity.</p> <p>My opinion is that the proposed height of this new corridor zoning is far too high when directly backing onto single family residential homes and a narrow neighbourhood. A seven story building would completely dwarf the community. Backyards that run along Slayter Street would face the new potential development directly which in turn destroys any privacy. This doesn't seem in line with the majority of other corridor zones in HRM. This many new residents would seemingly increase traffic and parked vehicles on side streets without a visible plan to improve the flow of vehicles for this already congested area.</p> <p>This newest change feels like an attempt to obtain federal funding under the HAF without the thoughtful consideration that should go into community planning as compared to the initial centre plan.</p> <p>While I can appreciate the current housing shortage we have, I see a huge amount of development happening in nearby areas and many areas in the centre plan that have yet to be redeveloped. It seems possible that this section would sit in limbo until a time where redevelopment has been finished in other areas and a demand for more units still remains. This would seemingly put a large question mark over the future of the area directly affecting property values and</p>	No

	<p>desirability. Having this one section rezoned with this height would likely be the catalyst for future rezoning in the community to match. Another area of mid to high rise apartment condos.</p> <p>I think there will always be a desire for quaint communities with mainly single family dwellings that are located within the core of a city and that steps should be made to preserve them. A welcome development for this section would be townhouse style buildings. I think something more creative could strike a better balance and transition to larger buildings across Victoria while still attracting redevelopment for increased density. Keeping height restrictions in place to ensure missing middle housing with heights that don't swallow up a community. Gentle density added to the existing area. Brightwood should be equally as important to preserve as other deemed "heritage" areas.</p> <p>It seems to me like there is huge opportunity for smart redevelopment with this demand for growth. This recently proposed change doesn't seem to fit the model. My vote would be to pump the brakes and come up with a thoughtful solution that maintains the community feel, increases density, and improves traffic flow in this designated corridor. I don't think the height is needed to attract development. Transition smartly using low height missing middle housing between detached homes and higher rise properties. Visibly thoughtful planning. It's an exciting time of growth in Halifax, I love seeing it. I really hope this can be taken advantage of to develop a city we can continue to be proud of.</p> <p>Thanks,</p> <p>(REDACTED)</p>	
C661	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Dear HRM Staff and District 5 Councillor Sam Austin,</p> <p>Let me start by saying thank you again for taking the time to attend the Brightwood Community meeting on Monday, February 11th, 2024 at Brightwood Golf and Country Club regarding the proposal pertaining to the Centre Plan to change the housing zoning area, currently zoned as ER-3 to COR to accommodate a higher density of housing and potential changes to the Corridor.</p> <p>The presentation gave me a better understanding on why the city and its planners are moving forward with this rezoning. With the sudden increase in population and previously no new large housing projects underway, homelessness began to increase as did the cost of what was once affordable housing. Both have hit an all time high. With regards to the possible zone changes to Victoria Street in Dartmouth between Cherry Drive and Frances Street, I believe that the city is trying its best to accommodate the need for increased density housing but feel that the area in question, one block, is a small piece of land which will have a major impact on various services.</p> <p>Take for instance just the traffic increase. It was stated by (REDACTED) that the number of cars that drive on Victoria Road are approximately 40,000 per day. Currently, morning and afternoon commuters use Slayter Street to bypass Victoria Road to expedite their travels to and from their homes. There has been an increase over the last couple of years, between Woodland Road and School Street, due to the lack of police presence during rush hour traffic. We have had various street calming efforts put in place all along the street and if more cars are expected to enter this new Corridor connector, that 40,000 will be greatly</p>	No

	<p>increased, possibly pushing more commuters to access the secondary routes likes Slayter Street. Increasing the population density in such a very small area, without supplied parking, will only add to the already parking woes we currently experience, which become exacerbated during the winter months when snow removal requires cars be off the road. Where do these new neighbours park then?</p> <p>Has the city considered, and requested reports back from the supporting departments on the extra need for water usage, electrical grids, school system, waste water system?</p> <p>One of my other main concerns is the lack of senior housing. I believe this is a Provincial Government issue but we do need them to create new housing as the Baby-boomers are coming of age. Without them moving out of their homes, staying in their community with friends and the amenities they have come to enjoy all these years, there won't be any new families moving in to enjoy this wonderful neighbourhood.</p> <p>There are currently four large apartment complexes being built on Wyse Road alone. One is the Wyse Tower, 27 storeys at 160 units next to the Macdonald Bridge, located on William Street, another is The Finch at 22 Dawson at 7 storeys, 110 units, another where the old Tim Horton's was and the last one, where Little Nashville used to be. Not sure what environmental issues will pop up once they are completed. Wind tunnels come to mind. I would like to see these new constructions become established before any decision is made on changing the zoning area for Victoria Rd between Frances St and Cherry Dr, which, in reality, is a small footprint to change.</p> <p>There are so many other planned changes to the areas around Brightwood that could potentially impact this small section and create gridlocks, like Lancaster Villas, located adjacent to Woodland Ave are currently being built at 4 & 6 Lancaster Drive with a total of 352 units, Mic Mac Mall area which will add additional pressure on all infrastructures not to mention population.</p> <p>Something else I had not taken into consideration, was the impact to the already established Killam Properties on Boland Road. I'm concerned that developers/contractors might utilized the Federal Housing Accelerator Funds to renovate existing buildings only to raise rents, making it unaffordable to lower income families, thus more renovictions for HRM. We need to have those units, that currently offer affordable housing, continue or the homeless numbers will only increase.</p> <p>HRM is an old city, thus the roads and homes in many areas are already established. What might be possible in bigger, newer cities across Canada, does always work for smaller, older cities. We don't have to always do what "big brother" thinks is best for us.</p> <p>I have lived on Slayter Street since 2013 and I personally believe that the city if moving far too fast on their decisions and would like to see a little breathing room before making any changes that could be detrimental to the area, our neighbourhood and my home. I have invested money into my home in order to reduce my monthly costs and building any 7-storey complex on the north side of Victoria Rd would be a major impact on the wonderful families that reside in the surrounding area.</p> <p>I ask that you share this email with council, HRM City Planners and others, so that they are made aware of how important this little piece of land is to us and, should this plan go through, how it will have a major impact on those of us who reside in it and not to anyone else who merely uses it as a cut-through.</p> <p>I personally ask that there be no changes to the Victoria Road area between Frances Street and Cherry Drive.</p> <p>Sincerely, (REDACTED)</p>	
C662	<p>I have included five photos for your consideration, sent individually, as there seems to be a problem with message size. Thank you .</p> <p>Hi,</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>Confirming that we've received all 5 photos.</p> <p>All the best,</p>	Yes
C663	Hi (REDACTED),	No

Yes thanks for organizing. We had a great time getting a chance to talk and meet members of the community. We certainly have been receiving lots of feedback which gives us a lot to consider.

All the best,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

Hi Kasia & Josh

A quick note to thank you both and your team for joining us on Monday, February 12 for our Brightwood neighbourhood HAF rezoning Information Session. We hope we lived up our commitment to you of a positive tone, well organized event.

We had about double the number of folks attend than anticipated with our attendance tracking 92 people. We are hopeful this demonstrates the level of engagement and concern in the community for what is proposed. Brightwood is unique and its residents are genuinely concerned about what was proposed.

We are trying to remain optimistic that the high level of feedback will hopefully provide HRM staff the validation to take a closer look at the north side of Victoria Road, between Frances & Cherry and in your adjusted proposal that will come to Regional Council include a softer step down into Brightwood neighbourhood in that revised proposal. Either remain ER-3 or if COR, then max 3 or 4 story corridor.

Thanks again for meeting with our community.

(REDACTED)

Hi (REDACTED) – still all good here.

We plan to be there by 6 pm or a few minutes before. Josh Adams will take a lead on the presentation, and I will be there for support. Byungjun Kang will be there to help answer questions, and Eleanor Fierlbeck will be there to take notes.

Kate Green may also join us. She is the Director of Regional and Community Planning may also join us.

See you in a few hours,

Kasia

Hi Kasia -

We are looking forward to this evening informations session. Just confirming what time you and team plan to arrive any Brightwood Golf Club & confirming the names o those attending from HRM staff?

Everything is set on our side.

Thank!
(REDACTED)

Ok great thanks – sounds good!

Kasia

Hi Kasia

I actually was able to secure a projector & the room at Brightwood has a screen installed, so we are all set. Should you have a projector you prefer though, feel free to bring it too - but we have arranged for there to be one in the room and ready. :)

I plan to arrive at Brightwood at 5:30pm on Monday just to be sure things are all set up if you want to arrive a bit early we can get you connected to the projector and all set too.

Thanks again! See you Monday.

(REDACTED)

Hi (REDACTED) – that all sounds great.

I believe it is a standard HDMI....I am also checking whether we could bring a projector and a small screen with us if that would save you some cost. Should know by tomorrow once a staff person who is sick will be back. We will plan to be there by 6 pm or so.

Kasia

Hi Kasia -

Thank you for the confirmation, details below and the productive dialogue on the phone earlier today.

Yes, you summarized our conversation perfectly. I will moderate the session. We are also committed to a positive and educational session. Sam Austin has also confirmed his attendance.

We are planning this as a 60 minute session and as discussed the proposed format is (up to) 20 minute presentation by your group with laser focus on the proposed HAF changes within and around Brightwood neighbourhood and the rest of the hour some Q&A. Let me know if you feel more (or less) than 20 minutes is needed for your teams presentation portion. We will do a hard stop after 60 minutes.

I will ensure the meeting room at Brightwood Golf Club has a screen & projector for you. Can you please confirm that the laptop you will be using for your presentation is standard HDMI to connect to the projector? I will likely rent a projector and will ensure the correct cable is there for you to connect to.

If someone from your team is able to arrive a bit earlier than 6:30pm we can connect to the projector, get a comfort with each other and make sure everything its set to go for a 6:30pm start.

Thanks again.

(REDACTED)

Hi (REDACTED) – thank you for taking my call.

As discussed, I would like to confirm that Planning & Development staff will be available for a short presentation on the proposed Centre Plan/Housing Accelerator Fund Changes on Monday, Feb. 12 at 6:30 pm at Brightwood Golf Course.

Our presentation will cover key changes related to the proposed ER-3 Zone and COR Zone, including rationale, land uses and built form and we will highlight changes specific to the neighbourhood.

Thank you for agreeing to facilitate, keeping the meeting respectful and on track, managing sign-up, and AV. We will likely have three staff: myself, Josh Adams, Principal Planner, and Byungjun Kang, Senior Planner.

I trust that this covers our conversation, but please don't hesitate to reach out if you have any other questions. And, thank you for your engagement in the process!

Kasia

KASIA TOTA, MCIP LPP
SHE/HER

COMMUNITY PLANNING MANAGER
REGIONAL AND COMMUNITY PLANNING | PLANNING & DEVELOPMENT

Hi Kasia

Just tried you on the number below in your email signature and left a voicemail. I am free this until about 11am if can call? Really would love to connect this morning so we can sync up.

Thanks! :)

(REDACTED)

Hi Kasia

Thanks! :) Yes, I am free to connect tomorrow morning. Does 9:30 AM work? I am at *(redacted)*.

The Sunday, Jan 11 time was in the afternoon, not evening. Exact time flexible and can be based on your availability if Sunday is an option. Does that change your teams availability for Sunday?

Alternatively, we are looking at Monday, January 12 at 6:30pm, if that is better?

I'm sure daytime is preferred for HRM, but we are wanting to coordinate around work/school schedules.

I respect the trickiness in doing these, and appreciate the flexibility and willingness. Unlike the Centre Plan a few years ago, this change has a short timeline and lack of opportunity for open engagement but yet big impact on our neighbourhood so we are doing our best to balance progress and openness with accurate information. When a change impacts folks homes it unfortunately can become sensitive, but we believe the most effective way to foster adoption of HAF is a Q&A like this. Overall I believe the Brightwood neighbourhood is very supportive of HAF. A concern with one block of the Victoria Rd rezone but some Q&A on that and ER-3 will clear it up.

This will allow HRM and our Councillor to get factual details to citizens efficiently, reduce email back and forth, misinformation, and minimize misconceptions.

Thanks
(REDACTED)

Hi (REDACTED) – just jumping in here as I work with Josh. We really appreciate you reaching out and trying to provide accurate information to the community.

Before we commit to any particular meeting format, I would like to have a call with you to help clarify the objectives of the meeting, the format and key questions that we can prepare for. As Josh communicated, we are not able support multiple community meetings so our preference would be to stick to a small meeting format in our offices, or virtually. We can also provide information that can be shared more broadly with the community. And, our staff will not be available for a Sunday evening meeting unfortunately.

Would you be available for a quick call tomorrow or Wednesday morning?

Kasia

KASIA TOTA, MCIP LPP
SHE/HER

COMMUNITY PLANNING MANAGER
REGIONAL AND COMMUNITY PLANNING | PLANNING & DEVELOPMENT

Ok, great. We can keep flexible then, but hoping that in person works out. Besides, Sam Austin will be joining and he is used this stuff. Ha ha. Not a professional moderator, but I am capable. I will help to keep things on track and positive.

We are not set up to facilitate virtual but really know this Q&A will be productive and helpful. Will do all we can to make this happen and really feel having your participation will make for better, most accurate info.

Sam has confirmed he can do Monday, Feb 12 but may not have seen the Sunday, Feb 11 option too.

Canada you accommodate either the Feb 11 or Feb 11? Then if Sam can too, we can choose the best one.

(REDACTED)

Hi (REDACTED),

Yeah appreciate that, we're trying to be as accessible as we can to help answer questions. Although it's great to approach this with a positive attitude, the reality is not all emails and comments I've been receiving from the Brightwood community have been positive – some have been disrespectful towards me personally. I would be concerned about standing in front of a large crowd in an un-moderated meeting to become a punching bag. We also have other areas asking for similar meetings and we have to try to treat everybody equally, unfortunately our engagement plan at this time does not allow for a multitude of community meetings.

That being said, I'd be happy to find a middle ground that works for everyone. Happy to meet with a few folks in-person, and if there are lots that want to join, a virtual format would be our preference. And again, always happy to receive questions by email to help provide responses where we can.

All the best,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

What is the ideal group size then? Whether virtual or in person, which date is best for HRM Planning?

I assure you, this is not a negative tone Q&A. It is a thoughtful meeting. Sam Austin knows me well as my past HRM engagements and could vouch that I would not create something like that.

End of the day, the spirit of this is getting accurate info to citizens before the very short window of Feb 16 comes.

If someone will join us, it will minimize emails, the back and forth and provide full details in one shot so we can get going with moving HAF forward.

Feel free to call me if helpful to discuss further

Thanks for the engagement.

(REDACTED)

Hi (REDACTED),

I don't think HRM staff will be able to meet in-person with such a large group at this time. We're happy to meet with a smaller group of residents in-person, but for a larger group we would stick to a virtual format.

All the best,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

It if helps, looks like Sunday afternoon, February 11 at 3:30pm is an option. The room at Brightwood Golf Club is free then too.

Hope the flexibility helps both you & Sam Austin. Looking to choose the date both of you can make it.

Feb 11 - 3:30pm
Feb 12 - 6:30pm
Feb 13 - 6:30pm

Thanks
(REDACTED)

Location is confirmed - Brightwood Golf Club.

We are just needing to confirm with you both Monday, Feb 12 or Tuesday, Feb 13 at 6:30pm - which date will be dependent on you & Sam's availability.

If you can confirm we will get things locked in & the date, time & location promoted to the Brightwood residents.

Thanks
(REDACTED)

Thanks - we very likely may get more than 15-20. That could be on the low side now that I think about it.

As soon as we can confirm participation by you (or another from HRM staff & Sam Austin) we will set the date/time & start promoting it. We are zeroing in on Monday, Feb 12 or Tuesday, Feb 13. The evening would be better for attendance. Open to suggested start time based on your experience with these. 6:30pm?

We are looking to hold it in the community at the St Andrew's Church or at Brightwood Gold Club so folks in the neighbourhood can walk and easy to get to. Just in process of firm up location.

Setting up for virtual may not be ideal, especially if we end up in the community room at the church. It also will not be set up for tech. Would joining in person be possible?

Sam - as well are you available Feb 12 or 13 for aha evening session?

Thanks both of you!
(REDACTED)

Hi (REDACTED),

Yeah appreciate that. Why don't we try to set something up for early next week, maybe next Monday afternoon? I think with this many attendees (15-20) we would probably go with a virtual meeting. Let me know what time would work for you folks, we could push into the evening as well if that is more convenient.

All the best,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

Hi Joshua - appreciate the reply. The goal of a Q&A before Feb 16 is to minimize the email questions and get to full info faster. Where HRM has not provided much of a window for community consultations and the report going back to council in March it is important folks have the accurate info up front and stop the spread of inaccurate info.

We are looking at early next week for the Q&A so folks can then decide to submit feedback by HRM's February 16 deadline. We will be inviting the general population of the Brightwood neighbourhood and anticipate perhaps 15-20 attendees.

It would be great if there was someone with HRM Planning staff who is familiar with the proposed HAF in the Victoria Road & Brightwood neighbourhood area who I can coordinate with and see if they and Councillor Sam Austin can join.

Is there someone in HRM Planning you or Sam can connect me with so we can coordinate?

Thanks
(REDACTED)

Hi (REDACTED),

Thanks again for the feedback. We'll try to accommodate your request, but as staff are dealing with a high volume of feedback related to the proposed changes, a meeting may not be possible before the February 16 deadline for public comments. However, if you folks want to get together to assemble a list of questions on the proposed changes, I encourage you to send them to haf@halifax.ca and staff will provide a response.

All the best,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

Hi Joshua and Sam

A group of residents in the Brightwood neighbourhood of Dartmouth met last evening to discuss this proposed change.

There was a consensus amongst them and feedback from their conversations with others in the area that many were very confused by the proposed changes in Brightwood and along Victoria Road, what is possible by right of way, what is not, set backs, etc. Overall, overwhelming support for the ER-1 to the ER-3 change though.

With a narrow window before this proposal goes to council, and the intent to provide feedback in the requested HRM window before mid-February, we agreed an effective way to help localized residents understand the proposed change is to organize an informal information Q&A meeting. The highest priority outside of sharing accurate information is to use this short session to also myth bust.

To accomplish this, we were hopeful the two of you may join us for this Q&A? We are looking at no more than about 60 minutes.

This is not a “gang up” or anything like that (ha ha), purely an effective way to help folks get questions answered quickly and at once so they are not misguided or unintentionally sharing incorrect information. As well to help minimize online chatter or misguided emails to HRM.

Schedule depending, would you be kind enough to meet with us for this? On HRM staff side, in lieu of yourself Joshua if you cannot join us, someone else from HRM staff who is knowledgeable about the proposed changes in this area and surrounding District 5 area is ok too. Perhaps Sam may help us with the best person if you cannot join us.

Thanks so much!

(REDACTED)

Thanks Joshua. :)

We are a passionate, engaged community in Brtighwood. Certainly not NIMBY’s and are advocates of growth, density & the centre plain - but not at the cost of things that make Brightwood unique. I think we can accomplish both so this is a win/win.

We hope our concerns and suggestions of a compromise and solution will be considered... just a softer step down from Victoria Road. :)

Thanks
(REDACTED)

Hi (REDACTED),

Thanks for the additional information, we do appreciate the feedback. We will capture your concerns in a staff report to Council, and there will also be an opportunity for further input at the public hearing, which we expect will be sometime in April.

Thank you,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

Hi Joshua

Thank you for there response and additional information.

Yes, we understand that the north side of Victoria Road from Primrose Street to Frances Street is currently zoned Corridor, and today the zone allows buildings ranging from 14 metres (the equivalent of about 5 storeys) to 20 metres (equivalent of about 7 storeys) in height.

While the additional context you provided is appreciated, our feeling remains the same that a softer step down on the north side of Victoria from Francis Street to Cherry Drive is needed.

The proposed height increase, (even with urban setback and transition down guidelines to this area) from ER-3 all the way to Corridor 7 stories is a significant and drastic step to the established neighbourhood behind this block.

1. Regardless of if the proposed increase in height on the north side of Victoria Road from Francis Street to Cherry Drive is similar in scale to proposed increases in other areas of the City, each proposed Corridor should be reviewed on its own merit, and not only consider the use of the road (Victoria Rd) but living up to the HRM definitions in the proposal around the intent of adding gentle density that has a minimal impact on a neighbourhood.

1. The south side of Victoria Road, along Boland Road which is also proposed to increase is perhaps suitable for Corridor 7+ stories. This area all the way to Wyse Road aligns with the density goals and may perhaps make more sense based on their current neighbourhood and zoning use.

1. We are not suggesting making no change to the north side of Victoria Road from Francis Street to Cherry Drive, or to not increase density to this block. We support density - height is the concern. The Missing Middle image below that HRM provided is what would be a better fit on this block. We remain passionate that this block should be lower than 7 stories when it backs onto dwellings in an established neighbourhood (4-5 stories is more appropriate).

I plead with HRM staff to consider a softer step down on the north side of Victoria Road from Francis Street to Cherry Drive.

Consider that the proposed 7 storey on the south side of Victoria Road (Boland Rd) and then transition to Corridor, 4-5 story max on the north side of Victoria (Francis St to Cherry Dr) which then transitions to ER-3 in into the Brightwood neighbourhood.

Thank you again for the opportunity to provide back, engagement and to impart change.

(REDACTED)

<image001.jpg>

Hi (REDACTED),

Thanks for your feedback on the proposed changes for the Housing Accelerator Fund.

To provide some additional context, the north side of Victoria Road from Primrose Street to Frances Street is currently zoned Corridor, and today the zone allows buildings ranging from 14 metres (the equivalent of about 5 storeys) to 20 metres (equivalent of about 7 storeys) in height. Through the Housing Accelerator Fund, staff are proposing to extend this corridor along the north side of Victoria Road from Frances Street to Cherry Drive, as well as to allow for increased heights along the corridor. The proposed height increases are generally two storeys (from existing 5 storeys to 7 storeys and from existing 7 storeys to 9 storeys). Victoria Road is an important transportation corridor, and the proposed increase in height is similar in scale to proposed increases in other areas of the City in an

overall effort to allow for more density in central areas that have access to high-frequency transit. Further, there are urban design standards in the land use by-law that require new developments to be setback and transition down to adjacent Established Residential areas.

For other proposed heights in COR Zones in Dartmouth that you have highlighted, staff considered a range of criteria when considering an increase in height. In the CORs you have highlighted, staff also weighed a future proposed heritage conservation district (Starr Park) and the results of the Lake Banook Wind Impact Study (Graham's Grove) in considering heights. I also want to highlight that both Graham's Grove COR and the Portland Street COR by Maynards Lake are proposed to allow buildings up to 7 and 9 storeys in height, similar to the proposed heights along Victoria Road.

Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.

All the best,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

Hi HRM Staff

Apologies, below I got a bit confused using "east" and "west" as it refers to Victoria Road but am hopeful you were able to determine that the Victoria Road area my email is referring to is on the Brightwood Golf course side, towards Slayter Street.

If any clarification is needed, please do not hesitate to reach out.

Thanks
(REDACTED)

To HRM Staff and Counsellor Sam Austin

Re: Proposed HRM Centre Plan changes in District 5 (Victoria Road - Brightwood Community)

I am writing this note in reference to the Housing Accelerator Fund on Jan 26, 2024 (MINORREV-2023-01065) HRM Centre Plan changes proposed in District 5.

Specifically, of concern is the proposed change to the east side of Victoria Road in the Brightwood neighbourhood, on one city block between Francis Street and Cherry Drive (see image below) - which is proposed to change from its current ER-3 to become up to 7 story, Corridor zoning.

I am pleading for staff and regional council to consider a softer step down to this one block and decrease the proposed maximum height from corridor, 7 stories on this one side of Victoria Road to instead remain ER-3 or be corridor but with a maximum height of 4 (four) stories.

As listed on the HRM report, where "Gentle Density" that has a minimal impact on a neighbourhood while providing for additional housing options is listed as the goal of these changes, an area that may have looked good on paper but perhaps does not have a positive impactful on the neighbourhood is this Brightwood neighbourhood proposed change of Victoria Road (west).

	<p>As a proud 10 year resident of Slayter Street and very passionate Dartmouth centre and Brightwood neighbourhood (Woodland to Thistle and Victoria to Brightwood Golf Course), our community is very unique, diverse and has a strong neighbourhood pride of ownership. I believe the overall community is supportive of more density in the community, but our concern with the proposed maximum heights. 7 stories is too high here. We moved to Nova Scotia, and eventually Dartmouth from Calgary where we experienced first hand both the positive and negative impact height zoning changes like this can have on established neighbourhoods like Brightwood.</p> <p>I support more density and respect the evolution of Victoria Road as it takes its place as a “Main Street” connecting Dartmouth north to the MacDonald bridge and Dartmouth centre, but feel increasing maximum height on the Brightwood side of Victoria Road from (Francis Street to Cherry Drive) would have a negative impact on the neighbourhood, surrounding properties on Slayter Street and the connecting side streets. I am an advocate of the Centre Plan, and largely supportive the proposed density changes proposed in the north Dartmouth area from ER-1 to ER-3, including Brightwood neighbourhood.</p> <p>This Victoria Road (west) section of Brightwood is a perfect area for Missing Middle and low corridor. See milked top image below (blue markings). This request for lower corridor has precedent set with a few other areas who like this section of Victoria Road back onto established lower height neighbourhoods.</p> <ol style="list-style-type: none"> 1. Prince Albert by Starr Park - proposed corridor, up to 3 Story 2. Prince Albert Road - Grahams Grove - proposed corridor, up to 3 Story 3. Portland Street by Maynard Lake - proposed corridor, up to 5 Story <p>Respecting not all citizens will write in a formal letter to you, I urge you to please take a few minutes to review the link below on the Brightwood Community public Facebook Group to see comments and the public engagement the community has been having about this proposed change.</p> <p>https://www.facebook.com/groups/BrightwoodCommunity/permalink/2021117591604366</p> <p>As well, beyond the above community group link there are a few other threads within that Brightwood Group that may provide HRM staff and Councillors with insight into the strong feeling of Brightwood neighbourhood residents towards this change.</p> <p>Thank you for your consideration.</p> <p>(REDACTED)</p>	
C664	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hi,</p>	No

	<p>I support the notion of increasing density on the Halifax Peninsula and in turn hopefully reducing the amount of traffic coming in/out of the city. I live on Armcrescent East Drive. I would suggest all of Quinpool Rd. be amended to COR.</p> <p>(REDACTED)</p>	
C665	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>Just to clarify, there is no proposed zoning change on the north side of Duffus Street between Isleville to Novalea, these properties are zoned a mix of Higher-Order Residential (HR-1) and Corridor (COR) today. The zoning of this block was applied as part of Centre Plan Package B in 2021. The heights on this block currently range from 14 metres (equivalent of about 5 storeys) to 20 metres (equivalent of about 7 storeys). As part of the urgent changes to planning documents in support of the Housing Accelerator Fund, staff are proposing a uniform height increase on this block to 7 storeys which is generally aligned with broad height increases being proposed across the Regional Centre in support of the HAF.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello, I would like to know more about what is being requested for changes to height variance on Duffus/Isleville in North End Halifax. Please provide the requested changes from the applicant. Also, who how is this approved & by whom.</p> <p>Thank you, (REDACTED)</p>	No
C667	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Good morning,</p>	No

	<p>I am a new resident of Greenwood Avenue with a young family and am really happy to have been able to move to this beautiful part of the city. I moved from (REDACTED) which is off of Quinpool where I lived for 6 years. I'm sure you're bombarded with emails about the proposed changes to the zoning of the area surrounding SMU but felt it was important to express my concerns. Overall I think rezoning our area is a positive move for the city as students are desperate for housing among other people in the city and having more options near campus really makes sense. It may open up more commercial space which the students and local residents can benefit from plus increase bus frequency to the area.</p> <p>My biggest concern is how stark the contrast will be between a sizable 9 story building and the surrounding single family homes will be. I saw some of these changes in my prior neighbourhood and the example of the George on Shirley and Robie comes up. The stark contrast between single family homes and the apartment tower does take away from the overall charm to the neighbourhood and negatively affects the property values and enjoyment of the neighbouring houses. This can be compared to the project that has the Berkley on Pepperell street where the taller building (but still not a large 9 stories is and how the other side has lower height townhouses on Shirley to ease the contrast. If you feel the need for these zoning changes and the concerns of our residents are not to affect your view on this significantly I at least urge you to at least consider this for the back streets such as Marlborough Ave, Rodgers, and Bridges.</p> <p>Overall I still feel the zoning would be more suited to ER-3. I say this because it will allow significant densification and more significantly it will allow for the new construction of duplexes, triplexes and townhouses and short apartments buildings. The ER-2 zoning is pretty lame since it forces people to retrofit houses not designed for this change and most properties, including ours, are not suitable for laneway houses since houses are usually set in the centre of the lot. ER-2 also is more of a pat on the back but nothing happens zoning change whereas ER-3 we might actually see some needed missing middle housing which should be seen on all single family areas including my street. I also feel that if we want to introduce more apartment buildings greater than 4 stories to our neighbourhood, especially for student housing, SMU should be looking at developing their open parking lots. By doing this, many of the concerns of the immediate neighbours will be met as well as increasing housing for the area.</p> <p>A side note, I really feel Oakland Rd should have no special status compared to the surrounding streets. It does not have additional charm compared to all the surrounding streets, and I do not find there is anything distinctively heritage about it unlike Young Ave which is clearly part of the old city. It is situated perfectly between SMU and Dal and this street is wider and the lots are larger which would make it a great location for ER-2 or ER-3 zoning.</p> <p>Thank you if you took the time to read my email. Hopefully we will see our density increase with the types of building that keeps the area more beautiful.</p> <p>Sincerely, (REDACTED)</p>	
C668	<p>Hello,</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>To clarify, yes today the Corridor zoning does not require the developer to provide any parking for the residential portion of the building. However, many developers do still provide parking, and the parking needs to meet the standards of the land use by-law. Through the ongoing Regional Plan review, staff are assessing a new requirement for all new parking spaces for residential uses to be EV or EV ready, in preparation for the anticipated federal regulations in 2035.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p>	Yes

	<p>Dear Mr. Adams and Staff:</p> <p>Attached please find my questions and request for answers to some obvious issues with the HAF Rezoning from Frances St to Cherry Dr. in Dartmouth. My focus is tennent parking and the lack of any requirement that the developer or owner of the building has to provide parking. My complaint is the total absence of any regard to the technology that electric cars bring to multi housing (apartments or condos) Kindly review the issue I have outlined and please provide me with a response.</p> <p>Sincerely (REDACTED)</p>	
C669	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>I just want to clarify that the proposal at 71 Greenpark Close is not being recommended for rezoning as part of the Housing Accelerator Fund.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>I write as concerned resident of Greenpark Close. I love my neighborhood . The buildings are all only 6 stories high. Greater height creates annoying wind tunnels. It is a friendly neighborhood to walk in at present .</p> <p>Please do not allow a building higher than 6 stories on Greenpark Close. It is out of keeping with the neighborhood.</p> <p>(REDACTED)</p>	No
C670	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>Just to clarify, there is no proposed zoning change on the north side of Duffus Street between Isleville to Novalea, these properties are zoned a mix of Higher-Order Residential (HR-1) and Corridor (COR) today. The zoning of this block was applied as part of Centre Plan Package B in 2021. The heights on this block currently range from 14 metres (equivalent of about 5 storeys) to 20 metres (equivalent of about 7 storeys). As part of the urgent changes to planning documents in support of the Housing Accelerator Fund, staff are proposing a uniform height increase on this block to 7 storeys which is generally aligned with broad height increases being proposed across the Regional Centre in support of the HAF.</p>	No

	<p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To whom it may concern</p> <p>I would like to oppose the suggested height increase for structures on Duffus St. I believe that new buildings along this stretch should remain low (3 stories max) in order to maintain the character of the community.</p> <p>(REDACTED)</p>	
C671	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>To whom it may concern. Please be advised that I and my wife are long-term residents at (REDACTED) (33 years) across from Saint Mary's University. We have invested in the maintenance and upgrade of our home many times over many years. But with the proposed upping, that investment becomes worthless. Our home becomes simply a matter of how much land. And so it will go with our neighbours. We understand the transition from a single-family neighbourhood to high-rises will take time to happen. But in the meantime, the transition hangs over our heads. Our neighbourhood will deteriorate as there is no longer any sense in making improvements. And all for what?</p> <p>The entire ring around Saint Mary's University is large enough and dense enough to accommodate thousands of units and many thousands of people. It is being done in the name of more convenient student housing - not more affordable - just more convenient. It certainly won't be affordable. The market rate per room for students today is \$1,000 per month. If the new high-rises follow market trends, they will be designed and built to be small multi-bedroom apartments.</p> <p>Three bedrooms and a living room could be a \$4,000 a month rental to students. That calculus also allows for the creation of condos or rentals to a wider population. None of it advances the cause of affordability one bit. But it does leave us and our neighbourhood in limbo for years as people slowly sell at market and see their old homes become rundown waiting for the sale of others to make a big enough parcel to develop. Or worse, torn down and our street becomes another Robbie Street with an immediate loss of housing and an uncertain timebase for any future gains.</p>	No

	<p>Even if the development was just for students - it is far too much in terms of need and affordability. Saint Mary's has its own plans for more affordable units. It needs support to develop that project. Building on campus land would serve the needs of students and our neighbourhood far better than the virtually blank cheque high-rise rezoning accomplishes.</p> <p>I urge you and council to take a wider perspective - the upzoning around existing neighbourhood high-rises will be far less disruptive. These are areas closer to services such as Sobeys and Shoppers as well as restaurants, a bakery and an NSLC. They are well within walking distance of the university(s). I know because I make that walk from my home several times a week.</p> <p>An ER3 designation in our neighbour would make a transition to greater density over time in a more sustainable, less intrusive fashion. Your moves for corridor density and general upsizing will be more than enough to open the opportunity for further development in our city and accommodate our growing population. We believe the extreme densification and encroachment on adjacent neighbours is not justified. This has come quickly, with at many people only finding out from neighbours within the past few days. Many others probably still don't know. Please do the strategic, targeted right thing, change the proposal to the general change under ER3 and remove the extreme, disruptive and necessary ring of high-rises around Saint Marys.</p> <p>(REDACTED)</p>	
C672	<p>Hi (REDACTED) and (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Dear HRM planning,</p> <p>The intent of this letter is to strongly oppose against the proposed planning change, district 7, HRM in the area bounded by Coburg, Oxford and Waegwoltic. The proposed changes would bring significant negative impacts to our neighborhood, which is mostly composed of family homes and historical properties. The negative impacts would include:</p> <ol style="list-style-type: none"> 1- Significant change to the character of the neighborhood. The neighbourhood is mostly comprised of single-family home with many young families and children. The addition of up to seven to nine stories buildings in that same area would affect completely the current environment and potentially place the safety of our children at risk and make the neighborhood significantly less attractive due to the increased density. 2- Significantly increased the traffic within the neighbourhood. We live at the bottom of Coburg Road past Oxford, and our street is already dense in traffic due to the Ambre Academy, as well as the Waegwoltic club. The current traffic makes it often difficult to navigate the street or park in front of our family home (which now requires us to pay for an additional parking permit). Again, adding up to seven story buildings right in front of our house would create a significant increase in traffic making our narrow street even more difficult to navigate. 	No

	<p>3- Significant decrease in the value of our property. Due to all of these previously mentioned negative impacts, the area will become much less attractive for potential future buyers, again devaluing our property (despite the fact that the property taxes will likely not decrease).</p> <p>Thank you in advance for your consideration.</p> <p>Sincerely,</p> <p>(REDACTED)</p>	
C673	<p>Hello,</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>To clarify, SS071 is not being recommended for a rezoning as part of the Housing Accelerator Fund. On the interactive map, properties shown in green are being recommended for rezoning, while properties shown in red are not being recommended at this time.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Backlands Coalition Response to the Housing Accelerator Fund proposed amendments Regarding the Suburban Development Requests: SS037, SS091, SS088, SS071</p> <p>Our position reflects our values The mission of the Backlands Coalition: to ensure no loss of wildlife habitat in the Backlands and to preserve them for natural, historical, cultural, conservation, educational, recreational and common use. There are two major watersheds that are present in the Backlands, the Williams Lake Watershed and the McIntosh Run Watershed. We have an interest and a stewardship responsibility in maintaining the integrity of these two watersheds.</p> <p>An unprecedented degree of development and growth is slated for Spryfield. We are very aware that growth is necessary in our area. We believe that growth should enhance the community, enrich its character and promote sustainability. In addition to the Suburban Development Requests there are other site-specific requests and developments already approved for the Spryfield area. Each new request needs to be considered within the context of the whole Spryfield community and the capacity of the current infrastructure to support this growth.</p> <p>Protecting the ecological vulnerabilities in these two watersheds assists HRM in meeting many important HalifACT and Green Network Plan objectives. Additionally, there should be recognition of the special value of these significant urban watersheds. Respect must be paid to the existence of the wildlands, parks and substantial watercourses. Four of the current Suburban Development Requests under the Housing Accelerator Fund are in Spryfield and abut natural areas that require special protection.</p>	No

	<p>Ideally, development and growth in Spryfield should take place on Brownfield sites and many of these sites exist along the Herring Cove Road. Brownfield sites are typically located in urban areas because they have been previously built upon. On the other hand, the Backlands and undeveloped lands on the west side of Herring Cove Road are Greenfield sites as the land has never been built upon.</p> <p>The proposal (SS071) of an 8-storey 357 residential unit apartment building directly on the McIntosh Run is cause for great concern.</p> <p>Backlands Coalition supports a balance between needed development and the maintenance of the essential character of Spryfield. We support complete communities including:</p> <ul style="list-style-type: none"> • Neighbourhoods with local schools • Goods and services within walking distance • Policies and development that value the natural world and its role in the lives of the people of Halifax • Planning should precede development • Adequate infrastructure to support a vibrant and healthy culture • Maximum density near the roads • Always include natural spaces with connectivity between these spaces • Increase residential density in order to conserve natural areas • A mix of housing types that includes affordable options • Encourage development along public transit corridors <p>For additional ideas about what the people of Spryfield want to see in their community consult this document. "Spryfield Vision: Shaping Spryfield's Future Together," December 8, 2009 https://cdn.halifax.ca/sites/default/files/documents/about-the-city/regional-community-planning/SpryfieldFinalVision.pdf</p>	
C674	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Good day,</p> <p>I'm writing you today to express our concern to the proposed changes in our neighbourhood. We do not support these proposed zoning changes!</p> <p>The city has to be careful they don't create a greater problem here. As one of many medical professional families that live in the downtown core, we chose Halifax for many reasons but mostly for its small city charm. While offering the amenities and opportunities of many large Canadian cities, the familiar and small town feel of Halifax is its major attraction. Many cities remunerate physicians and other professionals at a higher rate than Nova Scotia, however we have decided to work, live and raise our family here based on the current size and feel of this city. We know many other professionals that have stayed on here for the same reason. We also know many professionals that have already left Halifax for higher paying jobs and changes like this could cause more people to consider</p>	No

	<p>doing the same. Recruitment and retention of professionals, especially physicians, is already in crisis mode in our province and changes like this could complicate things even more.</p> <p>Our fear with these proposed zoning changes is that we will lose what we love most about our great city. We have already noticed an increase in traffic which in turn has caused increased frustration and impatience on behalf of the general public and a loss of the congenial nature of Haligonians we once experienced. The sense of anonymity in a larger and busier population further adds to this. With the lack of planning around parking, green space, etc., this is only going to get worse.</p> <p>We live close to the universities and can only comment on our neighbourhood. There is a high rise just down the street from us and it's a nuisance. Most of the occupants don't drive because of the parking issue in the area and/or affordability, and take the bus. The bus stop is just up from our house. The excess foot traffic up and down our street has resulted in increased vehicular break and entries, excessive garbage and noise. Unfortunately, when you introduce more and more people to an area that does not have the space to accommodate them, these problems arise and will only accelerate. Lastly, not to mention the investment we have put into our property and the worry this creates for us as well. While we have chosen to make this investment and can move if we wish, we have made Halifax our home and hope not to move.</p> <p>Thank you for considering our concerns and again we do NOT support the proposed zoning changes.</p> <p>Kindest regards,</p> <p>(REDACTED)</p>	
C675	<p>Hello,</p> <p>As a member of the Williams Lake and Spryfield community, I was surprised to see the Suburban Development Request SS074 was being recommended. These buildings (41 and 44 Lyons) are currently rental duplexes, with the other halves (39 and 45 Lyons) owned and lived in by community members. While I'm sure the plans for development of a 20 unit building between two existing duplexes is outlined in detail for you, I'm concerned for the impact it will have on the current home owners of the attached properties, as well as the current rental tenants.</p> <p>Second, the current landlord of 41 and 44 Lyons (in addition to owning 28-38 Lyons), Olympus Properties, does not offer any affordable housing rental or incentives in this area. For the past 4 years, I have watched them steadily increase the rent with each new tenant on their rental properties here. I find it hard to trust that such a landlord will move forward with housing that is more accessible and affordable for our growing population. All of the units listed above here are currently rented by families, who would need to seek new housing if there is development.</p> <p>The development planned for the end of Lyons, Development request SS104, uses a space that is currently undeveloped and therefore, would not displace anyone currently housed.</p> <p>Thank you for your time and consideration.</p> <p>Thank you, (REDACTED)</p>	No
C677	Hi (REDACTED) & (REDACTED)	No

Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.

All the best,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

15 February 2024
(REDACTED)

Dear Members of the Halifax Regional Council and Councillor Trish Purdy,

We are writing to express significant concerns regarding the proposed development project slated to construct 8 townhouses and 3 five-storey apartments, totaling approximately 198 units, on the plot of land located on Sherwood Street in Colby Village (PID #40606345).

The parcel of land earmarked for this development serves as a vital green space for our community, offering numerous benefits for human health and well-being. Moreover, our community amenities are already operating at full capacity, and our road infrastructure lacks essential sidewalks and crosswalks, posing safety risks for residents. Below are the specific concerns we wish to address:

1. The anticipated increase in traffic resulting from the proposed development poses a significant safety hazard for pedestrians and exacerbates existing traffic congestion within the community. Sherwood Street, along with many other streets in our neighborhood, lacks adequate pedestrian infrastructure. The influx of vehicles generated by the proposed development will heighten the risk to pedestrians, especially given the current high-speed traffic on Sherwood Street and the presence of blind spots created by numerous turns. This poses a particular concern for community members, including children, who rely on traversing these streets to access school buses and public transit. Furthermore, recent economic growth on Caldwell Road, including the construction of multiple apartment buildings and commercial developments, has compounded traffic issues and circulation challenges in the area. Approval of the proposed development will only aggravate existing traffic concerns in our community, further endangering pedestrians and worsening traffic congestion along Caldwell Road.
2. The additional strain placed on our already overburdened water and wastewater infrastructure raises serious questions about the capacity of our existing systems to accommodate this new development, which proposes 198 units. Given the impacts of climate change and rapid urbanization on our infrastructure, it is imperative to assess whether our municipal water and wastewater systems can adequately support this expansion and to consider the potential ramifications on our community's water management.
3. The local schools, including Caldwell Road Elementary, Astral Drive Elementary, and Astral Drive Junior High, are currently operating at or above maximum capacity. In recent years, Astral Drive Elementary has had to deploy multiple portable classrooms to accommodate the increasing student population. Projections indicate that this trend will persist or even escalate over the next seven years, without factoring in any additional residents from the proposed development. Should this development move forward, it will compound the challenges our schools face, straining resources and jeopardizing the safety and quality of education for our children.
4. The environmental considerations and the preservation of green spaces are paramount to safeguarding the health and well-being of our community members. The proposed development site, currently a cherished green space utilized by the community for nature walks, offers numerous human health benefits. Research supported by the Government of Canada underscores the importance of green spaces, such as the one on Sherwood Street, which serve to mitigate noise, provide cooling shade during summer months, and mitigate the adverse effects of flooding and air pollution. Moreover, the Sherwood Street green space contributes significantly to mental health, offering a tranquil environment conducive to physical activity and stress alleviation. Beyond its human

	<p>health benefits, the proposed development area supports diverse wildlife, including deer and pheasants. Its ecological significance, characterized by tall grass, shrubs, and trees, sustains various species of birds, bees, butterflies, and other pollinators essential for biodiversity and food security. Notably, community members have observed several at-risk species, such as the monarch butterfly and various bumblebees, within the proposed development area. Approval of this development would result in the destruction of critical habitat for these endangered species, posing a threat to Nova Scotia's biodiversity and undermining the community's well-being by disrupting vital ecological services.</p> <p>We appreciate the opportunity to voice our concerns. Given the substantial impacts the proposed Sherwood Street development project would have on our community and environment, we urge the Halifax Regional Council to reject this proposal.</p> <p>Sincerely,</p> <p>(REDACTED)</p>	
C679	<p>Hi (REDACTED),</p> <p>Thanks again for coming out to the meeting, and thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Thank you for your presentation on February 13th re the proposed zoning changes to Victoria Road. While I fully acknowledge the emergence of Halifax's escalating population, the placement of any high density housing in the Brightwood community is unacceptable. Brightwood's character is unique, being comprised of single dwelling residences and small scale apartment rentals. The proposed rezoning height change will be the onset of destruction for Brightwood's individuality. Additional traffic resulting from any high density housing changes will only exacerbate the existing workday morning and afternoon commuting congestion along Victoria Road. Furthermore, as developers are not required to provide parking for their tenants, this potentially lends itself to increased parking on side streets and added traffic bottlenecks. Serious consideration and improvements to infrastructure and traffic flow need to be addressed and established prior to any changes leading to high density housing. A further repercussion of the proposed rezoning would be devaluation of the properties that lose their rear sided privacy to increased vertical densification. The meeting on February 13 was well attended by Brightwood residents and it was obvious their collective voice strongly articulated that the proposed zoning changes are not a viable option for our community. I am hopeful your reconsideration of this proposal will create alternative solutions which will fulfill your objectives .</p> <p>Sincerely,</p> <p>(REDACTED)</p>	No
C680	<p>Hi (REDACTED)</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p>	No

	<p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>I am writing in support of the inclusion of the city block south of University Avenue along Edward and Robie to the future Oakland Road Heritage Conservation District currently proposed for the area south of South Street and west of Robie Street.</p> <p>My wife and I reside at (REDACTED). Our home is one of a row of Victorian "painted ladies" between (REDACTED) on the south side of South Street (REDACTED). This row of homes, based on our research at the provincial archives, is among one of the older included in the future Oakland Road Heritage Conservation District. Older still than our home is the beautiful property across the street from us at (REDACTED). To place this beautifully preserved historical property and others like it within the proposed block at risk of being lost to yet another soulless modern construction would be unconscionable.</p> <p>Many thanks,</p> <p>(REDACTED)</p>	
C681	<p>I would like to change to option A Better for more housing</p> <hr/> <p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>I'll note that there was no photo attached to your email.</p> <p>Just to clarify, there is no proposed zoning change on the north side of Duffus Street between Isleville to Novalea, these properties are zoned a mix of Higher-Order Residential (HR-1) and Corridor (COR) today. The zoning of this block was applied as part of Centre Plan Package B in 2021. The heights on this block currently range from 14 metres (equivalent of about 5 storeys) to 20 metres (equivalent of about 7 storeys). As part of the urgent changes to planning documents in support of the Housing Accelerator Fund, staff are proposing a uniform height increase on this block to 7 storeys which is generally aligned with broad height increases being proposed across the Regional Centre in support of the HAF.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p>	No

	Option B is a better look for the housing plan	
C682	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello! I'm a resident on Leaman Street close to Isleville and Duffus. I support the density changes possible with the Housing Accelerator Fund and would be happy to see the height and units increase along Duffus. I'm particularly in support of the all of the gentle density and missing middle changes and see them as urgently needed to accommodate growth in sustainable and efficient ways.</p> <p>Thanks!</p> <p>(REDACTED)</p>	No
C683	<p>Hello,</p> <p>The McIntosh Run Watershed Association is a non-profit volunteer association with a mandate to preserve and promote the ecological integrity of the McIntosh Run, the river that flows from Long Lake to Herring Cove. Please find attached our feedback on the Housing Accelerator Fund.</p> <p>Thank you for this opportunity to comment. We hope that our feedback will be considered with the weight of the many thousands of people who visit and appreciate the McIntosh Run Watershed for the natural experience and beauty of the landscape.</p> <p>Best regards, McIntosh Run Watershed Association Board of Directors www.mcintoshrun.ca cc. Patty Cuttell</p>	Yes
C684	<p>Hello,</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>Just to clarify, there is no proposed zoning change on the north side of Duffus Street between Isleville to Novalea, these properties are zoned a mix of Higher-Order Residential (HR-1) and Corridor (COR) today. The zoning of this block was applied as part of Centre Plan Package B in 2021. The heights on this block currently range from 14 metres (equivalent of about 5 storeys) to 20 metres (equivalent of about 7 storeys). As part of the urgent changes to planning documents in support of the Housing Accelerator Fund, staff are proposing a uniform height increase on this block to 7 storeys which is generally aligned with broad height increases being proposed across the Regional Centre in support of the HAF.</p>	No

	<p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Dear HRM,</p> <p>I have reviewed you zoning changes on Duffus St. and I do not believe that putting a high rise building onto the street is an appropriate response to the housing crisis in the city. This area is all lower buildings and it's located next to the historic hydrostone and would be extremely unsightly as well as break up the community feel of the north end.</p> <p>As a (REDACTED), I understand we are in a housing crisis. However, the solution is not by changing zoning to allow for expensive condominiums to be placed randomly across the Peninsula. Our bus systems in the North End do not account for this many people and we do not have the community resources to support that.</p> <p>Thank you, A friendly North End Neighbour</p>	
C685	<p>Hello,</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>I just wanted to voice my support for this agreement as a resident of District 5. The missing middle housing is so needed in HRM! It's wonderful to see so many progressive development goals in one place.</p>	No
C686	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p>	No

	<p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Dear Halifax Regional & Community Planning, Ms. Cathie O’Toole, Chief Administrative Officer and Councillor Wayne Mason,</p> <p>I am writing to let you know, as a resident on Beaufort Avenue, I am in agreement to the proposed zoning change on Beaufort Avenue (between South and Dalhousie Street) to HR2. The Peninsula is the most popular area to live for students, newcomers, young people, and those who enjoy the offerings of the downtown area. The deteriorating housing shortage should be addressed sooner than later, so more people would stay in the community and make a positive contribution to our great city. The zoning change would be the first step to help achieving the goal.</p> <p>Thank you, (REDACTED)</p>	
C687	<p>Hi (REDACTED) and (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Dear sir/ madam</p> <p>We are writing to oppose the proposed planning change district 7 , HRM</p> <p>As long time residents of the area our concerns are the changes would significantly change the esthetic and character of our neighborhood while leading to increased traffic and more congestion. The potential decrease in the market value of properties is also a concern.</p> <p>We hope you take this into consideration ,</p> <p>(REDACTED)</p>	No
C688	<p>Hi (REDACTED),</p> <p>Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.</p>	Yes

	<p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello Please see attached our letter in objection to proposed HAF changes to our neighborhood. (REDACTED)</p>	
C689	<p>Forwarding correspondence</p> <hr/> <p>Please see the attached correspondence, received by the Municipal Clerks Office during the noted date range, which is being forwarded for your information.</p> <p>Please note that correspondence has been distributed separately to Mayor, Council, CAO, Municipal Solicitor, Corporate Communications, Public Affairs and Government Relations.</p> <p>Regards,</p> <p>LESLIE NEATE LEGAL & LEGISLATIVE SERVICES OFFICE OF THE MUNICIPAL CLERK</p>	Yes
C690	<p>Attached is a scanned copy of the letter addressed to Councilor Stoddard regarding the proposed Housing Accelerator Fund.</p>	Yes
C693	<p>Hi Kate and Team,</p> <p>Thank you for your quick and comprehensive response to the questions we asked about our exciting Chebucto Road project.</p> <p>We are very enthusiastic about the prospect of additional density, and really like the idea of determining our own floor to ceiling heights as we lean towards higher than normal average ceilings heights whenever we can.</p> <p>In light of your answers we don't think it is necessary to have a Teams call tomorrow though we may have questions going forward.</p> <p>Thank you once again, the changes you propose are wise and your timely response is greatly appreciated.</p> <p>Best regards,</p> <p>(REDACTED)</p> <hr/> <p>Hi (REDACTED) –</p> <p>I've forwarded this note and attached email to the HAF email address where we will address questions.</p>	No

	<p>You will receive a written response from that email address, if there are any other questions we can address in a meeting.</p> <p>Kate</p> <p>KATE GREENE (SHE/HER)</p> <p>DIRECTOR OF REGIONAL & COMMUNITY PLANNING PLANNING & DEVELOPMENT</p> <hr/> <p>Hi Jenny,</p> <p>Thank you for setting up.</p> <p>Are any of the answers to our January 26 email sufficiently straightforward that you can share with us in the interim?</p> <p>Also, please include (REDACTED) and (REDACTED) in this trail and the Teams meeting.</p> <p>Thank you in advance.</p> <p>I look forward to hearing from you.</p> <p>(REDACTED)</p> <hr/> <p>Meeting to evaluate how the proposed changes to the Center Plan will impact the project at (REDACTED).</p>	
C694	<p>Hi Joshua,</p> <p>Ah, this one is for HR-1 zoning at Green Village Lane in Dartmouth. I have a separate request in to increase the height of the Corridor zoning along the Portland Street frontage, but there is currently a DA for multi-unit in the HR-1 portion to the rear along (REDACTED). They're about to break ground on the final multi-unit building that's approved under the DA and could accommodate an additional two storeys with little effort. It would be great if the Municipality would consider extending this proposed policy to other zones.</p> <p>If you have time before end-of-day please give me a call. Sorry I wasn't able to call you this morning.</p> <p>Sincerely,</p> <p>(REDACTED)</p> <hr/> <p>Hi (REDACTED),</p> <p>Sorry for the delay in responding to you, this proposed policy would apply to existing DAs in a CEN-1 or CEN-2 Zone. It would require a trip to Council, but we may be able to coordinate this with the timing of the HAF package. We are not currently exploring an allowance to extend the date of the DA.</p>	No

	<p>I should be free around 11am tomorrow morning and would be happy to setup a call to further discuss. If you could also let me know which DA we are talking about, that would be appreciated.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello,</p> <p>This is a time-sensitive question so I also have a call into Josh Adams; if you could get back to me here via email or by phone (whichever works) that would be great!</p> <p>I'm looking for more information on the proposed approach to</p> <ul style="list-style-type: none"> • "Allow minor height increases (up to 2 storeys) for existing development agreements approved under policies in effect prior to the Centre Plan" <p>What kind of parameters is the HRM team envisioning for this change? E.g. specific locations, process (substantive v. non-substantive), etc. Will there also be an allowance to extend the date of the DA? The transition policy IM-34 currently limits the timeline for developments approved by DA prior to Centre Plan.</p> <p>I ask--and this is time sensitive for this reason—because I have a client who is about to break ground on a multi-unit that was approved via DA. If their site will meet this proposal then they will upsize their footings to accommodate the extra two stories.</p> <p>Thanks!</p> <p>(REDACTED)</p>	
C695	<p>Hi (REDACTED),</p> <p>Yes, your assumption is correct for the Suburban Opportunity Sites. In our website here, under “Enable Suburban Opportunity Sites”, there are criteria we used to select those sites: you had to meet all 4 criteria.</p> <ul style="list-style-type: none"> • Lot size: must be smaller than 2 hectares • Location: must meet at least one of the following: <ul style="list-style-type: none"> o be within 800 metres of a proposed Rapid Transit route o be within 1200 metres of a proposed Rapid Transit terminal o be within 800 metres of a post-secondary institution campus o be a site identified by the Provincial Land for Housing Program or a housing non-profit • No Net Loss: projects must not result in the demolition of an existing multi-unit dwelling (3 units or more) • Environmental protection: sites are not located less than 3.2 metres above the CGVD2013 standard OR within 30 metres of a high-water mark <p>If you did not meet even one criteria, then yes, it would be part of the Suburban Planning process discussion.</p> <p>As for whether new requests be considered: I will have to defer this question to my colleague – I have copied haf@halifax.ca and someone will be in touch with you next week.</p>	No

Thank you, and have a good weekend,

BYUNGJUN KANG LPP, MCIP (HE/HIM)
PLANNER III
PLANNING & DEVELOPMENT | REGIONAL & COMMUNITY PLANNING | REGIONAL CENTRE PLANNING

Hi Byungjun,

Just following up on my email from earlier this week.

I had an additional question if you don't mind me asking; the proposed site-specific changes outside of the Centre Plan area – for properties that are being considered under the HAF program. What are the criteria that they need to meet for this consideration and are there still opportunities for other sites to be considered? If not, my presumption would be development would be required to adhere to the processes outlined in the in-force planning documents or wait until the Suburban Plan is updated; am I correct in this assumption? If you could let me know when you have a chance it would be appreciated.

Thanks, and have a good afternoon.

Kind regards,

- (REDACTED)

Hi Byungjun,

I hope this email finds you well.

I am contacting you regarding the expedited changes to the Regional Centre and Suburban Area. I have reviewed the information that was recently released by HRM and I am pleased to see that our client's property at (REDACTED) has been proposed to be rezoned to COR to match the zoning of the adjacent properties. I presume the intent is still to have these changes come before Council in March, following the conclusion of the ongoing public consultation period.

I did notice that some properties within this zone are proposed to be limited to a height of 7 storeys while others within the COR zone are permitted to have a height of 9 storeys. I am wondering if you could provide any insight into staff's rationale behind these height limits; is it simply a matter of transition between zones, going to ER-2/ER-3 to COR, or is it tied to services such as transit? The other question I have is (and this is a more general question) are the proposed heights/density increases subject to change based on community feedback? I presume they could be, but it is dependent on the level of public comment.

If you could let me know when you have a chance, it would be appreciated. Overall, I think the changes proposed by staff are well thought out and planned. They'll have a tangible impact on housing in HRM, which is a good, and needed thing.

Thanks in advance and have a good day.

Kind regards,

- (REDACTED)

C701	<p>Please accept my submission regarding the proposed Housing Accelerator Fund MINORREV-2023-01065 Thank you for all your hard work on this file,</p> <p>Waye</p> <p>--</p> <p>WAYE MASON MBA (he, him, his)</p> <p>COUNCILLOR LE CONSEILLER NIKANUS WUNAQPEMK DISTRICT 7 HALIFAX SOUTH DOWNTOWN</p>	Yes
C703	<p>Hello Joshua,</p> <p>Thank you for your detailed explanation and clarification regarding potential project changes and the impact of the land use by-law.</p> <p>I appreciate your insight, and your information certainly helps in understanding the process. If any further developments arise or if there are additional considerations, I'll be sure to reach out.</p> <p>Thank you again, I greatly appreciated</p> <p>(REDACTED)</p> <hr/> <p>Hi (REDACTED),</p> <p>I suppose it would be up to the project proponent to decide if its worth the hassle to make a change to their project mid-stream. For example, if a 5 storey building has got their permits and is under construction, but the land use by-law changes to allow for a 7 storey building, we would have no issues with the development increasing to 7 storeys, provided all requirements of the land use by-law and the National Building Code can be met. It would simply be a matter of revising the building permit application. Of course, we cannot apply the new amendments to any project until they are approved by Regional Council and brought into force by the Minister, which may not be until May/June.</p> <p>Hope this helps.</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Good evening Joshua, I trust this email finds you well. I have a question regarding the proposed amendments to planning documents in the Regional Centre. Specifically, I am inquiring about the potential impact on projects that have already obtained building permits, and construction has commenced. Is it feasible to introduce amendments to ongoing projects that have not yet been completed, or does it only apply to future developments? Your clarification on this matter would be greatly appreciated. Thank you for your time and assistance. Best regards,</p>	No

	<p>(REDACTED)</p> <hr/> <p>Hi (REDACTED),</p> <p>For (REDACTED), the current height is 90 metres with a FAR of 6.25. The proposed zoning would allow for 33 storeys with a FAR of 8.0. You can find more information, including a link to an interactive zoning map, here: www.halifax.ca/haf.</p> <p>Please note these changes are proposed and subject to change. We anticipate bringing this forward to Council at some time in March or April.</p> <p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Dear Sir/Madam,</p> <p>I trust this email finds you well. I have recently reviewed the information regarding the proposed amendments to planning documents in the Regional Centre on the HRM website. Could you kindly provide clarification on whether these amendments might have any impact on the Floor Area Ratio (FAR) or the number of stories permissible for the properties located at (REDACTED)?</p> <p>Thank you for your prompt attention to this matter. I appreciate your assistance in ensuring clarity on these potential implications.</p> <p>Best regards,</p> <p>(REDACTED)</p>	
C705	<p>Hi Joshua,</p> <p>Thank you for the clarification, I appreciate the timely response. Currently the Regional Centre interactive map shows a 16m and 26m height limit on the parcels in question. If this area is zoned for a 28m height limit you may want to look into correcting the map's information to avoid misleading designers. I have attached a few screenshots of the existing and proposed zoning maps.</p> <p>Best regards,</p> <p>(REDACTED)</p> <hr/> <p>Hi (REDACTED),</p> <p>Just to clarify, there have been no height increases applied to the DH Zone. The 28 metres reflects the maximum height, which is unchanged from the height today. Also, the maximum height in the DH Zone is still subject to the Citadel View Planes and Ramparts Restrictions.</p>	Yes

	<p>All the best,</p> <p>JOSHUA ADAMS, LPP, MCIP</p> <p>PRINCIPAL PLANNER COMMUNITY PLANNING - CENTRE PLAN PLANNING & DEVELOPMENT</p> <hr/> <p>Hello,</p> <p>I am inquiring about the properties mentioned in the subject line and the effect the proposed increased density throughout the Regional Centre may have on them. They are zoned DH and according to the "Proposed Urgent Planning Changes for Housing Accelerator Fund (HAF) Centre Plan and Suburban Area" Map, have a proposed height increase of 28m.</p> <p>We are wondering if this new height limit will override the Citadel view planes? If not the increase in height will not make a difference to this development nor any others that fall within the line of the citadel view plane. If so, at our highest part we will encroach the view plane by just under 12.5 feet.</p> <p>Any insight on this subject would be greatly appreciated. The request for information is quite urgent as the increase in height will likely make or break the development.</p> <p>Best regards,</p> <p>(REDACTED)</p>	
C707	<p>February 16, 2024 Comments on proposed HAF changes Impacts on District 10</p> <p>I appreciate the extraordinary amount of work the planning and development team has done in the last few months to expedite the HAF proposed zoning changes. I hope these changes will help address our housing supply and housing affordability challenges, and will be transformative for our municipality in a positive way.</p> <p>I would like to share a few concerns about the proposed HAF changes and potential impacts on my district. In hindsight, it would have been better for me to start talking to residents about HAF earlier than a few weeks ago. While I have tried to be informative about the proposed changes, my communications have not landed well with some residents, especially those in the Hemlock Ravine area. Residents have gone to door with a petition against HAF projects and many residents have signed it. They are opposed to both the proposed project at 1 Lodge Drive/Bedford Highway as well as the proposed four units of housing on suburban residential lots.</p> <p>One of the main concerns of residents seems to be that at 4 units per lot, single family homes become attractive to developers and could be purchased, demolished, and replaced with 4 townhouses. I know this is not the intention, and not a likely result in most suburban areas, but I am asking for amendments that would specifically address this concern. I think there are ways through restrictions on lot coverage, setbacks, and height, that HRM can meet the goal of adding four units per lot while avoiding unintended consequences. Permitting two units per lot (ie duplexes) with 2 basement units would likely be a more acceptable option in suburban districts than the more open-ended 4 units.</p> <p>Residents also have concerns about four units per lot that are related to noise, garbage, unsightly premises, illegal businesses, and parking congestion. Residents assume these issues will increase with the proposed increase in density. Residents do not have confidence in HRM's ability to respond because already at</p>	No

	<p>current lower densities complaints are rarely addressed in a timely way due to limited enforcement staff and resources. Increased housing density requires an investment in staffing and related enforcement of municipal by-laws.</p> <p>Regarding Opportunity Sites, I believe 3 out of 5 are reasonable however I have concerns about 1 Lodge Drive/544 Bedford Highway, where proponents are proposing an 18 storey and 12 storey highrise, and staff recommend a 7 storey midrise residential. I agree with this maximum height, however I believe this project should be reconsidered because transit access is poor. There are bus stops near this address but they don't have cement pads because there is barely room for a gravel shoulder. The Bedford Highway is very narrow at this location, constrained by a slope on one side and the railway cut on the other side. Anyone returning from downtown Halifax by bus to 1 Lodge Drive would disembark from the bus onto a gravel shoulder, with no traffic lights, crosswalk or means to cross the Bedford Highway safely at this location.</p> <p>I inquired with Halifax Transit about improving accessibility along sections of the Bedford Highway a year ago and after much study, they told me it couldn't be done because of the narrowness of the road and other physical constraints. My understanding is the Bedford Highway corridor project has been indefinitely postponed due to challenges in acquiring the 90 parcels of land required to widen the highway for a dedicated transit lane. Given this delay, HAF projects should not be approved on the Bedford Highway unless there is funding and a plan to acquire land, widen the route, and make transit stops safer and more accessible.</p> <p>Also to be considered along sections of the Bedford Highway in Rockingham are the heritage features of this area, many of which could be designated under existing heritage criteria or criteria soon to be introduced. Fairview is another older community that has homes that will qualify as heritage properties under revised and pending heritage criteria.</p> <p>The second HAF project I have concerns about is the 127 Harlington Crescent project, recommended at a 14 storey maximum height. This proposed building simply seems too tall for the size of the lot and too close to neighbouring residential buildings and a sidewalk to allow for adequate space for construction. I would like to see more definition around setbacks for this building. I would also like to suggest HRM hire an architect using HAF funds to work specifically on HAF projects to ensure the best possible fit with specific sites and with HRM's priority plans. I would appreciate the opportunity to speak with someone on the planning team about wording for a HAF architect motion that could come to Regional Council in March.</p> <p>Finally, regarding the overall context: many residents oppose adding density to suburban areas where public facilities are already at capacity or overcapacity. Just a few examples: the Canada Games Centre is almost at capacity for those with memberships, so the general public often can't get access; the much-loved but compact Keshen Goodman Library is the second most visited library in HRM after Central Library, putting a strain on space; the area high school, Halifax West High School, had to install a dozen modular classrooms to accommodate students last summer and all the feeder schools have modular classrooms. The over capacity elementary schools have traffic congestion problems at the morning drop off and afternoon pickup, a daily irritant for many families. Residents are frustrated at the overall lack of investment in schools and the unavailability of child care, and resent the idea that more people will be moving in. There is little trust in government to manage change and the impacts of growth on neighbourhoods. The speed of the HAF changes is not improving the level of trust. I recognize that HRM can't control planning for schools, but for the areas HRM can control, such as by-law enforcement, recreation facilities, parks, and libraries, HRM needs to invest in services that match the population needs.</p> <p>I hope to see amendments in March that address the four unit per lot concerns as well as Bedford Highway infrastructure issues. I believe these and other changes could make the HAF program more acceptable to suburban residents and more beneficial to HRM as a whole.</p> <p>Thank you for considering this feedback.</p> <p><small>Kathryn COUNCILLOR KATHRYN MORSE DISTRICT 10 HALIFAX – BEDFORD BASIN WEST (FAIRVIEW, CLAYTON PARK AND ROCKINGHAM)</small></p>	
C708	<p>Good morning - Do we have guidelines for tall buildings, or green standard performance measures for tall buildings? Thanks Patty</p>	No

	<p><i>Please excuse typos, I'm working from my phone.</i></p> <p>PATTY CUTTELL</p> <hr/> <p>Hi Councillor Cuttell,</p> <p>Tall buildings are categorized as a 'high-rise' in the Centre Plan – with the proposed HAF amendments, a high-rise is any building taller than 10 storeys. There are a number of urban design requirements that apply to these buildings to ensure they are well integrated into the existing urban fabric and contribute to a pedestrian friendly realm. Although not an exhaustive list of requirements, some of the key requirements include:</p> <ul style="list-style-type: none"> • A pedestrian-oriented streetwall that supports walkability and an attractive streetscape; • Building setbacks, setbacks, and maximum tower dimensions to control the 'bulk' of a tower and allows sunlight to penetrate to neighbouring properties and down to the street; • Additional separation distances when a high-rise building is abutting a low-rise residential zone; • In Centre (where 40 stories are proposed) and Downtown Zones, Floor Area Ratio also applies, which is the total floor area of all main buildings located on a lot, divided by its lot size. FAR is a tool that establishes an allowable building scale, while providing flexibility for varied building forms; • Shadow Impact Assessment Protocol and Performance Standards to ensure that any new buildings or additions to existing buildings do not result in an excessive amount of shadow on prominent public parks; • Pedestrian Wind Impact Assessment Protocol and Performance Standards for any new buildings or additions to existing buildings that exceed 20 metres in height to ensure that the impacts from wind are assessed and mitigated through the building design; and • Bonus Zoning which applies to any development in the Downtown, Centre, Corridor, and Higher-Order Residential Designations that exceeds a total floor area of 2,000 square metres. <p>The Charter has limitations on what energy performance standards can be established in the land use by-law because this is an item dictated by the National Building Code. The Land Use By-Law does make allow for soft landscaping on the roof of a building that may include solar panels, stormwater infrastructure, or rooftop greenhouses.</p> <p>Here is also a link to the Urban Design Manual for reference. Section 2.4 speaks to the importance of the design elements listed above: https://cdn.halifax.ca/sites/default/files/documents/about-the-city/regional-community-planning/RegionalCentre-Appendix2-UrbanDesignManual-21Nov27.pdf</p> <p>Thanks to Josh for his help in preparing this answer for us all.</p> <p>Please let us know if you need anything further.</p> <p>Kate</p>	
C709	<p>Hi Kasia -</p> <p>I see there are several HAF developments in my district. Could you explain the approval process please? Are they all as of right? Or Do they have to go through Halifax and West Community Council? Were heights determined using Centre Plan criteria? If so, how were height criteria applied for corridors when suburban corridors haven't been designated yet?</p> <p>Thanks Kathryn</p> <hr/> <p>Hello Councillor Morse,</p>	No

	<p>Thank you for reaching out. Please see my answers below, but I would be happy to give you a call as well. I believe Kate also has a meeting scheduled for next week.</p> <p>Are they all as of right? Or Do they have to go through Halifax and West Community Council?</p> <p>As per the interactive map, in your district we recommend 4 sites to proceed under the HAF, and we recommend that 13 other sites are considered as part of the Suburban plan. The four sites (SS011, SS027, SS32A, and SS089) are all recommended to proceed as opportunity sites under an as-of-right zone similar to Centre Plan, but applied to current planning documents. If approved by Regional Council these properties would be able to proceed as-of-right under the zone requirements. It is important to note that with the anticipated faster workplan for the Suburban Plan, these sites would have an opportunity to proceed quickly but detailed regulations may change in the future under the Suburban Plan.</p> <p>Were heights determined using Centre Plan criteria?</p> <p>Yes, proposed heights were generally determined using Centre Plan criteria under COR or HR zone (but in storeys) which considers location on transit, and abutting context. Properties abutting or very close to proposed Rapid Transit line were recommended for more than 7 storeys as per the concurrent changes proposed in the Centre Plan area.</p> <p>If so, how were height criteria applied for corridors when suburban corridors haven't been designated yet?</p> <p>Staff is very close to releasing proposed generalized future land use map for additional public consultation, so we did have a look at the overall area. While the proposed approach is still undergoing legal review, the intent is to introduce a new designation and one or more zones in each applicable plan area to help advance the select opportunity sites. This is to help bring on housing quickly on properties that meet the HAF criteria.</p> <p>I trust that this is helpful, but please don't hesitate to reach out if you have additional questions,</p> <p>Kasia</p>	
C710	<p>Hi Kasia –</p> <p>This is very helpful – thank you so much! I did not realize the meeting next week was about HAF properties, so thanks for pointing that out. I'll do some reading to better acquaint myself with these planning changes before the meeting on January 30.</p> <p>Kathryn</p> <p>Folks,</p> <p>Please see attached letter detailing feedback on the Proposed Urgent Planning Changes for Housing Accelerator Fund from a group of neighbours on Pepperell Street.</p> <p>We appreciate your time and consideration as you work through edits to the proposal, the draft amendments to the planning documents, and your staff reports.</p>	Yes

	<p>We are happy to respond to any questions of clarification that you have. I've copied all my neighbours who worked on this, our councillor, and neighbouring peninsula councillors on this email.</p> <p>Regards, (REDACTED)</p>	
	<p>And just when I thought I'd seen everything....</p> <p>Thanks for this, Waye</p>	
C711	<p>Dear City Planner,</p> <p>I am extremely disturbed to have just learned that the city has in 2021 changed the zoning of the properties on Duffus Street between Isleville and Novalea from residential to HR-1 and is now proposing to increase the heights on this block to match the highest existing height allowed on the block – which is 7 storeys. The process by which this was done is wholly unacceptable for the following reasons.</p> <p>(a) In my residential community on Drummond Court, we meet every October for a street party. Through this process, we know every little detail of what is going on in our neighborhood. Yet, more than two years after the zoning change and 3 street parties later, not a single person in my neighborhood is aware of the changes made in 2021, and the currently proposed zoning changes.</p> <p>(b) We were recently told that HRM did a public engagement in 2021 about the change from residential to HR-1 for the properties on Duffus Street between Isleville and Novalea. Our online search shows the following reported under community input:</p> <ol style="list-style-type: none"> 1. Public information sessions have been cancelled. The public is generally uninformed about the nature of zoning changes to established residential areas. 2. Communities and neighbourhoods affected by HR changes seem largely uninformed and unaware of these changes. There seems to be a lack of transparency around how zoning decisions were made at the neighbourhood level. (source: https://www.halifax.ca/sites/default/files/documents/city-hall/boards-committees-commissions/200816cdac611.pdf). <p>(c) The information about the current proposal is hard to find, no one seems to know about it, and one has to spend a lot of time clicking around to understand the impact of these additional changes. Proper engagement requires high accessibility for all people. This process to date has been very limited.</p> <p>· The a, b and c above not only indicate a completely flawed process for changes in zoning, but also bring in question the ethics of the approach my city is taking to zoning changes.</p> <p>Considering the above, I request that you not only immediately suspend the proposal to increase the allowable heights for new buildings on the properties on Duffus Street between Isleville and Novalea, but also nullify the zoning changes from residential to HR-1 made in 2021 so that you can allow for a proper process to take place for any such change. If you decide not to accommodate this request, I ask you to please provide me with the following information:</p> <ol style="list-style-type: none"> 1. How have you made sure that the affected residents are properly and well informed about the proposed changes in 2021 and now. Note that a posting on an obscure web site does not amount to informing a neighborhood. Also note that you have made the changes from residential zoning to Hr-1 in the middle of the Covid-19 epidemic, which I find suspicious. 2. I would like to receive a copy of every single comment/response you received from the community on the proposed changes in 2021 and the current proposal. 	No

	<p>3. I would like to see the proposal from the developer, if one was submitted. The property owners have already done geodetic work on the properties so we know that they are already in the planning phase.</p> <p>4. What is the appeal process for both the 2021 change and the current proposal?</p> <p>Regards,</p> <p>(REDACTED)</p>	
	<p>Hi (REDACTED),</p> <p>Thanks for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time.</p> <p>To answer your questions:</p> <ol style="list-style-type: none">1. There were a number of public consultation sessions as part of the Centre Plan, you can find more information online here: https://www.shapeyourcityhalifax.ca/centre-plan.2. You would have to submit a freedom of information request to receive that information, you can find the application form online here: https://www.halifax.ca/sites/default/files/documents/city-hall/accountability-transparency/Form1AccessToInformationApplicationFillableMay06.pdf. The form can be sent to access@halifax.ca3. I am personally not aware of a developer request, but I suggest you include this information in your request for information if you proceed with that.4. As the Centre Package B adoption and the proposed Housing Accelerator Fund amendments are related to the municipal planning strategy, there is no appeal process as stated in Section 263 d) of the HRM Charter. <p>All the best,</p>	

APPENDIX C

**BUILT FORM
CORRESPONDENCE LOG**

Tracking No.	Comment	Attachment
C199	<p>Hey Halifax planning, Quick notes on things I think could use a little work in this change up are setbacks between zones that cause an empty space in the street wall and essentially "ally ways". By filling in these spaces respectfully we can fill the space and use it to create more housing while not disrupting the neighborhood any further. Floor area ratios that cap height seem a little redundant. If you're good with the height, let the builders do what we do. Height is obviously going to be our friend and easiest path forward. It's very simple to add height to a project and entices builders to get it out of planning and into reality faster. Last thing is design. Our city has very talented architects who deserve the ability to get more creative than dressing up colours on a pre determined design. I think it would be great to have that architectural diversity in our city instead of the same building over and over with different colours. I hope you will take these remarks into consideration.</p> <p>Thank you, [Redacted]</p>	No
C569	<p>Dear Mayor Savage and Councillors,</p> <p>We wish to express our support for the recent proposed modifications to various planning and development plans within the Halifax Regional Municipality. As a diversified real estate development firm operating in Halifax, Cresco engages in the development of land, the creation of single-family residences, the construction of multi-residential mixed-use buildings, and the management of an investment property portfolio primarily focused on residential apartment rentals.</p> <p>Cresco strongly endorses the alterations to built form requirements in the Regional Centre, specifically those allowing for larger floor plate areas, appropriate height additions, and the definition of height in terms of "storeys" rather than "meters." We believe these adjustments will contribute significantly to addressing the shortage of residential housing in the market, enabling developers and builders to economically construct multi-residential buildings. Ultimately, this will play a crucial role in maintaining rental costs at a more affordable level compared to a scenario without such implemented changes.</p> <p>While we appreciate the progress made, we would like to suggest an area where we believe further consideration could enhance the proposed changes. Although some height adjustments were made to the Ocean Breeze property at Princess Margaret Boulevard in Dartmouth, we contend this location is suitable for additional increased height. We suggest the maximum height could be extended further, potentially reaching up to 40 storeys, aligning with allocations elsewhere in the proposed changes.</p> <p>In summary, we urge you to vote in favour of adopting the recommended changes presented by Staff. Should you require any additional information or assistance, please do not hesitate to reach out to us.</p> <p>Sincerely, [Andrew Inch, Cresco]</p>	No
C676	<p>Hello</p> <p>I am writing in requesting a change be made along Jubilee Rd. This portion of Jubilee Rd from Robie Dt to Henry St should be a registered heritage as the Jubilee Road Streetscape. The attached report was done by staff but never fully carried out. Given the proposed changes I would advocate for this report to be carried out and see the homes from 6026 to 6090 Jubilee Rd and 6046 to 6066 Cedar and 1735 to 1755</p>	Yes (2 attachments)

	<p>be added as the Bliss Field / Jubilee Rd streetscape. Frankly very much grounds for a heritage district. The house at the southwest corner of Henry and Jubilee was made for Emily Cogswell who was a famous activist for the poor.</p> <p>6010 Jubilee, 1736 to 1742 Robie have all been bought by a developer which will be demolishing most likely by years end.</p> <p>Regards, [Redacted]</p>	
C678	<p>Jacqueline,</p> <p>Please see attached letter from Southwest Properties, regarding HRM's Housing Accelerator Fund initiative. We look forward to discussing these items with you further.</p> <p>Regards, <i>[Jim Mullan, Southwest Properties Ltd.]</i></p>	Yes
C691	<p>Hi Josh,</p> <p>Please see attached the list of our suggested items. There may be a few additional items that we send along - we will let you know.</p> <p>If you have any questions or need clarification, we are happy to take a call.</p> <p>Best, <i>[Nicole LeBlanc, Fathom Studio]</i></p> <hr/> <p>Hi there,</p> <p>Please find attached a letter with comments around the HAF amendments.</p> <p>Best, <i>[Nicole LeBlanc, Fathom Studio]</i></p>	Yes
C692	<p>Hello,</p> <p>We would like to thank you again for inviting us in for a meaningful discussion regarding built form requirements and how they have be improved through the HAF to inventive more housing builds.</p> <p>As a follow up, please find attached PDF of the current Regional Centre LUB with highlights/markups and comments. Overall our comments link to the following themes, all of which were discussed in our meetings last week:</p> <ul style="list-style-type: none"> - Fundamental change to how building height is defined and measured. <ul style="list-style-type: none"> o Change maximum building heights from metres to maximum number of storeys. o Measure height by maximum number of storeys from the 'first floor', which is defined based on the site 'grade' o Measure 'grade' as the average grade along the building face facing the uppermost streetline o See comments under the definitions section for more specific details. o We have also attached a simple diagram sheet showing various scenarios in how buildings height measurements could apply based on our proposed amendments. - Simplify building forms, particularly as they relate to interior lot lines to enable alternative construction methods. - Link dimensions to construction standards (i.e. maximum cantilever, structural bays etc.) 	Yes (2 attach-ments)

	<p>- Change to maximum tower floor plate sizes.</p> <p>We ask that you strongly consider implementing these changes as they can have a significant impact on reducing barriers to more efficiently and more affordably construct buildings. We recognize that our comments suggest the removal and deregulation on a number of items linked to form based code. We also recognize that this comes with a 'leap of faith' to the design community to execute some of the intent of the SMPS. As members of the HRM design community, we are more than up for this challenge and eager to work with you to execute this plan.</p> <p>We feel this will enable alternative construction typologies, innovation, alternative solutions and design quality and variation. We recognize that there is risk of having certain developments that are not 'perfect' or achieve every exact design intent of the plan. We feel that is a more than acceptable sacrifice, considering the potential impact these amendments could have on housing supply.</p> <p>We are always open and willing to continue these conversations. Please keep us updated and informed!</p> <p>With thanks, The zzap team <i>[Connor Wallace, Zzap]</i></p>	
	<p>Hi,</p> <p>Thank you for taking the time to submit these comments, we really appreciate it! I think there's quite a few items on this list that will be addressed as part of the proposed HAF amendments. We'll be sure to share the full draft amendment package when it becomes publicly available (later in February or March) so you can see the full scope of changes.</p> <p>For other items you've raised that aren't currently being addressed, there will be opportunities for additional amendments to the Centre Plan in the next 12-18 months. We'll be sure to reach out when the scope of that process becomes clearer, and we look forward to working with you and your team as we continue to advance our requirements.</p> <p>All the best,</p>	
C696	<i>[Submission from Andrew Kent with Killam to amend the policy UD-13(c) in the Regional Centre SMPS]</i>	Yes
C697	<p>Hi Kasia,</p> <p>Please see attached.</p> <p><i>[Andrew Kent, Killam]</i></p>	Yes

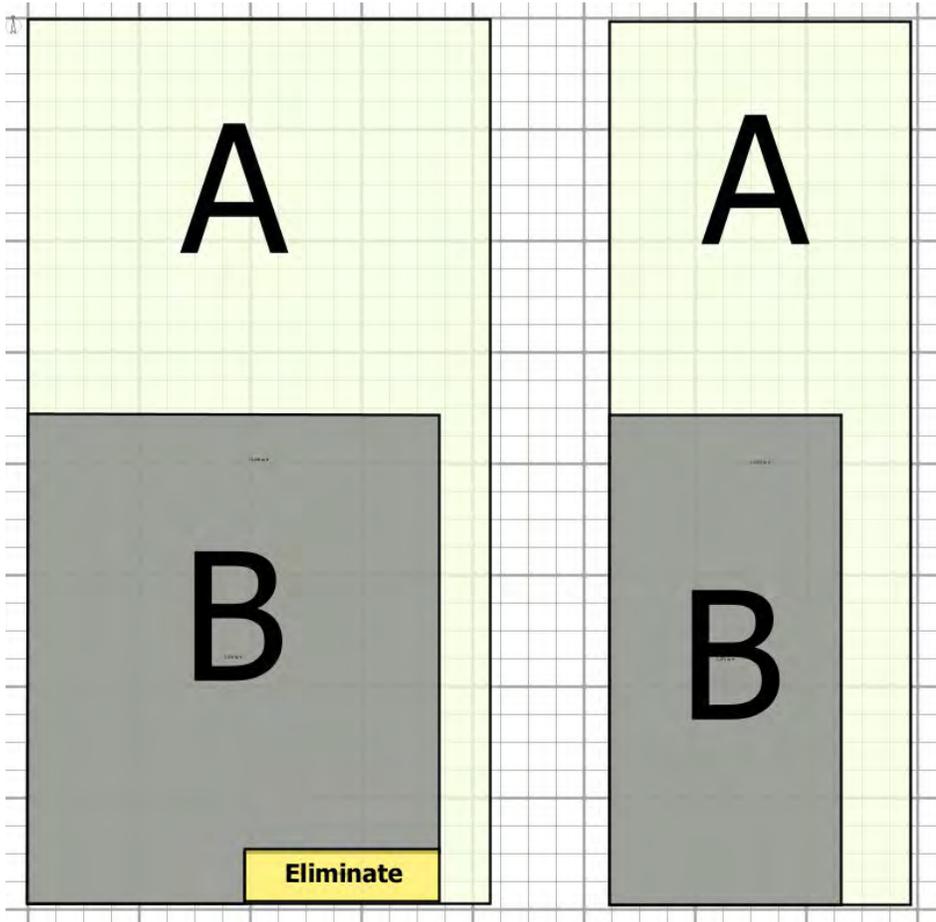
C698	<p>Good Afternoon,</p> <p>Attached is a Housing Accelerator Fund submission as part of the opportunity to provide feedback or to request amendments for existing planning/housing policy documents.</p> <p>We are requesting that the maximum number of units per cluster in the CH-1 and CH-2 zones be changed from 4 to 6 to assist with providing more housing, faster.</p> <p>We ask that you please confirm receipt of this request and let us know next steps. We would be more than happy to meet with your team to answer any questions or discuss the request in more detail.</p> <p>Best Regards, <i>[Nicole Stewart, Zzap]</i></p>	Yes
C699	<p>Dear HAF Team,</p> <p>Please refer to attached letter.</p> <p>Thank you, <i>[Eugene Pieczonka, Lydon Lynch Architects Ltd.]</i></p> <hr/> <p>Hi Eugene,</p> <p>Thanks for reaching out, and apologies if I missed a call from you earlier (I am about 3 days behind on my voicemails).</p> <p>I'll start by stating that the proposed changes are still subject to change, and will not be final until given approval by Regional Council and the Minister (may not be until May/June).</p> <p>To answer your questions, as it stands today:</p> <ul style="list-style-type: none"> • The CEN-2 Zone at North and Clifton has a proposed FAR of 4.5 • We have not currently identified a change to Section 163(3), but we will review this clause and consider your letter sufficient for a formal request. <p>We will review this request and provide a response in the next couple of weeks.</p> <p>All the best,</p>	Yes
C700	<p>Josh and the HAF team, please find attached non site-specific recommendations for the HAF revisions to go to council.</p> <p>Thanks for all your efforts on this item, and please feel free to reach out if you have any questions on our proposed.</p> <p>Best, <i>[Andrew Carruthers, Lydon Lynch Architects Ltd.]</i></p> <hr/> <p>Hi folks,</p> <p>Thanks a lot for the feedback, we really do appreciate it.</p> <p>We'll review and see if anything can be incorporated. We're a bit late in the process now, but even if changes are not reflected as part of the HAF, there will be opportunities for further adjustments to the Centre Plan over the next year or two.</p>	Yes

	All the best,	
C701	<p>Please accept my submission regarding the proposed Housing Accelerator Fund MINORREV-2023-01065</p> <p>Thank you for all your hard work on this file,</p> <p>Waye</p>	yes
C702	<p>Hi Adam and team,</p> <p>I am sending the following email and attachments as a summary of our work to date. Appendix A and B have previously been submitted to Josh and Brendan; they do not include anything new. The Additional document is in relation to Regional Centre Land Use Bylaw Amendments. It summarises our collective review and knowledge based on our work on over 100 projects within the Regional Centre since the inception of the RC Land Use Bylaw. This request is not intended to benefit specific projects; these recommendations would provide for better building form and articulation, and a higher level of clarity.</p> <p>Over the past 2 months our team has spent countless hours researching, reviewing, modelling, meeting with HRM Staff, developers and industry partners to stay informed and to inform. We understand the problems and the opportunities. We will continue to do our part providing constructive input for the benefit of our City.</p> <p>We thank you for your time, effort, and high degree of collaboration.</p> <p>Sincerely,</p> <p><i>[Cesar Saleh, WM Fares]</i></p>	Yes
	<p>Hi Adam and Team,</p> <p>Attached is a refined version with minor cleanups of the <i>Proposed RCLUB Amendments</i> Cesar sent last week. Please reach out to Cesar or I if you need to discuss this document further.</p> <p>Regards,</p> <p><i>[Rimon Soliman, WM Fares]</i></p>	

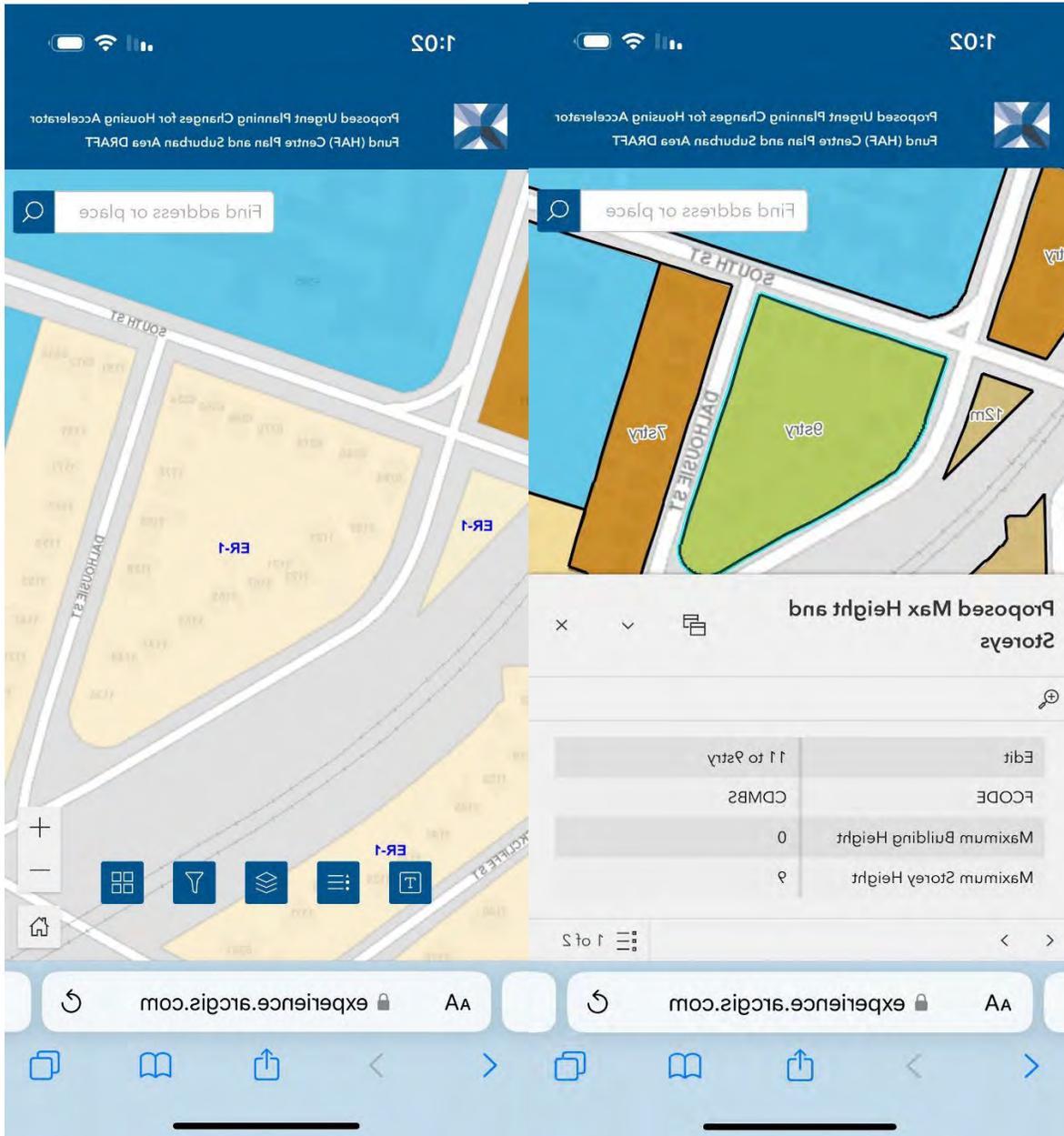
C706	<p>Hi Josh,</p> <p>Thanks for the insightful meeting today.</p> <p>Upon reviewing the sites that are proposed to transition from 7 to 8 stories, we've noticed that the change in building typology from midrise to Tall-midrise will be challenging. While the increase in height aims to increase density, the additional Tall-midrise setbacks, stepbacks, and building separation requirements will reduce the building size, counteracting the intended density increase.</p> <p>In light of this, we propose a straightforward solution: adjusting the Midrise definition to include buildings of up to 8 stories. This modification would seamlessly address the issue without necessitating significant alterations to the building form while accommodating the extra floor.</p> <p>We believe this adjustment will provide an efficient and effective resolution to the challenges we've identified. Your thoughts and insights on this proposal would be greatly appreciated.</p> <p>Thank you for your time and consideration.</p> <p>Regards, <i>[Rimon Soliman, WM Fares]</i></p>	No
C712	<p>Good afternoon,</p> <p>Please see attached for two submissions to the Housing Accelerator Fund on behalf of our client, Luke Napier.</p> <p>We ask that you please confirm receipt of this request and let us know next steps. We would be more than happy to meet with your team to answer any questions or discuss this submission in more detail.</p> <p>Warmly,</p>	Yes
C713	<p>Please find attached.</p> <p>Stephen <i>[Stephen Adams Consulting Services Inc.]</i></p>	Yes

APPENDIX D

GENERAL CORRESPONDENCE ATTACHMENTS



C17

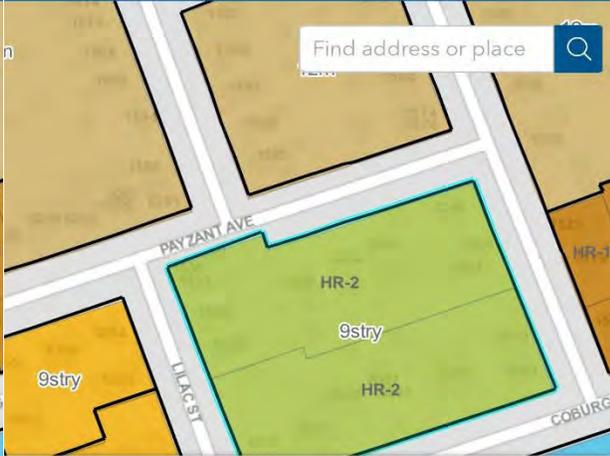




Proposed Zoning - Regional Centre (Draft)

Zone Change	HR-1toHR-2
Proposed Zone	HR-2
Proposed Zone Description	Higher-Order Residential 2

1 of 2



Proposed Max Height and Storeys

Edit	11m to 9stry
FCODE	CDMBS
Maximum Building Height	0
Maximum Storey Height	9

2 of 2

February 15, 2024

Concerns and Recommendations Regarding Proposed Zoning Changes in the Housing Accelerator Fund

To Whom It May Concern:

We are writing as members of the Connrose Neighbourhood (Cambridge, Beech, Geldert, Waegwoltic Streets) bordered by Oxford and Jubilee to express our concerns with the proposed zoning changes that have recently been proposed associated with the Housing Accelerator Fund, which impact our neighbourhood and other neighbourhoods like ours. We acknowledge and appreciate the challenges faced by the Halifax Regional Municipality (HRM) in addressing housing affordability and availability, and we agree this is a priority that needs to be addressed. However, we are fundamentally concerned that certain proposed solutions are short-sighted, and potentially more detrimental to the future of HRM and to our community, than they are a solution to the problems they solve today.

Our primary concern is the recommendation to immediately change zoning in our ER-2 neighbourhood to ER-3 to increase density. We live in an area of mostly single-family homes almost exclusively populated by families, many with young children attending local schools. Our neighbourhood is safe, walkable with many long-term residents mixing seamlessly with new families looking to live here for another 40 years. We pay very high property taxes to live in such a neighbourhood because we value the community, we live in.

We are keenly aware of neighbourhoods that have had their entire identity irrevocably changed as a result of zoning allowances such as the ones being proposed. Single family homes transformed into short term, multi-unit housing, or torn down in favour of multi/student housing, which can lead to an inevitable host of difficulties especially without proper planning. A well-known example is close by to us, where Larch Street, a street once populated by families, has turned into a party district requiring a police presence during university events. Families have moved away and the value of a single-family home in that neighbourhood, reduced. The ER-3 zoning would certainly create "creep" of this type of housing and behaviour a few blocks away into our family neighbourhood. Allowing these transformations without consultation sends the message that the only way HRM residents can reside in single-family homes in family-dominated neighbourhoods is to move to the suburbs, thereby increasing urban sprawl, causing environmental concerns, traffic issues and the like. This effect can't be discounted.

We do not want a housing shortage or to see any resident of HRM unhoused. It is disturbing to see people living in tents and on the streets. But we believe we have a smart, capable and creative force running our city and that we can work together for a better solution that does not compromise desirable living situations we have deliberately chosen to shape our futures around. In the pursuit of resolving housing issues, we urge the government to engage in collaborative decision-making and long-term planning rather than implementing hasty changes that could irreversibly alter our city and communities. We believe it is essential for residents to have a voice in shaping the transformation of their neighbourhoods and we want to have a voice in relation to these proposed new zoning regulations. The themes of our concerns are outlined in this letter.

Family Neighbourhoods and Communities: We highlight the importance of recognizing and preserving the value of communities and family neighbourhoods within the urban center. While we recognize “family” has many definitions, our reference means related parties, often with minor children (as opposed to housing made up of roommates) who are looking to make an investment and put down roots in a community primarily on a long-term basis. While acknowledging the need for change, we believe all change to historical neighbourhoods should occur in a deliberate, consultative manner that does not compromise the unique fabric that makes our communities special. More than ever, we need existing urban neighbourhoods with family-oriented homes, that encourage social relationships, and foster a sense of belonging and community to remain in the heart of our city. To attract professionals with young families to an urban rather than suburban life, it is crucial to maintain the appeal of neighbourhoods that support such a lifestyle.

We value the opportunity to live in a neighbourhood with long term residents and are concerned the new ER-3 zoning allowance will create the opportunity for developers to more easily create high-turnover neighbourhoods. Pressure to erase the very characteristics that make these neighbourhoods valuable is a concern we share and that we seek to address.

Preservation of Historic Character: Halifax's character is intricately tied to its beautiful tree-lined neighbourhoods and well-maintained, architecturally unique homes. We are concerned that allowing ER-3 zoning will change this character, forever. We advocate for the preservation of historic areas, emphasizing the significance of century-old homes that contribute to the city's charm. Rather than demolishing these structures unnecessarily, efforts should be directed toward enhancing and adapting them to modern needs. Community input should be sought when investors acquire properties, ensuring that new proposals align with the character of their surroundings.

Student Housing and Landlord/Tenant Accountability: While acknowledging the need for additional student housing, we propose increased oversight when properties are designated for such purposes and longer-term consultation as opposed to the ER-3 change being immediately proposed. Instances of neglect and disruptive behaviour associated with student rentals pose challenges to neighbourhood tranquility, as illustrated by the Larch St example mentioned above, which has been well publicized as disruptive and expensive for HRM. We advocate for measures that ensure responsible landlord practices and tenant accountability, minimizing the negative impact on surrounding communities.

What role is the university playing in meeting the needs of post-secondary students? Are communities surrounding universities expected to solve this problem without consultation? We seek to understand what sanctions are being imposed on Dalhousie.

Vacant Lots as a Priority: Undeveloped properties, such as Bloomfield and old St Pat's (Quinpool) properties, have remained vacant for extended periods. There are also multiple lots along Robie Street, Young Avenue and Beaufort Avenue which sit empty. We believe addressing these empty lots should be a priority in meeting the community's needs. By utilizing vacant lands, we can alleviate housing pressures without compromising the integrity of existing neighbourhoods.

In summary we would like to discuss:

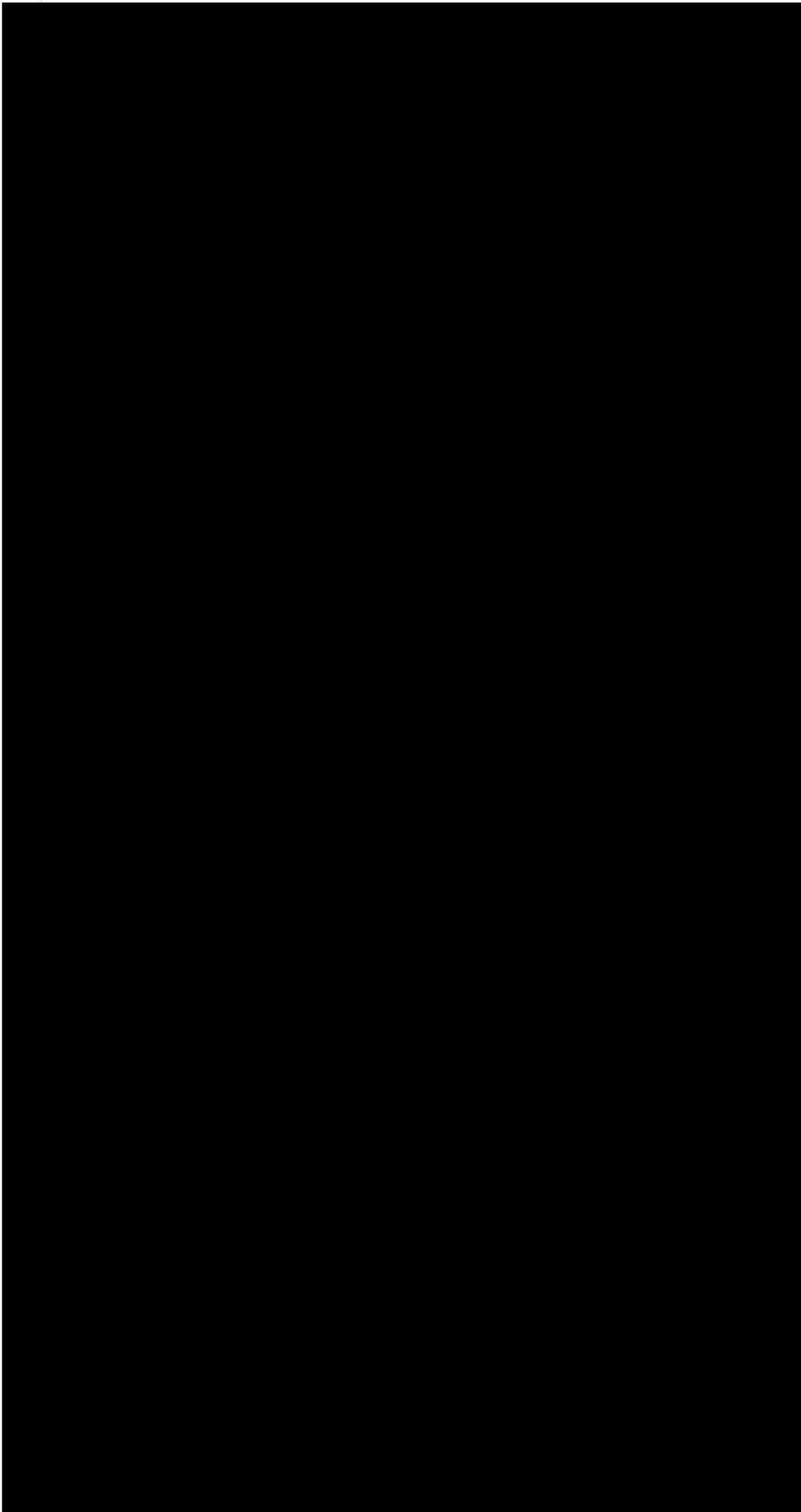
- Ongoing consultation with residents
- Recognizing the importance of family-friendly, supportive neighbourhoods
- Preservation of historic homes and buildings
- Increased oversight of student housing development
- Meaningful landlord/tenant accountability
- Utilizing long term vacant land to address housing pressure

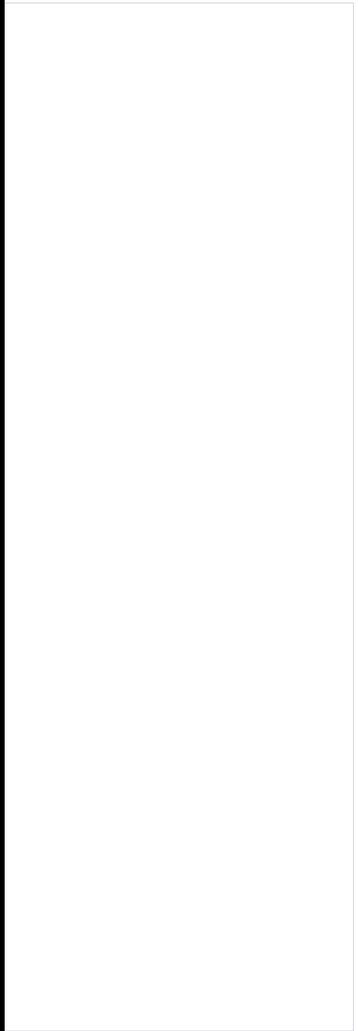
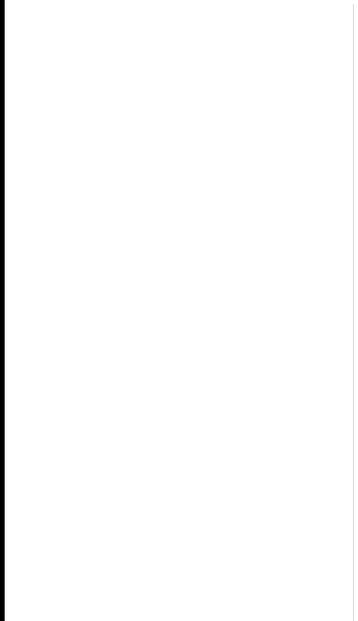
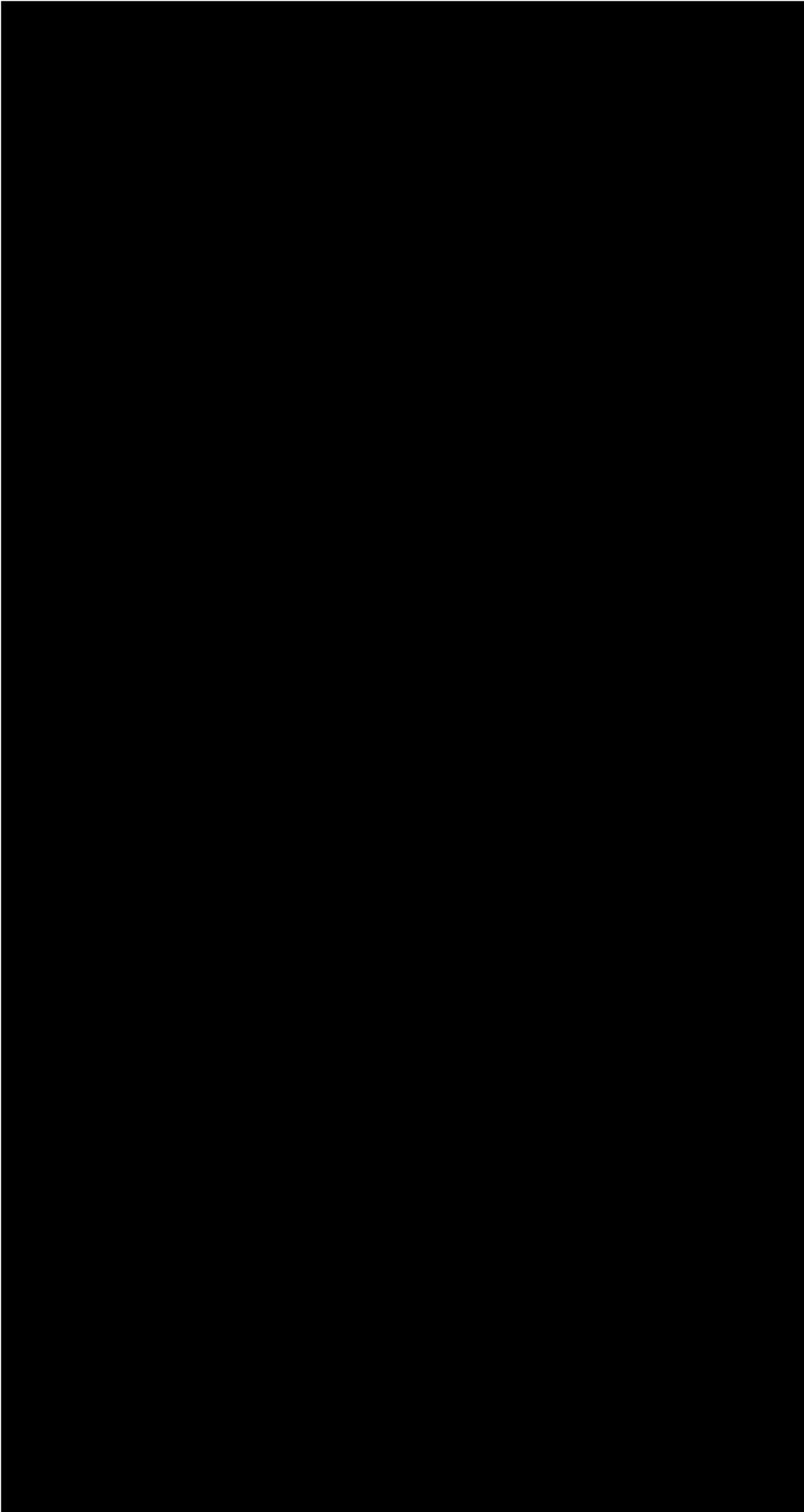
We urge those involved with the Housing Accelerator Fund to prioritize community participation in guiding how land is used to address the evolving needs of our beloved, established communities. Collaborative efforts will not only preserve our city's unique character but also ensure a sustainable and vibrant future for all residents.

We are respectfully requesting a meeting to discuss our concerns and additional suggestions prior to the implementation of the proposed new ER-3 zoning for our neighbourhood.

Thank you for considering our concerns and recommendations.

Sincerely,





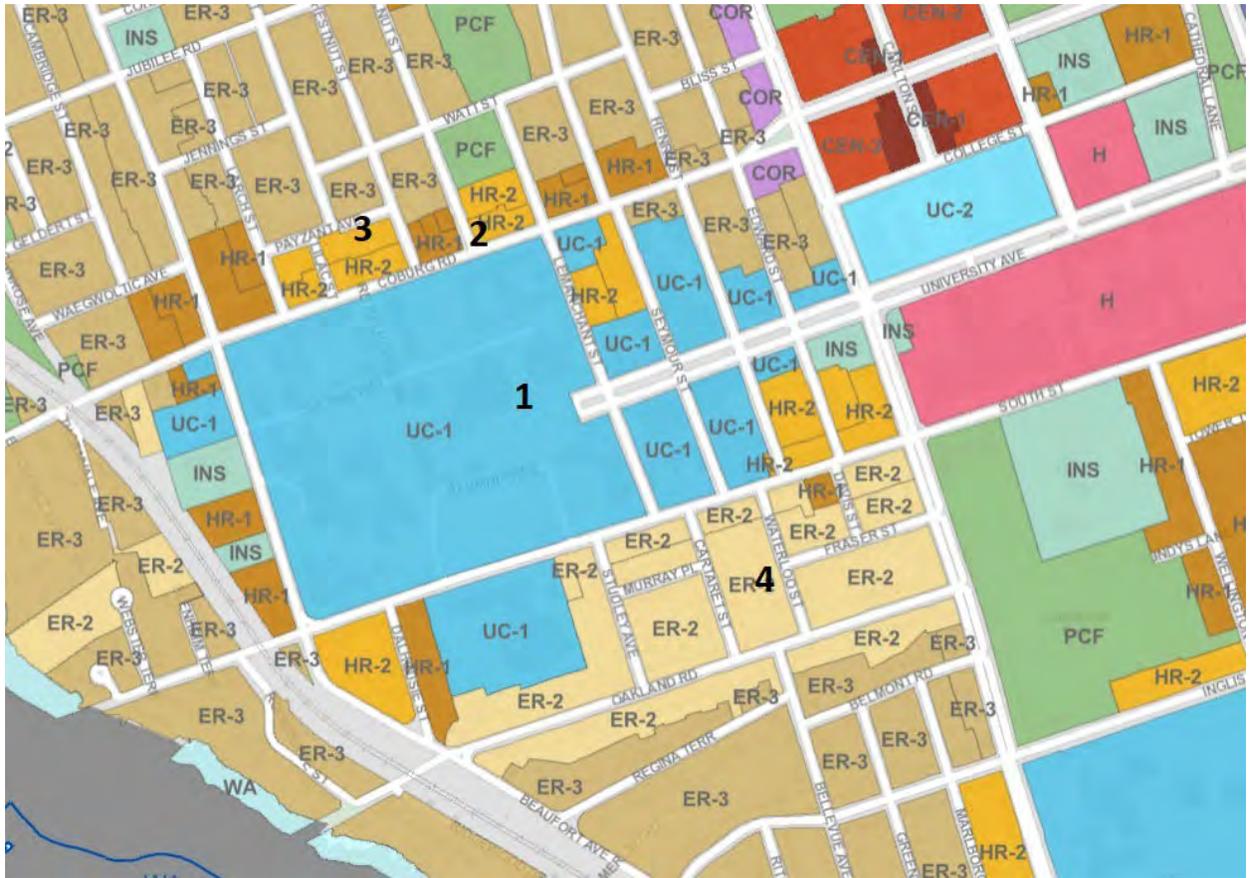


I live on St Margarets Bay Road which I think is possibly the best example of a mixed development in our city with commercial as well as single, small, and large housing developments. I have a lovely e-bike and a nearby multi-use trail and I barely use it because I feel so unsafe cycling on the road. There are no bike lanes other than a random chunk halfway to Bayers Lake that's essentially pointless, the road has a lot of turns and there is a lot of gravel and other refuse at the side of the road that makes it unsafe to cycle. The Mumford Sobeys is my closest grocery store, yet to bike there would require walking half of the way to get around the roundabout and through the narrow lanes of chebucto and unsafe parking lots in the Mumford complex. If I were to take the bus it is very inconvenient and frequently only comes once an hour, and requires walking again across dangerous parking lots and intersections, so instead of all that I drive for two minutes and park directly in front of the store. The fact that I live just barely off the peninsula and have to rely on a car to do daily tasks is shameful compared to other modern cities. If we continue to pack people into the core without addressing our transportation issue, this will only get worse.

Thanks for your consideration, feel free to reach out if you have any questions.



C24





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(Tel) 902-424-8637 | (Fax) 902-424-0539

January 22, 2023

Feedback re: Housing Accelerator Fund application

The ongoing housing crisis in HRM demands quick and effective action. We are thrilled to see HRM meeting the moment by proposing amendments to the Regional Centre and Suburban Area that will allow more housing development as-of-right.

If adopted, we believe these amendments will do much to reverse the housing crunch we find ourselves in. They will allow for more density where it's appropriate, ease pressure on supply, and get more units on the market faster. All of this should have a positive effect on housing affordability in HRM, which must be the goal for policy makers at all levels of government.

We are happy to see proposed amendments that would:

- Allow for four units as-of-right within the Urban Service Area.
- Increase density around transit corridors and post-secondary institutions.
- Allow for more mass timber and wood construction, which would also benefit our rural economy.
- Reduce or eliminate parking requirements.

Great challenges also present great opportunities, and this is one. Therefore, we urge Regional Council to approve these proposed amendments in support of HRM's Housing Accelerator Fund application.

Of course, HRM and other municipalities cannot be expected to solve the housing crisis alone. The province can and must play a leadership role by constructively working with municipalities, rather than dictating terms.

Only through collaboration, vision, and determination can our city and province begin to restore the promise of affordable housing for all Nova Scotians who need it.

Sincerely,

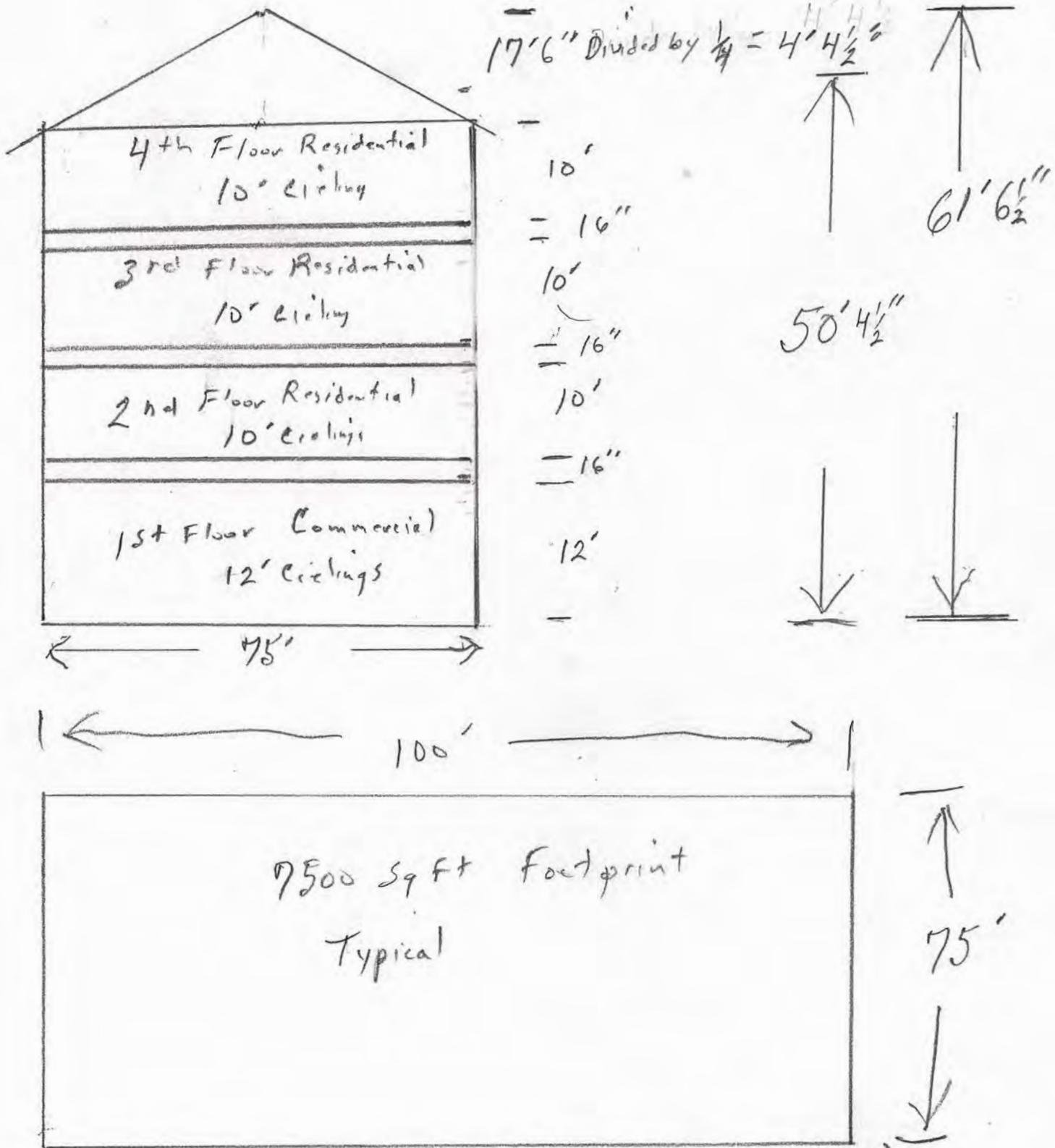


Hon. Zach Churchill
MLA for Yarmouth
Leader of the Official Opposition



Braedon Clark
MLA for Bedford South
Liberal Housing Critic

Diagram Showing Overall Height and Allowable Height Not to Scale



This diagram shows the height restriction (Proposed) will only work with 8' ceilings and cannot work with 10' ceilings (As Illustrated)

C55(1)

- (4) In addition to the substitution permitted in Subsection 433(3), one enhanced bicycle parking space may be substituted for a maximum of one required motor vehicle parking space.
- (5) No motor vehicle parking spaces are required for any use on a registered heritage property or in a building located in a heritage conservation district.

Table 15: Required minimum or maximum number of motor vehicle parking spaces per lot, by zone and use

Use	DD DH CEN-2 CEN-1 CDD-2 CDD-1	COR	HR-2 HR-1	ER-3 ER-2 ER-1	CH-2 CH-1	CLI LI HRI	INS UC-2 UC-1	PCF RPK
Single-unit dwelling use	Not required	Not required	Not required	Not required	Not required	Not applicable	Not applicable	Not applicable
Semi-detached dwelling use; Townhouse dwelling use; Two-unit dwelling use; Three-unit dwelling use	Not required	Not required	Not required	Not required	Not applicable	Not applicable	Not applicable	Not applicable
Cluster housing use	Not applicable	Not applicable	Not applicable	Not applicable	Minimum 1 space for every 3 units	Not applicable	Not applicable	Not applicable
Multi-unit dwelling use	Not required	Not required	No parking is required for the first 12 units. Minimum 1 space for every additional 3 units beyond the first 12 units	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
Small shared housing use	Not required	Not required	Not required	Not required	Not required	Not applicable	Not required	Not applicable
Large shared housing use	Not required	Not required	Minimum 1 space	Not applicable	Not applicable	Not applicable	Minimum 1 space	Not applicable
Secondary suite use or backyard suite use	Not required	Not required	Not required	Not required	Not applicable	Not applicable	Not applicable	Not applicable
Shelter use	Not required	Minimum 1 space	Minimum 1 space	Not applicable	Not applicable	Not applicable	Minimum 1 space	Not applicable
Daycare use	Not required	Minimum 2 spaces	Minimum 2 spaces	Minimum 1 space	Minimum 1 space	Minimum 2 spaces	Minimum 2 spaces	Not applicable

Use	DD DH CEN-2 CEN-1 CDD-2 CDD-1	COR	HR-2 HR-1	ER-3 ER-2 ER-1	CH-2 CH-1	CLI LI HRI	INS UC-2 UC-1	PCF RPK
Home office use	Not required	Not required	Not required	Not required	Not required	Not applicable	Not applicable	Not applicable
Home occupation use	Maximum 1 space	Maximum 1 space	Maximum 1 space	Maximum 1 space	Maximum 1 space	Not applicable	Not applicable	Not applicable
Work-live unit use	Not required	Not required	Maximum 2 spaces for each work-live unit	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
Restaurant use; Drinking establishment use; Local drinking establishment use	Not required	Not required	Maximum 1 space for every 35 sq. m of floor area	Not applicable	Not applicable	Maximum 1 space for every 35 sq. m of floor area	Not required	Not applicable
Fitness centre use	Not required	Not required	Minimum 1 space for every 25 sq. m of floor area	Not applicable	Not applicable	Minimum 1 space for every 25 sq. m of floor area	Not applicable	Not applicable
Hotel use, Short-term Bedroom Rental Use (RC-Feb 21/23;E-Sep 1/23)	Not required	Not required	Not applicable	Not applicable	Not applicable	Not required	Not applicable	Not applicable
Local commercial uses	Not required	Not required	Not required	Not applicable	Not applicable	Not required	Not required	Not applicable
Office use; Financial institution use	Not required	Maximum 1 space for every 150 sq. m of floor area	Maximum 1 space for every 75 sq. m of floor area	Not applicable	Not applicable	Maximum 1 space for every 75 sq. m of floor area	Maximum 1 space for every 75 sq. m of floor area	Not applicable
Any other commercial use not listed within this table	Not required	Not required	Minimum 1 space for every 35 sq. m of floor area	Not applicable	Not applicable	Minimum 1 space for every 35 sq. m of floor area	Not applicable	Not applicable
Minor spectator venue use; Cultural use	Not required	Minimum 1 space for every 10 permanent seats or 1 space for every 100 sq. m of floor area, whichever is less	Minimum 1 space for every 10 permanent seats or 1 space for every 100 sq. m of floor area, whichever is less	Not applicable	Not applicable	Minimum 1 space for every 10 permanent seats or 1 space for every 100 sq. m of floor area, whichever is less	Not required	Not required
Medical clinic use; Religious institution use	Not required	Not required	Minimum 1 space for every 300 sq. m of floor area	Not applicable	Not applicable	Minimum 1 space for every 300 sq. m of floor area	Minimum 1 space for every 300 sq. m of floor area	Not applicable
School use	Not required	Minimum 1 space for every classroom	Minimum 1 space for every classroom	Not applicable	Not applicable	Not applicable	Minimum 1 space for every classroom	Minimum 1 space for every classroom
Major spectator venue use	Not required	Not applicable	Not applicable	Not applicable	Not applicable	Not required	Not required	Not required

University or college use	Not required	Not required	Not required	Not applicable	Not applicable	Not required	Not required	Not applicable
Use	DD DH CEN-2 CEN-1 CDD-2 CDD-1	COR	HR-2 HR-1	ER-3 ER-2 ER-1	CH-2 CH-1	CLI LI HRI	INS UC-2 UC-1	PCF RPK
Industrial use	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Minimum 4 spaces	Not applicable	Not applicable
Community recreation use	Not required	Not required	Not required	Not required	Not required	Not required	Not required	Not required
Club recreation use	Not required	Minimum 1 space for every 400 sq. m lot area	Minimum 1 space for every 400 sq. m lot area	Not applicable	Not applicable	Minimum 1 space for every 400 sq. m lot area	Minimum 1 space for every 400 sq. m lot area	Not required

Rounding Regulation

434 Where the calculation for motor vehicle parking results in a fraction of a motor vehicle parking space, the required number of motor vehicle parking spaces shall be rounded down to the nearest whole number.

Parking Within a Front or Flanking Yard for Low-Density Dwelling Uses

435 Subject to Section 436, for a low-density dwelling use, a maximum of 40% of the width of any front or flanking yard may be used for the parking and maneuvering of motor vehicles.

Additional Parking Requirements within Young Avenue Sub-Area A (YA-A)

436 For a two-unit dwelling use, a three-unit dwelling use, or a multi-unit dwelling use that contains up to 5 units within the Young Avenue Sub-Area A (YA-A), as shown on Schedule 3C, the following additional motor vehicle parking requirements shall apply to any exterior parking:

- (a) be located within a rear yard; and
- (b) not exceed 5 spaces.

Commercial Vehicles

- 437 (1) Subject to Subsection 437(2), any commercial vehicle that exceeds a weight of 3,000 kilograms of gross vehicle weight, shall be prohibited in any ER-3, ER-2, ER-1, CH-2, or CH-1 zone.
- (2) A commercial vehicle described in Subsection 437(1) is permitted to park in any

Part XIII, Chapter 3: Off-Street Loading

Off-Street Loading Space

- 454 (1) Subject to Subsection 454(2), in any DD, CEN-2, CEN-1, COR, HR-2, HR-1, CLI, LI, HRI, and INS zone, in addition to any required motor vehicle parking spaces, off-street loading shall be required, as set out in Table 17, for the following uses:

Table 17: Minimum required number and type of off-street loading space per lot, by use

Use	Minimum required number and type of loading spaces
Multi-unit dwelling use – 40 units to 299 units	1 Type A
Multi-unit dwelling use – 300 units or more	2 Type A
Any commercial use – 500 square metres to 2,000 square metres of floor area	1 Type A
Any commercial use – greater than 2,000 square metres to 5,000 square metres of floor area	2 Type A
Any commercial use – greater than 5,000 square metres in floor area	2 Type A and 1 Type B
Minor spectator venue use	1 Type A
Major spectator venue use	1 Type A and 1 Type B

- (2) Off-street loading spaces shall not be required:
- within heritage conservation districts, as shown on Schedule 22;
 - on a registered heritage property;
 - for a change of use within an existing structure; or
 - for an addition that is less than 500 square metres of floor area.
- (3) Any required off-street loading space shall be located on the same lot as the use it is intended to serve.
- (4) Any required off-street loading space shall be surfaced with a hard material such as asphalt, concrete, and permeable pavers, and delineated by concrete curbs or painted lines.
- (5) Subject to Subsection 454(6), any required off-street loading space shall be located:

- (a) internal to a building;
 - (b) in a parking structure; or
 - (c) in any area of a lot where an accessory parking lot is permitted in Sections 442, 443, and 444.
- (6) For a multi-unit dwelling use that contains 120 units or less, an off-street loading space may be located within a driving aisle, providing there is unobstructed access within the driving aisle of 3.0 metres to enable vehicles to maneuver around the loading space.
- (7) The driving access to an off-street loading space shall meet the width and height requirements of Sections 455 or 456.
- (8) The screening requirements for required off-street loading spaces are provided in Section 425.
- (9) An off-street loading space shall not be used for motor vehicle parking.

Type A Off-Street Loading Space

455 A Type A off-street loading space shall have the following minimum required dimensions:

- (a) 3.0 metres in width;
- (b) 6.0 metres in length; and
- (c) 3.0 metres in height clearance.

Type B Off-Street Loading Space

456 A Type B off-street loading space shall have the following minimum required dimensions:

- (a) 3.5 metres in width;
- (b) 17.0 metres in length; and
- (c) 4.3 metres in height clearance.

Appendix 1: Pedestrian Wind Impact Assessment Protocol and Performance Standards

Background

This protocol provides guidance for the preparation and review of pedestrian wind impact assessments, including detailed assessment methodologies, local wind climate data, wind comfort, and safety performance standards, as well as wind mitigation measures. It is intended to ensure enhanced consistency and accountability in the development approval process.

Buildings taller than their immediate surroundings are exposed to stronger winds at higher elevations. These winds can be redirected down by building walls and can subsequently accelerate around exposed building corners and along the gaps between buildings, resulting in high wind activity in pedestrian areas (Diagram A1-1).

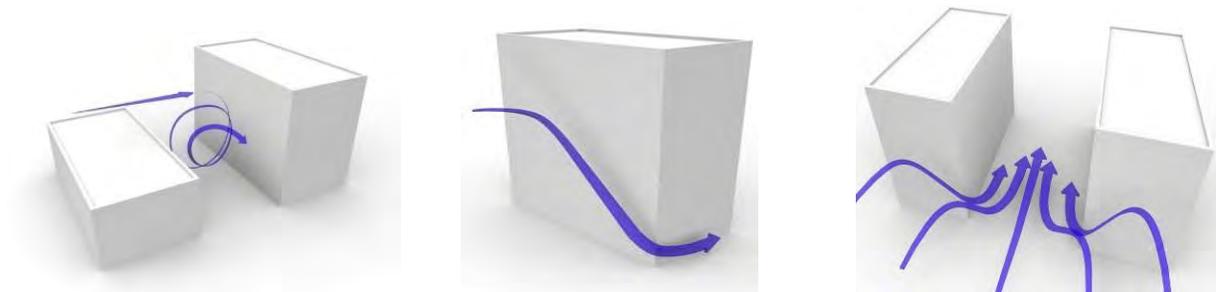


Diagram A1-1: Typical wind flow patterns around buildings

Increased wind speeds may affect pedestrian comfort and safety on and around a proposed development and, therefore, a project's success. The potential wind impact can be assessed through an experience-based review, computer simulations, and wind tunnel testing. If a negative wind impact is predicted, mitigation strategies shall be developed, as required by the *Regional Centre Secondary Municipal Planning Strategy*.

Quantitative and Qualitative Assessments

When an application is made for a new building or an addition to an existing building higher than 20.0 metres, a pedestrian wind impact assessment shall be conducted. Table A1-1 shall be used as a guide in the determination of an appropriate assessment approach for the proposed development.

A qualitative assessment of wind conditions, including a letter of opinion and a desktop analysis, is largely based on wind consultants' knowledge of wind flows around buildings, local wind climate, and experience with wind tunnel tests on similar building projects in the Halifax

Regional Municipality. A desktop analysis may involve using numerical tools to predict wind conditions around simplified building forms. It may also use Computational Fluid Dynamics (CFD) software to visualize the flow patterns for select (or all) wind directions (Diagram A1-2a). While the CFD technique is increasingly popular for evaluating design options and visualizing flow patterns around building massings, it is still considered a qualitative tool that is not sufficiently advanced to replace wind tunnel testing. Even the most sophisticated CFD software has difficulty predicting turbulence and gust speeds that directly relate to wind safety. Currently, only wind tunnel testing can provide quantitative predictions of wind speeds and exceedance frequencies.

Wind Tunnel Testing

Wind tunnel testing shall be conducted in a boundary-layer wind tunnel where wind and turbulence profiles are adequately simulated for 36 wind directions. Wind tunnel models are typically built at a 1:300 or 1:400 scale, with the study building at the centre and surrounded by existing buildings (including buildings under construction) and topography (e.g., the Halifax Citadel and Halifax Harbour) for a minimum radius of 350 metres (Diagram A1-2b). Both mean and gust wind speeds shall be measured at a height of 1.5 metres above the grade at the location where the measurement is to be undertaken, for both the existing and proposed site configurations. Comparisons of wind conditions with and without the proposed development in place provide a true assessment of the wind impact. Testing of an additional (future) site configuration may be warranted if there are approved or proposed major developments in the surrounding area that may change the local wind conditions. If uncomfortable or unsafe wind conditions are identified in key pedestrian areas, mitigation configuration(s) shall also be included in wind tunnel testing to demonstrate the effectiveness of any proposed wind control solutions.

Measurement locations shall cover key pedestrian areas on the development site and around the adjacent street blocks, typically including building entrances, sidewalks/walkways, bus stops, outdoor restaurant uses, parks, playgrounds, roof terraces, and so on. The wind tunnel results shall report wind speeds and exceedance frequencies at all test locations and shall be presented in both tabular and graphic forms for all test configurations.

Table A1-1: Assessment Approach According to the Proposed Building Height

Proposed building height	Assessment approach
20 to 40 metres, with the same or taller surroundings	An experience-based letter of opinion sufficient to: <ul style="list-style-type: none"> (a) identify any building design issues; and (b) provide conceptual solutions for wind control, where needed.
20 to 40 metres, with lower surroundings	<ul style="list-style-type: none"> (a) For a qualitative assessment and to provide wind mitigation strategies, an experience-based desktop analysis using numerical tools, including CFD (if appropriate); and (b) A quantitative assessment in a wind tunnel may be required in some cases involving multiple buildings, located at a waterfront or hilltop location, or including special pedestrian uses.
> 40 metres	A quantitative wind tunnel assessment using physical scale-modelling in a boundary-layer wind tunnel, to predict and assess potential wind conditions and, if needed, develop and confirm the effectiveness of wind mitigation measures.

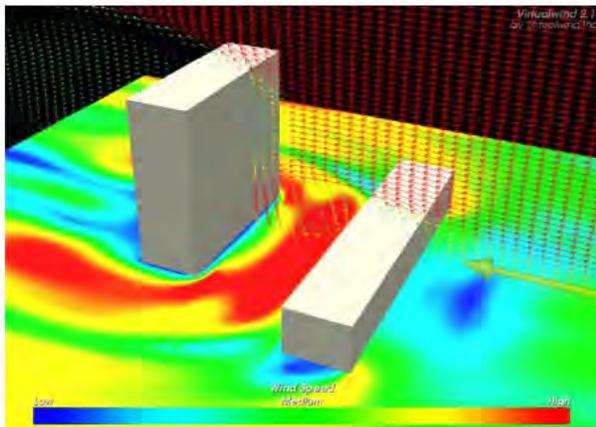


Diagram A1-2a: An example of computer simulation (CFD) of wind flows around buildings



Diagram A1-2b: Photo of modelled buildings in a boundary-layer wind tunnel

The assessment of pedestrian-level wind conditions should be conducted as early as possible, when building massing can still easily be altered for wind control, if necessary.

Local Wind Climate Data

Long-term data from Shearwater Airport (Diagram A1-3) shall be used as a reference for the wind assessment of projects in the Halifax Regional Municipality. The data shall be grouped into two seasons: summer (May to October) and winter (November to April), to account for the distinct differences in pedestrian outdoor activity during these two periods.

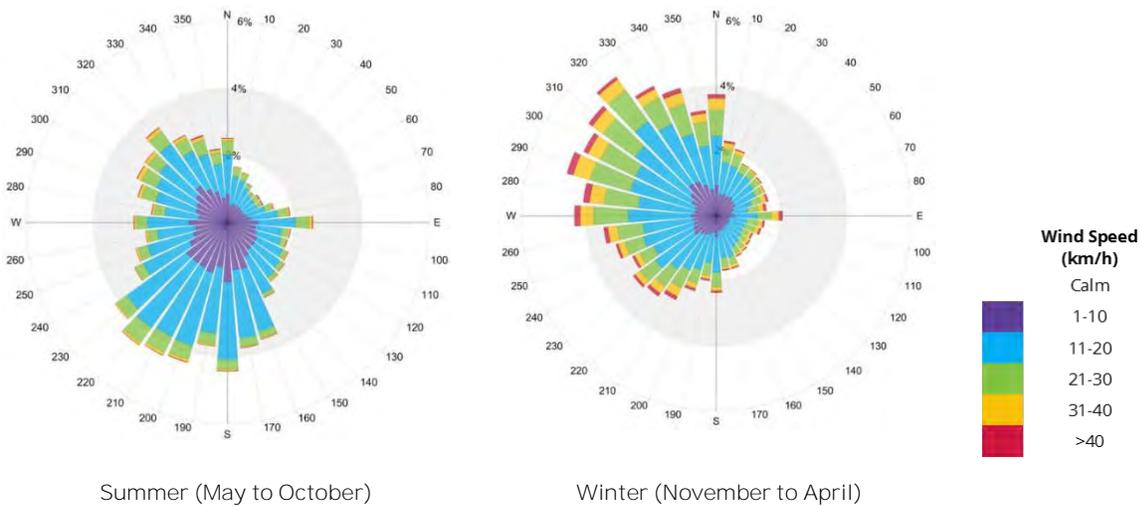


Diagram A1-3: Seasonal distribution of winds approaching Shearwater Airport (1988–2017)

To obtain full-scale wind speeds and exceedance frequencies, wind data measured at the airport over the latest 30 years (or longer) shall be converted to a reference height above the study site and combined with the wind speeds predicted by wind tunnel testing or desktop analysis.

Wind Comfort and Safety Performance Standards

Predicted wind speeds and frequencies shall be compared to the following wind comfort and safety performance standards (Table A1-2). Wind comfort may be affected by both mean and gust speeds, and their combined effect shall be quantified as a Gust Equivalent Mean (GEM), while only gust speeds need to be considered for the wind safety performance standard.

Table A1-2: Wind Comfort and Safety Performance Standards

Comfort category	GEM speed	Description
Sitting	< 10 km/h	Calm or light breezes suitable for outdoor restaurant uses, seating areas, and other amenities
Standing	< 14 km/h	Gentle breezes suitable for main building entrances and bus stops where pedestrians may linger
Strolling	< 17 km/h	Moderate winds appropriate for window shopping and strolling along a downtown street, or park
Walking	< 20 km/h	Relatively high speeds that can be tolerated if one's objective is to walk, run, or cycle without lingering
Uncomfortable	≥ 20 km/h	Strong winds unacceptable for all pedestrian activities; wind mitigation is typically required
<p>Notes:</p> <p>(1) GEM speed = mean speed or (gust speed ÷ 1.85), whichever is higher.</p> <p>(2) GEM speeds above are based on a seasonal exceedance of 20% of the time between 6:00 and 23:00. Hours between 23:00 and 6:00 are excluded from the wind comfort analysis because night time usage of outdoor spaces is anticipated to be limited during these hours.</p>		

Safety performance standard	Gust speed	Description
Exceeded	> 90 km/h	Excessive gust speeds that can adversely affect a pedestrian's balance and footing. Wind mitigation is required.
<p>Notes:</p> <p>(3) Based on an annual exceedance of 9 hours or 0.1% of the time for 24 hours a day.</p>		

Some exceptions may be permitted in the application of these wind performance standards. For instance, higher-than-desired wind speeds at outdoor seating areas and building entrances may be acceptable in winter months, due to reduced pedestrian usage, and for areas to which access can readily be controlled during adverse weather conditions.

No wind mitigation is required for existing uncomfortable or unsafe conditions that are not made worse by the proposed development.

Mitigation Strategies

Wind mitigation may be required for areas where wind conditions are uncomfortable or unsuitable for an intended pedestrian use. Where a proposed development worsens an existing wind condition, wind mitigation shall be required where the wind condition is predicted to be unsafe. The most effective wind control measures involve adjustments to the building early in the design process (e.g., massing, shape, and orientation changes) that respond to the local wind climate. These can be assisted by tower setbacks, large podiums, tower shapes, corner articulations, colonnades/arcades, and so on, as illustrated by photos in Diagram A1-4.

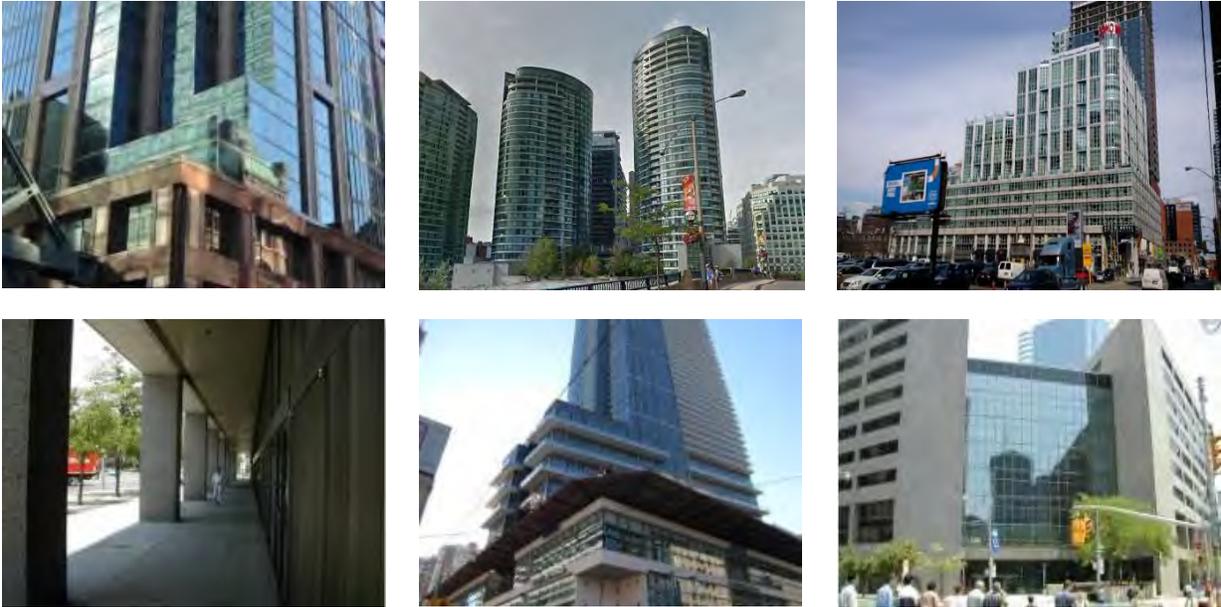


Diagram A1-4: Examples of large-scale wind control features

Smaller-scale measures such as canopies, trellises, wind screens, and street-level public art can also be used for local wind control. Soft landscaping elements, especially coniferous and marcescent species, are commonly used to reduce wind conditions to appropriate levels throughout the year; deciduous soft landscaping is most effective during the summer months. The use of soft landscaping for wind control requires consideration of species, size, and viability in the predicted local microclimate (i.e., sustainability in a windy environment). Diagram A1-5 shows several examples of smaller-scale design and soft landscaping features used for wind control.

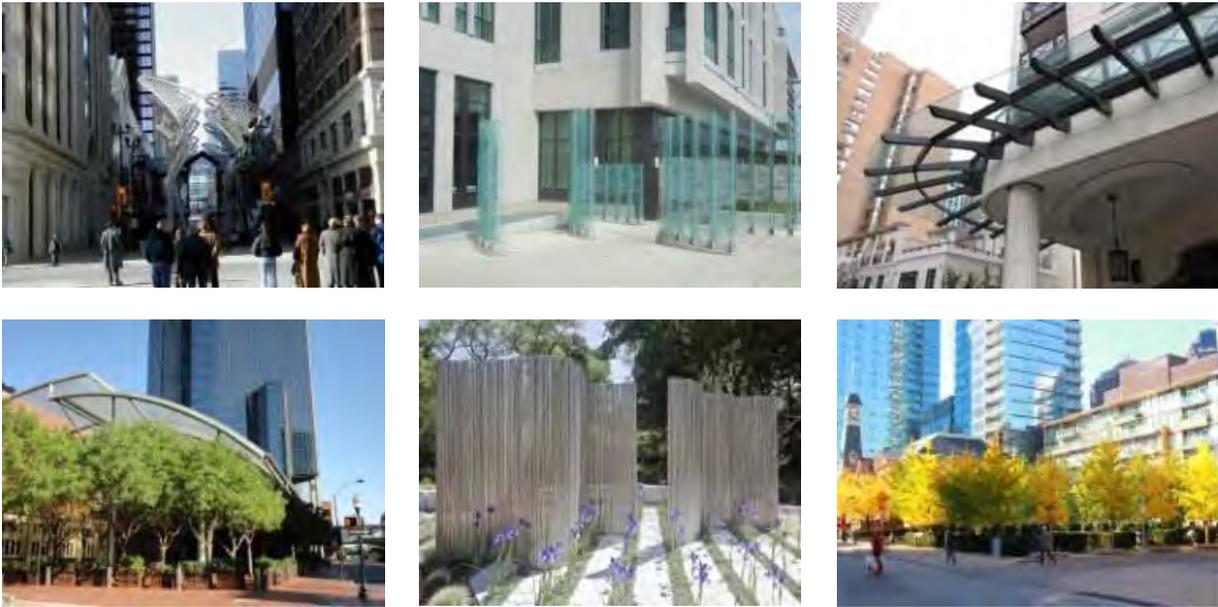


Diagram A1-5: Examples of smaller-scale building elements and soft landscaping features for wind control.

Peer Review of Pedestrian Wind Impact Assessment

The Municipality reserves the right to verify that the pedestrian wind impact assessment complies with this Appendix through a peer review conducted by an external organization.

Inclusion of Dalhousie Street into the Oakland Road Heritage Conservation District

Oakland Road is a unique example of early to mid 20th century style architecture and Dalhousie St. is contiguous to Oakland Road. The street is not only about the architecture but also of the landscape. Stately homes surrounded by lush gardens and lawns. Dalhousie Street is contiguous to Oakland Road. The homes are of the same era from 1917 to 1950s. The homes exemplify the neo-colonial and modern architecture found emerging through the 1920s to the 1940s. Many of the homes along Dalhousie Street and Oakland Road have unique architectural features that can be found in the pre-fabricated houses found in Sears and Eaton's catalogues. The architect reflects the emergence of modern conveniences such as cars and electricity. In general homes of the 1930s had more symmetry and less ornate elements like cornices a reflection of economic times and art-deco styling.



Reviewing the Insurance Maps for Halifax it appears the first house built on the Beaufort, South, Dalhousie Streets block was **6394 South Street** and indeed one of the first in the lower portion of the Oakland Road district. The property appears on the 1918 Tax assessment plans. Aerial views from ca. 1940 show the north side of Dalhousie Street mostly developed. The following are defining characteristics of the study area.

- Residential use- family dwellings
- Generous surrounding landscaped front and rear lawns
- Tree lined street
- Cultural asset an area of serenity, calm, charm and character
- Diversity of residential architecture from Victorian to Modernist

Dalhousie Street is the continuation to the evolutionary story of Oakland Road Heritage District. Dalhousie Street adds to the diversity of architecture and landscape of the district. The homes along Dalhousie Street reflect the evolving style trends in architecture which electricity had a profound impact on as people could do work into the dark hours of the day. The shape of windows changed, size of rooms and ceiling heights all changed. Electricity provided for the

advent of modern heating systems instead of fireplaces as main sources of heating; thus, chimneys moved from the center of buildings to the exterior sides.

History:

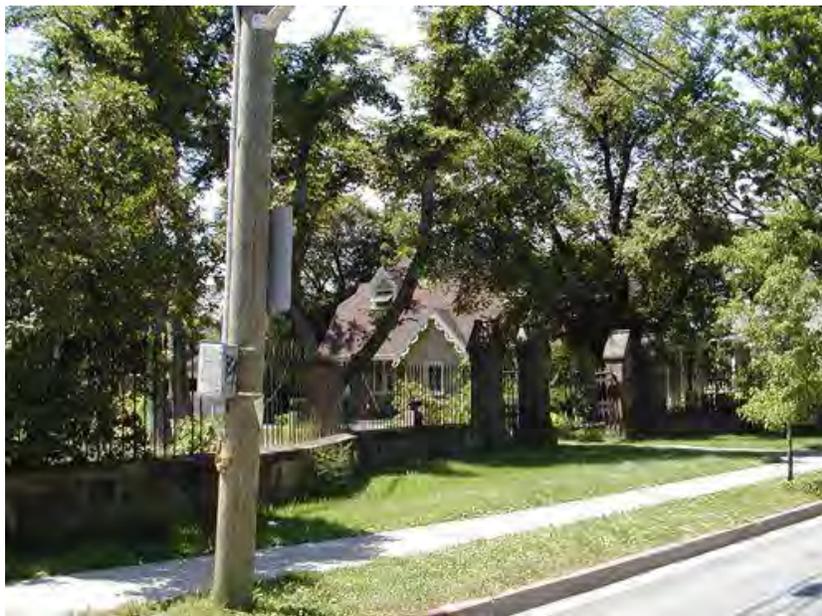
Oakland Road area evolved from the grand estate of William Cunard who was son of Samuel Cunard. The Cunard family originated from new England and came to Halifax where they operated a coal, shipping and travel businesses. Most famous for the mail ship HMS Britannic which was the first passenger transatlantic voyage. The below photo from the Nova Scotia Archives shows William Cunard's Mansion. The mansion lay on the end of the property where the railway cut is today. The house suffered a fire during the construction of the railway cut in 1900.⁶ What remains of the estate is the Gatekeeper's Cottage on Robie Street, known as 1124 Robie Street, Oakland Lodge.

Oaklands, William Cunard's Residence, Halifax

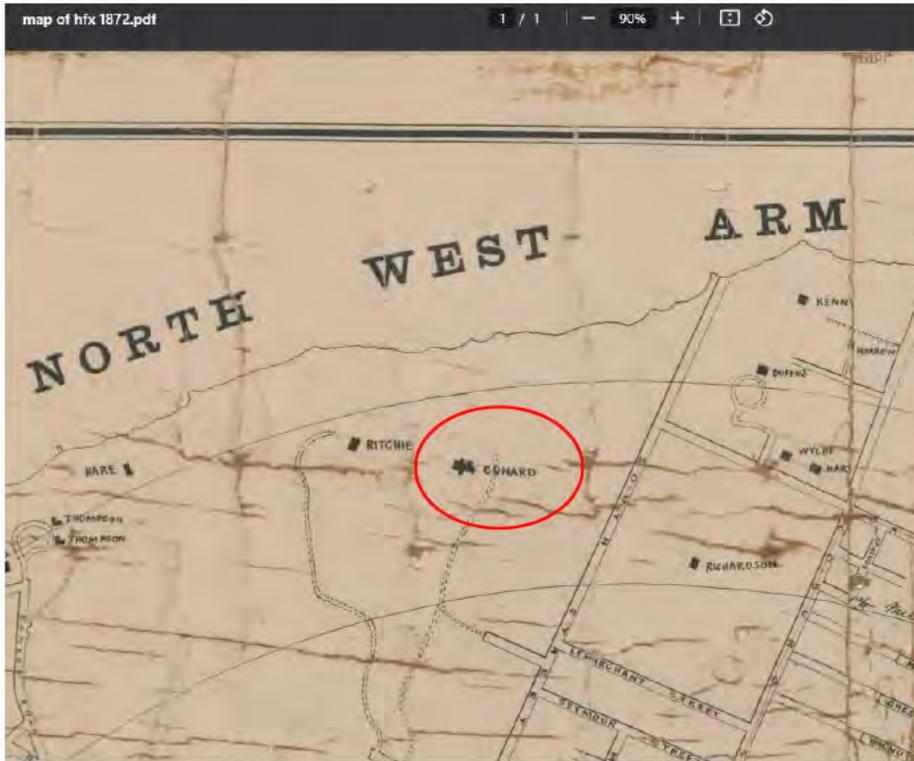
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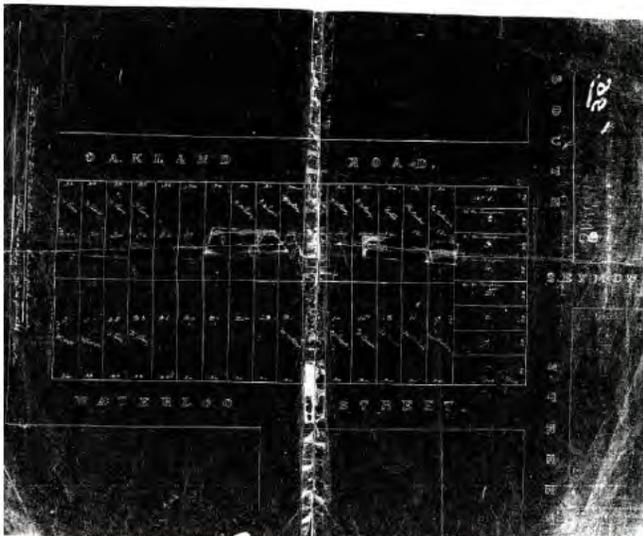
Photo B



This 1872 map of Halifax from the map collection of the Nova Scotia Archives shows the Cunard estate and mansion which was part of the grand estates along the Northwest Arm.



The estate grounds were slowly sold off for housing development. The Hopkins Atlas of 1878 for Halifax shows the portion between South Street and Oakland Road was purchased by the Clewly (Clewley) family. Later a portion around Waterloo Street was purchase and subdivided from the southern portion of the Edward Shields' estate in 1936.



Shields Estate Plan 1936, Property Online Map Index

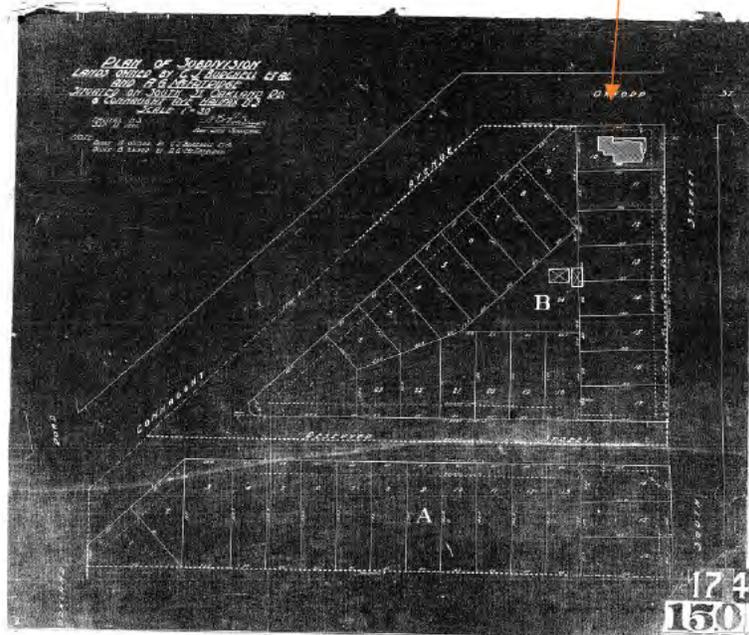


Hopkins Atlas Plate N, NS Archives

Halifax is very fortunate to have been the first aerial photographed city in Canada. In 1921 a series of photos were taken of Halifax as below shows the subject Dalhousie Street area in red.



Dalhousie Street was created in 1920 when prominent lawyer C.J. Burchell and Co. purchased and subdivided the land for development, see below plan. Note as referenced earlier 6394 South Street was first home in the study area.

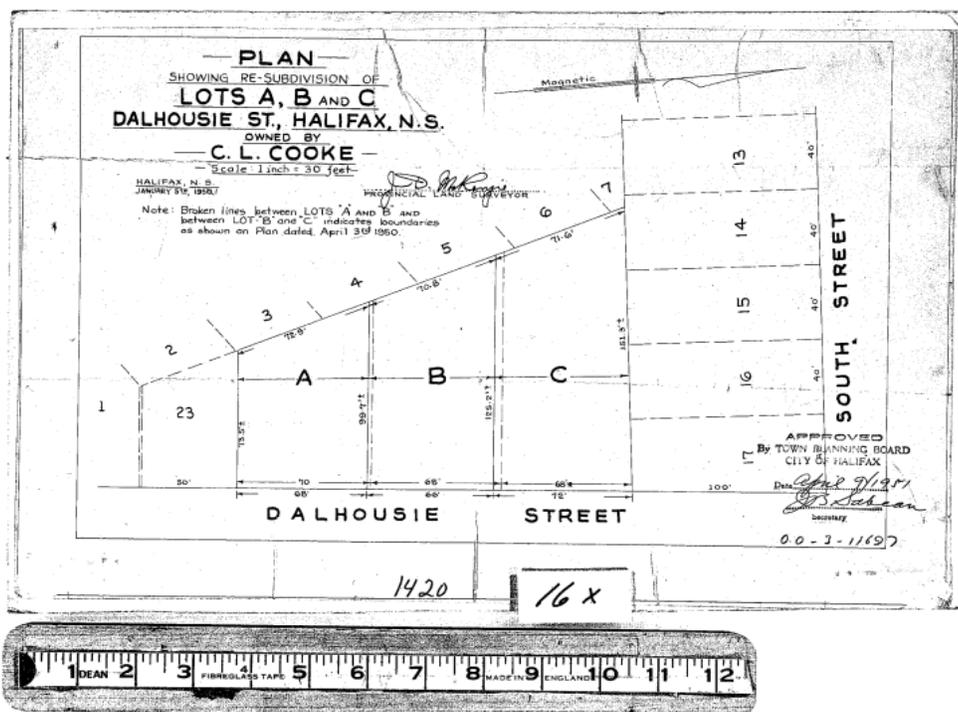


The Burchell Subdivision began building homes on the northeast side of Dalhousie St. and along South St first in the late 1920s and into the early 1930s as reflected in the architecture and aerial photo below of the view of Studley Campus ca. 1940, (area outlined in black).

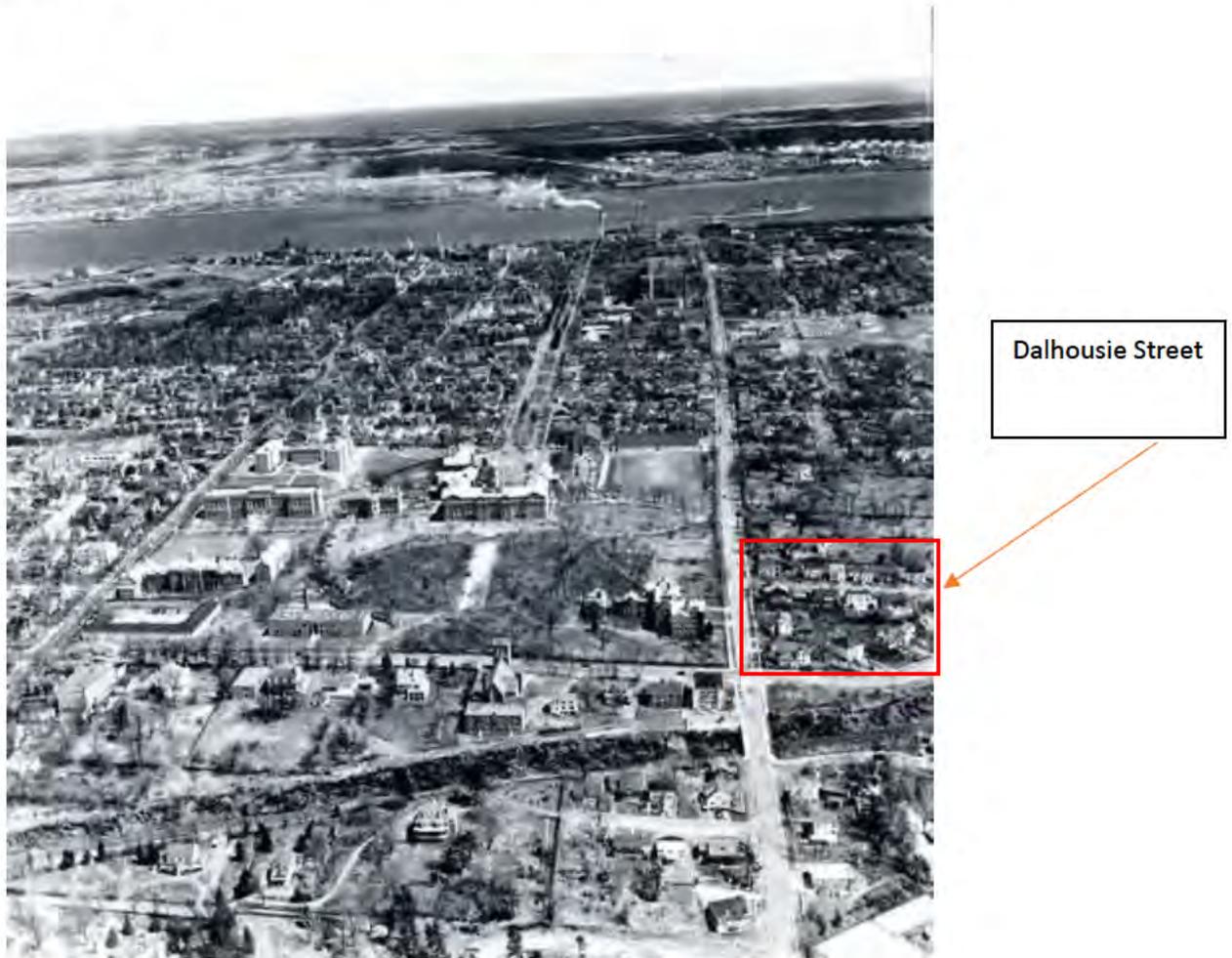


Photo A circa 1940, subject area outlined in black

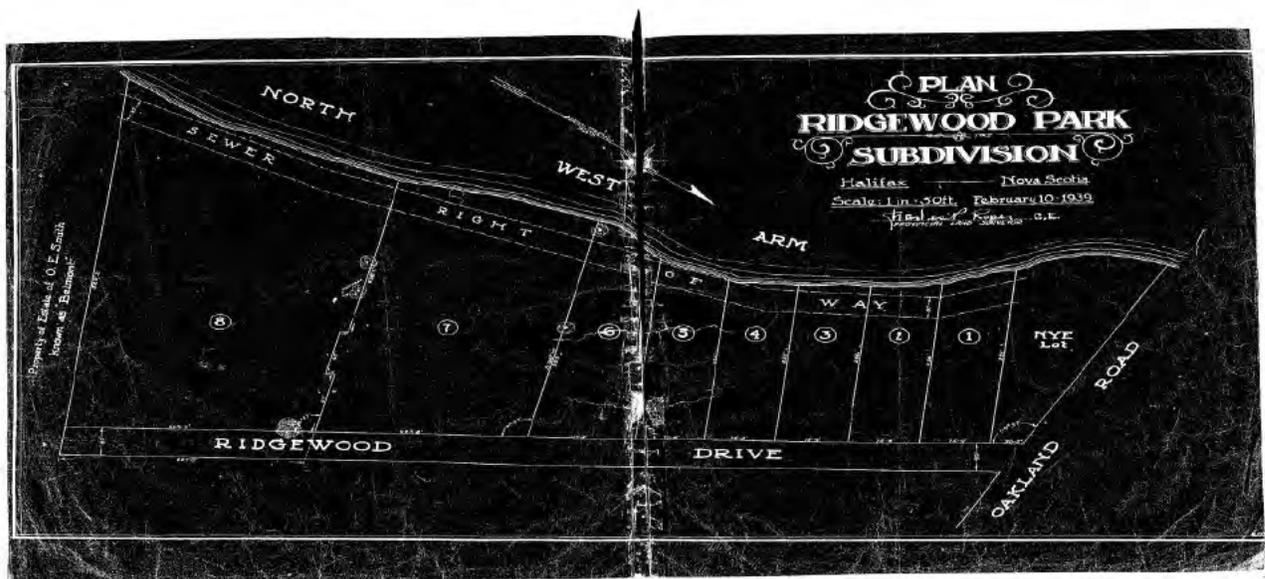
Development continued into the 1950s on Dalhousie Street on the southwest side as this lot plan indicates.



By 1961 Dalhousie Street and much of the subject area had been developed as shown in the photograph below.



The end of Oakland Road on the Northwest Arm is outside the subject area was subdivided in 1939. This area was known as the Ridgewood Park Subdivision and was the last part of the Cunard and Ritchie estates to be divided indicated in the map.



Property Online
Map Index

In Conclusion, it is vital for the integrity of the Oakland Road Heritage District that these peripheral zones remain in their role of providing diverse architecture and residential charm. This is demonstrated in the styles of the homes which reflect on classical themes but yet move towards modern geometric simplicity. It is a critical element to preserve the contiguous architectural styles of the Oakland Rd. area by ensuring the subject area outlined in BLUE on the maps below of Dalhousie St., South St., Beaufort Ave. be included in a future heritage conservation district.



Street View Map of addresses to be added into a future OAKLAND RD. Heritage Conservation District

Property Data Summary of Subject Area

1167 Dalhousie Street:

This is a prime example of the blend of modern geometric style with classical nod in the crescent columned front entry porch, pedimented front dormer windows and large pediment gable which is all balanced in symmetrical proportion. The central pediment brings a geometric element but plays on the classical theme. The architecture reflects the notion of one's home being a temple/sanctuary. Furthermore, the home is reflective of the architectural styles from the 1920s and 1930s which moved away from large windows as electricity provided the main source of light. The roof has a unique play on a salt box roof which is a rare example of this modern twist in Halifax.



Front of 1167 Dalhousie St



Sideview of 1167 Dalhousie St

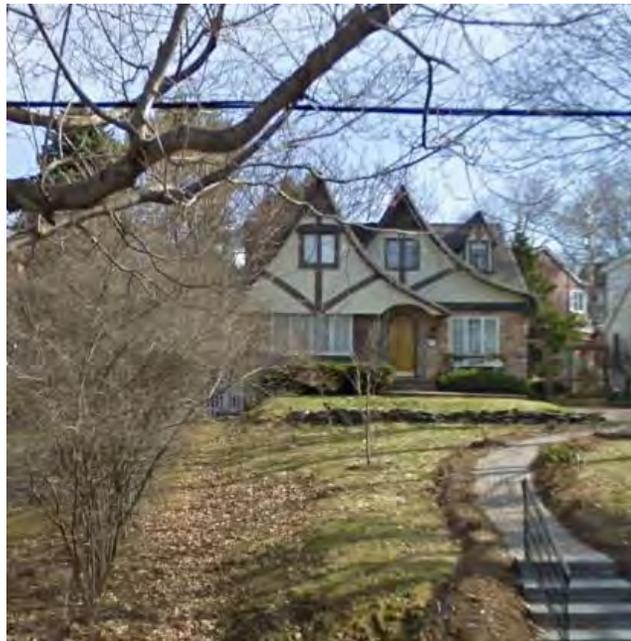
Contrast this to **6188 South Street:**

6188 South Street at the corner of Studley Ave is a contrast to 1167 Dalhousie Street in its exuberant vernacular of Queen Anne and enclosed front porch. The larger form invites the passerby to admire the gentle curves of the coned turret and geometry of the porch and main roof line which culminate in a balance line with the front entry and single roof dormer. As seen the interior would have higher ceilings than 1167 Dalhousie St. as the need for natural light was relied upon for interior lighting still in the late Victorian and early Edwardian era. 6188 South Street is positioned on a corner lot which the architect used to enhance the main architectural feature of the house which is its turret.



6188 South Street

1153 Beaufort Ave:



1153 Beaufort Ave

1153 Beaufort Ave stands out as a vernacular popularized style from the 1920s onward called Storybook architecture or fairytale architecture. The style was most in vogue in the United States and United Kingdom. Truly, this house is full of all the qualities of the Oakland Road district with a classy grandeur of simplicity yet blends into its well landscaped grounds. To leave such a building out of the district would be a true disservice to neighbourhood integrity and character.



6354 South St., 6360 South St., and 6366 South St.:

These homes are reflective of architectural styles found in the Eaton's and Sears' home order catalogues. 6360 South St. is a prime example of a Dutch Colonial which was popular in the early to mid 20th century.

“The most instantly recognizable feature of Dutch colonial houses are their gambrel roofs, which give these homes a barn-like appearance. Also known as “Dutch roofs”, these symmetrical roofs have two slopes on each side; the upper section is pitched at a shallow angle, while the bottom section is pitched steeply, with long eaves that extend past the sides of the house. The original Dutch colonial houses were single room dwellings, so to create more living space, large porches were built on either side of the house beneath the lengthy eaves.”⁵

6354 and 6366 South St. are reflective of the American Foursquare and large Ranch style homes of which both styles were in opposition to the exuberant Queen Anne style which is most noted on South St towards Robie Street.

The Foursquare style:

“Foursquare houses may be built with a variety of materials, including bricks and wood frames. Later models include built-in shelves and other amenities. Large tracts of these homes exist in older [Midwestern](#) urban neighborhoods, particularly [streetcar suburbs](#), but the design was used everywhere. As with other styles in streetcar suburbs, it was tailored to relatively narrow lots, and was multi-story, allowing more square footage on a smaller footprint. The American Foursquare style is occasionally revived in new developments, although its appeal is as a “traditional-looking” style rather than a fully authentic one, often including modern two-car attached garages and other features absent in originals, and typically built on larger lots.”⁷

These styles were made popular in the early 20th century via the Sears' and Eaton's catalogue homes. There was never a formal record of catalogue sales of who purchased a Sears' or Eaton's house. Yet from 1900 to 1940 these buildings reflected an era of architectural experiment which plays out on Dalhousie Street and throughout Oakland Road.

The cost of buying a catalogue home as in the example of a Desson style home shown in the image below would cost \$650 to \$950 dollars. Both companies began selling these houses as a promotion to buying the companies interior fixtures and furniture. The idea became so popular in the USA and Canada that both companies began handling construction crews and mortgages. The homes would come in around 12,000 pieces. Unfortunately, the Great Depression collapsed many mortgages and both companies shut down catalogue homes.

Eaton's Catalogue homes¹:

Before E-commerce
Mail-order Houses

2.50 BUY COMPLETE PLANS FOR ANY OF THESE BUILDINGS, AND ALSO SPECIFICATIONS FOR BUILDING MATERIALS, LUMBER PRICE LIST ON REQUEST 2.50



DESIGN 66, 30' X 34', \$950



DESIGN 61, 34' X 30, \$683



DESIGN 73, 22' X 28', \$614



DESIGN 68, 34' X 38, \$696.50

TO MAKE UP A ONE LOT IN AND TO MUST BE ORDERED TOGETHER EATS OR FLOOR PLANS FOR ANY OF THESE HOUSES FREE

T. EATON CO
WINNIPEG

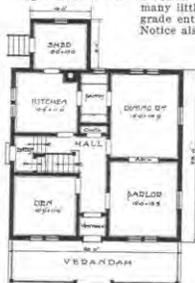
T. EATON CO
CANADA

DESIGN 66 \$605.00
 \$19.25
 \$13.50
 \$11.50



EASTONBOROUGH
EATON PLAN BOOK
E24 Revised

An attractive home that embodies all the modern room arrangements of the larger houses. All the rooms upstairs and down are planned for comfort, with many little points that add to the owners' convenience. A grade entrance leads down to basement and up to kitchen. Notice also the generous sleeping balcony over the shed.



EIGHT ROOMS AND BATH

DIMENSIONS
28 x 28

18 FT. STUDDING

WRITE OUR HOME BUILDING DEPARTMENT FOR LATEST PRICES ON ALL MATERIALS AND EQUIPMENT



CEMENT—Proportioning

Concrete is usually proportioned by volume. We advise for the average house basement and foundation footings and barn floors that proportion as 1-2-3, indicating 1 part cement (volume), 2 parts sand and 3 parts gravel or some other aggregate, as crushed stone, etc. For small work it is a common practice to use pit run gravel. Your mixture will then be 1 to 3.

T. EATON CO
WINNIPEG CANADA

Page Eleven

Sears Catalogue²:

Watch Youtube on Sears houses: <https://www.youtube.com/watch?v=Ft74KytXcts>

THE RIVERSIDE . . . A SIX ROOMS AND BATH



AMERICANIZED English style of architecture is expressed in the lines of this six-room bungalow with exterior walls of stained shingles. The front entrance is unusual in design and its projection forms the convenient vestibule and clothes closet as well as breaking the lines of the front wall.

The Front Entrance is given a very inviting appearance by the use of a circle head batten type door, which is equipped with wrought iron ornamental strap hinges.

Site of this plan is 24 feet wide by 36 feet deep with a 9-foot by 7-foot 6-inch addition, which forms the grade and cellar entrance. A very pleasing appearance can be obtained by using light gray shingle stain for the side walls, dark green shutters and ivory paint on the trim and windows.

The Vestibule. The front entrance is through a vestibule, which contains a convenient closet for outer wraps.

The Living Room is well lighted by a single window in the front and a double window on the side wall. The size of this room is 13 feet 2 inches square and contains good wall space for the convenient arrangement of all furniture.

The Dining Room. The opening between the living room and dining room is planned for an attractive plastered arch.

This room is well lighted with two large windows on the left wall and is 13 feet 2 inches wide by 11 feet 1 inch deep.

The Kitchen. The right wall of the kitchen is planned for the range and table. The sink is located under the double window, which gives plenty of light and air to this pleasant room. The rear entrance and the cellar stairs are located in the addition, which is also planned to accommodate the refrigerator.

The Bedrooms. A small hall separates the rear bedroom and bath from the dining room, giving the necessary privacy. The center bedroom opens off the dining room and the front bedroom off the living room. Each of these two rooms contains a good size closet.

The Bathroom has a built-in medicine case.

MODERN HOME
No. 3324
ALREADY CUT AND FITTED



FLOOR PLAN

Sears, Roebuck and Co.

441 Page 47 4

THE CHATHAM . . . SEVEN ROOMS AND BATH WITH SUNROOM



EXCLUSIVENESS of design, dignity and refinement are expressed in this attractive Dutch Colonial home. Of a totally different character from the Colonial work done in other parts of the United States, was the architecture of the Dutch settlers in the neighborhood of New York. The old farmhouses also—many of which have fortunately been preserved from the early days of the settlers in Flatbush and Flatting—were of a type very different from the formal houses built by the Colonial settlers of English descent.

The architecture of Holland has always been famous for its picturesque quality—and "blond walls" in art as well as in nature. Today this type of home is very popular. Its shape lends itself remarkably well to picturesque treatment in carrying the lines down to the ground. With The Chatham, careful thought has been given to the designing of the front vestibule entrance, window shutters and railing over sunroom addition.

THE FLOOR PLANS

A central entrance plan is always to be desired. Here you have this feature without sacrificing space for large scale halls. The designer who worked this plan saw the need of large rooms in a small floor area.

The Living Rooms. After passing through the vestibule, you turn to the left into large living room with exceptional wall space and attractive open fireplace. This room in turn opens into a much desired and ever popular sunroom.

Dining Room and Kitchen. In going over the plan you have probably noticed the definite separation of the dining room and kitchen from the balance of the first floor. No trouble to furnish, because you have lots of wall space and a place for everything.

We all have to have service men, waiting men and making deliveries for cellar storage, as well as laundry to hang out on sunny days, so the direct entry from rear door is to be desired.

The Second Floor. Two large bedrooms with a smaller guest room or den, four closets and bath are handy from the upstairs hall.

To see the best results in remodeling this home, you need here complete architectural plans and construction details. This necessary service is included in the base price quoted on all guaranteed models.

MODERN HOME
No. 3376
ALREADY CUT AND FITTED



FIRST FLOOR PLAN

SECOND FLOOR PLAN

Page 44 441 Modern Homes Division



The AMSTERDAM **Price \$4,680.00**
The 31'6" "Already Cut and Fitted"

HERE you see floor plans and many up to date features included in the "Amsterdam" at the price quoted on the opposite page. Study the floor plans at the bottom of this page showing the very attractive and convenient arrangement of rooms illustrated.

FIRST FLOOR PLAN

SECOND FLOOR PLAN



The Woodland
\$2,494.00 No. 207 "Already Cut and Fitted"
2,598.00 No. 255 "Already Cut and Fitted"

At the prices quoted we will furnish all the material to build this house with eight or nine rooms. Prices do not include cement, brick or plaster.

First Floor. The front door, 1 1/4 inches thick, closed with heavy plate glass, opens into the reception hall, which has an attractive stairway leading to the second floor. The raised opening between the living room and reception hall practically makes one large room of these two rooms.

Second Floor. The stairway from the first floor leads to a hall on the second floor from which are four bedrooms. No. 207 has four bedrooms and balcony; No. 205 has five bedrooms.

No. 207 plan has four bedrooms and balcony; No. 205 has five bedrooms.

Height of Ceilings. Dimensions, 7 feet from floor to joists, First floor, 9 feet from floor to ceiling. Second floor, 8 feet 2 inches from floor to ceiling.

We furnish all best "Quality Guaranteed" mill work shown on pages 124 and 125. Exterior doors are five-foot wide, with trim and flooring to match, all white pine or mahogany stain and color. Windows are made of clear California white glass, with good quality glass set in with best grade of putty.

Paint for three coats outside, one cheap or color. Varnish and wood filler for interior finish. Chicago Double hardware, we quote 15%.

Built on a brick foundation and excavated basement under entire house. We furnish clear cypress siding and best grade of tick cedar outside framing finished with No. 1 quality yellow pine. Basement has concrete floor.

OPTIONS FOR Nos. 207 AND 205
Sheet Plaster and Plaster finished to take the place of ground lath, \$192.00 extra for No. 207 and \$212.00 extra for No. 205. See page 126.
Distressed Mahogany, finished or natural shingles, \$25.00 extra.
Distressed Shingles, \$12.00 extra.
Distressed Shingles, \$12.00 extra for No. 207 and \$10.00 extra for No. 205.
Distressed Shingles, \$12.00 extra for reception hall, living room, dining room and stairs, instead of yellow pine, \$147.50 extra.
Main doors furnished for kitchen, pantry and bathroom, instead of wood pine, no extra charge.
Screen Doors and Windows, galvanized wire, \$59.00 extra.
This house can be built on a 27 foot wide lot.
List prices of Plumbing, Heating, Wiring, Electric Plates and Shades are page 141.

Our Guarantee Protects You—Order Your House From This Book.
Prices Include Plans and Specifications.

SECOND FLOOR PLAN No. 207.

SECOND FLOOR PLAN No. 205.

References:

1- Eaton's House: <https://www.historymuseum.ca/cmce/exhibitions/cpm/catalog/cat2104e.html>

And <https://journals.lib.unb.ca/index.php/mcr/article/view/17698/22265>

2- Sears Homes: <http://www.searsarchives.com/homes/1933-1940.htm> and
<https://www.antiquehomestyle.com/plans/sears/1923sears/23sears-woodland.htm>

3- Vintage Homes 1930s: <https://clickamericana.com/topics/featured/1930s-home-styles-floor-plans>

4- Vintage Homes 1920s: <https://shorturl.at/lnuvw>

5- My Domaine, <https://www.mydomaine.com/dutch-colonial-5207604>

6- Historic Places Canada, <https://www.historicplaces.ca/en/rep-reg/place-lieu.aspx?id=4138&pid=0>

7- Wikipedia:

Photos:

A- Aerial views of Studley Campus, Dalhousie University Archives, Reference codePC1, Box 14, Folder 1, Item 10, <https://shorturl.at/bFGI4>

B- Cunard House: Reference: Notman Studio Nova Scotia Archives accession no. 1983-310 no. 50203, <https://shorturl.at/bez56>

C- Aerial photograph of the Studley campus, Dalhousie University Archives, April 29, 1961
<https://shorturl.at/dhuz0>

D- Historic Places Canada, <https://www.historicplaces.ca/en/rep-reg/place-lieu.aspx?id=4138&pid=0>

February 15 2024

Mr. Joshua Adams LLP MCIP
Principal Planner
HRM

REF: Victoria Road, Dartmouth: Re-Zoning under HAF
Between Francis Street and Boland Road
Municipal District 5

Dear Mr. Adams and Staff;

Please seriously consider the impact of new medium density housing on the north-east side of Victoria Rd. between Francis St. and Cherry Dr. The newbuilding that will be allowable by proposed HAF rezoning from Francis Street to Cherry Drive allows for the construction of up to 7 story apartment/condo buildings with no need of parking for the residents within the building or on the property upon which they live. The designers & developers are not responsible for providing any parking. Is this correct?

This is the time of the Tesla and so many of the other wonderful electric automobiles that have decided to champion a cleaner environment and meet the carbon footprint mandated by the Government of Canada.

Kindly explain to me where residents of these new buildings are going to charge their cars. The building owners and developers are not required to provide even parking. Do these developers expect HRM to install public charging stations on the streets surrounding Victoria Road ?

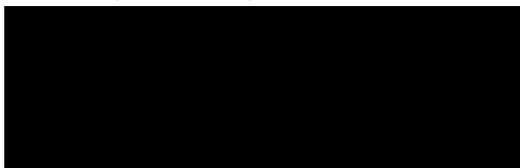
Obviously there is no room for parking on Victoria Rd. certainly not between Nantucket Ave and Woodland Ave. The closest streets are Cherry Drive, Francis St., Slayter St., Vanessa Dr. and others on the west southwest side of Victoria Rd.... Murray St. Graham St. Eastbrook Ave. Westbrook Ave.

The specification for this HAF program has not been vetted. The absence of a requirement for developers and multi-unit housing owners to provide parking and charging stations within their buildings is a major omission.

Not only should the owners and developers of these buildings have to provide parking of one car for each unit in their building, they should be regulated and have to provide a minimum of a charging station for 60% of the number of total parking places.

Help us get into the new world where a future involves zero emissions and a clean environment. Specifications for these new buildings should be highly regulated with designs that will provide the most energy efficient technology and the most obvious needs of their tenants.

Respectfully



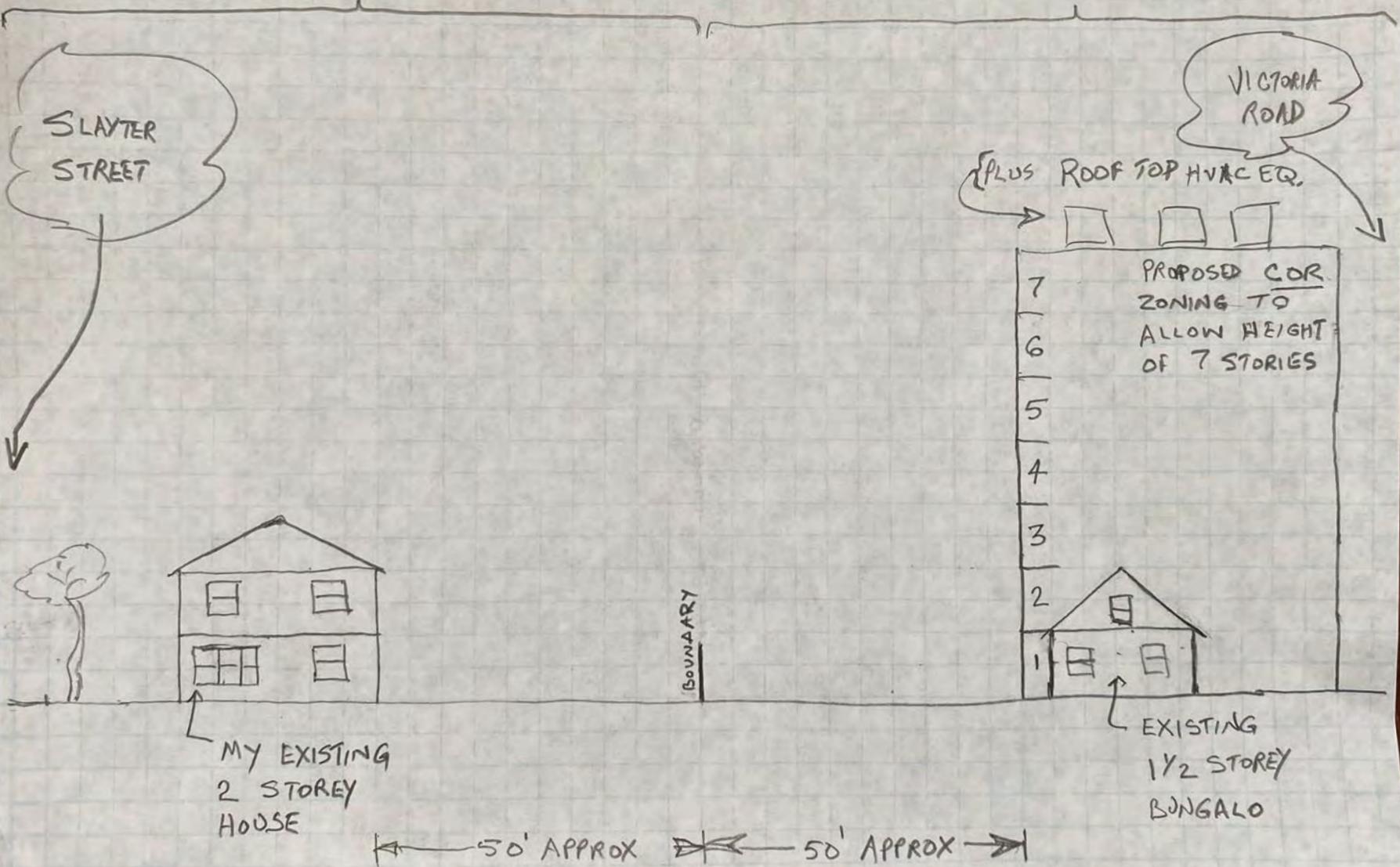
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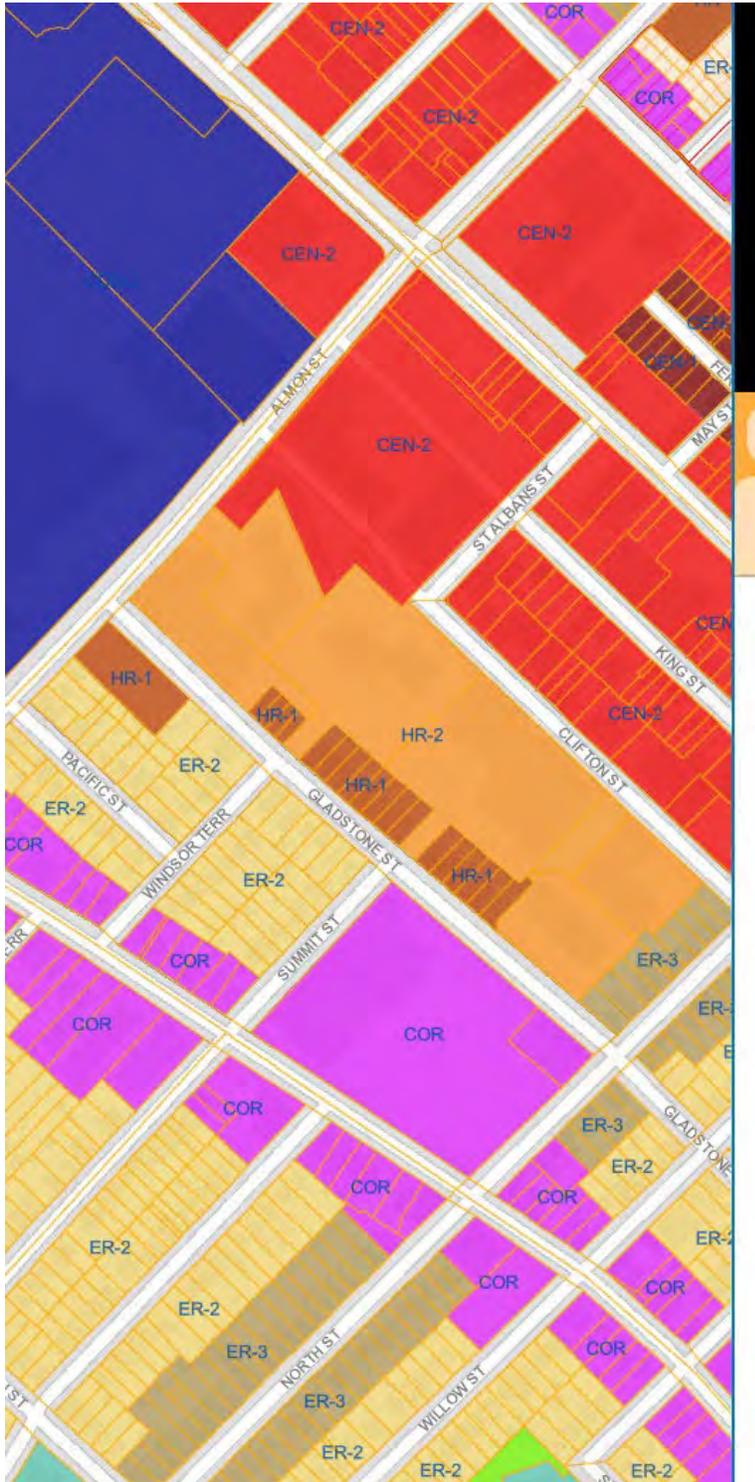
NOT TO SCALE

ER1 ZONING

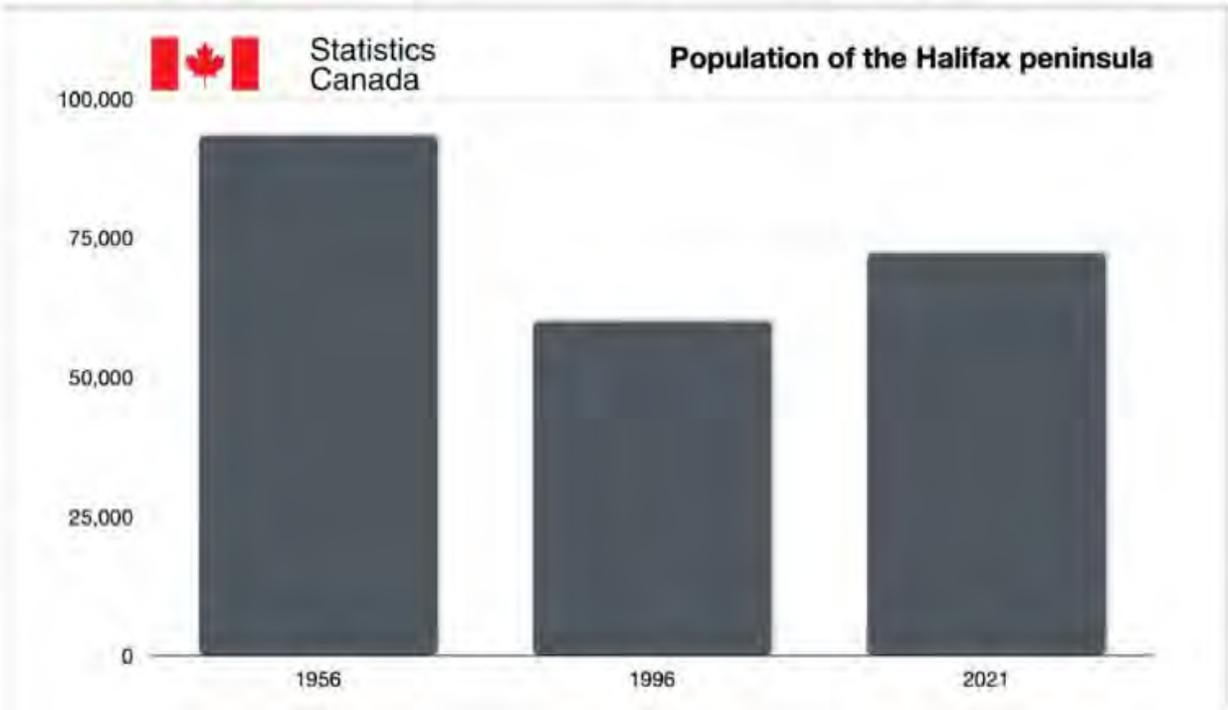
ER3 ZONING



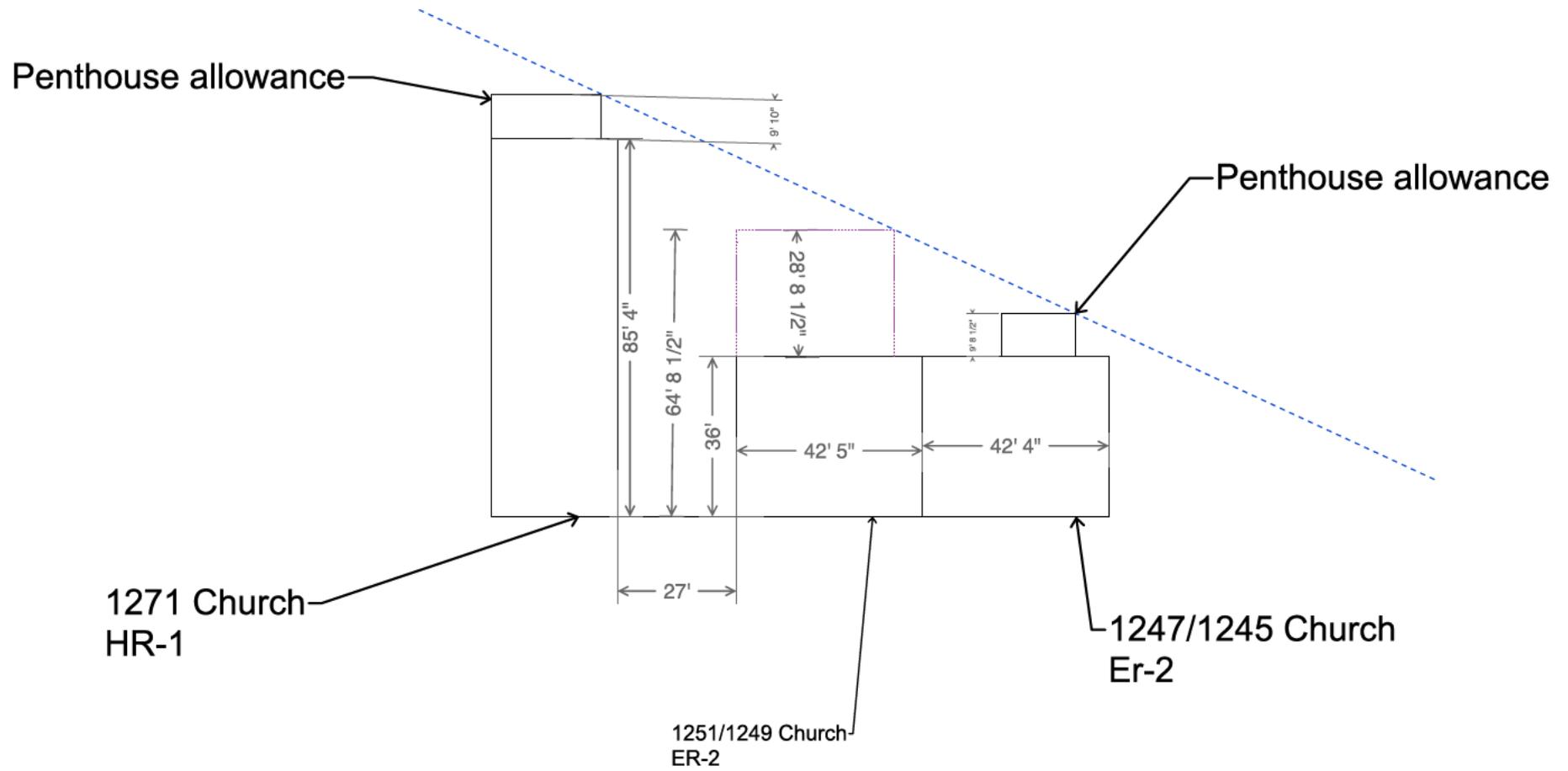
C109



C110



C113(1)



- (4) In addition to the substitution permitted in Subsection 433(3), one enhanced bicycle parking space may be substituted for a maximum of one required motor vehicle parking space.
- (5) No motor vehicle parking spaces are required for any use on a registered heritage property or in a building located in a heritage conservation district.

Table 15: Required minimum or maximum number of motor vehicle parking spaces per lot, by zone and use

Use	DD DH CEN-2 CEN-1 CDD-2 CDD-1	COR	HR-2 HR-1	ER-3 ER-2 ER-1	CH-2 CH-1	CLI LI HRI	INS UC-2 UC-1	PCF RPK
Single-unit dwelling use	Not required	Not required	Not required	Not required	Not required	Not applicable	Not applicable	Not applicable
Semi-detached dwelling use; Townhouse dwelling use; Two-unit dwelling use; Three-unit dwelling use	Not required	Not required	Not required	Not required	Not applicable	Not applicable	Not applicable	Not applicable
Cluster housing use	Not applicable	Not applicable	Not applicable	Not applicable	Minimum 1 space for every 3 units	Not applicable	Not applicable	Not applicable
Multi-unit dwelling use	Not required	Not required	No parking is required for the first 12 units. Minimum 1 space for every additional 3 units beyond the first 12 units	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
Small shared housing use	Not required	Not required	Not required	Not required	Not required	Not applicable	Not required	Not applicable
Large shared housing use	Not required	Not required	Minimum 1 space	Not applicable	Not applicable	Not applicable	Minimum 1 space	Not applicable
Secondary suite use or backyard suite use	Not required	Not required	Not required	Not required	Not applicable	Not applicable	Not applicable	Not applicable
Shelter use	Not required	Minimum 1 space	Minimum 1 space	Not applicable	Not applicable	Not applicable	Minimum 1 space	Not applicable
Daycare use	Not required	Minimum 2 spaces	Minimum 2 spaces	Minimum 1 space	Minimum 1 space	Minimum 2 spaces	Minimum 2 spaces	Not applicable

Use	DD DH CEN-2 CEN-1 CDD-2 CDD-1	COR	HR-2 HR-1	ER-3 ER-2 ER-1	CH-2 CH-1	CLI LI HRI	INS UC-2 UC-1	PCF RPK
Home office use	Not required	Not required	Not required	Not required	Not required	Not applicable	Not applicable	Not applicable
Home occupation use	Maximum 1 space	Maximum 1 space	Maximum 1 space	Maximum 1 space	Maximum 1 space	Not applicable	Not applicable	Not applicable
Work-live unit use	Not required	Not required	Maximum 2 spaces for each work-live unit	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
Restaurant use; Drinking establishment use; Local drinking establishment use	Not required	Not required	Maximum 1 space for every 35 sq. m of floor area	Not applicable	Not applicable	Maximum 1 space for every 35 sq. m of floor area	Not required	Not applicable
Fitness centre use	Not required	Not required	Minimum 1 space for every 25 sq. m of floor area	Not applicable	Not applicable	Minimum 1 space for every 25 sq. m of floor area	Not applicable	Not applicable
Hotel use, Short-term Bedroom Rental Use (RC-Feb 21/23;E-Sep 1/23)	Not required	Not required	Not applicable	Not applicable	Not applicable	Not required	Not applicable	Not applicable
Local commercial uses	Not required	Not required	Not required	Not applicable	Not applicable	Not required	Not required	Not applicable
Office use; Financial institution use	Not required	Maximum 1 space for every 150 sq. m of floor area	Maximum 1 space for every 75 sq. m of floor area	Not applicable	Not applicable	Maximum 1 space for every 75 sq. m of floor area	Maximum 1 space for every 75 sq. m of floor area	Not applicable
Any other commercial use not listed within this table	Not required	Not required	Minimum 1 space for every 35 sq. m of floor area	Not applicable	Not applicable	Minimum 1 space for every 35 sq. m of floor area	Not applicable	Not applicable
Minor spectator venue use; Cultural use	Not required	Minimum 1 space for every 10 permanent seats or 1 space for every 100 sq. m of floor area, whichever is less	Minimum 1 space for every 10 permanent seats or 1 space for every 100 sq. m of floor area, whichever is less	Not applicable	Not applicable	Minimum 1 space for every 10 permanent seats or 1 space for every 100 sq. m of floor area, whichever is less	Not required	Not required
Medical clinic use; Religious institution use	Not required	Not required	Minimum 1 space for every 300 sq. m of floor area	Not applicable	Not applicable	Minimum 1 space for every 300 sq. m of floor area	Minimum 1 space for every 300 sq. m of floor area	Not applicable
School use	Not required	Minimum 1 space for every classroom	Minimum 1 space for every classroom	Not applicable	Not applicable	Not applicable	Minimum 1 space for every classroom	Minimum 1 space for every classroom
Major spectator venue use	Not required	Not applicable	Not applicable	Not applicable	Not applicable	Not required	Not required	Not required

University or college use	Not required	Not required	Not required	Not applicable	Not applicable	Not required	Not required	Not applicable
Use	DD DH CEN-2 CEN-1 CDD-2 CDD-1	COR	HR-2 HR-1	ER-3 ER-2 ER-1	CH-2 CH-1	CLI LI HRI	INS UC-2 UC-1	PCF RPK
Industrial use	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Minimum 4 spaces	Not applicable	Not applicable
Community recreation use	Not required	Not required	Not required	Not required	Not required	Not required	Not required	Not required
Club recreation use	Not required	Minimum 1 space for every 400 sq. m lot area	Minimum 1 space for every 400 sq. m lot area	Not applicable	Not applicable	Minimum 1 space for every 400 sq. m lot area	Minimum 1 space for every 400 sq. m lot area	Not required

Rounding Regulation

434 Where the calculation for motor vehicle parking results in a fraction of a motor vehicle parking space, the required number of motor vehicle parking spaces shall be rounded down to the nearest whole number.

Parking Within a Front or Flanking Yard for Low-Density Dwelling Uses

435 Subject to Section 436, for a low-density dwelling use, a maximum of 40% of the width of any front or flanking yard may be used for the parking and maneuvering of motor vehicles.

Additional Parking Requirements within Young Avenue Sub-Area A (YA-A)

436 For a two-unit dwelling use, a three-unit dwelling use, or a multi-unit dwelling use that contains up to 5 units within the Young Avenue Sub-Area A (YA-A), as shown on Schedule 3C, the following additional motor vehicle parking requirements shall apply to any exterior parking:

- (a) be located within a rear yard; and
- (b) not exceed 5 spaces.

Commercial Vehicles

- 437 (1) Subject to Subsection 437(2), any commercial vehicle that exceeds a weight of 3,000 kilograms of gross vehicle weight, shall be prohibited in any ER-3, ER-2, ER-1, CH-2, or CH-1 zone.
- (2) A commercial vehicle described in Subsection 437(1) is permitted to park in any

C151





Tuesday February 13, 2024

To HRM Staff and Councillor Sam Austin,

I am writing in response to new information I learned at the Brightwood neighbourhood community information session (held on Monday February 12, 6:30 p.m. at the Brightwood Golf Club) about the proposed amendments to municipal planning documents in support of the federal Housing Accelerator Fund (HAF) agreement with the Halifax Regional Municipality (HRM). Prior to the information session, I submitted a letter to HRM staff (to haf@halifax.ca) and to Councillor Sam Austin on February 3, 2024 expressing my views on the changes. I would like to revise some of my statements in that February 3rd letter based on the information shared at the Monday evening session.

In my February 3rd letter, I summarized my understanding that the proposed change from ER-1 to ER-3 zoning meant increasing the allowable number of units per lot to four and increasing the maximum building height from 11 metres to 12 metres. I also indicated that while I was not in favour of allowing buildings with a height of seven storeys on the north block of Victoria Rd. between Cherry Dr. and Francis St., I would still support increased density to allow for multi-unit buildings.

In the Monday evening information session, I learned that ER-3 zoning will not allow a maximum of four units, but a maximum of eight. I also learned that the reasons for re-zoning the north block of Victoria Rd. between Cherry Dr. and Francis St. from ER-3 to COR are somewhat arbitrary. For these reasons, I am no longer in favour of allowing multi-unit buildings on this block and instead would like to see this stretch of Victoria Rd. remain ER-3. I believe that eight units is an appropriate increase in density for these lots and would allow for increased density that is in keeping with the principle of “gentle density.”

One of the justifications provided at the information session for changing the zoning on the north block of Victoria Rd. between Cherry Dr. and Francis St. is to extend the existing corridor zoning on Victoria Rd. so it meets the definition of “corridor” by linking two high density residential zones. I would argue that the desire to have a line on a map connect two polygons is not a good enough reason to significantly alter this block of Victoria Rd. and the surrounding residential streets.

I also learned at the information session that some of the only corridor zones in the HRM where lower heights (i.e., three storeys) will be considered are adjacent to existing or soon to be heritage districts. I object to this reasoning as it implies that areas that are not old enough to receive “heritage” status do not have any aesthetic or neighbourhood value that is worth preserving.

At the information session, it was also confirmed that none of the proposed planning document amendments will require affordable housing to be incorporated into new developments enabled by the proposed zoning changes. Only market value units will be built by developers. This is disappointing as the need for affordable and subsidized housing in this area is very great indeed.

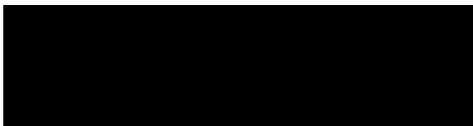
I am well acquainted with some of the current housing issues in the HRM. I purchased my home on Slayter Street last summer in an extremely stressful and difficult market, all while watching the clock count down on a very high-priced fixed-term lease (which increased substantially after I moved out). If I could have afforded to purchase a home in a heritage district, perhaps I would have done so. As this was not possible, I looked for a home in a welcoming neighbourhood where people take care of their homes and gardens, walk on the streets, and look out for one another. Brightwood neighbourhood is such a place and I am so grateful to live here now. While moving in, I was repeatedly welcomed by many neighbours walking by. This helped alleviate much of the stress and anxiety I felt over the significant purchase I had just made. I have lived in other cities and in other neighbourhoods in Halifax where you don't know anyone on the street, even after living there for years.

I believe that the proposed zoning change from ER-3 to COR to the north side of Victoria Rd. between Cherry Dr. and Francis St. will result in devastating changes to Brightwood neighbourhood. With no height restriction, a seven-storey structure, which would already dwarf the adjacent houses, could be even higher. With the opportunity to consolidate lots to build the maximum-sized multi-unit structure, I imagine there will be years of developers buying and holding homes that sit vacant while waiting for people to give up and sell. This includes homes on Francis St., Slayter St. and Cherry Dr., which could all be used to provide road access into a large development. In addition to the stress of living in a construction zone or in development limbo for years and the associated drop in property values, is the stress that neighbours will feel if anyone's house goes up for sale, and the guilt homeowners will feel if they need to sell their home and cannot prevent the property from being purchased by a developer.

The Brightwood neighbourhood is already facing major impacts due to the many high-density, multi-storey buildings approved or already under construction within Central Dartmouth. And more infilling and construction will certainly come as a result of the amendments proposed. I do not believe that re-zoning one block on Victoria Rd. from ER-3 to COR will have a significant impact on the overall density goals for the HRM; however, this change will have a massive impact to our small, wonderful neighbourhood, especially to those of us who live adjacent to the lots slated for this change.

In the meeting, HRM listed the factors driving the proposed development document changes, including federal pressure (HAF), provincial pressure, and the housing crisis. What was not on this list were the current HRM residents. I am a resident of the HRM, Dartmouth, and Brightwood neighbourhood and I implore you to consider my voice and the day-to-day impact that these proposed changes will have on my life and the lives of my neighbours for years to come. Please do not re-zone the north block of Victoria Rd. between Cherry Dr. and Francis St. Instead, leave it as ER-3, which will provide a more gentle transition from established residential to higher density areas as described in the original Centre Plan.

Sincerely,



C191(1)

06 February 2024

RE: Housing Accelerator Fund (HAF) – Zoning Amendments

To Whom It May Concern:

Lindola Place: the Ivanhoe/Inglis/Atlantic Streets and Tower Road Block

I am writing this letter as President of the Lindola Place Condominium Board (HCCC#88), on behalf of our residents, to express our strong opposition to the recent proposal to re-zone our area in order to meet the “increase in density near universities” criteria of the Housing Acceleration Fund. This proposal, would result in the re-zoning to HR-2 of the entirety of the block bounded by Tower Road, Inglis Street, Ivanhoe Street and Atlantic Street with the exception of the Halifax Grammar School which is proposed to be zoned INS.

Lindola Place and its 14 families who own condominium townhouses strongly oppose the proposed rezoning to HR- 2 in this block as it has the potential to result in significant adverse effect upon an established neighbourhood .

Lindola Place is Middle Housing

The objectives of the urgent changes to the planning documents include “Support Gentle Density” and “Enable More Missing Middle Housing”. Lindola Place is exactly that and is an early example on peninsular Halifax. Established nearly 40 years ago, it utilizes the interior of the block and is accessed by a private lane off Ivanhoe Street and a private driveway off Inglis Street. There are three buildings with 14 townhouse condominiums. One of the buildings, housing 4 units, has entrances split between Ivanhoe Street and Lindola Place. The buildings are sturdy brick, and the architectural design is sympathetic to the older single family dwellings on Ivanhoe Street.

As a condominium, Lindola Place could not be easily redeveloped since the condominium corporation would need to be dissolved before it could be demolished and replaced with a denser form of development. Lindola Place is flanked on the west side by the Halifax Grammar School. The older part of the school, the former Tower Road School (which is registered as a municipal heritage property), is over four stories high, and with the new addition forms a four story wall on its eastern side. As the built form currently exists there is an appropriate transition from institutional uses on Tower Road to “Middle” housing offered by Lindola Place in the centre of the block. This then continues through to the east side of Ivanhoe Street to more single family homes, and the stately Oland mansion which is on a through lot to Young Avenue. It should be noted that Lindola Place was developed at approximately the same time as the other lots on the east side of Ivanhoe Street which are proposed for zoning as ER-3 even though Lindola Place is an equally established area.

Coach House Integral to Oland Mansion

Of historic note, the Coach House to the Oland Mansion located at 940 Ivanhoe, is currently a two unit condominium. It is an integral part of the original Oland Mansion estate and should be protected as a heritage property in the same way as the Oland Mansion itself.

Adverse Effect of HR-2 Zoning on Neighbourhood

The proposal to zone the aforementioned block HR-2 with permitted structures up to 9 stories has the potential to surround Lindola place by an oppressive wall of high density residential buildings on small lots, with even smaller foot prints, in close proximity creating a cavern effect around the very type of development that the plan is attempting to promote. Because the Lindola Place Condominium/Townhouse development is owned by 14 families the process of its parcel being assembled for redevelopment would be long and painful if at all. This ownership structure will also make it difficult to redevelop the block in a coherent and efficient fashion and this could result in tall narrow buildings on small lots.

As an example, the four unit building (944 and 946 Ivanhoe Street and 957 and 961 Lindola Place) fronting on Ivanhoe Street which is part of the Lindola Place Condominium would inhibit the consolidation of lots along Ivanhoe Street, as would the private lane entrance off Ivanhoe Street to Lindola Place. .

Similarly, the private driveway from Inglis Street to the rear of four unit condominium town house which forms part of Lindola Place one of the condo development would prevent the consolidation of the corner lot at Inglis and Tower in a redevelopment scheme encompassing the remaining lots in the block fronting Inglis Street.

Environmental Impact

The HAF proposal could result in significant environmental impacts and aspects which would raise legitimate concerns as the built environment sector is responsible for almost 40% of global energy-related carbon emissions. It would seem extraordinary that this is no longer critical for Nova Scotia's urgent climate action. The "Environmental Goals and Climate Change Reduction Act", Goal 1, seeks to "Reduce greenhouse gas emissions by 53 per cent below 2005 levels by the year 2030, and be net-zero by 2050". The HAF plan is certainly not getting us any closer to this goal.

Homes Fronting Inglis Street

The existing residential buildings at 5780, 5760, and 5758 Inglis Street are older structures with Victorian characteristics complementary in size, design and appearance to the heritage protected streetscape immediately across the way on the north side of Inglis Street. The building at 5760 is a multifamily residential building with many tenants.

If there are development and densification opportunities along the south side of Inglis Street in the block between Tower Road and Ivanhoe Street, these developments should follow the pattern established along the south side of Inglis Street between Ivanhoe Street and Young Avenue where there is a line of three and four story town houses of both old stock and new construction. We suggest that ER-3 zoning would appropriately suit this purpose.

Lindola Place recommendation

It is therefore recommended that the proposed HR zoning be amended and that the area encompassing the properties at 5780, 5760 and 5758 Inglis Street, as well as the west side of Ivanhoe Street from Inglis Street to Atlantic Avenue, including the Lindola Place property be designated as ER-3. The exception to this would be the "Carriage House" at 940 Ivanhoe Street which would be designated as ER-2 to reflect

the zoning of the Oland mansion. These changes would be better aligned with the ER-3/ER-2 zoning proposed for the east side of Ivanhoe Street and would result in a more cohesive and balanced plan for the neighbourhood as a whole. A map detailing these amendments is attached.

Near Universities

We support the objective of the Housing Acceleration Fund to increase density near universities. “Near” universities is not equivalent to “next” to universities. We do not think this objective requires the blocks in closest proximity to the universities to be rezoned to higher density, particularly in consideration of the following:

- the block is an established middle density residential area of well-maintained homes;
- the housing stock is not ripe for redevelopment as the buildings have remaining useful lives of many decades; and
- the current development provides an appropriate transition to the protected lower density area of Young Avenue.

Other Suitable Areas to Increase Density near Universities

We note that the proposed Housing Accelerator Fund Centre Plan proposes significant increases in density for the several blocks surrounding the intersection of Barrington Street and Inglis Street and generally in the mostly higher density area between South, Barrington, Inglis and South Park Streets. These areas are in close proximity both to the universities and our area. We generally support the proposals to permit greater density in this area.

Conclusion

In conclusion we strongly urge that HRM reconsider these proposed changes as they threaten the integrity and unique qualities of both Lindola Place and the adjacent area which we feel represents one of the best examples of “gentle density” and “middle housing” on the peninsula.

We attach a plan of our block showing our block and what we would propose would be a reasonable rezoning of our area.

Sincerely yours,

[REDACTED]
Lindola Place Condominium Board
962 Lindola Place
Halifax, NS B3H 4M1
[REDACTED]

CC: Wayne Mason, Councillor District 7



February 15, 2024

Halifax Regional Council
PO Box 1749
Halifax, NS.

Re: Housing Accelerator Funds and Up-zoning the Urban Core

Ladies and Gentlemen:

I am writing you to provide comments on the proposed up-zoning of lands throughout the Peninsula. I understand that these changes are being driven by your agreement with the Federal Government and you are looking to make these changes so that you receive \$79M of funding under this program. Fair enough, but here are my thoughts:

1. Municipalities around the country have been caught flat footed by runaway population growth –as a result of Federal immigration policies that have allowed excessive immigration by Non Permanent Residents and international students. Given the overwhelming demand from these groups, and inter-provincial migration to Nova Scotia in search of less expensive housing options (compared to Ontario, etc.), **the current housing crisis is going to be with us for some time.** While we currently have a three-alarm fire, I don't think we should throw out good urban planning to solve it. **Lets think through these changes.**
2. I have less concern about the desire to put 4 units on properties around the urban core than I do with the apparent "new norm" of 30 and 40 storey buildings. **I would rather see lots of 6 and 7 story buildings throughout the urban core than clusters of 40 storey towers.** The challenge with the 6 to 7 storey approach is the need for wider road right of ways to allow sun, and the need to encroach further into established neighbourhoods from the corridor streets, to get the density we need. It bears repeating that we live in northern latitudes (almost 45 degrees) which means we get much less light than communities closer to the equator. Sun deprivation is a real problem in northern cities and in my opinion building too many 30 and 40 storey buildings will make parts of this city unlivable.
3. On this last point, Gottingen Street has FAR of 7.5 on both sides of the street, yet one side faces east and the other faces west. This makes no sense. Tall buildings on the west side of Gottingen Street are going to block daylight most of the and will make Gottingen Street a cold and un-inviting place. Staff should reduce the FAR and height on the west side of the street. Policy to require these buildings to step down to the street would also help protect limited sunlight.
4. **I also have a concern that we never seem to be able to prepare any community plans,** just height precincts and zoning bylaws. We need more focus on the ingredients

needed to make a livable city – parks, recreational facilities, daycare locations, etc.)

Where is the vision for the Urban Core?

5. I agree that FAR should be the prime determinant of density in the CEN zones, but why are staff recommending height limits in the Corridor Zone? Once again, this makes no sense. Floor Area Ratio (FAR) is the standard in most North American cities and has the benefit of allowing developers to step back from a prominent corner without losing building space (floor area). The continued focus on height limits to going to give us a city of monotonous extruded boxes and will stifle the architects ability to design an interesting building. **Please hire some architects and urban designers to work in the planning department, and use FAR instead of building height to evaluate larger parcels.**
6. By now, it should be clear to Council and Staff that if you up-zone property sufficiently, land developers will buy up swaths of properties, tear them down and assemble them for new development (see Robie Street). In many respects, this is the nature of cities, which evolve and expand, and this type of activity has been going on for centuries. However, **before you implement your next round of changes, some additional controls are needed to prevent some unintended consequences of mass demolition.** For example, in Toronto, if you tear down 6 houses that have 20 affordable housing units in them, the new development has to replace those 20 units at the same rental rate. This is a good policy that should be implemented in HRM. We also don't want units torn down pre-maturely (long before the site is ready for redevelopment) so some sort of vacant property tax may also be appropriate. However, this last idea could be problematic and needs to be thought through. For example, for the past 18 months I have been held up on a small 12 unit project where I had to pay NSPower and get them to agree to relocate a 3 Phase power line that was preventing the use of a crane on site. Penalizing a developer for something outside of their control is not good policy.
7. **My biggest concern related to up-zoning is how you balance the benefits to the land owner (e.g., the increase in land value) with the immediate impacts to the surrounding community (e.g., more traffic, noise, less light, more wind, etc).** Property values on the Halifax Peninsula has skyrocketed since the original Centre Plan was implemented, so before you implement these changes and further escalate land values, HRM should understand how they can carve off some of the value from this up-zoning for the benefit of the local community. The best example of this is the proposed up-zoning of the Doubletree Hilton on Wyse Road by the MacDonald Bridge. Manga Hotels purchased this 200 unit hotel for \$4M and spent another \$8M of upgrades. The owner has stated publicly that they had no idea there was any surplus land value when they purchased the property. HRM has either given, or is contemplating giving, this developer the right to build three (3) thirty storey residential towers on the back of the property with a proposed density of 800 to 850 new apartments. While I won't get into the arguments about whether or not this is good urban planning, **I will say that in up-zoning this property, HRM is creating \$30M to \$35M of land value for the property owner. In the mean time, there is a homeless encampment at the rear of the property, and HRM has stated that they have limited money to fund affordable housing, homeless shelters, etc. So my question is this: Why would HRM not charge**

the owner for the privilege of this up-zoning? HRM is under no requirement to up-zone the property. To my mind, virtually all developers would agree to pay \$15M into an affordable housing fund if in return they received land entitlements that were worth \$30M to \$35M. In fact, once the up-zoning is approved, they can use the land value as collateral for a loan. If financing is an issue, HRM can defer payment until an occupancy permit is issued. One caveat here: not all land assemblies are the same. For example, the land assembly at the corner of Spring Garden and Robie has been time consuming and very expensive for the property owners. As such, its harder to charge them as much money (or require as many public benefits) when compared to the Double Tree hotel site (where the land was essentially free). The City of Vancouver hires a 3rd party financial modeling firm to prepare a shadow pro forma for each development, and thus has the ability to understand how fat or thin each development budget is, and they adjust their approach accordingly.

8. This leads me to the current proposal. I am OK up-zoning land around the universities to allow more housing, but the additional density should be regulated using FAR, not height limits. More importantly, **if by up-zoning these lands a single family house that is currently worth \$1.0M to 1.5M might become worth \$4M to 5M, do we just give all that land value away to the lucky owner, or do we devise a way for the municipality to capture some of that incremental value for use in providing community benefits?** For further reading, please see the idea of Community Benefit Plans, as addressed in the Bonus Density Study prepared for HRM by Teal Architects.
9. **Council (and more importantly HRM planning staff) need to recognize that up-zoning creates financial winners (the lucky person that owns the land) and losers (the people across the street that have to live with the increased density). Capturing some of this land lift will provide HRM with the financial resources that it needs in order to address some of the demands that excessive growth is creating (i.e., the need for homeless shelters and more affordable housing).**
10. One final comment. **Building 30 to 40 storey buildings is new for HRM.** Building to this height creates complexities for cranes, formwork contractors, fire control, plumbing and electrical contractors. **These buildings will take a long time to build.** HRM's strategy for more housing shouldn't focus on urban areas to the exclusion of low rise wood frame construction in the suburbs or rural commuter-sheds. **Clayton Developments is making great strides with modular housing at their Mount Hope project; this is a model to emulate.** If we are to dramatically increase the amount of housing we are going to create, its more likely to occur in suburban locations (Bedford West, etc.) and fringe locations that are serviced with sewer, water and road infrastructure.

Respectfully Submitted

[Redacted]

[Redacted]

C201

TO THOSE WITH RESPONSIBILITIES FOR THE PROPOSED RE-ZONING OF HRM AND THE HRM APPLICATION TO HOUSING ACCELERATOR FUND:

My wife [REDACTED] and I live on the west side of Oxford Street at [REDACTED] and Waegwoltic Avenue. Andrew Cobb designed our house, a single-family dwelling where we've lived since 1975 and raised our children. This was my parents' home where my brothers and I grew up.

My grandparents' home is two doors up [REDACTED]. My great grandfather had Cobb design the house as a wedding present for them in the early 1900s. They raised their children there.

Next to our property at the corner of Oxford and Coburg is another Cobb house which Gem Health Care owns and operates as a health care facility. So, the streetscape on Oxford has three Cobb designs, something unique to HRM. Now, given the proposed rezoning to HR-1 there is the prospect of 7 story buildings ostensibly to satisfy the need for student housing near Dalhousie or perhaps for what is euphemistically referred to as the "missing middle".

My wife and I oppose the proposed zoning changes in the block of properties bounded by Coburg, Oxford and Waegwoltic. We are confident that nearly all other homeowners in the block take the same position.

The block is a lovely family neighbourhood with owner-occupied single-family homes. There are only two sets of flats which have been occupied as such since the 1930s and the Gem property which is an anomaly - a quasi-commercial operation grandfathered many years ago.

The homes on the block haven't changed over time. Many are distinctive. They are today as they were when built, well maintained by proud owners. The neighbourhood has a distinctive character and charm. The streetscapes are attractive. At the bottom of Waegwoltic is the Conrose Field with a large playground, ball diamond and tennis courts. Then there is the Waegwoltic Club at the foot of Coburg.

The neighbourhood is not without its drawbacks - traffic on Oxford and parking on Coburg and Waegwoltic.

Oxford is a traffic corridor now and that won't change. The Coburg/Oxford intersection is dangerous. Pedestrians crossing are at risk." No Right Turn On Red" signals are non-existent in spite of the heavy pedestrian traffic - mainly students at Dalhousie and Armbrae Academy. The area is in parking zone 11. Payment of an annual HRM parking fee permits on-street parking. However, Coburg, Waegwoltic, Oxford south of Coburg and side streets east of Oxford are crammed with cars parked illegally every day. A parking permit is of little use unless HRM enforces the parking regulations.

The other drawback for Oxford Street owners is the excessive speed of traffic. No real attempt has been made to calm traffic. The stock answer to complaints is "what can we do?"

The proposed rezoning of the Coburg/Oxford/Waegwoltic block contemplates two sub-blocks. One is to be rezoned to ER-3 and the other fronting Oxford to HR-1. There are nine dwellings in this block. Six are single-family owner-occupied, two are sets of flats partly rented to students and then there is the Gem corner property. Five of the single-family owners oppose the rezoning (the sixth may be away), one of the two flat owners is against it, and I don't know the position of Gem or the other flat owner.

I have spoken with a Dalhousie administrator and am told that Dalhousie has no interest in acquiring properties on the block. Rather, Dal wants to be able to build higher structures within its boundaries-Oxford, Coburg, Robie and South Street. Apparently, Dalhousie is making its own submissions.

So, who would want to redevelop all or a portion of the HR-1 block to meet the objectives of the Housing Accelerator Fund, bearing in mind that owners would have to sell to a developer? There isn't anyone. Look at what's happened on Coburg between Lilac and LeMarchant - beautiful historic homes torn down, others turned into student rooming houses, vacant lots, garbage piled near the street and so on.

That would be the sad result over time if the proposed rezoning is allowed. The vultures are already circling. A realtor representing Gem called my wife last week asking if we would sell our property to Gem. Our home is not for sale. At some point our son will make it his home. Three other owner occupiers in the HR-1 block have had calls from other realtors in the last week or so offering to buy their properties. No one wants to sell.

The proposed rezoning to HR-1 does not extend north on Oxford beyond Waegwoltic. It is restricted to one block. Was this an afterthought to satisfy density concerns of the Feds? What is the rationale given the raison d'être of Housing Accelerator Fund?

It is beyond argument that HR-1 zoning would affect light, increase traffic, impact student safety, decrease green space, decrease property values and coupled with the effect of ER-3, lead to ghetto creep over time. What is at risk is the preservation of a distinctive long-established family neighborhood.



C202





- (4) In addition to the substitution permitted in Subsection 433(3), one enhanced bicycle parking space may be substituted for a maximum of one required motor vehicle parking space.
- (5) No motor vehicle parking spaces are required for any use on a registered heritage property or in a building located in a heritage conservation district.

Table 15: Required minimum or maximum number of motor vehicle parking spaces per lot, by zone and use

Use	DD DH CEN-2 CEN-1 CDD-2 CDD-1	COR	HR-2 HR-1	ER-3 ER-2 ER-1	CH-2 CH-1	CLI LI HRI	INS UC-2 UC-1	PCF RPK
Single-unit dwelling use	Not required	Not required	Not required	Not required	Not required	Not applicable	Not applicable	Not applicable
Semi-detached dwelling use; Townhouse dwelling use; Two-unit dwelling use; Three-unit dwelling use	Not required	Not required	Not required	Not required	Not applicable	Not applicable	Not applicable	Not applicable
Cluster housing use	Not applicable	Not applicable	Not applicable	Not applicable	Minimum 1 space for every 3 units	Not applicable	Not applicable	Not applicable
Multi-unit dwelling use	Not required	Not required	No parking is required for the first 12 units. Minimum 1 space for every additional 3 units beyond the first 12 units	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
Small shared housing use	Not required	Not required	Not required	Not required	Not required	Not applicable	Not required	Not applicable
Large shared housing use	Not required	Not required	Minimum 1 space	Not applicable	Not applicable	Not applicable	Minimum 1 space	Not applicable
Secondary suite use or backyard suite use	Not required	Not required	Not required	Not required	Not applicable	Not applicable	Not applicable	Not applicable
Shelter use	Not required	Minimum 1 space	Minimum 1 space	Not applicable	Not applicable	Not applicable	Minimum 1 space	Not applicable
Daycare use	Not required	Minimum 2 spaces	Minimum 2 spaces	Minimum 1 space	Minimum 1 space	Minimum 2 spaces	Minimum 2 spaces	Not applicable

Use	DD DH CEN-2 CEN-1 CDD-2 CDD-1	COR	HR-2 HR-1	ER-3 ER-2 ER-1	CH-2 CH-1	CLI LI HRI	INS UC-2 UC-1	PCF RPK
Home office use	Not required	Not required	Not required	Not required	Not required	Not applicable	Not applicable	Not applicable
Home occupation use	Maximum 1 space	Maximum 1 space	Maximum 1 space	Maximum 1 space	Maximum 1 space	Not applicable	Not applicable	Not applicable
Work-live unit use	Not required	Not required	Maximum 2 spaces for each work-live unit	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable
Restaurant use; Drinking establishment use; Local drinking establishment use	Not required	Not required	Maximum 1 space for every 35 sq. m of floor area	Not applicable	Not applicable	Maximum 1 space for every 35 sq. m of floor area	Not required	Not applicable
Fitness centre use	Not required	Not required	Minimum 1 space for every 25 sq. m of floor area	Not applicable	Not applicable	Minimum 1 space for every 25 sq. m of floor area	Not applicable	Not applicable
Hotel use, Short-term Bedroom Rental Use (RC-Feb 21/23;E-Sep 1/23)	Not required	Not required	Not applicable	Not applicable	Not applicable	Not required	Not applicable	Not applicable
Local commercial uses	Not required	Not required	Not required	Not applicable	Not applicable	Not required	Not required	Not applicable
Office use; Financial institution use	Not required	Maximum 1 space for every 150 sq. m of floor area	Maximum 1 space for every 75 sq. m of floor area	Not applicable	Not applicable	Maximum 1 space for every 75 sq. m of floor area	Maximum 1 space for every 75 sq. m of floor area	Not applicable
Any other commercial use not listed within this table	Not required	Not required	Minimum 1 space for every 35 sq. m of floor area	Not applicable	Not applicable	Minimum 1 space for every 35 sq. m of floor area	Not applicable	Not applicable
Minor spectator venue use; Cultural use	Not required	Minimum 1 space for every 10 permanent seats or 1 space for every 100 sq. m of floor area, whichever is less	Minimum 1 space for every 10 permanent seats or 1 space for every 100 sq. m of floor area, whichever is less	Not applicable	Not applicable	Minimum 1 space for every 10 permanent seats or 1 space for every 100 sq. m of floor area, whichever is less	Not required	Not required
Medical clinic use; Religious institution use	Not required	Not required	Minimum 1 space for every 300 sq. m of floor area	Not applicable	Not applicable	Minimum 1 space for every 300 sq. m of floor area	Minimum 1 space for every 300 sq. m of floor area	Not applicable
School use	Not required	Minimum 1 space for every classroom	Minimum 1 space for every classroom	Not applicable	Not applicable	Not applicable	Minimum 1 space for every classroom	Minimum 1 space for every classroom
Major spectator venue use	Not required	Not applicable	Not applicable	Not applicable	Not applicable	Not required	Not required	Not required

University or college use	Not required	Not required	Not required	Not applicable	Not applicable	Not required	Not required	Not applicable
Use	DD DH CEN-2 CEN-1 CDD-2 CDD-1	COR	HR-2 HR-1	ER-3 ER-2 ER-1	CH-2 CH-1	CLI LI HRI	INS UC-2 UC-1	PCF RPK
Industrial use	Not applicable	Not applicable	Not applicable	Not applicable	Not applicable	Minimum 4 spaces	Not applicable	Not applicable
Community recreation use	Not required	Not required	Not required	Not required	Not required	Not required	Not required	Not required
Club recreation use	Not required	Minimum 1 space for every 400 sq. m lot area	Minimum 1 space for every 400 sq. m lot area	Not applicable	Not applicable	Minimum 1 space for every 400 sq. m lot area	Minimum 1 space for every 400 sq. m lot area	Not required

Rounding Regulation

434 Where the calculation for motor vehicle parking results in a fraction of a motor vehicle parking space, the required number of motor vehicle parking spaces shall be rounded down to the nearest whole number.

Parking Within a Front or Flanking Yard for Low-Density Dwelling Uses

435 Subject to Section 436, for a low-density dwelling use, a maximum of 40% of the width of any front or flanking yard may be used for the parking and maneuvering of motor vehicles.

Additional Parking Requirements within Young Avenue Sub-Area A (YA-A)

436 For a two-unit dwelling use, a three-unit dwelling use, or a multi-unit dwelling use that contains up to 5 units within the Young Avenue Sub-Area A (YA-A), as shown on Schedule 3C, the following additional motor vehicle parking requirements shall apply to any exterior parking:

- (a) be located within a rear yard; and
- (b) not exceed 5 spaces.

Commercial Vehicles

- 437 (1) Subject to Subsection 437(2), any commercial vehicle that exceeds a weight of 3,000 kilograms of gross vehicle weight, shall be prohibited in any ER-3, ER-2, ER-1, CH-2, or CH-1 zone.
- (2) A commercial vehicle described in Subsection 437(1) is permitted to park in any

February 8, 2024

Re: Proposed Zoning Changes in the Housing Accelerator Fund

To: Halifax Regional Municipality, haf@halifax.ca
Waye Mason, waye.mason@halifax.ca

I am writing to express my concerns with the proposed zoning changes that have recently been proposed associated with the Housing Accelerator Fund, which impacts my neighbourhood. I am a resident of [REDACTED] in Halifax, which is located a well established family neighborhood, often described as the Connrose Neighbourhood (Cambridge, Beech, Geldert, Waegwoltic Streets) bordered by Oxford and Jubilee. For geographical reference the Oxford and Jubilee traffic thoroughfare together with the Connrose park creates a distinctive neighborhood protection.

I acknowledge and appreciate the challenges faced by the Halifax Regional Municipality (HRM) in addressing housing affordability and availability, and I agree this is a priority that needs to be addressed. However, I am fundamentally concerned that certain proposed solutions are short-sighted, and potentially more detrimental to the future of HRM and to our community, than they are a solution to the problems they solve today.

My primary concern is the recommendation to immediately change zoning in our ER-2 neighbourhood to ER-3 to increase density. I live in an area of mostly single-family homes almost exclusively populated by families, many with young children attending local schools. My neighbourhood is safe, walkable with many long-term residents mixing seamlessly with new families looking to live here for another 40 years. We pay very high property taxes to live in such a neighbourhood because we value the community, we live in. We chose and paid for our homes with that community concept in mind.

I am keenly aware of neighbourhoods that have had their entire identity irrevocably changed as a result of zoning allowances such as the ones being proposed. Single family homes transformed into short term, multi-unit housing, or torn down in favour of multi/student housing, which can lead to an inevitable host of difficulties especially without proper planning. A well-known example is close by to us, where Larch Street, a street once populated by families, has turned into a party district requiring a police presence during university events. Families have moved away and the value of a single- family home in that neighbourhood, reduced. The ER-3 zoning would certainly create "creep" of this type of housing and behaviour a few blocks away into our family neighbourhood. Allowing these transformations without consultation sends the message that the only way HRM residents can reside in single-family homes in family- dominated neighbourhoods is to move to the suburbs, thereby increasing urban sprawl, causing environmental concerns, traffic issues and the like. This effect can't be discounted.

I have some experience in property development, and believe there is no practical application of density in our neighborhood as most of the lots are very small, and the valuation of the houses do not lend themselves to redevelopment. There are existing nanny suite provisions that are more than adequate to meet the minimal density opportunities in this neighborhood. However, one or two conversions to a high density four-unit dwelling would be a dramatic change for this neighborhood with very serious consequences to the very fabric of what we consider our

neighborhood.

A better solution(s) that does not compromise desirable living situations we have deliberately chosen urgently requires your review. In the pursuit of resolving housing issues, I urge the government to engage in collaborative decision-making and long-term planning rather than implementing hasty changes that could irreversibly alter our city and communities.

I highlight the importance of recognizing and preserving the value of communities and family neighbourhoods within the urban center. While we recognize “family” has many definitions, our reference means related parties, often with minor children (as opposed to housing made up of roommates) who are looking to make an investment and put down roots in a community primarily on a long-term basis. While acknowledging the need for change, we believe all change to historical neighbourhoods should occur in a deliberate, consultative manner that does not compromise the unique fabric that makes our communities special. More than ever, we need existing urban neighbourhoods with family-oriented homes, that encourage social relationships, and foster a sense of belonging and community to remain in the heart of our city. To attract professionals with young families to an urban rather than suburban life, it is crucial to maintain the appeal of neighbourhoods that support such a lifestyle.

I value the opportunity to live in a neighbourhood with long term residents and are concerned the new ER-3 zoning allowance will create the opportunity for developers to more easily create high-turnover neighbourhoods. Pressure to erase the very characteristics that make these neighbourhoods valuable is a concern we share and that we seek to address.

In closing, I urge you to made decisions for the long-term future of Halifax balancing the short-term housing crisis and the long-term needs of residents. Please do not include the Connrose Neighborhood in broad sweeping zoning changes, and consider the unique areas of the city that need to be protected.

Sincerely,

A large black rectangular redaction box covering the signature area.

10 Housing Accelerator Fund best practices

1. End exclusionary zoning

- Stop low-density zoning and regulation that excludes housing types such as affordable and social housing in residential areas.
- Encourage high density by allowing mixed-use development and high-density residential as-of-right within proximity to urban cores and transit corridors.
- This includes adopting by-laws to adopt more as-of-right zoning measures, from the number of units to storeys.

2. **Make municipally owned lands available for housing** through strategies such as disposition, acquisition and/or pre-development.

3. **Increase process efficiency** by implementing new technologies or software to speed up development approvals, such as e-permitting.

4. **Prioritized/enhanced development approval process** for rental and affordable housing.

5. **Comprehensive review of development charges and fee schedules** including waivers, with a focus on permits associated with affordable housing.

6. **Reduce or eliminate parking standards** to increase project viability, density and reduce carbon footprint.

7. **Eliminate ~~restrictions related to~~ height,**

To: Halifax Regional Municipality

Cc: Councillor Waye Mason (our local councillor), All HRM Councillors

My spouse and I have lived on [REDACTED] in Halifax for 14 years now, and we both work as Physicians here in HRM.

We are writing to express our deep concerns about the recent, sudden proposal to create new High Rise (HR-2) zones in our neighbourhood.

We were not consulted, nor engaged appropriately, and the timeline seems rushed and extremely short.

We have significant concerns regarding the potential destruction of family neighbourhoods, creation of a student 'ghetto' on our street, with major impacts on vehicle congestion, and on the environment (loss of green space, water drainage, heat dissipation, etc).

We cannot fathom how a 9-storey building on our quiet street fits within the City's Centre Plan. Multiple sources tell us that the local Universities (SMU, Dal) have not been consulted, and have plenty of unused land available on which to build more student residences. Why would the city allow the destruction of peaceful, quiet family neighbourhoods, yet let sites like the old Bloomfield and St. Patrick's school property, and Shannon Park, sit abandoned and empty?

In our particular situation, we have already experienced the distressing effects of increased housing density on our little dead-end street. One single family dwelling next to us is now a rooming house, divided into 13 rooms for tenants, with multiple cars parked illegally out front, noise at all hours, garbage strewn about the property, and police visiting regularly for various conflicts, etc. Despite us lodging multiple complaints, the city seems unwilling to deal with these issues. We cannot imagine what would happen if a 9-storey building were to then appear across the street.

Thus, we respectfully ask that you reconsider the proposed HR-2 zoning for our neighbourhood.

Sincerely,

[REDACTED]

[REDACTED]

February 10, 2024

Subject: Concerns Regarding Proposed Zoning Changes in Halifax, Nova Scotia

Hello,

As a member of the local community, I want to make clear that we support the densification of our urban core. We support inclusive planning and zoning, along with investing in public transportation, green spaces, and other key elements needed to build communities. We are also acutely aware of the critical short-term housing crisis we find ourselves in. Targeted and appropriate housing and social resources are urgently needed.

We are writing to express significant concerns regarding the proposed changes to create new high rise (HR-2) zones on top of residential blocks that touch Robie St, Tower Rd. and Gorsebrook Ave, across from Saint Mary's University campus.

I believe these changes could have profound, yet not fully understood, impacts on our neighbourhoods, infrastructure, and overall quality of life. Below, I outline the key issues that warrant careful consideration before moving forward with any zoning amendments.

Lack of Proper Consultation:The timeframe provided for public consultation on these zoning changes has been notably inadequate. Effective public engagement is crucial to ensure that we, who live and work in this area, are heard. True consultation goes beyond merely informing the public and giving us 1 solution – 9 story high rises with commercial spaces. The lack of sufficient time for consultation has prevented a thorough and inclusive dialogue between city officials and our community at large, leading to a process that feels rushed and does not reflect any type of community engagement.

We support gentle density that has a minimal impact on neighbourhoods as outlined by the Honourable Sean Fraser, P.C., M.P. Destroying family homes and adding 9 story buildings with commercial spaces is not “minimal.” We should work together to look at alternative solutions that integrate with the existing form and character of single detached home neighbourhoods such as duplexes and townhouses. This process should include local businesses, residents, environmental experts, and urban planners, among others, to ensure a holistic understanding of the potential implications and positive impacts of these changes.

Inadequate Evaluation of Infrastructure Changes: It appears that the necessary consultations on infrastructure changes—specifically regarding green spaces, recreational facilities, adequate public transportation, traffic planning, proper drainage, emergency planning, electrical, water and wastewater services and the environmental impact—have not been thoroughly conducted. Infrastructure systems are the backbone of any community, and any changes to zoning could significantly

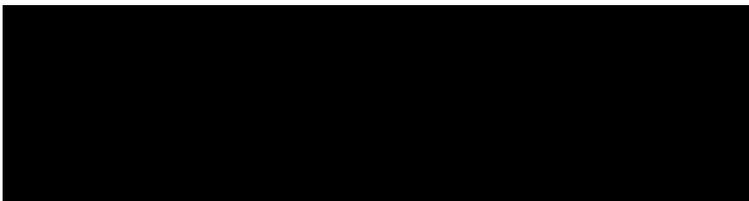
strain these systems. Without a detailed evaluation of these impacts, there is a risk of overburdening our current infrastructure, leading to issues that could affect the health, safety, and comfort of our community.

Conflict with Saint Mary's University Housing Solutions: It has come to our attention that Saint Mary's University has been planning its own on campus housing solutions with new construction, refurbishment and replacement of older residences sufficient to create a minimum of 1,000 units. The President of SMU has said that the University has not been consulted on the proposed zoning changes which could potentially conflict with the city's zoning plans. This underscores the importance of ensuring that all stakeholders, including educational institutions, are part of the conversation regarding zoning and development. Failing to coordinate these plans could lead to inefficiencies, redundancies, and missed opportunities for synergistic solutions to housing challenges in our community.

In light of these concerns, I urge the city to reconsider the current approach to the rezoning changes in our neighbourhood. It is imperative that we adopt a more deliberate, inclusive, and comprehensive process that genuinely considers the long-term implications for our community. We agree with gentle density in our neighbourhood-not 9 story high rises with commercial spaces. This should include extending consultation periods, conducting thorough impact assessments, and fostering a collaborative dialogue with all relevant stakeholders, including Saint Mary's University.

Thank you for considering these concerns. I believe that by working together, we can ensure that any changes to our city's zoning laws are thoughtful, beneficial, and reflective of the collective vision of all Halifax residents.

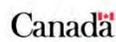
Sincerely,



Housing Accelerator Fund

MINORREV-2023-01065

Last updated: 02/02/2024



The municipality is facing significant challenges related to [housing affordability](#) and availability. Unprecedented population growth has led to a rising demand for housing that the current rate of residential construction cannot meet. As of 2023, the municipality's housing shortage is estimated at almost 20,000 units – and the shortage is growing.

As part of the federal [Housing Accelerator](#)

February 16, 2024

BY EMAIL: haf@halifax.ca

Dear Sirs/Mesdames:

**RE: Proposed Revisions to Centre Plan
Rezoning of Victoria Road from Established Residential to Corridor**

I am writing to provide feedback on the proposal to rezone Victoria Road, opposite of Victoria Gardens, from Established Residential to Corridor. While I strongly agree with increasing the housing supply within core areas by adding density, I am concerned about the impact that upzoning to a seven-story height limit will have on the Brightwood neighbourhood.

There is no doubt that adding density will be a net positive for the city and my neighbourhood, I feel that greater consideration needs to be given to the transition of this neighbourhood from largely single-family residential to an area of higher density. In a neighbourhood currently comprised of detached single-unit dwellings, internal conversions and three-unit dwellings, adding mid-rise buildings of seven stories will be a significant change that is not in keeping with the neighbourhood. The rationale advanced for this change in the community meeting held this week doesn't appear to be very considered, and was made on the basis that it is general HRM policy to connect Corridor zones.

I share some of the concerns that some of my fellow residents have advanced with respect to traffic and do hope that HRM will give thought to this impact as development increases. Slayter Street is already significantly impacted during rush hour and any other period of increased traffic on Victoria Road. Despite recent investment from HRM in developing the road into a "slow street" – having no left turns onto the street from School Street during rush hour, bump outs at intersections, and speed bumps – the traffic has not been slowed and is arguably at times not a safe shared traffic corridor for cyclists as cars attempt to shortcut traffic. This impact will increase as development on Victoria Road increases.

I do hope that HRM considers refocusing their efforts in this community (and many others) to incentivizing development of the missing middle, filling the gap between single-unit dwellings and high-density multi-unit apartments. This neighbourhood already has several examples of successful internal conversions, duplexes and three-unit dwellings. I believe an increase in this type of density, including through low rise housing along Victoria Road, creates the opportunity for much-needed density to this area of the city without compromising the neighbourhood.

Understanding that these changes are likely a foregone conclusion, I would appreciate understanding more about the proposed changes, specifically:

1. Is the change in height to seven stories in this Corridor Zone required to meet the funding requirements for the Housing Accelerator Fund?
2. Why is low rise housing inadequate to support HRM's aim of adding density? What is the rationale for increasing to seven stories?
3. Why does the Corridor zone stop where it is currently proposed? Why does it not run the length of Victoria Road to Downtown Dartmouth?

4. Aside from the Rapid Transit already brought forward, what other incremental changes are proposed to improve transportation within the area? How will HRM ensure that the pace of improvement matches the pace of development?
5. We have heard that new opportunities to add density to single-family lots hasn't had significant uptake. Why does HRM think these new density options have not worked? Aside from offering more density per lot, what other benefits or incentives for development will be offered to developers or private landowners to encourage development?

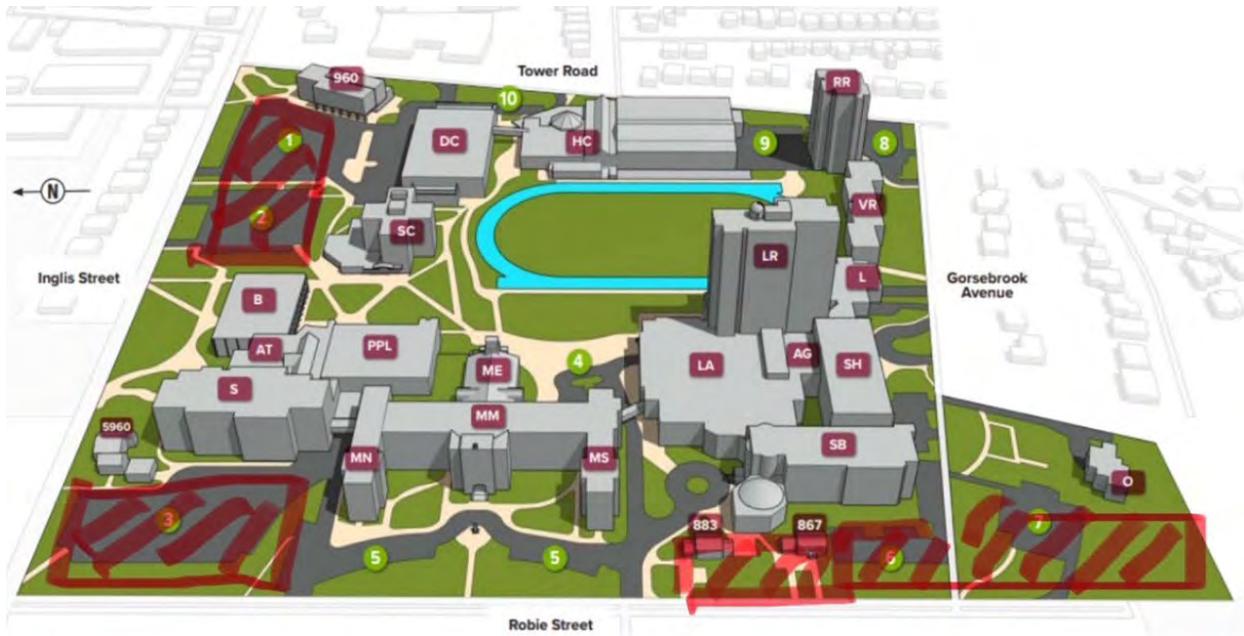
Thank you for your time.

Kind regards,



cc. Councillor Austin, District 5 (austins@halifax.ca)

C254(1)



Buildings

- | | | | |
|----|-------------|-----|-----------------------|
| AG | Art Gallery | O | The Oaks |
| AT | Atrium | PPL | Patrick Power Library |

Parking

1. Arena: General, Meters, Accessible
2. Inglis Street: General, Meters, Accessible

C254(2)

To those with responsibilities for the proposed re-zoning of Halifax Regional Municipality (HRM) and the City's application to the federal Housing Accelerator Fund.

We are voicing the concerns shared by residents in the following areas of HRM: Rogers Drive, Gorsebrook Ave, Marlborough Avenue, Robie Street, Lindola Place, Ivanhoe Street, Bridges Street, Atlantic St, Roxton Rd, Harrington Dr, Tower Road, Young Avenue, Oakland Road, and Dalhousie Street.

We are invested in the wellbeing of HRM and building resilient and well-planned communities; this includes, supporting inclusive planning, along with public and active transportation, green spaces, and other key elements needed to build diverse communities and decrease our environmental footprint.

We support gentle density that has minimal impact on neighbourhoods as outlined by the Honourable Sean Fraser, P.C., M.P. in his letter of September 21, 2023 to Mayor Savage. Minister Fraser called for increased density and student rentals within walking distance of the City's first rate post-secondary institutions.

We strongly oppose the proposal to create new high-rise (HR-2) zones on top of residential blocks that touch Robie St, Tower Rd, and Gorsebrook Ave, across from the Saint Mary's University campus. This proposed zoning permits nine-story highrises and commercial space down the middle of our streets of multi-generational family homes. This proposal by HRM goes beyond Minister Fraser's objective and has been thrust upon residents without proper consultations and input, and in a time frame that is far from transparent or fair - a few weeks. We are requesting greater opportunities for meaningful consultation and engagement.

HR-2 high-rises are massive concrete structures and are not the "missing middle" that HRM indicated is needed. HR-2 high-rises abutting and replacing residential housing are not the "gentle density" which HRM seeks to promote. Like Councillor Wayne Mason stated in his January 29, 2024 newsletter, we also support the missing middle: duplex side-by-side/stacked, fourplex stacked, courtyard building, cottage court and townhouse only. This is in keeping with stick frame construction, which will also provide more rapid housing. These increases in density may be appropriate for the area, as long as there are policies in place that incorporate design elements that fit within a residential neighbourhood. Furthermore, it is imperative that HRM provide the necessary planning for additional traffic and safety considerations, greenspace and recreation, and give thorough consideration to the municipal infrastructure required.

The President of Saint Mary's University (SMU), Dr. Rob Summerby-Murray, has communicated with the University's neighbouring residents, and shared that the University has not been consulted on the proposed zoning changes. The SMU administration also shared that it intends to build on its own campus lands with a combination of new construction, refurbishment and replacement of older residences sufficient to create a minimum of 1,000 units. This provides the University with more than sufficient housing at the heart of its Campus. As communicated to us, the SMU administration did not ask for HR-2 zoning adjacent to its campus.

All in all, we strongly support the goals of the Housing Accelerator Fund and recognise the pressing needs for more housing in HRM. We do not believe the current zoning proposals are the only way of achieving those objectives in either the short or long term, nor are they in the long-term interests of HRM. We urge you to reconsider the HR-2 zoning proposals around SMU in particular and urge you to separate HAF timelines (1 to 3 years) from long-term (next 40 years), so the whole HRM can properly engage and discuss.

Additional context and questions

Housing Accelerator Fund (“the fund”) Actions Not Informed

We understand the federal Housing Accelerator Fund is driving much of this proposal and its haste. However we do not believe the proposed high-rise zoning in established residential neighborhoods and the objectives of the Housing Accelerator Fund are fully aligned. The City’s proposal goes much further than necessary. The objectives of the federal Housing Accelerator Fund with regard to student accommodation in particular are to:

- Accelerate the supply of housing across Canada / to create on- and off- campus housing.
 - As stated in the January 2024 [Federal Press Release](#), an objective for this Fund is to “help more students find housing they can afford close to where they study, and **help ensure that there are more homes available for families who live in those same communities year-round.**” This plan directly removes housing available for families who live in those same communities year-round.
 - Prior to that, in September 2023, the federal Minister of Housing, Infrastructure, and Communities requested the City add “increasing density and student rentals within walking distance of the City’s first rate post-secondary institutions”. That same month, Halifax Regional Municipality’s Regional Council subsequently directed municipal staff to “work with post-secondary institutions to increase density and create opportunities for student housing within a walking distance from post-secondary institutions across HRM”.
 - Municipal staff went well beyond the scope and requirements of this request in the development of its proposal. Neither Council nor the federal Minister required that HR-2 zoned high-rises be adjacent to campuses nor replace existing and established homes. There are alternative solutions that have not been put forth that can achieve these objectives.
 - Did the City work with post-secondary institutions to identify solutions?
 - Can the City demonstrate it engaged, considered input, and participated in joint-work with Saint Mary’s University, Dalhousie University and others to identify solutions for neighbouring communities that took into account their own growth plans and housing needs?
 - What other alternatives proposals did the city consider prior to selecting HR-2 units adjacent to Universities? This is not the only possible option.
 - On the proposed map, not all institutions are provided with the same HR-2 plan. And yet, other institutions were provided with these massive changes. Each post-secondary institution needs to be looked at based on its identified needs and in the context of where it is located.

- o The Association of Atlantic Universities in their Federal pre-Budget 2024 consultation submission requested funds so that the schools can “build affordable, accessible on-and-off campus student housing”. Universities are not advocating for developer driven, high-rise housing units to be built beside or adjacent to campuses, only that it be accessible and affordable.
- o Saint Mary’s University has sufficient space within its campus to build additional campus housing that addresses its enrolment needs, including zoning that enables high-rise developments. **We are supportive of more housing and increased housing density being on the campus of the University.**
 - In recent weeks, residents of neighbouring Saint Mary’s University communities have held discussions with the University’s Administration. Saint Mary’s University currently has drawn-up plans to add a minimum of 1000 units to their portfolio within their current campus footprint. They have a plan to address their current and anticipated student housing requirements. (We note that Statistics Canada trends cited in the [Provincial Housing Needs Assessment Report](#) suggest that student enrolment totals across the country are relatively stable, changing only slowly over decades).
 - Following the 2024 federal cap on international students, the University’s available student housing is not fully subscribed.
 - Of note, the proposed high-density housing around Saint Mary’s University will be in direct competition with the University for housing. This does not seem to be in the best interest of this or other post-secondary institutions.
- o Furthermore, off-campus housing does not need to be across the street and adjacent to the campus in an established residential area. There are appropriate higher density areas that can be further developed with closer proximity to additional services of interest to students (e.g. laundry, grocery, restaurants).
- o Though there is space on campus for new housing units and density, as well as in other very near areas in walking, scooter, and biking distance to the campus, a key component of walkability is the walkability to public transit which can provide well-connected corridors to additional areas for growth. As regular, weekly users of public transportation and active mobility options, we also live this principle.
- The Fund is also trying to increase residential housing construction through a number of initiatives, such as promoting the use of pre-approved housing plans and prefabrication of housing sections in construction facilities where efficiencies can be found. Given these efforts, why is the City aiming to unnecessarily remove single-family homes when all existing and new housing is needed?

We Want Consultation and Engagement

This proposed plan is a significant deviation from the City’s Centre Plan which was approved in October 2021, only two years ago. This is difficult to grasp, but what is more so, is that the City has proposed these multi-neighbourhood zoning changes with little awareness, engagement, or consultation of its residents.

- The process implemented by the City for consultation and engagement of its citizens, including the timeline does not uphold values of fairness and transparency, it is also far from the fundamentals of urban planning.
- Prior to submitting this proposal, only three in-person engagements were held in-person in the Regional Centre. Engagement was over a period of four months: June to October 2023. This current version significantly varies from the City plans shared for in-person and on-line consultation, and there is no additional in-person engagement planned on these extensive revisions. For comparison, the Centre Plan was completed over a number of years.
- The City has indicated this new multi-neighbourhood zoning proposal as a “minor amendment” to the Centre Plan. Can the City please share its policy and test as to what constitutes a “minor amendment”? This is by all accounts not a minor amendment, this proposal is a new city plan. It is not justifiable to make this many changes, adversely impacting so many residents, without more opportunities for public engagement and consultation and more time for non-experts to digest and learn. By selecting this specific type of amendment process and the City excludes any option for an appeal.
- The Regional Centre Secondary Municipal Planning Strategy Package B (2021) states that “this Plan was developed through extensive public and stakeholder consultation using a wide variety of inclusive engagement tools and approaches...[The HRM Community Engagement Strategy] shall guide how the Municipality (a) informs, consults with, and engages the public in reviewing, amending, and implementing this Plan; and (b) provides for inclusive opportunities for engaging a diverse range of stakeholders and communities.” The process did not follow this commitment, including two of the Strategy’s principle:
 - Everyone potentially affected by the process has an opportunity to become involved
 - The process is respectful, fair, effective and transparent
- The HRM Public Engagement Guidebook (2023) for those undertaking projects in the HRM indicates that when high impact plans meet high influence then the expectation for engagement is collaboration and empowerment, including in the development of alternatives and identifying preferred solutions. This proposal meets the definition of both yet the recommended engagement is not occurring. The high influence example provided in the Guidebook is a Secondary Plan Amendment. The High Impact Criteria are:
 - High impact across HRM, including significant changes to the built form, natural environment or the general health and safety of all HRM residents
 - High degree of interest across HRM
 - High impact on a neighborhood area
 - Strong possibility of conflicting perspectives on the initiative or issues in question.

Where is the win for the City to rush through such significant changes in zoning with long-term implications when there will be no immediate building taking place? This is not helping the short-term housing crisis. It will take years or decades for sufficient land acquisition and Municipal services to enable the desired structures for this HR-2 zoning. That is, if it is economical at all.

- Separating out the Short-term actions will enable proper consultation and engagement on the medium- and longer-term plans for our city. This will also enable “thorough,

evidence-based public and accountable discussion,” the type of which our City Councillor advocates.

- Can the City please separate out processes for short-term crises requiring urgent action from medium- and longer- term projected growth considerations.

Re-Zoning Misses HRM Planning Objectives

The current proposal for the surround neighborhoods of Saint Mary’s University is a clear example of how the City of Halifax did not uphold its own stated principles for this planning initiative.

- Nine-story high-rises, that also permit commercial space, being put up on top of and across residential streets from single-family homes is not “additional housing that has a minimal impact on a neighborhood's built form and character.” What the city has proposed, in fact, fully destroys the fabric and essence of an entire neighborhood both built on form and character.
- The City has previously indicated that the HR-2 Zone is not to abut low-rise neighborhoods, yet that is exactly what it is proposing.
- The City indicates that it provided “gentle density”. To state the obvious, the proposal is not a gentle transition from homes to nine-story high-rises with included commercial space, nor does it provide the “missing middle”.
- The “What we Heard” report produced by and relied on by the City for this proposal requested the following regarding the Housing Accelerator Fund: “There was feedback received regarding the need for increased housing options, particularly in the gentle density and missing middle form.”
- This proposal does not provide what was requested nor is it providing what the City indicates it ought to be.

We Want to Know

In planning for this growth and densification, in light of this new proposed plan, can the City demonstrate it has new and informed comprehensive and funded plans for:

- additional green space and urban forestry
- recreational facilities
- adequate public transportation
- traffic planning
- ensuring proper drainage
- emergency planning
 - For example, many of our streets are residential cul-de-sacs, as well, Robie St. and other parallel streets in that area are no exit roads. Having that many people and additional traffic in this area makes zero sense, the area will be in a standstill. This is unsafe from an emergencies perspective. Just Halifax Grammar School and Mer et Monde public school already cause traffic jams twice daily without any further development.
- addressing building shadowing
- electrical, water and wastewater services
- environmental objectives, specifically for greenhouse gases and prevention of urban heat islands

- o schools and medical services (yes, funded by and the responsibility of the Province, they still need to be considered as part of urban development)
 - o consideration of alternative proposals for the creation of housing units (HR-2 or other increased density) outside the existing residential area.
- Do the projected demographics substantiate this specific neighbourhood plan, and what is the source of these numbers?
- What is the employment outlook and plans to support business development?
- How do various regional, provincial, and federal plans and objectives fit together to encourage and manage growth in the municipality?
- How does the City plan to protect homeowners' property taxation, so they are not forced out of their home due to increased assessments based on potential development?
- How does the City plan to enforce the proposed height restrictions for current and future high-density areas? What is the city doing to ensure areas already zoned for higher-density are meeting their potential?
- How will the City ensure that what is built is provided as affordable housing for students in the immediate future and longer term?
- How will the City ensure that the high-density multi-unit buildings will not become run down or party zones (as is the case near the University of Waterloo and already an issue with much smaller rental homes near Dalhousie University)?
- How will the City address the fact that housing, in particular housing units intended for students, may be exempt from the foreign home buying ban?
- How will the City ensure that housing, and even commercial space, once built, will be available to the public and not sitting empty as the case in Vancouver and other major cities?
- Why are other areas of the City with buildings equal to or higher heights than nine-stories not being zoned HR-2?
- Why is the city not ensuring that developers who currently sit on vacant lots, empty homes, unused commercial spaces are penalized?
- How has the City effectively reduced the adverse impact on housing available from short-term rentals now and in the future. How has this increased housing availability to those who need it most?

Environmental Impact

If the City is concerned with reducing emissions, then removing existing housing units from the supply increases the City's greenhouse gas emissions. The Canada Green Building Council indicates that the building sector accounted for 13% of Canada's greenhouse gas emissions. It indicates that when factoring in building materials and construction, this sector is responsible for closer to 30%, making the building sector Canada's third-highest carbon emitter. There is no reason to be removing homes from the housing supply.

Further to this, the homes and neighborhoods proposed for removal are the same ones that have been invested in using public funding (federal, provincial, and municipal) to install solar panels and heat pumps, upgrade furnaces, improve the R-value in the exterior envelope through new insulation/windows/doors, and to install EV charging stations. The removal of these homes after such initiatives and investments is a waste for the environment and extremely poor use of public resources.

Community and Belonging

The City seems to have overlooked the fact that quality of life is what is translating to economic gains in Atlantic Canada. According to the December 2023 Public Policy Forum's "The Belonging Advantage" Report, the Institute finds that:

- Atlantic Canadians report a greater satisfaction with their quality of life than Canadians as a whole, and a greater sense of belonging to the community.
- Atlantic Canadians with a strong or very strong sense of belonging to the local community stood at 54.5 percent last year, almost nine percentage points higher than Canada as a whole.
- Nova Scotians have an average of 5.84 relatives with whom they are close, and at least four neighbours of whom they could ask a favour;
- Asked to rank their satisfaction with various aspects of well-being, they gave high marks to everything from personal relationships and access to parks to their neighbourhood as a good place to live.

"The pandemic was a reset for a lot of people," says Danny Graham, chief engagement officer of Engage Nova Scotia. "A lot of people began to re-evaluate 'where do I want to live' and the answer came down to 'I want home to feel like home.' A place they feel connected to others and to the fabric of the community."

As residents, the above statements ring true for our neighbourhoods and streets. The proposed zoning changes actively works against Atlantic Canada's measurable advantages and key sources for economic growth.

Everything the City is proposing to do to the neighbourhoods and communities surrounding Saint Mary's University actively destroys communities and a sense of belonging. We are now in a position where we will take pause before advocating to friends and other professionals, including to much needed health care professionals, to move here and invest in Halifax. If the City can do this to its residents and homeowners, it does not in fact provide the good quality of life it advertises. In this proposal, the City is also communicating that being a homeowner or business owner in Halifax could be a risky financial investment, there is no certainty or stability.

We are making every effort to provide fact-based information to counter this zoning proposal within the few weeks the City has provided for us to be engaged. It leaves us heartbroken, disappointed, disillusioned, upset, and appalled that the City would even consider putting nine-story high-rises on established residential streets. We urge you to do the right thing and reconsider HR-2 zoning in our neighbourhood. Let's discuss increasing density in ways that target housing needs and make sense for residential areas. Let's work together to get this right for all residents.

Signed,



February 11, 2024

Housing Accelerator Fund

Halifax Regional Municipality

haf@halifax.ca

cc: Councillor Wayne Mason, all other HRM Councillors

re: Proposed Zoning Changes, MINORREV-2023-01065

Yesterday, I became aware of the proposed zoning changes under MINORREV-2023-01065. I am a resident of the area surrounding Saint Mary's University and I have serious concerns about this proposal and the speed with which it seems to be proceeding. The last update to the proposal is dated February 2, and the deadline for responses from the community is only two weeks later, February 16. Given the scope of the changes proposed, which I do not agree are minor, this is an extremely short window for residents to respond.

My main concern is with the proposed zoning change to HR-2 in the area surrounding SMU. This is a misstep in my opinion for several reasons, although I would support zoning some parts of this area at ER-2, ER-3, or the possible new ER-4 mentioned by Councillor Mason in his report.

The overall goal of the changes, which is to address the current housing crisis and take advantage of the federal funds that have become available, is laudable. The problem as I see it is that some of the changes, in my neighbourhood specifically, are much greater than is necessary, and do not accomplish the goals of the HAF or the HRM. These include

- incentivizing building in the "missing middle"
- supporting "gentle density [which] has a minimal impact on a neighbourhood"
- "enabling more transit-oriented development", and
- "incentivizing wood and timber construction".

The single goal to "enable more housing for students" should not outweigh all of these other goals, especially in a neighbourhood with no services such as stores, restaurants, or laundromats. The Robie St. side of SMU is not, and likely will not be, served by transit routes south of Inglis St. because all of the

streets end in cul-de-sacs. Transit in this area arguably does not need to be increased because so much of the downtown core is within walking distance.

Instead, I support the idea of gentle densification in nearby areas such as Fenwick St., South Park St., Inglis St. east of Robie St., Victoria Rd., Tower Rd. north of Inglis St., and Wellington St., where some higher density housing already exists, and increases to densities allowed in areas that are on transit routes such as Robie St. north of Inglis, Quinpool Rd., and other corridors.

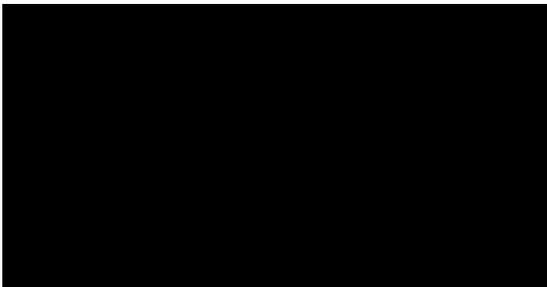
Saint Mary's University has stated that they were not consulted about the proposed zoning changes, and they intend to fully provide for the housing needs of their students within the boundaries of their campus. This seems far preferable to rezoning lots that support existing housing to incentivize development of larger, concrete structures that will not solve the current housing crisis within less than a few years' time.

Adding 5000-10 000 people to an area less than 1 km², without adequate preparation and planning for the needs of these new residents, could be disastrous both for those who live in the neighbourhood now and for those who would move in. Having lived in Calgary in 2007-2008, I can speak to the many issues that arise when population growth is not adequately supported. I moved back to Halifax to escape those problems.

I support Councillor Mason's idea to holding developers to account via taxes on demolitions and empty lots, which would incentivize the use of land that is already primed for development, such as Merlin Court, several large lots on Robie St., the old St. Patrick's High school land, and the Bloomfield School land, among many others. I agree further with Mr. Mason that HRM should maintain some control over numbers of bedrooms per unit, to avoid "warehousing" of students and ensure that newly built housing meets student needs.

Thank you for the opportunity to provide feedback on this proposal. I strongly encourage you to take more time and solicit more input from residents of the SMU neighbourhood and SMU itself before making such significant zoning changes in our area.

Sincerely,



To those with responsibilities for the proposed re-zoning of Halifax Regional Municipality (HRM) and the City's application to the federal Housing Accelerator Fund.

We are voicing the concerns shared by residents in the following areas of HRM: Rogers Drive, Gorsebrook Ave, Marlborough Avenue, Robie Street, Lindola Place, Ivanhoe Street, Bridges Street, Atlantic St, Roxton Rd, Harrington Dr, Tower Road, Young Avenue, Oakland Road, and Dalhousie Street.

We are invested in the wellbeing of HRM and building resilient and well-planned communities; this includes, supporting inclusive planning, along with public and active transportation, green spaces, and other key elements needed to build diverse communities and decrease our environmental footprint.

We support gentle density that has minimal impact on neighbourhoods as outlined by the Honourable Sean Fraser, P.C., M.P. in his letter of September 21, 2023 to Mayor Savage. Minister Fraser called for increased density and student rentals within walking distance of the City's first rate post-secondary institutions.

We strongly oppose the proposal to create new high-rise (HR-2) zones on top of residential blocks that touch Robie St, Tower Rd, and Gorsebrook Ave, across from the Saint Mary's University campus. This proposed zoning permits nine-story highrises and commercial space down the middle of our streets of multi-generational family homes. This proposal by HRM goes beyond Minister Fraser's objective and has been thrust upon residents without proper consultations and input, and in a time frame that is far from transparent or fair - a few weeks. We are requesting greater opportunities for meaningful consultation and engagement.

HR-2 high-rises are massive concrete structures and are not the "missing middle" that HRM indicated is needed. HR-2 high-rises abutting and replacing residential housing are not the "gentle density" which HRM seeks to promote. Like Councillor Wayne Mason stated in his January 29, 2024 newsletter, we also support the missing middle: duplex side-by-side/stacked, fourplex stacked, courtyard building, cottage court and townhouse only. This is in keeping with stick frame construction, which will also provide more rapid housing. These increases in density may be appropriate for the area, as long as there are policies in place that incorporate design elements that fit within a residential neighbourhood. Furthermore, it is imperative that HRM provide the necessary planning for additional traffic and safety considerations, greenspace and recreation, and give thorough consideration to the municipal infrastructure required.

The President of Saint Mary's University (SMU), Dr. Rob Summerby-Murray, has communicated with the University's neighbouring residents, and shared that the University has not been consulted on the proposed zoning changes. The SMU administration also shared that it intends to build on its own campus lands with a combination of new construction, refurbishment and replacement of older residences sufficient to create a minimum of 1,000 units. This provides the University with more than sufficient housing at the heart of its Campus. As communicated to us, the SMU administration did not ask for HR-2 zoning adjacent to its campus.

All in all, we strongly support the goals of the Housing Accelerator Fund and recognise the pressing needs for more housing in HRM. We do not believe the current zoning proposals are the only way of achieving those objectives in either the short or long term, nor are they in the long-term interests of HRM. We urge you to reconsider the HR-2 zoning proposals around SMU in particular and urge you to separate HAF timelines (1 to 3 years) from long-term (next 40 years), so the whole HRM can properly engage and discuss.

Additional context and questions

Housing Accelerator Fund (“the fund”) Actions Not Informed

We understand the federal Housing Accelerator Fund is driving much of this proposal and its haste. However we do not believe the proposed high-rise zoning in established residential neighborhoods and the objectives of the Housing Accelerator Fund are fully aligned. The City’s proposal goes much further than necessary. The objectives of the federal Housing Accelerator Fund with regard to student accommodation in particular are to:

- Accelerate the supply of housing across Canada / to create on- and off- campus housing.
 - As stated in the January 2024 [Federal Press Release](#), an objective for this Fund is to “help more students find housing they can afford close to where they study, and **help ensure that there are more homes available for families who live in those same communities year-round.**” This plan directly removes housing available for families who live in those same communities year-round.
 - Prior to that, in September 2023, the federal Minister of Housing, Infrastructure, and Communities requested the City add “increasing density and student rentals within walking distance of the City’s first rate post-secondary institutions”. That same month, Halifax Regional Municipality’s Regional Council subsequently directed municipal staff to “work with post-secondary institutions to increase density and create opportunities for student housing within a walking distance from post-secondary institutions across HRM”.
 - Municipal staff went well beyond the scope and requirements of this request in the development of its proposal. Neither Council nor the federal Minister required that HR-2 zoned high-rises be adjacent to campuses nor replace existing and established homes. There are alternative solutions that have not been put forth that can achieve these objectives.
 - Did the City work with post-secondary institutions to identify solutions?
 - Can the City demonstrate it engaged, considered input, and participated in joint-work with Saint Mary’s University, Dalhousie University and others to identify solutions for neighbouring communities that took into account their own growth plans and housing needs?
 - What other alternatives proposals did the city consider prior to selecting HR-2 units adjacent to Universities? This is not the only possible option.
 - On the proposed map, not all institutions are provided with the same HR-2 plan. And yet, other institutions were provided with these massive changes. Each post-secondary institution needs to be looked at based on its identified needs and in the context of where it is located.

- o The Association of Atlantic Universities in their Federal pre-Budget 2024 consultation submission requested funds so that the schools can “build affordable, accessible on-and-off campus student housing”. Universities are not advocating for developer driven, high-rise housing units to be built beside or adjacent to campuses, only that it be accessible and affordable.
- o Saint Mary’s University has sufficient space within its campus to build additional campus housing that addresses its enrolment needs, including zoning that enables high-rise developments. **We are supportive of more housing and increased housing density being on the campus of the University.**
 - In recent weeks, residents of neighbouring Saint Mary’s University communities have held discussions with the University’s Administration. Saint Mary’s University currently has drawn-up plans to add a minimum of 1000 units to their portfolio within their current campus footprint. They have a plan to address their current and anticipated student housing requirements. (We note that Statistics Canada trends cited in the [Provincial Housing Needs Assessment Report](#) suggest that student enrolment totals across the country are relatively stable, changing only slowly over decades).
 - Following the 2024 federal cap on international students, the University’s available student housing is not fully subscribed.
 - Of note, the proposed high-density housing around Saint Mary’s University will be in direct competition with the University for housing. This does not seem to be in the best interest of this or other post-secondary institutions.
- o Furthermore, off-campus housing does not need to be across the street and adjacent to the campus in an established residential area. There are appropriate higher density areas that can be further developed with closer proximity to additional services of interest to students (e.g. laundry, grocery, restaurants).
- o Though there is space on campus for new housing units and density, as well as in other very near areas in walking, scooter, and biking distance to the campus, a key component of walkability is the walkability to public transit which can provide well-connected corridors to additional areas for growth. As regular, weekly users of public transportation and active mobility options, we also live this principle.
- The Fund is also trying to increase residential housing construction through a number of initiatives, such as promoting the use of pre-approved housing plans and prefabrication of housing sections in construction facilities where efficiencies can be found. Given these efforts, why is the City aiming to unnecessarily remove single-family homes when all existing and new housing is needed?

We Want Consultation and Engagement

This proposed plan is a significant deviation from the City’s Centre Plan which was approved in October 2021, only two years ago. This is difficult to grasp, but what is more so, is that the City has proposed these multi-neighbourhood zoning changes with little awareness, engagement, or consultation of its residents.

- The process implemented by the City for consultation and engagement of its citizens, including the timeline does not uphold values of fairness and transparency, it is also far from the fundamentals of urban planning.
- Prior to submitting this proposal, only three in-person engagements were held in-person in the Regional Centre. Engagement was over a period of four months: June to October 2023. This current version significantly varies from the City plans shared for in-person and on-line consultation, and there is no additional in-person engagement planned on these extensive revisions. For comparison, the Centre Plan was completed over a number of years.
- The City has indicated this new multi-neighbourhood zoning proposal as a “minor amendment” to the Centre Plan. Can the City please share its policy and test as to what constitutes a “minor amendment”? This is by all accounts not a minor amendment, this proposal is a new city plan. It is not justifiable to make this many changes, adversely impacting so many residents, without more opportunities for public engagement and consultation and more time for non-experts to digest and learn. By selecting this specific type of amendment process and the City excludes any option for an appeal.
- The Regional Centre Secondary Municipal Planning Strategy Package B (2021) states that “this Plan was developed through extensive public and stakeholder consultation using a wide variety of inclusive engagement tools and approaches...[The HRM Community Engagement Strategy] shall guide how the Municipality (a) informs, consults with, and engages the public in reviewing, amending, and implementing this Plan; and (b) provides for inclusive opportunities for engaging a diverse range of stakeholders and communities.” The process did not follow this commitment, including two of the Strategy’s principle:
 - Everyone potentially affected by the process has an opportunity to become involved
 - The process is respectful, fair, effective and transparent
- The HRM Public Engagement Guidebook (2023) for those undertaking projects in the HRM indicates that when high impact plans meet high influence then the expectation for engagement is collaboration and empowerment, including in the development of alternatives and identifying preferred solutions. This proposal meets the definition of both yet the recommended engagement is not occurring. The high influence example provided in the Guidebook is a Secondary Plan Amendment. The High Impact Criteria are:
 - High impact across HRM, including significant changes to the built form, natural environment or the general health and safety of all HRM residents
 - High degree of interest across HRM
 - High impact on a neighborhood area
 - Strong possibility of conflicting perspectives on the initiative or issues in question.

Where is the win for the City to rush through such significant changes in zoning with long-term implications when there will be no immediate building taking place? This is not helping the short-term housing crisis. It will take years or decades for sufficient land acquisition and Municipal services to enable the desired structures for this HR-2 zoning. That is, if it is economical at all.

- Separating out the Short-term actions will enable proper consultation and engagement on the medium- and longer-term plans for our city. This will also enable “thorough,

evidence-based public and accountable discussion,” the type of which our City Councillor advocates.

- Can the City please separate out processes for short-term crises requiring urgent action from medium- and longer- term projected growth considerations.

Re-Zoning Misses HRM Planning Objectives

The current proposal for the surround neighborhoods of Saint Mary’s University is a clear example of how the City of Halifax did not uphold its own stated principles for this planning initiative.

- Nine-story high-rises, that also permit commercial space, being put up on top of and across residential streets from single-family homes is not “additional housing that has a minimal impact on a neighborhood's built form and character.” What the city has proposed, in fact, fully destroys the fabric and essence of an entire neighborhood both built on form and character.
- The City has previously indicated that the HR-2 Zone is not to abut low-rise neighborhoods, yet that is exactly what it is proposing.
- The City indicates that it provided “gentle density”. To state the obvious, the proposal is not a gentle transition from homes to nine-story high-rises with included commercial space, nor does it provide the “missing middle”.
- The “What we Heard” report produced by and relied on by the City for this proposal requested the following regarding the Housing Accelerator Fund: “There was feedback received regarding the need for increased housing options, particularly in the gentle density and missing middle form.”
- This proposal does not provide what was requested nor is it providing what the City indicates it ought to be.

We Want to Know

In planning for this growth and densification, in light of this new proposed plan, can the City demonstrate it has new and informed comprehensive and funded plans for:

- additional green space and urban forestry
- recreational facilities
- adequate public transportation
- traffic planning
- ensuring proper drainage
- emergency planning
 - For example, many of our streets are residential cul-de-sacs, as well, Robie St. and other parallel streets in that area are no exit roads. Having that many people and additional traffic in this area makes zero sense, the area will be in a standstill. This is unsafe from an emergencies perspective. Just Halifax Grammar School and Mer et Monde public school already cause traffic jams twice daily without any further development.
- addressing building shadowing
- electrical, water and wastewater services
- environmental objectives, specifically for greenhouse gases and prevention of urban heat islands

- o schools and medical services (yes, funded by and the responsibility of the Province, they still need to be considered as part of urban development)
 - o consideration of alternative proposals for the creation of housing units (HR-2 or other increased density) outside the existing residential area.
- Do the projected demographics substantiate this specific neighbourhood plan, and what is the source of these numbers?
- What is the employment outlook and plans to support business development?
- How do various regional, provincial, and federal plans and objectives fit together to encourage and manage growth in the municipality?
- How does the City plan to protect homeowners' property taxation, so they are not forced out of their home due to increased assessments based on potential development?
- How does the City plan to enforce the proposed height restrictions for current and future high-density areas? What is the city doing to ensure areas already zoned for higher-density are meeting their potential?
- How will the City ensure that what is built is provided as affordable housing for students in the immediate future and longer term?
- How will the City ensure that the high-density multi-unit buildings will not become run down or party zones (as is the case near the University of Waterloo and already an issue with much smaller rental homes near Dalhousie University)?
- How will the City address the fact that housing, in particular housing units intended for students, may be exempt from the foreign home buying ban?
- How will the City ensure that housing, and even commercial space, once built, will be available to the public and not sitting empty as the case in Vancouver and other major cities?
- Why are other areas of the City with buildings equal to or higher heights than nine-stories not being zoned HR-2?
- Why is the city not ensuring that developers who currently sit on vacant lots, empty homes, unused commercial spaces are penalized?
- How has the City effectively reduced the adverse impact on housing available from short-term rentals now and in the future. How has this increased housing availability to those who need it most?

Environmental Impact

If the City is concerned with reducing emissions, then removing existing housing units from the supply increases the City's greenhouse gas emissions. The Canada Green Building Council indicates that the building sector accounted for 13% of Canada's greenhouse gas emissions. It indicates that when factoring in building materials and construction, this sector is responsible for closer to 30%, making the building sector Canada's third-highest carbon emitter. There is no reason to be removing homes from the housing supply.

Further to this, the homes and neighborhoods proposed for removal are the same ones that have been invested in using public funding (federal, provincial, and municipal) to install solar panels and heat pumps, upgrade furnaces, improve the R-value in the exterior envelope through new insulation/windows/doors, and to install EV charging stations. The removal of these homes after such initiatives and investments is a waste for the environment and extremely poor use of public resources.

Community and Belonging

The City seems to have overlooked the fact that quality of life is what is translating to economic gains in Atlantic Canada. According to the December 2023 Public Policy Forum's "The Belonging Advantage" Report, the Institute finds that:

- Atlantic Canadians report a greater satisfaction with their quality of life than Canadians as a whole, and a greater sense of belonging to the community.
- Atlantic Canadians with a strong or very strong sense of belonging to the local community stood at 54.5 percent last year, almost nine percentage points higher than Canada as a whole.
- Nova Scotians have an average of 5.84 relatives with whom they are close, and at least four neighbours of whom they could ask a favour;
- Asked to rank their satisfaction with various aspects of well-being, they gave high marks to everything from personal relationships and access to parks to their neighbourhood as a good place to live.

"The pandemic was a reset for a lot of people," says Danny Graham, chief engagement officer of Engage Nova Scotia. "A lot of people began to re-evaluate 'where do I want to live' and the answer came down to 'I want home to feel like home.' A place they feel connected to others and to the fabric of the community."

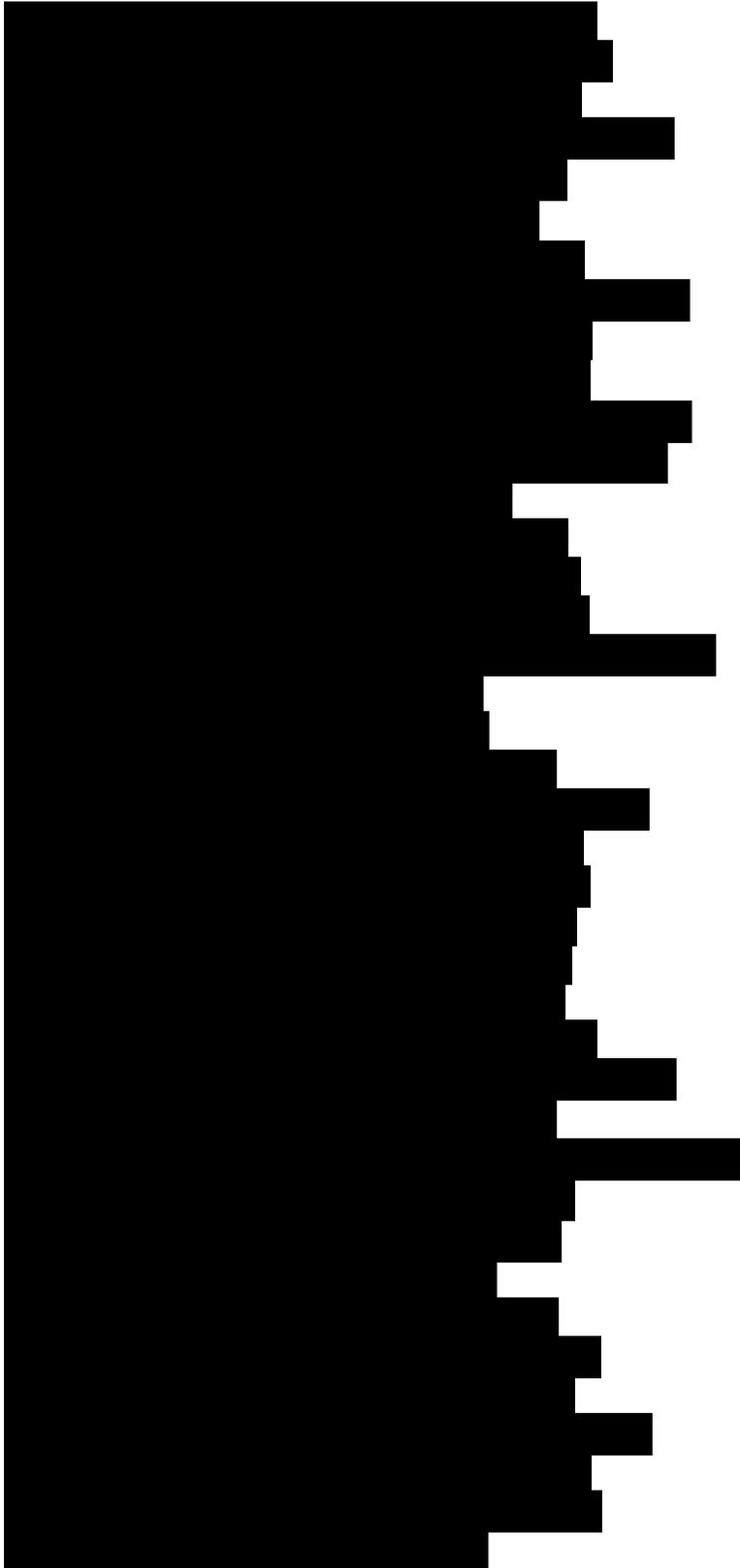
As residents, the above statements ring true for our neighbourhoods and streets. The proposed zoning changes actively works against Atlantic Canada's measurable advantages and key sources for economic growth.

Everything the City is proposing to do to the neighbourhoods and communities surrounding Saint Mary's University actively destroys communities and a sense of belonging. We are now in a position where we will take pause before advocating to friends and other professionals, including to much needed health care professionals, to move here and invest in Halifax. If the City can do this to its residents and homeowners, it does not in fact provide the good quality of life it advertises. In this proposal, the City is also communicating that being a homeowner or business owner in Halifax could be a risky financial investment, there is no certainty or stability.

We are making every effort to provide fact-based information to counter this zoning proposal within the few weeks the City has provided for us to be engaged. It leaves us heartbroken, disappointed, disillusioned, upset, and appalled that the City would even consider putting nine-story high-rises on established residential streets. We urge you to do the right thing and reconsider HR-2 zoning in our neighbourhood. Let's discuss increasing density in ways that target housing needs and make sense for residential areas. Let's work together to get this right for all residents.

Signed,

Endorsed by the following:



[REDACTED]

[REDACTED]

Additional endorsements, 15 February 2024:

[REDACTED]

C267

January 26, 2024

Iona Stoddard
Phone: 902-240-7926
Iona.Stoddard@halifax.ca

Dear Ms Stoddard,

As residents of the Wedgewood subdivision, my husband and I are writing to express our concern and strong opposition to a matter in the Housing Accelerator Fund (HAF) Plan.

The plan proposes allowing four unit developments per lot in the Wedgewood Subdivision. We recently relocated to the Wedgewood Subdivision from Hammonds Plains. We enjoyed living in Hammonds Plains for almost 15 years until developers recently started to construct multi-unit dwellings adjacent to our property - destroying the natural beauty and peacefulness of the area.

We were devastated at having to move however, we did not wish to live adjacent to multi-unit dwellings and the challenges they pose.

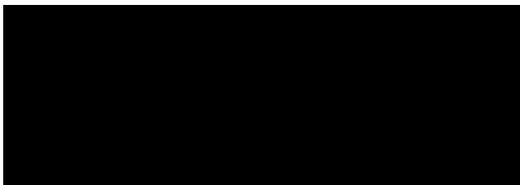
In our search to relocate, we discovered Wedgewood. We were attracted to this beautiful, mature neighbourhood because of the larger lot sizes but primarily due to the fact it was already developed and we would not have to worry ourselves with multi-unit buildings being constructed nearby us. This key fact was why we ultimately chose this neighbourhood to purchase in.

We have a very significant financial investment in our home located here and would be devastated should we be forced into a position of moving again due to this proposal being passed. We do not wish to be at risk of developers moving in and destroying the character of the neighbourhood and lowering the value of our investment.

This is a neighbourhood of families. People who take pride in their homes. It would be a real shame to see the neighbourhood destroyed by developers of multi-unit buildings.

While we appreciate there is a current housing crisis, we do not believe that allowing 4 units per lot in an otherwise quiet residential neighbourhood is the solution. Perhaps there is a middle ground whereby additional in-law suites would be allowed, and the 4 unit solution would not be.

Respectfully,



Dear Councillor Mason,

Re: Proposed Rezoning to HR-2 on Robie Street South of Inglis

I write to express my complete dismay and opposition to “the proposal for a significant up-zone on what amounts to all blocks around the two big university sites...” to quote your language in your special edition of District 7 Update, published January 29, 2024. You are of course referencing, in part, to the wide-ranging HR-2 zone in the neighborhoods around Saint Mary’s University.

You are certainly correct in referring to that up-zone as the most startling proposed changes in the contemplated zoning changes. Clearly, this proposed change goes beyond what any reasonable person would interpret as “minor changes” to the Centre Plan.

My wife and I have lived at [REDACTED] since we bought our home in 1976. Here we watched our two children grow to maturity in a very special residential neighborhood. Indeed, our son moved back here from Toronto to practice medicine in order to live in a neighborhood like ours and our daughter, a senior executive at one of the big 5 banks, also moved back for the same reason. I cannot express the character of the neighborhood better than our backyard neighbor, [REDACTED], who lives at [REDACTED] did in a letter to you a short time ago.

While I realize there is a need for additional housing in HRM, like the proposed ER-2 and ER-3 limits, I specifically oppose the construction of new high-rise zone HR-2, 9 story units, in a neighborhood of single-family homes. This proposal will result in the removal of family housing at a time when it is needed to attract medical professionals, business leaders, academics, etc. to our city.

My research discloses that the proposal for HR-2 high-rise units goes beyond what the Federal government required for the funding. The Minister of Housing did not mandate that HR-2 construction was required adjacent to the either Saint Mary’s or Dalhousie Universities.

My experience with university students over the years tells me that many of them come to Halifax for the high quality of our universities and, in the past, for the quality of life and sense of community that Halifax provides. Living in a high-rise building is not the best way to achieve that quality of life.

I would be interested in having answers to the following questions from either yourself or your administration:

1. Have the Presidents and Boards of Governors of Saint Mary’s and Dalhousie been consulted on their housing needs? Saint Mary’s, in particular, has ample land available on their campus for the construction of additional housing, if needed. I have been told that currently there are empty beds on the campus because of foreign students not having their visas renewed and there is a possibility of a decline in enrolment due to the recent changes in the immigration policies of the Federal government.
2. Has consideration been given to the fact that this area of HRM was developed post World War II and as a result, the sewer and water systems will likely need renewal to accommodate the needs of the residents in a HR-2, 9 story, building? This would involve substantial infrastructure costs before any construction of buildings.
3. Have issues such as the increase in transportation density, building shadowing and wind tunnels been considered and if so, how will the issues be addressed?
4. The construction of HR-2 units on all blocks around the Saint Mary’s campus will likely have an impact on property assessments and appeals of these assessments, which may very well result in reduction in tax revenue for HRM. Has this issue been considered by the planners?

5. What thought has been given to the message these changes will send to families contemplating a move to the HRM when zoning rules can be altered with little opportunity for consultation by the public?

As I mentioned earlier in this e-mail, I realize there is a need for some expansion of housing in HRM and I support a thoughtful, considerate re-zoning to ER-2 and ER-3 in some areas of HRM.

Finally, and sadly, I doubt these changes will do much to increase needed affordable housing in HRM. However, HR-2, 9 story units, in the Saint Mary's area will surely destroy the character of the neighborhood around the university.

Thank you for your consideration of the matters raised above and I look forward to your reply.

██████████

To: Halifax Regional Municipality

Cc: Councillor Waye Mason (our local councillor), All HRM Councillors

My spouse and I have lived on Rogers Drive in Halifax for 14 years now, and we both work as Physicians here in HRM.

We are writing to express our deep concerns about the recent, sudden proposal to create new High Rise (HR-2) zones in our neighbourhood.

We were not consulted, nor engaged appropriately, and the timeline seems rushed and extremely short.

We have significant concerns regarding the potential destruction of family neighbourhoods, creation of a student 'ghetto' on our street, with major impacts on vehicle congestion, and on the environment (loss of green space, water drainage, heat dissipation, etc).

We cannot fathom how a 9-storey building on our quiet street fits within the City's Centre Plan. Multiple sources tell us that the local Universities (SMU, Dal) have not been consulted, and have plenty of unused land available on which to build more student residences. Why would the city allow the destruction of peaceful, quiet family neighbourhoods, yet let sites like the old Bloomfield and St. Patrick's school property, and Shannon Park, sit abandoned and empty?

In our situation, we have already experienced the distressing effects of increased housing density on our little dead-end street. One single family dwelling next to us is now a rooming house, divided into 13 rooms for tenants, with multiple cars parked illegally out front, noise at all hours, garbage strewn about the property, and police visiting regularly for various conflicts, etc. Despite us lodging multiple complaints, the city seems unwilling to deal with these issues. We cannot imagine what would happen if a 9-storey building were to then appear across the street.

Thus, we respectfully ask that you reconsider the proposed HR-2 zoning for our neighbourhood.

Sincerely,

[Redacted signature]

[Redacted address]

C283(1)

Feb 16th 2024

██████████

██████████

Mayor Savage and Members of City Council,

Re: Proposed rezoning of Coburg Rd. west of Oxford

Recently it came to our attention that dramatic increases in as-of-right development density have been proposed for our neighbourhood. They are sufficiently dramatic that they will result in the loss of dozens more of Halifax's distinctive historic dwellings.

Our family has lived at ██████████ since 1927. It was built to the design of AR Cobb in 1915 for Senator William Dennis, my grandfather's employer. My wife and I live there now with my elderly mother who herself has lived there since 1965 when she and my father bought it from dad's mother's estate. The ██████ family of Oxford St. and the ██████ of Coburg are true institutions of the block and have attended as our own and many neighbourhood families have gone through their many phases.

Our resistance to the proposed changes is born of many generations of tradition during which, at least in terms of built form, relatively little ever did change. Double lots were subdivided for three new houses in our block of Coburg in the last 20 years – increased density that did not downgrade the quality of the neighbourhood. Subtle relaxation of regulations like the ancillary dwelling criteria are progressive without upsetting the balance in established neighbourhoods.

Conversely, the current proposals for Coburg west of Oxford and for Oxford to Waegwoltic are drastic and will result in the loss of these historic houses and the neighbourhood we enjoy.

Halifax's Established Residential neighbourhoods are highly prized and, in this case, well-situated right in the city core; they impart a character and heritage presence that differentiates Halifax as one of Canada's oldest settlements.

Presently there are hundreds of units of housing approved but unconstructed in the Coburg/Spring Garden corridor; as interest rates ease these projects will come online. As Robie and Coburg recover from the ongoing orgy of heritage demolition, there will be hundreds more units built. They won't be "affordable", but one presumes the elderly couples (and well-heeled students) that can afford them will sell affordable houses in the suburban areas where high density development can happen without the loss of historic neighbourhoods.

Why can't the universities build their own student housing?

Why can't the province build its own modest cost housing?

Hold on to Coburg and Oxford so some nice old houses are still within an easy walk from downtown!

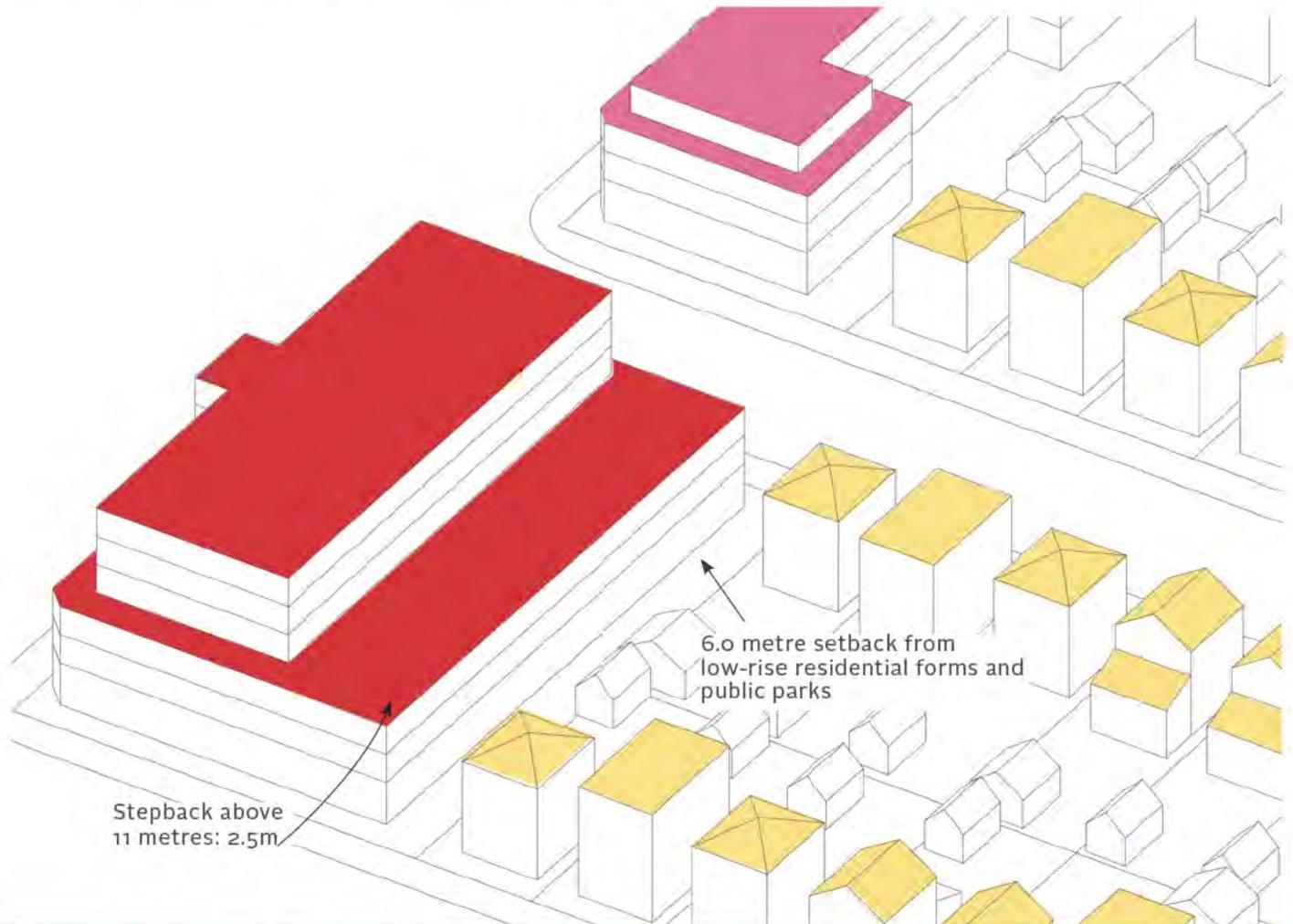
Sincerely,

██████████

████████████████████

TRANSITION POLICY

This document illustrates proposed requirements. For full details on the proposed Centre Plan and Land Use By-law go to Centreplan.ca
 This document must be read in conjunction with the associated provisions for the zone for the the proposed development.



TRANSITION REQUIREMENTS

TRANSITION

Built form requirements aimed at ensuring taller and higher-intensity building massess and uses effectively transition to and are more compatible with adjacent low-rise residential forms and parks. This is achieved with larger setbacks,

REQUIRED SETBACK FROM LOT LINES ABUTTING ER-3, ER-2, ER-1, CH, PCF AND RPK ZONES

DD, CEN-2, CEN-1, COR, HR-2, HR-1, CLI, INS and UC-2, and UC-1 zones	6.0 metres
DH zone	4.5 metres
LI, HRI, DND, H, CDD-2 and CDD-1 zones	10.0 metres

SIDE & REAR STEPBACK HEIGHT

Between 6 and 11 metres, measured from the lowest finished grade, at the rear yard of the building abutting a low-rise residential form or public park space.

SIDE & REAR STEPBACK DEPTH

- 4.5 m side stepback, and 6 m rear setback from property line in the DH zone
- 2.5 metres for mid-rise buildings
- 6.0 metres for tall mid-rise and high-rise buildings
- 6.0 metres for the tower portions of a high-rise building

BUFFER REQUIREMENTS

This document illustrates proposed requirements. For full details on the proposed Centre Plan and Land Use By-law go to Centreplan.ca

A **landscaped buffer** shall be provided when certain higher density zones abut lower density forms and uses. There are buffer requirements for landscaping and screening of the development based on the intensity of the abutting uses. Landscaping buffer requirements are categorized as either L1 (General Landscaped Buffer) or L2 (Screen Landscaped Buffer), with additional standards for buffering off-street loading and surface parking.



L1 - GENERAL LANDSCAPE BUFFER REQUIREMENTS

- 1 shrub for every 2.0 linear metres of buffer
- 1 tree for every 4.5 linear metres
- Buffer ground area must be landscaped

L2 - SCREENED LANDSCAPE BUFFER REQUIREMENTS

- Evergreen hedge forming an opaque and continuous visual barrier
- 1 tree for every 4.5 linear metres
- 1.8 metre-high opaque barrier (shrubs, wood or masonry fencing)
- Buffer ground area must be landscaped

SURFACE PARKING LOT ABUTTING A LOT LINE

- 2.5-metre-of landscaping
- 1 shrub for every 2.0 linear metres of parking lot edge, or one tree for every 4.5 linear metre of parking lot edge.
- Continuous evergreen hedge at least 1.8 metres high or an opaque wood fence or masonry wall at least 1.8 metres high.

OFF-STREET LOADING ABUTTING HR, ER, CH, PCF, OR RPK, ZONE

- Continuous evergreen hedge at least 1.8 metres high or an opaque wood fence or masonry wall at least 1.8 metres high.

BUFFERS ASSIGNED BY SITUATION

		Zone abutting the development						
		DD DH	CEN-2, CEN-1	COR	HR-2, HR-1	ER-3, ER-2, ER-1, CH	INS, UC-2, UC-1, H	PCF, RPK
Zone where the development is located	DD			L1	L1	L2		L1
	DH			L1	L1	L2		L1
	CEN-2			L1	L1	L2		L1
	CEN-1			L1	L1	L2		L1
	COR					L2		L1
	HR-2					L1		
	HR-1					L1		
	CLI	L2	L2	L2	L2	L2	L2	L2
	LI	L2	L2	L2	L2	L2	L2	L2
	HRI	L2	L2	L2	L2	L2	L2	L2
	INS				L1	L2		L1
	UC-2				L1	L2		L1
UC-1				L1	L2		L1	

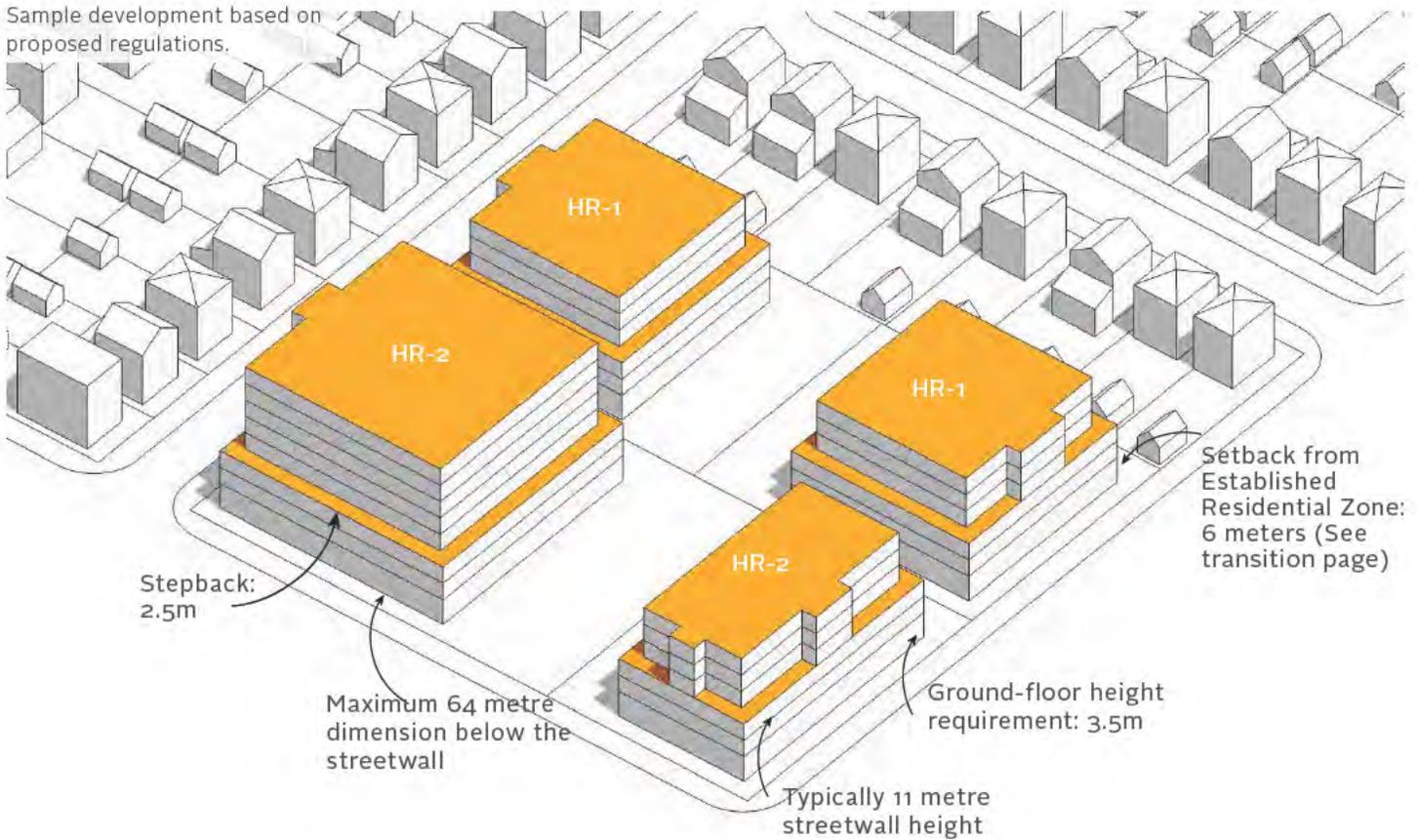
HIGHER-ORDER RESIDENTIAL DESIGNATION (HR)

The Higher-Order Residential designation contains two zones: Higher-Order 1 (HR-1) and Higher-Order 2 (HR-2).

*This document illustrates the proposed requirements. For full details on the draft Centre Plan and Land Use By-law go to Centreplan.ca

**For properties abutting established residential zones, this page must be read in conjunction with the Transition Page.

Sample development based on proposed regulations.



WHAT ARE THE HIGHER-ORDER RESIDENTIAL ZONES?

WHAT IS PERMITTED?

The Higher-Order Residential zones will permit multi-unit residential buildings within low-rise and mid-rise forms. Tall mid-rise and high-rise forms are permitted in limited locations within the HR-2 zones.

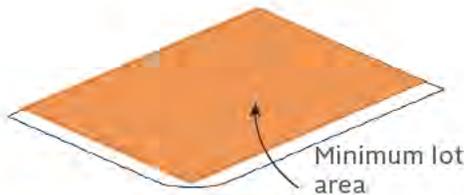
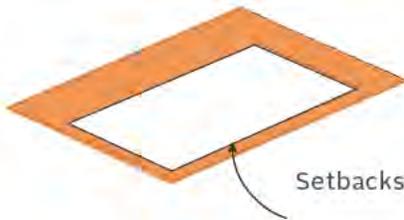
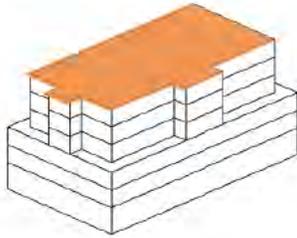
The Higher-Order Residential zones allow some opportunity for work-live units, professional offices, local commercial, and other businesses appropriate to the neighbourhood. Commercial uses cannot exceed 25% of the floor area of an HR building. In the HR-1 zone, local commercial uses and restaurants are permitted on corner lots only.

WHERE ARE HIGHER-ORDER RESIDENTIAL ZONES TYPICALLY LOCATED?

Higher-Order Residential zones are located in areas close to goods and services needed for daily living as well as places of employment, and are within close proximity to transit.

HIGHER-ORDER RESIDENTIAL DESIGNATION (HR)

The Higher-Order Residential designation contains two zones: Higher-Order 1 (HR-1) and Higher-Order 2 (HR-2).



MINIMUM LOT AREA	558 square metres ^{*unless otherwise specified.}
MINIMUM LOT FRONTAGE	12.2 metres ^{*unless otherwise specified.}
MAXIMUM BUILDING DIMENSIONS	Below streetwall - 64x64 m Below the streetwall height on a through lot - 64x40 m Above streetwall - 35m and max 750 sq.m floor plate for high-rise
MAXIMUM HEIGHT (Mapped)	HR-1 11.0 to 20.0 metres and up to 26.0 metres when not abutting low-density residential; Approximately 3 to 6 storeys and up to 8 storeys HR-2 Up to 38.0 metres when not abutting low-density residential; Approximately 12 storeys
REQUIRED SIDE YARD	3.0 metres for low-rise buildings, 6.0 metres for mid-rise buildings and taller (See Transition page)
REQUIRED REAR YARD	*3.0 meters - 6.0 metres*(See Transition page)
REQUIRED FRONT YARD	Typically 1.5 to 3.0 metres
MAXIMUM STREETWALL HEIGHT	Maximum 11.0 metres; Approximately 3 storeys
ARTICULATION BREAKS	Every 8 metres
CAR PARKING REQUIREMENTS	None required for the first 12 units; 1 space for every 3 units thereafter
UNIT MIX	New buildings over 40 units must provide at least 25% two-bedroom units
AMENITY SPACE	5 square metres per unit; minimum 50% of space provided within the building
APPROVAL PROCESS	Development Permit, Site Plan Approval required for applications requesting variations, with Density Bonusing required.

WHAT IS THE DIFFERENCE BETWEEN HR-1 AND HR-2?

HR-1

HR-1 is the lower-intensity zone within the Higher-Order Residential designation, permitting a variety of residential forms and minor commercial uses.

The HR-1 zone permits transitions to adjacent low-rise neighbourhoods.

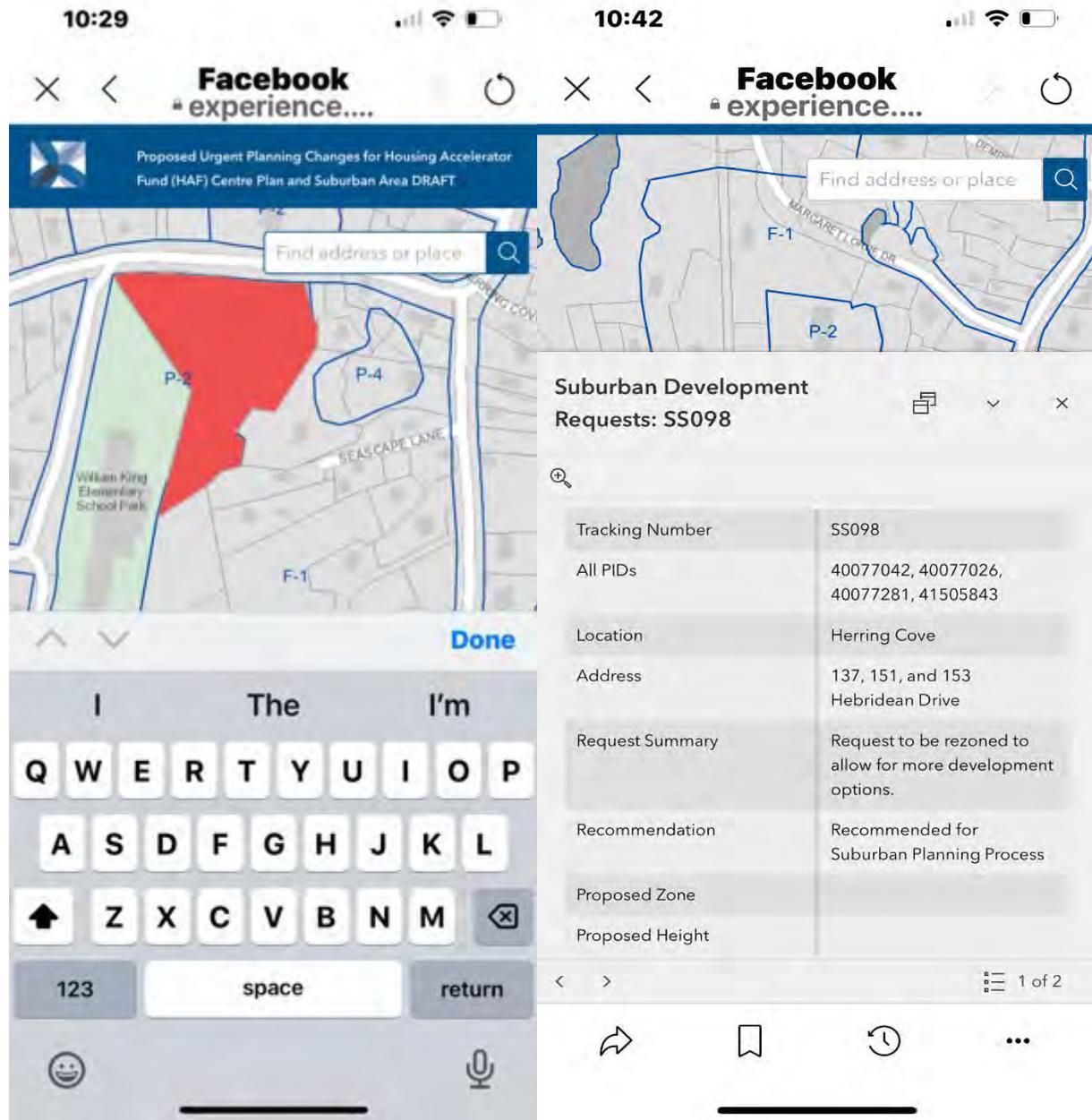
HR-2

HR-2 is the higher-intensity zone within the Higher-Order designation permitting larger built forms.

The HR-2 zone permits a range of commercial uses.

All high-density (13 units or more) dwellings must provide amenity space at a rate of 5 square metres per unit that is accessible to all building residents. At least 50% of amenity space must be provided inside the main building, and at least 25% must be provided as rooftop or at-grade space and accessible to all of the building's occupants.

C293



10:42



Facebook experience....



Suburban Development Requests: SS098



Tracking Number	SS098
All PIDs	40077042, 40077026, 40077281, 41505843
Location	Herring Cove
Address	137, 151, and 153 Hebridean Drive
Request Summary	Request to be rezoned to allow for more development options.
Recommendation	Recommended for Suburban Planning Process
Proposed Zone	
Proposed Height	

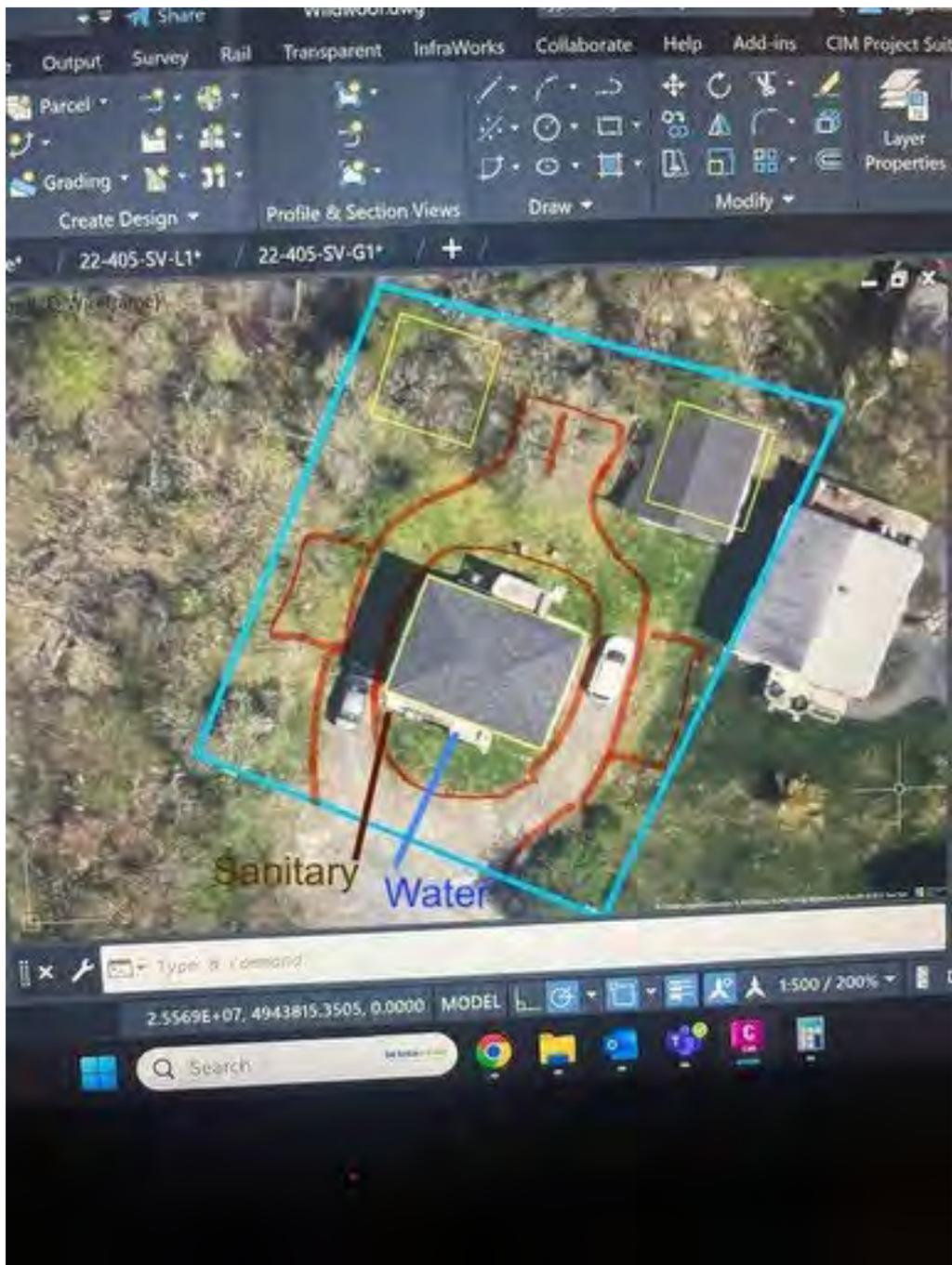


☰ 1 of 2



C299





C306





Urban Development Institute of Nova Scotia

C317

To: Mayor Savage and Members of Regional Council

Fr: Stephen Adams Executive Director, UDINS

Re: Proposed Planning Changes for the Housing Accelerator Fund Centre Plan and Suburban Area

Date: February 1, 2024

I write with respect to proposed changes to Centre Plan related to the Housing Accelerator Fund. UDINS supports these changes, in principle, as they will increase the opportunity for much-needed development in both the Halifax and Dartmouth areas. Increasing the allowable height near post-secondary institutions and health care facilities has targeted 2 identifiable groups. By increasing the allowable height along transit corridors, residents can conveniently utilize mass transportation.

It must be noted that these changes will increase the 'opportunity' for development. Although some sites are shown to allow 40 storeys, these should not be the focus, as many of these sites have low FARs, which will inherently limit height. The sites with 9 -14 storeys will provide most of the development.

These amendments also provide protection for heritage and existing residential neighbourhoods, which is to be commended.

UDINS will be providing input during the public participation process and will attend the public hearing. We urge Council to approve the amendments, (in whatever form they are presented) in a timely manner, such that construction can begin in 2024.

Respectfully submitted,

A large black rectangular box redacts the signature of Stephen Adams.

Stephen Adams

HRM COBURG/OXFORD/WAEGWOLTIC BLOCK ER-3 TO HR-1 REZONING PLANS - CONCERNS & CONSIDERATIONS

1. Importance and value of protecting and enhancing existing heritage value of properties on the peninsula, i.e. rezoning should be focused in HRM and on peninsula areas providing the greatest affordable development upside vs rezoning property that has already realized a level of value, quality and attractiveness desired for a balanced capital city community, i.e. LOCATION, LOCATION, LOCATION! This is analogous to the same reasons for not wanting tent communities on heritage public property. Let's not repeat mistakes or missteps in the necessary rezoning process.

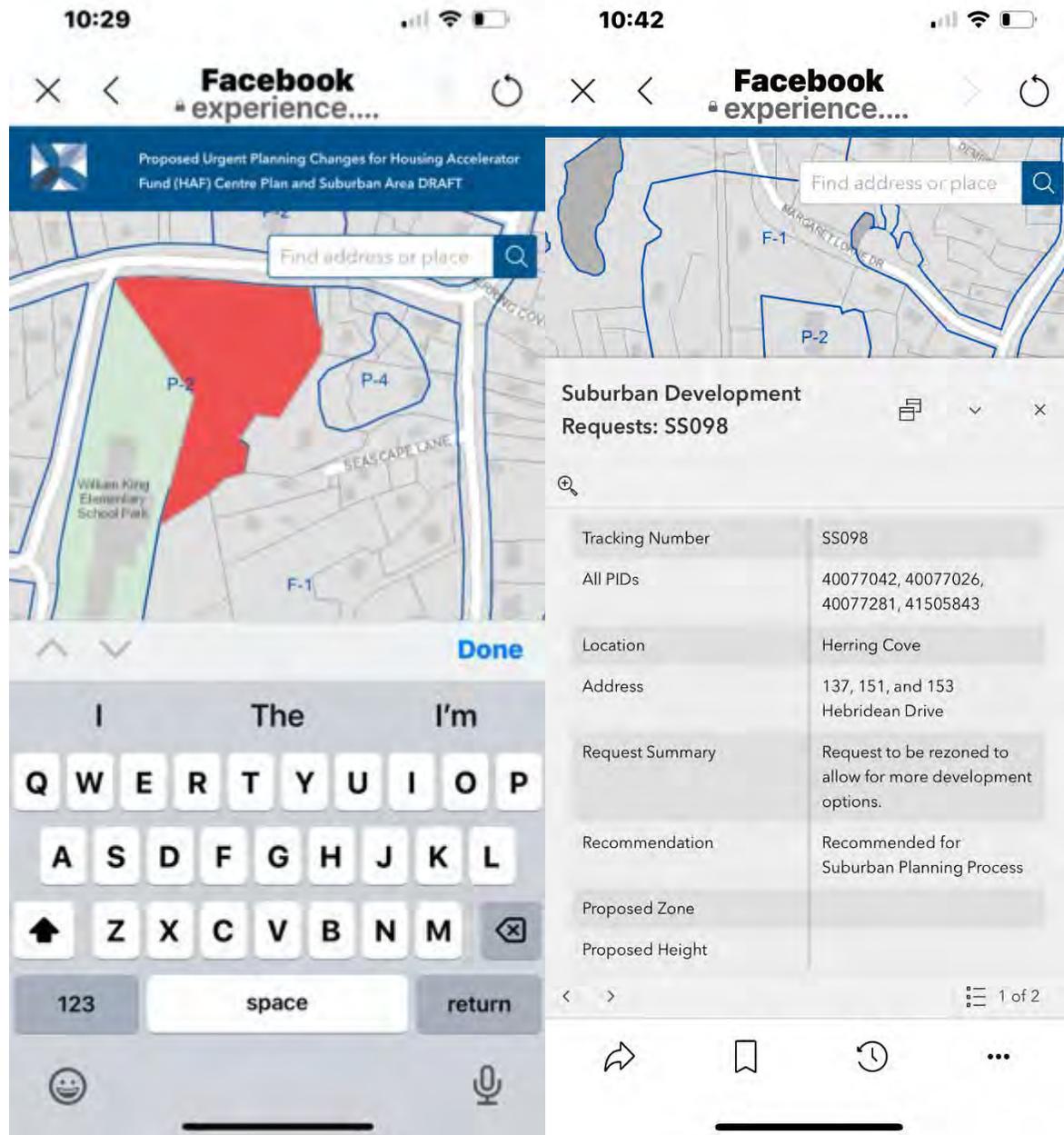
2. Inefficiency, ineffectiveness and diseconomy of repurposing existing valued residential property versus (i) new affordable high density multi-unit construction on available public and private undeveloped land and (ii) repurposing existing public and private redundant and now mis-purposed property for improved utilization such as Bloomfield School, abandoned Halifax Municipal Library, Oxford Theatre, Pierceys property, etc. Consider the repurposing of the Halifax Prison property accomplished on North Gottingen Street in the 1970's as a best practice example of a public and private partnership redevelopment.

3. All schools and other public property owned directly or indirectly by HRM, the province and the federal governments should go through a "zero-based" analysis to evaluate whether they should and could be repurposed. A similar process should be applied to all privately owned commercial and residential property in HRM to identify similar redevelopment opportunities; i.e. a "rifle" vs "shotgun" approach. HRM could entertain using an open solicitation or tendering process soliciting interest of private applicable commercial or industrial property owners in selling their property for multi-unit residential development for development by the public or private sector and possibly broker development opportunities to a directory of local and national developers.

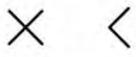
4. Affordable construction and rental cost of needed and desired housing stock by public and private developers in locations that offer the best opportunities should be a first priority. Do not unnecessarily create by inappropriate and undesirable rezoning new and unintended problems in meeting the community's need in partnership with the provincial and federal governments and the private sector. Consider fairly (i) NIMBY concerns, (ii) avoiding unnecessary incremental costs and other pressures on existing vs new infrastructure including; sewage, water, roads, traffic, power, etc. and (iii) neighbourhood quality and social factors.

5. Ensure that the necessary policies and processes are in place to avoid conflicts of interest between developers and municipal, provincial and federal elected representative and staff thereof; including zero base reviewing policies for and disclosure of political donations.

C347



10:42



Facebook experience....



Suburban Development Requests: SS098



Tracking Number	SS098
All PIDs	40077042, 40077026, 40077281, 41505843
Location	Herring Cove
Address	137, 151, and 153 Hebridean Drive
Request Summary	Request to be rezoned to allow for more development options.
Recommendation	Recommended for Suburban Planning Process
Proposed Zone	
Proposed Height	



☰ 1 of 2



To the Housing Accelerator Fund,

I write to express my deep concern and opposition to the proposed zoning changes, ER2 to ER3 in my neighbourhood and many others on Halifax Peninsula.

The sweeping zoning changes proposed by HRM are shortsighted and will not achieve its stated aims. Furthermore, the total lack of opportunity for input from community stakeholders is disappointing and unacceptable.

I oppose the changes proposed by HRM for the following reasons:

- **No consultation with the community stakeholders** – The process for coming up with the proposed zoning changes is happening alarmingly quickly given the scope of the proposed changes to our city. Changes of this magnitude should be well thought out, with ample opportunity for input from the citizens who will be affected. When HRM unilaterally comes up with a totally new zoning plan then quietly takes steps to “push it through”, it is failing in its duty to consult with the people whose interests it is supposed to represent. Inadequate consultation is not only profoundly disrespectful and a breach of HRM’s duty, but also a huge, missed opportunity to invite novel, thoughtful solutions to the housing issues HRM is trying to address.
- **The proposed changes are arbitrary** – because of the lack of communication from HRM on this issue, it isn’t clear why the proposed changes from ER2 to ER3 are not being proposed for certain neighbourhoods. For example, Young Avenue and Oakland Road have been conspicuously spared the change despite being in the heart of the Dalhousie and Saint Mary’s neighbourhoods. The entire Westmount subdivision is not proposed to be rezoned. If HRM has thought this through and is asking its citizens to make a sacrifice of neighbourhood character to address the housing crisis, why then are certain special neighbourhoods not being asked to change? There may be a good reason for this, however, due to HRM’s poor communication throughout this process, the omission of certain neighbourhoods frames the proposed changes as either arbitrary, or preferential. Neither of these scenarios is acceptable.
- **The proposed changes are overbroad and would be ineffective** – If HRM is concerned with a lack of affordable housing, the proposed changes will not solve this problem. Peninsula lots are expensive. The neighbourhoods are desirable for a good reason - the character of the homes and feel of the single-family neighbourhoods is unique and one of the reasons that business owners and professionals from all over the world choose to make Halifax their home. However, if zoning changes allow multi-unit apartments to be constructed in the middle of single-family neighbourhoods, it is

developers who are going to capitalize on this. A developer who builds in an otherwise single-family neighbourhood is not going to set out to build units that are affordable. They will, of course, leverage the desirability of the neighbourhood to maximize the rent or sale price of the units they build. This results in destruction of the character of neighbourhoods with no increase in affordable housing.

- **Preservation of historic character** – Peninsula Halifax is home to many architecturally unique, well-maintained homes and neighbourhoods which are protected by established housing zones. The Proposed changes encourage developers to tear down these homes and build solely with profit in mind with no consideration to the neighbourhood feel.
- **Student housing management** – Increasing student housing is reportedly one of the aims of the proposed changes. I note that the President of Saint Mary's has stated publicly that they were not consulted about the proposed changes. Given the significant issues with property destruction and public disorder that have received attention in the news in the student neighbourhoods on Larch/Jennings/Preston street neighbourhoods, it is no small change to allow large scale student housing in a neighbourhood. The Universities have a responsibility to provide housing for students and not to admit students in such numbers that there is nowhere for them to live. Dalhousie and Saint Mary's are taking steps to increase their housing offerings for students. Bearing this in mind, sacrificing the interests of Halifax families in the name of increasing student housing is irresponsible where the city has not even consulted the universities about their plans or needs.

I acknowledge the importance of taking steps to increase density in certain areas of the city and to provide more affordable housing for families. There are many ways to approach this problem. I note the multiple empty sites on the Peninsula that could be turned into high density housing (Saint Patrick's high school lot, Bloomfield). Investing in better public transportation is also another way to allow people to live off peninsula and travel more easily into the city to work and study. I have lived in this city my whole life and I am excited to see it growing. It is also deeply important to me that the essential character of the city be preserved. I know this sentiment is shared by many of my friends and colleagues. For this reason and the reasons above, I remain strongly opposed to the proposed zoning changes.

Thank you,

████████████████████

████████████████████, Halifax

Re: Proposal for Rezoning to HR2 in Area Surrounding Saint Mary's University

Summary

Do Regional Centre Plan goals and objectives justify the rezoning of the subject properties in District 7 to Higher-Order Residential ? The Plan sections quoted and commented upon below (in italics) show that they do not. The Higher-Order Residential Designation has been created to address areas in transition. The neighbourhood in question has exhibited long-term stability. Therefore, the Higher Residential Designation cannot be applied.

“1.4.2 CORE CONCEPTS

Complete Communities

The Regional Centre is comprised of many distinctive neighbourhoods... It is the intent of this Plan to strengthen existing communities...”

The proposed rezoning would damage the existing community, by forcing disruptive change upon long-stable neighbourhoods.

“1.4.3 URBAN DESIGN GOALS

a) Contextual Design

Urban Design ... reinforces ... community character by:

incorporating and celebrating a neighbourhood's history, culture, and sense of place

recognizing and complementing the natural, built, and cultural character of the area around the development project”

The community character in the proposed rezoning area – with the possible exception of properties on Inglis – is almost exclusively single-household dwellings of post-war suburban design. Until the post-war period, the area west of Robie Street was called Marlborough Woods, and remained undeveloped after the failure of a large “cottage” subdivision proposed in the 1890's by, among others, future Prime Minister Robert Borden (<http://halifaxurbangreenway.ca/interpretation/nwalc.htm>). The present neighbourhood is in conformity with this 130-year-old vision. The proposed rezoning is obviously not.

Nine-storey buildings do not “recognize and complement the ...built character of the area around the development”, but rather destroy it.

1.3 Purpose of this Plan

“The purposes of this Plan are to:

3. Provide Clarity for Strategic Growth: this Plan provides direction with respect to growth and change, and how it can be supported while balancing protection of ..existing neighbourhoods.”

There has been no “growth and change” to “provide direction” to. The only “change” has been new single-household dwellings replacing pre-existing ones on the same lot.

“2.1 Urban Structure Designations

The Higher-Order Residential Designation is applied to lands where low-rise buildings to high-rise buildings containing multi-unit dwellings with limited commercial opportunities are supported. The designation applies to existing multi-unit dwelling residential neighbourhoods, as well as larger sites at the periphery of Centres and Corridors and may include underutilized lands. While lands within this designation offer opportunities to accommodate growth, the allowable scale of new development is tailored to the surrounding residential context.”

With the possible exception of properties on Inglis, these is only a single case of “ low-rise buildings to high-rise buildings containing multi-unit dwellings with limited commercial opportunities” throughout the entire proposed rezoning area. This is a duplex on Robie south of Roxton Road.

There are no obvious multi-units in the entire surrounding neighbourhood. There are no commercial uses anywhere within the proposed rezoning area or the surrounding neighbourhood. The closest is the convenience store at the Tower Road entrance to Point Pleasant Park.

With the possible exception of properties on Inglis, the proposed rezoning area has been a stable neighbourhood of single-household dwellings for probably seventy years now.

“2.7 HIGHER-ORDER RESIDENTIAL DESIGNATION

The Higher-Order Residential Designation, shown on Map 1, is intended to recognize existing multi-unit dwellings, while providing opportunities for new multi-unit dwelling developments and compatible commercial uses. The Designation is applied to individual properties or groups of properties that are characterized by a concentration of multi-unit dwellings that are sometimes inter-mixed with low-rise housing forms.

Lands in the Higher-Order Residential Designation include some of the most densely populated areas of the Regional Centre. Many of these neighbourhoods are served by transit, and located close to places of employment and the goods and services needed for daily living. Existing multi-unit dwellings range in size between low-rise, mid-rise, and tall mid-rise buildings based on the scale and character of the neighbourhood.”

With the possible exception of properties on Inglis, the proposed rezoning areas are not “located close to places of employment and the goods and services needed for daily living”.

There are no “mid-rise, and tall mid-rise buildings “ in the area.

“The Higher-Order Residential Designation supports additional housing opportunities by allowing for the development of new multi-unit dwellings at a scale that is compatible with surrounding neighbourhoods.”

The proposed rezoning does not provide for a “scale that is compatible with surrounding neighbourhoods”.

“Objectives:

1. Protect and increase housing choices.
2. Support a built form that reflects and integrates with the surrounding context, and allows for transition to adjacent residential neighbourhoods and commercial areas.”

The destruction of a stable neighbourhood does not “protect..housing choices”. It rather creates an unstable neighbourhood with an unpredictable future, a situation which many will reject and result in their moving to a new suburb, thus promoting urban sprawl.

Nine-storey buildings are not a “built form that reflects and integrates with the surrounding context”, given a maximum 2-to-3 storey built form throughout the surrounding neighbourhoods.

Nine-storey buildings which have no lot coverage maximum limit and a minimum rear yard setback of 3-to-5 metres which would be directly across a narrow local street from single-household dwellings do not allow for “transition to adjacent residential neighbourhoods”

Conclusion:

The Higher-Order Residential Designation has all the characteristics of a “neighbourhood in transition”; i.e. one wherein single-household dwellings are being converted to multi-unit or being demolished and re-developed with new multi-unit buildings, and where conversions to small commercial outlets are taking place. These are not the characteristics of the neighbourhoods in question, most of which have been stable for going on three-quarters of a century.

The Regional Centre Plan provides for a Higher-Order Residential Designation to be applied to areas in the midst of a transition to multi-unit residential and small commercial uses. The proposed rezoning areas are exactly the opposite; i.e. long-term stable. The proposed rezoning is therefore a mis-application for the Higher Residential Designation, and not permitted under the Regional Centre Plan.

Halifax

Tuesday Feb 13th, 2024

To Whom It May Concern:

RE: Proposed implementation of the Federal government housing accelerator fund (HAF) in Halifax by HRM.

I am an immigrant to Canada who lives on Rogers Drive with my family. There are other immigrants living nearby. There are members of designated minorities groups too. There are double the number of families with children living on Rogers Drive now than at any time during the 20+ years I have lived there. There are also fewer retirees than at any time in the 20+ years, and as a consequence, the number of working families has increased. The neighbourhood is a great place to live and work. The proposed changes will devalue the quality of life in the neighbourhood. Furthermore, they are unwarranted.

There are a number of questions that I am presenting to HRM planning and council for which answers are required and that ultimately refute the approaches being proposed around the universities and within the south end generally regarding zoning and densification proposed within the HAF document. The HRM centreplan should govern the densification process because it is the plan that has had community input and acceptance.

Why has there been a lack of due consultation process with all stakeholders for the HAF proposal? Three weeks is not sufficient time for any afflicted parties to deliver comprehensive analysis of the proposals. Do you believe that all stakeholders have been treated fairly and without prejudice within the 3 week timeframe? There is a broad lack of public awareness to the proposed changes. It took multiple years of planning to develop the HRM centreplan for densification. Please justify to your residents how the centreplan fits, with this new proposal. How will citizen rights currently enshrined in HRM governance principles be changed as a consequence of the HAF proposal?

Planning disasters abound throughout Canadian cities (including Halifax) particularly when related to high-rise buildings. Given the significant changes proposed, how will HRM undertake secondary or site planning exercises before approving any specific new development?

I am not in favour of the creation of HR1, HR2, ER3 or ER2 zoning. The 2021 bylaw changes are sufficient coupled with the densification offered through the HRM centreplan. What is the net effect of the HAF zoning changes relative to the current centreplan?

Many former residential houses have been torn down and not built upon (e.g. upon Robie St. opposite the cemetery). What approaches have been taken to develop these lots into accommodation? Further, many large houses sit empty on the peninsula, e.g. [REDACTED] College St. and [REDACTED] College St. These are large residences that previously housed many (> 50) students and have been sitting vacant for two or more years. What steps have been taken to provide incentives to the property owners to continue renting out these properties until new accommodation stock has been built on raised building plots located within the centreplan, where densification has already been designated? There are five vacant multi-lot sites on Robie St. between Coburg Road and Quinpool. What steps have been taken to facilitate the development of plans for these lots? These lots are near the universities and within walking distance of SMU and Dalhousie.

The justification for increased housing densities near universities requires you to define near. It does not mean adjacent. Our universities are surrounded by single family homes that give a friendly and safe environment for students and families. There are no ghettos around these institutions. The revised plans will bring housing environments like Wellington street throughout our city, where families do not want to live to raise children. Four families moved to Rogers Drive from Wellington St. because of the decrepit environment created by the purchase of houses to be rental units on Wellington St. This is significant evidence that the proposed densification by HRM is flawed, because the planning densification follows similar principles and will not create livable space for cradle-to-grave residents. A similar environment to Wellington St. is being created on Tower Road between South street and Inglis St. How does HRM feel about these neighbourhoods?

How has HRM been in contact with Saint Mary's University (SMU) administration regarding the HAF? What efforts has HRM taken in discussing the re-zoning around the SMU campus? I have heard that SMU has its own plan to develop new student residences, including the location of the Martyr's church of Inglis street, essentially adjacent to the bus stops providing ready access to public transportation. Have you found out whether SMU has any interest in changing the zoning around the institution? Further, SMU student numbers have not been increasing over the past decade, the student numbers have been constant. In addition, currently there are approximately 50 residence spaces available at SMU. This does not strike me as a housing crisis when SMU has empty residence beds in the winter semester. Additionally, a significant demographic of the student population attending SMU has not been those who require university accommodation. Many are students from within HRM that, because of the cost of living, commute from home to campus. These students would greatly benefit from returning streets to the 2 h parking, rather than the required expensive parking pass recently introduced by HRM, but I digress. Housing for students is best provided by SMU. SMU has sufficient land to build residences. The re-zoning around universities will not benefit students, nor families. It will only benefit developers. The prices will be exorbitant for students. It will create more environments like Wellington St. Not places where people settle down for a career and raise families. What spatial / density analysis was performed by HRM staff to justify the additional densification around SMU and Dalhousie? What are the numbers? Does it really require the drastic increase in density / building height proposed? How was available land on university campus evaluated? What bed provision rate does HRM wish to see the universities reach? SMU has closed its English as a second language school, what effects do the federal restrictions on foreign students bring to HRM and how will it effect the perceived housing demand / supply issues?

The universities (SMU / Dal) are best served to provide accommodation to students. How much funding (land, or other services) has HRM offered to SMU or Dal to assist with provision of accommodation. Each institution is bereft of the finances to enable them to develop student accommodation. The proposed university-adjacent rezoning completely undermines the 'gentle density' identified on the city HAF website (<https://www.halifax.ca/about-halifax/regional-community-planning/housing-accelerator-fund>)

The rezoning will result in destruction of single-family home neighbourhoods where commuting distances are limited. These are cradle-to-grave living areas. Children, working parents and retirees live harmoniously alongside a few students in houses being let. The proposed zoning changes only focuses upon student needs. It will make housing more difficult for families to obtain. They will be required to live further afield. A family commuting is more environmentally deleterious than a student. There are several populations of workers that are contracted to live within 30 minutes of their workplace on the peninsula. Rezoning will make it more difficult for these people to find accommodation in Halifax, and potentially mean recruiting workers more difficult. It is already difficult to recruit hospital staff. Don't make it worse by removing their houses.

How will the rezoning effect trees in the south end? There are many mature trees in the south end that absorb significant quantities of water and act as carbon sinks. How will taller buildings above the tree canopy effect light reaching trees (and plants)? How will the removal of green space (i.e. back yards) and trees effect water run-off and carbon capture? How will the sewage facilities cope with the increasing water run-off as a result of less green space?

Further consideration is that the proposed re-zoning changes will reduce the future influence and power of the HRM planning process because developers will have significant opportunities, how does that sit within HRM planning and council? Citizens rely upon HRM to hold developers to account for changes to our neighbourhoods, the proposed changes will pass the balance of power to developers from residents and HRM. What types of streetscapes are envisioned by the rezoning, particularly removing the single family zone?

What justification is presented for rezoning around the Halifax Grammar School (HGS)? The school is at capacity and helps reduce the student burden on the HRCE schools on the peninsula. Tower road in the mornings is full of children walking to HGS. The proposed zoning changes along Tower road and around HGS will not be conducive to the calm safe residential neighbourhood.

As a citizen I need to see HRM working in concert with universities and neighbours to demonstrate housing demand, to develop principles to guide planning, and to address the transition between residential single family homes and the universities. Currently there is no evidence of this. Neighbourhood residents and representatives must be at the table when planning changes are made, as has been accomplished with the HRM centreplan. When the centreplan densification changes are complete, what will be the changes to population?

I also abhor the idea that deeded covenants on residential properties will be overridden by HRM at the whim of planning. HRM should justify, with evidence and data, to the residents, why such changes are required.

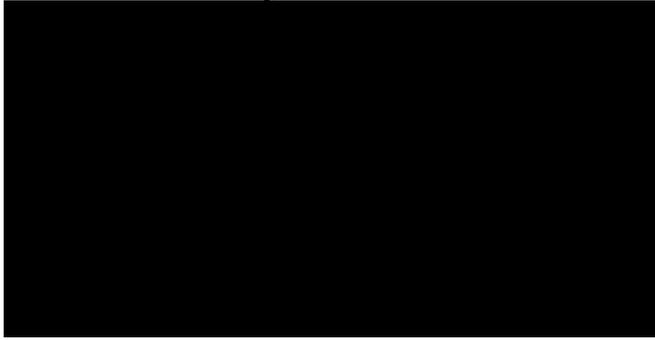
\$60M from the Federal government (given that HRM has already received \$20M) is a comparatively small amount of money. This is approximately 6% of the HRM operating budget. How and where will this funding be spent by council? It is sufficient to cover the cost of one large recreational facility. Given that the changes to zoning are on the peninsula, what new facilities will be created on the peninsula in these areas in return for the destruction of our single family neighbourhoods? Zoning remains the sole remit of HRM. By making such unilateral and sweeping changes HRM will lose any bargaining chip with which to negotiate in the future. I would ask staff and councillors whether they consider this sufficient money to abdicate their role as mediators in zoning and densification plans. Consider that when the cogswell interchange and surrounding area built, the federal government provided, in today's dollars, in excess of \$1Billion.

Rogers Drive and the adjacent streets around SMU are designated high-rise developments. Rogers Drive and Goresbrook are dead-end streets zoning change to HR2 is not appropriate because of the increased traffic. What is the data and evidence that HRM used in the HAF proposal to justify these changes?

Finally, I bring the issue of fire to the table. Last year there were wild fires in Tantallon and residents complained about a lack of access out of various subdivisions. There are wild fires (I have called 911 to have fires put out around SMU) and also arson (consider the Waegwaltic club house fire) on the peninsula. If these fires had spread to the tree canopy, the fires would then have spread rapidly across the

peninsula. Densification will make it more difficult for people to evacuate. What plans have been made to address this real concern should densification progress?

Yours sincerely,



C357 (1)

To those with responsibilities for the proposed re-zoning of Halifax Regional Municipality (HRM) and the City's application to the Federal Housing Accelerator Fund:

1. We are stunned by the proposed changes to HRM's zoning, both in regard to the dramatic changes being proposed and the speed and lack of due process involved in making decisions that could ruin our city for generations to come. It is our opinion that Council and HRM staff have taken a knee-jerk response to federal pots of money being made available to put bodies in buildings. The proposed changes (University Adjacent Zoning) will benefit developers and municipal coffers, but will they do anything to enhance the quality of life and charm of our city for residents and visitors alike? Where are the thoughtful conversations about the kind of city we want Halifax to be in the future? Where are the guidelines for the aesthetics of the built environment (there are lots of ugly buildings going up that will be there a long time!)? Where are the plans to build public transportation infrastructure to deal with hundreds of thousands more people in HRM? What is the plan to protect our public green spaces that will become even more critical with increased densification? What is the plan to deal with huge buildings being built without any requirements for resident parking?
2. We live in an established neighbourhood of mainly single-family homes. The new plan allows properties across the street to be built as 9-story multi-unit buildings and, on our side of the street, 4-story multi-unit buildings. Such development will have a devastating impact on a residential neighbourhood that is highly sought after because of its proximity to schools, hospitals, universities, Point Pleasant Park and the downtown. There have been no community meetings organized by the Municipality to present and explain the changes. Residents have not been given any time to engage in adequate research to develop informed submissions in opposition to the changes. The whole process pays lip service to public consultation and appears to be a short-sighted and knee-jerk response to federal pots of money being available to put bodies in buildings.
3. Neighbourhoods near universities will be destroyed under the new amendments. Yet, we hear only of declining local birth rates, declining enrolments and caps on international students. There are many opportunities on the campuses themselves or throughout peninsular Halifax to add student housing without destroying established and highly sought-after neighbourhoods.
4. The municipality's zoning and development plans/processes do not value long-established neighbourhoods that are part of the fabric and ethos soul of our beautiful city. Look at the now vacant and unkept lots and the premature demolition of beautiful historic homes on Young Ave. as evidence of quick decision-making without a proper plan for what comes next. We are very worried that that is what will manifest itself with the recently announced changes.
5. The proposed changes are massive and yet the invitation for public comment was only extended on February 2 with a deadline of February 16, 2024. That is paying lip service to the notion of meaningful public consultation about a Centre Plan that was not well promoted nor understood even before the amendments. We are shocked by Council's attitude earlier this week to not extend the comment period an additional week (which is still woefully inadequate in our view).
6. We had a new apartment building built at the end of our street that does not include parking – we see first-hand the challenges of parking on our street as a result, including challenges with snow removal. We had a plow stuck on our street this week because it could not clear parked cars on both sides of the road. The next day, parking enforcement showed up with a truck to move cars that were blocking snow removal. How can we allow large apartment buildings to get built without any parking? It's ludicrous.

While we appreciate the need for more housing through densification on peninsular Halifax, there needs to be a rational and thoughtful plan and process to bring that about, while at the same time preserving all that is good about our current state.

Respectfully submitted this 16th day of February,

[Redacted signature block]

C357(2)

To those with responsibilities for the proposed re-zoning of Halifax Regional Municipality (HRM) and the City's application to the federal Housing Accelerator Fund.

We are voicing the concerns shared by residents in the following areas of HRM: Rogers Drive, Gorsebrook Ave, Marlborough Avenue, Robie Street, Lindola Place, Ivanhoe Street, Bridges Street, Atlantic St, Roxton Rd, Harrington Dr, Tower Road, Young Avenue, Oakland Road, and Dalhousie Street.

We are invested in the wellbeing of HRM and building resilient and well-planned communities; this includes, supporting inclusive planning, along with public and active transportation, green spaces, and other key elements needed to build diverse communities and decrease our environmental footprint.

We support gentle density that has minimal impact on neighbourhoods as outlined by the Honourable Sean Fraser, P.C., M.P. in his letter of September 21, 2023 to Mayor Savage. Minister Fraser called for increased density and student rentals within walking distance of the City's first rate post-secondary institutions.

We strongly oppose the proposal to create new high-rise (HR-2) zones on top of residential blocks that touch Robie St, Tower Rd, and Gorsebrook Ave, across from the Saint Mary's University campus. This proposed zoning permits nine-story highrises and commercial space down the middle of our streets of multi-generational family homes. This proposal by HRM goes beyond Minister Fraser's objective and has been thrust upon residents without proper consultations and input, and in a time frame that is far from transparent or fair - a few weeks. We are requesting greater opportunities for meaningful consultation and engagement.

HR-2 high-rises are massive concrete structures and are not the "missing middle" that HRM indicated is needed. HR-2 high-rises abutting and replacing residential housing are not the "gentle density" which HRM seeks to promote. Like Councillor Wayne Mason stated in his January 29, 2024 newsletter, we also support the missing middle: duplex side-by-side/stacked, fourplex stacked, courtyard building, cottage court and townhouse only. This is in keeping with stick frame construction, which will also provide more rapid housing. These increases in density may be appropriate for the area, as long as there are policies in place that incorporate design elements that fit within a residential neighbourhood. Furthermore, it is imperative that HRM provide the necessary planning for additional traffic and safety considerations, greenspace and recreation, and give thorough consideration to the municipal infrastructure required.

The President of Saint Mary's University (SMU), Dr. Rob Summerby-Murray, has communicated with the University's neighbouring residents, and shared that the University has not been consulted on the proposed zoning changes. The SMU administration also shared that it intends to build on its own campus lands with a combination of new construction, refurbishment and replacement of older residences sufficient to create a minimum of 1,000 units. This provides the University with more than sufficient housing at the heart of its Campus. As communicated to us, the SMU administration did not ask for HR-2 zoning adjacent to its campus.

All in all, we strongly support the goals of the Housing Accelerator Fund and recognise the pressing needs for more housing in HRM. We do not believe the current zoning proposals are the only way of achieving those objectives in either the short or long term, nor are they in the long-term interests of HRM. We urge you to reconsider the HR-2 zoning proposals around SMU in particular and urge you to separate HAF timelines (1 to 3 years) from long-term (next 40 years), so the whole HRM can properly engage and discuss.

Additional context and questions

Housing Accelerator Fund (“the fund”) Actions Not Informed

We understand the federal Housing Accelerator Fund is driving much of this proposal and its haste. However we do not believe the proposed high-rise zoning in established residential neighborhoods and the objectives of the Housing Accelerator Fund are fully aligned. The City’s proposal goes much further than necessary. The objectives of the federal Housing Accelerator Fund with regard to student accommodation in particular are to:

- Accelerate the supply of housing across Canada / to create on- and off- campus housing.
 - As stated in the January 2024 Federal Press Release, an objective for this Fund is to “help more students find housing they can afford close to where they study, and **help ensure that there are more homes available for families who live in those same communities year-round.**” This plan directly removes housing available for families who live in those same communities year-round.
 - Prior to that, in September 2023, the federal Minister of Housing, Infrastructure, and Communities requested the City add “increasing density and student rentals within walking distance of the City’s first rate post-secondary institutions”. That same month, Halifax Regional Municipality’s Regional Council subsequently directed municipal staff to “work with post-secondary institutions to increase density and create opportunities for student housing within a walking distance from post-secondary institutions across HRM”.
 - Municipal staff went well beyond the scope and requirements of this request in the development of its proposal. Neither Council nor the federal Minister required that HR-2 zoned high-rises be adjacent to campuses nor replace existing and established homes. There are alternative solutions that have not been put forth that can achieve these objectives.
 - Did the City work with post-secondary institutions to identify solutions?
 - Can the City demonstrate it engaged, considered input, and participated in joint-work with Saint Mary’s University, Dalhousie University and others to identify solutions for neighbouring communities that took into account their own growth plans and housing needs?
 - What other alternatives proposals did the city consider prior to selecting HR-2 units adjacent to Universities? This is not the only possible option.
 - On the proposed map, not all institutions are provided with the same HR-2 plan. And yet, other institutions were provided with these massive changes. Each post-secondary institution needs to be looked at based on its identified needs and in the context of where it is located.

- o The Association of Atlantic Universities in their Federal pre-Budget 2024 consultation submission requested funds so that the schools can “build affordable, accessible on-and-off campus student housing”. Universities are not advocating for developer driven, high-rise housing units to be built beside or adjacent to campuses, only that it be accessible and affordable.
- o Saint Mary’s University has sufficient space within its campus to build additional campus housing that addresses its enrolment needs, including zoning that enables high-rise developments. **We are supportive of more housing and increased housing density being on the campus of the University.**
 - In recent weeks, residents of neighbouring Saint Mary’s University communities have held discussions with the University’s Administration. Saint Mary’s University currently has drawn-up plans to add a minimum of 1000 units to their portfolio within their current campus footprint. They have a plan to address their current and anticipated student housing requirements. (We note that Statistics Canada trends cited in the Provincial Housing Needs Assessment Report suggest that student enrolment totals across the country are relatively stable, changing only slowly over decades).
 - Following the 2024 federal cap on international students, the University’s available student housing is not fully subscribed.
 - Of note, the proposed high-density housing around Saint Mary’s University will be in direct competition with the University for housing. This does not seem to be in the best interest of this or other post-secondary institutions.
- o Furthermore, off-campus housing does not need to be across the street and adjacent to the campus in an established residential area. There are appropriate higher density areas that can be further developed with closer proximity to additional services of interest to students (e.g. laundry, grocery, restaurants).
- o Though there is space on campus for new housing units and density, as well as in other very near areas in walking, scooter, and biking distance to the campus, a key component of walkability is the walkability to public transit which can provide well-connected corridors to additional areas for growth. As regular, weekly users of public transportation and active mobility options, we also live this principle.
- The Fund is also trying to increase residential housing construction through a number of initiatives, such as promoting the use of pre-approved housing plans and prefabrication of housing sections in construction facilities where efficiencies can be found. Given these efforts, why is the City aiming to unnecessarily remove single-family homes when all existing and new housing is needed?

We Want Consultation and Engagement

This proposed plan is a significant deviation from the City’s Centre Plan which was approved in October 2021, only two years ago. This is difficult to grasp, but what is more so, is that the City has proposed these multi-neighbourhood zoning changes with little awareness, engagement, or consultation of its residents.

- The process implemented by the City for consultation and engagement of its citizens, including the timeline does not uphold values of fairness and transparency, it is also far from the fundamentals of urban planning.
- Prior to submitting this proposal, only three in-person engagements were held in-person in the Regional Centre. Engagement was over a period of four months: June to October 2023. This current version significantly varies from the City plans shared for in-person and on-line consultation, and there is no additional in-person engagement planned on these extensive revisions. For comparison, the Centre Plan was completed over a number of years.
- The City has indicated this new multi-neighbourhood zoning proposal as a “minor amendment” to the Centre Plan. Can the City please share its policy and test as to what constitutes a “minor amendment”? This is by all accounts not a minor amendment, this proposal is a new city plan. It is not justifiable to make this many changes, adversely impacting so many residents, without more opportunities for public engagement and consultation and more time for non-experts to digest and learn. By selecting this specific type of amendment process and the City excludes any option for an appeal.
- The Regional Centre Secondary Municipal Planning Strategy Package B (2021) states that “this Plan was developed through extensive public and stakeholder consultation using a wide variety of inclusive engagement tools and approaches....[The HRM Community Engagement Strategy] shall guide how the Municipality (a) informs, consults with, and engages the public in reviewing, amending, and implementing this Plan; and (b) provides for inclusive opportunities for engaging a diverse range of stakeholders and communities.” The process did not follow this commitment, including two of the Strategy’s principle:
 - Everyone potentially affected by the process has an opportunity to become involved
 - The process is respectful, fair, effective and transparent
- The HRM Public Engagement Guidebook (2023) for those undertaking projects in the HRM indicates that when high impact plans meet high influence then the expectation for engagement is collaboration and empowerment, including in the development of alternatives and identifying preferred solutions. This proposal meets the definition of both yet the recommended engagement is not occurring. The high influence example provided in the Guidebook is a Secondary Plan Amendment. The High Impact Criteria are:
 - High impact across HRM, including significant changes to the built form, natural environment or the general health and safety of all HRM residents
 - High degree of interest across HRM
 - High impact on a neighborhood area
 - Strong possibility of conflicting perspectives on the initiative or issues in question.

Where is the win for the City to rush through such significant changes in zoning with long-term implications when there will be no immediate building taking place? This is not helping the short-term housing crisis. It will take years or decades for sufficient land acquisition and Municipal services to enable the desired structures for this HR-2 zoning. That is, if it is economical at all.

- Separating out the Short-term actions will enable proper consultation and engagement on the medium- and longer-term plans for our city. This will also enable “thorough,

evidence-based public and accountable discussion,” the type of which our City Councillor advocates.

- Can the City please separate out processes for short-term crises requiring urgent action from medium- and longer- term projected growth considerations.

Re-Zoning Misses HRM Planning Objectives

The current proposal for the surround neighborhoods of Saint Mary’s University is a clear example of how the City of Halifax did not uphold its own stated principles for this planning initiative.

- Nine-story high-rises, that also permit commercial space, being put up on top of and across residential streets from single-family homes is not “additional housing that has a minimal impact on a neighborhood’s built form and character.” What the city has proposed, in fact, fully destroys the fabric and essence of an entire neighborhood both built on form and character.
- The City has previously indicated that the HR-2 Zone is not to abut low-rise neighborhoods, yet that is exactly what it is proposing.
- The City indicates that it provided “gentle density”. To state the obvious, the proposal is not a gentle transition from homes to nine-story high-rises with included commercial space, nor does it provide the “missing middle”.
- The “What we Heard” report produced by and relied on by the City for this proposal requested the following regarding the Housing Accelerator Fund: “There was feedback received regarding the need for increased housing options, particularly in the gentle density and missing middle form.”
- This proposal does not provide what was requested nor is it providing what the City indicates it ought to be.

We Want to Know

In planning for this growth and densification, in light of this new proposed plan, can the City demonstrate it has new and informed comprehensive and funded plans for:

- o additional green space and urban forestry
- o recreational facilities
- o adequate public transportation
- o traffic planning
- o ensuring proper drainage
- o emergency planning
 - For example, many of our streets are residential cul-de-sacs, as well, Robic St. and other parallel streets in that area are no exit roads. Having that many people and additional traffic in this area makes zero sense, the area will be in a standstill. This is unsafe from an emergencies perspective. Just Halifax Grammar School and Mer et Monde public school already cause traffic jams twice daily without any further development.
- o addressing building shadowing
- o electrical, water and wastewater services
- o environmental objectives, specifically for greenhouse gases and prevention of urban heat islands

- schools and medical services (yes, funded by and the responsibility of the Province, they still need to be considered as part of urban development)
 - consideration of alternative proposals for the creation of housing units (HR-2 or other increased density) outside the existing residential area.
- Do the projected demographics substantiate this specific neighbourhood plan, and what is the source of these numbers?
- What is the employment outlook and plans to support business development?
- How do various regional, provincial, and federal plans and objectives fit together to encourage and manage growth in the municipality?
- How does the City plan to protect homeowners' property taxation, so they are not forced out of their home due to increased assessments based on potential development?
- How does the City plan to enforce the proposed height restrictions for current and future high-density areas? What is the city doing to ensure areas already zoned for higher-density are meeting their potential?
- How will the City ensure that what is built is provided as affordable housing for students in the immediate future and longer term?
- How will the City ensure that the high-density multi-unit buildings will not become run down or party zones (as is the case near the University of Waterloo and already an issue with much smaller rental homes near Dalhousie University)?
- How will the City address the fact that housing, in particular housing units intended for students, may be exempt from the foreign home buying ban?
- How will the City ensure that housing, and even commercial space, once built, will be available to the public and not sitting empty as the case in Vancouver and other major cities?
- Why are other areas of the City with buildings equal to or higher heights than nine-stories not being zoned HR-2?
- Why is the city not ensuring that developers who currently sit on vacant lots, empty homes, unused commercial spaces are penalized?
- How has the City effectively reduced the adverse impact on housing available from short-term rentals now and in the future. How has this increased housing availability to those who need it most?

Environmental Impact

If the City is concerned with reducing emissions, then removing existing housing units from the supply increases the City's greenhouse gas emissions. The Canada Green Building Council indicates that the building sector accounted for 13% of Canada's greenhouse gas emissions. It indicates that when factoring in building materials and construction, this sector is responsible for closer to 30%, making the building sector Canada's third-highest carbon emitter. There is no reason to be removing homes from the housing supply.

Further to this, the homes and neighborhoods proposed for removal are the same ones that have been invested in using public funding (federal, provincial, and municipal) to install solar panels and heat pumps, upgrade furnaces, improve the R-value in the exterior envelope through new insulation/windows/doors, and to install EV charging stations. The removal of these homes after such initiatives and investments is a waste for the environment and extremely poor use of public resources.

Community and Belonging

The City seems to have overlooked the fact that quality of life is what is translating to economic gains in Atlantic Canada. According to the December 2023 Public Policy Forum's "The Belonging Advantage" Report, the Institute finds that:

- Atlantic Canadians report a greater satisfaction with their quality of life than Canadians as a whole, and a greater sense of belonging to the community.
- Atlantic Canadians with a strong or very strong sense of belonging to the local community stood at 54.5 percent last year, almost nine percentage points higher than Canada as a whole.
- Nova Scotians have an average of 5.84 relatives with whom they are close, and at least four neighbours of whom they could ask a favour;
- Asked to rank their satisfaction with various aspects of well-being, they gave high marks to everything from personal relationships and access to parks to their neighbourhood as a good place to live.

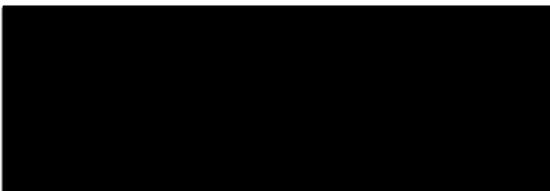
"The pandemic was a reset for a lot of people," says Danny Graham, chief engagement officer of Engage Nova Scotia. "A lot of people began to re-evaluate 'where do I want to live' and the answer came down to 'I want home to feel like home.' A place they feel connected to others and to the fabric of the community."

As residents, the above statements ring true for our neighbourhoods and streets. The proposed zoning changes actively works against Atlantic Canada's measurable advantages and key sources for economic growth.

Everything the City is proposing to do to the neighbourhoods and communities surrounding Saint Mary's University actively destroys communities and a sense of belonging. We are now in a position where we will take pause before advocating to friends and other professionals, including to much needed health care professionals, to move here and invest in Halifax. If the City can do this to its residents and homeowners, it does not in fact provide the good quality of life it advertises. In this proposal, the City is also communicating that being a homeowner or business owner in Halifax could be a risky financial investment, there is no certainty or stability.

We are making every effort to provide fact-based information to counter this zoning proposal within the few weeks the City has provided for us to be engaged. It leaves us heartbroken, disappointed, disillusioned, upset, and appalled that the City would even consider putting nine-story high-rises on established residential streets. We urge you to do the right thing and reconsider HR-2 zoning in our neighbourhood. Let's discuss increasing density in ways that target housing needs and make sense for residential areas. Let's work together to get this right for all residents.

Signed,



C362

February 15th, 2024

Re: Housing Accelerator Fund Feedback - Dalhousie Street, Beaufort Avenue and South Street Zoning

To whom it may concern,

We are the community that is composed of Dalhousie Street and its surrounding neighbourhood, including Beaufort Avenue, South Street and Oakland Road. We are writing because we want to be a part of the solution to the housing crisis in Halifax, and because we understand the need to create gentle density and provide housing options in the “missing middle.”

However, we are firmly opposed to the designation of our community as HR-1 and HR-2 zones, which we feel would have a devastating impact on our community, and which would not immediately address the pressing need for housing. Our neighbourhood is currently composed of single-family homes and small rental units, and the zoning change to allow 7 or 9 story buildings is a substantial change to the character of our community.

Our community is the definition of an Established Residential Neighbourhood as laid out in the HRM Centre Plan. We meet the same criteria that was used for the adjacent neighbourhoods that are designated ER-2 and ER-3. Despite this we have been shaved away and the current proposal for our collective is drastic and aggressive.

We are a vibrant community of young families, professionals and multi-generational residents who have raised their families here. Our neighbourhood benefits from proximity to parks, schools, including Le Marchant St Thomas, Gorsebrook Junior High, Armbrae Academy, and Inglis St Elementary, places of worship including First Baptist Church, and the Beth Israel Synagogue. Our residents live here by choice to be near their places of work, including the universities and hospitals that serve our community. Residential neighbourhoods like ours allow residents to walk or bike to work, reducing the traffic on our already congested streets.

Like surrounding streets – including Cartaret, Studley, and parts of South Street, which have recently been added to the proposed “Oakland Road Heritage Conservation District,” we feel that there is substantial built heritage in our community, which includes properties subdivided from the original Cunard Estate, dating back to the 1920’s, and

including early examples of Halifax's distinct architecture. The designation is based on age, historical period, and relationship to the surrounding area and according to the heritage plan, adjoining streets and transition to HCD districts should not be altered in a way that is not in keeping with the district.

The community participates in a yearly Dalhousie Street Barbeque, where the entire street is closed to allow residents and neighbours to celebrate. Over the years this has built bonds of friendship between neighbours and has helped make Dalhousie Street the kind of neighbourhood that supports its residents through tough times such as our neighbourhood "Caremongering" efforts during the Covid-19 lockdown.

Recently, HRM has made investments in traffic calming on Dalhousie Street and at the bottom of Oakland Road, to preserve our neighbourhood as a safe place for active transportation, and for children to play. This investment has had a positive impact on the volume and speed of traffic in our neighbourhood, which contributes to our well-being as a community.

As residents of HRM, we are acutely aware of the challenges our changing demographics have placed on our housing situation. We live in a university neighbourhood and we love the vibrancy the university community of faculty and students brings to our community. We are aware of the challenges faced by students in finding affordable housing that is accessible to them both financially, and in proximity to Dalhousie, Kings, and Saint Mary's, and we are planning to meet with Dalhousie University in order to better understand their housing needs and how we can best support them.

We want to propose an alternative solution to increasing housing in our community, and that is why we support the re-zoning of our neighbourhood to an ER-2 or ER-3 designation. The ER-2/ER-3 designation in our neighbourhood has the potential to add up to an additional 184 units of infill housing in the form of basement or garden flats, housing which by its nature would be more accessible and affordable to students looking for accommodation near Dalhousie University.

Unlike the proposed HR-1 and HR-2 designations, this potential housing could be developed immediately, rather than over the course of years - and potentially decades - as developers and speculators accumulate land for a potential development in the future. Land will be slow to assemble, and it will be slow to build. We are concerned that with the HR-1 and 2 designations, developers may buy and demolish existing housing, or allow units to fall into disrepair until they have consolidated enough land to create a larger development.

And as planning staff are certainly aware, newly built residential units on the peninsula are not entry-level dwellings that will address the “missing middle” housing that is required by our community.

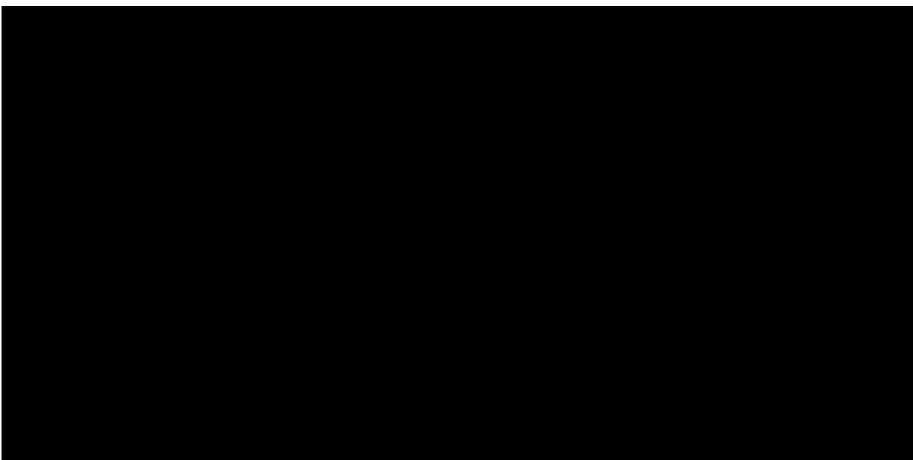
We are also concerned about the speed and breadth of these changes, which seem to contravene the process that was used to develop the Centre Plan and the Municipal Housing Strategy. We understand that the acuteness of the housing crisis presents HRM with an unprecedented opportunity to create housing, but we are concerned that by moving so quickly to create density, this change has the potential to destroy existing housing, and established neighbourhoods like ours.

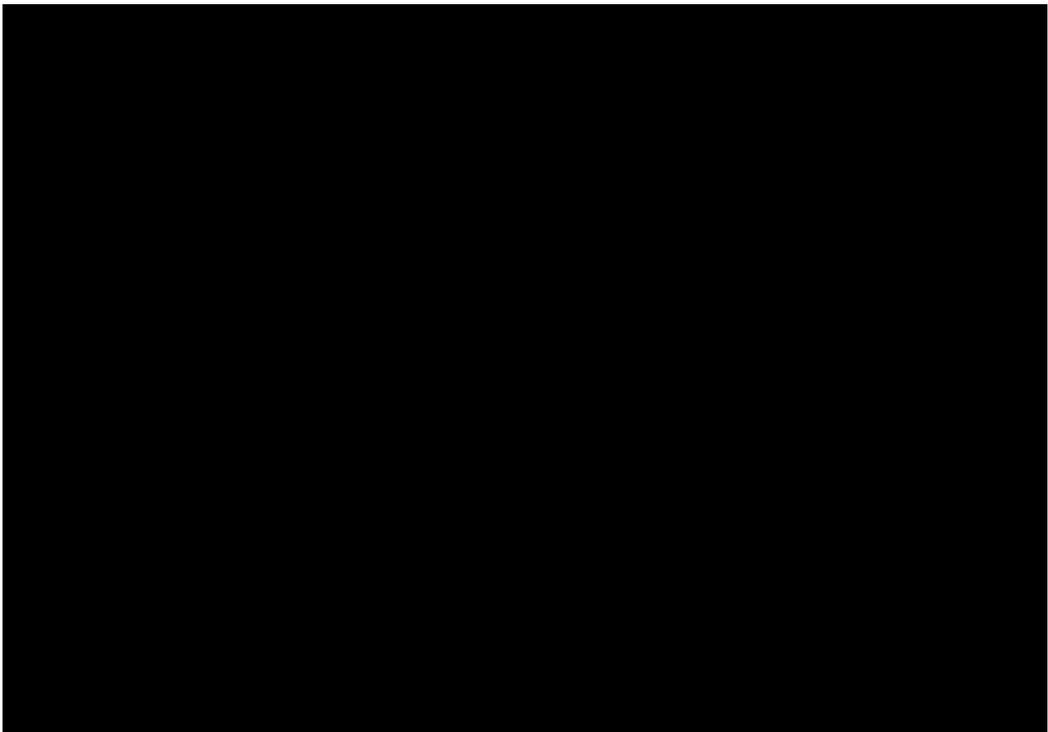
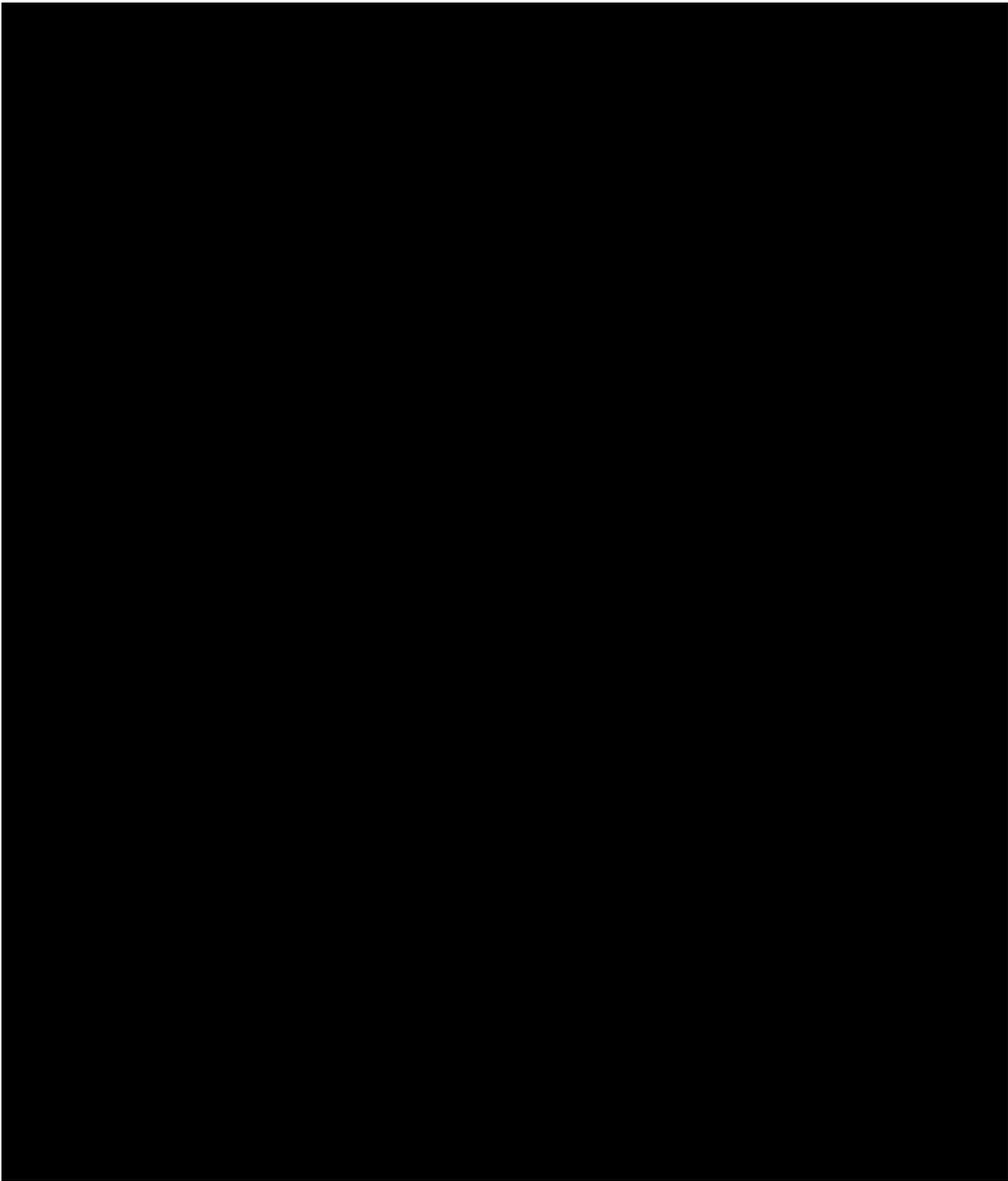
We respect the city’s long-term planning to prepare for a city that will be home to a million people by 2050. We applaud the desire to retain residential neighbourhoods while allowing for these neighbourhoods to be a part of the solution for this growth through thoughtful adjustments that support the creation of beautiful, safe neighbourhoods that are truly the “missing middle.”

We are pleased to have the opportunity to respond to you with a consensus from our community. The undersigned represent the majority of homeowners in our neighbourhood. We are united in our call for a reconsideration of the HR-1 and HR-2 zoning in our neighbourhood, and would be pleased to meet with you to further express our concerns for the future of our community.

Signed,

NAME, ADDRESS







C371

TO: Halifax Regional Municipality

RE: Proposed zoning changes around St Mary's University

Dear Sirs/Mesdames:

I have recently been advised of the proposed changes to the zoning of area surrounding St. Mary's University ("SMU") to create an HR-2 zone allowing the construction of residential towers up to 9 storeys in height. I have given my support to a 7 page letter from concerned citizens to those responsible for the proposed re-zoning but as a resident of Greenwood Avenue, whose property would inevitably be impacted by the construction of such buildings in my neighborhood, I would like to make some additional comments of my own.

1. I am deeply disappointed and quite appalled that HRM appears to have no regard for or loyalty to its existing, stable, family-oriented communities. Our neighbourhoods in this area are not full of decrepit old homes and pensioners both ready to be removed and replaced. It is true that families tend to stay for many years, a tribute to the area, but the older residents do move on and young families come in to keep the neighbourhood vibrant and active. Houses are rebuilt, expanded, updated and maintained in good condition. We are good stewards of the land we call home. Is it not good for HRM to be able to tell incomers that communities such as ours exist within its boundaries and that the Municipality is diverse and can accommodate all life styles?
2. The Municipality is not planning to buy the land and build the tower(s), as I understand it. It is relying on developers to do that over time. How does this, therefore, have anything to do with the Housing Accelerator Fund from the Federal Government?
3. If they buy the land, developers will pay a large amount for it. They will then have significant costs preparing the land to be built upon. They will want to get both their costs and a good profit from the project. This will not be student housing. Only very rich students will be able to afford to live in the units and they can find other accommodation now. No, the developers will be looking to attract professionals with small or no families who wish to live within walking distance of their work. This will not be a solution to the student housing problem either in the long term or the short term. It may on the other hand create a problem for desirable family housing on the peninsula.
4. HRM needs the existing housing for families. I heard an interview with an immigrant who had been in Halifax for some months who said he was having a

hard time finding a place to rent because he had 4 children and landlords don't want more than 2 children in their units. Does HRM not want to encourage young professionals, particularly doctors, to come to and stay in Nova Scotia? And do many of them not want to find a desirable family home on the Peninsula? I can speak from experience in this regard. My parents, both medical doctors, came to Halifax already having a family of 4 children. At first, we lived in a small apartment on South Street but it was very crowded and not comfortable in the long term. My parents wanted a single-family home again so we moved to Clayton Park. With the time it took to travel to and from the hospital, the difficulties of getting there quickly when called in, the difficulty of getting there at all on "snow days", and the different schedules, the stress of living off the Peninsula became too much for my parents and in about 2 years we were back, living on Regina Terrace. There is a good reason why so many doctors live in the South End. Take away the family housing and you give the MDs another reason to leave NS. They won't have trouble finding a job in another Province.

5. I have been advised that steps have been taken, or are being taken, to nullify the restrictive covenants which protect(ed) our properties. If this is true, it is a betrayal by both the Municipality and the Province.

Restrictive covenants are there to protect the quality of the subdivision and the value of the properties contained in it. For over 100 years the Courts of this Province have upheld the enforcement of restrictive covenants under the common law. If you buy a property in a subdivision subject to a restrictive covenant stating that no structure other than a single-family dwelling may be built on the land, you may rest assured that the covenants can be enforced by you and/or your neighbours. It was a legal device which protected the neighbourhood from towers and multi-unit residential buildings. That has been and remains very important to homebuyers. We purchased in this neighborhood knowing that this restriction was in place....and we paid for it.

Under the new Land Registration System title is warranted by the Provincial Government. Our parcel registers all contain the acknowledgement that our lands are subject to restrictive covenants. The Province is therefore warranting that the covenants are in place. If those property rights are now removed, then they are being expropriated and we all have a right to compensation for the loss of the rights. Moreover, buyers of properties here since December 2004 who can show that they relied on the assurance of the covenants set out in the parcel register in deciding to make the investment in land in this area should have a separate action against the Province for deliberately and without notice or chance of appeal taking away a right which the Province itself warranted to them existed. HRM is a party to that action.

Yes, Government can always expropriate property rights but Government is expected to compensate those affected for the loss. What will our loss be? A total change in the character of the neighborhood into which we invested our

hard earned money: with 9 storey towers the traffic will be far heavier, it will not be as safe for children to play on the street; interruption in light from the buildings will prevent the growth of flower and vegetable gardens and compromise the efficiency of solar panels; privacy will be lost as tower dwellers gaze down into the yards of the neighbours; the value and desirability of the surrounding single family homes will decline. We all purchased believing we had the power to protect our lands from such a situation. We should all be compensated for our loss.

6. Some questions:

- a. Why did HRM not send a letter to every household in the neighborhood to explain the changes, the plans, the intention and ask for input, especially as property rights are being expropriated?
- b. Why are the changes being put through with such indecent haste and disregard for those affected?
- c. Why is HRM not concentrating on putting existing empty land into use: e.g.: Shannon Park, Bloomfield School, the grounds of St Patrick's High School, the empty lots on Robie Street and down town, some of which have been available for use for years? These are all obvious places where the federal housing money could be well spent NOW without causing major upset to existing residents.
- d. Is providing opportunities to developers at the expense of the population more important to HRM than keeping its residents happy?
- e. Why is HRM singling out this quiet part of the Peninsula? St Mary's has not asked HRM to get involved and it has its own plans for new student housing which will not affect its neighbours. Destroying our neighbourhood with towers won't solve the housing crisis for those who need help. There must be a hidden agenda. What is it?

I sincerely hope that HRM will pause and consider the ramifications of what is being proposed. There is much to be lost by this re-zoning and not a lot to be won...except for the developers.

Yours sincerely,

A large black rectangular redaction box covering the signature area.

cc. Andy Fillmore
Lisa Lachance

C374

To those with responsibilities for the proposed re-zoning of Halifax Regional Municipality (HRM) and the City's application to the federal Housing Accelerator Fund.

We are voicing the concerns shared by residents in the following areas of HRM: Rogers Drive, Gorsebrook Ave, Marlborough Avenue, Robie Street, Lindola Place, Ivanhoe Street, Bridges Street, Atlantic St, Roxton Rd, Harrington Dr, Tower Road, Young Avenue, Oakland Road, and Dalhousie Street.

We are invested in the wellbeing of HRM and building resilient and well-planned communities; this includes, supporting inclusive planning, along with public and active transportation, green spaces, and other key elements needed to build diverse communities and decrease our environmental footprint.

We support gentle density that has minimal impact on neighbourhoods as outlined by the Honourable Sean Fraser, P.C., M.P. in his letter of September 21, 2023 to Mayor Savage. Minister Fraser called for increased density and student rentals within walking distance of the City's first rate post-secondary institutions.

We strongly oppose the proposal to create new high-rise (HR-2) zones on top of residential blocks that touch Robie St, Tower Rd, and Gorsebrook Ave, across from the Saint Mary's University campus. This proposed zoning permits nine-story highrises and commercial space down the middle of our streets of multi-generational family homes. This proposal by HRM goes beyond Minister Fraser's objective and has been thrust upon residents without proper consultations and input, and in a time frame that is far from transparent or fair - a few weeks. We are requesting greater opportunities for meaningful consultation and engagement.

HR-2 high-rises are massive concrete structures and are not the "missing middle" that HRM indicated is needed. HR-2 high-rises abutting and replacing residential housing are not the "gentle density" which HRM seeks to promote. Like Councillor Wayne Mason stated in his January 29, 2024 newsletter, we also support the missing middle: duplex side-by-side/stacked, fourplex stacked, courtyard building, cottage court and townhouse only. This is in keeping with stick frame construction, which will also provide more rapid housing. These increases in density may be appropriate for the area, as long as there are policies in place that incorporate design elements that fit within a residential neighbourhood. Furthermore, it is imperative that HRM provide the necessary planning for additional traffic and safety considerations, greenspace and recreation, and give thorough consideration to the municipal infrastructure required.

The President of Saint Mary's University (SMU), Dr. Rob Summerby-Murray, has communicated with the University's neighbouring residents, and shared that the University has not been consulted on the proposed zoning changes. The SMU administration also shared that it intends to build on its own campus lands with a combination of new construction, refurbishment and replacement of older residences sufficient to create a minimum of 1,000 units. This provides the University with more than sufficient housing at the heart of its Campus. As communicated to us, the SMU administration did not ask for HR-2 zoning adjacent to its campus.

All in all, we strongly support the goals of the Housing Accelerator Fund and recognise the pressing needs for more housing in HRM. We do not believe the current zoning proposals are the only way of achieving those objectives in either the short or long term, nor are they in the long-term interests of HRM. We urge you to reconsider the HR-2 zoning proposals around SMU in particular and urge you to separate HAF timelines (1 to 3 years) from long-term (next 40 years), so the whole HRM can properly engage and discuss.

Additional context and questions

Housing Accelerator Fund (“the fund”) Actions Not Informed

We understand the federal Housing Accelerator Fund is driving much of this proposal and its haste. However we do not believe the proposed high-rise zoning in established residential neighborhoods and the objectives of the Housing Accelerator Fund are fully aligned. The City’s proposal goes much further than necessary. The objectives of the federal Housing Accelerator Fund with regard to student accommodation in particular are to:

- Accelerate the supply of housing across Canada / to create on- and off- campus housing.
 - As stated in the January 2024 [Federal Press Release](#), an objective for this Fund is to “help more students find housing they can afford close to where they study, and **help ensure that there are more homes available for families who live in those same communities year-round.**” This plan directly removes housing available for families who live in those same communities year-round.
 - Prior to that, in September 2023, the federal Minister of Housing, Infrastructure, and Communities requested the City add “increasing density and student rentals within walking distance of the City’s first rate post-secondary institutions”. That same month, Halifax Regional Municipality’s Regional Council subsequently directed municipal staff to “work with post-secondary institutions to increase density and create opportunities for student housing within a walking distance from post-secondary institutions across HRM”.
 - Municipal staff went well beyond the scope and requirements of this request in the development of its proposal. Neither Council nor the federal Minister required that HR-2 zoned high-rises be adjacent to campuses nor replace existing and established homes. There are alternative solutions that have not been put forth that can achieve these objectives.
 - Did the City work with post-secondary institutions to identify solutions?
 - Can the City demonstrate it engaged, considered input, and participated in joint-work with Saint Mary’s University, Dalhousie University and others to identify solutions for neighbouring communities that took into account their own growth plans and housing needs?
 - What other alternatives proposals did the city consider prior to selecting HR-2 units adjacent to Universities? This is not the only possible option.
 - On the proposed map, not all institutions are provided with the same HR-2 plan. And yet, other institutions were provided with these massive changes. Each post-secondary institution needs to be looked at based on its identified needs and in the context of where it is located.

- o The Association of Atlantic Universities in their Federal pre-Budget 2024 consultation submission requested funds so that the schools can “build affordable, accessible on-and-off campus student housing”. Universities are not advocating for developer driven, high-rise housing units to be built beside or adjacent to campuses, only that it be accessible and affordable.
- o Saint Mary’s University has sufficient space within its campus to build additional campus housing that addresses its enrolment needs, including zoning that enables high-rise developments. **We are supportive of more housing and increased housing density being on the campus of the University.**
 - In recent weeks, residents of neighbouring Saint Mary’s University communities have held discussions with the University’s Administration. Saint Mary’s University currently has drawn-up plans to add a minimum of 1000 units to their portfolio within their current campus footprint. They have a plan to address their current and anticipated student housing requirements. (We note that Statistics Canada trends cited in the [Provincial Housing Needs Assessment Report](#) suggest that student enrolment totals across the country are relatively stable, changing only slowly over decades).
 - Following the 2024 federal cap on international students, the University’s available student housing is not fully subscribed.
 - Of note, the proposed high-density housing around Saint Mary’s University will be in direct competition with the University for housing. This does not seem to be in the best interest of this or other post-secondary institutions.
- o Furthermore, off-campus housing does not need to be across the street and adjacent to the campus in an established residential area. There are appropriate higher density areas that can be further developed with closer proximity to additional services of interest to students (e.g. laundry, grocery, restaurants).
- o Though there is space on campus for new housing units and density, as well as in other very near areas in walking, scooter, and biking distance to the campus, a key component of walkability is the walkability to public transit which can provide well-connected corridors to additional areas for growth. As regular, weekly users of public transportation and active mobility options, we also live this principle.
- The Fund is also trying to increase residential housing construction through a number of initiatives, such as promoting the use of pre-approved housing plans and prefabrication of housing sections in construction facilities where efficiencies can be found. Given these efforts, why is the City aiming to unnecessarily remove single-family homes when all existing and new housing is needed?

We Want Consultation and Engagement

This proposed plan is a significant deviation from the City’s Centre Plan which was approved in October 2021, only two years ago. This is difficult to grasp, but what is more so, is that the City has proposed these multi-neighbourhood zoning changes with little awareness, engagement, or consultation of its residents.

- The process implemented by the City for consultation and engagement of its citizens, including the timeline does not uphold values of fairness and transparency, it is also far from the fundamentals of urban planning.
- Prior to submitting this proposal, only three in-person engagements were held in-person in the Regional Centre. Engagement was over a period of four months: June to October 2023. This current version significantly varies from the City plans shared for in-person and on-line consultation, and there is no additional in-person engagement planned on these extensive revisions. For comparison, the Centre Plan was completed over a number of years.
- The City has indicated this new multi-neighbourhood zoning proposal as a “minor amendment” to the Centre Plan. Can the City please share its policy and test as to what constitutes a “minor amendment”? This is by all accounts not a minor amendment, this proposal is a new city plan. It is not justifiable to make this many changes, adversely impacting so many residents, without more opportunities for public engagement and consultation and more time for non-experts to digest and learn. By selecting this specific type of amendment process and the City excludes any option for an appeal.
- The Regional Centre Secondary Municipal Planning Strategy Package B (2021) states that “this Plan was developed through extensive public and stakeholder consultation using a wide variety of inclusive engagement tools and approaches...[The HRM Community Engagement Strategy] shall guide how the Municipality (a) informs, consults with, and engages the public in reviewing, amending, and implementing this Plan; and (b) provides for inclusive opportunities for engaging a diverse range of stakeholders and communities.” The process did not follow this commitment, including two of the Strategy’s principle:
 - Everyone potentially affected by the process has an opportunity to become involved
 - The process is respectful, fair, effective and transparent
- The HRM Public Engagement Guidebook (2023) for those undertaking projects in the HRM indicates that when high impact plans meet high influence then the expectation for engagement is collaboration and empowerment, including in the development of alternatives and identifying preferred solutions. This proposal meets the definition of both yet the recommended engagement is not occurring. The high influence example provided in the Guidebook is a Secondary Plan Amendment. The High Impact Criteria are:
 - High impact across HRM, including significant changes to the built form, natural environment or the general health and safety of all HRM residents
 - High degree of interest across HRM
 - High impact on a neighborhood area
 - Strong possibility of conflicting perspectives on the initiative or issues in question.

Where is the win for the City to rush through such significant changes in zoning with long-term implications when there will be no immediate building taking place? This is not helping the short-term housing crisis. It will take years or decades for sufficient land acquisition and Municipal services to enable the desired structures for this HR-2 zoning. That is, if it is economical at all.

- Separating out the Short-term actions will enable proper consultation and engagement on the medium- and longer-term plans for our city. This will also enable “thorough,

evidence-based public and accountable discussion,” the type of which our City Councillor advocates.

- Can the City please separate out processes for short-term crises requiring urgent action from medium- and longer- term projected growth considerations.

Re-Zoning Misses HRM Planning Objectives

The current proposal for the surround neighborhoods of Saint Mary’s University is a clear example of how the City of Halifax did not uphold its own stated principles for this planning initiative.

- Nine-story high-rises, that also permit commercial space, being put up on top of and across residential streets from single-family homes is not “additional housing that has a minimal impact on a neighborhood's built form and character.” What the city has proposed, in fact, fully destroys the fabric and essence of an entire neighborhood both built on form and character.
- The City has previously indicated that the HR-2 Zone is not to abut low-rise neighborhoods, yet that is exactly what it is proposing.
- The City indicates that it provided “gentle density”. To state the obvious, the proposal is not a gentle transition from homes to nine-story high-rises with included commercial space, nor does it provide the “missing middle”.
- The “What we Heard” report produced by and relied on by the City for this proposal requested the following regarding the Housing Accelerator Fund: “There was feedback received regarding the need for increased housing options, particularly in the gentle density and missing middle form.”
- This proposal does not provide what was requested nor is it providing what the City indicates it ought to be.

We Want to Know

In planning for this growth and densification, in light of this new proposed plan, can the City demonstrate it has new and informed comprehensive and funded plans for:

- additional green space and urban forestry
- recreational facilities
- adequate public transportation
- traffic planning
- ensuring proper drainage
- emergency planning
 - For example, many of our streets are residential cul-de-sacs, as well, Robie St. and other parallel streets in that area are no exit roads. Having that many people and additional traffic in this area makes zero sense, the area will be in a standstill. This is unsafe from an emergencies perspective. Just Halifax Grammar School and Mer et Monde public school already cause traffic jams twice daily without any further development.
- addressing building shadowing
- electrical, water and wastewater services
- environmental objectives, specifically for greenhouse gases and prevention of urban heat islands

- o schools and medical services (yes, funded by and the responsibility of the Province, they still need to be considered as part of urban development)
 - o consideration of alternative proposals for the creation of housing units (HR-2 or other increased density) outside the existing residential area.
- Do the projected demographics substantiate this specific neighbourhood plan, and what is the source of these numbers?
- What is the employment outlook and plans to support business development?
- How do various regional, provincial, and federal plans and objectives fit together to encourage and manage growth in the municipality?
- How does the City plan to protect homeowners' property taxation, so they are not forced out of their home due to increased assessments based on potential development?
- How does the City plan to enforce the proposed height restrictions for current and future high-density areas? What is the city doing to ensure areas already zoned for higher-density are meeting their potential?
- How will the City ensure that what is built is provided as affordable housing for students in the immediate future and longer term?
- How will the City ensure that the high-density multi-unit buildings will not become run down or party zones (as is the case near the University of Waterloo and already an issue with much smaller rental homes near Dalhousie University)?
- How will the City address the fact that housing, in particular housing units intended for students, may be exempt from the foreign home buying ban?
- How will the City ensure that housing, and even commercial space, once built, will be available to the public and not sitting empty as the case in Vancouver and other major cities?
- Why are other areas of the City with buildings equal to or higher heights than nine-stories not being zoned HR-2?
- Why is the city not ensuring that developers who currently sit on vacant lots, empty homes, unused commercial spaces are penalized?
- How has the City effectively reduced the adverse impact on housing available from short-term rentals now and in the future. How has this increased housing availability to those who need it most?

Environmental Impact

If the City is concerned with reducing emissions, then removing existing housing units from the supply increases the City's greenhouse gas emissions. The Canada Green Building Council indicates that the building sector accounted for 13% of Canada's greenhouse gas emissions. It indicates that when factoring in building materials and construction, this sector is responsible for closer to 30%, making the building sector Canada's third-highest carbon emitter. There is no reason to be removing homes from the housing supply.

Further to this, the homes and neighborhoods proposed for removal are the same ones that have been invested in using public funding (federal, provincial, and municipal) to install solar panels and heat pumps, upgrade furnaces, improve the R-value in the exterior envelope through new insulation/windows/doors, and to install EV charging stations. The removal of these homes after such initiatives and investments is a waste for the environment and extremely poor use of public resources.

Community and Belonging

The City seems to have overlooked the fact that quality of life is what is translating to economic gains in Atlantic Canada. According to the December 2023 Public Policy Forum's "The Belonging Advantage" Report, the Institute finds that:

- Atlantic Canadians report a greater satisfaction with their quality of life than Canadians as a whole, and a greater sense of belonging to the community.
- Atlantic Canadians with a strong or very strong sense of belonging to the local community stood at 54.5 percent last year, almost nine percentage points higher than Canada as a whole.
- Nova Scotians have an average of 5.84 relatives with whom they are close, and at least four neighbours of whom they could ask a favour;
- Asked to rank their satisfaction with various aspects of well-being, they gave high marks to everything from personal relationships and access to parks to their neighbourhood as a good place to live.

"The pandemic was a reset for a lot of people," says Danny Graham, chief engagement officer of Engage Nova Scotia. "A lot of people began to re-evaluate 'where do I want to live' and the answer came down to 'I want home to feel like home.' A place they feel connected to others and to the fabric of the community."

As residents, the above statements ring true for our neighbourhoods and streets. The proposed zoning changes actively works against Atlantic Canada's measurable advantages and key sources for economic growth.

Everything the City is proposing to do to the neighbourhoods and communities surrounding Saint Mary's University actively destroys communities and a sense of belonging. We are now in a position where we will take pause before advocating to friends and other professionals, including to much needed health care professionals, to move here and invest in Halifax. If the City can do this to its residents and homeowners, it does not in fact provide the good quality of life it advertises. In this proposal, the City is also communicating that being a homeowner or business owner in Halifax could be a risky financial investment, there is no certainty or stability.

We are making every effort to provide fact-based information to counter this zoning proposal within the few weeks the City has provided for us to be engaged. It leaves us heartbroken, disappointed, disillusioned, upset, and appalled that the City would even consider putting nine-story high-rises on established residential streets. We urge you to do the right thing and reconsider HR-2 zoning in our neighbourhood. Let's discuss increasing density in ways that target housing needs and make sense for residential areas. Let's work together to get this right for all residents.

Signed,

February 12, 2024



Halifax, N.S.

TO: Halifax Regional Municipality staff involved with the Housing Accelerator Fund initiative

RE: Proposed urgent changes to District 7, specifically the South End neighbourhood

To whom it may concern,

I am writing this letter, in addition to endorsing one put forth by my neighbours in the South End, to convey my deep concern regarding the current proposal to up-zone some residential properties in District 7 to high-rise (HR-2) zones, around Dalhousie and St. Mary's universities, as part of the federal Housing Accelerator Fund initiative.

I fully support the increase in immigration to our city and welcome more diversity and density in HRM. I am a first-generation Greek-Canadian. My parents emigrated from Greece in the 1950s (separately, and as teenagers) in search of a better life. They were each supported by already-established Greek family members who had set up businesses (restaurants) in mostly the South End. My parents ended up owning their own restaurant business on Morris/Birmingham St. for 33 years before retiring. Our restaurant was situated about 1 km from our home.

I was born and raised in Halifax and lived at [REDACTED] Henry St. for the first 22 years of my life. My parents owned their house and lived on Henry St. for 44 years. It was a duplex house at the time, so we had family members live in the adjacent unit periodically and renters other times. (Interestingly, the stretch of land where my childhood house sits is also being considered for re-zoning to HR-2, even though the current owners converted it to student housing, another version of "gentle density"). Our extended family also lived within 3 street blocks of us and our neighbours became extended family. My brother and I walked and cycled all throughout our neighbourhood as kids, playing with our cousins and friends and when older, helping our parents in the restaurant. We both attended and graduated from Dalhousie University and we each chose to come back to live and work here. My husband's siblings also returned to Halifax to raise their

families. And we live blocks apart. Like me, my sons have developed strong relationships with their cousins because they can bike down the street and around the corner to see them.

Fast-forward to 2007. My husband [REDACTED] and I [REDACTED] grew up on Inglis St. in his family home), were living in Ottawa, Ontario and had two children of our own. We realized we wanted to be closer to family and live in Halifax. As a family physician, I had a choice to live anywhere in Canada, but chose to come back to my roots. When we considered where to live in Halifax, it was an easy decision: the South End. Not only because of proximity to schools, hospitals, and family. It was also an investment for our future. We were fortunate to be able to afford a house in the South End, with a large backyard for our kids, who quickly made friends with other kids in the neighbourhood and who, over time, became family. On my block, I count at least 6 physicians and nurses who chose this neighbourhood to raise their families.

By re-zoning part of our neighbourhood to HR-2, with the idea of constructing 9-storey buildings on Robie Street across from St. Mary's university, I anticipate the neighbourhood will quickly change. We will slowly lose the multi-generational fabric of the South End with families living, working, and greatly contributing to community in the same neighbourhood. There will be more traffic congestion which will negatively impact walking, cycling, playing in the area (there is already parking congestion on our streets) and most importantly, there will be a DECREASE IN FAMILIES moving to the area. In a time when we are in desperate need of health care workers, trying to attract them to Halifax, I doubt they will want to move their families into a luxury condo just because it is close to hospitals.

We are also installing > \$20000 worth of heat pumps (as I'm sure the residents on Robie St have) at the encouragement of the federal government to implement more efficient, and greener heating solutions to ultimately STAY IN OUR HOMES. Again, I am concerned that the investment of living here in the South End, both economically and personally, will be lost.

I strongly urge you to re-consider this re-zoning proposal of District 7 and focus your efforts at developing EXISTING empty lots on the peninsula to increase population density (e.g. former Bloomfield school at Almon and Robie St.) rather than disrupt a neighbourhood that works well.

Sincerely,

[REDACTED]

[REDACTED]

E [REDACTED]

Thank you for the information Joshua.

Kind regards,

[REDACTED]

From: Federal Housing Accelerator Fund <haf@halifax.ca>

Sent: Wednesday, February 14, 2024 8:32 AM

[REDACTED]

Cc: Greene, Kate <greenek@halifax.ca>

Subject: RE: Housing Accelerator Fund- Upzoning

EXTERNAL EMAIL – USE CAUTION / COURRIEL EXTERNE – FAITES PREUVE DE PRUDENCE

[REDACTED]

I've attached some fact sheets about the HR Zone and transition policies that were completed as part of the Centre Plan.

In short, all of these factors that you've mentioned (right of ways, easements, lot boundaries, etc.) are considered when reviewing a project proposal. It is very unlikely that a building actually reaching 9 storeys could be built without significant property acquisition and lot consolidation. However, the HR-2 Zone does also permit a variety of low-rise residential uses, such as single, two, three, and four-unit dwellings, townhouses, and smaller multi-unit dwellings that may be possible on individual lots or lots with requiring minor assembly and consolidation.

Hope this helps, please let me know if you have any other questions.

All the best,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

C: 902-478-4056

HALIFAX

[REDACTED]

Sent: Tuesday, February 13, 2024 6:37 PM
To: Federal Housing Accelerator Fund <haf@halifax.ca>
Cc: Greene, Kate <greenek@halifax.ca>
Subject: [External Email] RE: Housing Accelerator Fund- Upzoning

Hi Joshua,

Thank you for your response and for confirming receipt of our official Condominium letter.

I will reach out to Aaron in regards to the [REDACTED] house. In the meantime, should the HR-2 zoning gets passed, are you able to please provide an indication on what would be applicable as far as, height and required step and set-backs - side/rear/streetline yard. Given the complex and intertwined relationship with the Carriage house, shared road, right of ways, sewer/ water easements etc. I'm having hard time applying the new proposed LUB in order to have a sense on what could be built on that lot. Any professional insights you could provide me with would be very much appreciated.

Thank you Joshua,
[REDACTED]



From: Federal Housing Accelerator Fund <haf@halifax.ca>
Sent: Tuesday, February 13, 2024 9:10 AM
To: Greene, Kate <greenek@halifax.ca>; Federal Housing Accelerator Fund <haf@halifax.ca>

Subject: RE: Housing Accelerator Fund- Upzoning

EXTERNAL EMAIL – USE CAUTION / COURRIEL EXTERNE – FAITES PREUVE DE PRUDENCE
[REDACTED]

Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to

consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.

I want to confirm that we have received correspondence from the [REDACTED] on the proposed requests.

The proposed zoning changes are in response to the Housing Accelerator Fund, which aims to enable more density in key areas, such as along transit corridors and near post-secondary institutions. In response, staff have proposed increasing new Higher Order Residential Zoning near Dal, SMU, and NSCC campuses in the Regional Centre. Although the City is working with its partners on planning for future growth, the impetus for this change is our current housing shortage (estimated at 20,000 units) and anticipated population growth (growing by approx. 20,000+ people per year).

Regarding the [REDACTED], that is a question that can be directed to Aaron.

And lastly, we do not have a firm date for the public hearing yet. We do expect to make some changes to the proposed zoning based on some of the feedback we've been receiving from the public, but we're aiming for introduction of the amendments in March with public hearing in April.

All the best,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

C: 902-478-4056

HALIFAX

From: Greene, Kate <greenek@halifax.ca>
Sent: Monday, February 12, 2024 1:36 PM
To: Federal Housing Accelerator Fund <haf@halifax.ca>

[REDACTED]
Subject: FW: Housing Accelerator Fund- Upzoning

[REDACTED]

Apologies I missed sending this email to our team for response – they will be able to help you with these questions.

Nice to hear from you –

Kate

KATE GREENE (SHE/HER)

HALIFAX

C. 902.225-6217

halifax.ca

Sent: Thursday, January 25, 2024 2:58 PM
To: Greene, Kate <greenek@halifax.ca>
Subject: [External Email] Housing Accelerator Fund- Upzoning

[This email has been received from an external person or system]

Hi Kate, good afternoon,

I'm not sure if you remember me, but we crossed paths while I was working in the private sector as architect at [REDACTED]

First and foremost, I want to apologize in advance, as I'm sure you've been bombarded with requests as follows since the HAF announcement.

I'm reaching out as I'm currently resident of [REDACTED] [REDACTED], and as I was getting myself up to speed with the proposed amendments related to the housing accelerator fund, I went into the interactive map to realize that our whole area -West of Ivanhoe St.- is incurring a proposed re-zoning to an HR-2 zone. It goes without saying that this is a major concern for an established residential area as ours, furthermore, we share a drive lane with the [REDACTED] across the street, which has some heritage value attached to it. The proposed amendment is particularly worrisome and significant as both units of the [REDACTED] house are currently on the market and could potentially be purchased by a developer and be replaced by a 9 storey multi-unit residential, not to mention any surrounding large and older properties on Inglis street.

Before we ask Wayne Mason to intervene on behalf of our neighbourhood, and on behalf of the condominium board, I would like to get the rationale behind the proposed change to upzone to HR-2 given the established low-density/low-rise and single unit dwellings neighbourhood context. Also considering that Ivanhoe is not a transit corridor, how have you concluded that HR-2 would be the suitable designation for our area?

As for the [REDACTED] house, it's not a registered heritage property, but is there anything we could do there? Is that a question I should be directing to Aaron?

Lastly, we will keep monitoring your website, but do you have a tentative date for the public hearing yet?

Any clarifications you can provide us with on the above questions would be greatly appreciated.

Looking forward to hearing back from you.

Kind regards,

[Redacted]



To whom it may concern

My name is [REDACTED] and I live in the Dalhousie Street neighbourhood. I am writing to register my wholehearted support for the “upzoning” of my home from its current “single-family” dwelling zoning status to an established neighbourhood (ER) multi-unit residence. I do so because I believe

- as part of a caring community we have a shared responsibility to address the housing crisis;
- it provides us with opportunities to invest in and strengthen our neighbourhood;
- it fits perfectly with the letter and spirit of an established residential neighbourhood as defined and approved in our planning documents;
- it aligns with the densification objectives and strategies identified in the recently approved Center Plan;
- it is consistent with the timelines and policy intent of the Housing Accelerator Fund and the federal government’s directive on densification;
- it addresses the pressing need for student housing in a more effective and timely manner; and
- it reinforces and builds on attributes that make Halifax such a powerful magnet for those who wish to live, work, study and visit

Our Established Residential Neighbourhood

Our community epitomizes the spirit of Halifax and the definition of an established residential neighbourhood. Over several decades we have managed to build a community of neighbours and friends who have celebrated together and leaned on each other in challenging times, through our many storms and power outages. For example, during the Covid years we set up a “caremongering” group to ensure that we stayed connected and ready to help or ask for it if needed. For over thirty years we have held an annual street closure and Barbeque to celebrate the end of Summer and the onset of Fall. We successfully fought for traffic calming in our neighbourhood so that our children could play basketball, ride their bikes or walk safely to school.

We are also a vibrant, diverse and walkable neighbourhood of young families, professionals and multi-generational residents. Our neighbourhood, bounded by South Street, Beaufort Avenue and Oakland Road, traces its origins to the Cunard Estate. The aggressive and arbitrary rezoning our neighbourhood as Higher Order Residential (HR1 and HR2) is not only inconsistent with the nature and history of our neighbourhood, and HRM’s criteria for HR-1 or HR-2 designation, it is fundamentally inconsistent with the zoning applied to abutting streets connected to

our historic neighbourhood¹. If passed, it threatens, in very short order to destroy this model neighbourhood we have worked so hard to build and which HRM Council seeks to create.

The Need for Student Housing at Dalhousie University

A key driver of the proposed Higher-Order Residential rezoning is ostensibly a condition imposed by the Housing Accelerator Fund. Yet, there is no indication in the Federal government's directive that Minister Fraser's demand for increase density near post-secondary institutions requires high rise developments or a wall of Higher Order buildings abutting and surrounding university campuses.

We understand that Halifax is in the midst of a housing crisis. The need for affordable and accessible student housing is clear. What we do not have are the underlying assumptions and supporting data regarding the nature or extent of unmet student housing needs, projections of the number and location of housing units needed or built, or why the proposed HR1 and HR2 zones are required to address those needs. The only evidence we have of measurable targets is a presented in the Nova Scotia Department of Advanced Education February 2, 2024 proposed memorandum of understanding with universities which requires Dalhousie to provide student housing beds for 15% of full-time students or show evidence of trying to make that happen by October 2025, To reach that target Dalhousie would need to create 188 new beds.² In our neighbourhood alone an ER-2 or ER-3 designation has the potential to add up to an additional 184 units of low impact infill housing which by its nature would be more varied, timely, accessible and affordable to students looking for accommodation near Dalhousie University. In addition, Dalhousie University President, Kim Brooks, is quoted as saying that the university has developed "an ambitious housing program" with intent to break ground on new construction within 24 months. There needs to be more communication and data sharing between universities and municipal planners around their strategic priorities, building plans and housing projections.

The Missing Middle

In the absence of compelling evidence that Higher Order campus-abutting buildings are necessary, the HR zoning in our neighbourhood seems overly aggressive. Planning staff, in their Report to Council, imply as much in suggesting that the

¹ We abut the proposed heritage conservation district around Oakland Road. This rezoning may be inconsistent with Municipal Planning Strategy (at page 147 CHR 5) requirement to protect heritage properties from high rises in abutting areas

² **Universities Have To Fix Their Housing Issues Or Lose Millions, Says Province** One-year bilateral agreement that begins April 1 comes with strings attached to provincial coffers. By Lauren Phillips, February 09, 2024 <https://www.thecoast.ca/news-opinion/universities-have-to-fix-their-housing-issues-or-lose-millions-says-province-32325348>

Center Plan and existing instruments provide the necessary means to meet the Accelerator Fund's requirement and the Minister's directive, and create "missing middle" housing envisioned by HRM.

The aggressiveness, speed and reach of the proposed changes seem not only unnecessary and inconsistent with the Centre Plan but also to contravene the due process that was used to develop the strategy. It is arguable that the insertion of Higher Order buildings abutting university campuses in the proposal represents an unnecessary and illegitimate end run around the Centre Plan and processes that created it.

Conclusion

Every crisis presents challenges but also opportunities. As residents of HRM, we are acutely aware of the hardship our changing demographics and lack of affordable and accessible housing have placed on our most vulnerable populations. In this moment we are faced with the opportunity to meet those challenges while reimagining our neighbourhoods and city.

I imagine ER2 and ER3 zoning as presenting us with a great opportunity to invest in and revitalize our neighbourhood, play our part in building our supply of student housing, and perhaps even live here a little longer. In the short term it may mean "gentle density", building a backyard suite or in-law apartment that would allow us to house a student, "age in place" or have our adult children live independently with us. In the longer term it might mean building a "missing middle" multi-unit, multi storey townhouse, duplex or triplex on a human scale in a walkable neighbourhood.

As someone who has spent a lifetime in university cities, I imagine my neighbourhood as similar to and evolving in much the same direction as the diverse and densified communities around the University of Toronto, Queen's or McGill - universities of the same vintage as Dalhousie. Many of us came to Halifax and chose to live and work in this setting because we were attracted to its maritime personality and close-knit, family oriented neighbourhoods. We understand why Halifax has become such a magnet.

We also understand and support the policy intent of the Centre Plan and the Accelerator Program and wish to ensure that the measures we take and the processes we use are consistent with those good intentions and help the build the Halifax we know and love.



HERITAGE TRUST OF NOVA SCOTIA

PRESERVING NOVA SCOTIA'S BUILT HERITAGE

February 16, 2024

Submission to Halifax Regional Municipal Council Regarding the Proposed Housing Accelerator Fund:

First, let us express our grave concern about the rapidity with which the HRM is going about making changes to the Centre Plan which, while flawed, did have the benefit of nearly 10 years to develop. It is not at all clear what the municipality hopes to do with HAF money and how it will benefit residents.

That being said, we wish to formally comment on the threat that the HAF changes presents to the city's built heritage provisions. In our view, the provisions imperil built heritage in general, and more carefully considered measures are required.

Although the proposed revisions provide specific exemptions/protections for registered heritage buildings and existing heritage conservation districts, we are concerned that the upzoning of surrounding neighbourhoods will simply provide more incentive to de-register and demolish registered heritage buildings on the Halifax peninsula and elsewhere in the Centre Plan area. We are also concerned that it will also lead to the demolition of many as yet unregistered historic buildings and potential heritage conservation districts.

The demolition of these buildings, as we have already seen, results in a reduction of affordable housing, thereby expanding the problem that their demolition claims to address. There are other economic impacts to consider, primarily the reduction in older building stock to our tourism economy (the largest sector we have).

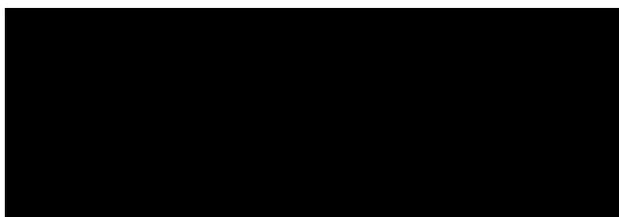
We know from the work of TIANS and Tourism Nova Scotia that many of our visitors place significant value on the built heritage they see when they visit this city. By promoting the destruction of our built heritage, particularly on the peninsula where many tourists spend much of their time, we are removing a key resource that drives visitation.

We would further note that Nova Scotia has some of the weakest heritage protection laws in Canada. While we recognize that strengthening those laws is a largely provincial responsibility, not doing its best to support what little we have amounts to a dereliction of duty by HRM.

There is also a climate change impact contingent on the loss of these buildings. HRM states on the website “HalifACT: Acting on Climate Together” that "It’s our community response to the climate crisis that will build a more resilient and healthy future in Atlantic Canada while preparing for current and future climate impacts." We agree that densification is an important component of fighting climate change; however, promoting a plan that will increase demolitions is counter to HRM’s own intent. Where is the plan to further incentivize the adaptive reuse of unused or underused existing structures (such as office towers and former schools) to facilitate densification?

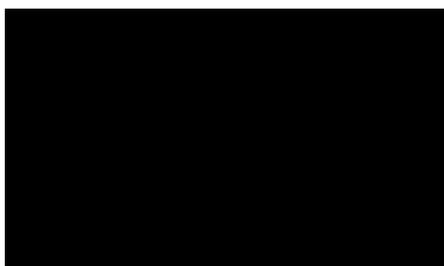
In our view, the extra protections mentioned in the HRM proposals do not outweigh the extra incentives to de-register and demolish. We urge HRM staff and Council to recognize that all heritage properties in the Centre Plan area, whether protected by designation or not, face a dire threat under these provisions. Heritage should not be for sale.

Respectfully Submitted,



President, Heritage Trust of Nova Scotia

Contact information for the Heritage Trust of Nova Scotia:



To: Halifax Regional Municipality (HRM)

Re: Proposed zoning changes around St Mary's University

February 13, 2024

Dear Sirs/Madames:

I moved to Nova Scotia from British Columbia (Campbell River) for a lifestyle change. Halifax was a draw because of its moderate size and vibrancy. It has an amazingly livable downtown that includes a great mix of tree lined neighbourhoods along with all the perks of a cosmopolitan city. Halifax is a city of unique communities with a young vibe. Since moving here I've lived in the North End (Creighton St), the West End (Lawrence St) and now the South End (Greenwood Ave). Each of these has been a terrific place to live. I can, however, appreciate the need to provide more housing that is affordable particularly since the downtown is home to 2 universities, which add to the youthful feel of the city. I understand these challenges, but I do not agree with the path that HRM is currently proposing. Specifically, I have significant concerns with the drastic proposed changes to the zoning from single residential to HR-2 on the blocks around St Mary's University. Especially, since many of the street blocks identified aren't even on any main corridor (which has been identified as a specific criterion in the plan). Not only will building high rises apartments in these areas have negative impacts to the existing neighbourhood, but these high rises will also likely do little or nothing to fulfilling the mandate of providing affordable housing on the peninsula. High rise apartment blocks do nothing to build a community but keep people isolated. I would suggest that a more realistic and palpable approach for these blocks would be to rezone them in the same way as the other blocks in the area are being considered- to ER-3. This would allow for incremental growth.

In addition to the specific issue outlined above, I think the if HRM is truly interested in addressing the affordable housing crunch, there are a number of questions that they should be considering immediately. Such as why aren't the lands currently occupied with empty derelict schools and churches not being used to build some type of multi-dwelling housing that could enhance the local communities? How is it that since 2020, with the establishment of the last 'new' plan, there have been so many homes (many likely having been multi-unit dwellings) that have been torn down and now the lots stand vacant? Why are developers allowed to buy such properties but are not required to rebuild in a timely period. To me, HRM should be requiring developers to develop and not simply act as speculators. Furthermore, why aren't the city planners focusing on the 14 acres that will be freed up once the Cogswell exchange is dismantled to actually develop a new neighbourhood that includes Mult and Single-unit dwellings? There are many opportunities and pathways HRM could go to build a city that is welcoming while maintaining its attractive uniqueness.

As a member of a neighbourhood in Halifax who loves my newly adopted city, I sincerely hope that HRM pauses and reconsiders this proposal. And going forward, changes to the City Centre Plan be made with more transparency, with city planners meeting and working with the existing neighbourhoods as well as other stakeholders.

Sincerely

[Redacted signature block]

Greenwood Ave, Halifax NS

[Redacted contact information]

cc. Andy Filmore; Lisa Lachance

C406

February 12, 2024

Halifax Regional Council
HAF@halifax.ca

Dear Members of Halifax Regional Council,

Subject: Opposition to Proposed Rezoning of Land on Sherwood Street, Dartmouth NS (#40606345)

I am writing to express my strong opposition to the proposed rezoning of land on Sherwood Street, which would allow for the construction of three five-storey apartment buildings and eight townhouses. Resulting in 200 plus units. As a long-term resident of Sherwood Street, I am deeply concerned about the potential negative impacts that such a development would have on our community, my home and quality of life.

First and foremost, I chose to make my home on Sherwood Street over 18 years ago specifically because of its suburban character and peaceful atmosphere. The introduction of high-density housing projects like the ones proposed would fundamentally alter the character of our neighborhood, transforming it from a quiet suburban enclave into a more densely populated urban area. This is not in line with the lifestyle I sought when I made the decision to live here.

Furthermore, I am deeply concerned about the potential impact of high density housing on the overall value of my home. Studies have shown that the presence of high density housing developments can negatively affect property values in the surrounding area. Additionally, there is a well-documented correlation between high density housing and increased crime rates, as well as transient living. I have never experienced issues with crime in my neighborhood, and I am concerned that the introduction of such developments could change that.

With an additional 200 units, there would also be increased traffic flow, leading to congestion and safety concerns. Moreover, the insufficient parking provisions in apartment buildings would inevitably result in more vehicles being parked on the street and in adjacent neighborhoods.

Another significant concern is the impact on the environment and wildlife habitat. The proposed development would lead to the removal of green space and trees, reducing habitat for local wildlife and contributing to the loss of biodiversity in our community. Furthermore, I am concerned about potential drainage issues and the strain on sewer and water infrastructure, especially considering the recent instances of flooding that many homeowners in the area have experienced. Can you confirm that the already strained infrastructure on Astral Drive and Sherwood Street relating to drainage and sewage will be able to handle the increased housing?

Additionally, the possibility of blasting during construction raises concerns about potential damage to the structural integrity of nearby homes, particularly given the age of our buildings. This poses a serious risk to the safety and stability of our homes and should not be taken lightly.

In conclusion, I urge Halifax Regional Council to carefully consider the concerns of the residents of Sherwood Street and reject the proposed rezoning of the land. The negative impacts on our community,

property values, quality of life, and environment far outweigh any potential benefits. I implore you to prioritize the preservation of our neighborhood's character and well-being over the interests of developers.

Thank you for considering my perspective on this important matter.

[REDACTED]

[REDACTED] Sherwood Street, Dartmouth NS

Submission to HRM Planning—Re: Proposed Zoning Amendments (with copies to all HRM Councillors)

I recently became aware, through a phone call from a neighbour, that HRM Planning staff have put forward zoning amendment proposals that if implemented, would mean major changes to my neighbourhood and many others in peninsular Halifax and in Dartmouth. I do not agree with the proposed approach. Specifically, I consider the proposals to be inconsistent, arbitrary, and non-reflective of neighbourhood characteristics, while the time set aside for receipt of public comments is manifestly inadequate. This email sets out my concerns.

I live on Bridges Street, in the southern part of the Halifax peninsula. This has been my family's home for close to 20 years.

Bridges Street is a small street of modest, wood-framed houses, 30 in total, most of which were built in or around the 1940s.

In terms of the ages, demographics, and occupations of its residents, Bridges Street exhibits a great deal of diversity. Some residents have lived here for decades, while others only arrived a few months ago. Some residents are young, while others are older. There are students, employees, people looking for work, business people, and retirees. During my time on Bridges Street, I know or have known residents who respectively originated from six continents. Most houses on Bridges Street are inhabited by families, though rooms and all or portions of houses are also rented.

I understand that HRM Planning staff are proposing zone amendments whereby on one side (western side) of Bridges Street buildings of nine storeys would be permitted as of right. On the other side of Bridges Street, buildings of 12 metres in height would be permitted. Moreover, immediately beside the western half of Bridges Street, on Tower Road, the nine-storey entitlement would also apply.

A related change, one to be applied initiative-wide, is that there would no longer be a minimum parking-spot requirement associated with the development of new buildings.

I fail to understand how rushing ahead with allowing new nine storey developments on Bridges Street would be a "gentle" change; how it would represent a "middling" approach to housing development; how it would be on a transportation corridor (which Bridges Street clearly is not); how it would be needed to house university students (through its President, Saint Mary's University has confirmed that it does not require new student housing developments on privately-owned land in the neighbourhood); and how it would take into account the human characteristics of this neighbourhood.

I also fail to understand how allowing new building developments to proceed without a minimum number of parking spaces will not contribute to increased congestion on our streets. Where will those new residents park their cars?

I acknowledge that a lack of housing has become a pressing issue in Canada, including HRM. The choices made to solve that problem will not please everyone. I also realize that Bridges Street is certainly not the only street in HRM for which zoning amendments are being proposed in an ostensible effort to address the housing problem. Indeed, the Bridges Street neighbourhood is just one of numerous neighbourhoods in peninsular Halifax and in Dartmouth for which major zoning changes are being proposed.

Having said that, important issues take time to address properly, especially when the solutions chosen will impact residents for decades. Moreover, housing is not a uniform concept, requiring a one-size-fits-all solution. Rather, housing problems have multiple dimensions. In light of the scope and varied nature of

the housing problem, I therefore have a number of general questions for the proponents of the zoning change proposals.

Why is there such a manifest disconnection between the ostensible reasoning behind the changes and their application on the ground?

Why are arbitrary distinctions being made between streets, or portions of the same street, in the same neighbourhood?

Why is this project being put forward in such a rushed fashion?

Why is there so little publicity about this initiative?

More particularly, with respect to my own neighbourhood, what I see happening is that the zoning amendments, if implemented as proposed, will result in a sword of Damocles hanging perpetually over the heads of residents. In light of that uncertainty, I also have the following questions of a more specific nature for Planning staff:

Who, other than a developer, would be willing to buy a house on Bridges Street, given the potential to be surrounded on three sides by new nine story buildings?

What will happen to property values as a result of this initiative?

What are the implications in terms of noise, traffic, parking (a problem with a longstanding, frustrating history for residents on Bridges Street), lack of access to natural light, creation of wind tunnels, and water and sewage infrastructure?

In light of the foregoing, I urge Planning staff to slow down the precipitous pace of this initiative, in order to allow residents sufficient time to study in detail what is being proposed, to identify their concerns, and to provide their input. In light of my own experience, I do not doubt that many residents in to-be-affected neighbourhoods are not aware of the proposed planning changes. Permitting this initiative to proceed at a reasonable, rather than rushed, pace will help to enable Planning staff to devise particularized solutions, reflective of residents' perspectives, that take into account neighbourhood characteristics and actual housing needs, instead of quietly rushing ahead with blunt, arbitrary, unsubstantiated and excessive amendments .

Sincerely,

████████████████████

██████ Bridges Street

Halifax

C422

TO THOSE WITH RESPONSIBILITIES FOR THE PROPOSED RE-ZONING OF HRM AND THE HRM APPLICATION TO HOUSING ACCELERATOR FUND:

My wife [REDACTED] and I live on the west side of Oxford Street at [REDACTED] between Coburg Road and Waegwoltic Avenue. [REDACTED] designed our house, a single-family dwelling where we've lived since 1975 and raised our children. This was my parents' home where my brothers and I grew up.

My grandparents' home is two doors up at [REDACTED] Oxford. My great grandfather had [REDACTED] design the house as a wedding present for them in the early 1900s. They raised their children there.

Next to our property at the corner of Oxford and Coburg is another Cobb house which Gem Health Care owns and operates as a health care facility. So, the streetscape on Oxford has three Cobb designs, something unique to HRM. Now, given the proposed rezoning to HR-1 there is the prospect of 7 story buildings ostensibly to satisfy the need for student housing near Dalhousie or perhaps for what is euphemistically referred to as the "missing middle".

My wife and I oppose the proposed zoning changes in the block of properties bounded by Coburg, Oxford and Waegwoltic. We are confident that nearly all other homeowners in the block take the same position.

The block is a lovely family neighbourhood with owner-occupied single-family homes. There are only two sets of flats which have been occupied as such since the 1930s and the Gem property which is an anomaly - a quasi-commercial operation grandfathered many years ago.

The homes on the block haven't changed over time. Many are distinctive. They are today as they were when built, well maintained by proud owners. The neighbourhood has a distinctive character and charm. The streetscapes are attractive. At the bottom of Waegwoltic is the Conrose Field with a large playground, ball diamond and tennis courts. Then there is the Waegwoltic Club at the foot of Coburg.

The neighbourhood is not without its drawbacks - traffic on Oxford and parking on Coburg and Waegwoltic.

Oxford is a traffic corridor now and that won't change. The Coburg/Oxford intersection is dangerous. Pedestrians crossing are at risk." No Right Turn On Red" signals are non-existent in spite of the heavy pedestrian traffic - mainly students at Dalhousie and Armbrae Academy. The area is in parking zone 11. Payment of an annual HRM parking fee permits on-street parking. However, Coburg, Waegwoltic, Oxford south of Coburg and side streets east of Oxford are crammed with cars parked illegally every day. A parking permit is of little use unless HRM enforces the parking regulations.

The other drawback for Oxford Street owners is the excessive speed of traffic. No real attempt has been made to calm traffic. The stock answer to complaints is "what can we do?"

The proposed rezoning of the Coburg/Oxford/Waegwoltic block contemplates two sub-blocks. One is to be rezoned to ER-3 and the other fronting Oxford to HR-1. There are nine dwellings in this block. Six are single-family owner-occupied, two are sets of flats partly rented to students and then there is the Gem corner property. Five of the single-family owners oppose the rezoning (the sixth may be away), one of the two flat owners is against it, and I don't know the position of Gem or the other flat owner.

I have spoken with a Dalhousie administrator and am told that Dalhousie has no interest in acquiring properties on the block. Rather, Dal wants to be able to build higher structures within its boundaries-Oxford, Coburg, Robie and South Street. Apparently, Dalhousie is making its own submissions.

So, who would want to redevelop all or a portion of the HR-1 block to meet the objectives of the Housing Accelerator Fund, bearing in mind that owners would have to sell to a developer? There isn't anyone. Look at what's happened on Coburg between Lilac and LeMarchant - beautiful historic homes torn down, others turned into student rooming houses, vacant lots, garbage piled near the street and so on.

That would be the sad result over time if the proposed rezoning is allowed. The vultures are already circling. A realtor representing Gem called my wife last week asking if we would sell our property to Gem. Our home is not for sale. At some point our son will make it his home. Three other owner occupiers in the HR-1 block have had calls from other realtors in the last week or so offering to buy their properties. No one wants to sell.

The proposed rezoning to HR-1 does not extend north on Oxford beyond Waegwoltic. It is restricted to one block. Was this an afterthought to satisfy density concerns of the Feds? What is the rationale given the raison d'être of Housing Accelerator Fund?

It is beyond argument that HR-1 zoning would affect light, increase traffic, impact student safety, decrease green space, decrease property values and coupled with the effect of ER-3, lead to ghetto creep over time. What is at risk is the preservation of a distinctive long-established family neighborhood.



Inclusion of Dalhousie Street into the Oakland Road Heritage Conservation District

Oakland Road is a unique example of early to mid 20th century style architecture and Dalhousie St. is contiguous to Oakland Road. The street is not only about the architecture but also of the landscape. Stately homes surrounded by lush gardens and lawns. Dalhousie Street is contiguous to Oakland Road. The homes are of the same era from 1917 to 1950s. The homes exemplify the neo-colonial and modern architecture found emerging through the 1920s to the 1940s. Many of the homes along Dalhousie Street and Oakland Road have unique architectural features that can be found in the pre-fabricated houses found in Sears and Eaton's catalogues. The architect reflects the emergence of modern conveniences such as cars and electricity. In general homes of the 1930s had more symmetry and less ornate elements like cornices a reflection of economic times and art-deco styling.



Reviewing the Insurance Maps for Halifax it appears the first house built on the Beaufort, South, Dalhousie Streets block was **6394 South Street** and indeed one of the first in the lower portion of the Oakland Road district. The property appears on the 1918 Tax assessment plans. Aerial views from ca. 1940 show the north side of Dalhousie Street mostly developed. The following are defining characteristics of the study area.

- Residential use- family dwellings
- Generous surrounding landscaped front and rear lawns
- Tree lined street
- Cultural asset an area of serenity, calm, charm and character
- Diversity of residential architecture from Victorian to Modernist

Dalhousie Street is the continuation to the evolutionary story of Oakland Road Heritage District. Dalhousie Street adds to the diversity of architecture and landscape of the district. The homes along Dalhousie Street reflect the evolving style trends in architecture which electricity had a profound impact on as people could do work into the dark hours of the day. The shape of windows changed, size of rooms and ceiling heights all changed. Electricity provided for the

advent of modern heating systems instead of fireplaces as main sources of heating; thus, chimneys moved from the center of buildings to the exterior sides.

History:

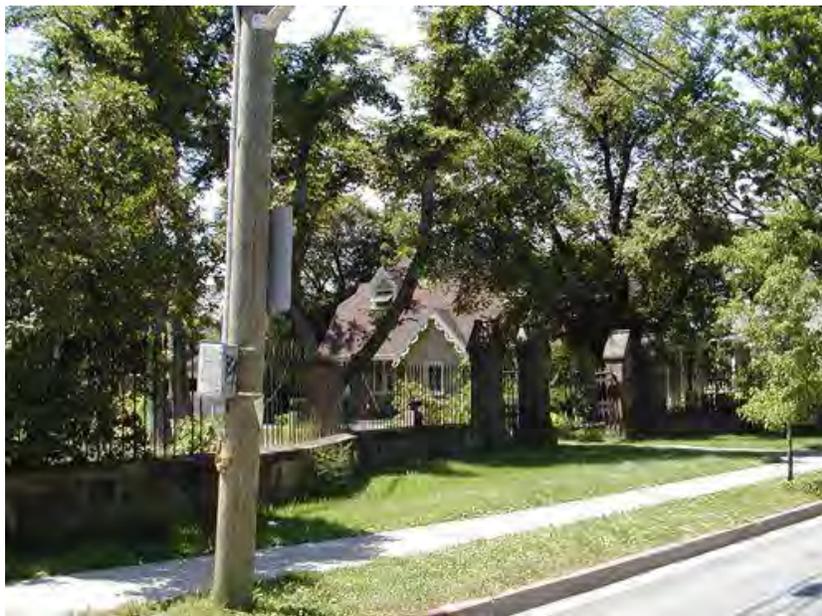
Oakland Road area evolved from the grand estate of William Cunard who was son of Samuel Cunard. The Cunard family originated from new England and came to Halifax where they operated a coal, shipping and travel businesses. Most famous for the mail ship HMS Britannic which was the first passenger transatlantic voyage. The below photo from the Nova Scotia Archives shows William Cunard's Mansion. The mansion lay on the end of the property where the railway cut is today. The house suffered a fire during the construction of the railway cut in 1900.⁶ What remains of the estate is the Gatekeeper's Cottage on Robie Street, known as 1124 Robie Street, Oakland Lodge.

Oaklands, William Cunard's Residence, Halifax

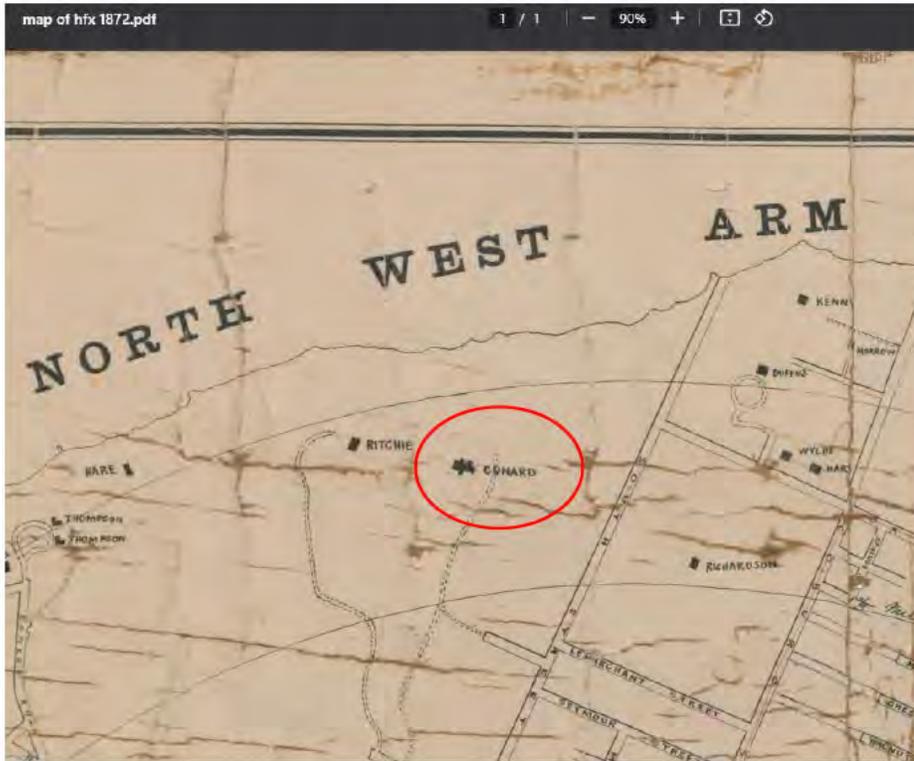
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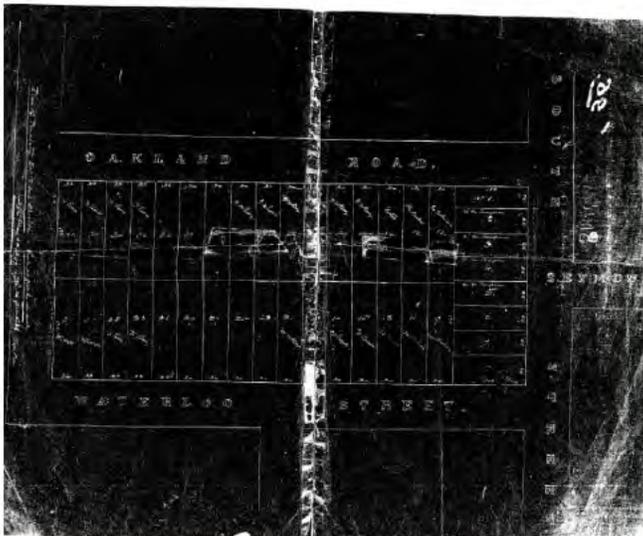
Photo B



This 1872 map of Halifax from the map collection of the Nova Scotia Archives shows the Cunard estate and mansion which was part of the grand estates along the Northwest Arm.



The estate grounds were slowly sold off for housing development. The Hopkins Atlas of 1878 for Halifax shows the portion between South Street and Oakland Road was purchased by the Clewly (Clewley) family. Later a portion around Waterloo Street was purchase and subdivided from the southern portion of the Edward Shields' estate in 1936.



Shields Estate Plan 1936, Property Online Map Index



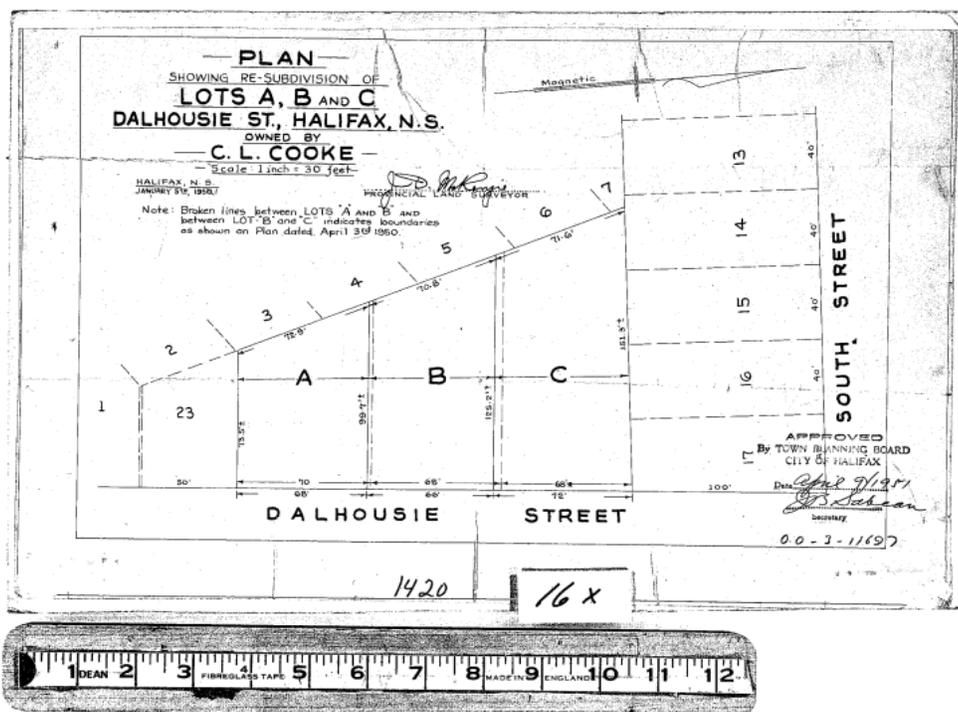
Hopkins Atlas Plate N, NS Archives

The Burchell Subdivision began building homes on the northeast side of Dalhousie St. and along South St first in the late 1920s and into the early 1930s as reflected in the architecture and aerial photo below of the view of Studley Campus ca. 1940, (area outlined in black).

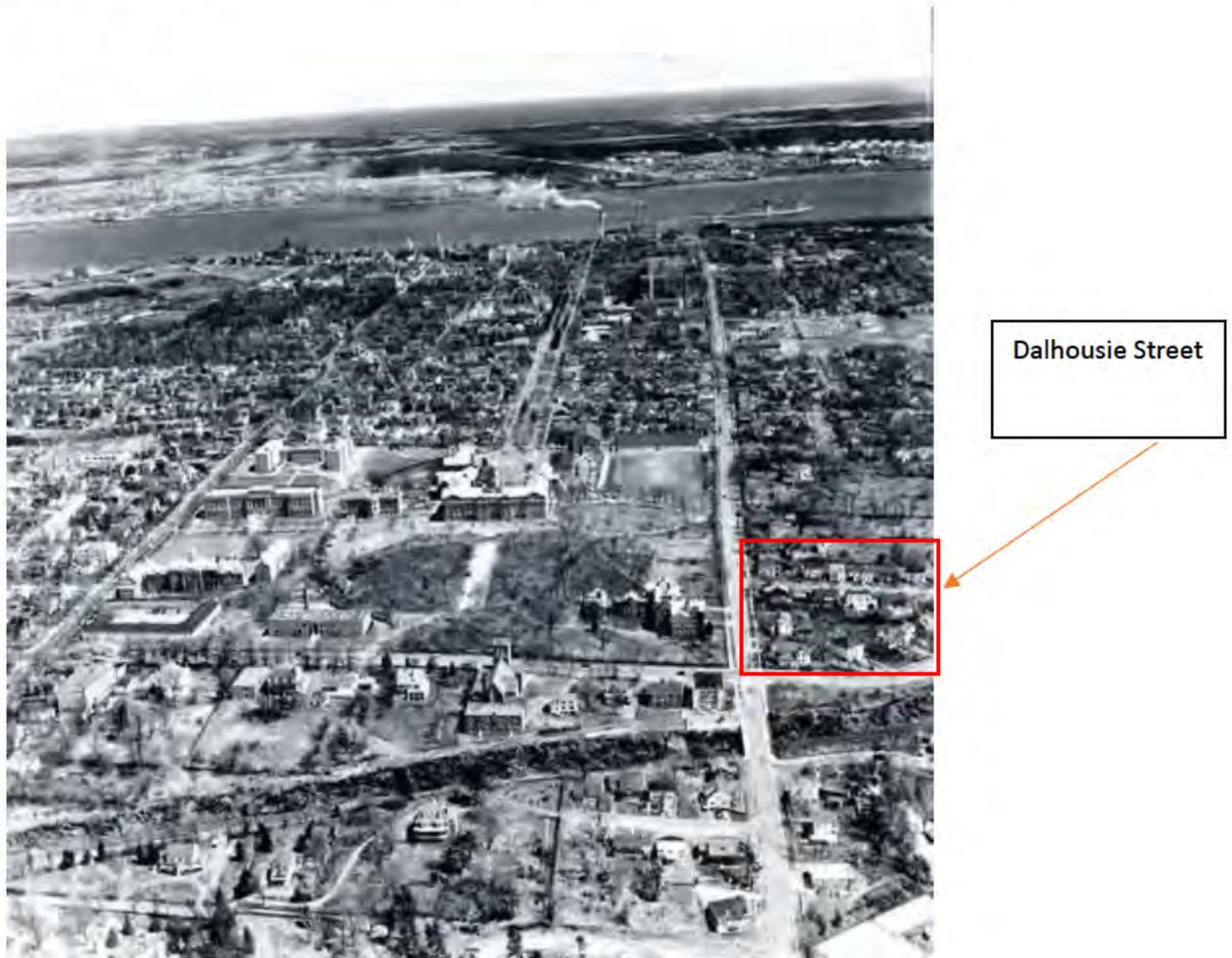


Photo A circa 1940, subject area outlined in black

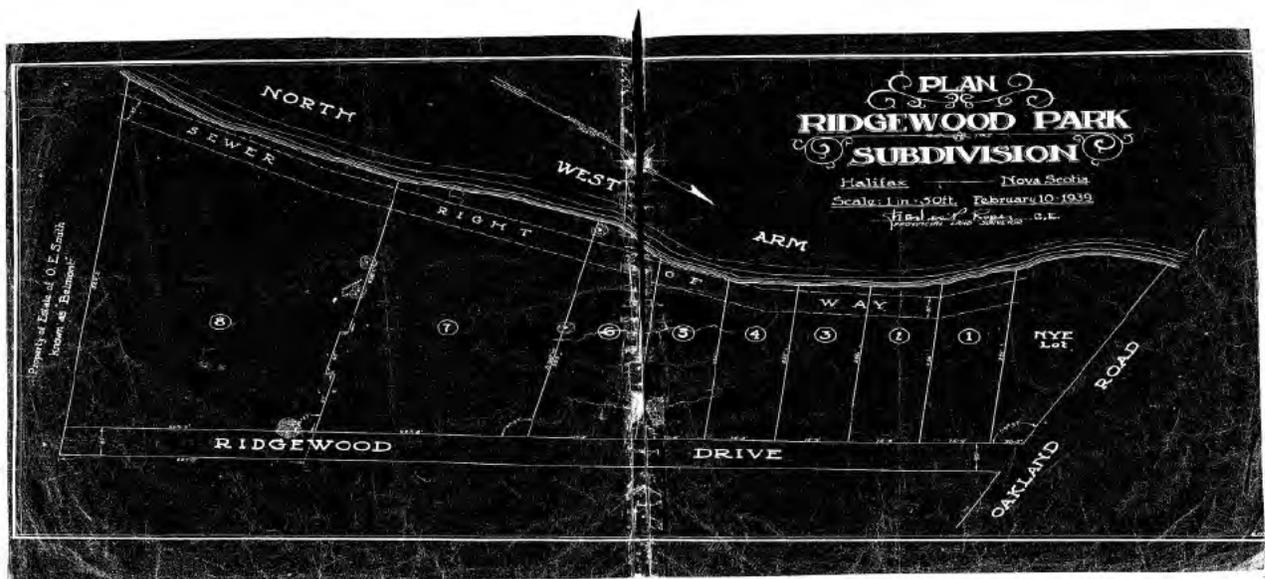
Development continued into the 1950s on Dalhousie Street on the southwest side as this lot plan indicates.



By 1961 Dalhousie Street and much of the subject area had been developed as shown in the photograph below.



The end of Oakland Road on the Northwest Arm is outside the subject area was subdivided in 1939. This area was known as the Ridgewood Park Subdivision and was the last part of the Cunard and Ritchie estates to be divided indicated in the map.



Property Online
Map Index

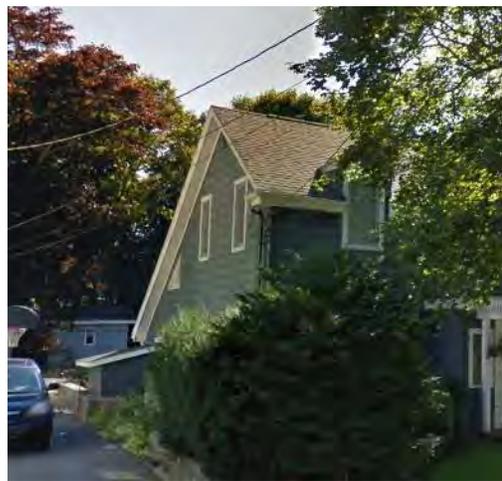
Property Data Summary of Subject Area

1167 Dalhousie Street:

This is a prime example of the blend of modern geometric style with classical nod in the crescent columned front entry porch, pedimented front dormer windows and large pediment gable which is all balanced in symmetrical proportion. The central pediment brings a geometric element but plays on the classical theme. The architecture reflects the notion of one's home being a temple/sanctuary. Furthermore, the home is reflective of the architectural styles from the 1920s and 1930s which moved away from large windows as electricity provided the main source of light. The roof has a unique play on a salt box roof which is a rare example of this modern twist in Halifax.



Front of 1167 Dalhousie St



Sideview of 1167 Dalhousie St

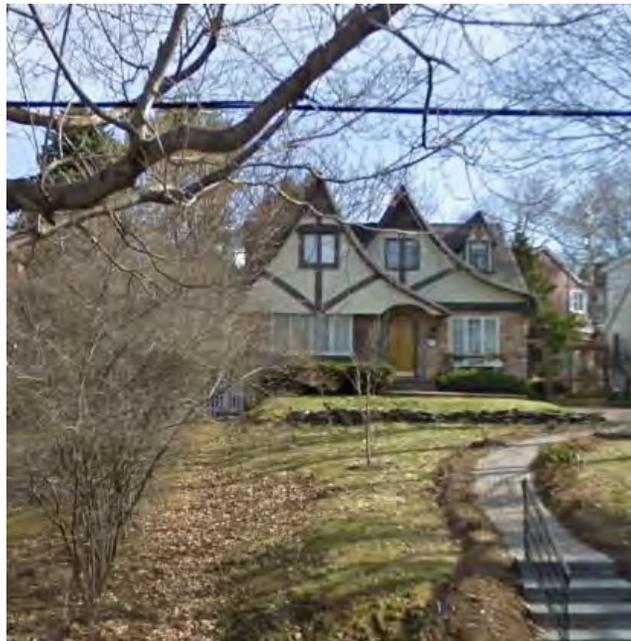
Contrast this to **6188 South Street:**

6188 South Street at the corner of Studley Ave is a contrast to 1167 Dalhousie Street in its exuberant vernacular of Queen Anne and enclosed front porch. The larger form invites the passerby to admire the gentle curves of the coned turret and geometry of the porch and main roof line which culminate in a balance line with the front entry and single roof dormer. As seen the interior would have higher ceilings than 1167 Dalhousie St. as the need for natural light was relied upon for interior lighting still in the late Victorian and early Edwardian era. 6188 South Street is positioned on a corner lot which the architect used to enhance the main architectural feature of the house which is its turret.



6188 South Street

1153 Beaufort Ave:



1153 Beaufort Ave

1153 Beaufort Ave stands out as a vernacular popularized style from the 1920s onward called Storybook architecture or fairytale architecture. The style was most in vogue in the United States and United Kingdom. Truly, this house is full of all the qualities of the Oakland Road district with a classy grandeur of simplicity yet blends into its well landscaped grounds. To leave such a building out of the district would be a true disservice to neighbourhood integrity and character.



6354 South St., 6360 South St., and 6366 South St.:

These homes are reflective of architectural styles found in the Eaton's and Sears' home order catalogues. 6360 South St. is a prime example of a Dutch Colonial which was popular in the early to mid 20th century.

“The most instantly recognizable feature of Dutch colonial houses are their gambrel roofs, which give these homes a barn-like appearance. Also known as “Dutch roofs”, these symmetrical roofs have two slopes on each side; the upper section is pitched at a shallow angle, while the bottom section is pitched steeply, with long eaves that extend past the sides of the house. The original Dutch colonial houses were single room dwellings, so to create more living space, large porches were built on either side of the house beneath the lengthy eaves.”⁵

6354 and 6366 South St. are reflective of the American Foursquare and large Ranch style homes of which both styles were in opposition to the exuberant Queen Anne style which is most noted on South St towards Robie Street.

The Foursquare style:

“Foursquare houses may be built with a variety of materials, including bricks and wood frames. Later models include built-in shelves and other amenities. Large tracts of these homes exist in older [Midwestern](#) urban neighborhoods, particularly [streetcar suburbs](#), but the design was used everywhere. As with other styles in streetcar suburbs, it was tailored to relatively narrow lots, and was multi-story, allowing more square footage on a smaller footprint. The American Foursquare style is occasionally revived in new developments, although its appeal is as a “traditional-looking” style rather than a fully authentic one, often including modern two-car attached garages and other features absent in originals, and typically built on larger lots.”⁷

These styles were made popular in the early 20th century via the Sears' and Eaton's catalogue homes. There was never a formal record of catalogue sales of who purchased a Sears' or Eaton's house. Yet from 1900 to 1940 these buildings reflected an era of architectural experiment which plays out on Dalhousie Street and throughout Oakland Road.

The cost of buying a catalogue home as in the example of a Desson style home shown in the image below would cost \$650 to \$950 dollars. Both companies began selling these houses as a promotion to buying the companies interior fixtures and furniture. The idea became so popular in the USA and Canada that both companies began handling construction crews and mortgages. The homes would come in around 12,000 pieces. Unfortunately, the Great Depression collapsed many mortgages and both companies shut down catalogue homes.

References:

1- Eaton's House: <https://www.historymuseum.ca/cmce/exhibitions/cpm/catalog/cat2104e.html>

And <https://journals.lib.unb.ca/index.php/mcr/article/view/17698/22265>

2- Sears Homes: <http://www.searsarchives.com/homes/1933-1940.htm> and
<https://www.antiquehomestyle.com/plans/sears/1923sears/23sears-woodland.htm>

3- Vintage Homes 1930s: <https://clickamericana.com/topics/featured/1930s-home-styles-floor-plans>

4- Vintage Homes 1920s: <https://shorturl.at/lnuvw>

5- My Domaine, <https://www.mydomaine.com/dutch-colonial-5207604>

6- Historic Places Canada, <https://www.historicplaces.ca/en/rep-reg/place-lieu.aspx?id=4138&pid=0>

7- Wikipedia:

Photos:

A- Aerial views of Studley Campus, Dalhousie University Archives, Reference codePC1, Box 14, Folder 1, Item 10, <https://shorturl.at/bFGI4>

B- Cunard House: Reference: Notman Studio Nova Scotia Archives accession no. 1983-310 no. 50203, <https://shorturl.at/bez56>

C- Aerial photograph of the Studley campus, Dalhousie University Archives, April 29, 1961
<https://shorturl.at/dhuz0>

D- Historic Places Canada, <https://www.historicplaces.ca/en/rep-reg/place-lieu.aspx?id=4138&pid=0>

February 14,2024

SAVING OUR NEIGHBOURHOOD AGAIN.....!!!!!!

TO WAYE MASON, MAYOR SAVAGE, ELECTED REPRESENTATIONS OF ALL FAMILY NEIGHBOURHOODS!!

We LIFELONG residents of HALIFAX PENINSULA properties (we are in our 70's-still working),paying taxes, shoveling, mowing lawns,trying to enjoy our neighborhoods.

We own 3 properties..one personally , two income...with good tenants.

We have been BATTLING WITH YOU .. MAYOR SAVAGE, WAYE MASON & REPRESENTATIVES SINCE MAY 16,2016.....

TO AGAIN TRY TO SAVE OUR FAMILY NEIGHBOURHOODS?????

DO YOUR JOB ... FOR THE AVERAGE CITIZEN....PLEASE???

'ZONING IS A POLITICAL FUNCTION .

The political nature of ZONINGThe crucial ROLE that zoning, and zoning decisions, may play in a community's is undeniable. A locality's exercise of its zoning authority is one of the most essential powers of government, one that is the least limitable.

WE WANT TO KEEP OUR R-1 ZONING

WHAT IS IT ?? YOU ARE NOT UNDERSTANDING.....

FIRST THE MESS OF YOUNG AVENUE...WE BATTLED FOR ...3 YEARS...+++

NOW ,THE SINLGE FAMILY LOVEY FAMILY HOMES.. AROUND SMU & DAL ?????

BOTH UNIVERSITIES OWN ENOUGH OF THEIR OWN LAND TO BUILD MORE STUDENT RESIDENCES . SMU 's PRESIDENT HAS PUBLICALLY STATED THIS

THE TRAFFIC IN THESE NEIGHBOURDS IS PRESENTLY ...UNBELIEIBALY THE WORST IN THE MORNING AND SUPPER HOURS PRESENTLY ...WITH H.G.S. & PUBLIC FRENCH SCHOOL...INGLIS STREET SCHOOL, AND GORSEBROOKE SCHOOLS, PLUS THE DOCK YARD WORKERS ON YOUNG AVE. PLUS HOSPITAL STAFF TRAFFIC;PLUS FROM THE YET TO BE DEVELPOMENT TSIMIKIS' VACANT LAND SINCE 2016?????????

INTERESTINGLY... THAT SAME DETRUCTION DEVELOPER OWNS OR HAS RELATIVE THAT ODDLY LIVE ON TOWER RD.?? AND INGLIS ST.?? AGAIN WHO WILL PERSONALLY BENEFIT????!

WHO , ODDLY ENOUGH...WAYE MASON CONSISTENTLY HELPED TO ASK THE YOUNG AVENEUE GROUP TO MEET WITH GEORGE TSIMIKIS REPRESENTATIVES BACK IN 2016-2019??

YES...YOU ARE NOT LISTENING TO YOUR CITIZENS OF THE FAMILY NEIGHBOURHOODS YOU REPRESENT

MAYOR SAVAGE... I HAVE EMAILED & WRITTEN TO ...YOU MANY TIMES DURING THE YOUNG AVENUE DESTRUCTION... NO PREPLY... ENJOY YOUR RETIREMENT.

ANDY FILLMORE ..FEDERAL REPRESENTATIVE... ,WE HAVE WIRTTEN ..EMAILED BACK THEN AS WELL.....NO REPOSE...PLEASE DO NOT BOTHER TO RUN IN HALIFAX ELECTION!!!!

(YES..I KNOW HE NOT DIRECTLY INVOLVED IN MUNICIPLA POLICTICS AS YET.)

WAYE MASON... PLEASE DO NOT RUN FOR MAYOR... YOU DO NOT LISTEN TO THE ANY FAMILIES... ONLY THE DEVELPERS... NOT ...THOSE WHO PAY NO RESIDENTIAL TAXES. WHY ???

NO WAYE...NO WAYE...NO WAYE...NO WAYE...NO WAYE.. NO WAYE..NO WAYE..NO WAYE..

We are life long RESIDENTS of numerous peninsula communities...for 76 & 74 years. We attended public, & private peninsula schools, and universities. We are both still actively working, volunteering, and paying taxes. I have been a licensed Realtor for 46 years, I know the value of neighbourhoods! Your proposal ruins this amazing family neighbourhood.

You, the representatives of the City of Halifax..are doing a terrible job.

You are not doing your job ..to protect our family neighborhoods around SMU & Dal.

Halifax is a beautiful city... what in heavens name are you honestly thinking???

Your plans are actively destroying communities and a sense of belonging.

DO YOU HONESTLY WANT TO HAVE YOUR NAMES GO DOWN IN HISTORY AGAIN.. AS TO HOW THIS HAPPENED ON YOUR WATCH...JUST LIKE THE MESS OF YOUNG AVENUE..ANOTHER ON YOUR WATCH???? YOUNG AVENUE-NATIONALLY NOTED ONE OF THE 10 WORST HISTORIC STREETS IN CANADA -THANKS TO THE CITY!

PLEASE HELP US SAVE THIS QUALITY OF LIFE WE PRESENTLY HAVE... DO YOUR JOB!

Sincerely,


 Point Pleasant Dr.

C429



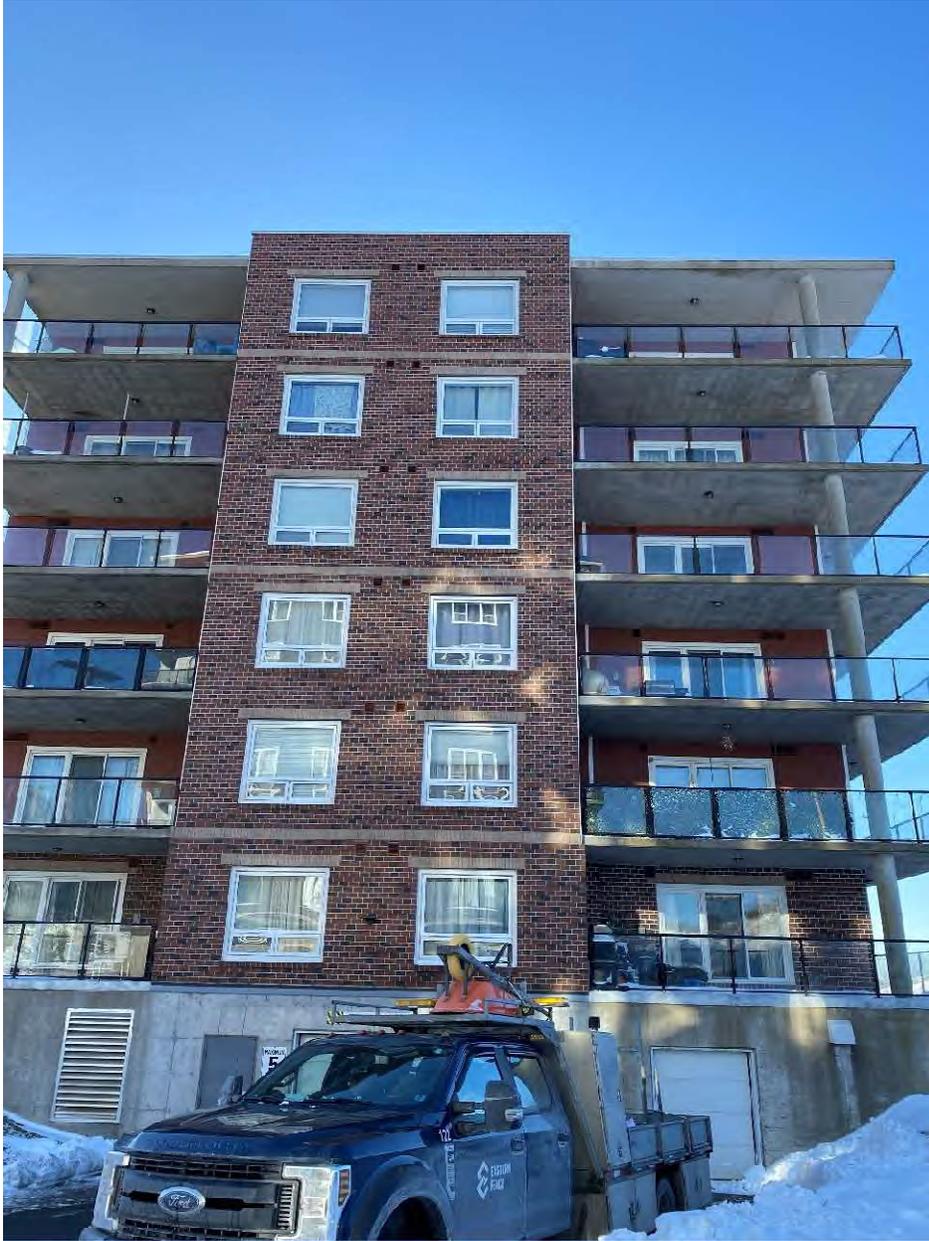
1

Current typical view from existing ER1 zoned residential properties on Slayter Street, looking westerly and straight ahead at the existing (and underdeveloped) ER3 Zoning along the NE side of Victoria Rd., Dartmouth. This view is from a living room that was designed to focus on the back yard, not the street in front of the house. Passive solar effect is gained by this design, especially in the winter when the sun is low in the sky.



2

This is what 6-7 storeys will look like built 6 meters from the rear property line in Photo 1 above, as one looks straight ahead.



3

That is a long way up from an established ER1 back yard. Same from an ER3 – zoned back yard if and when ER1 no longer exists.



4

This is one of the 3 apartment buildings currently under construction at the Lancaster Drive-Woodland Ave. site.

It is a 7-Storey building which appears to be taller than the standard 3-meter height per storey due to the roof design with robust coverage of the 7th Floor balconies. Keep in mind there will also likely be HVAC units and elevator shaft enclosures also located on the roof, making the structure even taller.

Changing the Zoning to measure the heights of new buildings in terms of “number of stories” rather than the more accurate measurements of meters or feet clearly favors developers in receiving approvals for new builds that are taller than originally proposed. It serves to mislead adjacent and established residential property owners of the actual height of new buildings and therefore how much natural light they will lose

C435(1)

Research Report for Edward Maxwell Row-House Streetscape

**6039-6057 Jubilee Road, 1743-45 Henry Street, 1751-55 Henry Street
and 6060-66 Cedar Street, Halifax, NS**

Prepared for: Seamus McGreal, HRM Heritage Planner

Prepared by: Meggan Tanner, Connor Architects & Planners

Date: March 7, 2014

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1 Age

A) Site Summary

The buildings studied in this report, with the exception of one dating from the mid-1800s, were built between 1900 and 1917 by Edward Maxwell, a mason and contractor of Scottish descent born in Halifax, NS. The dwellings form a brick row-house scheme with an internal courtyard for the common use and enjoyment of the residents.

The City of Halifax Atlas - Plate P, dated 1878 shows the studied properties in the Cogswell Sub-division of Ward 2 in a city block bounded by Louisburg Street, Shirley Street, Robie Street and Jubilee Road. On this plan the parcel is inscribed with the surname Murphy. The single existing dwelling on the property is in the location of 6047 Jubilee Rd.

Historically, Jubilee Road was a cross peninsula thoroughfare commonly used for leisure and connected the Northwest Arm to the Suburbs of Halifax. It was renamed in 1810 in honour of the Golden Jubilee of King George III. Land along Jubilee was held in large parcels by affluent members of Halifax society and, for the most part, remained undeveloped until the late 1800s.

The first maps to show the extension of Henry Street across Jubilee and terminating at Cedar Street are the Halifax Fire Insurance Plans dated 1878. While early planning for the Cedar Street is also seen at this time, it does not actually extend from Henry Street to Robie Street until the 1911 revision of the 1895 Halifax Fire Insurance Plans. This will form the block of what will later be known as the Maxwell Estate. In summary, this new block is bounded by Henry Street, Cedar Street, Robie Street and Jubilee Road.

In a survey plan titled "Plan Showing Property now or formerly of the Maxwell Estate Cedar Street, Henry Street & Jubilee Road" dated Oct 14, 1943 and drawn by Charles P. Roper, a large internal courtyard is visible. At the time, all of the Maxwell properties surrounding the court had right of way or direct deeded access to the lands for personal use and enjoyment. Building permits for a skating rink, automobile garages and a hot house to be constructed within the courtyard were submitted by Edward Maxwell in 1920 and 1922 respectively.

In an interview with [REDACTED], current homeowner of 6053 Jubilee Road, he recalled the courtyard land had been lost, presumably to bankruptcy, and came into possession of the City of Halifax who later sold it to Samuel Butler. When checked against Halifax Fire Insurance Plans and property ownership records obtained for this report the evidence is generally in congruence. On the 1951 revision of the 1914 Fire Insurance Plan, the name "Butler Bros." is written on the courtyard lands.

Today there is a new set of brick row-houses built within the courtyard. The sale of the lands that lead to this development took place in 2010. A Development Agreement was approved by HRM in 2010 and construction began in 2011. There are currently new agreements in place with existing homeowners allowing for access and parking in a designated area.

B) Age of Buildings

It should be noted that Building Permits for Jubilee Road were scarce and no records were found for Jubilee Road between Robie Street and Henry Street with a date earlier than 1917.

Further, in the early 1900s, this neighbourhood was still mostly sub-urban with large plots of lands retained in family estates. The subdividing of lots and creation of new streets happened slowly over time and accounts for a sizable amount of change and inconsistency in civic addresses for the first part of the century. This prompted a city wide renumbering in 1961.

Best efforts have been made to pinpoint construction dates of the properties in this study. Where no records have been found for a given year, a range of dates have been used.

6039 Jubilee Road (formerly 3 and 75 Jubilee Road) built between 1900 and 1907

The land associated with civic addresses 6039, 6041 and 6047 Jubilee Road was deeded to Edward Maxwell on 31 August 1900 (Book 344 Page 39). There is an existing one and a half storey house on the property in the location of 6047 Jubilee Road.

The Mc Alpine's Halifax City Directory from 1900-1901 lists Dr. Martin Murphy, provincial engineer, at 3 Jubilee Road. The following edition of the Directory (1901-1902) shows Edward Maxwell Jr, mason & contractor, as the property owner of 3 Jubilee Road

The first found indication of a dwelling at 3 Jubilee Road was listed in the Halifax Property Assessment Records of 1907-1908 with Edward Maxwell listed as owner.

The 1914 Fire Insurance Plans for Halifax shows a two storey semi-detached dwelling with a construction type of brick veneer.

6041 Jubilee Road (formerly 5 and 77 Jubilee Road) built between 1900 and 1907

Purchased by Edward Maxwell from Dr. Martin Murphy in 1900, the McAlpine's Halifax City Directory of 1900-1901 lists George Carr (bricklayer) at 5 Jubilee Rd. This is curious because the first found indication of a dwelling at 5 Jubilee Road was listed in the Halifax Property Assessment Records of 1907-1908.

The 1914 Fire Insurance Plans for Halifax shows a two storey semi-detached dwelling with a construction type of brick veneer.

6047 Jubilee Road (formerly 85, 7, and 79 Jubilee Road), built mid 1800s

As referenced above, a dwelling in this location was recorded in The City of Halifax Atlas, dating from 1878. Age of the residence was not conclusively determined.

Fire Insurance plans up to 1911 show a 1 ½ storey wood frame house accompanied by a stable. After 1914, the stable has been removed and the home is 2 storeys with newly built bay windows facing the street.

Edward Maxwell is listed as the owner in the 1905-1906 McAlpine's City Directories and in the Halifax Property Assessment Records of 1907-1908.

This is the only building in this study that was not wholly constructed by Maxwell.

6049 Jubilee Road (formerly 9 and 83 Jubilee Road), built 1909

The Halifax Property Assessment Records of 1907-1908 list the property as a lot owned by Edward Maxwell, and the following record for years 1909-1910 lists a dwelling in Maxwell's ownership.

The 1914 Fire Insurance Plans for Halifax show two storey semi-detached dwellings at civic address 9 Jubilee Road with a construction type of solid brick. Common construction methods of the time give reason to believe that the exterior wall is a load bearing, multiple-wythe brick masonry wall.

6053 Jubilee Road (formerly 11 and 85 Jubilee Road), built 1907

The first found indication of a dwelling at 11 Jubilee Road was listed in the Halifax Property Assessment Records of 1907-1908. Edward Maxwell is listed as owner.

The 1914 Fire Insurance Plans for Halifax shows a two storey semi-detached dwellings at civic address 11 Jubilee Road with a construction type of solid (multiple-wythe) brick.

6057 Jubilee Road (formerly 13 and 87 Jubilee Road), built 1909

The Halifax Property Assessment Records of 1909-1910 lists civic address 13 Jubilee Road for the first time with Edward Maxwell as deed owner.

The 1914 Fire Insurance Plans for Halifax shows a two storey semi-detached dwellings at civic address 9 Jubilee Road with a construction type of solid (multiple-wythe) brick.

1743 Henry Street (formerly 171 Henry Street) and 1745 Henry Street (formerly 173 Henry Street), built 1917,

An Application for New Building on the East side of Henry Street between Jubilee and Cedar was made on 25 June 1917 by the owner and builder, Edward Maxwell. The purpose of this building is listed as "double house (dwelling)" with a construction material of concrete block, a note at bottom of the application gives further description of the exterior wall assembly as 6" block, 2" air and 4" wood.

1751 Henry Street (formerly 173 and 175 Henry Street), built 1916

Although the Application for New Building shows the civic address as being 173 Henry Street, the discrepancy between the description of the property and address is highlighted on the Halifax Fire Insurance plans of 1911 and 1914 with revisions to 1951. The neighbouring two storey brick dwelling that was built in 1910 was listed as 175 Henry Street in 1911 and as 177 Henry Street in the 1951 revision. When the residence at 1751 Henry Street was built in 1916, it was attached to the dwelling referenced above.

In conclusion, the Application for New Building at 173 Henry Street is in fact for 175 Henry Street. The building at this location is a two storey dwelling with brick construction. It is unclear if the exterior wall construction is a brick veneer or multiple-wythe masonry wall.

1755 Henry Street (formerly 175 and 177 Henry Street) and 6066 Cedar Street (formerly 7 and 36 Cedar Street) and 6064 Cedar Street (formerly 5 and 34 Cedar Street), built 1910

As referenced above in the previous building description, the same building was listed as 175 Henry Street in 1911 and as 177 Henry Street in 1951 on Halifax Fire Insurance Plans.

A 1910 Application for New Building, made by owner and builder Edward Maxwell at the corner of Cedar and Henry lists multiple dwellings in this location. Referenced against the Halifax Fire Insurance Plans of 1911, three dwellings appear on the plan in this location in the same time period.

The 1914 Fire Insurance Plans for Halifax show two storey semi-detached dwellings at the civic address referenced above on Jubilee Road with a construction type of solid brick. Common construction methods of the time give reason to believe that the exterior wall is a load bearing, multiple-wythe brick masonry wall.

6066 Cedar Street (formerly 36 Cedar Street) built 1916

A 1916 Application for New Building, made by owner and builder Edward Maxwell for a brick building on the South side of Cedar Street corresponds with Fire Insurance Plans and "Plan Showing Property now or formerly of the Maxwell Estate Cedar Street, Henry Street & Jubilee Road" dated Oct 14, 1943 and drawn by Charles P. Roper.

The Application for New Building indicates this building was to be a 2 storey brick dwelling.

2 Historical and Architectural Importance

B) Important/ Unique Architectural Style or Highly Representative of an Era

Maxwell's row-houses remain essentially intact today and appear to be of a typical Victorian or Edwardian style. While these architectural styles are common in North America, there are few instances of brick and concrete masonry row-houses in Halifax, making this collection of residences a rare example. Notably, there may only be one other set of brick row-housing remaining from this era; the Churchfield Barracks on Brunswick Street which were military accommodations for married personnel built in 1903 in the Gothic Revival style.

Maxwell's timely execution of row-housing development is representative of the increased need for middle class housing on the Halifax Peninsula in a time of prosperity at the end of the 19th century. Population rise and a confidence in the city's economy spurred this type of development and provided opportunity for the entrepreneurial spirit. Numerous North American cities undergoing similar growth also have examples of this form of residential row-house development. Perhaps the most prevalent of these is New York City and the historic row-house districts within Manhattan, Brooklyn, Bronx and Queens. Maxwell appears to have taken several architectural forms and stylistic cues from these long established boroughs.

The planning of the Maxwell Estate around a communal courtyard is indicative of Garden City urban development principles made popular in Halifax by renowned Architect Thomas Adams in his planning of the Hydrostone District in the North End of Halifax. It is important to note that the Maxwell Estate pre-dates this heritage defining district.

3 Significance of Architect/ Builder

Edward Maxwell was a well-known mason and contractor born on May 11, 1866 in Halifax, Nova Scotia. His parents were Elizabeth Forbes and Edward Maxwell, of Scottish Presbyterian descent. He had six sibling, four sisters and two brothers, and was married to Ella R. McKay of Shubenacadie in 1895, also of Scottish lineage. Ella and Edward had two sons Evan Ross Maxwell, born 1902 and Sydney Forbes Maxwell, born 1900. He lived at what is now 6047 Jubilee Road from 1905 to 1938. He moved to 6053 Jubilee Road where he resided until his death as a widower on Nov 12, 1941 at age 75.

A highly entrepreneurial family, Edward Senior ran an established business on Granville Street as a merchant tailor. Maxwell did not follow in his father's footsteps and became involved in the construction industry at an early age and developed a career first as a mason and later as a contractor and property developer.

During his working life, Maxwell made significant contributions to the urban fabric of the City of Halifax. He was associated with the provincially renowned J.C and S.P Dumaresq, father and son Architects and worked on several projects with them. Examples of Maxwell's work include

multiple storefronts on Hollis Street, the Infant's Home at the corner of Tower Road and Inglis Street built in 1899 with J.C Dumaresq as the Architect. Maxwell also built several other residences in the Jubilee, Henry and Cedar neighbourhood. The residence at 1743 Henry Street built by Maxwell lists S.P Dumaresq as the Architect on the Building Permit application.

4 Architectural Merit

A) Construction Type/ Building Technology

The homogenous nature of this large scale development by single contractor in a single material is uncommon for turn of the century Halifax. Predating the Halifax Explosion of 1917, the configuration of the Maxwell Estate around an internal courtyard has Garden City tendencies and building permits for automobile garages, skating rink and hothouse indicate visions of self-sufficiency and escape within the urban core.

The forming of the Maxwell Estate occurred as Maxwell honed his skill as a building contractor and mason through the continued development of housing in the Jubilee Road, Henry Street, and Cedar Street area. As referenced, masonry is an unusual material for residential development in Halifax during this time, particularly outside of the downtown core. Non-combustible construction became regulated in the city center after numerous fires in buildings of wood frame construction, however neighbourhoods West of Robie Street were still considered sub-urban, and construction material for housing was predominately wood frame and finish.

The concrete block duplex at 1743 Henry Street built in 1917 utilized a relatively new construction material for Nova Scotia. Large scale production of concrete block masonry did not occur until after the Halifax Explosion of 1917 when a plant was opened in Eastern Passage to manufacture and supply "hydrostone" for the reconstruction of homes decimated by the blast.

B) Style

For the purposes of defining style, the homes studied in this report have been grouped as follows:

- i) Jubilee Road, Henry Street & Cedar Street Brick Row-Houses
- ii) Jubilee Road "Wood House"
- iii) 1743-1745 Henry Street "Double House"

i) *Jubilee Road, Henry Street & Cedar Street Brick Row-Houses:*

The architectural style of these row-houses is nondescript Edwardian with Victorian influences characterized by a minimal material palate, low ornamentation and asymmetrical facades. They harken New York City row-houses, from which they take several cues with respect to form and massing. The two storey bays change from rounded to faceted to square all within the same site.

Character defining elements common to the Jubilee Road brick row-houses include:

- flat roof
- 6 course brick corbeling at roof line
- running bond brick masonry with sandstone accents (watertable, quoins, lintels, sills, arches, keystones)
- 2 storey bays
- glazed transom above main door
- steps up to main door as the first floor is raised several feet above grade to allow for basement fenestration
- flat arches above windows
- sandstone sills below windows
- rectangular single hung windows (historically single hung wood with multi-pane upper sash)
- single storey build-out on rear of building that historically housed stairwell to basement
- brick foundation

Materials, form and massing common to the Henry Street and Cedar Street brick row-houses are similar to the Jubilee brick row-houses, however, ornamentation and brick detailing is greatly reduced. Character defining elements common to the Henry Street and Cedar Street brick row-houses include:

- flat roof
- 3 course brick corbeling & dentil at roof line
- running bond brick masonry with concrete water table
- two storey three sided bays
- rectangular transom and sidelights surrounding main door
- steps up to main door as the first floor is raised several feet above grade to allow for basement fenestration

- painted concrete band spanning horizontally above main door and 1st and 2nd floor windows
- sandstone sills below windows
- rectangular single hung windows with single pane upper and lower sashes
- quoins at 90 degree corners

Character defining elements specific to individual brick row-houses include:

6039 Jubilee Road

There is white tile at the parapet, no inlaid brick detailing at the 2nd floor level, a roman sandstone arch at door, flat brick arches above 2nd floor windows complete with a sandstone keystone, sandstone arches above 1st floor windows, single hung windows with no mullions and a round two storey bay. The door entry enframingent appears to be original wood with an arched transom. As an end unit this row-house has quoins at the building corner.

6041 Jubilee Road

This row house is similar to 6039 Jubilee Road with the exception of quoins between 6041 and 6047 Jubilee Rd and the bay is two storey three sided. The door entry enframingent appears to be original with an arched transom complete with Victorian glazed and paneled door.

6049 Jubilee Road

The building face is set back farther from street than 6039-6041 Jubilee Rd resulting in a 2 storey protrusion complete with quoins either side, second entrance at street level and small punched light above said entrance. The main facade includes dentil coursing below corbeling at the roof line, inlaid brick detailing at 2nd floor level, flat sandstone arch above main door, flat brick arches with sandstone keystones above windows, single hung windows with 6 pane upper and lower sashes, and a two storey three sided bay. The door entry enframingent appears to be original with a rectangular transom and complete with Victorian glazed and paneled door.

6053 Jubilee Road

The building face is aligned with 6049 Jubilee Rd. There is a roman brick arch with a sandstone keystone above the main entry, a slight curve to the flat arches above windows, dentil coursing below corbeling at the roof line, inlaid brick detailing at 2nd floor level, single hung windows with 6 pane upper sash and single pane lower sash, and a square 2 storey bay. The door entry enframingent appears to be original with a Federalist arched fan light transom and complete with Federal style wood paneled door.

6057 Jubilee Road

The building face of this row house is also aligned with 6049 Jubilee Rd. Features include dentil coursing below corbeling at roof line, inlaid brick detailing at 2nd floor level, flat brick arch with sandstone keystone above main door, flat brick arches with sandstone keystones

above windows, single hung windows with 6 pane upper sash and single pane lower sash, and a two storey three sided bay Sandstone quoins separate this row-house from its neighbour and as an end unit, this row-house has quoins at the building corner. The door entry enframing appears to be original with a rectangular transom.

1751 Henry Street

This row-house has all of the common characteristics of the Henry Street and Cedar Street brick row-houses as referenced above and is of the same size, scale and rhythm as the individual residences that make up the Jubilee Road row-houses. As an end unit, this row-house has quoins at the building corner. The door entry enframing appears to be original with a rectangular transom.

1755 Henry Street

The length of the facade is twice that of 1751 Henry Street. It is not symmetrical in that there is a two storey three sided bay on one side of the main entry and two rows of windows on the other. Features include all of the common characteristics of the Henry Street and Cedar Street brick row-houses. The door entry enframing appears to be original with a rectangular transom, sidelights and complete with Victorian glazed and paneled door.

6066 Cedar Street

This is an outside corner unit with the main entrance on Cedar Street. The combined facade is approximately three times the length of the facade at 1751 Henry Street. There is a two storey three sided bay on the Henry Street building face and a recessed bay that spans two storeys but is not full height on the Cedar Street facade. The recessed bay does not protrude beyond the face of building. Features include all of the common characteristics of the Henry Street and Cedar Street brick row-houses. The door entry enframing appears to be original with a rectangular transom, sidelights and complete with Victorian glazed and paneled door.

6064 Cedar Street

The length of the facade is approximately equal that of 1751 Henry Street. Features include all of the common characteristics of the Henry Street and Cedar Street brick row-houses. The door entry enframing appears to be original with a rectangular transom, sidelights and complete with Victorian glazed and paneled door.

6060 & 6062 Cedar Street

This row-house has all of the common characteristics of the Henry Street and Cedar Street brick row-houses as referenced above and is of the same size, scale and rhythm as the individual residences that make up the Jubilee Road row-houses. As an end unit, this row-house has quoins at the building corner.

ii) *6047 Jubilee Road "Wood House":*

Similar to the brick row-houses in form and rhythm is 6047 Jubilee Road. The style of the Jubilee Road Wood House is predominantly modified Queen Anne.

The symmetrical facade is twice the length of the adjacent properties and the front stairs lead to the main door. The first floor is raised several feet above grade to allow for basement windows.

Character defining elements include miniature eave brackets at the roof line, two three sided bays that extend full height for two stories as well as hipped roof forms above the first floor windows inside of said bays. These ornamental roofs also include a decorative peak above the centre windows and decorative eave brackets. There are similar roofs above the main door as well as the centre window on the second floor. The main door is a Victorian paneled wood door complete with sidelights and a transom as part of the door entry enframingent.

iii) *1743-1745 Henry Street "Double House":*

The concrete block duplex at 1743-1745 Henry Street is Richardsonian Romanesque in styling. And while this building takes a myriad of architectural cues from the Richardsonian style, it is simplified and does not take on some of the more typical eccentric elements such as turrets. It can also be argued that there are federalist and Romanesque Revival influences as it appears as though it could have been transplanted from the Ridgewood or Woodhaven historic districts built during the turn of the century in Queens, New York.

Character defining elements include the building material which is concrete block; complete with split-face concrete block every other course. The two storey rounded bays at opposite ends are each capped with a protruding soffit and eave brackets. The main door is recessed under a deep overhang creating a covered porch. The door entry enframingent appears to be original with a rectangular transom and original Rustic style door. The first floor is raised several feet above grade to allow for basement windows and require steps up to the landing of the porch. The main door is complimented by a rectangular transom above and there is a small punched sidelight beside the door. Windows in the bays appear to be fixed where others are single hung. The single piece lintels and sills at window locations fit seamlessly into the coursing of the concrete block and are of the same concrete material.

5 Architectural Integrity

6039 Jubilee Road

This residence is without major modifications to the front elevation of the building. The windows have been replaced with single hung vinyl inserts and an exterior light has been added adjacent the main door. The glazing in the small punched window adjacent the main entry is decorative and is of the same craftsmanship as a window in the same location at 6041 Jubilee Road, indicating it is potentially original. The door entry enframingent appears to be original wood with an arched transom. The door panel has been replaced with a six panel insulated metal door. The brick masonry and sandstone accents appear to be in good repair. The sandstone steps appear to be of the same composition as the accents and therefore original.

The view of the side elevation was largely obstructed by a construction waste dumpster in the drive way, indicating there may be interior renovations underway as there was no evidence of exterior work being performed. The visible portion appeared to be largely unaltered with the exception of the large two storey addition on the rear of the residence as described below.

The rear elevation of the residence is significantly altered. The brick masonry and sandstone window sills have been recently painted. Aluminum eavestrough and downspout have been added to the second floor roof line. A two storey wooden addition has been built over and above the original single storey build-out and the windows are a mix of vinyl, aluminum, 20th Century wood windows with aluminum storm windows as well as new wood frame windows.

6041 Jubilee Road

The front elevation of this residence is in similar condition to 6039 Jubilee Road and without major modifications. The basement window has been replaced with a vinyl insert and the remaining windows are wood with aluminum storm windows. The glazing in the small punched window adjacent the main entry is decorative and is of the same craftsmanship as the window in the same location at 6039 Jubilee Road, indicating it is potentially original. The door entry enframingent complete with wood door appears to be original and in good condition. The brick masonry and sandstone accents appear to be in good repair. There is no keystone in the flat arch above the center bay window on the second floor. The sandstone steps appear to be of the same composition as the accents and therefore original. The electrical service entrance is on this façade.

The rear elevation of the residence is significantly altered. The brick masonry arches above the windows and the accompanying sandstone sills have been painted at some time. The remaining masonry on the main rear face shows several instances of repair. Aluminum eavestrough and downspout have been added to the second floor roof line as well as the first floor build-out. The exterior walls of the single storey build-out have been parged over with a cementitious material and painted to approximately match the brick masonry. The windows are a mix of vinyl, aluminum, 20th Century wood window with aluminum storm windows.

6047 Jubilee Rd "Wood House"

This residence has been significantly altered from its original form. Dating from the mid-1800s, this building was originally single storey without bay windows. It was altered by Maxwell in the first decade of the 1900s to take the form visible today. While the form of the building does not appear to have changed since this time the residence has been clad with white vinyl siding, potentially obscuring and altering architectural detail and conditions underneath. The hipped roof forms as referenced above as character defining elements have been capped with metal to which it is difficult to assign a date. The windows are single hung 20th Century wood window with aluminum storm windows. One of the basement windows appear to be original where the other has been blocked off with painted wood inserted into the rough opening in the foundation wall. The door entry enframing complete with wood door appears to be Victorian and in good condition. The front steps are wood with a wrought iron railing. The wood is in good repair, indicating the steps are a more recent addition.

The rear elevation of the building is also clad with white vinyl siding. Aluminum eavestrough and downspout have been added to the second floor roof line as well as the first floor build-out. The second floor windows are aluminum and the first floor windows are 20th Century wood window with aluminum storm windows. The black reveal surrounding the windows varies in size. The back door is not centered in the opening created by the start and stop of the vinyl siding indicating that the door has been replaced by a smaller door more recently than the installation of the cladding.

6049 Jubilee Road

The architectural form of the front façade is without major modifications. The windows are vinyl inserts. The main door entry enframing complete with wood door appears to be original and in good condition. The street level entry has been replaced with a metal frame and metal insulated door panel. An exterior light has been added adjacent the main door and the electrical service entry is on this façade. The brick masonry appears to be in good repair. The brick corbeling been painted to match the substantial aluminum cap flashing at the roof line. The sandstone accents have also been painted. The front steps are wood and in good repair, indicating the steps are a more recent addition.

The rear elevation of the residence is significantly altered. All of the windows have been replaced with vinyl casements and an exterior trim and moulding has been applied on the jambs and head. The sandstone sills have been painted. The original first floor build-out has either been enlarged or encased in a modern single storey addition. The addition has a shed roof complete with aluminum skylights and painted clapboard siding.

6053 Jubilee Road

This residence is without major modifications to the front elevation of the building. The original wood windows on the front have been restored and are protected by aluminum storm windows on the first and second floors. The basement window appears to be original. The door entry enframement complete with wood door appears to be original and in good condition. The brick masonry is appears to be in good repair. The sandstone accents have been painted at some point in the past. The front steps are concrete with wrought iron hand rails similar to 6057 Jubilee Road, indicating they are potentially original. The brick corbeling has been painted to match the white aluminum cap flashing at the roofline. The electrical service entrance is on this façade.

The rear elevation is also without major modifications. The original brick masonry is in good repair. An aluminum eavestrough and downspout have been added to the second floor roof line as well as the single storey build-out. The downspouts connect into the interior storm and sewer drainage system. The windows appear to be original with aluminum storm windows added later. The window sills have been painted; some sills are sandstone while others are brick. The back door is a modern six panel insulated metal door complete with glazed transom.

6057 Jubilee Road

This residence is without major modifications to the front elevation of the building. The windows have been replaced with vinyl inserts. The door entry enframement appears to be original and in good condition, while the door has been replaced with a six panel metal insulated door. The brick masonry appears to be in good repair. The sandstone accents have been recently painted. The front steps are concrete with wrought iron hand rails similar to 6053 Jubilee Road, indicating they are potentially original. The brick corbeling has been painted to match the white aluminum cap flashing at the roofline.

The rear has been significantly altered. The brick masonry shows evidence of being repaired in several locations. An aluminum eavestrough and downspout have been added to the 2nd floor roof line as well as the single storey build-out. A modern aluminum rail balcony complete with spiral stair has been added to the roof of the single storey build-out. One of the second floor windows has been replaced with a fully glazed insulated metal door. The first floor back door has also been replaced with a half glazed insulated metal door and exterior aluminum storm door. The windows have been replaced with vinyl inserts.

1743 Henry Street "Double House"

This residence is without major modifications to the front elevation of the building. The windows are original with aluminum storm windows with the exception of one second floor window and the small punched window adjacent the main entry door. The door entry enframement complete with wood door appears to be original and in good condition. The concrete masonry block, lintels and sills appear to be in good repair. There is evidence of structural repair to concrete along the leading edge of the cantilevered floor above the main entrance. The original front steps are concrete with wrought iron hand rails. The soffit and eave brackets are painted wood and appear to be original. The wood facia has been recently replaced and not yet painted.

The facia is capped with aluminum flashing. The rear elevation was not visible due to privacy fencing and other obstructions.

1745 Henry Street "Double House"

This residence is without major modifications to the front elevation of the building. The windows are original with aluminum storm windows. The door entry enframement complete with wood door appears to be original and in good condition. The concrete masonry block, lintels and sills appear to be in good repair. There is evidence of structural repair to concrete along the leading edge of the cantilevered floor above the main entrance. The original front steps are concrete with wrought iron hand rails. The facia, soffit and eave brackets are painted wood and appear to be original.

The rear and side elevations were not accessible for assessment due to privacy fencing, snow and other obstructions.

1751 Henry Street

This residence is without major modifications to the front elevation of the building. The windows have been replaced with vinyl inserts. The door entry enframement appears to be original and in good condition. The main entry door has been replaced with a fully glazed insulated metal door. The brick masonry is in good repair. An exterior light, civic number placard and mailbox have been added. The electrical service entrance and meter is on this façade. The concrete banding has been recently painted. The brick corbeling has also been painted to the aluminum cap flashing at the roofline. The front steps are wood with wrought iron handrail.

The rear and side elevations were not accessible for assessment due to privacy fencing, snow and other obstructions.

1755 Henry Street

This residence is without major modifications. The windows have been replaced with vinyl inserts. The door entry enframement complete with wood door appears to be original and in good condition. The brick masonry appears to be in fair condition although considerably obscured by vegetation at the base as well as by face climbing vines. The electrical service entrance and meter is on this façade. The concrete banding does not appear to be painted. There is a painted wood facia and aluminum cap flashing at the roofline. The front steps are brick masonry with wrought iron handrail.

The rear elevation was not visible due to privacy fencing and other obstructions.

6066 Cedar Street

The Henry Street elevation of this residence is without major modifications to the front elevation of the building. The windows have been replaced with vinyl inserts on the first and second floors. The trim around these windows has been painted. The basement windows have been blocked off with painted wood inserted into the rough opening in the foundation wall. The brick masonry appears to be in fair condition, although there are climbing vines on the face of the building adjacent to the corner. The electrical service entrance and meter is on this façade. The concrete banding does not appear to be painted and is in need of repair in several locations as the concrete has spalded leaving the reinforcing mesh visible. There is a new unpainted wood facia and aluminum cap flashing at the roofline.

The Cedar Street elevation of this residence may or may not be without major modifications. The most notable exception is the recessed bow window. The continuation of the concrete band at the head of the second floor windows indicate that it is possible that the recessed bow window was not intended to take the same form as the two storey bays of other homes in the streetscape. Further, the face of the basement wall is flush with the main face of the building and contains two windows generally centered on the window above.

The original windows on the Cedar Street façade have been replaced with vinyl inserts on the second floor. The trim surrounding these windows is painted. The first floor bay windows appear to be original. The basement windows have been blocked off with painted wood inserted into the rough opening in the foundation wall. The door entry enframement complete with wood door appears to be original with modifications to the sidelights and the addition of a screen door. The brick masonry appears to be in fair condition, with the exception of areas of poor condition along the foundation and under the bay window. Climbing vines extend around the corner from the Henry Street façade. The brick next to the main door has been painted and two exterior lights have also been added. The concrete banding shows evidence of repair and it is in generally poor condition. There is new unpainted wood facia and aluminum cap flashing at the roofline. The front steps are new pressure treated wood.

The rear elevation was not visible due to privacy fencing and other obstructions.

6064 Cedar Street

This residence is without major modifications. The windows have been replaced with vinyl inserts. The door entry enframing complete with wood door appears to be original and in excellent condition. The brick masonry appears to be in fair condition. Climbing vines extend from 6066 Cedar Street. Imitation shutters have been fastened to the face of the masonry at window locations. The concrete banding and window sills appear to be in fair to good condition and have been painted. There is a painted wood fascia and aluminum cap flashing at the roofline. The front steps are painted wood.

The rear elevation was not visible due to privacy fencing and other obstructions.

6060 & 6062 Cedar Street

This residence is without major modifications. The windows have been replaced with vinyl inserts. A new main entry door system and insulated metal door has been inserted into the original rough opening. The brick masonry appears to be in fair condition. Climbing vines extend from 6066 Cedar Street. The concrete banding, quoins and window sills appear to be in good condition and have been recently painted. There is a painted wood fascia and aluminum cap flashing at the roofline. The front steps are painted wood.

The rear and side elevations were not accessible for assessment due to privacy fencing and other obstructions.

6 Other Maxwell Projects

The following is a listing of projects associated with Edward Maxwell. These projects were discovered during research but are not covered by this report. It is reasonable to assume there are numerous other examples throughout the city.

6062 (formerly 14) Jubilee Road built 1897

Maxwell, owner and builder, listed in Halifax City Directory for 1897 and shown on 1899 revision of Halifax Fire Insurance Plan. Maxwell's first known address after leaving childhood home at 224 Robie St

6060 (formerly 12) Jubilee Road built 1898

Maxwell, owner and builder, listed in Halifax City Directory for 1898-1899 and shown on 1899 revision of Halifax Fire Insurance Plan

Infants' Home (980 Tower Rd) built 1899

Maxwell, contractor with JC Dumaresq, Architect

Storefront 223-225 Hollis Street - 1906

Maxwell listed as builder on Building Permit application.

Storefront South End of Hollis Street (West side) between Morris and Bishop - 1906

Maxwell listed as builder on Building Permit application.

1735 Henry Street built 1915

Single dwelling of concrete block was built by Edward Maxwell in 1915 with S.P Dumaresq recorded as the Architect on the Application for New Building. Of all the construction applications found, this is the only one with an Architect listed.

1740/1742 Henry Street built 1914

Concrete block dwelling on West side of Henry Street between Jubilee & Cedar in 1914. Dwelling at 1740/1742 Henry Street matches this description

6054 & 6050 Cedar Street built 1919

The Application for New Building dated 1919 for eight apartment units. The location is listed as the South side of Cedar Street between Robie and Henry. Construction material of concrete block, use the word "each" to describe the length of the street frontage on the application, leads one to believe that the two stand-alone dwellings at 6054 and 6050 Cedar street could have reasonably housed four apartment units each.

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8 Appendices

A) *Photos*

B) *Plans & Maps*

C) *Address, PID & Owner Summary*

D) *Edward Maxwell Obituary & Death Certificate*

Research Report for Edward Maxwell Row-House Streetscape



6057 Jubilee Rd

6053 Jubilee Rd

6049 Jubilee Rd

6047 Jubilee Rd "Wood House"

6041 Jubilee Rd

6039 Jubilee Rd

Jubilee Road Streetscape



6057 Jubilee Rd

6053 Jubilee Rd

6049 Jubilee Rd

6047 Jubilee Rd "Wood House"

6041 Jubilee Rd

6039 Jubilee Rd

Jubilee Road Rear View

Appendix A - Photographs

Research Report for Edward Maxwell Row-House Streetscape

1745 Henry St

1743 Henry St



Henry Street Streetscape - "Double House"

Appendix A - Photographs

Research Report for Edward Maxwell Row-House Streetscape



6066 Cedar St

1755 Henry St

1751 Henry St

Henry Street Streetscape



6060 & 6062 Cedar St

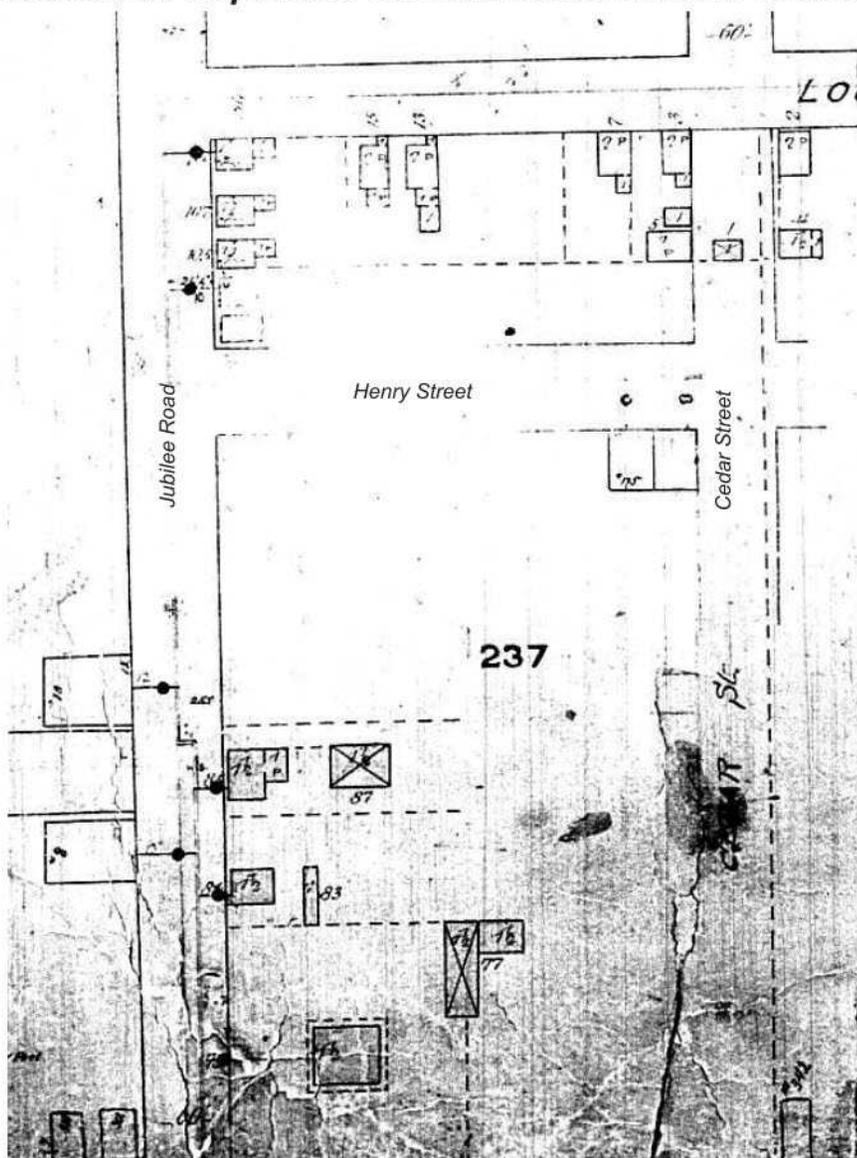
6064 Cedar St

6066 Cedar St

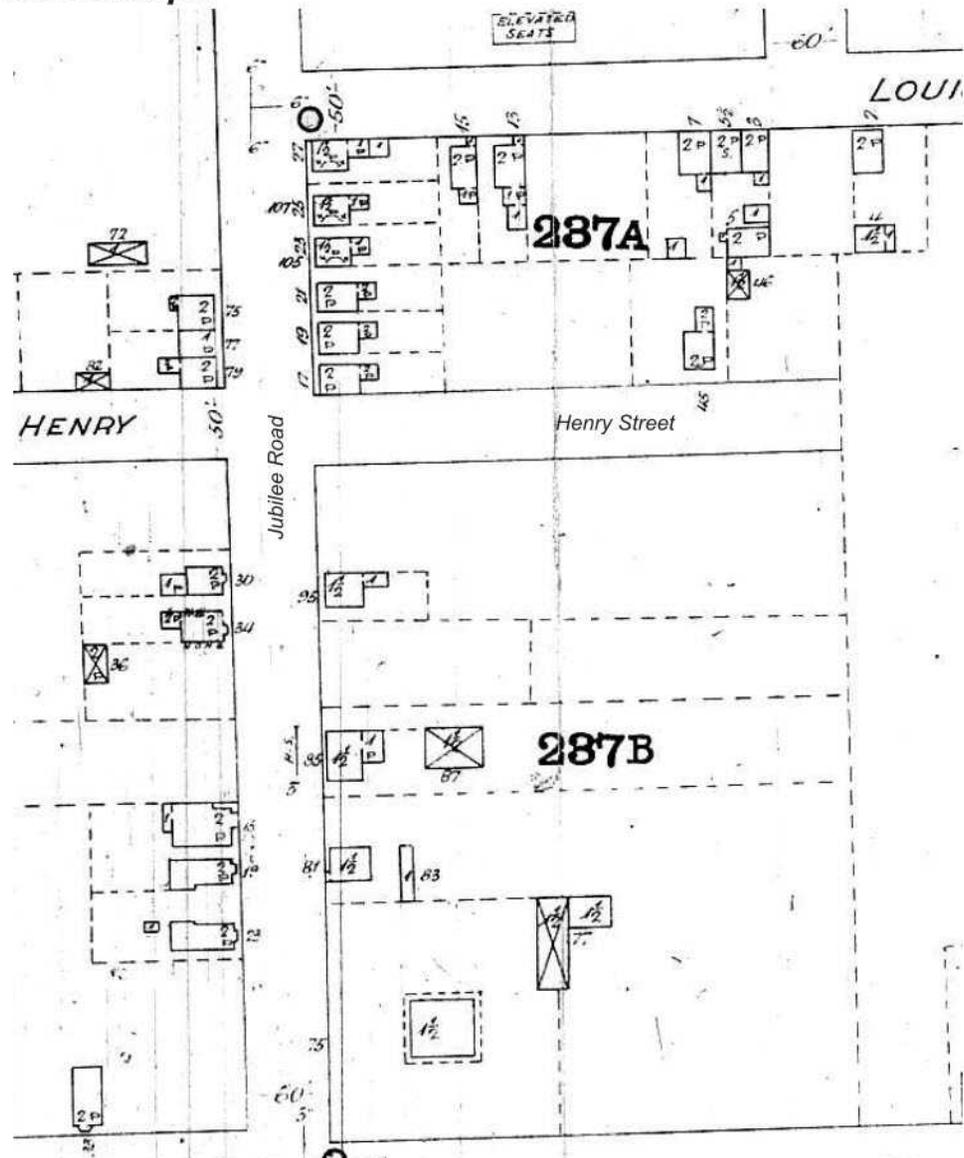
Cedar Street Streetscape

Appendix B - Plans & Maps

Research Report for Edward Maxwell Row-House Streetscape

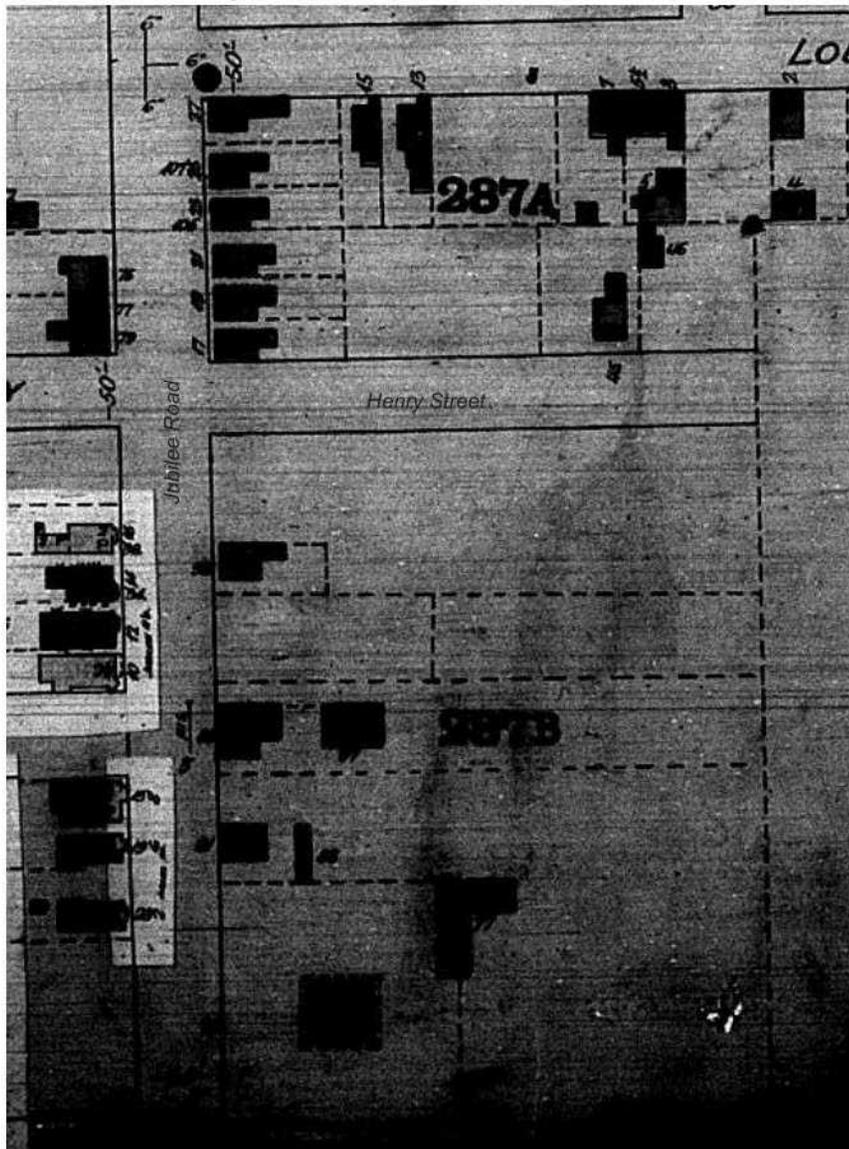


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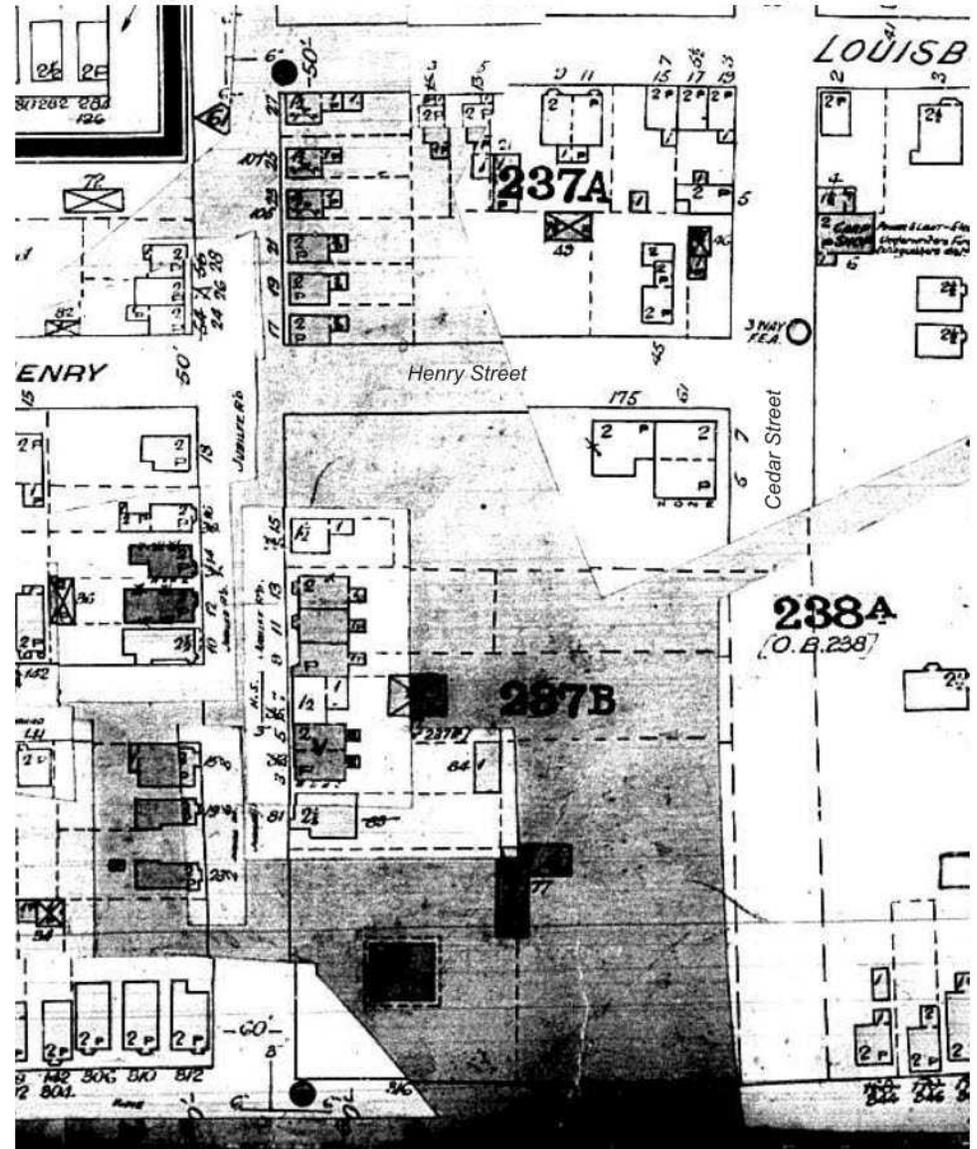


1895

Research Report for Edward Maxwell Row-House Streetscape

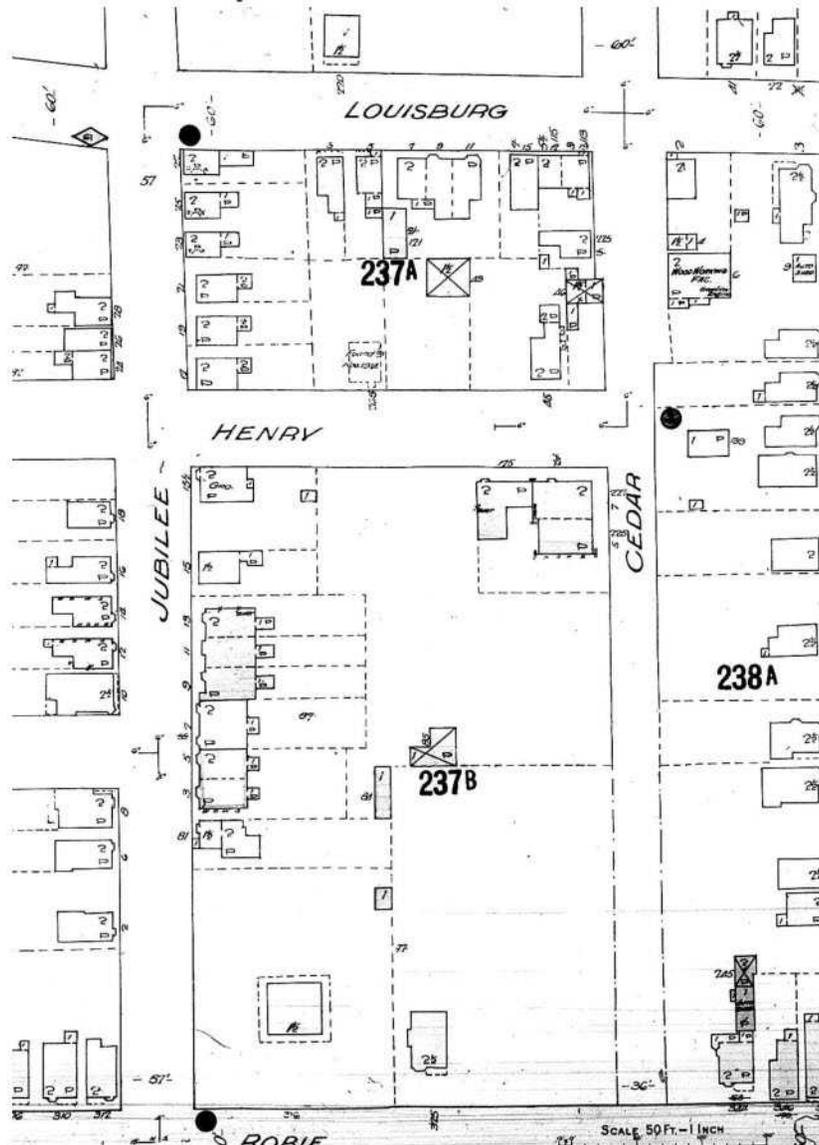


1895 with 1899 revisions

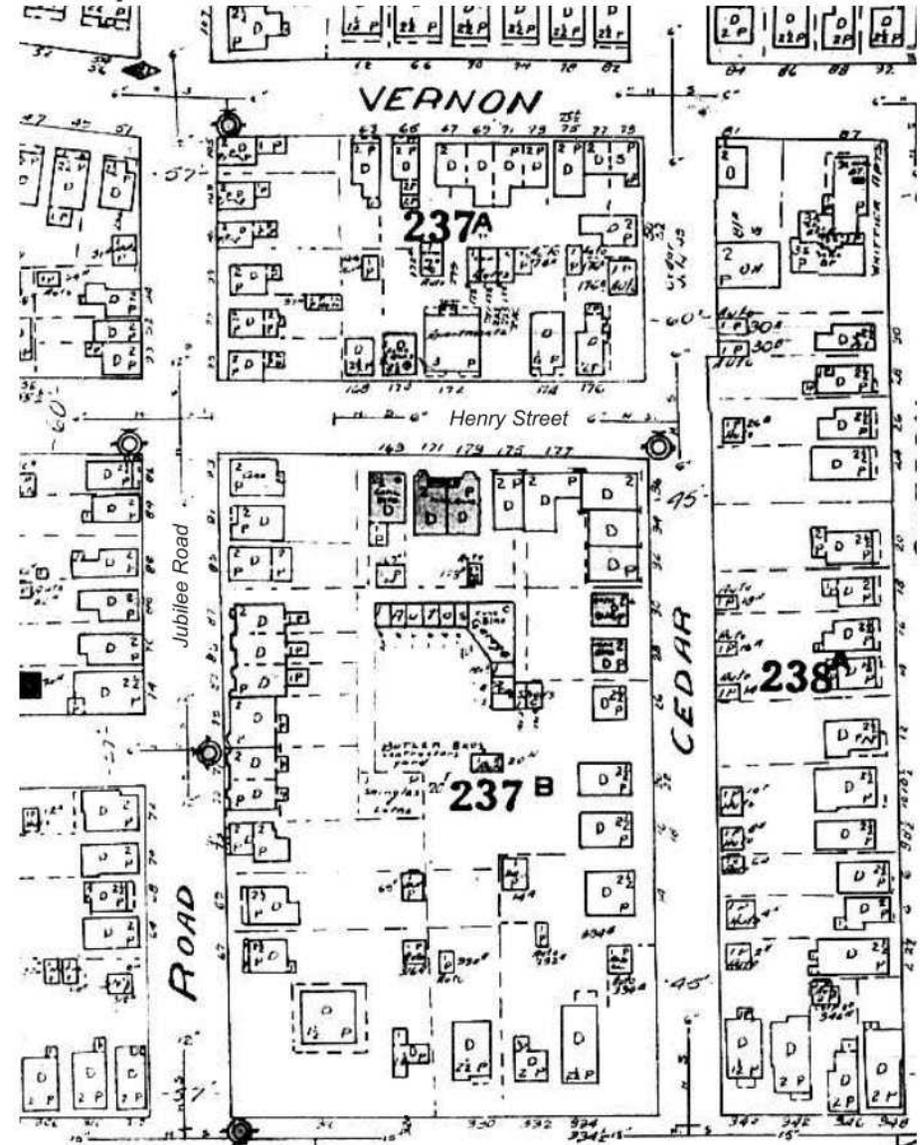


1895 with 1911 revisions

Research Report for Edward Maxwell Row-House Streetscape



1914



1914 with 1951 revisions

Appendix C - Address, PID & Owner Summary

Research Report for Edward Maxwell Row-House Streetscape

<u>Street Name</u>	<u>Civic Address</u>			<u>PID</u>	<u>Current Owner</u>
	<u>Up to 1916</u>	<u>1916 to 1961</u>	<u>1961 to 2014</u>		
Jubilee Rd	3	75	6039	00137398	
Jubilee Rd	5	77	6041	00137406	
Jubilee Rd	7	79	6047	00137414	
Jubilee Rd	9	83	6049	00137422	
Jubilee Rd	11	85	6053	40075947	
Jubilee Rd	13	87	6057	00137430	
Henry St		171	1743	00137174	
Henry St		173	1745	00137182	
Henry St		175	1751	00137190	
Henry St		177	1755	00137208	
Cedar St		32	6060 & 6062	00137232	
Cedar St	5	34	6064	00137224	
Cedar St	7	36	6066	00137216	

Research Report for Edward Maxwell Row-House Streetscape

Edward Maxwell, Contractor, Dies

A well-known contractor of the city, Edward Maxwell, 85 Jubilee Road, died suddenly yesterday afternoon. He was 74 years of age. A son of the late Edward Maxwell, merchant tailor of Granville Street, Mr. Maxwell was born in Halifax and at an early age became interested in the building trade.

He retired from that work 20 years ago.

A member of St. Andrew's United Church, Mr. Maxwell is survived by two sons, Ross, Halifax, and Sidney, of Jamaica Plains, Boston. Four sisters, Mrs. D. M. Condon, Moncton; Mrs. W. D. Tait, Montreal; Mrs. Donald McCordum, Brockville, Ontario; and Mrs. (Dr.) Murdock, Toronto, also survive. His wife died several years ago.

One brother, Major James Maxwell, died overseas during the first Great War, and a second brother, Major Herbert Maxwell, died some years ago.

Colonel Douglas Maxwell of Saint John's, Nfld., is a nephew.

Funeral arrangements have not yet been completed and will be announced later.

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FORM 1

This form if placed in an envelope, marked "Dominion Statistics-Free, penalty for improper use \$20," and properly addressed will pass through the mail "FREE"

PROVINCE OF NOVA SCOTIA—CERTIFICATE OF REGISTRATION OF DEATH 188.

1. PLACE OF DEATH { County of Halifax Municipality of Halifax Registered No. _____
 If in City or Town Halifax Street Jubilee Road (For use in English Speaking city)
 (If death occurred in a hospital or institution, give the name instead of street and number) House No. 85

2. LENGTH OF STAY (in years, months and days) (a) In City, Town or Rural Division where death occurred 75 yrs (b) In Province 75 yrs (c) In Canada (if immigrant) 75 yrs

3. NAME OF DECEASED Maxwell Edward (Given name of person)
 RESIDENCE No. 85 Street Jubilee Road City, Town or Rural Division Halifax Province N.S.
 (Residence means usual place of abode. Post Office Address for residents of rural parts not sufficient)

4. Sex male 5. Nationality (Citizenship) Canadian 6. Racial Origin Scotch 7. Single, Married, Widowed or Divorced (write the word) widower

8. BIRTHPLACE Halifax, N.S. (Province or Country)

9. DATE OF BIRTH May 11th 1866 (Day) (Year)

10. AGE in Years 75 Months 6 Days 1 If less than one day old, hrs. or min.

11. Trade, profession or kind of work as employer, teamster, or sea clerk, etc. building contractor

12. Kind of industry or business, as cotton-mill, lumbering, bank, etc.

13. Total yrs. spent in _____

23. DATE OF DEATH November 12th 1941 (Month) (Day) (Year)

24. I HEREBY CERTIFY that I examined the dead body Nov 12 1941

CAUSE OF DEATH Natural Causes probably coronary artery disease

1. Immediate cause (Give disease, injury or complication which caused death, and the mode of dying, such as heart failure, apoplexy, asphyxia, etc.)

2. Medial condition, if any, giving rise to immediate cause (stated in order proceeding backwards from immediate cause).

Edward Maxwell Death Certificate

C441(1)

Comments on the proposed zoning changes - Federal Housing Accelerator funding.

Metres AND Stories?

- Please use metres in all proposed changes to be consistent, clear and to treat all residents equally with the same rights to know height restrictions regardless of their location. 10 meters is clear. It is not 9.5 metres; it is not 10.5 metres. It is 10 metres. The Centre Plan process used metres to be clear.
- Historically, developers and residents claimed that the old planning framework in HRM was not clear. Don't bring the ambiguity back. When you look at the interactive map (example below) it is so confusing with meters and stories mixed, even on the same block.



- I've recently read that 'People understand stories and not meters. This is only true if a story is a certain metre height. Up until I reviewed these proposed changes and spoke with a planner for HRM, I understood a story was maybe 3 metres. NOW I have learned that 1 story could be 3-5-8 to? meters. There re is no certainty. Residents do not know this.
- I've been told that this is because HRM is seeing 'some' developers squeezing in as many stories as they can into a meter height restriction to maximize profit and that these are not good units. I'm not a planner but I can only assume that there are minimum floor-to-floor height codes and regulations for safety. I assume we want as much density as we can and let's face it, developers are not about minimizing profit. Why is this a bad thing? How are these bad units?
- I've been told that you want to encourage the use of timber as it is a more environmentally friendly material and that timber-framed buildings require higher floor-to-floor ratios. Do they? I've read a lot lately about CLT and Glulam products and about things like honeycomb construction and essentially have learned that timber construction is changing quickly and dramatically. Are stories only the limits for timber construction? If a developer wanted to build in wood (likely still with concrete and steel) and they wanted 14-18-foot floor-to-ceiling ratios, nothing is stopping them. They charge a premium for a 'green/innovative' building, still maximize profits and we still get new 'diverse' housing stock.
- I've been told that the labour shortages for concrete workers is high, so we need to build in timber. I understand that the construction labour shortage is high for all workers.

Please use metres to report heights. This is the only way to be clear to everyone.

Heights

- Some height restrictions in the Center Plan have not changed at all but others have dramatically increased.
- I went through the Centre Plan process that resulted in my street - Windsor Street - being designated a COR with a 14-metre height restriction.
- I didn't like it. People told me it '*could have been worse*' and that it was slightly less than other areas since there are no buses on my end of Windsor, there are no trucks permitted in the evening/early morning hours, there are existing single-family homes and owner-occupied homes with apartments, there are faith-based buildings, there is a seniors home and there are now bike lanes. It was hard to accept this but in a tiny way, I felt that the Centre Plan values about protecting streetscapes and neighbourhoods were *somewhat* respected.
- The proposed changes now say 12 stories (not that we know what that means because you are not listing metres). That is a minimum of 36 meters possibly much more because there is no way to be certain what 12 stories mean. To go from 14 meters to 36 meters (plus?) is drastically higher than what the Centre Plan proposed and does not respect the neighbourhood.
- Increases proposed to street wall heights (timber) still drastically impact the 'feel' of the street (likely also wind tunnels/shadows) - if you do this for timber construction AND permit floor-to-floor ratios to increase meaning the actual building is higher - this is a problematic combination. I can't imagine this is what you want on a street like mine where people are encouraged to walk and bike.
- There are areas covered by the Centre Plan without homes or bike lanes or other amenities, this is where the giant leaps up need to be. We can still meet our density needs by focusing more on height there (40 stories, higher street wall heights for timber framed buildings— sure!)

Green space and recreation

- Maybe the federal government doesn't care about recreation/green space, but I hope HRM does. It is a critical piece of how we grow as a city and provide residents including the ever-growing number of condo and apartment tower residents refuge and health and well-being.
- I've seen very little about how we are increasing green space and recreation in the proposal.
- All I've heard on this front sadly is negative - that some councillors want to consider the demolition of the only year-round city aquatics facility on the peninsula - one that serves a diverse population and racialized neighbourhood.
- The studies are clear, we need more green space, not less, we need green requirements in development or else we end up with urban heat islands and inequity in our resident population.

Who am I?

- I'm a resident of Halifax, fortunate to own a home. It's a semi, 800 square foot, very old house (not registered municipally or provincially). It is located at the lower end of Windsor Street near the Commons. I have lived here for 17 years. In 2007, buying a run-down, small semi on a 'busy street' was the only way I could afford a house on the peninsula. I could have purchased a much bigger detached suburban home, but I didn't. Fortunately, it was the 'quieter end of Windsor', meaning there were no buses, and no trucks in the evenings.
- I respect the organizations that exist to protect heritage and green space in the city but can say I am not a member of the Heritage Trust, not a member of the Friends of the Common, and am not a senior (not yet!). I can also say that over my time I have had students living with me in my home.

Am I against change?

- I've been insulted by certain councillors saying the only people who don't want these proposed changes want "Cows on the Common and No change". How disengaging and disappointing from certain municipal government representatives. I am trying to engage to participate in the change!

- I have engaged faithfully with the city in the past. I participated in HRM by Design – at the time messaged as the ‘Downtown’ development plan. I believed it when you said that we needed clearer development rules - not ambiguity, yet I see changes being proposed that increase ambiguity in the proposed plan.
- When the school at the end of my street was torn down, I participated in HRMs process to develop plans for the site. I agreed with the city that residents could play a role in development and that our voices mattered. I have no idea what happened to that process and have heard nothing from the city. Very disengaging.
- I participated in the engagement regarding the tower proposed for the corner of Robie and Quinpool. I was shocked to see the developer make a successful argument that because they bought the land at a high cost, they needed more height to offset their debt (among other arguments). I was even more shocked with the message that this was the ‘Entrance to Downtown’. Now I lived ‘downtown’. ???
- I participated in the Centre Plan process. I agreed with the Centre Plan premise that we needed growth AND that neighborhoods needed to be protected (not just the heritage conservation districts; existing, proposed, or pre-proposed) but also neighbourhoods with their own unique character. I absolutely did not like that my ‘quieter end of Windsor’ became a COR zone in the Centre Plan with new heights not to mention the loss of related development protections. But I’ve tried to adjust and still love my neighbourhood and neighbors.
- I watched *all* my street parking disappear to put in a bike lane (despite agreeing with the Halifax Cycling Coalition that the better North-South route was Agricola).
- I’ve watched the Commons undergo recreational developments and can say I have enjoyed the pool and skate when I could.
- I’ve lived through HRM development changes over and over and over. If I was against change, I would have left years and years ago.

Is there a housing crisis

- Yes, there absolutely is. I agree that my tax dollars should go into housing and supports. (e.g., happy to see the temp shelter opened). Not thrilled with the lack of provincial investments in affordable housing.
- We need density and created a lot of potential in the Centre Plan that has not even come close to being realized (global pandemics/ supply chain issues that we could never have imagined).
- Changes are being proposed that can help - tall towers in areas without homes, with buses for example, conversion of office to residential, more units per lot. But to change the picture for every single lot covered by the CENTRE PLAN is drastic. We have a joint transportation plan being developed to help bring people to and from the city. Solving the HRM housing crisis and planning for growth is not just about the area covered by the Centre Plan but all I can see and read is about zone changes to the Centre Plan. We already have too much urban sprawl - a major reason why we have fewer people living on the peninsula today. How is HRM proposing to stop that?
- I investigated possibly adding a second unit to my tiny house but couldn’t secure a carpenter and was dismayed by some of the HRM restrictions on income for renters. I suspect developers who will benefit from zone changes/ have access to potential low-cost federal money will not have similar restrictions.
- I don’t understand how the proposed changes will do much to address the affordability crisis in housing. It took 30 years of no affordable housing development to get us here. At least I haven’t seen how these federal funds will build affordable housing. Even the total amount of potential money is not that much when you think about the cost of a single building.
- Will more expensive housing be built – absolutely - and developers will profit. It will serve a certain population and may free up other accommodations for a range of renters and buyers, but it is all happening too fast and without engagement.



HALIFAX

Halifax Regional Municipality
PO Box 1749, Halifax, Nova Scotia
Canada B3J 3A5

halifax.ca



October 2023



On October 12, 2023 the Government of Canada and HRM [announced](#) that they have reached an agreement to fast track 2,600 housing units over the next three years through the Housing Accelerator Fund (HAF). This work will help spur the construction of over 8,866 homes over the next decade.

The municipality's successful application included the following initiatives, some of which will be implemented in the ongoing Regional Plan Review process:

Streamline Permit Process and Costs

- Further enhance our new online permitting system to find efficiencies
- Reduce up-front costs by ending requirement for full payment before permit issuance

Enable Non-Residential to Residential Conversion Projects

- Introduce further flexibility in our by-laws for conversion projects

Encourage Development along Transit Corridors

- Incentivize density along our proposed Rapid Transit Corridors

Expedite Heritage Development Agreements (DAs)

- Devote more resources to process Heritage DAs more efficiently

Incentivize Small-Scale Residential Construction

- Establish programs to reduce up-front costs and create efficient permit processes, especially for energy efficient and affordable projects
- Consider removing or significantly reducing permit fees
- Explore partnerships with trusted builders to develop tiny homes, secondary and backyard suites, and small multi-unit buildings quicker

Expand the Affordable Housing Grant Program

- Refining and expanding HRM's Affordable Housing Grant Program
- Funding to establish and refine a Surplus Land for Affordable Housing Program

What was HRM asked to do?

On September 21, 2023 the Federal Minister of Housing asked HRM to commit to four housing policy changes as a requirement for approval of our HAF application. These changes were considered, and largely endorsed by Regional Council on [June 6](#) and [September 25](#), 2023.

If you have questions or would like to provide feedback on the proposed changes, please contact:

regionalplan@halifax.ca

suburbanplan@halifax.ca

902-943-3248



How will these changes be implemented?

As part of the ongoing Regional Plan Review and Suburban Planning processes, HRM will consider the following amendments:

- Permitting at least 4 units per lot in all residential zones in the Regional Centre and Suburban Plan Areas;
- Enabling more missing middle housing in the Regional Centre Planning Area for faster development while considering infrastructure capacity and heritage conservation;
- Increasing residential density, especially for student housing, within 400 metres from the UC-1 zone in the Regional Centre; and
- Enabling residential development on identified Opportunity Sites in the Suburban Areas that may be suitable for fast-tracked development.

What is proposed for residential areas?

Regional Centre

- In ER-2, enabling 4 units per lot (or 6 units with internal conversion).
- In ER-3, enabling 6 units per lot (or 8 units with internal conversion).
- Enabling property owners to build a secondary suite **and** a backyard suite on the same property.
- Rezoning ER-1 properties not in a heritage study area to ER-2.
- Modest increases to lot coverage in ER zones while limiting surface parking in backyards.
- Removing maximum bedroom limits.
- Removing minimum parking requirements in HR zones.
- Considering key areas that can accommodate additional height or density in mixed-use zones.

Suburban Area

- Enabling 4 units per lot on lots with both water and sewer services.
- Enabling property owners to build a secondary suite **and** a backyard suite on the same property.
- Removing minimum parking requirements for a single-unit and two-unit dwellings.
- More comprehensive review of planning in the Suburban Areas is underway.

If you have questions or would like to provide feedback on the proposed changes, please contact:

regionalplan@halifax.ca

suburbanplan@halifax.ca

902-943-3248

████████████████████
██████████ South St.
Halifax, Nova Scotia
B3H 1T9

16 February, 2024

Dear HRM council and planners,

The proposed new HR1 and HR2 zones for housing in some of HRM's south end risk changing the neighbourhoods too much too soon and miss the benefits the city seeks to achieve. While I oppose these zones for our South St.–Dalhousie St.–Beaufort Ave. neighbourhood, I recognize that we need more housing now and for the future. I believe the new ER2 and ER3 zones are good options for our neighbourhood.

This is the first attempt to increase density in the South Street–Dalhousie Street–Beaufort Avenue block in 25 years, and the proposal is to move from single-family homes to residential buildings of up to 7 to 9 storeys. It might eventually help to ease some of the city's housing shortage, however, in the meantime, large new buildings could

- disrupt established neighbourhoods
- worsen traffic flow
- add inadequate and unsafe student housing

Our neighbourhood has been a true neighbourhood for the 25 years I have lived on South Street. Neighbours have met at street and Christmas parties and watched each other's children grow up. Neighbourhoods encourage citizens to keep in touch with neighbours and, by extension, with other citizens. Large apartment or condo buildings disrupt that sense of neighbourhood; those residents engage among themselves, and much less, if at all, with the surrounding neighbourhood.

Even one or two large buildings on this block will worsen traffic flow in this area, where much of the traffic is to the VG and IWK as well as the universities and downtown. On weekday mornings for the past few years, up to 10 cars have passed South Street houses every minute during peak morning traffic. Cars line up along Oxford Street from Jubilee Road to turn onto South Street in the mornings. In the afternoons, traffic sits on South waiting to turn right onto Oxford Street; they are sometimes backed up nearly to Robie Street. A sudden significant increase in density will make these problems worse long before they get better.

Large buildings are not likely to add safe or adequate student and affordable housing to the city. The universities bring students from across the country and around the world with no adequate housing for them. First-year and some second-year students need monitoring, but landlords take no responsibility for their tenants. Students living in large off-campus housing buildings would not benefit from the supports of on-campus residences or from living "in a neighbourhood."

On South Street near Beaufort Avenue, students live in three large former homes, now multi-unit buildings owned by absentee landlords. One is used as a fraternity house, although it has never been sanctioned by any fraternity. It is an eyesore whose garbage feeds local rodents. It

also contributes to after-hours noise, and likely to underage drinking. A second one appears to have become a tenement, also with unaddressed garbage concerns. The third had a fire one recent Saturday night, and four fire trucks responded.

The new ER2 and ER3 zones would allow current homeowners to develop their properties in ways that are in keeping with the neighbourhood and that may actually add safe and appropriate student and affordable housing. They would increase density without significantly increasing traffic. This new housing could be developed more quickly than large buildings, where developers would have to wait for more than one house to be sold, and for land to be cleared. The resulting construction would also halt traffic to hospitals and downtown.

ER2 and ER3 zoning would increase affordable housing in the area, especially apartments for students and young professionals. Where homeowners live in the buildings with additional units, the increase in density can be at human scale. I'm sure that's these the reason zones have been proposed for the neighbourhoods next to us along South Street.

I respect that HRM is planning to prepare for a million people by 2050. Thoughtful change to current residential neighbourhoods is part of the solution for this growth. The proposed ER2 and ER3 zones are good solutions for this area.

Thank you for the opportunity to provide input.

[REDACTED]

[REDACTED]

To the Housing Accelerator Fund,

I write to express my deep concern and opposition to the proposed zoning changes, ER2 to ER3 in my neighbourhood and many others on Halifax Peninsula.

The sweeping zoning changes proposed by HRM are shortsighted and will not achieve its stated aims. Furthermore, the total lack of opportunity for input from community stakeholders is disappointing and unacceptable.

I oppose the changes proposed by HRM for the following reasons:

- **No consultation with the community stakeholders** – The process for coming up with the proposed zoning changes is happening alarmingly quickly given the scope of the proposed changes to our city. Changes of this magnitude should be well thought out, with ample opportunity for input from the citizens who will be affected. When HRM unilaterally comes up with a totally new zoning plan then quietly takes steps to “push it through”, it is failing in its duty to consult with the people whose interests it is supposed to represent. Inadequate consultation is not only profoundly disrespectful and a breach of HRM’s duty, but also a huge, missed opportunity to invite novel, thoughtful solutions to the housing issues HRM is trying to address.
- **The proposed changes are arbitrary** – because of the lack of communication from HRM on this issue, it isn’t clear why the proposed changes from ER2 to ER3 are not being proposed for certain neighbourhoods. For example, Young Avenue and Oakland Road have been conspicuously spared the change despite being in the heart of the Dalhousie and Saint Mary’s neighbourhoods. The entire Westmount subdivision is not proposed to be rezoned. If HRM has thought this through and is asking its citizens to make a sacrifice of neighbourhood character to address the housing crisis, why then are certain special neighbourhoods not being asked to change? There may be a good reason for this, however, due to HRM’s poor communication throughout this process, the omission of certain neighbourhoods frames the proposed changes as either arbitrary, or preferential. Neither of these scenarios is acceptable.
- **The proposed changes are overbroad and would be ineffective** – If HRM is concerned with a lack of affordable housing, the proposed changes will not solve this problem. Peninsula lots are expensive. The neighbourhoods are desirable for a good reason - the character of the homes and feel of the single-family neighbourhoods is unique and one of the reasons that business owners and professionals from all over the world choose to make Halifax their home. However, if zoning changes allow multi-unit apartments to be constructed in the middle of single-family neighbourhoods, it is

developers who are going to capitalize on this. A developer who builds in an otherwise single-family neighbourhood is not going to set out to build units that are affordable. They will, of course, leverage the desirability of the neighbourhood to maximize the rent or sale price of the units they build. This results in destruction of the character of neighbourhoods with no increase in affordable housing.

- **Preservation of historic character** – Peninsula Halifax is home to many architecturally unique, well-maintained homes and neighbourhoods which are protected by established housing zones. The Proposed changes encourage developers to tear down these homes and build solely with profit in mind with no consideration to the neighbourhood feel.
- **Student housing management** – Increasing student housing is reportedly one of the aims of the proposed changes. I note that the President of Saint Mary's has stated publicly that they were not consulted about the proposed changes. Given the significant issues with property destruction and public disorder that have received attention in the news in the student neighbourhoods on Larch/Jennings/Preston street neighbourhoods, it is no small change to allow large scale student housing in a neighbourhood. The Universities have a responsibility to provide housing for students and not to admit students in such numbers that there is nowhere for them to live. Dalhousie and Saint Mary's are taking steps to increase their housing offerings for students. Bearing this in mind, sacrificing the interests of Halifax families in the name of increasing student housing is irresponsible where the city has not even consulted the universities about their plans or needs.

I acknowledge the importance of taking steps to increase density in certain areas of the city and to provide more affordable housing for families. There are many ways to approach this problem. I note the multiple empty sites on the Peninsula that could be turned into high density housing (Saint Patrick's high school lot, Bloomfield). Investing in better public transportation is also another way to allow people to live off peninsula and travel more easily into the city to work and study. I have lived in this city my whole life and I am excited to see it growing. It is also deeply important to me that the essential character of the city be preserved. I know this sentiment is shared by many of my friends and colleagues. For this reason and the reasons above, I remain strongly opposed to the proposed zoning changes.

Thank you,

[REDACTED]

[REDACTED] Beech Street, Halifax

C452

February 16, 2024

Dear Members of Halifax Regional Council,

I'm writing to strongly oppose the plan to rezone land on Sherwood Street. As a long time resident of Cole Harbour and living just off Sherwood Street, I'm deeply worried about how this development would affect our community, our homes, and daily life.

I chose to live here because of its quiet, suburban feel. But these new buildings would completely change that. Our neighborhood would become much more crowded and lose its peaceful vibe. This isn't what I signed up for when I moved here.

Adding 200 more units would also mean a lot more traffic on our streets. This could make it harder to get around and more dangerous for everyone and because the new buildings wouldn't have enough parking spaces, people would end up parking on the street and in other neighborhoods, making parking even more of a hassle.

What worries me most is how this would affect the environment and the animals that live here. The new buildings would take away green spaces and trees, which are important for wildlife. We'd lose some of the natural beauty of our neighborhood, and animals would lose their homes and with more buildings, there could be problems with flooding and our sewer and water systems might not be able to handle it.

In short, I really hope the Halifax Regional Council listens to us and decides not to go through with this rezoning. The negatives of more buildings, potential of 400 plus people using sewer and water will hugely impact our systems along with changes to our community, lower property values possibly, and harm to the environment—outweigh any potential benefits. Please think about what's best for our neighborhood and say no to this plan.

Thank you for considering my concerns.

██████████

████ Pearl Drive, Dartmouth, NS



**Photo A or Photo B for Duffus St
between Isleville and
Novalea?**

**Tomorrow is the last day to have your
voice heard - email haf@halifax.ca**



From: Federal Housing Accelerator Fund
Sent: Friday, February 16, 2024 12:10 PM
To: [REDACTED]
Cc: Smith, Lindell
Subject: RE: [External Email] Delay Discussion of Housing Accelerator Fund Proposal

Hi [REDACTED]

Thanks again for the additional feedback.

Again, this information will be available to the public ahead of the public hearing, along with a detailed staff report to review. We do appreciate your concern, but our challenge is that it takes a significant amount of resources to prepare these analyses, and we like to have a final proposal before we complete the analysis. We're still at a point in time where there is flexibility, and we do expect to make some adjustments to the proposed zoning before finalizing, preparing the analysis, and presenting to Council,.

All the best,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

C: 902-478-4056



Sent: Friday, February 16, 2024 11:21 AM
To: Federal Housing Accelerator Fund <haf@halifax.ca>; Office, Clerks <clerks@halifax.ca>
Cc: Smith, Lindell <smithli@halifax.ca>
Subject: RE: [External Email] Delay Discussion of Housing Accelerator Fund Proposal

Thank you for the additional information.

What would have been really useful for residents to have before today's deadline is summary charts for each zone showing what is currently allowed, and what would change if the proposals are approved. I said the same thing during the centre plan process. This should be required practice. Otherwise it is almost impossible for people to wade through all of the details and understand in a simple way, what the changes are that are being proposed.

Best,
[REDACTED]

From: Federal Housing Accelerator Fund <haf@halifax.ca>
Sent: Wednesday, February 14, 2024 8:23 AM
[REDACTED] Federal Housing Accelerator Fund <haf@halifax.ca>; Office, Clerks <clerks@halifax.ca>

Cc: Smith, Lindell <smithli@halifax.ca>

Subject: RE: [External Email] Delay Discussion of Housing Accelerator Fund Proposal



All good, and I hope you're getting along okay with the snow!

I do want to share a little bit more information with you to help shed some additional light on your questions.

Below is a table that was assembled by our Regional Plan team, showing a theoretical unit capacity, and I'll note there are many caveats to these assumptions in the table. While we may have a certain zoned capacity, for many different reasons it's not likely that all units are feasible. We need to create enough space for the market to respond, and it's difficult to predict how much uptake there will be. Even approved and permitted units don't necessarily get built, and although there are many large planning applications (like the Bedford Commons), these can often have a build out period of 10+ years, and really only represents a drop in the bucket of the number of units we actually need.

I'll also share the recent provincial housing needs assessment, that details our current housing shortage (approx. 20,000 units) , and our population estimates that we are working towards (currently growing by about 20,000 people per year). In short, staff do believe that the proposed changes to enable more density are largely necessary to support our short-term and long-term housing demand. That being said, there are still opportunities for us to refine the proposal before presenting to Regional Council. We'll be able to provide some more details in terms of analysis once we finalize our proposed amendments, which we won't do until after the initial consultation period closes on Friday.

Housing needs assessment: <https://novascotia.ca/action-for-housing/docs/provincial-housing-needs-assessment-report.pdf>

CMHC Market Analysis (Halifax starts at page 113): [Rental Market Report - January 2024 \(cmhc-schl.gc.ca\)](https://www.cmhc-schl.gc.ca/en/rental-market-report-january-2024)

HRM population projections: See attached

Current & future capacity to house growth ¹	
Overall capacity for future growth ²	535,000 units with subregional household size = 1.1M additional population
# New units permitted in Centre Plan	229,000 units (includes 29,000 in Future Growth Nodes)
# New unit capacity potential for future Bus Rapid Transit Corridors in Suburban Areas ³	172,000 units
# New Units in Special Planning Areas ⁴	30,300 units
<p>(1) These numbers do not currently include additional capacity proposed through the Housing Accelerator Fund Amendment Package.</p> <p>(2) This is an estimate of potential long-term future capacity for new units, not expected units at a given time horizon. It does not reflect only units currently enabled (that could obtain a building permit immediately), but also includes units associated with ongoing or future planning processes. These estimates are approximate and are subject to change. The following development categories are included:</p> <ul style="list-style-type: none"> • Incomplete Building Permits • Estimated full build-out of Centre Plan (estimate of complete redevelopment to the maximum permitted build-out across the whole Regional Centre) • Development agreements that have not yet been fully built-out • Special Planning Areas, Future Serviced Communities, Future Growth Nodes, and other major Planned Growth projects • Potential Suburban Plan growth areas (including BRT corridors and other Suburban Opportunity Sites) • 'Background Growth' in areas with no other growth areas <u>identified</u> <p>(3) Further analysis will be completed as part of the Suburban Plan Process.</p> <p>(4) Two Special Planning Areas are also Future Growth Nodes: there is an overlap of approximately 2,500 units between the value in this row and the '# New units permitted in Centre Plan' row.</p>	

All the best,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

C: 902-478-4056

HALIFAX

Sent: Tuesday, February 13, 2024 6:07 PM
To: Federal Housing Accelerator Fund <haf@halifax.ca>; Office, Clerks <clerks@halifax.ca>
Cc: Smith, Lindell <smithli@halifax.ca>
Subject: RE: [External Email] Delay Discussion of Housing Accelerator Fund Proposal

Hello Joshua,

You did indeed answer a number of the questions I asked. Thank you for that. I am sorry I haven't had a chance to acknowledge your response.

In my message to Councillor Smith, I certainly didn't intend to point fingers at the staff. I was referring to that fact that your response to four of my questions was that you are or will work on providing the requested information.

For the record and Councillor Smith's benefit, I have copied those questions and your responses below:

Q2. Have staff calculated how many additional units would potentially be allowed as of right if the amendments you are proposing are approved?

A2. Staff are currently working on this, more information will be available in March/April through a detailed staff report when the proposed amendments are presented to Regional Council

Q3. How many new housing units have already received some level of approval in the urban centre? I know that just the other day over 6,200 new units were approved for the Bedford Common, then there is Penhorn, the Motherhouse etc. Do you have a list you could send?

A3. We will work on assembling this list

Q4. In terms of new development applications that have already been received, but not yet approved, do you have a running count of how many new units those applications tendentially would create under the current bylaws?

A4. We will work on assembling this list

Q6. Would possible for your team to prepare a chart that shows what is currently allowed for each zone and then in another column, what would be allowed if the proposed amendments are approved? I know that would be very helpful for me in parsing the proposed changes and I suspect it would be a big help to others too.

A6. Staff are finalizing a number of fact sheets that will help to answer these and other frequently asked questions. More detailed information will also be available in March/April through a detailed staff report.

Without the benefit of the information your team is working on preparing, it is very difficult for residents to provide informed feedback on the HAC proposals. And even if we had all of this information now, it would be pretty close to impossible to digest such a huge amount of information in the very short window we have been given to provide comments.

So my request to Councillor Smith was meant to give staff more time to complete the analyses you are still working on, and to give residents (and Council) more time to digest the proposed amendments and provide informed input.

All the best,

[Redacted]

From: Federal Housing Accelerator Fund <haf@halifax.ca>

Sent: Tuesday, February 13, 2024 4:09 PM

To: Office, Clerks <clerks@halifax.ca>; Federal Housing Accelerator Fund <haf@halifax.ca>; [Redacted]

Cc: Smith, Lindell <smithli@halifax.ca>

Subject: RE: [External Email] Delay Discussion of Housing Accelerator Fund Proposal

Hi [Redacted]

Thanks again for reaching out. I believe I did answer a number of questions you asked, but please let me know if there's anything else I can do to assist.

All the best,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

C: 902-478-4056

HALIFAX

Sent: Tuesday, February 13, 2024 2:25 PM
To: Smith, Lindell <smithli@halifax.ca>
Cc: Office, Clerks <clerks@halifax.ca>
Subject: [External Email] Delay Discussion of Housing Accelerator Fund Proposal

[This email has been received from an external person or system]

Good afternoon Lindell,

I am writing to request that Council delay the timeline for discussion of HRM's Housing Accelerator Fund proposal. The zoning changes that are being proposed are on a scale not seen since the development of the Centre Plan. Yet, residents were not engaged in the development of these proposals; staff are unable to answer fundamental questions about the implications of the changes; and residents have been given barely any time to respond. This is not the way to plan for our city's future.

Residents know there is a housing crisis and we want to be part of creating solutions, but this process simply does not provide that opportunity. So please, ask Council to put a pause on the current process and ask staff to put forward a new one that:

- gives staff time to assemble base-line information on approved and proposed new housing units and define clear goals and objectives for housing targets
- engages interested residents in developing options for how to meet housing targets
- and provides an opportunity for the wider community to provide feedback on proposed options

Thank you in advance for your support.

Best,

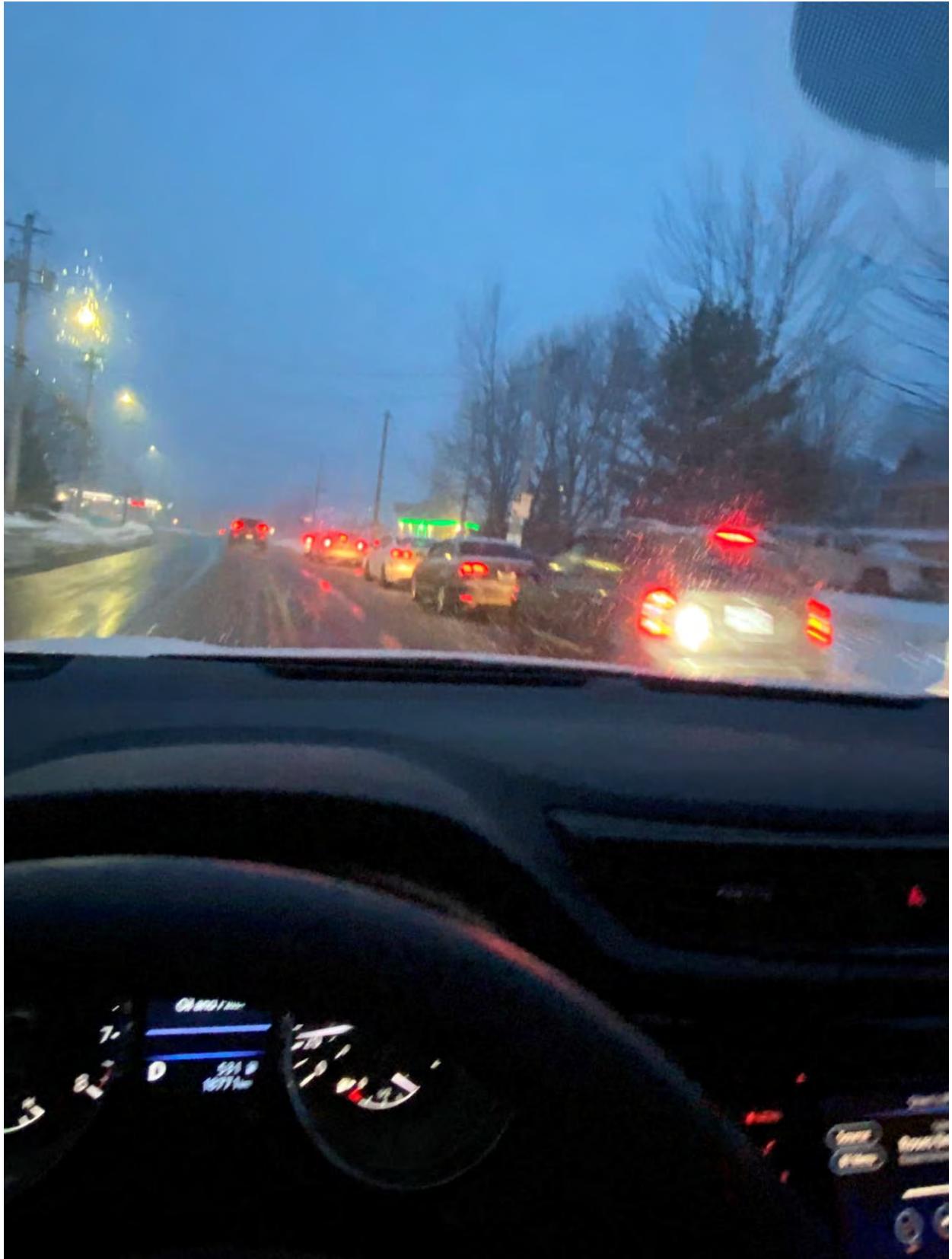

Lawrence St.
Halifax

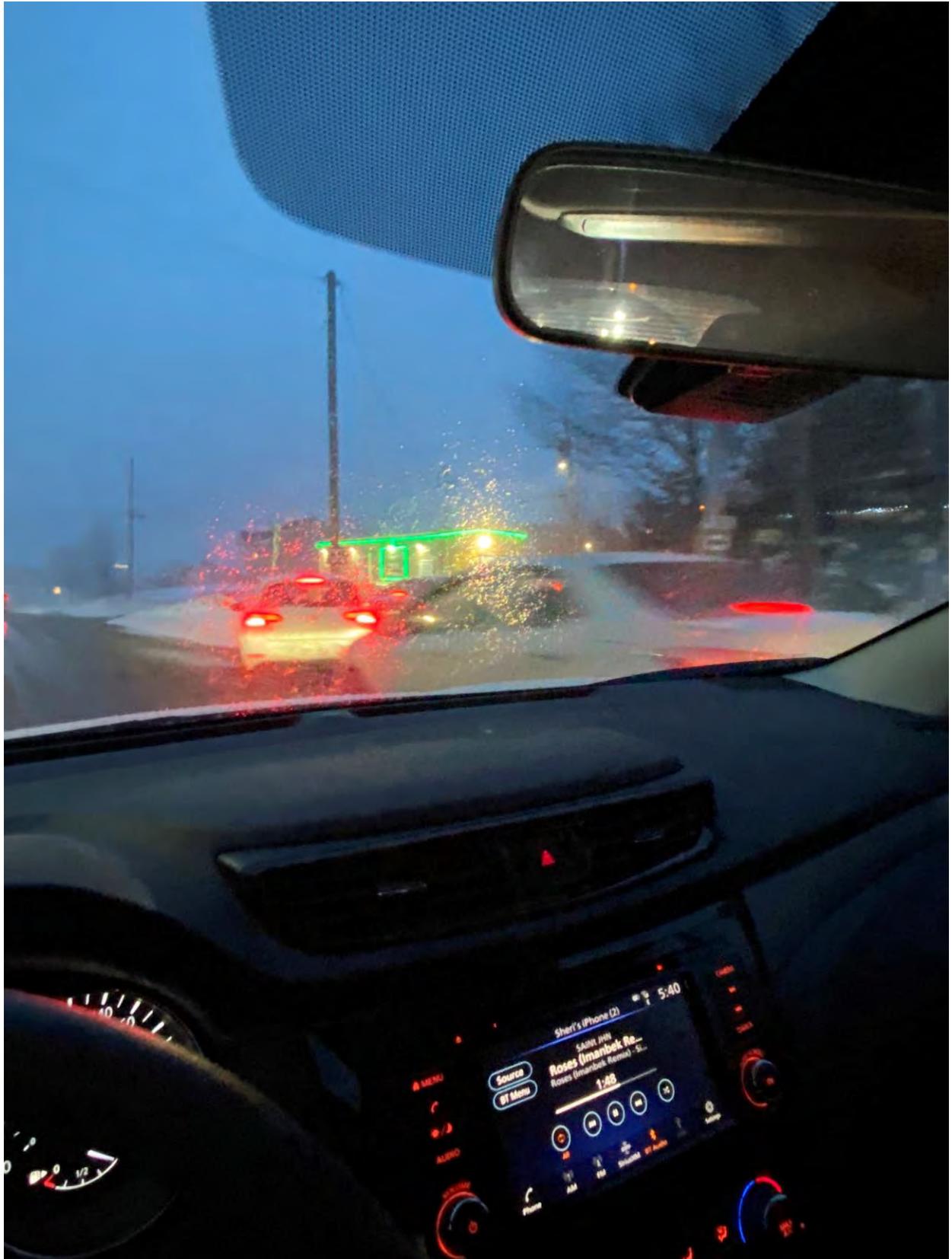
C478











February 16, 2024

Re: Housing Accelerator Fund – Feedback

Dear HRM Planning & Development,

Public Health supports the proposed planning changes as part of the Housing Accelerator Fund, particularly the goals of supporting gentle density, enabling more missing-middle housing, enabling more transit-oriented development, and the removal of parking space minimums.

It is well established that walkable, high-density, transit-oriented communities can decrease obesity, diabetes and cardiovascular disease.^{1,2} Compact communities have also been found to lower the risk of gestational diabetes and promote socialization. The latter can protect against loneliness and social isolation — two risk factors for coronary heart disease and stroke (although see discussion below regarding potential health impacts of tall buildings).^{3,4} Compact communities which provide safe active transportation and access to transit are also more equitable, particularly for those with low incomes.⁵ Greater diversity of housing forms and tenures helps improve affordability and supports people to remain in their community longer. Additionally, these diverse housing forms support social connectedness through intergenerational housing and providing space for larger families, which is of particular benefit to immigrant families.⁶

To support population health outcomes, Public Health proposes the following recommendations for consideration, as part of the proposed changes.

Ensure community infrastructure is ready to support new density

- To best support physical, mental and social health, high-density living areas need a rich variety of convenient amenities outside the home such as parks, recreation centres, libraries, places to work, shops and services. For example, it is well established that parks and trails within 800m improve physical and mental wellbeing.^{7,8} Green open spaces have also been called out as the ‘connective threads’ which will stitch blended-use¹ compact communities together in holistic ways.⁹
- Infrastructure and service improvements will be needed to support additional density and ensure these denser communities are healthy. For example, more density often means busier roads. Safe pedestrian and active transportation infrastructure should be in place before new residents move in.
- Improved transit service to reduce vehicle dependence: High-density communities which are car-dependent offer few of the health benefits gained from well-appointed walkable complete communities.¹⁰ They also exacerbate traffic and stress by concentrating people without giving them alternatives to driving.¹¹ Having adequate and safe active transportation and transit service is therefore key to support wellbeing.

Protect affordable rental housing

- New housing supply is important to alleviate housing pressure, and the proposed changes include many great approaches to enable more housing to be built in the right places. New

¹ A blended-use approach is where internal and external spaces can be woven together with uses layered upon one another. Spaces are considered not in isolation but instead part of a wider lifestyle ecosystem that feeds itself and actively supports the new ways in which people live, work, shop, socialize and play

housing, however, does not guarantee affordability and may lead to loss of existing affordable units. Access to affordable housing is linked to a range of health outcomes including improved mental and general health, and a decrease in domestic abuse and injuries.¹²

- The proposed amendments to increase density will bring increased development pressure on older rental buildings. To protect affordable rental housing, HRM should implement no-net loss and rental protection policies such as Mississauga's Rental Protection By-law which prevents conversion or demolition of rental units when the vacancy rate is below 3%, and rents are 1.75 times average market rent or lower.¹³
- Rental protection and rental replacement policies support inclusive change and mitigate gentrification by providing the opportunity for residents to return to their neighborhood or building after temporary relocation due to redevelopment or renovation.¹⁴

Consider the health impacts of tall buildings

- While taller multi-unit buildings facilitate high-density living, they can leave people socially isolated which negatively impacts health. This is particularly true for those who live on the 5th floor or higher.^{7,15} Tall buildings should therefore be designed to foster both indoor and outdoor social space, and be located in close proximity to greenspace to increase exercise potential and social connectivity.^{7,15,16}
- Seniors and persons with disabilities are at high risk of social isolation when living in large buildings if the building and immediately surrounding infrastructure does not support persons with limited mobility.⁸ The design of the building should be developed using universal design principles, and accessibility should be considered throughout the outdoor spaces such as sidewalks, crosswalks, trails, playgrounds and parks.^{16,17}

Lastly, Public Health is encouraged by the selection criteria for the Suburban Opportunity Sites, particularly the inclusion of a no net loss policy, and that the criteria offer promising targets for proximity to rapid transit. However, to hold more impact on the affordability of rental units, it would be preferable to see the no net loss policy extended throughout the Regional Centre and Suburban Area.


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Shelley Radford
Director Public Health CZ
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Prepared by:

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- ⁵ BC Centre for Disease Control. 2017. Fact Sheet: Supporting equity through the built environment. Vancouver, BC. BC: Centre for Disease Control.
- ⁶ Canada Mortgage and Housing Corporation. 2015. [Literature Review and Case Studies of Local Jurisdictions that Permit Secondary Suites](#). Ottawa, ON.
- ⁷ Larcombe D-L, et al. 2019. High-Rise Apartments and Urban Mental Health—Historical and Contemporary Views. *Challenges*. 10(2):34. doi.org/10.3390/challe10020034.
- ⁸ Nguyen L, et al. 2020. Where do People Interact in High-rise Apartment Buildings? Exploring the Influence of Personal and Neighborhood Characteristics. *Int J Environ Res Public Health*. 17(13):4619. [doi: 10.3390/ijerph17134619](https://doi.org/10.3390/ijerph17134619).
- ⁹ Buricco, F. 2023. Is blended-use the next step in mixed-use developments and placemaking? *pbctoday*. Retrieved from [Is blended-use the next step in mixed-use developments? \(pbctoday.co.uk\)](https://www.pbctoday.co.uk)
- ¹⁰ Mazumdar, S, et al. 2017. The built environment and social capital: A systematic review. *Environment and Behavior*. 50(2): 119-158. <https://doi.org/10.1177/0013916516687343>.
- ¹¹ Ewing, R. et al. 2018. Does compact development increase or reduce traffic congestion? *Cities*. 72: 94-101. <https://doi.org/10.1016/j.cities.2017.08.010>.
- ¹² BC Provincial Health Services Authority. 2018. BC Centre for Disease Control. Healthy Built Environment Linkages Toolkit: making the links between design, planning and health, Version 2.0. Vancouver, BC
- ¹³ City of Mississauga 2019. Rental Housing Protection By-Law. [Rental Housing Protection By-law – City of Mississauga](#)
- ¹⁴ [United Way Greater Toronto/BGM Strategy Group. \(2023\). *Building Inclusive Communities: Learning from Policies and Programs that Work*.](#)
- ¹⁵ Township of Esquimalt. 2019. [Designing Density: Social Connectedness in Multi-family Housing](#). Esquimalt, BC.
- ¹⁶ Harries, E. 2019. Social Isolation and its Relationship to Urban Environment. McGill University, Montreal. Retrieved from: [Social Isolation and its Relationship to the Urban Environment \(socialconnectedness.org\)](https://socialconnectedness.org).
- ¹⁷ Accessible Housing Network. Accessible Housing. Retrieved from: <https://www.accessiblehousingnetwork.org/accessible-housing>.

C487(1)

2.15.24

HALIFAX CITY HALL
PO BOX 1749
HALIFAX, NS B3J 3A5

Re: Housing Accelerator Fund, and more.

Dear Council and Staff:

Upon reviewing the 'Site Specific Development Requests Recommended to the Suburban Planning Process', there are presently 96 proposed projects. Many of these projects are reasonable and required, however, there are also many that are unreasonable, and will eliminate hundreds affordable homes/apartments and displace thousands.

Government has a moral obligation to assist with housing economically challenged families and the less-fortunate with affordable and social housing.

However, Government must not be obligated to accelerate developments for new, expensive, unaffordable, for-profit homes, for people who simply wish to move to our city.

There must be a distinct difference within the Housing Accelerator Fund to provide affordable and social housing, and to that of developers who wish to develop for profit. Removing affordable housing will have an irreversible-negative impacts for families and the less-fortunate, as well as, on long-established communities. This is not a smart nor a sustainable way to move forward.

There are three proposed developments in Clayton Park, that I, and others, find extremely disturbing. They are:

Harlington Crescent PID 40177511, 40177529, 40177537, 40177545,
40177552, 40177560, 40177578, 40177586, 40177594, 40177693,
40177602, 40177685, 40177677, 40177669, 40177610, 40177628,
40177636, 40177644, 40177651

127 and 141 Harlington Crescent PID 40177537, 40177545

(Councillor Morse described these two developments as a 'vacant lot'.
They are the homes for several hundred families and individuals)

...and 190, 200, 210 Glenforest Drive & 181 Willett Street
PID 00343830, 00343822, 40595480, 40595498

Not only will these developments, and other proposed locally, displace thousands of people and destroy several hundred affordable apartments, they will have an extreme detrimental environmental impact on the long-established surrounding communities.

If these developments are approved:

Our properties will be greatly devalued.

These developments will eliminate all possible future residential solar applications.

And I repeat, they will remove hundreds of affordable housing units.

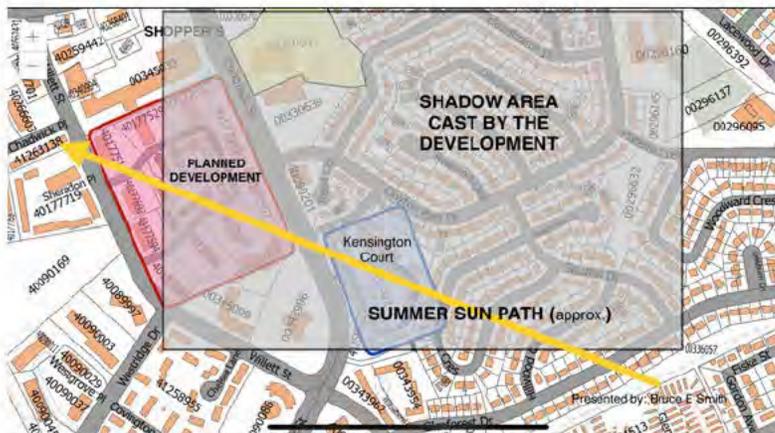
(Developers do not build affordable homes)

All the vegetation in upper Clayton Park will, over the long term, die or be negatively impacted, including North Cliff Park.

The sky will be completely blocked out and the sun by 4pm, reducing direct sunlight by 4-5 hours, everyday, over much of upper Clayton Park.

(Please see the attached graphic)

There will no more sunsets, ever!



Additionally, I have grave concerns regarding the \$79 million provided to HRM by the federal government on how these funds will be allocated. Will these funds be used solely to construct affordable and social housing? Or will these funds be distributed to for-profit developers?

Regards,

██████████
Forestsides Crescent
██████████

Listed below are all the proposed developments surrounding our communities. The first five all require demolishing affordable housing, while displacing of hundreds of families.

291 Main Avenue & 3 and 7 Mandaville Court
(PID 00338269, 00338301, 00266932)

2 and 6 Sybyl Court (PID 00343806, 00336222)

4 Mandaville Court (PID 00338277)

15 Borden Street (PID 00320291, 40480808)

33 Berts Drive and 92 Evans Avenue
(PID 00335166, 00335174)

28 Frederick Avenue (PID 00183616)

167 Willet Street (PID 00343970)

71 Greenpark Close (PID 41071994)

271, 277, and 287 Lacewood Drive
and 10 Radcliffe Drive
(PID 40555294, 40594640, 40555278,
40594632, 40594624)

70 Lacewood Drive (PID 00296806)

7 Langbrae Drive (PID 40494346)

February 13th, 2024

To whom it may concern,

We are homeowners and residents of Rogers Drive, and have heard with growing alarm about the proposed changes to zoning that directly affect our immediate neighbourhood. We would like to formally register our disagreement with the proposed changes. We oppose the plan as presented rezoning one side of our street, and other areas in the neighbourhood, to accommodate high rise buildings.

Like many of our neighbours, we live and work in the Halifax area, and purchased our home with the intent of living here for decades, raising our family, and joining a functioning and long existing community. We are in fact affiliated professionally with the local universities that are partly the impetus for the redevelopment locations selected, and alumni of them as well. We also happen to own a home that is not itself threatened by these changes as it is protected by it's heritage designation, The Bower at 5918 Rogers Drive. It is the home from which all the neighbouring lots were severed in previous decades to form the vibrant, stable, and close knit community in which we live. As such, we are not personally at risk of being pressured out of our home by developers, but are obviously concerned with the radical proposed change to our quiet cul-de-sac, where many neighbours have lived for decades. We selected this place to live for it's suitability for a young family, walkability to work, daycares and schools, and the friendly and supportive neighbourhood that surrounds it.

We are aware of the needs of providing increased housing for all new and existing Haligonians, including students. Of course we are also well aware that the structure and needs of cities change over decades. However, we are very alarmed about the very significant, and very rapid changes that are proposed for our immediate neighbourhood. We understand that there is clearly a significant housing crisis being faced by Halifax, as well as cities across the country and the globe to some extent. Halifax is certainly right to be considering possibilities for remedying as much as we can, but the radial rezoning of areas laying around the post-secondary institutions are unnecessary, overstep the requirements of the Housing Accelerator Fund, and do not respect the legal covenants or current situation in the communities they impact the most. We will try to lay out below the points that we feel are most relevant.

First, while these rapid changes are rationally being proposed to take advantage of the funding from current federal efforts to improve housing, they would radically alter the face of this community for decades to come for the benefit of a relatively small amount of increased funding gained by the municipality. It is not clear to us what the target demographic is for these units – the proximity of the changes to the university would suggest that is for students. However, both Dalhousie and St. Mary's are engaged in planning for increasing the number of student residence places on their campuses or on

previously acquired lands. Indeed, the leadership of St. Mary's has indicated to us that they were not consulted in this rezoning proposal, and are planning to meet the increased need for student units on their own lands in coming years. This suggests that this radical change is not required for Halifax to meet its targets since large scale planning is being undertaken by university administration through separate avenues. Indeed, the fact that the university was not consulted is against all the principles laid out in the city's own motions and documentations for this plan that emphasize that the goal is "to work with HRM post-secondary institutions to increase density and create opportunities for student housing within a walking distance from post-secondary institutions across HRM" (Item 18.1 of Halifax Regional Council, Sept 26th, recommendation 1.d). How disappointing it is to find out that it appears the university was not consulted in this plan and therefore that the decision to destroy the fabric of an existing, established community is not necessary, and not desired by the university it is supposed to help.

Furthermore, both of those post secondary institutions have significant open air car parks in their present design. It is patently ridiculous to propose to incentive the destruction of existing homes that are occupied by families while there is pavement covering large swathes of university property. Indeed, where in this plan will those families go? Clearly there is insufficient housing stock in the HRM for displaced families to consider moving. The original federal press release states that the goals of the funding "are to help more students find housing they can afford close to where they study, and help ensure there are more homes available for families who live in the same communities year round". Obviously the current proposal contravenes that original principle. On this street alone there are numerous health and other professionals whose skills are in demand in the city and province, and in fact who have been subject to provincial recruitment drives and financial incentives for moving here. It is somewhat ironic that we will then be de-incentivized to live in the actual Halifax area. There is no incentive for developers to provide units that can accommodate the needs of a family when smaller units or those geared to students and flat-sharers will increase revenues. The proposed rezoning to high rises for our street alone would force nearly 20 families out of the neighbourhood, likely forever.

If, on the other hand, these developments are not meant for students to occupy, this still seems to be a poor strategy with short sighted implications. It is highly unlikely that developers will be focussed on building low cost, lower income appropriate units in the South End of Halifax. These may well end up being yet another tower for privileged owners to live high above the city. We have both lived in cities that have over decades more organically developed significantly increased density but retained strong principles of community and careful urban planning. These locations almost uniformly prioritize medium density developments on a human scale, with several floors or units, but with no recourse to huge towers. Towers of the type that this zoning would promote have no place in the vision of a neighbourhood with human scale, walkability, or climate sensitivity as goals. By all means, encourage gentle densification with gradual turn over of existing homes into multi unit and multi family dwellings. We do not oppose many of the other changes that the city is proposing to increase the number of units on single lots; clearly

this can be a way of increasing density while preserving the streetscape and nature of an established community. All the promotional materials on the HRM website emphasize principles like gentle density, missing middle housing, and incentivization of timber frame construction to be renewal and rapidly built; why then is zoning being changed that meets none of those goals?

The rapidity and severity of the change is also an affront to anyone who has participated in the local civic process previously, including the Halifax Centre Plan that required a decade of public information gathering and consultation, and was only approved a couple of years ago. While many of the areas identified as priorities for development in that much more carefully considered plan still lay vacant or at least unrealized, it is incredible that new targets are being set without almost any formal public consultation or adherence to that collective vision. Why has 400 meters been selected as the test of walkability for student housing to the post secondary education centres? The Dalhousie University main campus itself stretches for a kilometer long, and students frequently most criss cross the campus between classes in different buildings or to return to residences. Why would other areas of the city be radically rezoned when within what is obviously a walkable distance to both institutions there are numerous completely empty lots, and already rezoned but incompletely developed areas?

Furthermore, it is also obvious to anyone who lives in this area that the existing infrastructure of the immediate neighbourhood cannot support the addition of these huge increases in density. There are already significant traffic issues daily for egress from the area between St. Mary's, the Grammar School and the surrounding area. Unlike areas that are already partially developed with large buildings in nearby areas (for example lining Gorsebrook Park), there is an unavoidable pinch point for all current and new residents to access grocery stores, hospitals, banks and other services that are located outside of this neighbourhood. Many of these streets, ours included, are cul-de-sacs or otherwise dead ends; in rush hour it is already difficult enough to get out of the neighbourhood, let alone if there was some kind of emergency requiring evacuation. This is not a grid based part of the city where alternate routes out exist, and it is hardly a hub for transit. Why not focus first on the increasing development in the neighbourhoods around the proposed Fenwick node for example – where students, as well as residents affiliated with the schools, hospitals, and downtown businesses might all reasonably wish to live to take advantage of walkability to available business and existing transport and other services? Between those proposed changes, the blanket changes for all residential areas in terms of number of units per lot, and the increased residence places already planned on the property of the post-secondary institutions, high rise towers in what should remain established family oriented neighbourhoods are likely not even necessary. There has been nothing in the available information put forth to the public as to how thousands of additional residents will be planned for in terms of traffic flow, parking, services and business, let alone basic services like power or sewer.

If these towers are meant to appeal to students, HRM would be incentivizing the systematic destruction of a functional and vibrant community in order to build ultimately unnecessary extra units that will be unsupported by available infrastructure during the school terms, and ghost towns in the off season. If the towers are meant for diversifying and densifying this area specifically, they will unfortunately just add to the problem of exclusivity and unaffordability of new units by situating new development in expensive post codes that will not be affordable. We do not become a more compelling, urban and equitable city by destroying occupied homes with no planning or possibility for where those families go. Likewise, we do not become a more successful or vibrant area by abruptly deciding to alter the landscape of an established and close knit area for short term financial gain.

We request to receive in response answers to the questions posed by this letter, and by the joint letters and documents being submitted by ourselves and our neighbours. Specifically, we expect the municipality and planning staff to be able to speak to:

- 1) The depth of consultation with the post-secondary educational institutions and how these proposals dovetail with on-campus plans that are already in the works; we also wish to understand projected long-term student body numbers (including with respect to changes to intake caps of foreign students recently passed by the federal government).
- 2) What changes to existing infrastructure, greenspace, relevant necessary businesses, and street planning will be passed to support this huge increase in population in an area without good transit links, limited egress routes, and no businesses?
- 3) Why this type of rezoning is required to meet the housing unit targets after existing plans, the plans of the universities, and the other more logical changes proposed in these documents (like increasing units on all lots across HRM, gentle density and missing middle housing) etc.?
- 4) What is the consideration for proximity to important heritage properties such as ours? While Rogers Drive is not part of a heritage district, this proposed plan seems likely to fundamentally change the character of this property and that of The Oaks (owned by St. Mary's nearby).
- 5) Why was so little time and emphasis put on collaboration with the universities and with the homeowners and residents of abutting neighbourhoods about the specific ramifications of rezoning? Why are the plans from the deep public consultation from the Halifax Centre Plan being tossed out just a couple of years later?
- 6) When the memo from the CAO to Mayor and Council in Sept 26th details that "all initiatives selected must be implemented and completed within two years of commencement" does that imply that the destruction and rebuilding of this neighbourhood must be complete within 2 years? Obviously the municipality is much more likely to meet targets by focussing on the gentle densification strategies outlined elsewhere than in embarking

on massive, carbon intensive, and slow developments such as are proposed for this neighbourhood.

- 7) What is the impetus for the rush? Are we really to believe that it is worth such a substantial overhaul of an established neighbourhood, with almost no opportunity for local or systematic public consultation, to contribute just a part of our requirements to fulfill the principles of the federal stimulus funding that makes up a fraction of our municipal budget.

We respectfully ask that the City immediately pause this controversial, harmful, radical, and possibly unnecessary portion of the otherwise laudable rezoning package aiming to address the housing crisis in our city. We want open consultation with both the universities, and the neighbours in the affected areas, to determine the true need for redevelopment here as well as how those goals might be achieved with minimal intrusion into existing neighbourhoods, and preserving space for families who live in this community year round. While there is clearly some urgency to establish a rezoning plan, we should not sacrifice common sense in the service of short term gain, at the expense of decades of deep change for all involved.

Yours sincerely,

A solid black rectangular redaction box covering the signature area.

			
Date 20240214	To individually as addressed: Mayor of Halifax addressed councillors	From X	Copy to X
Regarding Proposed Zoning Change to ER3		<i>reference filename:</i> jsk_HX_proposed_zoning change	

(Council: municipal government body for Halifax Regional Municipality (HRM))

To Whom It May Concern

The proposed zoning change for area ER3 is strongly opposed.

Among other potential reasons, below are two immediate and main concerns for the opposition.

1/ Lack of obtaining appropriate relevant information.

It seems that there is minimal awareness by affected constituents, of the ramifications of such an amendment, owing to the lack of easy and clear access to voluntary Council-initiatives concerning proposal updates and explanations, which shifts the onus of obtaining information onto the residents such that they are being forced to become conversant in urban planner language, or to individually ask unsupported questions via Halifax 'Engagement' protocol---both methods of which create hardships in obtaining clear and accurate information.

It it is my understanding that Council hosted no general public meetings to allow oral exchange-discussion and feedback after the matter was raised back in the autumn of 2023. It is hard to understand the rationale behind Council choosing to not have public disclosure information meetings.

Establishing an accurate picture of the proposal is very difficult. Current referral website mapping is of low quality/resolution (illegible) and lacks being contiguous with adjoining mapping areas, which obfuscates meaningful research and visual orientation.

There seems to be a paucity of clear-language explanation with relative **background that can be reconciled to legible maps e.g. Councillor Austin's original ER3 mapping** is almost impossible to reconcile with the website referral official plan maps.

An alternative information sources mechanism for concerned residents who are without digital access or for those who are non-digitally-fluent, cannot be identified.

There is also a paucity of relative clear-language explanation in the referral **text documents, or in individual councillors' explanations, which hinders lay-research commentary quality e.g. Councillor Austin's original ER3 article loses its relevancy** in its point-form list, because key points are not adequately explained or **defined e.g. 'Pre-approved small scale residential building plans'; 'Pre-approved small scale multiple unit residential building plans'**---what are they?---ambiguity and uncertainty exist and leave the door open for abuse. The article text that follows the list is gobbledygook: consideration of the readership, who may not be familiar with planning terminology used in the text and with the cases cited, seems to have been ignored.

Website references, to which enquiries are being directed e.g. the official plan itself, are shrouded in jargon, acronyms, referencing, and local planning history that, perhaps, would be best understood by professional urban planners and involved Council. Layman residents are effectively being shut out.

2/ Hindered access to meaningful information

For reasons best known to others, very short notice to residents to appropriately respond in a meaningful, learned, and constructive way, has been set---February 16. Although there was a February 2 notice outlining urgency to collecting feedback, current circumstances make meaningful research results most difficult to establish and reconcile. Consequently, meaningful public feedback to Council is quite possibly diminished or weakened.

It is not unreasonable to suggest that the combining of factors that prevent the facilitating of appropriate research to garner information, the experiencing of frustration and difficulties in not getting clear answers, and the unavailability of opportunity to express opinion in public meetings, may have raised confidence **questions concerning Council's amendment proposal intent.**

Out of sheer frustration, constituents experiencing difficulties in researching may perceive those difficulties as being a planned effort to thwart public involvement, the result of which would be the facilitating of a pre-planned agenda to expeditiously push through the official plan amendment. Politicians are well aware of that strategy.

It is acknowledged that the proposed amendment may have some merits but lack of information prevents their being considered.

However, it is believed that Council's seeming rush to push through the amendment, without adequate resident input, may diminish its comprehensiveness, its logic, its fairness, and its quality. Consequently, the amendment would be bereft of commentary reflecting constituents' wishes.

Based upon the scarcity of clear information that available, it has been **concluded that the proposed amendment has potential to destroy 'neighbourhoods'** (traditionally-interpreted) by its allowing low-rise, mid-rise, and perhaps even high-rise buildings, all at the expense of demolishing existing traditional-style houses, and the simultaneous ignoring of the 'affordable' housing concept (not the official definition of 'affordable' but the reality-defined definition of 'affordable').

Some constituents may perceive the proposal to be the thin edge of the wedge to official plan abuse by allowing future exemptions and non-conformance zoning permissions (similar to hi-rise exemption applications for Robie and Spring Garden Road).

The building of new apartment-style buildings in the proposal-zone is strongly opposed.

The notion of new apartment unit buildings, of any size, simply does not, and cannot reconcile with the notion of affordable housing, which is touted as being a main Halifax priority . . . but the proposed amendment seems to focus upon other than affordable housing. **The proposal seems to focus upon 'expanding the empire' by creating new buildings---**and not on the timely meeting of **community i.e. people's needs.**

There is no possible way, *any* new construction of *any* sized apartment-styled construction can provide affordable housing to the Halifax residents who need it the most, in a timely manner.

The main beneficiaries of such construction projects will be the corporate owners and landlords. Their focus is on the bottom line. People are just the monetary means to a financial end---to them, people are merely a resource, nothing more. Doubtlessly and quickly, rents are sure to increase, and will **continue to rise, beyond the 'affordability' level, with the result that nothing will** have been accomplished except for the enrichment of the corporate landlords---at **the peoples' expense---**and the stroking of **others' egos.**

Halifax corporate apartment rental rates are exorbitant. As long as apartment corporations are encouraged, their apartment rates, together with their corporate arrogance and rudeness, will continue to grow and flourish.

There are many available studies that cite traditional communities that are without apartment-**style buildings, 'neighbourhoods', as being more civil,** experience less crime, and tend to police themselves socially, than communities with higher presence of apartment buildings. Undoubtedly, that is one reason why, in the past, Halifax has retained much of its historic social charm.

Similar studies show that high-rise and apartment communities seem to erode that original charm and replace it with distancing, coldness, and increased social unrest and crime (e.g. Ontario: Brampton; Jane-Finch; Weston).

The main losers of the proposal's focus on constructing new apartment buildings are *the people*---first, it is the people who are in need of personal budget-affordable housing---second, it is the people in the neighbourhood, as it slowly absorbs corporate attitudes and morphs into a reflection of the a dominant corporate coldness towards people

. . . which begs the question as to why Halifax Council would want to expose its citizens to increased social unrest and increased crime by changing the socially warmer character of established and traditional neighbourhoods by plopping down apartment buildings in their midst?

The proposed amendment's allowing the constructing of apartment-style buildings in ER3 Zone is strongly opposed.

The proposed amendment's allowing the creative appropriate modifying of existing houses is supported.

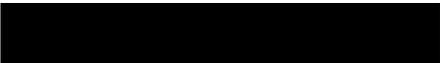
It is far more economical.

It is far less likely to change the persona of the neighbourhood.

It is far more socially beneficial.

It's benefits stretch far beyond plain dollars and cents.

Respectfully submitted


ER3 Resident



community and the transient nature of people coming and going to apartments that will shift the community dynamics. Not to mention the increased noise levels and decreased privacy for the houses that currently back the property.

- 4) ***Schools in the area are already at maximum capacity or over maximum capacity at Caldwell Road Elementary, Astral Drive Elementary and Astral Drive Junior High.*** In recent years Astral Drive Elementary needed to add multiple portables to accommodate the increase in students. These trends are expected to continue or increase over the next 7 years; these projections do not include any additional residents from the proposed development.

If this proposed development is approved and goes forward, this will exacerbate the issues our schools are facing with more students than the infrastructure and teachers can support, placing at risk a safe learning environment and the quality education our children need to succeed in life. Will this development create a need for a change in zoning and send community children out of area to different schools?

Enrolment Past, Current and Projected ¹			
Year	Caldwell Road Elementary (max capacity 385)	Astral Drive Elementary (max 435)	Astral Drive Jr High (max 462)
2030	330	435	487
2029	324	437	476
2028	330	453	471
2027	336	457	471
2026	333	457	492
2025	342	458	467
2024	343	460	481
2023	301	496	461
2022	350	490	482
2021	347	492	436
2020	322	485	438
2019	325	483	434
2018	305	466	426

- 5) ***Environmental concerns and the protection of green space areas to support the health and wellbeing of community members.*** The proposed development area is currently a green space that is used by the community for nature walks. According to the Government of Canada and a large body of research evidence, green spaces, like the one on Sherwood Street have a number of significant human health benefits including; noise reduction, shade for cooling in the summertime, and the ability to reduce the negative impacts of flooding and air pollution. The Sherwood Street green space also has several mental health benefits

¹ https://www.hrce.ca/sites/default/files/2023-11/LRO_2022_final_V3.pdf

to our community including; alleviating stress by providing a relaxing environment for physical activity.²

In addition to the human health benefits, the proposed development site is also frequented by wildlife such as deer and pheasants. Due to its important ecological characteristics (e.g. tall grass, shrubs and trees), this area supports multiple species of birds, bees, butterflies and other pollinators that are essential to biodiversity, food security and human survival. In the proposed development area community members have observed several species at risk including the monarch butterfly and several species of bumblebees. If this proposed development is approved it will destroy vital habitat for species at risk, negatively impact Nova Scotia's biodiversity and negatively impact the human health and wellbeing of the community by destroying important ecological services.

With the nearby lakes, such as Morris Lake and Bissett Lake, will they be affected with this development with increased storm water run off, flooding etc, since water drainage patterns will likely change, how will this impact the wildlife in the lakes?

Thank you for the opportunity to raise my concerns. Given the significant impacts the proposed Sherwood Street development project will have on our community and environment, I strongly urge the Halifax Regional Council to reject this proposal.

Sincerely,

████████████████████

² <https://www.canada.ca/en/public-health/services/reports-publications/health-promotion-chronic-disease-prevention-canada-research-policy-practice/vol-39-no-4-2019/climate-change-health-green-space-co-benefits.html>

C513

February 12, 2024

Amethyst Crescent,
Dartmouth, NS
B2V-2W5

SUBJECT: Significant concerns regarding the proposed Sherwood Street development project

Dear Halifax Regional Council and Councillor Trish Purdy,

I am writing you today to express my concerns to the proposed development project that would build 8 townhouses and 3 five-storey apartments, with approximately 198 units, on the plot of land on Sherwood St in Colby Village (PID #40606345).

The land that is proposed for this development is an important green space for our community that has a number of human health and wellbeing benefits to residents. In addition, our community amenities are at capacity and our road infrastructure lacks sidewalks and cross walks to ensure residents are safe. The following outlines my specific concerns:

- 1) ***Increased traffic from the proposed development will be a safety risk to pedestrians and impact traffic in the community.*** There are no side walk or cross walk on Sherwood Street and on many streets in this community. The proposed developed will increase the volume of vehicles on the roads in the community placing pedestrians at risk. There is currently significant traffic on Sherwood Street with cars driving fast. There is a number of turns which create blind spots for vehicles and community members including many children that need to cross the street at multiple points to access school busses and transit. In addition, recent economic development on Caldwell Road such as multiple apartment buildings and various commercial developments has increased the traffic and is causing circulation issues.

If the proposed development project is approved, it will add additional traffic in our community increasing the safety risk to pedestrians and increasing the traffic circulation issues that already exist on Caldwell Road.

- 2) ***Additional strain on our existing water and wastewater infrastructure that is already at maximum capacity.*** With climate change and rapid urbanization already impacting our infrastructure, can our existing water and wastewater systems handle this new development which is proposing 198 units and what is the impact on our municipal water and wastewater systems?
- 3) ***Schools in the area are already at maximum capacity or over maximum capacity at Caldwell Road Elementary, Astral Drive Elementary and Astral Drive Junior High.*** In recent years Astral Drive Elementary needed to add multiple portables to accommodate the increase in students. These trends are expected to continue or increase over the

next 7 years; these projections do not include any additional residents from the proposed development.

If this proposed development is approved and goes forward, this will exacerbate the issues our schools are facing with more students than the infrastructure and teachers can support, placing at risk a safe learning environment and the quality education our children need to succeed in life.

Enrolment Past, Current and Projected ¹			
Year	Caldwell Road Elementary (max capacity 385)	Astral Drive Elementary (max 435)	Astral Drive Jr High (max 462)
2030	330	435	487
2029	324	437	476
2028	330	453	471
2027	336	457	471
2026	333	457	492
2025	342	458	467
2024	343	460	481
2023	301	496	461
2022	350	490	482
2021	347	492	436
2020	322	485	438
2019	325	483	434
2018	305	466	426

- 4) ***Environmental concerns and the protection of green space areas to support the health and wellbeing of community members.*** The proposed development area is currently a green space that is used by the community for nature walks. According to the Government of Canada and a large body of research evidence, green spaces, like the one on Sherwood Street have a number of significant human health benefits including; noise reduction, shade for cooling in the summertime, and the ability to reduce the negative impacts of flooding and air pollution. The Sherwood Street green space also has several mental health benefits to our community including; alleviating stress by providing a relaxing environment for physical activity.²

In addition to the human health benefits, the proposed development site is also frequented by wildlife such as deer and pheasants. Due to its important ecological characteristics (e.g. tall grass, shrubs and trees), this area supports multiple species of birds, bees, butterflies and other pollinators that are essential to biodiversity, food

¹ https://www.hrce.ca/sites/default/files/2023-11/LRO_2022_final_V3.pdf

² <https://www.canada.ca/en/public-health/services/reports-publications/health-promotion-chronic-disease-prevention-canada-research-policy-practice/vol-39-no-4-2019/climate-change-health-green-space-co-benefits.html>

security and human survival. In the proposed development area community members have observed several species at risk including the monarch butterfly and several species of bumblebees. If this proposed development is approved it will destroy vital habitat for species at risk, negatively impact Nova Scotia's biodiversity and negatively impact the human health and wellbeing of the community by destroying important ecological services.

Thank you for the opportunity to raise my concerns. Given the significant impacts the proposed Sherwood Street development project will have on our community and environment, I strongly urge the Halifax Regional Council to reject this proposal.

Sincerely,

A solid black rectangular box used to redact the signature of the sender.



ADDRESS [REDACTED] Beech St, Hfx, B3H 4B5

February 14, 2024

To Whom It May Concern:

Re: Amendments to Land Use By-Law

I was overjoyed to relocate to Halifax from Montreal more than two decades ago, enticed by a city that expertly blends progressive ideals with a rich historical backdrop, thanks in part to its vibrant student community.

This unique harmony is especially evident in the historic family neighborhoods surrounding Saint Mary's and Dalhousie. Here, the dynamic university environment neighbors peaceful family homes, all enveloped by old growth trees, creating a distinctive blend of vitality and tranquility.

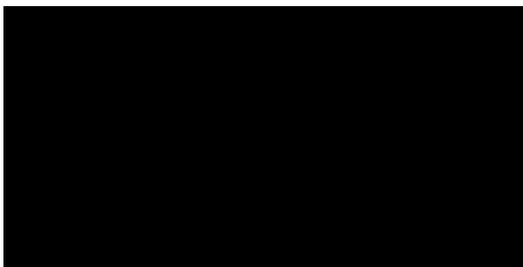
This balance not only enhances the city's appeal to professionals, including much-needed doctors and corporate executives looking to establish roots in Halifax, but also offers clear public advantages and tax benefits.

Halifax's charm lies in its historic neighborhoods, many of which are in close proximity to universities. Preserving these neighborhoods' integrity is crucial; proposed changes to land use by-laws could jeopardize the benefits they provide.

While addressing the housing crisis is urgent, any immediate solutions must not sacrifice the long-term health of these historic family neighborhoods. The potential costs far outweigh the modest benefits of the proposed amendments. Let's ensure that our short-term actions do not create lasting challenges.

Numerous alternative solutions exist that can address the housing crisis while supporting economic growth. I respectfully urge counsel to explore these options for the long term benefit of our city and its residents.

Yours very truly,



C537

Halifax Regional Council
c/o Housing Accelerator Fund Committee
1841 Argyle St.
Halifax, NS, B3J 3A5

Re: Letter of Concern

February 16, 2024

Dear Regional Council Members and Housing Accelerator Fund Committee,

I write to you today to express my concerns related to the proposals put forth to Regional Council regarding the Housing Accelerator Fund's use of PID 40606345 (Tracking Number: SS097). I appreciate the opportunity to submit feedback to your team and hope you will consider it with due caution.

When we speak of community, we envision a place where individuals come together, form connections, and actively contribute to the well-being of each other. Our neighbourhood has evolved into a close-knit family, where residents engage in various communal activities such as snow removal assistance for our elders, community clean-ups, barbecues and pool parties, Christmas carolling, outdoor breakfasts, and game nights. These activities not only strengthen our sense of unity but also create a unique and cherished atmosphere that is the epitome of community living.

However, the proposed development poses a significant threat to the essence of our community. Our neighbourhood already faces challenges such as overcrowded schools (children eating in hallways and learning in portables!), limited transportation routes (with buses running hourly), inadequate green spaces and playgrounds, and the absence of sidewalks. The rezoning from R-1 to HR, would exacerbate these issues and fundamentally alter the dynamics of our community.

One of the most pressing concerns is the potential influx of transient residents. Unlike our current residents who reside here long-term, actively participate in community events, and contribute to the shared values, transient residents may not share the same commitment to our neighbourhood. This change in demographics could reshape the values and experiences of local residents, potentially diminishing the community spirit we hold dear.

Furthermore, the proposed development threatens the destruction of our limited green spaces, with potential repercussions for mental health, increased rodent infestations, and the loss of local wildlife. The quality of life for residents would undoubtedly be compromised, as our once nature-infused surroundings would give way to a landscape dominated by overhead structures.

The rezoning also raises concerns about parking and privacy. If the proposal proceeds without a requirement for parking spots (as suggested for HR rezoning), the inevitable surge in vehicles will exacerbate existing parking challenges and safety on our streets. Additionally, the height of a five-storey apartment building on an already elevated property would compromise the privacy of our homes, leading to an intrusive and unwelcome change in the character of our community.

I must also bring to your attention our unease regarding the developer's track record, which includes a history of violations against their company. A \$60,000 municipal fine for providing false information in a building code application and the partial collapse of a building, in addition to multiple businesses listed with the Nova Scotia Registry of Joint Stocks having been revoked. This raises questions about their ethical values, and commitment to community well-being, alongside their (lack of) adherence to regulations, further intensifying our concerns about the proposed development.

In conclusion, I urge you to consider the long-term impact that this development would have on our community. The potential loss of our shared values, the decline in housing values, and the negative effects on mental health and wildlife are substantial reasons to reconsider the rezoning and construction currently proposed. I invite you to my vibrant community to see what will be lost with these changes.

Should these initiatives continue to move forward I request that the team prepare and present a plan to my community about how each of these risks will be mitigated. I am certain that the costs do not outweigh the very few benefits, and that this exercise will make that even more evident.

I appreciate your attention to this matter and trust that you will carefully weigh the concerns of long term residents like me who cherish and have worked hard to foster our sense of community. We are open to constructive dialogue and collaboration to find solutions that prioritize the well-being of current and future residents.

Thank you for your time and consideration.

Yours Sincerely,

[REDACTED]

Concerned Citizen, District 4

CC: Trish Purdy (District 4 Councillor), Lorelei Nicoll (MLA)

[REDACTED] Hampstead Court, Dartmouth, NS [REDACTED]

C547

██████████
██████████ Amethyst Crescent
Cole Harbour, NS, ██████████
██████████
██████████

February 14, 2024

Halifax City Council / Housing Accelerator Fund

Re: Affordable Housing Development – 78 Sherwood Street (PID 40606345)

To Whom It May Concern,

I am writing this letter in strong opposition to the Affordable Housing Development planned for 78 Sherwood Street (PID 40606345) in Colby Village, Cole Harbour.

I would respectfully request you read my letter in its entirety and please put yourselves in the position of the current residents of this neighbourhood. You will note that several times in this letter I reference the five illegal marijuana dispensaries that are operating immediately adjacent to our neighbourhood on Millbrook First Nations land. We (current residents) have reached out to all levels of government in the past, expressing deep concern regarding the dispensaries and how they impact our neighbourhood. Our concerns have essentially been ignored because the issue is deemed too sensitive. Now we find ourselves here again. Approval of this housing development in our neighbourhood adds insult to injury. We are receiving a very strong message that there is no regard or concern for what happens to the residents, the families, and especially the children, who currently live in this neighbourhood.

We can all acknowledge that the city is in a housing crisis. Affordable housing is needed but there needs to be consideration of the available infrastructure and the existing neighbourhood; not just an available patch of land.

Please consider the following points:

Schools

- The schools in this neighbourhood (Caldwell Road Elementary, Astral Drive Elementary and Astral Drive Junior High) are either at or over their maximum capacities. Astral Drive Elementary has multiple portable classrooms in the parking lot as the building cannot accommodate the current enrollment. The enrollment trends for these schools are expected to increase over the next seven years, and this does not include the potential influx of students from the proposed housing development. There is already considerable strain on the teachers and the actual school buildings. Adding potentially hundreds of new students is not sustainable and will negatively impact the safe learning environment all children should be entitled to.

- Will school boundaries be changed due to this development? My children are approaching Junior High and High School, and moving them from familiar friends and settings will be a HUGE detriment to their well being. There will be significant pushback from existing residents should there be a change to our school zoning as a result of this development.

Traffic

- There are five illegal marijuana dispensaries operating within a 500m span on Caldwell Road, immediately across the street from Sherwood Street. Several of these locations operate drive thru's which consistently back traffic up onto Caldwell Road (main roadway in Cole Harbour), creating unsafe driving conditions. Please see below photos. This is not the line up for a Tim Horton's; this is the line up for an illegal drug dispensary. This dangerous situation occurs every single day, on a bend on Caldwell Road where we are forced to pass a line of stopped vehicles, crossing over the center line into oncoming traffic simply to reach our homes.

Besides the issue outlined above, the additional traffic the dispensaries generate on Caldwell Road is substantial and adding 200+ housing units will perpetuate the issue greatly. People park on the end of Sherwood Street and run (jaywalk) across Caldwell Road to the "weed shops" all the time. I can also safely say that there are constantly individuals operating their vehicles under the influence of marijuana in this immediate area; the smell coming from the cars needs no further explanation. There will be an accident here. It is a matter of time.





- Additionally, as it relates to traffic, the entrance/exit to Sherwood Street also is situated on a curve on Caldwell Road. Cars coming into Cole Harbour are typically travelling at a higher rate of speed than permitted, and you cannot see the cars as they round the corner until they are essentially right in front of you.
- Traffic on Sherwood Street is already significant, as it is the main cut through to Astral Drive, and Colby South. Putting apartment buildings in the dead center of this street will lead to further traffic congestion and decreased safety.

Street Safety

- There are no sidewalks or cross walks on Sherwood Street or the neighbouring side streets. We expect that if the development is approved there will be cars consistently parked on Sherwood. Sherwood Street already consists of several turns that create blind spots on the road. There is a playground at the corner of Sherwood and Shrewsbury; the additional traffic/street parking from the development will exacerbate unsafe conditions for children to play outside, cross the street, access the school bus, etc.

Transit

- The transit options currently available do not support this development; the site is not located within the proposed Rapid Transit Network. Adding additional bus routes to this neighbourhood compounds the safety points raised above. There is a bus that travels on Sherwood already and often travels far too quickly down a street where there are always young children playing outside.

While we oppose the development completely, we also feel there should be consideration given to those individuals potentially moving into these proposed developments. If they truly are to be affordable housing options, we would expect not everyone will own a vehicle. The public transportation in this neighbourhood is extremely limited and not conducive to individuals who rely solely on public transportation.

Zoning

- This neighbourhood is zoned as an R1 area, for single family dwellings. The planned development will now place apartment buildings in my immediate backyard. Should I have wished to raise my family in an urban setting with apartment buildings for next door neighbours, I would have made that decision for myself.

Property Values / Damages

- Property values for existing homes near Sherwood Street will undoubtedly decrease due to this development (which have already been hurt due to the marijuana dispensaries). Current residents will quite literally be paying the price for this development when it comes time to sell our homes.
- We assume these proposed buildings will be maintained for the immediate future. What guarantees are there that in 15 years these buildings are not run-down and derelict, creating an eye-sore in the community. No one will want to move into this neighbourhood; which again creates major issues for current residents who perhaps intended to sell their homes in their 60's or 70's, using some of the value towards their retirement.
- Ongoing construction of commercial sized buildings in our neighbourhood is not something any of us signed up for when we moved in here. Who will be responsible for pressure washing our homes and cleaning our heat pumps due to construction dirt and debris, along with pest control for the rats that will inevitably be driven out of the woods and into our yards/sheds/homes? These costs will be left for the current residents of this neighbourhood.

Changing Dynamic of Neighbourhood

- Our small neighbourhood located off Sherwood Street is an actual hidden gem within HRM. I cannot tell you how many times I have bragged about where I live, and it has nothing to do with the size or value of my home. I brag about my community. We laugh and say "you turn the corner onto Sherwood and drive straight into 1985". Our children play outside, they have a fort in the woods where this development is planned. They play road hockey and basketball and leave their bicycles and scooters at the end of the driveway with no fear that they'll be stolen. There is a sense of community in this part of Colby Village that is hard to describe without seeing it yourself. The addition of these apartment buildings will change the makeup of this neighbourhood forever.
- By nature, individuals renting apartments are more transient than homeowners that have put down roots in this area. Combine this fact with the proximity of the marijuana dispensaries and the current dynamic of this neighbourhood will cease to exist. There are real safety and security concerns that need to be addressed.

Finally, I will leave this on a personal note.

I am a single mother of two school aged boys. I made a deliberate decision as to where I wanted to raise my children and purchased my home on Amethyst Crescent almost 12 years ago. Part of my selection process was to choose a quiet, safe, family oriented area. I grew up in Colby Village, I have lived in this community for 40 years. I have worked unbelievably HARD to be able to stay in my home and create a life for my family.

With one single decision made by someone looking at a map, our future, the future I dreamed about for my family is effectively ruined. Does this sound dramatic? I'm sure it likely does. But I'd ask you to put yourself in my position; with a green space currently in your backyard, which is now likely to be replaced by apartment buildings. I have the sun on my deck in the afternoon and evening in the summer, and enjoy spending time outside. Now, I will have a view of apartment buildings and parking lots, with people looking down directly into my backyard and into our bedroom windows? Any semblance of peace and privacy we had in our own yards will now be gone. It will be like living in a fishbowl.

I expressed my concerns to our MLA in the fall and received feedback from the Minister of Municipal Affairs and Housing; John Lohr. To be frank, I found the response from Minister Lohr's office condescending. I am an educated woman. I am sympathetic to the plight of unhoused individuals. I am not against immigration. But I have also worked myself to the bone for 12 years as a single mother. I have saved, and scrimped, and sacrificed so my children and I could stay in our home, in the neighbourhood we love, surrounded by the people we love even more.

The following line from Minister Lohr's letter really struck me:

QUOTE

"The intent of the program is to improve the lives of individuals and families struggling to find suitable places to live."

UNQUOTE

While I agree with the sentiment, it's not lost on me that while some lives may be improved, the current residents, the tax paying constituents of this neighbourhood, will be the ones negatively impacted in ways that cannot be adequately conveyed in a letter.

I would implore you to please take the above points into consideration when making your decision regarding this development. Please realize there are real people living here, with valid concerns that deeply impact our lives too.

Please feel free to contact me, I would be pleased to discuss the issue further.

Sincerely,



██████████
Hampstead Court
Cole Harbour, Nova Scotia
██████████

February 14, 2024

Dear Planning Staff:

Re: proposed development at 78 Sherwood Street

One of the primary reasons we moved to the area is the amount of green space. Our neighbourhood is predominately single-unit dwellings. We bought our home knowing that the neighbourhood was zoned R-1. It is a quiet family neighbourhood. You'll often see young kids playing in their front yards and riding their bikes on the streets. The idea of building three 3 to 5-storey buildings and eight townhouse units (creating approximately 198 residential units) so close in proximity is a huge concern to many. It introduces a large volume of traffic and most certainly will come with an increase in noise, given this would introduce somewhere around 600± people in a small space.

There are a lot of disgruntled and unhappy people. Residents, many of whom are original homeowners, feel they have no other choice but to put their homes up for sale if this all goes through.

The *Municipal Government Act* accurately defines the residents' sentiments under Section 191:

- (a) "aggrieved person" includes
 - (i) an individual who bona fide believes the decision of the council will **adversely affect the value, or reasonable enjoyment, of the person's property or the reasonable enjoyment of property occupied by the person,**
 - (ii) an incorporated organization, the objects of which include promoting or **protecting the quality of life of persons residing in the neighbourhood** affected by the council's decision, or features, structures or sites of the community affected by the council's decision, having significant cultural, architectural or recreational value, and
 - (iii) an incorporated or unincorporated organization in which the majority of members are individuals referred to in subclause (i);

Transient people

Statistically, people who live in apartments are more transient—they don't have a vested interest in their neighbourhood as they don't own their own home, which historically has translated into more mischief being introduced to neighbourhoods.

I wonder how the Councillors, MLAs or Premier would feel if such a development was imposed in their neighbourhoods without much say.

Costs of homes

Many are concerned that the proposed development will drive down the costs of homes. For most people, their home is their largest asset, which means that driving down its value would have a significant impact. The house I live in and still pay for has almost doubled in value in the last five years alone. It is my biggest asset. My home is not inexpensive nor are the neighbouring properties. Our property assessment for 2024 is \$643,200. The house at ████████ Hampstead Court, which abuts the proposed development property, is assessed at \$655,000. The abutting properties are \$600,000+ homes. The land proposed for rezoning abuts or is immediately adjacent to all existing single-unit dwellings. Rezoning properties from R-1 to HR would impact the established neighbourhoods.

Zoning

Many people would have had second thoughts about purchasing in the area if they knew that the municipal zones were subject to change. If I wanted to buy a home with towering apartment buildings nearby, I would have chosen an area like Larry Uteck, where the zones were approved and zoned accordingly from the start. It's bad enough there are four cannabis dispensaries within ½ kilometre, two of which are at the end of Sherwood Drive.

Pedestrian safety

Pedestrian safety is already a big concern on Sherwood Street as people often drive through at high speeds without respecting the residential neighbourhood or pedestrian traffic. There are no sidewalks for the children walking to and from nearby schools, which poses a safety risk. You'll often see people walking on the edge of lawns as they are genuinely scared for their safety. The proposed development will undoubtedly bring more traffic, further increasing safety concerns.

Overcrowded schools

Nearby schools are bursting at the seams. Both Astral Drive Elementary and Junior High schools are over capacity, with satellite classrooms set up to handle the overflow. Due to capacity issues at Astral Drive Elementary School, children who reside on Amethyst Street are transported to Caldwell Road Elementary. Parents have shared that their kids have to eat their lunches in hallways due to the lack of lunchroom space.

Green space

The proposed development property is approximately 75% treed. Removing all that green space would be a significant loss to residents. Many use the trails to walk their dogs. Neighbourhood residents have kept the trails by cutting down tall grass. The same goes for the section of grass along Sherwood Street. It is neighbourhood residents who have kept up with mowing the grass. One gentleman who lives on Amethyst Crescent has even tapped some maple trees to show his girls how to make maple syrup. Residents highly use this property. We see deer, raccoons and hares, amongst other wildlife, daily. The green space has also provided a level of privacy that many homeowners find adds to the esthetic and value of their property.

Deforestation is a major concern as many properties have had to deal with flooding within the last few years alone. Eliminating the green space would lead to increased water runoff issues for more residents.

Few comments from property owners

I also thought I'd share a few comments made by affected property owners when out distributing fact sheets:

- came from nothing and made something of himself only for the government to take it all away by building apartment buildings across the street
- a couple across the street from the proposed development site were planning to put a pool in their backyard in the spring only to have to put it on hold as if this goes through they plan to sell
- another gentleman who grew up in affordable housing and made something of himself said he took his family to show them where he grew up and told them this is what's it's going to look like across the street down the road

Transparency

And transparency? It's sad when our councillor, Trish Purdy, wasn't even invited to the whole development announcement at Cole Harbour Place. What happened to transparency, as mentioned under Section 219B(4)(c) of the *Halifax Regional Municipality Charter*? Affected residents have to hunt to find any information regarding the proposed development. These are people's livelihoods. A group of us took it upon ourselves to distribute fact sheets as the government made no effort to notify residents.

We acknowledge the need for affordable housing. However, we believe there are better-suited locations available. Most have no issues with townhouses but apartment buildings! That's a BIG NO!

Due diligence

Has the government conducted their due diligence on Metro Premier Properties? A house under construction in the south-end of Halifax collapsed in July 2016, trapping one person inside. C.A. Wilkins Construction, the same owner/operator as Metro Premier Properties, was fined \$60K for lying on a building permit application. A serious building code violation. C.A. Wilkins Construction was fined after being found guilty of providing false information in a building code application for [REDACTED] Lucknow Street.

The same person has also had various companies struck off and revoked from the Registry of Joint Stock Companies for non-payment.

These are but a few things which residents uncovered.

Sincerely,

[REDACTED]

cc: Councillor Trish Purdy
District 4 - Cole Harbour/Westphal

Lorelei Nicoll
MLA for Cole Harbour–Dartmouth

C555(1)

I am a business owner on the peninsula, and have lived on the peninsula for my whole life.

I am in favor of HRM by design with the following exceptions. I think it falls short on density, and on height. I am expressing my thoughts on why we need more density and height than is proposed on the peninsula based on the following facts:

Halifax population density in relation to other Canadian cities:

Ottawa 1700 people per square km
Calgary 1250 people per sq km

Vancouver 1650 per sq km with a total population 580 000 Vancouver being a coastal city would be a city to look at a little more closely

Halifax with
5,577 square kilometers population of 385,500 has 67 people per square km

Halifax peninsula is a bit better at 800 people per square km

If our density doubles we would save on infrastructure, reduce our carbon foot print, more people would be walking and supporting the locally owned businesses which are abundant on the peninsula. Imagine the tax savings, Im sure everyone in HRM is in favor of saving money, and helping the environment.

To put this in a dollar amount lets compare Vancouver and Halifax:

Property taxes in Vancouver account for 29% of total revenues

Halifax with an
Operating budget 649 million collects 411million from property taxes relying on 63% of its budget from these taxes. Once again Vancouver is 29% in Vancouver.

The taxes in HRM are rising and rising fast.

Existing Property taxes have increased 8.2 percent this year or 30 million dollars. This vs the CPI which is 2%

Transp and street services in Vancouver cost 9.4mm, Halifax spends 29.8 mm

Halifax collects the following in taxes on average:

1860 per person or \$7440 for a family of four

The services provided by HRM are varied and extensive, and include:

- 1,700 kilometers of streets maintained
800 km of sidewalk
- 240 transit buses, and 3 ferries
- properties served with curbside collection of recyclables, organics and refuse

Peninsula population has dropped from 90 000 to 65000 people. This is stressing our arteries into the city. We need to look no further than the widening of Chebucto Rd
The widening of Hammond plains rd, and the study into widening bayers rd, which will result in the expropriation and destruction of houses. All this too accommodate more cars driving to the core from the outskirts of Halifax.

When looking at HRM's capital budget 3 of the top 4 capital projects are: roads, metro transit, and traffic improvement. All non value added expenditures.

17% of the budget is spent on roads and streets up 10 percent

Metro transit accounts for 20% up 30 percent

Traffic improvements accounts for 10%

Storm and waste water increased 109% year over year

These areas total 47% of our capital budget. Wouldn't it be nice if we freed some of this money up for more parks, recreational areas, bike paths.

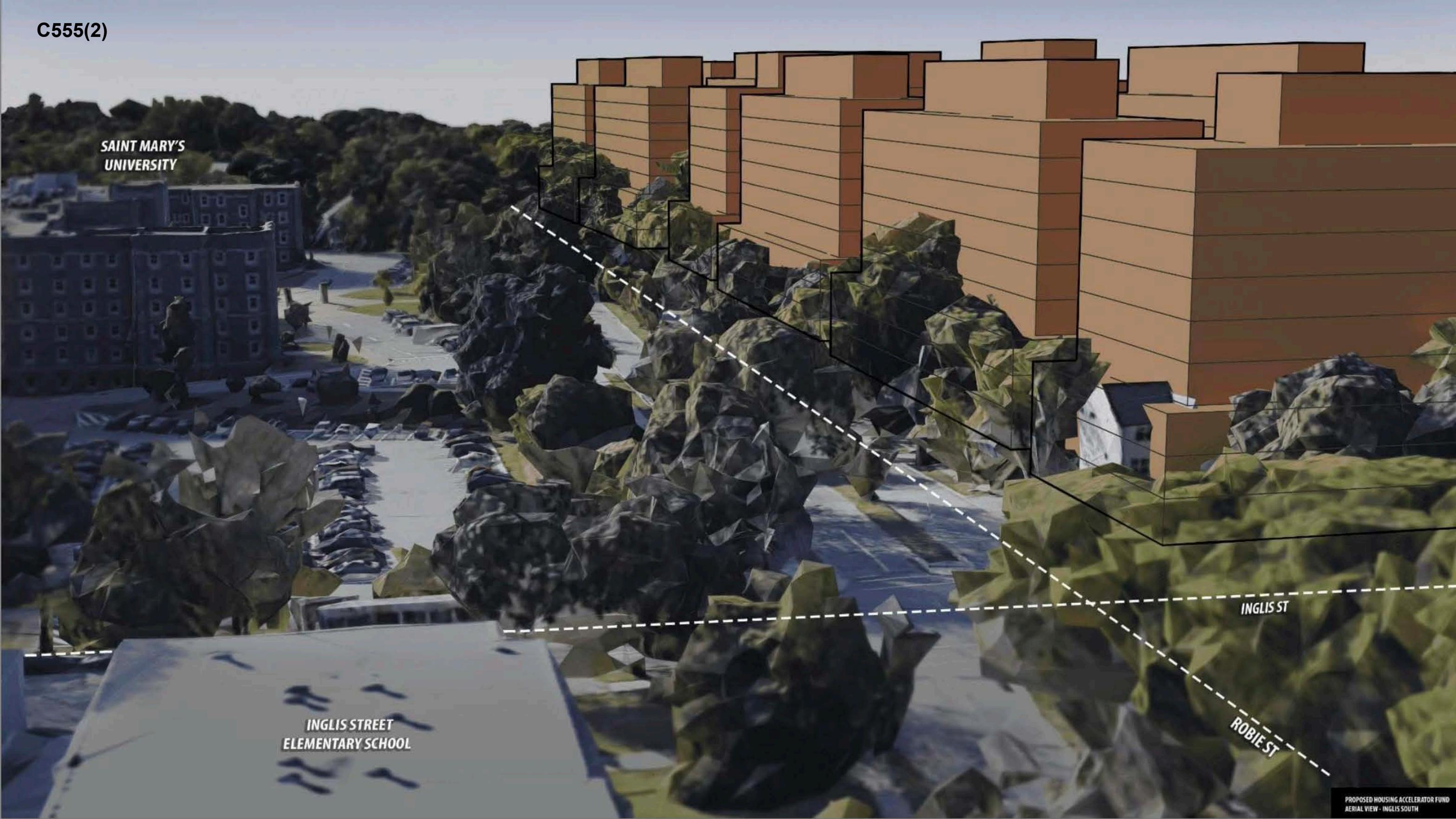
In closing I support HRM by design, and we must remember that this is a city, and in essence we need to run it as a business. We need to look at the whole picture, if we keep spreading we spend money, and pollute the environment. We can not have it both ways, we cant say no to development, and in the next sentence say how were for the environment. Lets support HRM by design, lets reduce our taxes, and lets help the environment.

SAINT MARY'S
UNIVERSITY

INGLIS STREET
ELEMENTARY SCHOOL

INGLIS ST

ROBIEST





ROBIE ST

INGLIS ST

MALBOROUGH AVE

ROGERS DR

TOWER RD



March 8, 2024

Halifax Regional Municipality Council
Halifax City Hall

Subject: Proposed Accelerated Housing Fund Changes in Beechville

Dear HRM Council Members:

The Beechville Community Development Association (BCDA) was made aware of the Housing Accelerated Funding (HAF) agreement with HRM and the federal government and that Beechville may be included in the planning areas. We would like to take this opportunity to formally express that we would like no changes to be permitted in the Beechville community residential areas. We are asking that Beechville not be included in the planning for the HAF areas until such time as the Community and the BCDA has evaluated the level of density and number of dwelling units deemed appropriate as part of the ongoing Municipal Planning Strategy Review for the Community of Beechville.

History

Beechville was established in 1812 – 1814 by the Freedom Fighters (Black Refugees) from the aftermath of the war of 1812. From the beginning the Freedom Fighters have faced discrimination and this was evident through the lands being granted which were small plots with minimal value to the government. The Freedom Fighters were also given tickets of location instead of deeds so that they never really owned the land and were unable to use the land for sustainability or community economic development.

The historic Beechville community has experienced a long history of development pressure, loss of traditional community lands, and exclusionary planning practices. The BCDA has been working with the HRM Planning Department since 2017 after Regional Council's approval of the process to consider a new planning strategy approach with community reviewing land use, zoning boundaries, surplus land, and development policies resulting in HRM Council's approval of the Beechville staff report in September 2020.

Since then, community has relied upon the R-1 zone to preserve the character and low-density of long-standing Beechville dwellings, with added assurance that dwellings in the surrounding CDD zone, and any future development in BCDD zone, will reflect our input, values, and goals for economic prosperity. Regional Council has further confirmed their support by endorsing the Road to Economic Prosperity and creating a new Black/African Nova Scotian Action Planning Program, dedicated to advancing economic action planning for Black/African Nova Scotian communities, including Beechville. This means ensuring community has greater involvement in all aspects of planning and regulations that affect community, like zoning or number of units.



The Beechville Planning Strategy review is far from complete, and with the adoption of the new Beechville Community Boundary, and CDD Zoning the Community understands that the planning work already underway will help to determine the best uses and outcomes for Beechville and will expand to include all lands within the new boundary.

The community is also aware that recent changes to the Regional Planning Strategy allowed for backyard suites and secondary suites in all residential areas, including the R-1 zone in Beechville. We understand that these were high-level changes that affected many low-density residential zones and properties, but they did not involve the same level of engagement that occurred for the Beechville Action Plan and Planning Strategy Review to date. We understand these changes mean that all single-unit-dwelling lots can now have three units in total, but not a new three unit building as-of-right.

The HAF changes would result in one being able to go from a single-unit dwelling with options, to a new 4-unit dwelling. While this change ultimately means allowing a lot to go from three to four dwelling units in total, it would be a substantial change to our Community fabric and density and our Community should be provided, at minimum, the opportunity to evaluate and determine the best approach for density across the entire Beechville Planning Area.

Conclusion

The Community is not against the new HAF changes, we would just need to properly consult and plan with the community to evaluate the impact and imposed level of density the new changes will have on the look and feel of our community. Approving the HAF changes in the community of Beechville would undermine the community action planning work already taking place in the community as well as go against HRM Councils previous direction to engage with community on all development impacts in the Beechville community.

Sincerely,



Patsy Crawford, Co-chair
Beechville Community Development Association



Iona Duncan-States, Co-chair
Beechville Community Development Association

Suburban Opportunity sites within Mainland North...Updated & corrected

HRM suggested densification sites online in the Mainland North area. There are others no doubt. It's a complex process that many are researching...not an easy task... with little information available.

Rough calculations - total listed units = approximately **7640 units**. Using the suggested factor of 2.25 people per units = 17190 + 7000 projected population at Seton Ridge = 24190 new residents. This does not include development already approved or well underway along Joe Howe, Dutch Village or Dunbrack/Willett.

Have existing community services been studied & considered? Are plans in place to serve the needs of this increased population? It's not just about transit! And I see no mention of Affordability! Where will the Province build new schools? How will parks be added? Are all business units cooperating?

1. **SS067** All PIDs 40178519, 40178501 Location Clayton Park Address 23 and 55 Gristmill Court
Approximately, 545 residential units.
2. **SS068** 00338269, 00338301, 00266932 Location Clayton Park Address 291 Main & 3 & 7 Mandaville Crt
Approximately, 545 residential units.
3. **SRD** Seton Ridge approximately 7000 new residents...no school scheduled...this needs to change.
Consider adjusting density at this site and mandate a site for a new School to serve this & adjacent neighbourhoods.
4. **SS096** Clayton Park 71 Green Park Close with two towers, 18 and 12-storeys.
Approximately, 300 residential units.
5. **SS010 (C339)** All PIDs 40555294, 40594640, 40555278, 40594632, 40594624 Location Clayton Park
Address 271, 277, and 287 Lacewood Drive and 10 Radcliffe Drive (former Canadian Tire site)
Number of housing units proposed by Applicant: 2000 units, many towers.
6. **PLANAPP 2023-00408** Regency Park /Washmill Extension Mainland Common area in Clayton Park (PIDs 41477720, 40550774, and 00330845). 12 multiple unit buildings ranging in height from 7 to 28 storeys; 2,750 residential units.
7. **C579** 70 Lacewood Drive (PID 00296806). Corner of Lacewood Drive and Glenforest Drive, 8 storey mixed-use building containing 110 units, and 18 storey mixed-use building containing 190 units. Total Proposed Units: 300
8. **Harlington Crescent** -increase density to 350/acre, many PIDs.
9. **24656/ C580** 80-90 Camelot Lane, Halifax (PID 40524811 and 40524803), 13-storey, 4-building development of 500-units
10. **C104** Lands on Susie Lake Drive, Bayers Lake Business Park, PIDs 41515750 and 41515768, 700 units.

Do not rubber stamp these locations without some public engagement including Planning staff & elected officials within the Mainland North community. Please organize community engagement in HRM so the public understands the process. And most important, look around for the functional green spaces that would enhance the lives of these new residents.....few & far between!

<https://www.evergreen.ca/stories/building-together-why-a-sense-of-community-is-so-important/>

C595

To those with responsibilities for the proposed re-zoning of Halifax Regional Municipality (HRM) and the City's application to the federal Housing Accelerator Fund.

We are voicing the concerns shared by residents in the following areas of HRM: Rogers Drive, Gorsebrook Ave, Marlborough Avenue, Robie Street, Lindola Place, Ivanhoe Street, Bridges Street, Atlantic St, Roxton Rd, Harrington Dr, Tower Road, Young Avenue, Oakland Road, and Dalhousie Street.

We are invested in the wellbeing of HRM and building resilient and well-planned communities; this includes, supporting inclusive planning, along with public and active transportation, green spaces, and other key elements needed to build diverse communities and decrease our environmental footprint.

We support gentle density that has minimal impact on neighbourhoods as outlined by the Honourable Sean Fraser, P.C., M.P. in his letter of September 21, 2023 to Mayor Savage. Minister Fraser called for increased density and student rentals within walking distance of the City's first rate post-secondary institutions.

We strongly oppose the proposal to create new high-rise (HR-2) zones on top of residential blocks that touch Robie St, Tower Rd, and Gorsebrook Ave, across from the Saint Mary's University campus. This proposed zoning permits nine-story highrises and commercial space down the middle of our streets of multi-generational family homes. This proposal by HRM goes beyond Minister Fraser's objective and has been thrust upon residents without proper consultations and input, and in a time frame that is far from transparent or fair - a few weeks. We are requesting greater opportunities for meaningful consultation and engagement.

HR-2 high-rises are massive concrete structures and are not the "missing middle" that HRM indicated is needed. HR-2 high-rises abutting and replacing residential housing are not the "gentle density" which HRM seeks to promote. Like Councillor Wayne Mason stated in his January 29, 2024 newsletter, we also support the missing middle: duplex side-by-side/stacked, fourplex stacked, courtyard building, cottage court and townhouse only. This is in keeping with stick frame construction, which will also provide more rapid housing. These increases in density may be appropriate for the area, as long as there are policies in place that incorporate design elements that fit within a residential neighbourhood. Furthermore, it is imperative that HRM provide the necessary planning for additional traffic and safety considerations, greenspace and recreation, and give thorough consideration to the municipal infrastructure required.

The President of Saint Mary's University (SMU), Dr. Rob Summerby-Murray, has communicated with the University's neighbouring residents, and shared that the University has not been consulted on the proposed zoning changes. The SMU administration also shared that it intends to build on its own campus lands with a combination of new construction, refurbishment and replacement of older residences sufficient to create a minimum of 1,000 units. This provides the University with more than sufficient housing at the heart of its Campus. As communicated to us, the SMU administration did not ask for HR-2 zoning adjacent to its campus.

All in all, we strongly support the goals of the Housing Accelerator Fund and recognise the pressing needs for more housing in HRM. We do not believe the current zoning proposals are the only way of achieving those objectives in either the short or long term, nor are they in the long-term interests of HRM. We urge you to reconsider the HR-2 zoning proposals around SMU in particular and urge you to separate HAF timelines (1 to 3 years) from long-term (next 40 years), so the whole HRM can properly engage and discuss.

Additional context and questions

Housing Accelerator Fund (“the fund”) Actions Not Informed

We understand the federal Housing Accelerator Fund is driving much of this proposal and its haste. However we do not believe the proposed high-rise zoning in established residential neighborhoods and the objectives of the Housing Accelerator Fund are fully aligned. The City’s proposal goes much further than necessary. The objectives of the federal Housing Accelerator Fund with regard to student accommodation in particular are to:

- Accelerate the supply of housing across Canada / to create on- and off- campus housing.
 - As stated in the January 2024 [Federal Press Release](#), an objective for this Fund is to “help more students find housing they can afford close to where they study, and **help ensure that there are more homes available for families who live in those same communities year-round.**” This plan directly removes housing available for families who live in those same communities year-round.
 - Prior to that, in September 2023, the federal Minister of Housing, Infrastructure, and Communities requested the City add “increasing density and student rentals within walking distance of the City’s first rate post-secondary institutions”. That same month, Halifax Regional Municipality’s Regional Council subsequently directed municipal staff to “work with post-secondary institutions to increase density and create opportunities for student housing within a walking distance from post-secondary institutions across HRM”.
 - Municipal staff went well beyond the scope and requirements of this request in the development of its proposal. Neither Council nor the federal Minister required that HR-2 zoned high-rises be adjacent to campuses nor replace existing and established homes. There are alternative solutions that have not been put forth that can achieve these objectives.
 - Did the City work with post-secondary institutions to identify solutions?
 - Can the City demonstrate it engaged, considered input, and participated in joint-work with Saint Mary’s University, Dalhousie University and others to identify solutions for neighbouring communities that took into account their own growth plans and housing needs?
 - What other alternatives proposals did the city consider prior to selecting HR-2 units adjacent to Universities? This is not the only possible option.
 - On the proposed map, not all institutions are provided with the same HR-2 plan. And yet, other institutions were provided with these massive changes. Each post-secondary institution needs to be looked at based on its identified needs and in the context of where it is located.

- o The Association of Atlantic Universities in their Federal pre-Budget 2024 consultation submission requested funds so that the schools can “build affordable, accessible on-and-off campus student housing”. Universities are not advocating for developer driven, high-rise housing units to be built beside or adjacent to campuses, only that it be accessible and affordable.
- o Saint Mary’s University has sufficient space within its campus to build additional campus housing that addresses its enrolment needs, including zoning that enables high-rise developments. **We are supportive of more housing and increased housing density being on the campus of the University.**
 - In recent weeks, residents of neighbouring Saint Mary’s University communities have held discussions with the University’s Administration. Saint Mary’s University currently has drawn-up plans to add a minimum of 1000 units to their portfolio within their current campus footprint. They have a plan to address their current and anticipated student housing requirements. (We note that Statistics Canada trends cited in the [Provincial Housing Needs Assessment Report](#) suggest that student enrolment totals across the country are relatively stable, changing only slowly over decades).
 - Following the 2024 federal cap on international students, the University’s available student housing is not fully subscribed.
 - Of note, the proposed high-density housing around Saint Mary’s University will be in direct competition with the University for housing. This does not seem to be in the best interest of this or other post-secondary institutions.
- o Furthermore, off-campus housing does not need to be across the street and adjacent to the campus in an established residential area. There are appropriate higher density areas that can be further developed with closer proximity to additional services of interest to students (e.g. laundry, grocery, restaurants).
- o Though there is space on campus for new housing units and density, as well as in other very near areas in walking, scooter, and biking distance to the campus, a key component of walkability is the walkability to public transit which can provide well-connected corridors to additional areas for growth. As regular, weekly users of public transportation and active mobility options, we also live this principle.
- The Fund is also trying to increase residential housing construction through a number of initiatives, such as promoting the use of pre-approved housing plans and prefabrication of housing sections in construction facilities where efficiencies can be found. Given these efforts, why is the City aiming to unnecessarily remove single-family homes when all existing and new housing is needed?

We Want Consultation and Engagement

This proposed plan is a significant deviation from the City’s Centre Plan which was approved in October 2021, only two years ago. This is difficult to grasp, but what is more so, is that the City has proposed these multi-neighbourhood zoning changes with little awareness, engagement, or consultation of its residents.

- The process implemented by the City for consultation and engagement of its citizens, including the timeline does not uphold values of fairness and transparency, it is also far from the fundamentals of urban planning.
- Prior to submitting this proposal, only three in-person engagements were held in-person in the Regional Centre. Engagement was over a period of four months: June to October 2023. This current version significantly varies from the City plans shared for in-person and on-line consultation, and there is no additional in-person engagement planned on these extensive revisions. For comparison, the Centre Plan was completed over a number of years.
- The City has indicated this new multi-neighbourhood zoning proposal as a “minor amendment” to the Centre Plan. Can the City please share its policy and test as to what constitutes a “minor amendment”? This is by all accounts not a minor amendment, this proposal is a new city plan. It is not justifiable to make this many changes, adversely impacting so many residents, without more opportunities for public engagement and consultation and more time for non-experts to digest and learn. By selecting this specific type of amendment process and the City excludes any option for an appeal.
- The Regional Centre Secondary Municipal Planning Strategy Package B (2021) states that “this Plan was developed through extensive public and stakeholder consultation using a wide variety of inclusive engagement tools and approaches...[The HRM Community Engagement Strategy] shall guide how the Municipality (a) informs, consults with, and engages the public in reviewing, amending, and implementing this Plan; and (b) provides for inclusive opportunities for engaging a diverse range of stakeholders and communities.” The process did not follow this commitment, including two of the Strategy’s principle:
 - Everyone potentially affected by the process has an opportunity to become involved
 - The process is respectful, fair, effective and transparent
- The HRM Public Engagement Guidebook (2023) for those undertaking projects in the HRM indicates that when high impact plans meet high influence then the expectation for engagement is collaboration and empowerment, including in the development of alternatives and identifying preferred solutions. This proposal meets the definition of both yet the recommended engagement is not occurring. The high influence example provided in the Guidebook is a Secondary Plan Amendment. The High Impact Criteria are:
 - High impact across HRM, including significant changes to the built form, natural environment or the general health and safety of all HRM residents
 - High degree of interest across HRM
 - High impact on a neighborhood area
 - Strong possibility of conflicting perspectives on the initiative or issues in question.

Where is the win for the City to rush through such significant changes in zoning with long-term implications when there will be no immediate building taking place? This is not helping the short-term housing crisis. It will take years or decades for sufficient land acquisition and Municipal services to enable the desired structures for this HR-2 zoning. That is, if it is economical at all.

- Separating out the Short-term actions will enable proper consultation and engagement on the medium- and longer-term plans for our city. This will also enable “thorough,

evidence-based public and accountable discussion,” the type of which our City Councillor advocates.

- Can the City please separate out processes for short-term crises requiring urgent action from medium- and longer- term projected growth considerations.

Re-Zoning Misses HRM Planning Objectives

The current proposal for the surround neighborhoods of Saint Mary’s University is a clear example of how the City of Halifax did not uphold its own stated principles for this planning initiative.

- Nine-story high-rises, that also permit commercial space, being put up on top of and across residential streets from single-family homes is not “additional housing that has a minimal impact on a neighborhood's built form and character.” What the city has proposed, in fact, fully destroys the fabric and essence of an entire neighborhood both built on form and character.
- The City has previously indicated that the HR-2 Zone is not to abut low-rise neighborhoods, yet that is exactly what it is proposing.
- The City indicates that it provided “gentle density”. To state the obvious, the proposal is not a gentle transition from homes to nine-story high-rises with included commercial space, nor does it provide the “missing middle”.
- The “What we Heard” report produced by and relied on by the City for this proposal requested the following regarding the Housing Accelerator Fund: “There was feedback received regarding the need for increased housing options, particularly in the gentle density and missing middle form.”
- This proposal does not provide what was requested nor is it providing what the City indicates it ought to be.

We Want to Know

In planning for this growth and densification, in light of this new proposed plan, can the City demonstrate it has new and informed comprehensive and funded plans for:

- additional green space and urban forestry
- recreational facilities
- adequate public transportation
- traffic planning
- ensuring proper drainage
- emergency planning
 - For example, many of our streets are residential cul-de-sacs, as well, Robie St. and other parallel streets in that area are no exit roads. Having that many people and additional traffic in this area makes zero sense, the area will be in a standstill. This is unsafe from an emergencies perspective. Just Halifax Grammar School and Mer et Monde public school already cause traffic jams twice daily without any further development.
- addressing building shadowing
- electrical, water and wastewater services
- environmental objectives, specifically for greenhouse gases and prevention of urban heat islands

- o schools and medical services (yes, funded by and the responsibility of the Province, they still need to be considered as part of urban development)
 - o consideration of alternative proposals for the creation of housing units (HR-2 or other increased density) outside the existing residential area.
- Do the projected demographics substantiate this specific neighbourhood plan, and what is the source of these numbers?
- What is the employment outlook and plans to support business development?
- How do various regional, provincial, and federal plans and objectives fit together to encourage and manage growth in the municipality?
- How does the City plan to protect homeowners' property taxation, so they are not forced out of their home due to increased assessments based on potential development?
- How does the City plan to enforce the proposed height restrictions for current and future high-density areas? What is the city doing to ensure areas already zoned for higher-density are meeting their potential?
- How will the City ensure that what is built is provided as affordable housing for students in the immediate future and longer term?
- How will the City ensure that the high-density multi-unit buildings will not become run down or party zones (as is the case near the University of Waterloo and already an issue with much smaller rental homes near Dalhousie University)?
- How will the City address the fact that housing, in particular housing units intended for students, may be exempt from the foreign home buying ban?
- How will the City ensure that housing, and even commercial space, once built, will be available to the public and not sitting empty as the case in Vancouver and other major cities?
- Why are other areas of the City with buildings equal to or higher heights than nine-stories not being zoned HR-2?
- Why is the city not ensuring that developers who currently sit on vacant lots, empty homes, unused commercial spaces are penalized?
- How has the City effectively reduced the adverse impact on housing available from short-term rentals now and in the future. How has this increased housing availability to those who need it most?

Environmental Impact

If the City is concerned with reducing emissions, then removing existing housing units from the supply increases the City's greenhouse gas emissions. The Canada Green Building Council indicates that the building sector accounted for 13% of Canada's greenhouse gas emissions. It indicates that when factoring in building materials and construction, this sector is responsible for closer to 30%, making the building sector Canada's third-highest carbon emitter. There is no reason to be removing homes from the housing supply.

Further to this, the homes and neighborhoods proposed for removal are the same ones that have been invested in using public funding (federal, provincial, and municipal) to install solar panels and heat pumps, upgrade furnaces, improve the R-value in the exterior envelope through new insulation/windows/doors, and to install EV charging stations. The removal of these homes after such initiatives and investments is a waste for the environment and extremely poor use of public resources.

Community and Belonging

The City seems to have overlooked the fact that quality of life is what is translating to economic gains in Atlantic Canada. According to the December 2023 Public Policy Forum's "The Belonging Advantage" Report, the Institute finds that:

- Atlantic Canadians report a greater satisfaction with their quality of life than Canadians as a whole, and a greater sense of belonging to the community.
- Atlantic Canadians with a strong or very strong sense of belonging to the local community stood at 54.5 percent last year, almost nine percentage points higher than Canada as a whole.
- Nova Scotians have an average of 5.84 relatives with whom they are close, and at least four neighbours of whom they could ask a favour;
- Asked to rank their satisfaction with various aspects of well-being, they gave high marks to everything from personal relationships and access to parks to their neighbourhood as a good place to live.

"The pandemic was a reset for a lot of people," says Danny Graham, chief engagement officer of Engage Nova Scotia. "A lot of people began to re-evaluate 'where do I want to live' and the answer came down to 'I want home to feel like home.' A place they feel connected to others and to the fabric of the community."

As residents, the above statements ring true for our neighbourhoods and streets. The proposed zoning changes actively works against Atlantic Canada's measurable advantages and key sources for economic growth.

Everything the City is proposing to do to the neighbourhoods and communities surrounding Saint Mary's University actively destroys communities and a sense of belonging. We are now in a position where we will take pause before advocating to friends and other professionals, including to much needed health care professionals, to move here and invest in Halifax. If the City can do this to its residents and homeowners, it does not in fact provide the good quality of life it advertises. In this proposal, the City is also communicating that being a homeowner or business owner in Halifax could be a risky financial investment, there is no certainty or stability.

We are making every effort to provide fact-based information to counter this zoning proposal within the few weeks the City has provided for us to be engaged. It leaves us heartbroken, disappointed, disillusioned, upset, and appalled that the City would even consider putting nine-story high-rises on established residential streets. We urge you to do the right thing and reconsider HR-2 zoning in our neighbourhood. Let's discuss increasing density in ways that target housing needs and make sense for residential areas. Let's work together to get this right for all residents.

Signed,

- b) Provincially-registered heritage properties.

Policy CHR-5

The Land Use By-law shall establish Heritage Conservation Design Requirements for properties that abut municipally and provincially registered heritage properties to ensure that new developments include complementary transitions to the registered heritage property. These design requirements shall apply to properties that:

- a) abut registered heritage properties along the streetline; and
- b) are located in the Downtown, Centre, Corridor, or Higher-Order Residential Designations.

Policy CHR-6

To support development that is sensitive to the architectural character and heritage value of registered heritage properties located outside of Heritage Conservation Districts, the Land Use By-law shall apply built form regulations for registered heritage properties that do not exceed:

- a) a maximum Floor Area Ratio of 2.25, within the DD Zone;
- b) a maximum Floor Area Ratio of 1.75, within the CEN-2, and CEN-1 Zones;
- c) a maximum height of 14 metres within COR, HR-2, and HR-1 Zones;
- d) a maximum height of 8 metres within the ER-3, ER-2, and ER-1 Zones; and
- e) a maximum height of 11 metres within the UC-2 and UC-1 Zones.

Policy CHR-7

On any lot containing a registered heritage building located outside of the DH Zone and any approved Heritage Conservation District, Council may consider a development agreement for any development or change in use not otherwise permitted by the Land Use By-law to support the integrity, conservation and adaptive re-use of registered heritage buildings. This includes development proposals that exceed the maximums floor area ratios or the maximum building heights on Map 3 and Map 4 of this Plan. In considering such development agreement proposals, Council shall consider that:

- a) the development proposal maintains the heritage value of any registered heritage property of which it is part, including a registered heritage streetscape, and does not propose to demolish any registered heritage buildings that exist on the lot;
- b) the impact on adjacent uses, particularly residential uses, is minimized in terms of intensity of use, scale, height, traffic generation, noise, hours of operation, and such other land use impacts as may be required as part of a development;
- c) any new construction, additions, or renovations facing a street substantially maintain the predominant streetwall height, setbacks, scale, and the rhythm of the surrounding properties, especially of registered heritage properties;

C604

February 14th, 2024

RE: Housing Accelerator Fund (HAF) – Zoning Amendments

To Whom it May Concern:

I would like to start by commending the municipality for looking at increasing densities in HRM, as more housing is badly needed. Intensifying residential development around large institutions, such as universities (where necessary) and hospitals, makes a lot of sense, especially when considering their location around major transit routes.

Nonetheless, I feel there must be a balance. It seems that staff took a cavalier approach in selecting lands to be upzoned to HR-2, without much analysis on the ramifications to well-maintained, established neighbourhoods, and which include properties of heritage significance, such as the Coach House at [REDACTED] Ivanhoe Street. Rezoning the block surrounded by Tower Road, Inglis Street, Ivanhoe Street and Atlantic Street as HR-2 will undermine the heritage assets of the area and disrupt an established neighbourhood that is an important part of Halifax Peninsula.

The Coach House, mentioned above, used to be part of the property colloquially referred to as the Hobrecker/Oland Mansion at [REDACTED] Young Avenue, of which I am the current owner. It is interesting that HRM planning staff decided not to protect it from redevelopment. A recent article in allNovaScotia, written by Zane Woodford, dated January 12th, 2024, *City Hall Appeals Dal's Heritage Win*, mentions that 1245 Edward Street had been carved out from the rest of its block, that was similarly being proposed for rezoning under the HAF amendments. It seems strange that municipal staff would use this approach for 1245 Edward Street, but not for the Coach House at [REDACTED] Ivanhoe Street. The Coach House, I would argue, is more unique in its design and materiality than the house on Edward Street, which looks like a typical Halifax Victorian house.

According to the staff report recommending approval of a third-party request for historic designation of 1245 Edward Street (see Case No.H00539), a large part of the historical significance of that building relates to the fact that Rudolph Alexander Hobrecker had owned the property and resided there with his family. His fame is interlinked with his father, F.H. Alexander Hobrecker, who had the Hobrecker/Oland Mansion built. It seems that the senior Hobrecker was the more prominent figure. So, this begs the question: "why wasn't similar protection afforded to the Coach House?", i.e. "why is HRM proposing it be rezoned?"

I see the irony of a person, who has spent his entire working life partaking in real estate development, now requesting that Council forego upzoning a neighbourhood. However, my history does **not** involve knocking down established neighbourhoods. Most of my developments have involved greenfield developments, with the occasional greyfield/brownfield and infill development.

It's also a bit ironic that just a few years ago, it was a slog to get the Willow Tree Development Agreement approved for a 25-storey building, at the corner of Quinpool Road and Robie Street, a location ideally suited for a taller building. Now, with a wave of the wand, Council could provide the possibility for 40-storey towers in various areas of the city. I remain of the opinion that the Willow Tree site and surrounding area was the perfect location to develop tall residential buildings. Other locations in Halifax are not as well-suited to new high-rise development. In order to continue to build a great city, we must be careful where growth occurs.

Furthermore, I believe that some of the planning staff have a negative bias towards affluent neighbourhoods, which this area most certainly is. However, I would argue that if we strive to become a more important city, one with a global reputation, we need a variety of neighbourhoods, from affordable to affluent. If we are to become a magnet for talented professionals, whether they be business executives, highly specialized medical doctors, top academics and researchers, or other members of the creative class, we need neighbourhoods such as these to be competitive.

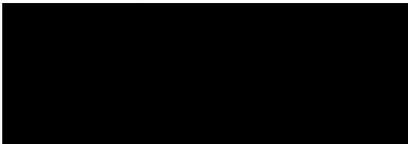
I am informed that St. Mary's University does not see the need to increase density in its vicinity to meet the needs of its students. It has areas on campus identified as being suitable for building student residences that would accommodate an additional thousand residents.

Indiscriminately designating the perimeter of the SMU campus for HR-2 zoning is therefore not required. This is particularly true where there is a proposal to permit high densities and heights in the vicinity of the intersection of Inglis and Barrington Streets, a proposal which I support.

HRM has protected the Young Avenue area, recognizing its historic significance. It has designated all but one lot on the north side of Inglis Street, between Tower Road and South Park Street, as a heritage streetscape. The south side of this two-block area of Inglis Street contains several old buildings in good repair which are sympathetic to this designation and the protection of Young Avenue. Many of the buildings in the block bounded by Tower Road, Inglis Street, Ivanhoe Street and Atlantic Street are already multi-family residential. The Lindola townhouse condominiums in the interior of this block are an excellent example of the middle density that the plan is intended to protect and promote. Indeed, this development fits in perfectly with the Coach House and has helped secure it. Surrounding these homes with buildings of up to 9 storeys would be a terrible mistake which would promote their demolition and redevelopment.

In closing, this is a well-established neighbourhood, with high quality and well-maintained housing stock that needs to be protected, not only for current residents, but for future generations. I implore Council **not** to upzone the area bounded by Tower Road, Inglis Street, Ivanhoe Street, and Atlantic Street. Without neighbourhoods like these, Halifax would lose its lustre.

Sincerely,

A large black rectangular redaction box covering the signature area.

 Young Avenue

CC: Waye Mason, Councillor District 7

C605

To whom it may concern,

My name is [REDACTED] and I am a resident of Dalhousie Street. I have lived here for 33 years and raised my family in this neighbourhood. My neighbourhood of Dalhousie Street, South Street, and Beaufort Avenue is a diverse community of seniors, families and young professionals. We are a tight-knit group who have a history of organizing street parties and family gatherings dating back more than 33 years. We have a sense of belonging in our neighbourhood! For example, every year just before the younger children go off to school and the university students arrive our street is closed off, with HRM permission, and games, gatherings, a barbecue, and potluck are enjoyed by all! During COVID we created a care mongering group to ensure that no one felt isolated and unable to reach out if help was required. We successfully fought to get traffic-calming in our neighbourhood. The proposal to transform our beloved neighbourhood into little more than a high-rise development would dramatically change the landscape and feel of this community. This is not the “gentle densification” or “missing middle” we were promised and look forward to.

I am very aware of and concerned about homelessness and the current student housing crisis in both HRM and the country. We wish to be part of the solution. If transforming our neighbourhood would address the housing crisis faced by vulnerable groups, I would support it. But I fear that destroying our neighbourhood to build nine storey high-rises will not result in more affordable or accessible housing for students or vulnerable Haligonians – and not in a timely manner and not as efficiently or effectively as the densification permitted in the Established Residential neighbourhood 2 or 3 designations.

The slow process of acquisition of current homes by speculators and developers in order to get the land needed for high-rises will result in a slow neighbourhood decay as we have seen in other areas. What plans are in place to address these planning and development issues? What impact will these developments have on transportation and utility infrastructure, neighbourhood parking, green space, shadowing, existing heritage properties and other services.

The proposed rezoning plan appears to be fast tracked and, as such, will not appropriately address the current needs or allow time for engaging the communities being impacted. Has there been consultation with Dalhousie University to determine the magnitude of their housing needs and campus plans for addressing them? Do they need high rise residences surrounding their campus?

As someone who walks daily and lives in a neighbourhood where most of us walk or bike to work or school, I am particularly concerned at the assumption at university students must be housed in a ring of high-rises surrounding their campus. Being within walking distance of university does not mean across the road. The benefits to physical and mental health from walking a few kilometres a day are well known. It is this walkability that attracts people to Halifax and builds that sense of community belonging and quality of life that Halifax and my neighbourhood is known for.

In summary, I am worried that this very hurried and seemingly ill-conceived initiative will destroy our long established residential neighbourhood without proper consultation, without any assessment of local need or new units projected, or even an assessment of the feasibility of multi-unit ER2 or ER3 units meeting housing targets or strengthening existing neighbourhoods and the preserving the character and feel of Halifax as we know it

I appreciate your consideration of my concerns.

[REDACTED]

C610

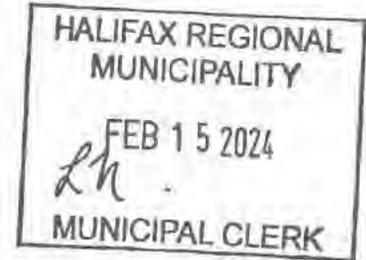


Please refer to:
Email:
Assistant:
Assistant's email:



February 14, 2024

VIA EMAIL: mayor@halifax.ca
clerks@halifax.ca ✓
HAF@halifax.ca



Mike Savage, Mayor
Council Members
Halifax Regional Municipality
Mayor's Office, City Hall
1841 Argyle Street
Halifax, NS B3J 3A5

RE: HR-2 Zoning, Halifax

Dear Mayor Savage and Council Members;

I represent many of the homeowners in the area of Halifax bounded by Inglis Street, Rogers Drive, Marlborough Avenue, Oakland Avenue and Ivanhoe Street ("Residential Area"). These homeowners are directly and adversely impacted by the recent discussion of the modification of zoning in their neighbourhood.

All these homeowners who are concerned live in single-family homes, many with restrictive covenants requiring single-family ownership. The proposed by-law/plan modification released by the Halifax Regional Municipality (HRM) directly impacts my clients and causes significant stress and anxiety.

The multiple generations of homeowners have been long standing residents of HRM, since this area was established 70 years ago out of the Bower Estate and the Stanfield Estate. The properties all have restrictive covenants, which prohibits any development beyond a single-family residence.

As my clients understand this matter of HR-2 Zoning arises from the proposed funding from the Government of Canada. This funding, in part, required a commitment for additional housing to be made available in HRM.

HR-2 Zoning in the area above noted is illogical, mistaken, unfair and "unprincipled".

The objection of the area residents include:

1. Lack of consultation prior to the matter coming to council.

My clients have little notice to prepare for any thorough presentation. There was no formal notice provided to my clients who are significantly impacted by this change. The value of my clients homes are very much their life savings and this potential zoning change will have significant impact upon the value of their homes. When my clients did have the opportunity to learn about this proposal, and the proposed changes, they immediately went into action to register their objections. However, there have been no full public hearings to date to discuss this issue with staff or members of council prior to this matter going to council for review and decision. This is a significant failing in any planning process. It seems to be all driven by "the money".

2. Saint Mary's

The proposal for the Residential Area is designed in part to assist housing accommodations for Saint Mary's University students ("SMU"). Our discussion with Saint Mary's administration suggests the following:

- a. Saint Mary's was never consulted about this change.
- b. Saint Mary's has no need for additional housing (its residences in 2024 are under-subscribed).
- c. Saint Mary's has its own plans to meet the anticipated demands of the institution. SMU has designs and plans to build additional residences upon its own property without the need of extending beyond their current footprint.

Saint Mary's is perfectly happy with the status quo regarding the residential areas surrounding its campus .

What does the city know of the needs of Saint Mary's beyond what Saint Mary's has advised the residents themselves?

3. Housing Accelerator Fund

While the Federal Government of Canada program is most laudable it has a significant negative impact for housing in and around Universities and HRM as a whole. There is a failure to take into account the needs of both Dalhousie and those of Saint Mary's. Both Universities, to our understanding, have full plans to meet their housing requirements without the need of moving off their respective campuses. The HRM has communicated that the HR-2 zoning came in response to federal direction for additional student housing

near institutions, though federal funders lacked at the time the full picture of student housing planned in the City. The City took this direction to an extreme interpretation placing all additional housing units adjacent to the Universities. The City has also communicated that it does not intend that much of the proposed housing units be for students, despite that being the driving factor for the revised HR-2 proposal. It appears as though HRM is taking advantage of general direction provided; and, instead of reaching out to funding partners to clarify and discuss with the intent of updating the plans, the HRM did not.

Universities are striving to and have for many years been wonderful neighbours. They do not desire to disrupt the neighbourhood balance of long standing.

So who benefits from the change?

4. Negative Impact on Existing Residents

The planning principles of HRM are discrete and focused on caring for neighbourhoods. The concept of “gentle density” does not mean nine storey concrete high-rise buildings adjacent to and abutting single-family homes of long standing. However, this is the result of the proposed HR-2 Zoning. The city has said it is seeking “gentle density and missing middle form”. Surely this proposal does not meet that aim.

Attached to this letter is a series of diagrams designed by local architects/ urban planners who have taken the proposed HR-2 Zoning and overlaid the potential zoning within the Residential Area and neighbourhood. The proposal permits a “ring of mid-rise buildings surrounding Saint Mary’s and also close to Dalhousie”. The “ring of concrete” will eventually destroy the neighbourhood. The proposed HR-2 Zoning is much too intense and negates the historic neighbourhoods around these Universities. The design could not have realistically taken into account developments like this shown by our architects.

5. The city’s infrastructure is inadequately designed for this development.

With narrow streets, speed bumps, thousands of students crossing the street blindly and with parents dropping students of all ages off at local schools, this area is filled with traffic, pedestrians and high-risk for incidents.

Today, it is impossible to manoeuvre a car down Tower Road between 8:00am and 9:00am and 2:30pm to 4:30pm. Buses cannot travel on the street easily because of the congestion. Children are running in and out of cars, all day long.

If HRM is to add another four thousand to six thousand potential housing units in the area, it will overwhelm all the small-scale infrastructure that has been built in this area. Imagine a small commercial unit in the bottom of one of these numerous proposed buildings – how will customers park, how will buses travel, how can all the people live and work and play in this area. It is simply too small to be so overwhelmed.

Adding potential four thousand to six thousand new units will “kill the neighbourhood”. No re-zoning has ever taken place which would have such a devastating impact on an existing and successful neighbourhood with a very successful tax base. This zoning proposal violates all the necessary planning principals.

Really what is happening, is HRM is saying “money before citizens”, and the results of HRM’s actions will be most devastating.

On behalf of my clients, I ask you to refuse to approve the re-zoning of this area to HR-2. It will save the community, the neighbourhood and in many respects, HRM, all while still achieving additional housing in HRM.

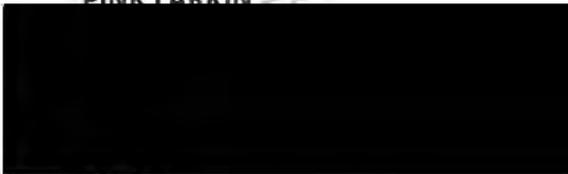
My clients wish to advise that they reserve the right to pursue any legal options should they find it necessary.

We certainly hope that will not be the case. We remain prepared to meet with you and/or City Staff to explore other options.

Thank you for your attention.

Yours truly,

PINK LARKIN



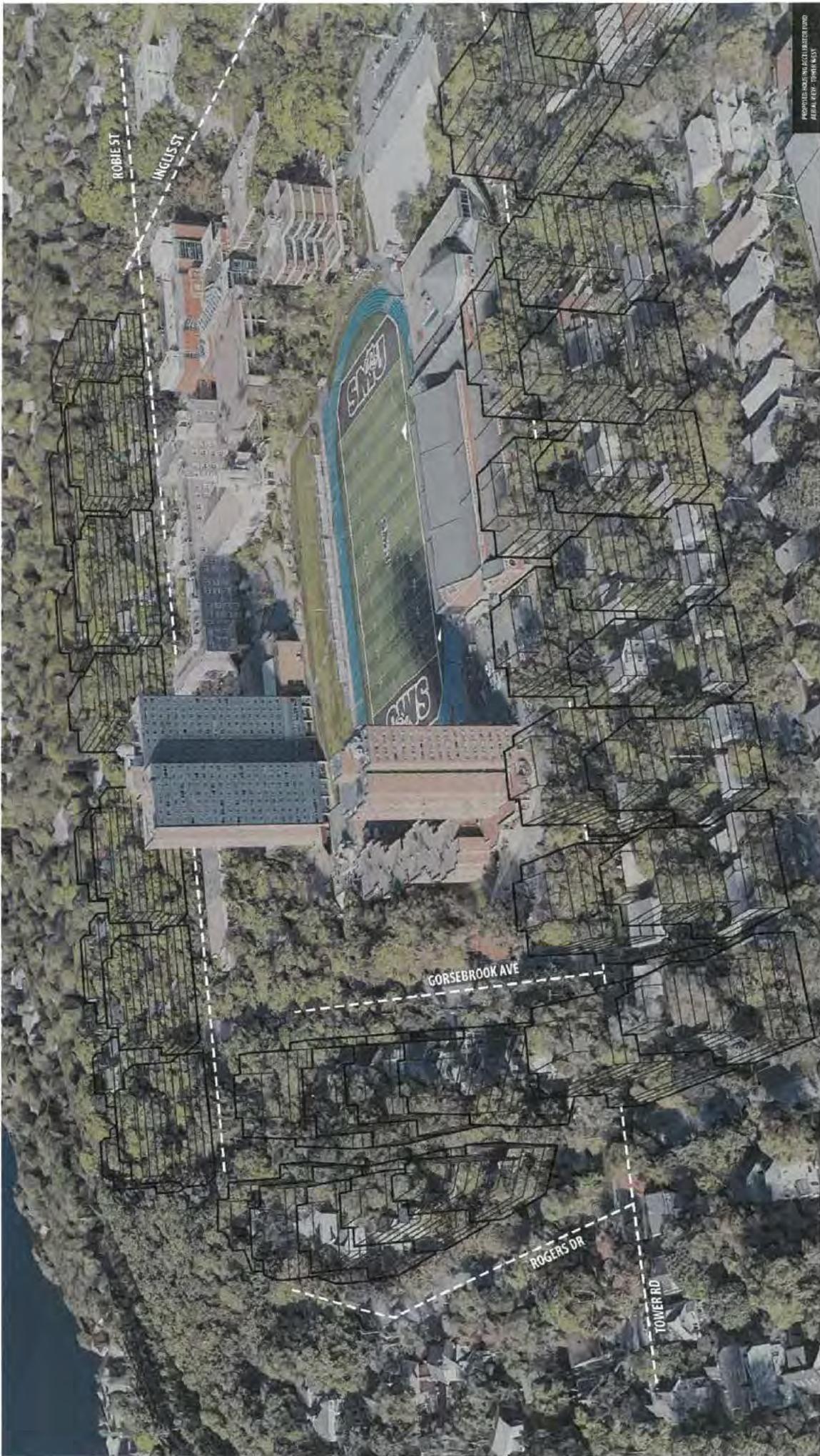
RAP/aw

Encl.

c. Cathie O’Toole, Chief Administrative Officer HRM
(gerald.w.power@halifax.ca)







ROBIE ST

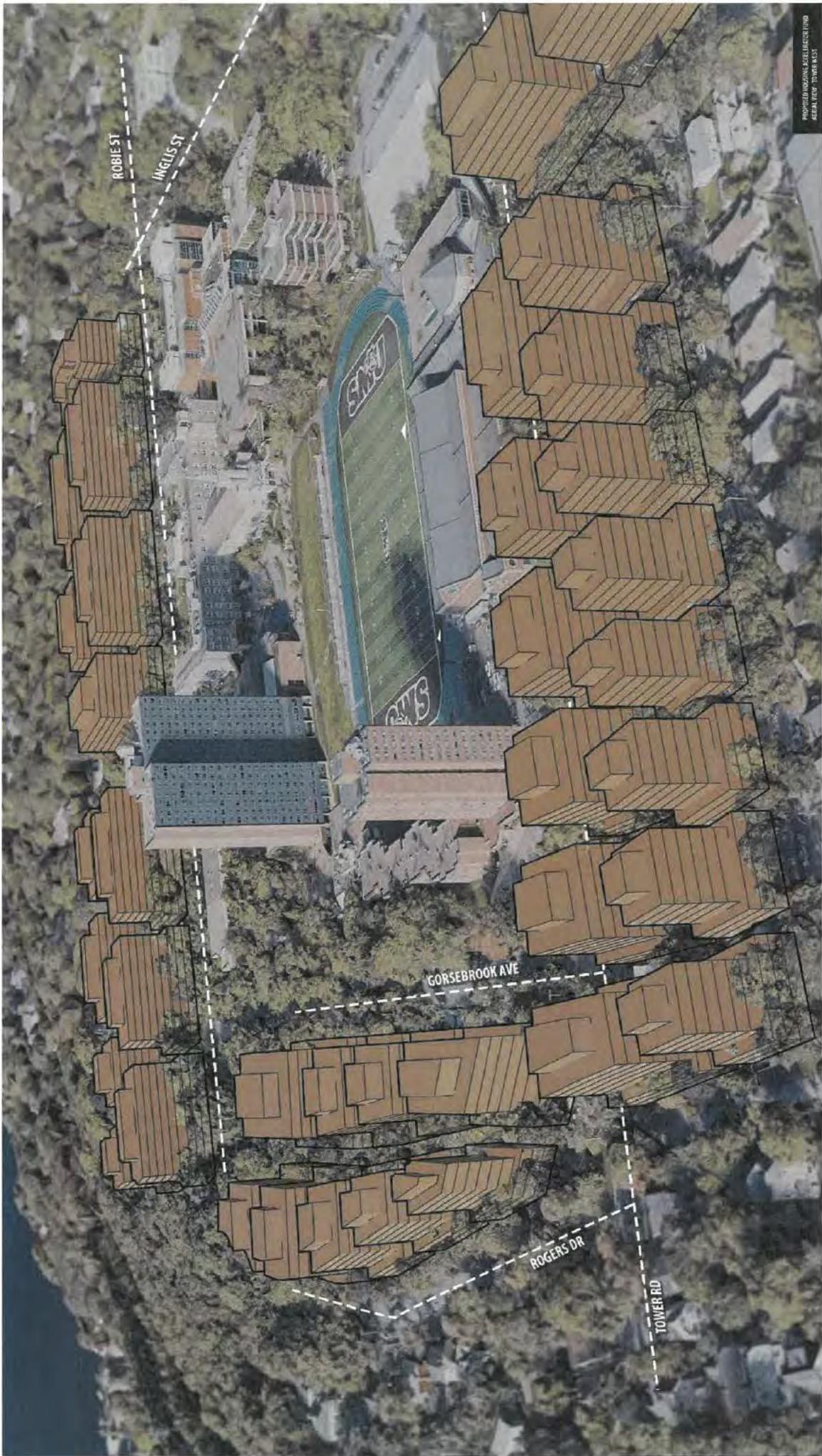
INGLIS ST

GORSEBROOK AVE

ROGERS DR

TOWER RD

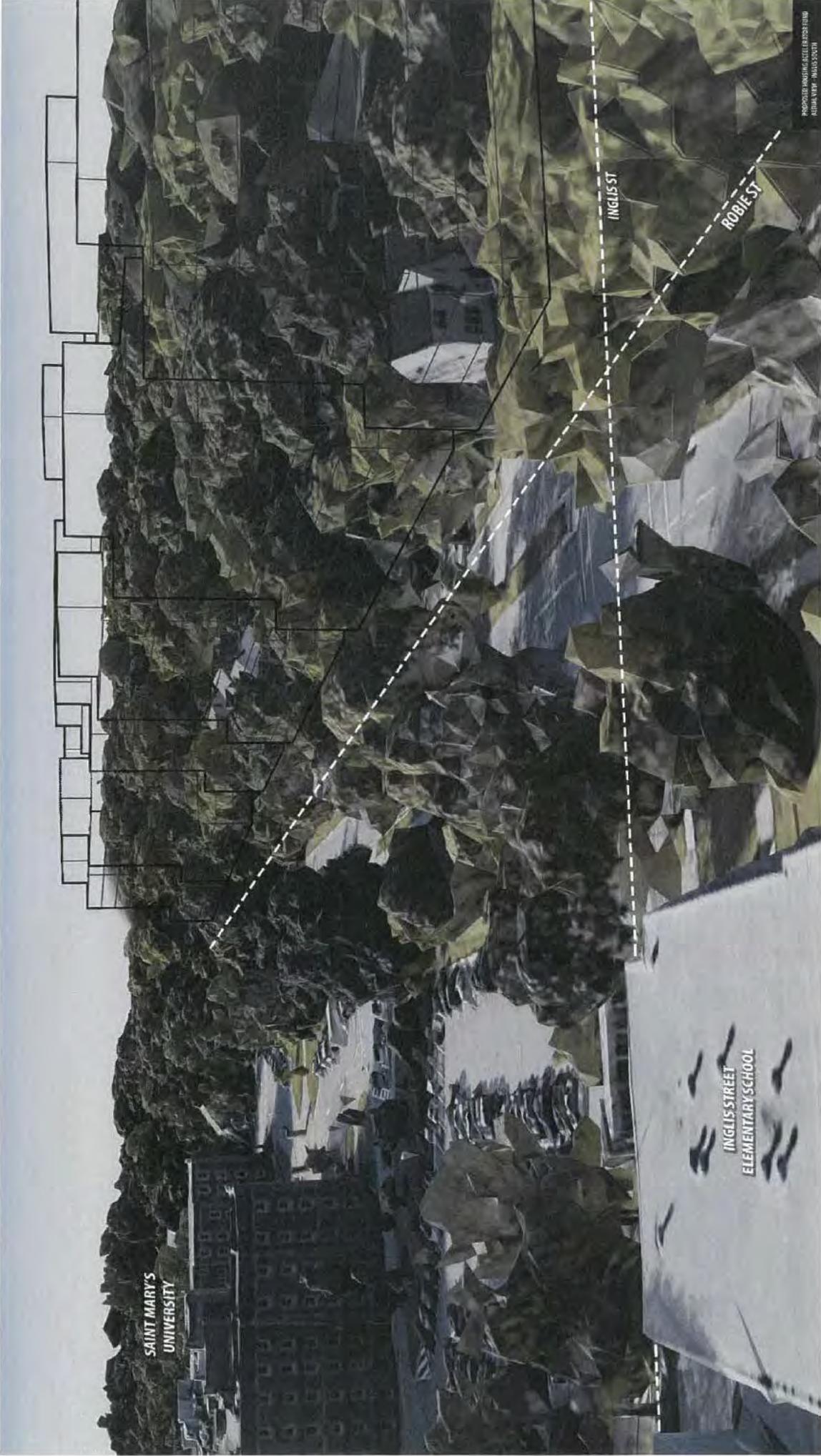
PROPOSED ARCHITECTURAL RENDERING
AERIAL VIEW - 10/01/2025







PROPOSED ARCHITECTURE FOR
REDAVELOPMENT BEAUFORT AVE



SAINT MARY'S
UNIVERSITY

INGLIS STREET
ELEMENTARY SCHOOL

INGLIS ST

ROBIE ST

PROPOSED UNDRING SITE 182521209
ADRIAN VEP - 06/15/2024



SAINT MARY'S
UNIVERSITY

INGLIS STREET
ELEMENTARY SCHOOL

INGLIS ST

ROBIE ST

PROPOSED BANKING ACCULTURATED FUND
REPAIR FESP - INGLIS ST



ROBIE ST

SAINT MARY'S UNIVERSITY
RESIDENCE

GORSEBROOK AVE

TOWER RD

ROGERS DR

PROPOSED HOUSING & CULTURAL PARK
LOCAL PLAN - GORSEBROOK WEST



ROBIE ST

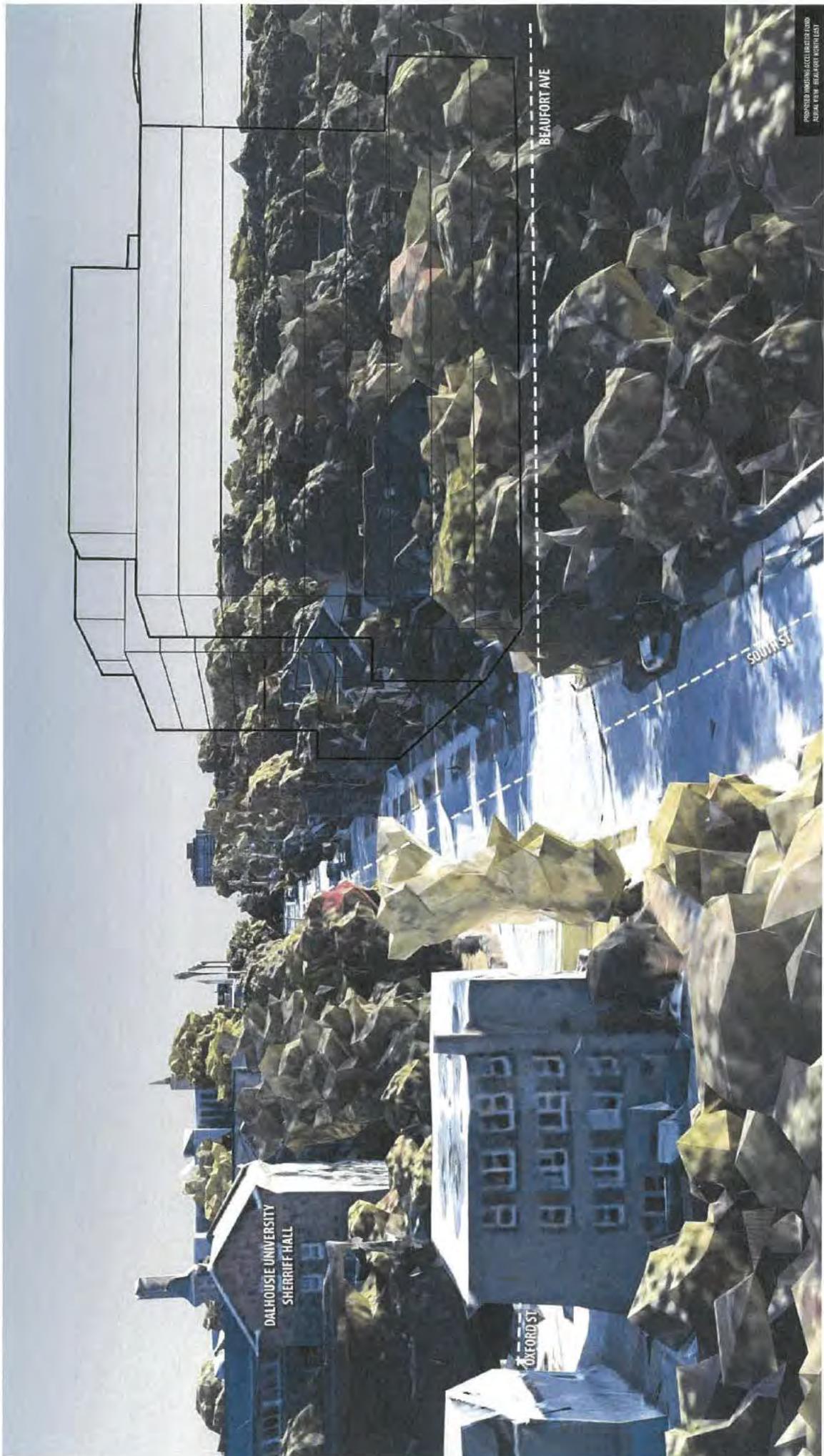
SAINT MARY'S UNIVERSITY
RESIDENCE

GORSEBROOK AVE

TOWER RD

ROGERS DR

PROPOSED RESIDENTIAL DEVELOPMENT / 2ND
ALPHA LRP - GORSEBROOK WEST



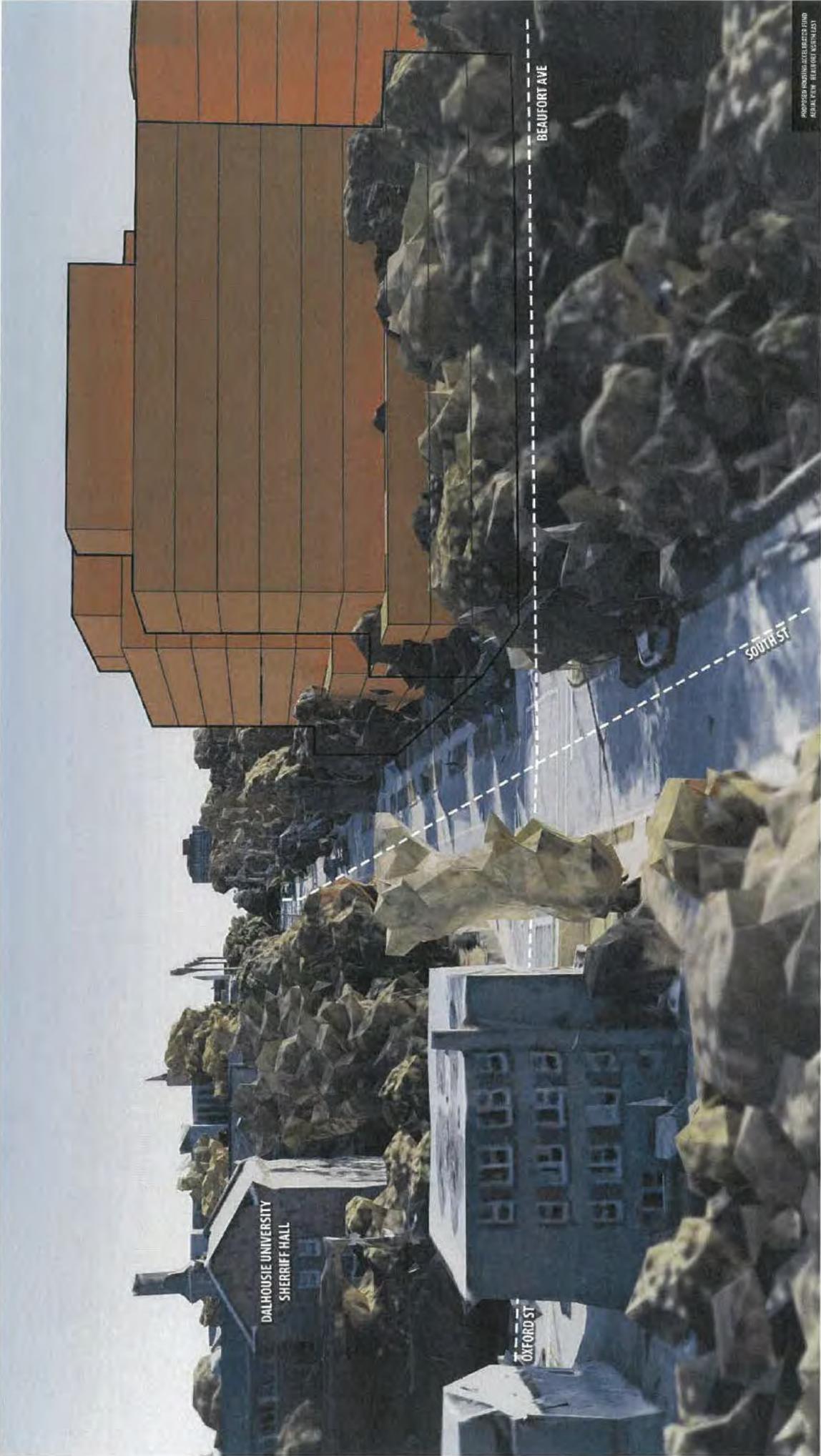
DALHOUSIE UNIVERSITY
SHERIFF HALL

OXFORD ST

BEAUFORT AVE

SOUTH ST

PROPOSED BUILDING ACCURATE TO 2010
AERIAL PHOTO: BEAUFORT NORTH EAST



DALHOUSIE UNIVERSITY
SHERRIFF HALL

OXFORD ST

BEAUFORT AVE

ST 11005

PROPOSED BUILDING SITES PROJECTS 2010
REGINA, SASK. BEAUFORT AVENUE

To HRM Staff & Sam Austin,

Re Brightwood Neighborhood Re-zoning.

1. Victoria Road is already a very busy street. It cannot comfortably accommodate an increase in traffic

2. We don't want a change in zoning from ER-1 to Corridor zoning for Victoria Road. We enjoy our neighborhood as it is!

3. We are concerned about the developers not providing parking for a number of 7-story apartment buildings. Slayter Street was intended to be a traffic calming zone. This new development would make it excessively crowded!

4. HRM is already causing a huge increase in Climate Change by placing two 40 story apartment buildings along Wyse Road close to the Macdonald Bridge. The new 7-story buildings in the Brightwood area and the influx of heavy diesel-powered construction vehicles would further aggravate Climate Change and increase the number of hurricanes and extreme weather conditions that we are currently experiencing.

5. Why do we need an increase in population of 20,000 persons per year? How do we know these numbers are accurate? My friends in Toronto tell me that they are being bombarded by advertising coming from HRM and developers promising plentiful housing and jobs in the centre of the city if they move here.

6. The re-zoning in Dartmouth would contribute to the uglification of what is now a beautiful heritage neighborhood.



Mayor Savage and Regional Council Members
Halifax Regional Municipality
February 15, 2024

For over two decades, PEJK Real Estate has been a steadfast provider of off-campus housing solutions in the HRM, catering to the needs of over 500 tenants across multiple university communities. Our commitment to enhancing student living experiences has kept us closely engaged with evolving urban planning and zoning initiatives, particularly those that influence our property portfolio.

Of particular interest, it is our understanding that as a partner in the Government of Canada's Housing Accelerator Fund, the HRM has, among other commitments, agreed to increase residential density, especially for student housing, within 400 meters from the UC-1 zone in the Regional Centre. Two of our properties, 1451 and 1461 Seymour St are zoned UC-1 and they back onto another one of our properties at 6108 Coburg Road which is currently zoned ER3. If 6108 Coburg Rd had its zoning changed to UC1, or equivalent development characteristics, the potential for PEJK Real Estate to consider developing all these properties would increase significantly. Given the extraordinary increase in construction costs, scale is important and having the third property in the same zoning and development footprint helps make the business case stronger for redevelopment and could materially increase the off-campus market supply.

I thank you for your consideration and applaud the work that the HRM is doing to deal with our collective housing crisis as we continue to make our city a world class place to live, learn and work.

Sincerely,



Donald Jessome
President
PEJK Real Estate Inc.

February 15, 2024

Re: Proposed Zoning change on Oxford Street between Coburg Road and Waegwoltic Ave.

After years of consideration, my wife and I and our one year old daughter have just purchased [REDACTED] Waegwoltic Ave because we want to live in a residential neighbourhood and community rather than the impersonal and concrete bounded existence one has in a high rise.

We understand the proposed rezoning would allow up to 7 storey buildings. While we appreciate the need for more affordable housing in Halifax Regional Municipality, we are strongly opposed however to the potential redevelopment of the block in question to a height of 7 storeys for the following reasons:

1. **The proposed zoning change will not have a meaningful impact on the affordable housing problem.**

The high costs to acquire and develop this land will not result in affordable housing for potential tenants or buyers.

2. **Traffic**

There is no safe way to accommodate the traffic that would be associated with the proposed type of development. Oxford is busy and cars regularly drive above the speed limit. Having vehicle access to and from Oxford street is simply dangerous.

Waegwoltic Ave is currently one-way westbound with access only from the north. If the new building were to have access and egress from Waegwoltic Ave. **opposite our house**, it of course puts more traffic on Oxford for access - and then more traffic on Waegwoltic **opposite our house** and Cambridge – residential streets - when vehicles attempt to egress. This traffic funnels out on to Jubilee Road which is highly congested already as it is a feeder route for the universities, hospitals and downtown generally. It is very difficult to turn left from Cambridge on to Jubilee because of the volume of traffic heading east which blocks Cambridge – and because of the speed that westbound traffic assumes as it comes down the hill from the Oxford Jubilee intersection.

Access from Coburg Rd. is unfeasible due to the preexisting congestion in the area from Armbrae Academy, the Waegwoltic Club and Dalhousie University.

3. **Construction Impacts and Infrastructure questions**

Any traffic issues will be greatly exacerbated by the construction work and traffic associated with erecting a 7 Storey building, and would carry on for years during development or weeks-months for any building upgrades. The noise would also be extremely disruptive for the residents of any residential properties in the area.

4. Neighbourhood/Community Impacts

A seven storey building across the fence is obviously a different kind of neighbour than a single family dwelling or flats in a similar sized building. There is rarely communication between apartment/condo building tenants and the residents in adjacent houses. The demographics and lifestyles of the occupants are different – so the opportunity for community building is limited. Our family and the other residents of the area chose a different type of community when they purchased homes there.

5. Sound/noise

Multi storey buildings inevitably have major air handling systems. These inevitably create noise. The noise is generally reflected away from the building that produces it toward the adjacent buildings and their formerly quiet outdoor spaces. Again, this devalues the associated homes and the opportunity for neighbours to realize quiet enjoyment.

6. Alternative Options –

The City does have options which would cause far less impact on existing area residents. Taking steps to prompt construction on vacant lots is one solution. Another is to look at the land that represents the lowest density residential property in our neighbourhood: the Dalhousie University President's residence. That lot is almost exactly the same size as the Waeg Block and yet it hosts only **one** house. So recognizing that Dalhousie is the primary employer creating the need for additional housing in the area – why wouldn't Dalhousie use its own land to help solve the problem? Respecting traffic, that portion of Oxford Street has less traffic than the block to the north because of the amount of southbound traffic that turns east at the Coburg intersection. This would enable safer access and egress. It is hard to imagine that the Dal Board of Governors would want to see 9 of their residential neighbours' houses demolished rather than making this single building and maintenance liability available for redevelopment.

There is also an abundance of land that could be used for housing development on the Saint Mary's University campus. Pursuing a development in that area would allow for the creation of many more housing units with relatively less neighbourhood disruption.

7. Process

City staff have proposed zoning changes that will devalue the quality of life, community and financial value associated with selected properties – such that a burden is arbitrarily being allocated to a small number of affected homeowners. We respectfully request HRM drop its ill-considered rezoning proposal.



Waegwoltic Ave.

C623

15 February 2024

To those with responsibilities for the proposed re-zoning of Halifax Regional Municipality (HRM) and the City's application to the federal Housing Accelerator Fund.

We are voicing the concerns shared by residents in the following areas of HRM: Rogers Drive, Gorsebrook Ave, Marlborough Avenue, Robie Street, Lindola Place, Ivanhoe Street, Bridges Street, Atlantic St, Roxton Rd, Harrington Dr, Tower Road, Young Avenue, Oakland Road, and Dalhousie Street.

We are invested in the wellbeing of HRM and building resilient and well-planned communities; this includes, supporting inclusive planning, along with public and active transportation, green spaces, and other key elements needed to build diverse communities and decrease our environmental footprint.

We support gentle density that has minimal impact on neighbourhoods as outlined by the Honourable Sean Fraser, P.C., M.P. in his letter of September 21, 2023 to Mayor Savage. Minister Fraser called for increased density and student rentals within walking distance of the City's first rate post-secondary institutions.

We strongly oppose the proposal to create new high-rise (HR-2) zones on top of residential blocks that touch Robie St, Tower Rd, and Gorsebrook Ave, across from the Saint Mary's University campus. This proposed zoning permits nine-story highrises and commercial space down the middle of our streets of multi-generational family homes. This proposal by HRM goes beyond Minister Fraser's objective and has been thrust upon residents without proper consultations and input, and in a time frame that is far from transparent or fair - a few weeks.

We are requesting greater opportunities for meaningful consultation and engagement. HR-2 high-rises are massive concrete structures and are not the "missing middle" that HRM indicated is needed. HR-2 high-rises abutting and replacing residential housing are not the "gentle density" which HRM seeks to promote. Like Councillor Wayne Mason stated in his January 29, 2024 newsletter, we also support the missing middle: duplex side-by-side/stacked, fourplex stacked, courtyard building, cottage court and townhouse only. This is in keeping with stick frame construction, which will also provide more rapid housing. These increases in density

may be appropriate for the area, as long as there are policies in place that incorporate design elements that fit within a residential neighbourhood. Furthermore, it is imperative that HRM provide the necessary planning for additional traffic and safety considerations, greenspace and recreation, and give thorough consideration to the municipal infrastructure required.

The President of Saint Mary's University (SMU), Dr. Rob Summerby-Murray, has communicated with the University's neighbouring residents, and shared that the University has not been consulted on the proposed zoning changes. The SMU administration also shared that it intends to build on its own campus lands with a combination of new construction, refurbishment and replacement of older residences sufficient to create a minimum of 1,000 units. This provides the University with more than sufficient housing at the heart of its Campus. As communicated to us, the SMU administration did not ask for HR-2 zoning adjacent to its campus.

All in all, we strongly support the goals of the Housing Accelerator Fund and recognise the pressing needs for more housing in HRM. We do not believe the current zoning proposals are the only way of achieving those objectives in either the short or long term, nor are they in the long-term interests of HRM. We urge you to reconsider the HR-2 zoning proposals around SMU in particular and urge you to separate HAF timelines (1 to 3 years) from long-term (next 40 years), so the whole HRM can properly engage and discuss.

Additional context and questions

Housing Accelerator Fund ("the fund") Actions Not Informed

We understand the federal Housing Accelerator Fund is driving much of this proposal and its haste. However we do not believe the proposed high-rise zoning in established residential neighborhoods and the objectives of the Housing Accelerator Fund are fully aligned. The City's proposal goes much further than necessary. The objectives of the federal Housing Accelerator Fund with regard to student accommodation in particular are to:

- Accelerate the supply of housing across Canada / to create on- and off- campus housing.

As stated in the January 2024 [Federal Press Release](#), an objective for this Fund is to "help more students find housing they can afford close to where they study, and help ensure that there are more homes available for families who live in those same communities year-round." This plan directly removes housing

available for families who live in those same communities year-round.

Prior to that, in September 2023, the federal Minister of Housing, Infrastructure, and Communities requested the City add “increasing density and student rentals within walking distance of the City’s first rate post-secondary institutions”. That same month, Halifax Regional Municipality’s Regional Council subsequently directed municipal staff to “work with post-secondary institutions to increase density and create opportunities for student housing within a walking distance from post-secondary institutions across HRM”.

Municipal staff went well beyond the scope and requirements of this request in the development of its proposal. Neither Council nor the federal Minister required that HR-2 zoned high-rises be adjacent to campuses nor replace existing and established homes. There are alternative solutions that have not been put forth that can achieve these objectives.

- Did the City work with post-secondary institutions to identify solutions?
- Can the City demonstrate it engaged, considered input, and participated in joint-work with Saint Mary’s University, Dalhousie University and others to identify solutions for neighbouring communities that took into account their own growth plans and housing needs?
- What other alternatives proposals did the city consider prior to selecting HR-2 units adjacent to Universities? This is not the only possible option.
- On the proposed map, not all institutions are provided with the same HR-2 plan. And yet, other institutions were provided with these massive changes. Each post-secondary institution needs to be looked at based on its identified needs and in the context of where it is located.

o The Association of Atlantic Universities in their Federal pre-Budget 2024 consultation submission requested funds so that the schools can “build affordable, accessible on-and-off campus student housing”. Universities are not advocating for developer driven, high-rise housing units to be built beside or adjacent to campuses, only that it be accessible and affordable.

o Saint Mary’s University has sufficient space within its campus to build additional campus housing that addresses its enrolment needs, including zoning that enables high-rise developments. We are supportive of more housing and increased housing density being on the campus of the University.

- In recent weeks, residents of neighbouring Saint Mary’s University communities have held discussions with the University’s Administration. Saint Mary’s University currently has drawn-up plans to add a minimum of 1000 units to their portfolio within their current campus footprint. They have a plan to address their current and anticipated student housing requirements. (We note that Statistics Canada trends cited in the [Provincial Housing Needs](#)

[Assessment Report](#) suggest that student enrolment totals across the country are relatively stable, changing only slowly over decades).

- Following the 2024 federal cap on international students, the University's available student housing is not fully subscribed.
- Of note, the proposed high-density housing around Saint Mary's University will be in direct competition with the University for housing. This does not seem to be in the best interest of this or other post-secondary institutions.

o Furthermore, off-campus housing does not need to be across the street and adjacent to the campus in an established residential area. There are appropriate higher density areas that can be further developed with closer proximity to additional services of interest to students (e.g. laundry, grocery, restaurants).

o Though there is space on campus for new housing units and density, as well as in other very near areas in walking, scooter, and biking distance to the campus, a key component of walkability is the walkability to public transit which can provide well-connected corridors to additional areas for growth. As regular, weekly users of public transportation and active mobility options, we also live this principle.

- The Fund is also trying to increase residential housing construction through a number of initiatives, such as promoting the use of pre-approved housing plans and prefabrication of housing sections in construction facilities where efficiencies can be found. Given these efforts, why is the City aiming to unnecessarily remove single-family homes when all existing and new housing is needed?

We Want Consultation and Engagement

This proposed plan is a significant deviation from the City's Centre Plan which was approved in October 2021, only two years ago. This is difficult to grasp, but what is more so, is that the City has proposed these multi-neighbourhood zoning changes with little awareness, engagement, or consultation of its residents.

- The process implemented by the City for consultation and engagement of its citizens, including the timeline does not uphold values of fairness and transparency, it is also far from the fundamentals of urban planning.
- Prior to submitting this proposal, only three in-person engagements were held in-person in the Regional Centre. Engagement was over a period of four months: June to October 2023. This current version significantly varies from the City plans shared for in-person and on-line consultation, and there is no additional in-person engagement planned on these extensive revisions. For comparison, the Centre Plan was completed over a number of years.
- The City has indicated this new multi-neighbourhood zoning proposal as a "minor amendment" to the Centre Plan. Can the City please share its policy and test as to what

constitutes a “minor amendment”? This is by all accounts not a minor amendment, this proposal is a new city plan. It is not justifiable to make this many changes, adversely impacting so many residents, without more opportunities for public engagement and consultation and more time for non-experts to digest and learn. By selecting this specific type of amendment process and the City excludes any option for an appeal.

● The Regional Centre Secondary Municipal Planning Strategy Package B (2021) states that “this Plan was developed through extensive public and stakeholder consultation using a wide variety of inclusive engagement tools and approaches....[The HRM Community Engagement Strategy] shall guide how the Municipality (a) informs, consults with, and engages the public in reviewing, amending, and implementing this Plan; and (b) provides for inclusive opportunities for engaging a diverse range of stakeholders and communities.” The process did not follow this commitment, including two of the Strategy’s principles:

- Everyone potentially affected by the process has an opportunity to become involved
- The process is respectful, fair, effective and transparent

● The HRM Public Engagement Guidebook (2023) for those undertaking projects in the HRM indicates that when high impact plans meet high influence then the expectation for engagement is collaboration and empowerment, including in the development of alternatives and identifying preferred solutions. This proposal meets the definition of both yet the recommended engagement is not occurring. The high influence example provided in the Guidebook is a Secondary Plan Amendment. The High Impact Criteria are:

- High impact across HRM, including significant changes to the built form, natural environment or the general health and safety of all HRM residents
- High degree of interest across HRM
- High impact on a neighborhood area
- Strong possibility of conflicting perspectives on the initiative or issues in question.

Where is the win for the City to rush through such significant changes in zoning with long-term implications when there will be no immediate building taking place? This is not helping the short-term housing crisis. It will take years or decades for sufficient land acquisition and Municipal services to enable the desired structures for this HR-2 zoning. That is, if it is economical at all.

● Separating out the Short-term actions will enable proper consultation and engagement on the medium- and longer-term plans for our city. This will also enable “thorough, evidence-based public and accountable discussion,” the type of which our City Councillor advocates.

● Can the City please separate out processes for short-term crises requiring urgent action from medium- and longer- term projected growth considerations.

Re-Zoning Misses HRM Planning Objectives

The current proposal for the surround neighborhoods of Saint Mary’s University is a clear

example of how the City of Halifax did not uphold its own stated principles for this planning initiative.

- Nine-story high-rises, that also permit commercial space, being put up on top of and across residential streets from single-family homes is not “additional housing that has a minimal impact on a neighborhood's built form and character.” What the city has proposed, in fact, fully destroys the fabric and essence of an entire neighborhood both built on form and character.

- The City has previously indicated that the HR-2 Zone is not to abut low-rise neighborhoods, yet that is exactly what it is proposing.

- The City indicates that it provided “gentle density”. To state the obvious, the proposal is not a gentle transition from homes to nine-story high-rises with included commercial space, nor does it provide the “missing middle”.

- The “What we Heard” report produced by and relied on by the City for this proposal requested the following regarding the Housing Accelerator Fund: “There was feedback received regarding the need for increased housing options, particularly in the gentle density and missing middle form.”

- This proposal does not provide what was requested nor is it providing what the City indicates it ought to be.

We Want to Know

In planning for this growth and densification, in light of this new proposed plan, can the City

demonstrate it has new and informed comprehensive and funded plans for:

- o additional green space and urban forestry
- o recreational facilities
- o adequate public transportation
- o traffic planning
- o ensuring proper drainage
- o emergency planning
 - For example, many of our streets are residential cul-de-sacs, as well, Robie St. and other parallel streets in that area are no exit roads. Having that many people and additional traffic in this area makes zero sense, the area will be in a standstill. This is unsafe from an emergencies perspective. Just Halifax Grammar School and Mer et Monde public school already cause traffic jams twice daily without any further development.
- o addressing building shadowing
- o electrical, water and wastewater services
- o environmental objectives, specifically for greenhouse gases and prevention of urban heat islands
- o schools and medical services (yes, funded by and the responsibility of the Province, they still need to be considered as part of urban development)
- o consideration of alternative proposals for the creation of housing units (HR-2 or other increased density) outside the existing residential area.

- Do the projected demographics substantiate this specific neighbourhood plan, and what is the source of these numbers?
- What is the employment outlook and plans to support business development?
- How do various regional, provincial, and federal plans and objectives fit together to encourage and manage growth in the municipality?
- How does the City plan to protect homeowners' property taxation, so they are not forced out of their home due to increased assessments based on potential development?
- How does the City plan to enforce the proposed height restrictions for current and future high-density areas? What is the city doing to ensure areas already zoned for higher-density are meeting their potential?
- How will the City ensure that what is built is provided as affordable housing for students in the immediate future and longer term?
- How will the City ensure that the high-density multi-unit buildings will not become run down or party zones (as is the case near the University of Waterloo and already an issue with much smaller rental homes near Dalhousie University)?
- How will the City address the fact that housing, in particular housing units intended for students, may be exempt from the foreign home buying ban?
- How will the City ensure that housing, and even commercial space, once built, will be available to the public and not sitting empty as the case in Vancouver and other major cities?
- Why are other areas of the City with buildings equal to or higher heights than nine-stories not being zoned HR-2?
- Why is the city not ensuring that developers who currently sit on vacant lots, empty homes, unused commercial spaces are penalized?
- How has the City effectively reduced the adverse impact on housing available from short-term rentals now and in the future. How has this increased housing availability to those who need it most?

Environmental Impact

If the City is concerned with reducing emissions, then removing existing housing units from the supply increases the City's greenhouse gas emissions. The Canada Green Building Council indicates that the building sector accounted for 13% of Canada's greenhouse gas emissions. It indicates that when factoring in building materials and construction, this sector is responsible for closer to 30%, making the building sector Canada's third-highest carbon emitter. There is no reason to be removing homes from the housing supply.

Further to this, the homes and neighborhoods proposed for removal are the same ones that have been invested in using public funding (federal, provincial, and municipal) to install solar panels and heat pumps, upgrade furnaces, improve the R-value in the exterior envelope through new insulation/windows/doors, and to install EV charging stations. The

removal of these homes after such initiatives and investments is a waste for the environment and extremely poor use of public resources.

Community and Belonging

The City seems to have overlooked the fact that quality of life is what is translating to economic

gains in Atlantic Canada. According to the December 2023 Public Policy Forum's "The Belonging Advantage" Report, the Institute finds that:

- Atlantic Canadians report a greater satisfaction with their quality of life than Canadians as a whole, and a greater sense of belonging to the community.
- Atlantic Canadians with a strong or very strong sense of belonging to the local community stood at 54.5 percent last year, almost nine percentage points higher than Canada as a whole.
- Nova Scotians have an average of 5.84 relatives with whom they are close, and at least four neighbours of whom they could ask a favour;
- Asked to rank their satisfaction with various aspects of well-being, they gave high marks to everything from personal relationships and access to parks to their neighbourhood as a good place to live.

"The pandemic was a reset for a lot of people," says Danny Graham, chief engagement officer of Engage Nova Scotia. "A lot of people began to re-evaluate 'where do I want to live' and the

answer came down to 'I want home to feel like home.' A place they feel connected to others and to the fabric of the community."

As residents, the above statements ring true for our neighbourhoods and streets. The proposed

zoning changes actively works against Atlantic Canada's measurable advantages and key sources for economic growth.

Everything the City is proposing to do to the neighbourhoods and communities surrounding

Saint Mary's University actively destroys communities and a sense of belonging. We are now in

a position where we will take pause before advocating to friends and other professionals, including to much needed health care professionals, to move here and invest in Halifax. If the

City can do this to its residents and homeowners, it does not in fact provide the good quality of

life it advertises. In this proposal, the City is also communicating that being a homeowner or

business owner in Halifax could be a risky financial investment, there is no certainty or stability.

We are making every effort to provide fact-based information to counter this zoning proposal

within the few weeks the City has provided for us to be engaged. It leaves us heartbroken, disappointed, disillusioned, upset, and appalled that the City would even consider putting

nine-story high-rises on established residential streets. We urge you to do the right thing and reconsider HR-2 zoning in our neighbourhood. Let's discuss increasing density in ways that target housing needs and make sense for residential areas. Let's work together to get this right for all residents.

Signed,

[Redacted]

[Redacted] Marlborough Avenue

Halifax [Redacted]

[Redacted]

February 14, 2024

Respecting Proposed Zoning change on Oxford Street between Coburg Road and Waegwoltic Ave. Associated with the Housing Accelerator Fund

We reside at [REDACTED] Coburg Road

Our residence is just [REDACTED] of the block of land at the corners of Oxford and Coburg and Oxford and Waegwoltic that is proposed for rezoning to E3. We understand this would allow up to 7 storey buildings. We shall refer to this land parcel as the Waeg block – as it is bounded on one side by Waegwoltic Ave and on the other by the only public roadway that provides access to the Waegwoltic club.

We appreciate the goals of the rezoning exercise. We appreciate the need for more affordable housing in Halifax Regional Municipality.

We are strongly opposed however to the potential redevelopment of the Waeg block to a height of 7 storeys. The reasons are many and compelling:

1. **The proposed zoning change does not address the affordable housing problem**

Undertaking a land assembly for the Waeg Block will be expensive. The homes are all well kept on large lots and to the extent that current occupants are prepared to sell, it will be expensive to get owners to relinquish their homes. The result of high land cost will be expensive housing units whether condos or apartments. The rent for a one bedroom unit in the most recently constructed similar height building in the area \$2,300 month. Construction costs are roughly 25% higher today than when it was constructed and this of course will be reflected in rents. This does not present an affordable option to prospective tenants or buyers. **IT WILL NOT ADDRESS THE MISSING MIDDLE** – an objective of the housing accelerator initiative.

2. **Traffic**

We cannot figure out a safe way to accommodate the incremental traffic that would be associated with the proposed type of development. At roughly 1.7 acres, the development could be in the range of 150 – 250 units. Traffic impacts will be dramatic. None of the access options really work.

Oxford is busy and cars regularly drive above the speed limit. Having vehicle access to and from Oxford street is simply dangerous.

Waegwoltic Ave is currently one-way westbound with access only from the north. If the new building were to have access and egress from Waegwoltic it of course puts more traffic on Oxford for access - and then more traffic on Waegwoltic and Cambridge – residential streets - when vehicles attempt to egress. This traffic funnels out on to Jubilee Road which is highly congested already as it is a feeder route for the universities, hospitals and downtown generally. It is very difficult to turn left from Cambridge on to Jubilee because of the volume of traffic

heading east which blocks Cambridge – and because of the speed that westbound traffic assumes as it comes down the hill from the Oxford Jubilee intersection.

Coburg Road. The final option is to access the new building from Coburg Road. This option is equally troublesome as the new traffic would compete with vehicles coming to and from the Waegwoltic Club, vehicles dropping off and picking up students for Armbrae Academy (because Oxford as mentioned is too busy), vehicles primarily from Dalhousie which use the street for parking and thus make it narrower, and finally vehicles accessing the residences on Coburg Road and the side streets serviced by Coburg. During the summer, the amount of congestion at this intersection is significant. It is quite common to wait for 3 light changes to turn from Coburg onto either northbound or southbound Oxford. Of course the amount of pedestrian traffic complicates safe driving at this intersection with young students coming to and from Armbrae, older students going to and from Dalhousie and of course pedestrian and bicycle traffic (young children, families, older individuals – with no bike lane) going to and from the Waegwoltic Club.

3. Construction Impacts and Infrastructure questions

Reference has been made to the traffic issues associated with the Waeg block. These will be exacerbated by the construction work and traffic associated with erecting a 7 Storey building. This will not be a two month issue. It will be a two or three year issue based on other projects that have been undertaken of late in the City. Cement trucks, dump trucks with gravel, trucks with prefab sections and building supplies. All of this on narrow streets already suffering from congestion. Of course these impacts will be amplified if infrastructure upgrades to the sewer, water or power systems are needed. If this activity was occurring adjacent to an existing high rise, the impacts are minimal as people are inside with their sound-proof windows closed. But that is not the proposal. The proposal is to have a large development adjacent to numerous single or two family homes.

4. Neighbourhood/Community Impacts

A seven storey building across the fence is obviously a different kind of neighbour than a single family dwelling or flats in a similar sized building. There is rarely communication between apartment/condo building tenants and the residents in adjacent houses. The demographics and lifestyles of the occupants are different – so the opportunity for community building is limited. The residents of the area chose a different type of community when they purchased homes there.

5. Light, foliage and view impacts

Natural light is a wonderful feature wherever it exists in any building – residential or otherwise. This is recognized by the significant points allocated to natural light in LEEDS scoring systems. A seven storey building will produce substantial shading impacts for the adjacent homes. This simply devalues those homes. Not only will they not benefit from the natural light – they will have a completely different view. Instead of seeing trees and Heritage/character homes out the

window – they will see bricks or concrete. Again this devalues the associated homes and affects the ability of owners to realize quiet enjoyment.

6. **Sound/noise**

Multi storey buildings inevitably have major air handling systems. These inevitably create noise. The noise is generally reflected away from the building that produces it toward the adjacent buildings and their formerly quiet outdoor spaces. Again, this devalues the associated homes and the opportunity for neighbours to realize quiet enjoyment.

7. **Options – SUCH AS THE PROPERTY HOSTING THE DALHOUSIE PRESIDENT’S RESIDENCE**

The City does have options which would cause far less impact on existing area residents than what is proposed for the Waeg block. Taking steps to prompt construction on the growing number of vacant lots in the area is one obvious area. Another is to look at the land that represents the lowest density residential property in our neighbourhood: the Dalhousie University President’s residence. That lot is almost exactly the same size as the Waeg Block and yet it hosts only **one** house. So recognizing that Dalhousie is the primary employer creating the need for additional housing in the area – why wouldn’t Dalhousie use its own land to help solve the problem? The President’s house is not part of the neighbourhood. It is an anachronism. For it’s tenants it is a lonely island on a street of institutions, churches and medium density residential buildings. Backyard conversations can occur only with the periodic trespassers on the adjacent rail cut. None of the impacts on area residences that are described above would occur with the redevelopment of that land parcel. Respecting traffic, that portion of Oxford Street has less traffic than the block to the north because of the amount of southbound traffic that turns east at the Coburg intersection. This would enable safer access and egress. It is hard to imagine that the Dal Board of Governors would want to see 9 of their residential neighbours’ houses demolished rather than making this single building and maintenance liability available for redevelopment.

8. **Process**

Zoning changes occur with careful deliberation and consultation. This is because zoning changes create winners and losers in terms of property values and the quality of life that residents realize. The job of a planner is to create neighbourhoods and communities that are desirable living spaces and maximize property values. To date, Halifax has been successful in achieving these objectives in the area around the Waeg block. At its most basic level, this exercise, in an attempt to secure federal funding for housing, has seen City staff propose zoning changes that will devalue from a quality of life, community and financial perspective selected properties – such that the burden of securing the funding is arbitrarily being allocated to a small number of affected homeowners. Of course, this creates an equity issue.

We respectfully request HRM drop its ill-considered proposal to rezone the Waeg Block.

[REDACTED]
Coburg Road

C627

February 13, 2024

Attention: HRM Planning / Regional Council,

With regard to the proposed zoning changes to shift some single family residential areas to HR-1, I am voicing my concern over the speed of the proposal not the need for changes, and am offering viable alternatives.

If I understand this correctly the rapidity of the move is fueled by a federal offer of \$79 Million. Frankly that is a minor drop in the bucket in relation to the cost of Halifax's overall development, and not a valid reason to make drastic changes without adequate review. The financial factor should be removed from the equation so that bad decisions for financial benefit don't override good decisions that will have greater long-term benefit.

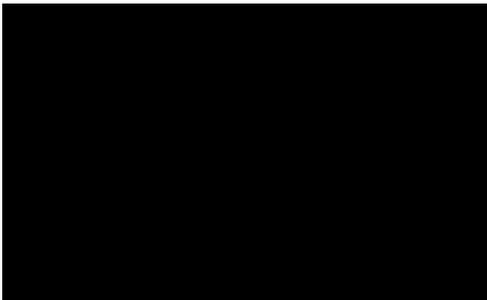
With that said, if council wants to effect enough zoning change to meet this requirement look more closely at areas that are more suitable.

I can site from a quick review of the zoning map two areas that are better suited for change than, for example, the areas around Rodgers Dr and the Coburg, Oxford, Waegwoltic proposals.

On Queen St between Fenwick and South is a section of ER3 completely surrounded by CEN2 a change to that section would have zero impact on the neighbourhood as all of the buildings are small multi-unit. This same scenario applies to the area of Lucknow and Victoria Rd. All are small multi-units surrounded by multi-story buildings with CEN2 and HR1 zoning. These are the areas and others of similar composition that should first be rezoned. Not long established neighbourhoods of single family and often multi-generational homes.

I hope that the Council sees fit to take more time for the planning process of changes that have a drastic, long-term and irreversible effect on our city.

Sincerely,



[REDACTED]

[REDACTED] Housing Accelerator Fund
Sent: Friday, February 16, 2024 8:21 AM
To: [REDACTED] Federal Housing Accelerator Fund
Subject: RE: [External Email] Development Duffus St

[REDACTED] [REDACTED]

H [REDACTED]

Thank you for your feedback on the proposed changes to planning documents as part of the Housing Accelerator Fund. Please note your comments will be used to inform a report to Regional Council to consider the proposed amendments in March/April. There will be additional opportunity for public input at that time as part of the public hearing process.

Just to clarify, there is no proposed zoning change on the north side of Duffus Street between Isleville to Novalea, these properties are zoned a mix of Higher-Order Residential (HR-1) and Corridor (COR) today. The zoning of this block was applied as part of Centre Plan Package B in 2021. The heights on this block currently range from 14 metres (equivalent of about 5 storeys) to 20 metres (equivalent of about 7 storeys). As part of the urgent changes to planning documents in support of the Housing Accelerator Fund, staff are proposing a uniform height increase on this block to 7 storeys which is generally aligned with broad height increases being proposed across the Regional Centre in support of the HAF.

All the best,

JOSHUA ADAMS, LPP, MCIP

PRINCIPAL PLANNER
COMMUNITY PLANNING - CENTRE PLAN | PLANNING & DEVELOPMENT

C: 902-478-4056

HALIFAX

[REDACTED]

Sent: Thursday, February 15, 2024 7:36 PM
To: Federal Housing Accelerator Fund <haf@halifax.ca>
Subject: [External Email] Development Duffus St

[This email has been received from an external person or system]

My vote is for photo B

Photo A or Photo B for Duffus St between Isleville and Novalea?

Tomorrow is the last day to have you voice heard - email haf@halifax.ca



Photo A or Photo B for Duffus St between Isleville and Novalea?

Tomorrow is the last day to have you voice heard - email haf@halifax.ca



Like Comment Send Share

Sent from my iPad

Dear Madam or Sir;

I would like to give feedback on the recently released Housing Accelerator Fund Plan (HAF). I am a resident of Marlborough Ave, Halifax. To begin, I would like to make some general comments and then I will be more specific.

As Mr. Wayne Mason said on January 29, 2024, "Halifax being in a housing crisis is not news". Like the significant shortage in healthcare workers, the shortage of affordable housing has not happened overnight but over many years. However, for the past number of years it seems that the priority for our city's leaders has not been to help provide housing for the working poor, the vulnerable or marginalized but rather the focus of Halifax Regional Municipality has been on building bike lanes and high-rise condominium and apartment buildings- mostly on the peninsula of Halifax. I speculate that the only reason there is such a rush now on addressing this housing issue with sudden rezoning changes, is because of a federal financial incentive. I was extremely disappointed to read the statement "without warning population boom" as an excuse that there is an inability to accommodate a 10% rise in Halifax's population. I would ask that you look at the neighboring countries in Europe that have accommodated Ukrainian refugees by providing housing. Perhaps we should be exploring how they were able to quickly and efficiently accommodate these individuals during their "without warning population boom" that they experienced. I do not support your proposed HR-2 zoning or ER-3 zoning and believe you need to put more thought into the construction of affordable housing. The city's proposed rezoning around St. Mary's University is too extreme by adding a projected 5-10,000 new residents without any dialogue with the current population, who will be impacted.

It is unfortunate that we have been given a very short timeline to respond to the proposed new zoning for Halifax. To be succinct I would like to state my concerns and offer some suggestions.

1. First of all, I do not support building more student rental housing on the streets surrounding St. Mary's University. The university has more than enough space on their campus to accommodate student housing that would meet the request that it be within walking distance. Additionally, they have available land that they can expand to if necessary. I have been told that St. Mary's University administration was not consulted prior to this rezoning plan being proposed and that already, they have made alternative plans for student housing on their campus. Many of us residing on the streets surrounding the 3 universities have experienced the stress of living next to a house that has been converted into a "student rental". I personally have experienced many, many sleepless weeknights (while working full time) because of year round student parties. I am sure that the HRM Police department would be happy to supply you with their statistics of how many times local residents complain of student parties. Please do not proceed with the HR-2 zoning that suggests the ability to squeeze a 9 story multiunit high-rise or any other development amongst 1-2 story houses with the pretense that you are helping the student housing shortage or improving density. One only needs to look at the developments on Wellington Street to see that no student on a fixed income can possibly afford to buy or rent these newly built units. Property taxes will require developers to simply pass costs onto potential buyers or tenants in order to make their profit.
2. Secondly, I would like to say that the HR-2 zoning being proposed is not practical nor visually appealing. I cannot imagine that an urban designer has suggested the HR-2 zoning criteria. Like with the bike lane development around the hospitals, it appears that no reflective thought with expertise seems to have been used. Those of us living close to St. Mary's University are already exposed to the noise from the loud vents on top of the university's buildings 24-hours per day. I believe that Mr. Mason's suggestion of "missing middle housing" may be an option if the height limit was set at 3 stories. Smaller, affordable residences, be they single homes or perhaps some duplexes on the streets, may be of benefit and affordable to young families with small children whose parents work at one of the 4 large hospital sites (VG, Rehab Center, Halifax Infirmary or IWK), or one of the 3 local universities. I do support this. There are many, many non-medical employees working at these hospital sites that would like to live and raise their family in this area, close to their work and schools. They have told me they like the area but do not want to live in a tiny apartment! Again, how does a new expensive 9 story multi-unit new high-rise in HR-2 zoning meet their needs?

3. If developers are keen to build and help with the housing crisis, why aren't they also exploring sites outside the peninsula and HRM? Don't we have enough cranes in downtown Halifax now? People come into the downtown for a special event and are surprised at the many projects under construction now. I was under the impression that we were following a central plan in Halifax but that seems to have been discarded.
4. People would not feel the need to relocate to Halifax if there was affordable and appealing housing options outside the city in towns. There are many regional and smaller hospitals trying to recruit and retain workers (again not just physicians) that would be grateful for housing options to offer potential employees. I realize that this is outside HRM, but it presents an opportunity for developers to be creative while meeting a housing need in the province, that lightens the urgent demand on HRM- places where many Nova Scotians plus new immigrants would like to relocate to. The employment is available but there is currently, nowhere to live in these towns!
5. We need to seriously pay attention now to improving infrastructure that is a long term investment. Bike lanes do not help with moving high numbers of commuters coming into the downtown area of Halifax where the hospitals and universities are big employers. For many years, people have suggested using the rail line as a means of transporting people to and from outside the city core on a daily basis. The areas around Larry Uteck and Hammonds Plains are growing quickly and many of these renters/homeowners work at the hospitals. If given an option for affordable housing closer to their work in the downtown core, many would opt for moving in. Why? Because they would not have to spend so much time in a car or bus commuting. If they had a high speed commuter train that would shorten their daily commute time, they would not feel the need to physically live in the downtown core.
6. There are many empty lots in the Southend of Halifax that would be suitable for new affordable "missing middle housing". However, they remain vacant and an eyesore year after year as we all walk by them daily. I know that this concern has been discussed by HRM councilors already but I am unaware of any resolution to the problem and wonder why we are not moving as quickly to address this as you seem to be moving on the rezoning of a street like Marlborough Ave that does not have a single empty lot? We talk about wanting to increase density yet these other lots remain vacant. There isn't even any effort by the landowner to make it an appealing greenspace. In PEI, landowners are penalized through higher taxes for unsightly properties. I think this should be implemented in Halifax. Perhaps this would be an incentive for affordable housing to be built.
7. Finally, I am absolutely against allowing 40 story high buildings being built on the peninsula without any thought put into the surrounding landscapes design. The new high-rise by the Armdale Rotary looks absolutely ridiculous and does not blend in with the surrounding landscape at all. Looking at other cities in Europe the high-rise buildings are office towers- rarely residential. If you want a financial district, I suggest that you look for a large piece of land to support this development. Halifax has an opportunity to be a leader in urban design that is creative and appealing like the central library. This is our opportunity to be pioneers in housing development that considers the tenants/ owners quality of life and esthetics of the community as a whole. Can we not show some effort, desire and expertise in making our city more visually appealing rather than simply catering to the wishes of a select few "with a vision" who will repeat what other cities have already done over and over-build cookie cutter high rises?

Thank you for giving us the opportunity to provide feedback.

Sincerely,

██████████

██████ Marlborough Ave,
Halifax, N.S.
██████████

C640

February 13, 2024
Regional Council Sp. Mtg

Item 5.1.2

Councillor Stoddard

Petition Information

The following information outlines the purpose of the petition.

Title:	Reject the Proposed 4-Unit per Single Lot Plan in HRM Housing Accelerator Fund
Purpose:	<p>Reject the Proposed 4-Unit per Single Lot Plan for Zone R-1 in HRM Housing Accelerator Fund for the Wedgewood Park subdivision and neighbouring communities (including but not limited to Kearney Lake, Sherwood Park, Grosvenor Park/Castle Hill, Cresthaven, Birch Cove, Beechwood Park, Rockingham, Bridgeview, Clayton Park, Beechville, Lakeside and Timberlea).</p> <p>We are deeply concerned about the proposed changes to the Halifax Regional Municipality's (HRM) zoning laws. The HRM Housing Accelerator Fund plan suggests allowing of four units per lot in all residential zones within the Suburban Service Area. While we recognize that our municipality is grappling with housing affordability and availability, this one-size fits all approach may lead to unintended consequences. High-density housing can strain local infrastructure such as roads, schools, and utilities which are not designed to accommodate such an increase in population density (source: Municipal Planning Handbook),</p>
Remedy Sought:	<p>Urge our municipal government officials to reject this one-size-fits-all zoning proposal. Instead, let HRM work together with residents towards more balanced solutions which address housing needs without compromising on neighborhood integrity, community livability or disregarding residents concerns.</p>
Start Date:	January 24, 2024

Organizer Information

Information that uniquely identifies the petition organizer(s).

Full Name(s):	[Redacted]
Civic Address(es):	[Redacted] Edward Laurie Drive, Halifax, NS, [Redacted]
Phone or Email:	[Redacted]

C644

Roads over Homes

Over 90 homes and business will yield before the *Robie Street Transportation Reserve*



C650

February 15 2024

Mr. Joshua Adams LLP MCIP
Principal Planner
HRM

REF: Victoria Road, Dartmouth: Re-Zoning under HAF
Between Francis Street and Boland Road
Municipal District 5

Dear Mr. Adams and Staff;

Does HRM have a master plan that includes widening Victoria Road as part of a corridor that will be required by the thousands of new and tens of thousands of current residents in Dartmouth/Halifax who will wish to efficiently travel to Stanfield International Airport Hwy 118 & Hwy 102 to Truro and the Trans-Canada highway 104, or highways No 7 & No 33 to Sackville where the HWY 101 connects to the Annapolis Valley and the Tri-counties....Digby, Yarmouth, Shelburne?

Mr. Adams and staff; Seriously consider the impact of new medium density housing on the north-east side of Victoria Rd. between Boland Road and Woodland Ave. The newbuilding that will be allowable by proposed HAF rezoning from Francis Street to Cherry Drive contradicts the need for an improvement to the efficiency of the increased vehicular traffic that comes with all of the new 19 plus high-rise developments approved for the Dartmouth areas of Dartmouth Cove, to MicMac Blvd., and back to the MacDonald Bridge and surrounds.

There is a real need to widen sections of Victoria Rd. in order to facilitate an HRM with close to a planned one million residents. The proposed zoning changes between Francis St. and Cherry Drive ignore the goal of efficient transportation within HRM. For instance, Victoria Road offers the shortest distance to Stanfield Intl. Airport from downtown Halifax. South end Halifax residents and of course hotel guests staying in the downtown core rely on the MacDonald Bridge, Nantucket Ave. or Boland Rd. to join Victoria Rd and Woodland Ave., for the quickest, shortest route (20 minute drive from the intersection of Victoria Rd/Woodland Ave) to the airport.

HRM Engineering and financial teams did a great job improving Bayers Road from Connaught Ave for an entrance to the Hwy 102. I'm sure the HRM team invoked a strategy that included expropriation of lots along the route. I'll not say anything more about the need to acquire properties in order construct new roadways. However, it should be obvious that having to expropriate newly built multi-unit residences (on Victoria Rd.) will be significantly more costly than purchasing small generally single unit properties that already exist along Victoria Rd.

Let's work together for a future in which Dartmouth of HRM is positioned to offer its residents efficiency and convenience with housing, transportation, recreation and a safe and clean environment.

One easy way to help achieving this goal is by dropping the plan for any new buildings allowed by the HAF plan between Francis St. and Cherry Drive. Classify Victoria Road from Woodland Rd. to Nantucket as essential for future roadways.

Respectfully

[REDACTED]
[REDACTED]
[REDACTED] Slayter St., [REDACTED]
[REDACTED]

[REDACTED]
Ivanhoe St.
Halifax, NS [REDACTED]
[REDACTED]

HRM Planning Department

My name is [REDACTED] and I am writing in response to Halifax Regional Municipality's recent announcement of proposed amendments to the Regional Center Plan increasing permitted housing density as-of-right. I want our city to make space for everyone who calls it home and I appreciate the need for density, and the "missing middle", as an approach to accomplish this goal. However, I have concerns with the extreme planning changes being proposed for my neighborhood. I have lived on Ivanhoe St. for over 30 years and hope staff will consider my perspective on the recently proposed zoning changes for the street.

The Halifax Regional Center Plan was just approved by Council in 2021. This comprehensive plan took years to develop and demanded hundreds of hours of public consultation and feedback. Apart from the old Oland property and Lindola Place, Ivanhoe St is zoned ER-2, with a maximum building height of 11 meters, and up to two-unit dwellings. From my understanding, the new changes propose half the street be up zoned to HR-2 and permit up to 9 story structures. I understand the rationale for focusing on density around universities but find the disparity between what was adopted through the comprehensive consultation process of 2021 and what is now being proposed, unreasonable. This dramatic change will impact the neighbourhood scale and context significantly. It will result in a whole new character that will not complement the existing environment.

When Ivanhoe St. was originally developed, houses on Young Ave. extended the whole length of the block. There were no houses on the east side of Ivanhoe, just the backyards of the Young Ave. properties. I suspect that houses on only one side of the street informed the street we have today - fewer homes, less traffic - but a lot has changed. Ivanhoe St. does not have a median line, and there's only a sidewalk on one side of the street. When cars are parked (which happens a lot due to students and recent developments on Inglis St.), the street goes down to one lane. To date there has only been one four storey development at Ivanhoe and Inglis, with no on-site parking. This has dramatically increased the demand for parking on Ivanhoe. In daytime, it is often impossible to find a spot, it's extremely tight to navigate (lots of broken mirrors), it's dangerous for pedestrians with the sidewalk situation, and don't even get me started on how it affects snow removal. I invite city staff to visit Ivanhoe, on a weekday, when classes are in. The street can't handle the density being proposed. In Councillor Mason's update, he compares this proposal to the 9 storeys limit being suggested for Robie St., north of Jubilee. However, there's a critical difference - that proposal is on a 6-lane roadway.

As important, I am alarmed that a change of this magnitude is not being publicized more. Several households on the street were unaware of the proposal. After the years of public advertising to inform the Regional Center Plan, I am outraged that such a drastic change may be made so rashly and without sufficient due process.

I am also concerned about the shadow impact of 9 storey buildings on the other side of the street. If 9-storeys are permitted as-of-right, would a developer even need to submit a shadow study to receive permits? I urge Council and staff to complete a comprehensive shadow study and share the results with people on the street. All the properties on the East side are single family residential; a 9-storey building would have a significant affect on these dwellings. Decisions cannot be made until the public understands the full impact of the proposed changes.

The need to enable more density is legitimate, but for the reasons I laid out above, what is being proposed is neither reasonable nor appropriate.

Thank you for your consideration.

Respectfully



Cc Councillor Wayne Mason
Cc Halifax City Councillors

Feb 10/ 2024

To whom it may concern at Halifax Regional Municipality Planning:

This letter is in regard to the proposed zoning changes to shift some single family residential areas to HR-1. I am voicing my concern over the speed of the proposal, not the need for changes, and I am offering viable alternatives. I am strongly opposed to some zoning changes that are being suggested as it is obvious that consideration was not given if the infrastructure can support these changes, should they result in substantial development. As an example, if a large 9 storey apartment or condominium building is constructed at north west corner of Oxford Street and Coburg road, this will result in an unsurpassable amount of traffic. As it is this intersection is consistently backed up due to Dalhousie university traffic, Armbrae Academy traffic and Waegwoltic club traffic. Putting a 9 storey apartment building will increase this traffic significantly. Additionally, any developer that purchases and develops this parcel of land will not be offering reasonable placed housing here. This would become high end expensive apartments or condominiums which will do nothing to provide affordable housing, which the city is looking for. This is just one example that was not considered when this plan was set in place. There are much better areas in the city that can support growth and development.

If I understand this correctly the rapid the change in zoning is fueled by a federal offer of \$79,000,000. Frankly that is a minor drop in the bucket in relation to the cost of Halifax's overall development, and not a valid reason to make drastic and fast changes without adequate review and input of residents. This financial factor should not be a main determinant for the decision. We need to ensure that bad decisions for financial benefit don't override good decisions that will have greater long-term benefit for the city and the community.

With that said, if council wants to effect enough zoning changes to meet this requirement, the council should look more closely at areas that are more suitable.

I can site from a quick review of the zoning map two areas that are better suited for change than, for example, the areas around Rodgers drive and the Coburg road/Oxford street/Waegwoltic street proposals.

On Queen St between Fenwick and South is a section of ER3 completely surrounded by CEN2. A change to that section would have zero impact on the neighborhood as all of the buildings are small multi-unit buildings. The same scenario applies to the area of Lucknow and Victoria Rd. All are small multi-unit buildings surrounded by multi-story buildings with CEN2 and HR1 zoning. These are the areas, and there are others of similar composition, that should first be rezoned. Long established neighborhoods of single family and often multi-generational homes should not be first to be rezoned. Inclusion and diversity is very important but it has to be done in a thoughtful manner to also consider current residents and to ensure that we have the infrastructure to support it. You cannot bulldoze one person's family home just to fit ten people in that spot without thought.

In conclusion, I would like to summarize that I understand the need for housing and that I am in full support of this. However, I am not in support of a rushed plan that has not been investigated properly to address the housing issue and instead will cause other problems, such as increase pollution, tax the already strained infrastructure and affect neighborhoods in a negative way. Please kindly give careful thought and consideration to this matter and please note that I am strongly opposed to the plan in zoning change at the corner of Coburg road and Oxford.

Sincerely,

A solid black rectangular box used to redact the signature of the sender.

Re Brightwood Neighbourhood Re-zoning.

1. Victoria Road is already a very busy street. It cannot comfortably accommodate an increase in traffic.

2. I don't want a change in zoning to Corridor zoning for Victoria Road. We enjoy our neighbourhood as it is!

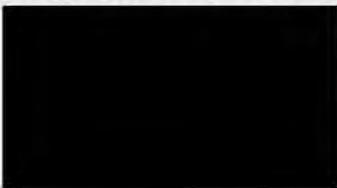
3. I am concerned about the developers not providing parking for a number of 4 or 7-storey apartment buildings. Slayter Street was intended to be a traffic calming zone. This new development would make it excessively crowded with parked cars.

4. HRM is already causing a huge increase in Climate Change by placing two 40 story apartment buildings along Wyse Road close to the Macdonald Bridge. The new 4 to 7 storey buildings in the Brightwood area and the influx of heavy diesel-powered construction vehicles would further aggravate Climate Change and increase the number of hurricanes and extreme weather conditions that we are currently experiencing.

5. HRM's proposed Brightwood development does not include affordable housing which is urgently needed!

6. The re-zoning in Dartmouth would contribute to the uglification of what is now a beautiful heritage neighbourhood.

7. I have concerns about the homeowners on Victoria St. between Cherry Drive & Frances St. & how this proposal if enacted would impact their lives, as well as how it would impact the homeowners on Slater Street whose houses back onto the proposed developments



C662









C668

February 15 2024

Mr. Joshua Adams LLP MCIP
Principal Planner
HRM

REF: Victoria Road, Dartmouth: Re-Zoning under HAF
Between Francis Street and Boland Road
Municipal District 5

Dear Mr. Adams and Staff;

Does HRM have a master plan that includes widening Victoria Road as part of a corridor that will be required by the thousands of new and tens of thousands of current residents in Dartmouth/Halifax who will wish to efficiently travel to Stanfield International Airport Hwy 118 & Hwy 102 to Truro and the Trans-Canada highway 104, or highways No 7 & No 33 to Sackville where the HWY 101 connects to the Annapolis Valley and the Tri-counties....Digby, Yarmouth, Shelburne?

Mr. Adams and staff; Seriously consider the impact of new medium density housing on the north-east side of Victoria Rd. between Boland Road and Woodland Ave. The newbuilding that will be allowable by proposed HAF rezoning from Francis Street to Cherry Drive contradicts the need for an improvement to the efficiency of the increased vehicular traffic that comes with all of the new 19 plus high-rise developments approved for the Dartmouth areas of Dartmouth Cove, to MicMac Blvd., and back to the MacDonald Bridge and surrounds.

C683

McIntosh Run Watershed Association Feedback on Housing Accelerator Fund projects.

15 Feb. 2024

In general, MRWA supports redevelopment projects that increase housing density along existing roads. We support building up on a small footprint to minimize the land surface required to accommodate additional housing. Development must not disturb or remove wetlands. There should be no disturbance within a minimum 30-metre buffer of water courses. Developments and redevelopments should be used where possible as opportunities to improve active transportation and recreation.

We have specific comments about two of the projects that are recommended for the HAF:

SS062

We support the proposal for multi-storey residential buildings in place of the current small houses with the following requirements:

- Maintain or re-establish an undisturbed buffer of at least 30 metres beside the McIntosh Run at the corner where the property approaches the river.
- Establish a public, non-motorized trail access from Herring Cove Road to River Road, establishing a connection to the McIntosh Run Community Trail.

SS036

This property surrounds Governor's Brook and the proposed development would remove a small woodland. This is an environmentally-sensitive location, and care must be taken to minimize impact on this headwater stream feeding Colpitt Lake and Williams Lake.

We do not think that a new parish component fits into the mandate of the Housing Accelerator Fund.

We understand the need for affordable housing in Spryfield and support this portion of the proposal with the following requirements:

- Preserve a buffer of at least 30 metres on both sides of Governor's Brook
- Minimize impermeable surfaces
- Do not fill in wetlands
- Establish a public trail access from Herring Cove Road/Williams Lake Road to Hartlen Park

We also support the decision to **not recommend** the following projects for the HAF:

SS071

SS091

SS037

SS088

These projects require thorough examination to evaluate the impacts and allow for meaningful public consultation.

[REDACTED]
Tower Road
Halifax NS
[REDACTED]

February 15, 2024

Housing Accelerator Fund, Halifax NS

We live on [REDACTED] Tower Road. We heard about the proposal to create new high-rise (HR-2) zones in our neighborhood from other members of the community. We are extremely concerned by this change. Furthermore, the city of Halifax has not discussed this openly, nor provided the necessary time and consultations required to address these major changes. While we enjoy and support our neighbourhood along with the entire city of Halifax, these changes will be detrimental to our community. Our main concerns are summarized here:

- **Increased road traffic.** Tower Road is already a heavily trafficked area, often with speeding vehicles. Adding more vehicles will be dangerous to pedestrians and school children in the area. There have been many instances of accidents and damage to our property from drivers. This will only worsen if high-rises are added to the area.
- **Quality of life.** What drew us to this area was the ability to walk to the hospital. As physicians, we enjoy being close to the hospital while living in a neighborhood with character. This will be lost with high-rises. We would strongly consider leaving our practice in Nova Scotia if our property is re-zoned to include high-rises.
- **Ineffective solution for our housing problem.** We agree that housing requires substantial improvement in Halifax. Adding expensive high-rises, however, will not help with these local problems. Instead, we would recommend changing our zoning to allow for townhouses that are of modest height, such as 4 stories.

We are voicing these concerns which are shared by residents of the following areas: Rogers Drive, Gorsebrook Ave, Marlborough Avenue, Robie Street, Lindola Place, Ivanhoe Street, Bridges Street, Atlantic St, Roxton Rd, Harrington Dr, Tower Road, Young Avenue, Oakland Road, and Dalhousie Street. We strongly oppose the proposal to create new high-rise (HR-2) zones on top of residential blocks that touch Robie St, Tower Rd, and Gorsebrook Ave, across from the Saint Mary's University campus. This proposed zoning permits nine-story highrises and commercial space down the middle of our streets of multi-generational family homes. This proposal by HRM goes beyond Minister Fraser's objective and has been thrust upon residents without proper consultations and input, and in a time frame that is far from transparent or fair. We are requesting greater opportunities for meaningful consultation and engagement.

HR-2 high-rises are massive concrete structures and are not the "missing middle" that HRM indicated is needed. HR-2 high-rises abutting and replacing residential housing are not the

“gentle density” which HRM seeks to promote. Like Councillor Wayne Mason stated in his January 29, 2024 newsletter, we also support the missing middle: duplex side-by-side/stacked, fourplex stacked, courtyard building, cottage court and townhouse only. This is in keeping with stick frame construction, which will also provide more rapid housing. These increases in density may be appropriate for the area, as long as there are policies in place that incorporate design elements that fit within a residential neighbourhood. Furthermore, it is imperative that HRM provide the necessary planning for additional traffic and safety considerations, greenspace and recreation, and give thorough consideration to the municipal infrastructure required.

The President of Saint Mary’s University (SMU), Dr. Rob Summerby-Murray, has communicated with the University’s neighbouring residents, and shared that the University has not been consulted on the proposed zoning changes. The SMU administration also shared that it intends to build on its own campus lands with a combination of new construction, refurbishment and replacement of older residences sufficient to create a minimum of 1,000 units. This provides the University with more than sufficient housing at the heart of its Campus. As communicated to us, the SMU administration did not ask for HR-2 zoning adjacent to its campus.

All in all, we support the goals of the Housing Accelerator Fund and recognise the pressing needs for more housing in HRM. We do not believe the current zoning proposals are the only way of achieving those objectives in either the short or long term, nor are they in the long-term interests of HRM. We urge you to reconsider the HR-2 zoning proposals around SMU in particular and urge you to separate HAF timelines (1 to 3 years) from long-term (next 40 years), so the whole HRM can properly engage and discuss.

Supporting information

Housing Accelerator Fund (“The Fund”)

We understand the federal Housing Accelerator Fund is driving much of this proposal and its haste. However we do not believe the proposed high-rise zoning in established residential neighborhoods and the objectives of the Housing Accelerator Fund are fully aligned. The City’s proposal goes much further than necessary. The objectives of the federal Housing Accelerator Fund with regard to student accommodation in particular are to:

- Accelerate the supply of housing across Canada / to create on- and off- campus housing.
 - As stated in the January 2024 [Federal Press Release](#), an objective for this Fund is to “help more students find housing they can afford close to where they study, and **help ensure that there are more homes available for families who live in those same communities year-round.**” This plan directly removes housing available for families who live in those same communities year-round.
 - Prior to that, in September 2023, the federal Minister of Housing, Infrastructure, and Communities requested the City add “**increasing density and student rentals** within walking distance of the City’s first rate post-secondary institutions”. That same month, Halifax Regional Municipality’s Regional Council subsequently directed municipal staff to “**work with post-secondary institutions to increase density and create opportunities for student housing within a walking distance** from post-secondary institutions across HRM”.

- Municipal staff went well beyond the scope and requirements of this request in the development of its proposal. Neither Council nor the federal Minister required that HR-2 zoned high-rises be adjacent to campuses nor replace existing and established homes. There are alternative solutions that have not been put forth that can achieve these objectives.
- Did the City work with post-secondary institutions to identify solutions?
 - Can the City demonstrate it engaged, considered input, and participated in joint-work with Saint Mary’s University, Dalhousie University and others to identify solutions for neighbouring communities that took into account their own growth plans and housing needs?
 - What other alternatives proposals did the city consider prior to selecting HR-2 units adjacent to Universities? This is not the only possible option.
 - On the proposed map, not all institutions are provided with the same HR-2 plan. And yet, other institutions were provided with these massive changes. Each post-secondary institution needs to be looked at based on its identified needs and in the context of where it is located.
- The Association of Atlantic Universities in their **Federal pre-Budget 2024** consultation submission requested funds so that the schools can “build affordable, accessible on-and-off campus student housing”. Universities are not advocating for developer driven, high-rise housing units to be built beside or adjacent to campuses, only that it be accessible and affordable.
- Saint Mary’s University has sufficient space within its campus to build additional campus housing that addresses its enrolment needs, including zoning that enables high-rise developments. **We are supportive of more housing and increased housing density being on the campus of the University.**
 - In recent weeks, residents of neighbouring Saint Mary’s University communities have held discussions with the University’s Administration. Saint Mary’s University currently has drawn-up plans to add a minimum of 1000 units to their portfolio within their current campus footprint. They have a plan to address their current and anticipated student housing requirements. (We note that Statistics Canada trends cited in the [Provincial Housing Needs Assessment Report](#) suggest that student enrolment totals across the country are relatively stable, changing only slowly over decades).
 - Following the 2024 federal cap on international students, the University’s available student housing is not fully subscribed.
 - Of note, the proposed high-density housing around Saint Mary’s University will be in direct competition with the University for housing. This does not seem to be in the best interest of this or other post-secondary institutions.
- Furthermore, off-campus housing does not need to be across the street and adjacent to the campus in an established residential area. There are appropriate

higher density areas that can be further developed with closer proximity to additional services of interest to students (e.g. laundry, grocery, restaurants).

- Though there is space on campus for new housing units and density, as well as in other very near areas in walking, scooter, and biking distance to the campus, a key component of walkability is the walkability to public transit which can provide well-connected corridors to additional areas for growth. As regular, weekly users of public transportation and active mobility options, we also live this principle.
- The Fund is also trying to increase residential housing construction through a number of initiatives, such as promoting the use of pre-approved housing plans and prefabrication of housing sections in construction facilities where efficiencies can be found. Given these efforts, why is the City aiming to unnecessarily remove single-family homes when all existing and new housing is needed?

Halifax Centre Plan 2021 / Consultation and Engagement

This proposed plan is a significant deviation from the City's **Centre Plan** which was **approved in October 2021**, only two years ago. This is difficult to grasp, but what is more so, is that the City has proposed these multi-neighbourhood zoning changes with little awareness, engagement, or consultation of its residents.

- The process implemented by the City for consultation and engagement of its citizens, including the timeline does not uphold values of fairness and transparency, it is also far from the fundamentals of urban planning.
- Prior to submitting this proposal, only three in-person engagements were held in-person in the Regional Centre. Engagement was over a period of four months: June to October 2023. This current version significantly varies from the City plans shared for in-person and on-line consultation, and there is no additional in-person engagement planned on these extensive revisions. For comparison, the Centre Plan was completed over a number of years.
- The City has indicated this new multi-neighbourhood zoning proposal as a “minor amendment” to the Centre Plan. Can the City please share its policy and test as to what constitutes a “minor amendment”? This is by all accounts not a minor amendment, this proposal is a new city plan. It is not justifiable to make this many changes, adversely impacting so many residents, without more opportunities for public engagement and consultation and more time for non-experts to digest and learn. By selecting this specific type of amendment process and the City excludes any option for an appeal.
- The Regional Centre Secondary Municipal Planning Strategy Package B (2021) states that “this Plan was developed through extensive public and stakeholder consultation using a wide variety of inclusive engagement tools and approaches....[The HRM Community Engagement Strategy] shall guide how the Municipality (a) informs, consults with, and engages the public in reviewing, amending, and implementing this Plan; and (b) provides for inclusive opportunities for engaging a diverse range of stakeholders and communities.” The process did not follow this commitment, including two of the Strategy's principle:
 - Everyone potentially affected by the process has an opportunity to become involved
 - The process is respectful, fair, effective and transparent

- The HRM Public Engagement Guidebook (2023) for those undertaking projects in the HRM indicates that when high impact plans meet high influence then the expectation for engagement is collaboration and empowerment, including in the development of alternatives and identifying preferred solutions. This proposal meets the definition of both yet the recommended engagement is not occurring. The high influence example provided in the Guidebook is a Secondary Plan Amendment. The High Impact Criteria are:
 - High impact across HRM, including significant changes to the built form, natural environment or the general health and safety of all HRM residents
 - High degree of interest across HRM
 - High impact on a neighborhood area
 - Strong possibility of conflicting perspectives on the initiative or issues in question.

Where is the win for the City to rush through such significant changes in zoning with long-term implications when there will be no immediate building taking place? This is not helping the short-term housing crisis. It will take years or decades for sufficient land acquisition and Municipal services to enable the desired structures for this HR-2 zoning. That is, if it is economical at all.

- Separating out the Short-term actions will enable proper consultation and engagement on the medium- and longer-term plans for our city. This will also enable “thorough, evidence-based public and accountable discussion,” the type of which our City Councillor advocates.
- Can the City please separate out processes for short-term crises requiring urgent action from medium- and longer- term projected growth considerations.

Proposed Re-Zoning Plan

The current proposal for the surround neighborhoods of Saint Mary’s University is a clear example of how the City of Halifax did not uphold its own stated principles for this planning initiative.

- Nine-story high-rises, that also permit commercial space, being put up on top of and across residential streets from single-family homes is not “additional housing that has a minimal impact on a neighborhood's built form and character.” What the city has proposed, in fact, fully destroys the fabric and essence of an entire neighborhood both built on form and character.
- The City has previously indicated that the HR-2 Zone is not to abut low-rise neighborhoods, yet that is exactly what it is proposing.
- The City indicates that it provided “gentle density”. To state the obvious, the proposal is not a gentle transition from homes to nine-story high-rises with included commercial space, nor does it provide the “missing middle”.
- The “What we Heard” report produced by and relied on by the City for this proposal requested the following regarding the Housing Accelerator Fund: “There was feedback received regarding the need for increased housing options, particularly in the gentle density and missing middle form.”
- This proposal does not provide what was requested nor is it providing what the City indicates it ought to be.

We Want to Know

In planning for this growth and densification, in light of this new proposed plan, can the City demonstrate it has new and informed comprehensive and funded plans for:

- additional green space and urban forestry,
- recreational facilities,
- adequate public transportation,
- traffic planning,
- ensuring proper drainage,
- emergency planning,
 - For example, many of our streets are residential cul-de-sacs, as well, Robie St. and other parallel streets in that area are no exit roads. Having that many people and additional traffic in this area makes zero sense, the area will be in a standstill. This is unsafe from an emergencies perspective. Just Halifax Grammar School and Mer et Monde public school already cause traffic jams twice daily without any further development.
- addressing building shadowing,
- electrical, water and wastewater services
- environmental objectives, specifically for greenhouse gases and prevention of urban heat islands.
- schools and medical services (yes, funded by and the responsibility of the Province, they still need to be located somewhere and considered as part of urban development)
- consideration of alternative proposals for the creation of housing units (HR-2 or other increased density) outside the existing residential area.
- Do the projected demographics substantiate this specific neighbourhood plan, and what is the source of these numbers?
- What is the employment outlook and plans to support business development?
- How do various regional, provincial, and federal plans and objectives fit together to encourage and manage growth in the municipality?
- How does the City plan to protect homeowners' property taxation, so they are not forced out of their home due to increased assessments based on potential development?
- How does the City plan to enforce the proposed height restrictions for current and future high-density areas? What is the city doing to ensure areas already zoned for higher-density are meeting their potential?
- How will the City ensure that what is built is provided as affordable housing for students in the immediate future and longer term?
- How will the City ensure that the high-density multi-unit buildings will not become run down or party zones (as is the case near the University of Waterloo and already an issue with much smaller rental homes near Dalhousie University)?
- How will the City address the fact that housing, in particular housing units intended for students, may be exempt from the foreign home buying ban?
- How will the City ensure that housing, and even commercial space, once built, will be available to the public and not sitting empty as the case in Vancouver and other major cities?

- Why are other areas of the City with buildings equal to or higher heights than nine-stories not being zoned HR-2?
- Why is the city not ensuring that developers who currently sit on vacant lots, empty homes, unused commercial spaces are penalized?
- How has the City effectively reduced the adverse impact on housing available from short-term rentals now and in the future. How has this increased housing availability to those who need it most?

Environmental Impact

If the City is concerned with reducing emissions, then removing existing housing units from the supply increases the City's greenhouse gas emissions. The Canada Green Building Council indicates that the building sector accounted for 13% of Canada's greenhouse gas emissions. It indicates that when factoring in building materials and construction, this sector is responsible for closer to 30%, making the building sector Canada's third-highest carbon emitter. There is no reason to be removing homes from the housing supply.

Further to this, the homes and neighborhoods proposed for removal are the same ones that have been invested in using public funding (federal, provincial, and municipal) to install solar panels and heat pumps, upgrade furnaces, improve the R-value in the exterior envelope through insulation and new windows and doors, and to install EV charging stations. The removal of these homes after such initiatives and investments is a waste for the environment and extremely poor use of public resources.

Quality of Life

The City seems to have overlooked the fact that quality of life is what is translating to economic gains in Atlantic Canada. According to the December 2023 Public Policy Forum's "The Belonging Advantage" Report, the Institute finds that:

- Atlantic Canadians report a greater satisfaction with their quality of life than Canadians as a whole, and a greater sense of belonging to the community.
- Atlantic Canadians with a strong or very strong sense of belonging to the local community stood at 54.5 percent last year, almost nine percentage points higher than Canada as a whole.
- Nova Scotians have an average of 5.84 relatives with whom they are close, and at least four neighbours of whom they could ask a favour;
- Asked to rank their satisfaction with various aspects of well-being, they gave high marks to everything from personal relationships and access to parks to their neighbourhood as a good place to live.

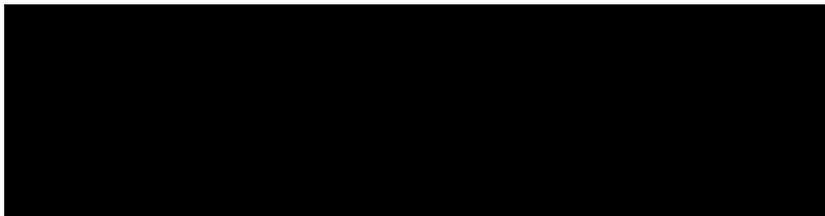
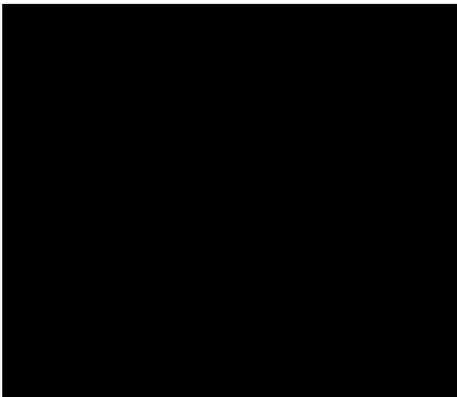
"The pandemic was a reset for a lot of people," says Danny Graham, chief engagement officer of Engage Nova Scotia. "A lot of people began to re-evaluate 'where do I want to live' and the answer came down to 'I want home to feel like home.' A place they feel connected to others and to the fabric of the community."

As residents, the above statements ring true for our neighbourhoods and streets. The proposed zoning changes actively works against Atlantic Canada's measurable advantages and key sources for economic growth.

Everything the City is proposing to do to the neighbourhoods and communities surrounding Saint Mary's University actively destroys communities and a sense of belonging. We are now in a position where we will take pause before advocating to other professionals, including to much needed health care professionals, to move here and invest in Halifax. If the City can do this to its residents and homeowners, it does not in fact provide the good quality of life it advertises. In this proposal, the City is also communicating that being a homeowner or business owner in Halifax could be a risky financial investment, there is no certainty or stability.

We are making every effort to provide fact-based information to counter this zoning proposal within the few weeks the City has provided for us to be engaged. It leaves us heartbroken, disappointed, disillusioned, upset, and appalled that the City would even consider putting nine-story high-rises on established residential streets. We urge you to do the right thing and reconsider HR-2 zoning in our neighbourhood. Let's discuss increasing density in ways that target housing needs and make sense for residential areas. Let's work together to get this right for all residents.

Signed,



Neate, Leslie

From: Stoddard, Iona
Sent: Thursday, February 1, 2024 8:27 PM
To: Office, Clerks
Cc: [REDACTED]
Subject: FW: [External Email] Housing Accelerator Fund Plan - Wedgewood Opposition
Attachments: Stoddard - Wedgewood Development Opposition.pdf

Hi,
Please find enclosed correspondence that the resident has given me permission to share.
Thank you.

IONA STODDARD (SHE/HER)
COUNCILLOR DISTRICT 12
TIMBERLEA-LAKESIDE-BEECHVILLE-CLAYTON PARK WEST-WEDGEWOOD
PO BOX 1749
HALIFAX NS B3J 3A5
T. 902.240.7926
F. 902.490.4122
iona.stoddard@halifax.ca | www.halifax.ca

HALIFAX

For routine municipal matters, please call 3-1-1.

To reach my back up Coordinator, please contact Victoria Palmetter at 902-490-2012 or 902-490-4122

For all things HRM, visit www.halifax.ca

To read my latest e-newsletter visit <https://www.halifax.ca/city-hall/districts-councillors/district-12/communications>

If you would like to have e-newsletters sent directly to you inbox, please contact Vicki Palmetter.



The Halifax Regional Municipality is located in Mi'kma'ki, the ancestral and traditional lands of the Mi'kmaq people. The municipality acknowledges the Peace and Friendship Treaties signed in this Territory and recognizes that we are all Treaty People.

This communication may contain privileged or confidential information and is intended for the addressee(s) only. Any copying, distribution, or other use or disclosure of the information in this communication by person(s) other than the addressee is prohibited. If you have received this communication in error, please notify the sender and delete or destroy all copies of this communication, including from your deleted items folder.

From: [REDACTED]
Sent: Thursday, February 1, 2024 12:16 PM
To: Stoddard, Iona <stoddai@halifax.ca>
Subject: [External Email] Housing Accelerator Fund Plan - Wedgewood Opposition

[This email has been received from an external person or system]

Good Morning Ms. Stoddard,

Please find attached a letter expressing our concern and disagreement with the HAF Fund proposal.

Thank you,

[REDACTED]

January 26, 2024

Iona Stoddard
Phone: 902-240-7926
Iona.Stoddard@halifax.ca

Dear Ms Stoddard,

As residents of the Wedgwood subdivision, my husband and I are writing to express our concern and strong opposition to a matter in the Housing Accelerator Fund (HAF) Plan.

The plan proposes allowing four unit developments per lot in the Wedgwood Subdivision. We recently relocated to the Wedgwood Subdivision from Hammonds Plains. We enjoyed living in Hammonds Plains for almost 15 years until developers recently started to construct multi-unit dwellings adjacent to our property - destroying the natural beauty and peacefulness of the area.

We were devastated at having to move however, we did not wish to live adjacent to multi-unit dwellings and the challenges they pose.

In our search to relocate, we discovered Wedgwood. We were attracted to this beautiful, mature neighbourhood because of the larger lot sizes but primarily due to the fact it was already developed and we would not have to worry ourselves with multi-unit buildings being constructed nearby us. This key fact was why we ultimately chose this neighbourhood to purchase in.

We have a very significant financial investment in our home located here and would be devastated should we be forced into a position of moving again due to this proposal being passed. We do not wish to be at risk of developers moving in and destroying the character of the neighbourhood and lowering the value of our investment.

This is a neighbourhood of families. People who take pride in their homes. It would be a real shame to see the neighbourhood destroyed by developers of multi-unit buildings.

While we appreciate there is a current housing crisis, we do not believe that allowing 4 units per lot in an otherwise quiet residential neighbourhood is the solution. Perhaps there is a middle ground whereby additional in-law suites would be allowed, and the 4 unit solution would not be.

Respectfully,


Robert All


Neate, Leslie

From: Stoddard, Iona
Sent: Thursday, February 1, 2024 5:15 PM
To: Office, Clerks
Cc: Palmeter, Victoria
Subject: FW: [External Email] Feedback on Housing Accelerator Fund

Good evening,
Please find attached an email from residents asking me to share.
Thanks

IONA STODDARD (SHE/HER)
COUNCILLOR DISTRICT 12

TIMBERLEA-LAKESIDE-BEECHVILLE-CLAYTON PARK WEST-WEDGEWOOD
PO BOX 1749

HALIFAX NS B3J 3A5

T. 902.240.7926

F. 902.490.4122

iona.stoddard@halifax.ca | www.halifax.ca

HALIFAX

For routine municipal matters, please call 3-1-1.

To reach my back up Coordinator, please contact Victoria Palmeter at 902-490-2012 or 902-490-4122

For all things HRM, visit www.halifax.ca

To read my latest e-newsletter visit <https://www.halifax.ca/city-hall/districts-councillors/district-12/communications>

If you would like to have e-newsletters sent directly to you inbox, please contact Vicki Palmeter.



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From: [REDACTED]
Sent: Wednesday, January 31, 2024 10:22 AM
To: Stoddard, Iona <stoddai@halifax.ca>
Subject: Re: [External Email] Feedback on Housing Accelerator Fund

Good morning Ms Stoddard,

Thank you for your reply to my email regarding my concerns about the HAF and the related proposed zoning changes.

Yes, I definitely would like you to bring my and my neighbours' concerns to the Regional Council and I thank you for doing the same.

I and many of my neighbours are very concerned and upset about this issue as well as the proposal involving the piece of Hemlock Ravine Park close the Lodge Drive. Two petitions have already been started regarding these issues. We purchased our homes and have paid higher taxes in this area to be *removed* from the more densely populated neighbourhoods of the city and now to be subjected to what basically amounts to a "changing of the rules halfway through the game" seems monumentally unfair.

Again, thank you for your time and attention to these matters.

Sincerely,

[REDACTED]
Edward Laurie Drive
Halifax, NS [REDACTED]

[Sent from Yahoo Mail for iPhone](#)

On Wednesday, January 31, 2024, 10:04 AM, Stoddard, Iona <stoddai@halifax.ca> wrote:

Good morning [REDACTED]

Thank you for taking the time to send your email outlining your concerns about zoning changes in the Wedgewood area.

Staff reports are currently being drafted and are expected to be presented to the Regional Council in February and March 2024. Residents can provide questions or feedback on the amendments until Friday, February 16, 2024, to haf@halifax.ca. Any information shared with the municipality will be to inform a report to the Regional Council in March 2024. There will be additional opportunities for public input at that time.

Please advise if you would like me to share your concerns with the Regional Council through the Municipal Clerks Office. Also, please see the link below for additional information.

[Housing Accelerator Fund | Regional & Community Planning | Halifax](#)

Kind regards,

Iona

Iona Stoddard

Councillor District 12

TIMBERLEA-LAKESIDE-BEECHVILLE-CLAYTON PARK WEST-WEDGEWOOD

PO BOX 1749

HALIFAX NS B3J 3A5

T. 902.240.7926

F. 902.490.4122

iona.stoddard@halifax.ca | www.halifax.ca

HALIFAX

For routine municipal matters, please call 3-1-1.

To reach my back up Coordinator, please contact Victoria Palmeter at 902-490-2012 or 902-490-4122

For all things HRM, visit www.halifax.ca

To read my latest e-newsletter visit <https://www.halifax.ca/city-hall/districts-councillors/district-12/communications>

If you would like to have e-newsletters sent directly to you inbox, please contact Vicki Palmeter.



The Halifax Regional Municipality is located in Mi'kma'ki, the ancestral and traditional lands of the Mi'kmaq people. The municipality acknowledges the Peace and Friendship Treaties signed in this Territory and recognizes that we are all Treaty People.

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From: [REDACTED]
Sent: Sunday, January 21, 2024 12:09 PM
To: Stoddard, Iona <stoddai@halifax.ca>
Subject: [External Email] Feedback on Housing Accelerator Fund

Dear Ms Stoddard,

As a long-term resident who has lived on a decent-sized lot in the Wedgewood neighborhood of Clayton Park for the past 29 years, I respectfully disagree with the proposed changes regarding the allowance of a minimum of four units in all residential zones within the Urban Service Area. While I understand the municipality is facing challenges related to housing affordability and availability, I believe this approach may have unintended consequences and does not adequately consider the concerns of existing residents.

Here are a few reasons for my disagreement:

1. Infrastructure strain: Increasing the density in residential areas without proper infrastructure planning and development may lead to strains on existing resources such as roads, utilities, parking, and public amenities. It could potentially lead to issues like increased traffic congestion and decreased quality of life for current residents.
2. Loss of community character: Denser housing development may alter the character of established neighborhoods. Many residents have chosen to live in these areas due to their specific, low-density appeal, and they value the sense of community and space that comes with it. Allowing for more units in these areas might compromise the unique character and charm that attracted residents in the first place.
3. Quality of life concerns: Increased housing density may impact the quality of life for existing residents. It could lead to loss of privacy, increased noise levels, and a decrease in green spaces and recreational areas. This may affect the overall livability and wellbeing of current residents.

4. Lack of infrastructure investment: Before implementing such changes, it would be crucial to ensure that appropriate infrastructure investments are made to support increased housing density. This includes factors such as transportation, schools, healthcare, and public services. Without proper planning and investment, the proposed changes may exacerbate existing inadequacies in these areas.

While I acknowledge the importance of addressing housing challenges, I believe a more balanced approach that considers the concerns of existing residents and thoroughly evaluates the potential impacts on infrastructure, community character, and quality of life should be taken into account.

Thank you for your attention and consideration in this matter.

Yours truly,

[REDACTED]

[Sent from Yahoo Mail for iPhone](#)

[REDACTED]
[REDACTED] Robert Allen Drive
Halifax, NS. [REDACTED]
[REDACTED]

January 31, 2024

Halifax Regional Municipality

Ms. Iona Stoddard
City Councillor

Timberlea-Beechville-Clayton Park West
PO Box 1749, Halifax Nova Scotia B3J 3A5

Dear Ms. Stoddard:

We are writing as concerned residents of the Wedgewood Community in Halifax, regarding two matters related to the Housing Accelerator Fund (HAF) plan. We have lived in this area for more than 30 years.

Firstly, we would like to express our disagreement with the proposed changes allowing a minimum of four units in all residential zones within the Urban Service Area. While we understand the pressing need to address housing affordability and availability, we believe this approach may have unintended consequences and does not take into account the concerns of the residents who live here.

One of the main reasons for our disagreement is the potential strain on existing infrastructure. Increasing density in residential areas without proper infrastructure planning and development may lead to issues such as traffic congestion, insufficient parking, and added pressure on public amenities. Before implementing such changes, it is essential to ensure that appropriate infrastructure investments are made to support increased housing density. This includes factors such as transportation, schools, healthcare, and public services. Without proper planning and investment, the proposed changes may exacerbate existing inadequacies that we are already experiencing.

Moreover, these changes may compromise the unique character and sense of community that many residents cherish in our established neighbourhoods. We believe that the proposed changes do not thoroughly consider the potential impacts on the quality of life for current residents. Denser housing development may lead to a loss of privacy, increased noise levels, and a decrease in green spaces and recreational areas. It is important to carefully evaluate and address these concerns to maintain the overall livability and well being of our community.

Secondly, we would like to express our strong opposition to the proposal to construct an 18 and 12-story wooden tower with a maximum height of 60 meters in proximity to the beloved Hemlock Ravine Park. While I understand the aim of the HAF plan to address housing challenges, we must not ignore the significance of our natural assets and ensure their preservation.

Hemlock Ravine Park is not only a vital habitat for the various flora and fauna but also an essential recreational area and green space for our community. Allowing such tall structures near the park could have detrimental effects on the local ecosystem, disrupt the tranquility of the area, and negatively impact the overall enjoyment and use of the park for both current and future residents. Again, concerns about the strain on existing infrastructure, such as roads, parking, and public services, must be adequately addressed before proceeding with any high-rise development.

We strongly believe that there are alternative locations where high-rise development can be considered without encroaching on precious natural areas like Hemlock Ravine Park. Preserving the integrity, sustainability, and beauty of our natural spaces should be a priority as we navigate the need for housing development.

We kindly request that you take into account the concerns raised by us and other residents when making decisions regarding the HAF plan and the proposed development near Hemlock Ravine Park. It is essential to strike a balance between addressing housing challenges and preserving the wellbeing and character of our communities for the benefit of current and future generations. We are troubled by the fact that the proposed changes, which affect a great number of residents, have not allowed consultation with the public or any input from us.

Thank you for considering our thoughts and feedback. We look forward to your response and future actions that reflect the best interests of our city and its residents.

Sincerely yours,





HRM Housing Accelerator Fund Team
PO Box 1749
Halifax NS B3J 3A5

February 16, 2024

RE: Housing Accelerator Fund MINORREV-2023-01065

Dear Kate, Kasia, Josh, Byungjun and all the staff that worked on this,

Thank you so much for this hard work delivered on a very tight timeline over winter break. This is an extraordinary amount of work, and you really must be applauded.

My response below should be read not as a criticism of this work, rather as input into a process that in its very nature will require revision and change.

I am writing today to share my thoughts as the elected official representing my district, the regional centre, and all HRM and to share what have learned about concerns raised by residents throughout the process.

I know that [now is the time for bold changes to address the housing crisis](#), and after [writing an explainer of the proposed changes](#) I've certainly received a great deal of feedback.

I'll start with a review of the direction of HRM Regional Centre Community Council, Federal Minister Fraser, and Regional Council.

On July 12, 2023 at Regional Centre Community Council, my motion suggested allowing both secondary and backyard suites in ER zones, rather than allowing either/or which would raise the unit counts for ER1 from 2 to 3, and ER2 from 3 to 4, and allowing internal conversions in ER2 and ER3 zones to 5 units, an allowing modest increases to the building envelope to accommodate fire escapes/secondary egress.

In addition, my motion called for strengthen controls to reduce impacts on neighbouring properties including but not limited to garbage screening, landscaping, and parking placement and enabling policy to allow affordable housing, cohousing, shared housing and similar forms of

housing in a missing middle form in the ER-2 and ER-3 zones with a focus of ensuring compatibility with the built form of neighbouring residential uses.

On September 21, 2023, Federal Housing Minister Fraser wrote to ask HRM to consider legalizing 4 units as-of-right within the service boundary, legalizing dwellings up to 4-storeys high for all residential areas in the regional centre, creating a non-market affordable housing strategy with staff dedicated to it; and increasing density and student rentals within walking distance of the City's first-rate postsecondary institutions.

On September 26, 2023 Halifax Regional Council directed staff to expedite amendments to the Regional Plan and supporting secondary planning strategies and land use by-laws, create a minimum of four units per lot in all residential zones within the urban service boundary.

It proposed changes in the Regional Centre to enable more missing middle housing, with a particular focus on smaller, faster building form and construction, and wood frame construction, while ensuring water supply and wastewater capacity is considered and existing and proposed heritage conservation areas are exempted, and to work with HRM post-secondary institutions to increase density and create opportunities for student housing within a walking distance from post-secondary institutions across HRM.

Analysis of Staff Proposal for HAF

Apart from the university areas and Fenwick CEN zone this is generally still true to what was proposed in the Centre Plan with the intensity dialed up with more height or units for density. The proposal by and large reads as an increase in development allowed in the regional centre while still generally using the Centre Plan findings, mapping, zoning, design guidelines.

I don't see this as walking away from Centre Plan. It's what would have happened in the Center Plan eventually, but 25 years earlier than we thought we might need it, as we are now growing at an unprecedented rate. Much of what is proposed in the rest of the serviced area, or suburban area, is logical and is the kind of thing that will flow from the suburban plan.

While this largely builds on the good work and community engagement done to get Centre Plan adopted there are some things I think should be changed, which I outline below.

INFRASTRUCTURE COSTS MUST BE ACKNOWLEDGED

While I support increasing the population in both the regional centre and the rest of the serviced area, it is important that the cost of infrastructure be acknowledged and quantified.

There are swaths of the suburbs, like Herring Cove Road and Bedford Highway, where the proposed rezoning for apartments makes sense, but the proposed road, sidewalk and bike infrastructure improvements need to be funded. There is risk in proceeding without the funding models being in place. Allowing a few buildings now may make sense to enable housing quickly, we need to speed up our assessment of infrastructure to support the Suburban Plan.

In the Centre Plan area some corridors and areas may not be appropriate to up zone now until infrastructure upgrades are in place, for example water and sewer in the Marlborough Woods neighbourhood.

GENTLE DENSITY

Backyard suites should be integral and encouraged in the R and ER2 zones. The zones should be written so that the small homes/ suites built on Stanley Street by Kerry Lynch would be allowed by right. As Kerry Lynch wrote on a LinkedIn Post:

Height is not the enemy, lack of diversity is. It shouldn't be a choice between one or the other. The housing discussion is often led by height but there are clear benefits to secondary suites, missing middle, and invisible density:

- *Maintain walkable, human-scale streetscapes*
- *Allow people to stay in their homes longer by generating income*
- *Create flexibility to downsize to the secondary suite and rent the primary residence*
- *Disperse vehicle congestion*
- *Decrease clustered impact on municipal services; schools, fire, water, electrical, police*
- *Avoid wind tunnels and shadowing resulting from height*
- *Lower financial risk related to development*
- *Less development impact on neighbourhoods; excavation in days vs months (or years), no blasting or construction cranes or heavy truck traffic*
- *Disperse wealth to homeowners from developers and keep it local*
- *The land is free, no landbanking required*
- *Services in place*

The most notable is the speed of execution. Labour to execute both height and infill is the same, the upside is a backyard suite can be produced by modular and panelization in a fraction of the time.

Smaller, smarter housing options can be move-in ready in 6 months instead of 6 years. The issue is urgent and a solution is needed now.

In addition to looking to spread out the impact on municipal services through gentler density, staff should conduct a review of how much scaling up would be required for municipal services, for transportation infrastructure, water and sewer, and transit.

By quantifying these costs, HRM can apply for confirmation that funding will be available from the Federal and Provincial government to help cover these significant costs prior to upzoning in these critical areas.

CEN and DD ZONE

I support the increase in FAR proposed in the CEN and DD zones.

I propose the removal of the height limits from the CEN and DD zones, and allowing FAR and the design requirements to govern development here. The focus on height is not useful in these intense zones.

I feel the design requirements are more than sufficient to allow this to work well. We need to convince the province that these design requirements are essential to building complete, health communities. The design criteria need to be defended so we don't end up with later day Scotia Squares and Maritime Centres.

The additional height that may come will be a business decision, the first three stories will be well done if they meet the requirements and the tower separation, and setbacks are met to address the wind and sun concerns.

These increases in FAR will encourage faster development and more dwelling units per building.

I am gratified to see the Fenwick CEN zone which I have been supporting as a concept for some time. It is a solution to a number of issues that are coming with potential redevelopments of some of the larger lots and commercial spaces in that area. My one concern is that the ***FARs should come down as the lots approach the proposed South Park HCD.***

For example, on South Street the WCB lot should be lower than the apartment lot which in turn should be lower than the Fenwick Tower property. It is not a good idea to go from 40+ stories to a 3-story heritage district.

FUTURE GROWTH NODES

Absent from what I have seen so far (and there is a lot, I may have missed some) is a discussion of whether the proposed Future Growth nodes targets should be re-evaluated. I note that the Dartmouth FGNs proposals are generally coming in higher than originally anticipated, and that is a good thing, but ***explicitly looking at population/unit targets*** for Robie/Young/Almon, Strawberry Hill, Halifax Shopping Centre and its Annex would inform our medium- and long-term supply of units.

COR AND HR ZONES

I support the increase in height proposed for the COR and HR. The design guidelines for COR and HR are strong and I think the designations are generally appropriate.

I understand and generally support the increased depth of the zone to allow faster development.

The one area of concern I have is around the universities which I address below.

HERITAGE PROPERTIES

During the creation of the Centre Plan we tried to make sure all the registered Heritage Properties were zoned to the envelope of what was already there. I understand that staff intend to restore these buildings zoned to envelope. **All registered heritage (outside of the DH zone) should be zoned to ER2 8m or 11m.**

UNIVERSITY AREA UPZONING

What has been proposed around the universities is in some cases a substantial departure from both the Centre Plan and the Minister's request. There is a lot to think about here but what I think is lost is that 7-9 story HR2 zoning in what was previously ER1 will not result in fast changes driven by missing middle wood frame construction.

HR 7-9 stories is NOT missing middle. Wood frame 3-4-5 flats that look like the podium of St Joseph's Square on Gottingen, the classic riff off the "brownstone or brick walk up" is what I think we need here.

It is also important to note that the motion of council directed staff to "work with HRM post-secondary institutions to increase density and create opportunities for student housing within a walking distance from post-secondary institutions across HRM." This work has not yet happened in any meaningful way. The level of upzoning proposed is not required by SMU to meet their undergraduate housing goals, for example.

The argument that larger taller buildings are required to have development happen at all are disproved by recent developments like the Capital at Coburg and Seymore, the 6345 Coburg, and the Seymore project show several recent 5-6 story buildings being successfully built, or the four story wood frame buildings at Brewery Park on Almon and Agricola.

The reason completes take three years now has more to do with complex large building forms than anything else. Missing middle is critical to faster unit completes.

I can see the merits and issues with all of it, and I want to address the four broad areas of upzoning:

- **Support for the expansion of the already existing HR and COR zones adjacent to Dalhousie on Oxford and Coburg**, and the height increases. We've had an extensive public engagement that already identified these lots as appropriate for these zones, and the proposed changes are in line with many of the developments already there (Coburg Tower, Le Marchant Tower, the Carlyle). While this will be contentious for immediate neighbours, it is generally in line with the plan now.
- Support the HR zone, but **support a reduction of height on the blocks of Seymore, LeMarchant, Henry and Edward** to match the six story heights to match the university plan, and the private six story developments already built.
- **Support for the zone change on Inglis backing Gorsebrook Park and proposed height limit**, and support for a height increase for the HR zones the **Wellington and Tower area at a 4-5 story limit**
- I cannot support the rezoning of Dalhousie/Beaufort South, South Street, Robie through to Marlborough, Tower through to Bridges and adjacent streets, and Gorsebrook through

to Rogers to HR. ***The lots facing the universities should be upzoned to ER3 or HR 3 stories on Gorsebrook, Bridges, South (where currently proposed HR) and Robie south of Inglis.*** The zoning in area between Inglis/Ivanhoe/Atlantic should be firmly missing middle ER3, building on the success of missing middle developments like Lindola Place. The lots on the streets behind them can be rezoned ER2 like the rest of the area (see below).

ESTABLISHED RESIDENTIAL ZONES & FOUR UNITS IN ALL ZONES

The proposal to rezone all of the Regional Centre to ER3 needs to be reconsidered.

I support the goal of four units in all zones in the serviced area, both regional centre and suburbs.

This proposal uses ER3 to provide everything from duplexes to small multits, and I don't see how a single zone can provide good and consistent results.

It is important to note that we have not had true "R1" on the peninsula for over 50 years. Since the 50s we've allowed internal conversions, and since the 70s in R2 HRM has allowed to turn a house into up to 6 units. The late 70s/early 80s bylaws allowed 3 unit conversions in R1, and more units in R2. The 2021 bylaw allows 1 unit + a suite, the ER2 allows 2 units + a suite. All zones in HRM already allow at least 2 units (house + suite).

There is no question that multits in "R" can and should be allowed throughout the regional centre, as they have been for generations.

The direction from the Minister and HRM's own direction is 4 units in ER zones and R zones in the serviced areas.

The staff proposal is to apply the ER3 zone, possibly with modifications not yet public, to all residential zones in the Regional Center, and to allow bedrooms and units limited only by building code, while also increasing 50% and in some cast 60% lot coverage, an increase of height to 12m. The zone would no longer provide a benefit or bonus to retain and expand a building by providing more units to an internal conversion. Land assembly and lot consolidation would allow for small apartment buildings in ER zones.

This goes far beyond the Minister's request for 4 units per building everywhere in HRM.

My feeling is the rush to deliver this proposal means that staff are applying ER3 with a broad brush due to lack of time for a deeper analysis. Applying this across the regional centre is trying to use one tool to achieve a number of things in a way that it was not intended to do. Four units, intensity in corridors, appropriate low rise missing middle apartments cannot be successfully applied to all of the Regional Centre using a single zone.

Upzoning to this degree generally means that the land owner will feel compelled to develop to the maxim allowed under the zone. Wide open zoning in ER risks slowing new units, by turning

potential developments away from infill, gentle density and conversions to land assembly, tear downs and new builds with the inevitable empty lots like we see on Robie.

Potential Changes to Approach - ER2 should be amended and applied across the regional Centre. ER2 should allow more units and encourage backyard suites and small homes. ER3 may be applied on all collector and arterials not already up zoned to HR and COR.

To ensure HRM continues to meet the goals of the HAF funding I urge staff to consider implementing a broadened ER2 across the Regional Centre that allows the required four units. My understanding is the ER2 changes to allow this are already proposed for the future Heritage Conservation Districts. Consider allowing increases to the building envelope to the lot coverage maximum in a way that preserves the look of character of these areas. We've done this with mixed success in the Wellington/Tower area, and the lessons learned from the late 2010s R2A amendments can help guide this approach.

This is not to say that a higher intensity up zoning on corridors and arterials to ER3 or similar should not be considered. It may be here that further relaxation of unit counts and bedroom limits may be considered. Further discussion is required about what form ER3, a possible ER4 or HR lite zone might take. This does not have to happen on the HAF timeline.

Additional zones may be required - ER3 may not be the tool to ensure duplex, small homes, townhouses and quads and also multiplexes and small apartments. I am not against any of these forms. Simply put, we need to zone for what we want with more intention. If we want Montreal style apartments, perhaps ER3 or some kind of ER4 should require that and not allow duplexes and single family homes. If we want the most dense missing middle, we need to zone for that.

I think we need to have a much deeper dive where the lots are larger and the grid breaks down in the post-war suburbs (Connaught/ West End / North Dartmouth / Crichton Park / Manor Park / Penhorn Mall / Southdale etc). I am concerned this cannot be done on timeline proposed, and if necessary ER2 should be applied now with the increased unit count and lot coverage changes, and we should come back for a "Package B" discussion to make sure we don't make changes now we regret later. That said, there are areas where the very large lots and smaller post war homes may require a modified approach to unlock the potential of these neighbourhoods for density and more dwelling units.

ER2 should be changed to four units + a backyard suite, and the current front, back and side yard setbacks, and height limits of the zone should be maintained. These limits may be relaxed if certain conditions are met when retaining and expanding an existing building. Lot coverage should be relaxed as laid out in the proposal. ER2 requires tighter controls in proposed heritage districts.

ER3 or HR should be applied to remaining corridors and arterials, with modest height limits of 3-4 stories.

Larger mults that fit the neighborhood as I suggested in my motion of July 2023 could be allowed by DA for appropriate uses (seniors homes, affordable housing, special care).

The intensity of upzoning suburban R zones should be less than we consider in the regional centre. Two units + 2 basement or back yard suites would be sufficient for our goals.

BYLAW CHANGES. ENFORCEMENT, EMPTY LOTS

These proposed changes raise once again real, recurring and as yet unaddressed concerns in the Regional Centre.

Beyond zoning change, is a general lack of confidence in HRM from longer-term/more permanent residents in the City's ability to manage smaller rental units especially near universities. HRM needs to invest in ***proactive compliance of noise, garbage, parking, and unsightly premises bylaws***, among other things. Further, HRM needs to encourage or require small property owners to reinvest in their properties and to effectively manage them.

At present, many of the student rentals are in poor condition, in part because any reinvestment or upgrade leads to increased property tax for landlords. Much of the opposition to zoning change in university districts also reflects some degree of opposition to students and student dwellings, which are not effectively managed by HRM at this time; the concern amounts to a zoning change that moves our neighbourhoods closer to becoming student enclaves.

The ***modifications that staff have spoken about related to M200 and the noise bylaw, and a better managed and resources enforcement plan need to come hand in hand*** with whatever changes Council subsequently approves. I encourage the CAO to bring an amendment package forward immediately.

Finally, some form of ***empty lot/demolition control*** needs to come hand in hand with this proposal, combined with some kind of ***inclusionary zoning program*** in place, to help minimize reduction of units in the short term through land banking, and replacement of affordable units with similar.

CONCLUDING THOUGHTS

We heard on February 13 during the Planning and Development budget presentation that to meet the requirements of HAF funding we cannot delay, and I support moving forward as quickly as possible.

I accept that at face value, but there are two separate goals here - the first ensuring we meet the requirements requested by the Minister, and second a general increase in intensity for the Centre and suburban plans.

Much of the latter goal can be met during the HAF process, but there are going to be issues and pain points that go beyond the HAF request and simply do require more examination and public engagement to get them right. I urge staff to set those aside for deeper examination rather than try to get all of this done at once with the risks that entails.

Thank you again for all your hard work on this file, it really is impressive. I look forward to the next steps!



Waye Mason
Councillor | Le Conseiller | Comhairlaiche | Wunaqapeme’j
District 7 - Halifax South Downtown
Halifax Regional Municipality

Cell 902.430.7822
Email waye.mason@halifax.ca



1534 QUEEN ST, HALIFAX, B3J 2H8

Clear search location

Results: 7

Front & Flanking Yards

Front & Flanking Yards

Maximum (metres)	NA
Minimum (metres)	0.00

Zoning

Designation

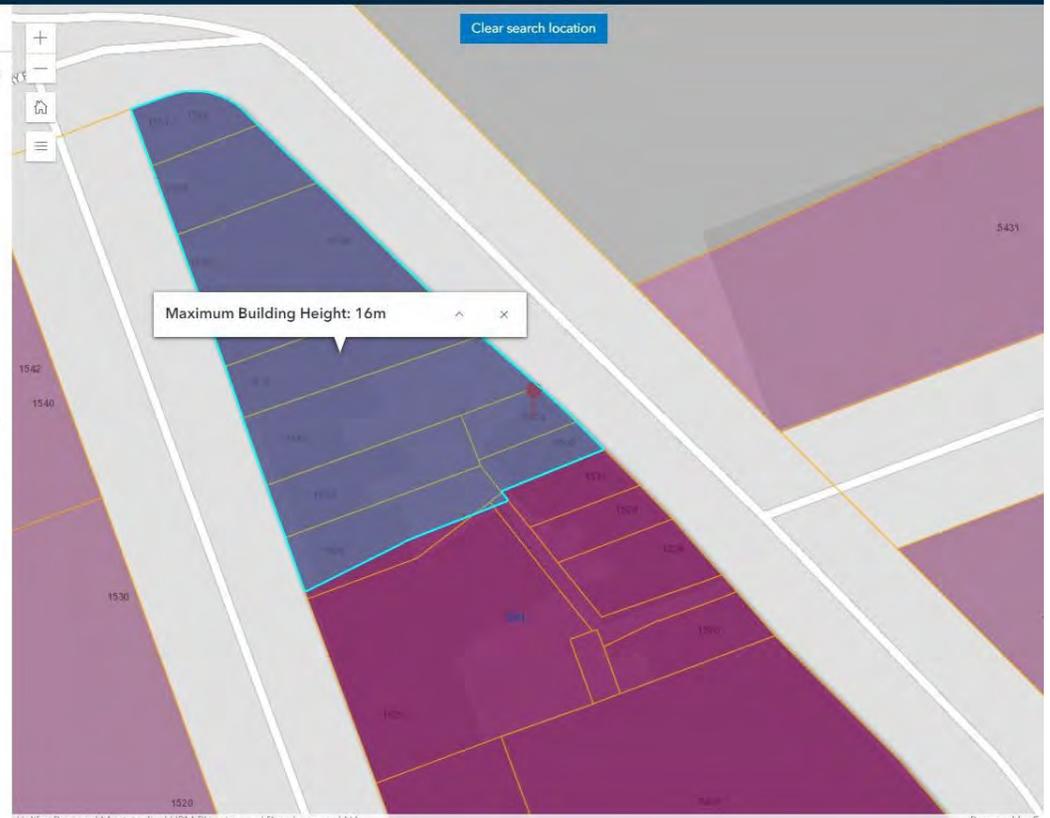
Maximum Building Heights

Maximum Building Height: 16m

Special Areas

SMPS Precincts

Bonus Zoning Rate Districts





1530 QUEEN ST, HALIFAX, B3J 2H8

Clear search location

Results: 7

Front & Flanking Yards

Front & Flanking Yards

Maximum (metres)	NA
Minimum (metres)	0.00

Zoning

Designation

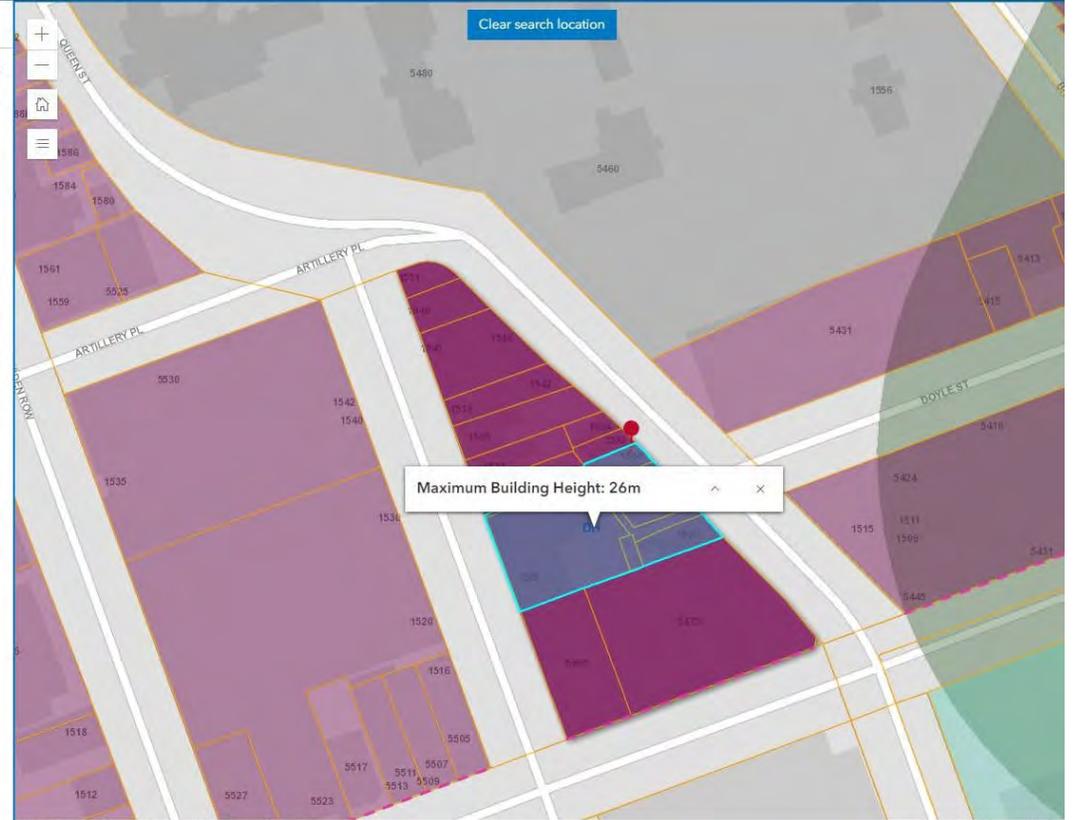
Maximum Building Heights

Maximum Building Height: 26m

Special Areas

SMPS Precincts

Bonus Zoning Rate Districts



Regional & Community Planning
Halifax Regional Municipality
300 - 5251 Duke Street
Halifax, Nova Scotia B3J3S1

To Whom It May Concern:

The residents of the 6400 block of Pepperell Street (including buildings @ the corner facing Beech) have reviewed the conceptual changes to the Regional Centre Land Use By-Law affecting our properties and are submitting this letter in response.

The properties that make up the "backside" of the block bounded by Beech, Pepperell, Oxford, and Quinpool Road are large urban lots with proximity to many shops and services, local schools, institutional amenities, and recreation facilities. The lots average over 520 square metres in area with no lots smaller than 334 square metres and have long had the ability to add gentle density through the former R-2 zoning in the Peninsula Land Use By-Law.

Four of the seven original structures have had internal conversions to multi-unit or were purpose built multis from the first half of the 20th century. The lots that don't contain original buildings have purpose-built apartment buildings on them.

The "frontside" of this block, facing on Quinpool Road was previously part of the Quinpool Road Commercial zone and has been zoned as a Corridor under the Centre Plan since the adoption of Package A of the Centre Plan.

The Proposed Urgent Planning Changes for Housing Accelerator Fund support increases in density on both the "frontside" and "backside" of the block, see figure 1 (next page).



Figure 1 - Urgent Change Mapping Excerpt

The depth of all lots fronting on Quinpool & Pepperell Streets are approximately 33m (100'). This depth is appropriate for the proposed ER-3 gentle density opportunities, but a difficult proposition for the Corridor designated properties on Quinpool where more depth is required to support high quality mid-rise development. This limitation in fit for the mid-rise form is further exacerbated by the lack of access to the Quinpool facing properties from anywhere but Quinpool Road itself, which will cause circulation issues in the redevelopments.

A strong edit to the Proposed Urgent Planning Changes for Housing Accelerator Fund would be to identify the entire block as Corridor matching what is proposed for the Quinpool facing lots.

Stretching the corridor zone over all property in the block is a natural improvement that will more likely lead to the goals of the application to the Housing Accelerator Fund.

With consistent zoning across the full depth of the block, the likely necessary setbacks & stepbacks will be more easily achieved, pedestrian/bicycle/vehicular/service access will be improved from Pepperell Street, and land assembly can proceed with better predictability and certainty for redevelopment and for current owners.

The split zoning on this block is a unique situation as the remainder of the Quinpool Road Corridor on the north side of Quinpool Road consists of corridor lots that back onto side yards, whereas this block offers the opportunity to develop well serviced mid-rise development on through lots. While split zoning doesn't explicitly prohibit redevelopment, it can add complication and/or inefficiency in design and construction as buildings work to satisfy multiple zone requirements in a single envelope. If the opportunity to avoid this exists, it should be taken.

Finally, the Corridor zoning appears flexible enough that it supports current uses in these intervening years and can support components of the "gentle density" solutions on the lots until such time that homeowners in this block choose to participate in any larger redevelopment. We look forward to reviewing the full draft amendments package when that is available and will provide further comment on these properties at that time..

Sincerely,

The residents & owners on the 6400 block of Pepperell Street & the corner of Beech Street

Pepperell Street
Pepperell Street
Pepperell Street
Pepperell Street
Pepperell Street & [redacted] Pepperell Street
Beech Street
Beech Street
Pepperell Street
Pepperell Street
Pepperell Street

APPENDIX E

BUILT FORM CORRESPONDENCE ATTACHMENTS

C676

Research Report for Edward Maxwell Row-House Streetscape

**6039-6057 Jubilee Road, 1743-45 Henry Street, 1751-55 Henry Street
and 6060-66 Cedar Street, Halifax, NS**

Prepared for: Seamus McGreal, HRM Heritage Planner

Prepared by: Meggan Tanner, Connor Architects & Planners

Date: March 7, 2014

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1 Age

A) Site Summary

The buildings studied in this report, with the exception of one dating from the mid-1800s, were built between 1900 and 1917 by Edward Maxwell, a mason and contractor of Scottish descent born in Halifax, NS. The dwellings form a brick row-house scheme with an internal courtyard for the common use and enjoyment of the residents.

The City of Halifax Atlas - Plate P, dated 1878 shows the studied properties in the Cogswell Sub-division of Ward 2 in a city block bounded by Louisburg Street, Shirley Street, Robie Street and Jubilee Road. On this plan the parcel is inscribed with the surname Murphy. The single existing dwelling on the property is in the location of 6047 Jubilee Rd.

Historically, Jubilee Road was a cross peninsula thoroughfare commonly used for leisure and connected the Northwest Arm to the Suburbs of Halifax. It was renamed in 1810 in honour of the Golden Jubilee of King George III. Land along Jubilee was held in large parcels by affluent members of Halifax society and, for the most part, remained undeveloped until the late 1800s.

The first maps to show the extension of Henry Street across Jubilee and terminating at Cedar Street are the Halifax Fire Insurance Plans dated 1878. While early planning for the Cedar Street is also seen at this time, it does not actually extend from Henry Street to Robie Street until the 1911 revision of the 1895 Halifax Fire Insurance Plans. This will form the block of what will later be known as the Maxwell Estate. In summary, this new block is bounded by Henry Street, Cedar Street, Robie Street and Jubilee Road.

In a survey plan titled "Plan Showing Property now or formerly of the Maxwell Estate Cedar Street, Henry Street & Jubilee Road" dated Oct 14, 1943 and drawn by Charles P. Roper, a large internal courtyard is visible. At the time, all of the Maxwell properties surrounding the court had right of way or direct deeded access to the lands for personal use and enjoyment. Building permits for a skating rink, automobile garages and a hot house to be constructed within the courtyard were submitted by Edward Maxwell in 1920 and 1922 respectively.

In an interview with [REDACTED], current homeowner of 6053 Jubilee Road, he recalled the courtyard land had been lost, presumably to bankruptcy, and came into possession of the City of Halifax who later sold it to Samuel Butler. When checked against Halifax Fire Insurance Plans and property ownership records obtained for this report the evidence is generally in congruence. On the 1951 revision of the 1914 Fire Insurance Plan, the name "Butler Bros." is written on the courtyard lands.

Today there is a new set of brick row-houses built within the courtyard. The sale of the lands that lead to this development took place in 2010. A Development Agreement was approved by HRM in 2010 and construction began in 2011. There are currently new agreements in place with existing homeowners allowing for access and parking in a designated area.

B) Age of Buildings

It should be noted that Building Permits for Jubilee Road were scarce and no records were found for Jubilee Road between Robie Street and Henry Street with a date earlier than 1917.

Further, in the early 1900s, this neighbourhood was still mostly sub-urban with large plots of lands retained in family estates. The subdividing of lots and creation of new streets happened slowly over time and accounts for a sizable amount of change and inconsistency in civic addresses for the first part of the century. This prompted a city wide renumbering in 1961.

Best efforts have been made to pinpoint construction dates of the properties in this study. Where no records have been found for a given year, a range of dates have been used.

6039 Jubilee Road (formerly 3 and 75 Jubilee Road) built between 1900 and 1907

The land associated with civic addresses 6039, 6041 and 6047 Jubilee Road was deeded to Edward Maxwell on 31 August 1900 (Book 344 Page 39). There is an existing one and a half storey house on the property in the location of 6047 Jubilee Road.

The Mc Alpine's Halifax City Directory from 1900-1901 lists Dr. Martin Murphy, provincial engineer, at 3 Jubilee Road. The following edition of the Directory (1901-1902) shows Edward Maxwell Jr, mason & contractor, as the property owner of 3 Jubilee Road

The first found indication of a dwelling at 3 Jubilee Road was listed in the Halifax Property Assessment Records of 1907-1908 with Edward Maxwell listed as owner.

The 1914 Fire Insurance Plans for Halifax shows a two storey semi-detached dwelling with a construction type of brick veneer.

6041 Jubilee Road (formerly 5 and 77 Jubilee Road) built between 1900 and 1907

Purchased by Edward Maxwell from Dr. Martin Murphy in 1900, the McAlpine's Halifax City Directory of 1900-1901 lists George Carr (bricklayer) at 5 Jubilee Rd. This is curious because the first found indication of a dwelling at 5 Jubilee Road was listed in the Halifax Property Assessment Records of 1907-1908.

The 1914 Fire Insurance Plans for Halifax shows a two storey semi-detached dwelling with a construction type of brick veneer.

6047 Jubilee Road (formerly 85, 7, and 79 Jubilee Road), built mid 1800s

As referenced above, a dwelling in this location was recorded in The City of Halifax Atlas, dating from 1878. Age of the residence was not conclusively determined.

Fire Insurance plans up to 1911 show a 1 ½ storey wood frame house accompanied by a stable. After 1914, the stable has been removed and the home is 2 storeys with newly built bay windows facing the street.

Edward Maxwell is listed as the owner in the 1905-1906 McAlpine's City Directories and in the Halifax Property Assessment Records of 1907-1908.

This is the only building in this study that was not wholly constructed by Maxwell.

6049 Jubilee Road (formerly 9 and 83 Jubilee Road), built 1909

The Halifax Property Assessment Records of 1907-1908 list the property as a lot owned by Edward Maxwell, and the following record for years 1909-1910 lists a dwelling in Maxwell's ownership.

The 1914 Fire Insurance Plans for Halifax show two storey semi-detached dwellings at civic address 9 Jubilee Road with a construction type of solid brick. Common construction methods of the time give reason to believe that the exterior wall is a load bearing, multiple-wythe brick masonry wall.

6053 Jubilee Road (formerly 11 and 85 Jubilee Road), built 1907

The first found indication of a dwelling at 11 Jubilee Road was listed in the Halifax Property Assessment Records of 1907-1908. Edward Maxwell is listed as owner.

The 1914 Fire Insurance Plans for Halifax shows a two storey semi-detached dwellings at civic address 11 Jubilee Road with a construction type of solid (multiple-wythe) brick.

6057 Jubilee Road (formerly 13 and 87 Jubilee Road), built 1909

The Halifax Property Assessment Records of 1909-1910 lists civic address 13 Jubilee Road for the first time with Edward Maxwell as deed owner.

The 1914 Fire Insurance Plans for Halifax shows a two storey semi-detached dwellings at civic address 9 Jubilee Road with a construction type of solid (multiple-wythe) brick.

1743 Henry Street (formerly 171 Henry Street) and 1745 Henry Street (formerly 173 Henry Street), built 1917,

An Application for New Building on the East side of Henry Street between Jubilee and Cedar was made on 25 June 1917 by the owner and builder, Edward Maxwell. The purpose of this building is listed as "double house (dwelling)" with a construction material of concrete block, a note at bottom of the application gives further description of the exterior wall assembly as 6" block, 2" air and 4" wood.

1751 Henry Street (formerly 173 and 175 Henry Street), built 1916

Although the Application for New Building shows the civic address as being 173 Henry Street, the discrepancy between the description of the property and address is highlighted on the Halifax Fire Insurance plans of 1911 and 1914 with revisions to 1951. The neighbouring two storey brick dwelling that was built in 1910 was listed as 175 Henry Street in 1911 and as 177 Henry Street in the 1951 revision. When the residence at 1751 Henry Street was built in 1916, it was attached to the dwelling referenced above.

In conclusion, the Application for New Building at 173 Henry Street is in fact for 175 Henry Street. The building at this location is a two storey dwelling with brick construction. It is unclear if the exterior wall construction is a brick veneer or multiple-wythe masonry wall.

1755 Henry Street (formerly 175 and 177 Henry Street) and 6066 Cedar Street (formerly 7 and 36 Cedar Street) and 6064 Cedar Street (formerly 5 and 34 Cedar Street), built 1910

As referenced above in the previous building description, the same building was listed as 175 Henry Street in 1911 and as 177 Henry Street in 1951 on Halifax Fire Insurance Plans.

A 1910 Application for New Building, made by owner and builder Edward Maxwell at the corner of Cedar and Henry lists multiple dwellings in this location. Referenced against the Halifax Fire Insurance Plans of 1911, three dwellings appear on the plan in this location in the same time period.

The 1914 Fire Insurance Plans for Halifax show two storey semi-detached dwellings at the civic address referenced above on Jubilee Road with a construction type of solid brick. Common construction methods of the time give reason to believe that the exterior wall is a load bearing, multiple-wythe brick masonry wall.

6066 Cedar Street (formerly 36 Cedar Street) built 1916

A 1916 Application for New Building, made by owner and builder Edward Maxwell for a brick building on the South side of Cedar Street corresponds with Fire Insurance Plans and "Plan Showing Property now or formerly of the Maxwell Estate Cedar Street, Henry Street & Jubilee Road" dated Oct 14, 1943 and drawn by Charles P. Roper.

The Application for New Building indicates this building was to be a 2 storey brick dwelling.

2 Historical and Architectural Importance

B) Important/ Unique Architectural Style or Highly Representative of an Era

Maxwell's row-houses remain essentially intact today and appear to be of a typical Victorian or Edwardian style. While these architectural styles are common in North America, there are few instances of brick and concrete masonry row-houses in Halifax, making this collection of residences a rare example. Notably, there may only be one other set of brick row-housing remaining from this era; the Churchfield Barracks on Brunswick Street which were military accommodations for married personnel built in 1903 in the Gothic Revival style.

Maxwell's timely execution of row-housing development is representative of the increased need for middle class housing on the Halifax Peninsula in a time of prosperity at the end of the 19th century. Population rise and a confidence in the city's economy spurred this type of development and provided opportunity for the entrepreneurial spirit. Numerous North American cities undergoing similar growth also have examples of this form of residential row-house development. Perhaps the most prevalent of these is New York City and the historic row-house districts within Manhattan, Brooklyn, Bronx and Queens. Maxwell appears to have taken several architectural forms and stylistic cues from these long established boroughs.

The planning of the Maxwell Estate around a communal courtyard is indicative of Garden City urban development principles made popular in Halifax by renowned Architect Thomas Adams in his planning of the Hydrostone District in the North End of Halifax. It is important to note that the Maxwell Estate pre-dates this heritage defining district.

3 Significance of Architect/ Builder

Edward Maxwell was a well-known mason and contractor born on May 11, 1866 in Halifax, Nova Scotia. His parents were Elizabeth Forbes and Edward Maxwell, of Scottish Presbyterian descent. He had six sibling, four sisters and two brothers, and was married to Ella R. McKay of Shubenacadie in 1895, also of Scottish lineage. Ella and Edward had two sons Evan Ross Maxwell, born 1902 and Sydney Forbes Maxwell, born 1900. He lived at what is now 6047 Jubilee Road from 1905 to 1938. He moved to 6053 Jubilee Road where he resided until his death as a widower on Nov 12, 1941 at age 75.

A highly entrepreneurial family, Edward Senior ran an established business on Granville Street as a merchant tailor. Maxwell did not follow in his father's footsteps and became involved in the construction industry at an early age and developed a career first as a mason and later as a contractor and property developer.

During his working life, Maxwell made significant contributions to the urban fabric of the City of Halifax. He was associated with the provincially renowned J.C and S.P Dumaresq, father and son Architects and worked on several projects with them. Examples of Maxwell's work include

multiple storefronts on Hollis Street, the Infant's Home at the corner of Tower Road and Inglis Street built in 1899 with J.C Dumaresq as the Architect. Maxwell also built several other residences in the Jubilee, Henry and Cedar neighbourhood. The residence at 1743 Henry Street built by Maxwell lists S.P Dumaresq as the Architect on the Building Permit application.

4 Architectural Merit

A) Construction Type/ Building Technology

The homogenous nature of this large scale development by single contractor in a single material is uncommon for turn of the century Halifax. Predating the Halifax Explosion of 1917, the configuration of the Maxwell Estate around an internal courtyard has Garden City tendencies and building permits for automobile garages, skating rink and hothouse indicate visions of self-sufficiency and escape within the urban core.

The forming of the Maxwell Estate occurred as Maxwell honed his skill as a building contractor and mason through the continued development of housing in the Jubilee Road, Henry Street, and Cedar Street area. As referenced, masonry is an unusual material for residential development in Halifax during this time, particularly outside of the downtown core. Non-combustible construction became regulated in the city center after numerous fires in buildings of wood frame construction, however neighbourhoods West of Robie Street were still considered sub-urban, and construction material for housing was predominately wood frame and finish.

The concrete block duplex at 1743 Henry Street built in 1917 utilized a relatively new construction material for Nova Scotia. Large scale production of concrete block masonry did not occur until after the Halifax Explosion of 1917 when a plant was opened in Eastern Passage to manufacture and supply "hydrostone" for the reconstruction of homes decimated by the blast.

B) Style

For the purposes of defining style, the homes studied in this report have been grouped as follows:

- i) Jubilee Road, Henry Street & Cedar Street Brick Row-Houses
- ii) Jubilee Road "Wood House"
- iii) 1743-1745 Henry Street "Double House"

i) *Jubilee Road, Henry Street & Cedar Street Brick Row-Houses:*

The architectural style of these row-houses is nondescript Edwardian with Victorian influences characterized by a minimal material palate, low ornamentation and asymmetrical facades. They harken New York City row-houses, from which they take several cues with respect to form and massing. The two storey bays change from rounded to faceted to square all within the same site.

Character defining elements common to the Jubilee Road brick row-houses include:

- flat roof
- 6 course brick corbeling at roof line
- running bond brick masonry with sandstone accents (watertable, quoins, lintels, sills, arches, keystones)
- 2 storey bays
- glazed transom above main door
- steps up to main door as the first floor is raised several feet above grade to allow for basement fenestration
- flat arches above windows
- sandstone sills below windows
- rectangular single hung windows (historically single hung wood with multi-pane upper sash)
- single storey build-out on rear of building that historically housed stairwell to basement
- brick foundation

Materials, form and massing common to the Henry Street and Cedar Street brick row-houses are similar to the Jubilee brick row-houses, however, ornamentation and brick detailing is greatly reduced. Character defining elements common to the Henry Street and Cedar Street brick row-houses include:

- flat roof
- 3 course brick corbeling & dentil at roof line
- running bond brick masonry with concrete water table
- two storey three sided bays
- rectangular transom and sidelights surrounding main door
- steps up to main door as the first floor is raised several feet above grade to allow for basement fenestration

- painted concrete band spanning horizontally above main door and 1st and 2nd floor windows
- sandstone sills below windows
- rectangular single hung windows with single pane upper and lower sashes
- quoins at 90 degree corners

Character defining elements specific to individual brick row-houses include:

6039 Jubilee Road

There is white tile at the parapet, no inlaid brick detailing at the 2nd floor level, a roman sandstone arch at door, flat brick arches above 2nd floor windows complete with a sandstone keystone, sandstone arches above 1st floor windows, single hung windows with no mullions and a round two storey bay. The door entry enframingent appears to be original wood with an arched transom. As an end unit this row-house has quoins at the building corner.

6041 Jubilee Road

This row house is similar to 6039 Jubilee Road with the exception of quoins between 6041 and 6047 Jubilee Rd and the bay is two storey three sided. The door entry enframingent appears to be original with an arched transom complete with Victorian glazed and paneled door.

6049 Jubilee Road

The building face is set back farther from street than 6039-6041 Jubilee Rd resulting in a 2 storey protrusion complete with quoins either side, second entrance at street level and small punched light above said entrance. The main facade includes dentil coursing below corbeling at the roof line, inlaid brick detailing at 2nd floor level, flat sandstone arch above main door, flat brick arches with sandstone keystones above windows, single hung windows with 6 pane upper and lower sashes, and a two storey three sided bay. The door entry enframingent appears to be original with a rectangular transom and complete with Victorian glazed and paneled door.

6053 Jubilee Road

The building face is aligned with 6049 Jubilee Rd. There is a roman brick arch with a sandstone keystone above the main entry, a slight curve to the flat arches above windows, dentil coursing below corbeling at the roof line, inlaid brick detailing at 2nd floor level, single hung windows with 6 pane upper sash and single pane lower sash, and a square 2 storey bay. The door entry enframingent appears to be original with a Federalist arched fan light transom and complete with Federal style wood paneled door.

6057 Jubilee Road

The building face of this row house is also aligned with 6049 Jubilee Rd. Features include dentil coursing below corbeling at roof line, inlaid brick detailing at 2nd floor level, flat brick arch with sandstone keystone above main door, flat brick arches with sandstone keystones

above windows, single hung windows with 6 pane upper sash and single pane lower sash, and a two storey three sided bay Sandstone quoins separate this row-house from its neighbour and as an end unit, this row-house has quoins at the building corner. The door entry enframingent appears to be original with a rectangular transom.

1751 Henry Street

This row-house has all of the common characteristics of the Henry Street and Cedar Street brick row-houses as referenced above and is of the same size, scale and rhythm as the individual residences that make up the Jubilee Road row-houses. As an end unit, this row-house has quoins at the building corner. The door entry enframingent appears to be original with a rectangular transom.

1755 Henry Street

The length of the facade is twice that of 1751 Henry Street. It is not symmetrical in that there is a two storey three sided bay on one side of the main entry and two rows of windows on the other. Features include all of the common characteristics of the Henry Street and Cedar Street brick row-houses. The door entry enframingent appears to be original with a rectangular transom, sidelights and complete with Victorian glazed and paneled door.

6066 Cedar Street

This is an outside corner unit with the main entrance on Cedar Street. The combined facade is approximately three times the length of the facade at 1751 Henry Street. There is a two storey three sided bay on the Henry Street building face and a recessed bay that spans two storeys but is not full height on the Cedar Street facade. The recessed bay does not protrude beyond the face of building. Features include all of the common characteristics of the Henry Street and Cedar Street brick row-houses. The door entry enframingent appears to be original with a rectangular transom, sidelights and complete with Victorian glazed and paneled door.

6064 Cedar Street

The length of the facade is approximately equal that of 1751 Henry Street. Features include all of the common characteristics of the Henry Street and Cedar Street brick row-houses. The door entry enframingent appears to be original with a rectangular transom, sidelights and complete with Victorian glazed and paneled door.

6060 & 6062 Cedar Street

This row-house has all of the common characteristics of the Henry Street and Cedar Street brick row-houses as referenced above and is of the same size, scale and rhythm as the individual residences that make up the Jubilee Road row-houses. As an end unit, this row-house has quoins at the building corner.

ii) 6047 Jubilee Road "Wood House":

Similar to the brick row-houses in form and rhythm is 6047 Jubilee Road. The style of the Jubilee Road Wood House is predominantly modified Queen Anne.

The symmetrical facade is twice the length of the adjacent properties and the front stairs lead to the main door. The first floor is raised several feet above grade to allow for basement windows.

Character defining elements include miniature eave brackets at the roof line, two three sided bays that extend full height for two stories as well as hipped roof forms above the first floor windows inside of said bays. These ornamental roofs also include a decorative peak above the centre windows and decorative eave brackets. There are similar roofs above the main door as well as the centre window on the second floor. The main door is a Victorian paneled wood door complete with sidelights and a transom as part of the door entry enframingent.

iii) 1743-1745 Henry Street "Double House":

The concrete block duplex at 1743-1745 Henry Street is Richardsonian Romanesque in styling. And while this building takes a myriad of architectural cues from the Richardsonian style, it is simplified and does not take on some of the more typical eccentric elements such as turrets. It can also be argued that there are federalist and Romanesque Revival influences as it appears as though it could have been transplanted from the Ridgewood or Woodhaven historic districts built during the turn of the century in Queens, New York.

Character defining elements include the building material which is concrete block; complete with split-face concrete block every other course. The two storey rounded bays at opposite ends are each capped with a protruding soffit and eave brackets. The main door is recessed under a deep overhang creating a covered porch. The door entry enframingent appears to be original with a rectangular transom and original Rustic style door. The first floor is raised several feet above grade to allow for basement windows and require steps up to the landing of the porch. The main door is complimented by a rectangular transom above and there is a small punched sidelight beside the door. Windows in the bays appear to be fixed where others are single hung. The single piece lintels and sills at window locations fit seamlessly into the coursing of the concrete block and are of the same concrete material.

5 Architectural Integrity

6039 Jubilee Road

This residence is without major modifications to the front elevation of the building. The windows have been replaced with single hung vinyl inserts and an exterior light has been added adjacent the main door. The glazing in the small punched window adjacent the main entry is decorative and is of the same craftsmanship as a window in the same location at 6041 Jubilee Road, indicating it is potentially original. The door entry enframingent appears to be original wood with an arched transom. The door panel has been replaced with a six panel insulated metal door. The brick masonry and sandstone accents appear to be in good repair. The sandstone steps appear to be of the same composition as the accents and therefore original.

The view of the side elevation was largely obstructed by a construction waste dumpster in the drive way, indicating there may be interior renovations underway as there was no evidence of exterior work being performed. The visible portion appeared to be largely unaltered with the exception of the large two storey addition on the rear of the residence as described below.

The rear elevation of the residence is significantly altered. The brick masonry and sandstone window sills have been recently painted. Aluminum eavestrough and downspout have been added to the second floor roof line. A two storey wooden addition has been built over and above the original single storey build-out and the windows are a mix of vinyl, aluminum, 20th Century wood windows with aluminum storm windows as well as new wood frame windows.

6041 Jubilee Road

The front elevation of this residence is in similar condition to 6039 Jubilee Road and without major modifications. The basement window has been replaced with a vinyl insert and the remaining windows are wood with aluminum storm windows. The glazing in the small punched window adjacent the main entry is decorative and is of the same craftsmanship as the window in the same location at 6039 Jubilee Road, indicating it is potentially original. The door entry enframingent complete with wood door appears to be original and in good condition. The brick masonry and sandstone accents appear to be in good repair. There is no keystone in the flat arch above the center bay window on the second floor. The sandstone steps appear to be of the same composition as the accents and therefore original. The electrical service entrance is on this façade.

The rear elevation of the residence is significantly altered. The brick masonry arches above the windows and the accompanying sandstone sills have been painted at some time. The remaining masonry on the main rear face shows several instances of repair. Aluminum eavestrough and downspout have been added to the second floor roof line as well as the first floor build-out. The exterior walls of the single storey build-out have been parged over with a cementitious material and painted to approximately match the brick masonry. The windows are a mix of vinyl, aluminum, 20th Century wood window with aluminum storm windows.

6047 Jubilee Rd "Wood House"

This residence has been significantly altered from its original form. Dating from the mid-1800s, this building was originally single storey without bay windows. It was altered by Maxwell in the first decade of the 1900s to take the form visible today. While the form of the building does not appear to have changed since this time the residence has been clad with white vinyl siding, potentially obscuring and altering architectural detail and conditions underneath. The hipped roof forms as referenced above as character defining elements have been capped with metal to which it is difficult to assign a date. The windows are single hung 20th Century wood window with aluminum storm windows. One of the basement windows appear to be original where the other has been blocked off with painted wood inserted into the rough opening in the foundation wall. The door entry enframement complete with wood door appears to be Victorian and in good condition. The front steps are wood with a wrought iron railing. The wood is in good repair, indicating the steps are a more recent addition.

The rear elevation of the building is also clad with white vinyl siding. Aluminum eavestrough and downspout have been added to the second floor roof line as well as the first floor build-out. The second floor windows are aluminum and the first floor windows are 20th Century wood window with aluminum storm windows. The black reveal surrounding the windows varies in size. The back door is not centered in the opening created by the start and stop of the vinyl siding indicating that the door has been replaced by a smaller door more recently than the installation of the cladding.

6049 Jubilee Road

The architectural form of the front façade is without major modifications. The windows are vinyl inserts. The main door entry enframement complete with wood door appears to be original and in good condition. The street level entry has been replaced with a metal frame and metal insulated door panel. An exterior light has been added adjacent the main door and the electrical service entry is on this façade. The brick masonry appears to be in good repair. The brick corbeling been painted to match the substantial aluminum cap flashing at the roof line. The sandstone accents have also been painted. The front steps are wood and in good repair, indicating the steps are a more recent addition.

The rear elevation of the residence is significantly altered. All of the windows have been replaced with vinyl casements and an exterior trim and moulding has been applied on the jambs and head. The sandstone sills have been painted. The original first floor build-out has either been enlarged or encased in a modern single storey addition. The addition has a shed roof complete with aluminum skylights and painted clapboard siding.

6053 Jubilee Road

This residence is without major modifications to the front elevation of the building. The original wood windows on the front have been restored and are protected by aluminum storm windows on the first and second floors. The basement window appears to be original. The door entry enframement complete with wood door appears to be original and in good condition. The brick masonry is appears to be in good repair. The sandstone accents have been painted at some point in the past. The front steps are concrete with wrought iron hand rails similar to 6057 Jubilee Road, indicating they are potentially original. The brick corbeling has been painted to match the white aluminum cap flashing at the roofline. The electrical service entrance is on this façade.

The rear elevation is also without major modifications. The original brick masonry is in good repair. An aluminum eavestrough and downspout have been added to the second floor roof line as well as the single storey build-out. The downspouts connect into the interior storm and sewer drainage system. The windows appear to be original with aluminum storm windows added later. The window sills have been painted; some sills are sandstone while others are brick. The back door is a modern six panel insulated metal door complete with glazed transom.

6057 Jubilee Road

This residence is without major modifications to the front elevation of the building. The windows have been replaced with vinyl inserts. The door entry enframement appears to be original and in good condition, while the door has been replaced with a six panel metal insulated door. The brick masonry appears to be in good repair. The sandstone accents have been recently painted. The front steps are concrete with wrought iron hand rails similar to 6053 Jubilee Road, indicating they are potentially original. The brick corbeling has been painted to match the white aluminum cap flashing at the roofline.

The rear has been significantly altered. The brick masonry shows evidence of being repaired in several locations. An aluminum eavestrough and downspout have been added to the 2nd floor roof line as well as the single storey build-out. A modern aluminum rail balcony complete with spiral stair has been added to the roof of the single storey build-out. One of the second floor windows has been replaced with a fully glazed insulated metal door. The first floor back door has also been replaced with a half glazed insulated metal door and exterior aluminum storm door. The windows have been replaced with vinyl inserts.

1743 Henry Street "Double House"

This residence is without major modifications to the front elevation of the building. The windows are original with aluminum storm windows with the exception of one second floor window and the small punched window adjacent the main entry door. The door entry enframing complete with wood door appears to be original and in good condition. The concrete masonry block, lintels and sills appear to be in good repair. There is evidence of structural repair to concrete along the leading edge of the cantilevered floor above the main entrance. The original front steps are concrete with wrought iron hand rails. The soffit and eave brackets are painted wood and appear to be original. The wood fascia has been recently replaced and not yet painted.

The fascia is capped with aluminum flashing. The rear elevation was not visible due to privacy fencing and other obstructions.

1745 Henry Street "Double House"

This residence is without major modifications to the front elevation of the building. The windows are original with aluminum storm windows. The door entry enframing complete with wood door appears to be original and in good condition. The concrete masonry block, lintels and sills appear to be in good repair. There is evidence of structural repair to concrete along the leading edge of the cantilevered floor above the main entrance. The original front steps are concrete with wrought iron hand rails. The fascia, soffit and eave brackets are painted wood and appear to be original.

The rear and side elevations were not accessible for assessment due to privacy fencing, snow and other obstructions.

1751 Henry Street

This residence is without major modifications to the front elevation of the building. The windows have been replaced with vinyl inserts. The door entry enframing appears to be original and in good condition. The main entry door has been replaced with a fully glazed insulated metal door. The brick masonry is in good repair. An exterior light, civic number placard and mailbox have been added. The electrical service entrance and meter is on this façade. The concrete banding has been recently painted. The brick corbeling has also been painted to the aluminum cap flashing at the roofline. The front steps are wood with wrought iron handrail.

The rear and side elevations were not accessible for assessment due to privacy fencing, snow and other obstructions.

1755 Henry Street

This residence is without major modifications. The windows have been replaced with vinyl inserts. The door entry enframement complete with wood door appears to be original and in good condition. The brick masonry appears to be in fair condition although considerably obscured by vegetation at the base as well as by face climbing vines. The electrical service entrance and meter is on this façade. The concrete banding does not appear to be painted. There is a painted wood facia and aluminum cap flashing at the roofline. The front steps are brick masonry with wrought iron handrail.

The rear elevation was not visible due to privacy fencing and other obstructions.

6066 Cedar Street

The Henry Street elevation of this residence is without major modifications to the front elevation of the building. The windows have been replaced with vinyl inserts on the first and second floors. The trim around these windows has been painted. The basement windows have been blocked off with painted wood inserted into the rough opening in the foundation wall. The brick masonry appears to be in fair condition, although there are climbing vines on the face of the building adjacent to the corner. The electrical service entrance and meter is on this façade. The concrete banding does not appear to be painted and is in need of repair in several locations as the concrete has spalded leaving the reinforcing mesh visible. There is a new unpainted wood facia and aluminum cap flashing at the roofline.

The Cedar Street elevation of this residence may or may not be without major modifications. The most notable exception is the recessed bow window. The continuation of the concrete band at the head of the second floor windows indicate that it is possible that the recessed bow window was not intended to take the same form as the two storey bays of other homes in the streetscape. Further, the face of the basement wall is flush with the main face of the building and contains two windows generally centered on the window above.

The original windows on the Cedar Street façade have been replaced with vinyl inserts on the second floor. The trim surrounding these windows is painted. The first floor bay windows appear to be original. The basement windows have been blocked off with painted wood inserted into the rough opening in the foundation wall. The door entry enframement complete with wood door appears to be original with modifications to the sidelights and the addition of a screen door. The brick masonry appears to be in fair condition, with the exception of areas of poor condition along the foundation and under the bay window. Climbing vines extend around the corner from the Henry Street façade. The brick next to the main door has been painted and two exterior lights have also been added. The concrete banding shows evidence of repair and it is in generally poor condition. There is new unpainted wood facia and aluminum cap flashing at the roofline. The front steps are new pressure treated wood.

The rear elevation was not visible due to privacy fencing and other obstructions.

6064 Cedar Street

This residence is without major modifications. The windows have been replaced with vinyl inserts. The door entry enframing complete with wood door appears to be original and in excellent condition. The brick masonry appears to be in fair condition. Climbing vines extend from 6066 Cedar Street. Imitation shutters have been fastened to the face of the masonry at window locations. The concrete banding and window sills appear to be in fair to good condition and have been painted. There is a painted wood fascia and aluminum cap flashing at the roofline. The front steps are painted wood.

The rear elevation was not visible due to privacy fencing and other obstructions.

6060 & 6062 Cedar Street

This residence is without major modifications. The windows have been replaced with vinyl inserts. A new main entry door system and insulated metal door has been inserted into the original rough opening. The brick masonry appears to be in fair condition. Climbing vines extend from 6066 Cedar Street. The concrete banding, quoins and window sills appear to be in good condition and have been recently painted. There is a painted wood fascia and aluminum cap flashing at the roofline. The front steps are painted wood.

The rear and side elevations were not accessible for assessment due to privacy fencing and other obstructions.

6 Other Maxwell Projects

The following is a listing of projects associated with Edward Maxwell. These projects were discovered during research but are not covered by this report. It is reasonable to assume there are numerous other examples throughout the city.

6062 (formerly 14) Jubilee Road built 1897

Maxwell, owner and builder, listed in Halifax City Directory for 1897 and shown on 1899 revision of Halifax Fire Insurance Plan. Maxwell's first known address after leaving childhood home at 224 Robie St

6060 (formerly 12) Jubilee Road built 1898

Maxwell, owner and builder, listed in Halifax City Directory for 1898-1899 and shown on 1899 revision of Halifax Fire Insurance Plan

Infants' Home (980 Tower Rd) built 1899

Maxwell, contractor with JC Dumaresq, Architect

Storefront 223-225 Hollis Street - 1906

Maxwell listed as builder on Building Permit application.

Storefront South End of Hollis Street (West side) between Morris and Bishop - 1906

Maxwell listed as builder on Building Permit application.

1735 Henry Street built 1915

Single dwelling of concrete block was built by Edward Maxwell in 1915 with S.P Dumaresq recorded as the Architect on the Application for New Building. Of all the construction applications found, this is the only one with an Architect listed.

1740/1742 Henry Street built 1914

Concrete block dwelling on West side of Henry Street between Jubilee & Cedar in 1914. Dwelling at 1740/1742 Henry Street matches this description

6054 & 6050 Cedar Street built 1919

The Application for New Building dated 1919 for eight apartment units. The location is listed as the South side of Cedar Street between Robie and Henry. Construction material of concrete block, use the word "each" to describe the length of the street frontage on the application, leads one to believe that the two stand-alone dwellings at 6054 and 6050 Cedar street could have reasonably housed four apartment units each.

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8 Appendices

A) *Photos*

B) *Plans & Maps*

C) *Address, PID & Owner Summary*

D) *Edward Maxwell Obituary & Death Certificate*

Appendix A - Photographs

Research Report for Edward Maxwell Row-House Streetscape



6057 Jubilee Rd

6053 Jubilee Rd

6049 Jubilee Rd

6047 Jubilee Rd "Wood House"

6041 Jubilee Rd

6039 Jubilee Rd

Jubilee Road Streetscape



6057 Jubilee Rd

6053 Jubilee Rd

6049 Jubilee Rd

6047 Jubilee Rd "Wood House"

6041 Jubilee Rd

6039 Jubilee Rd

Jubilee Road Rear View

Appendix A - Photographs

Research Report for Edward Maxwell Row-House Streetscape

1745 Henry St

1743 Henry St



Henry Street Streetscape - "Double House"

Appendix A - Photographs

Research Report for Edward Maxwell Row-House Streetscape



6066 Cedar St

1755 Henry St

1751 Henry St

Henry Street Streetscape



6060 & 6062 Cedar St

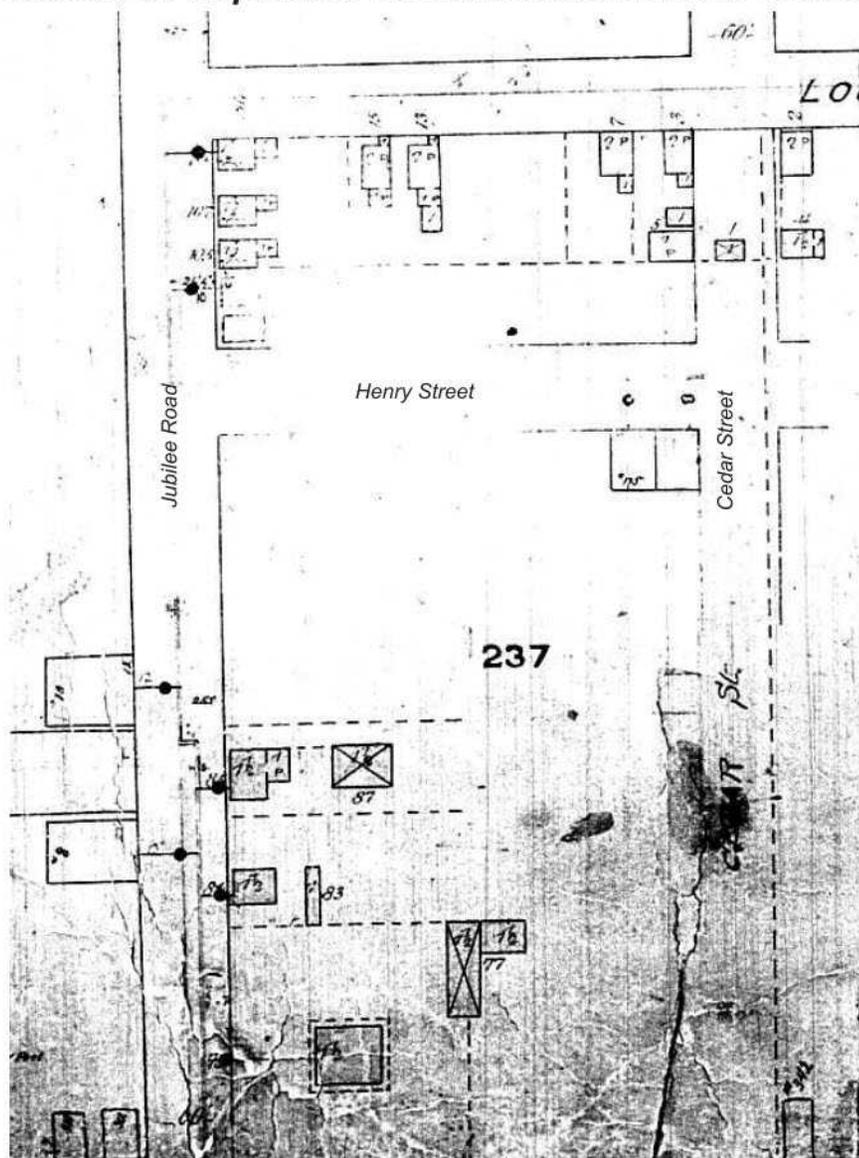
6064 Cedar St

6066 Cedar St

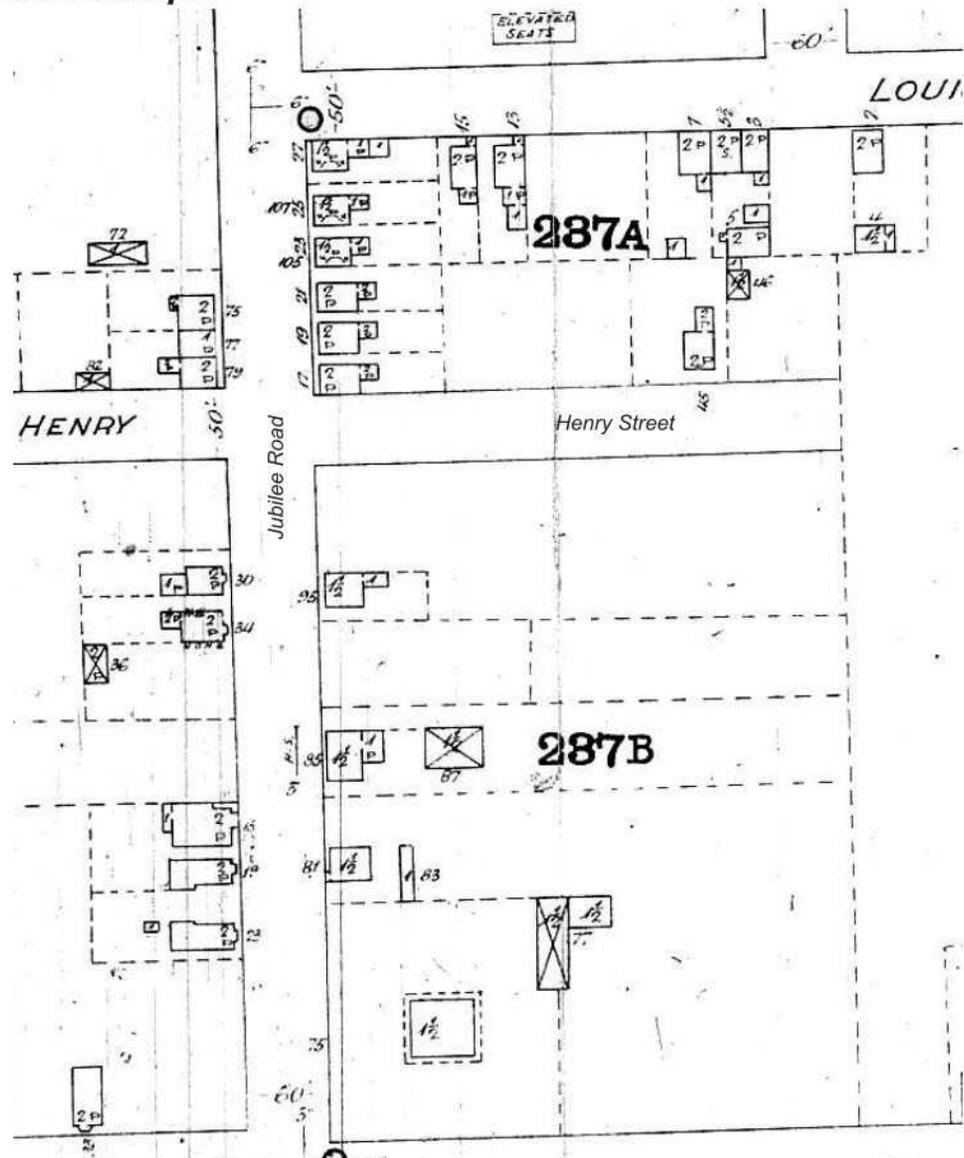
Cedar Street Streetscape

Appendix B - Plans & Maps

Research Report for Edward Maxwell Row-House Streetscape

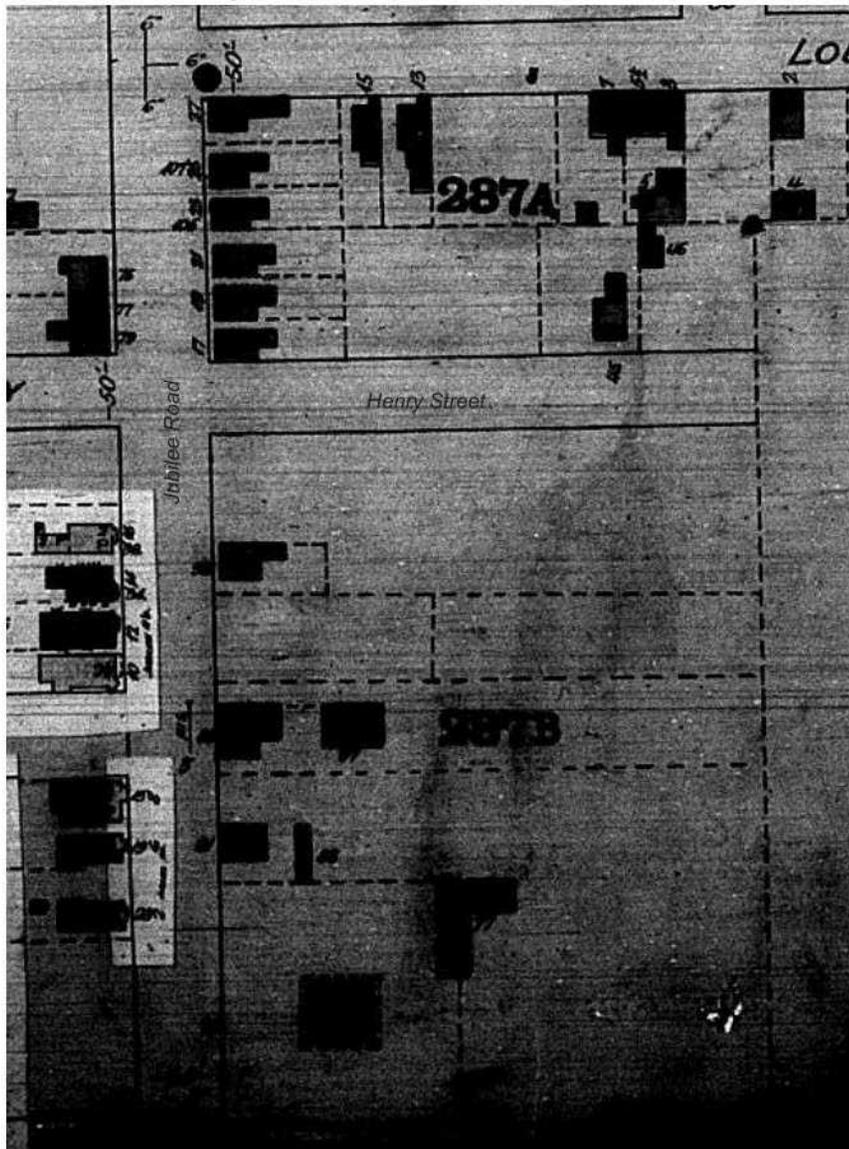


1889

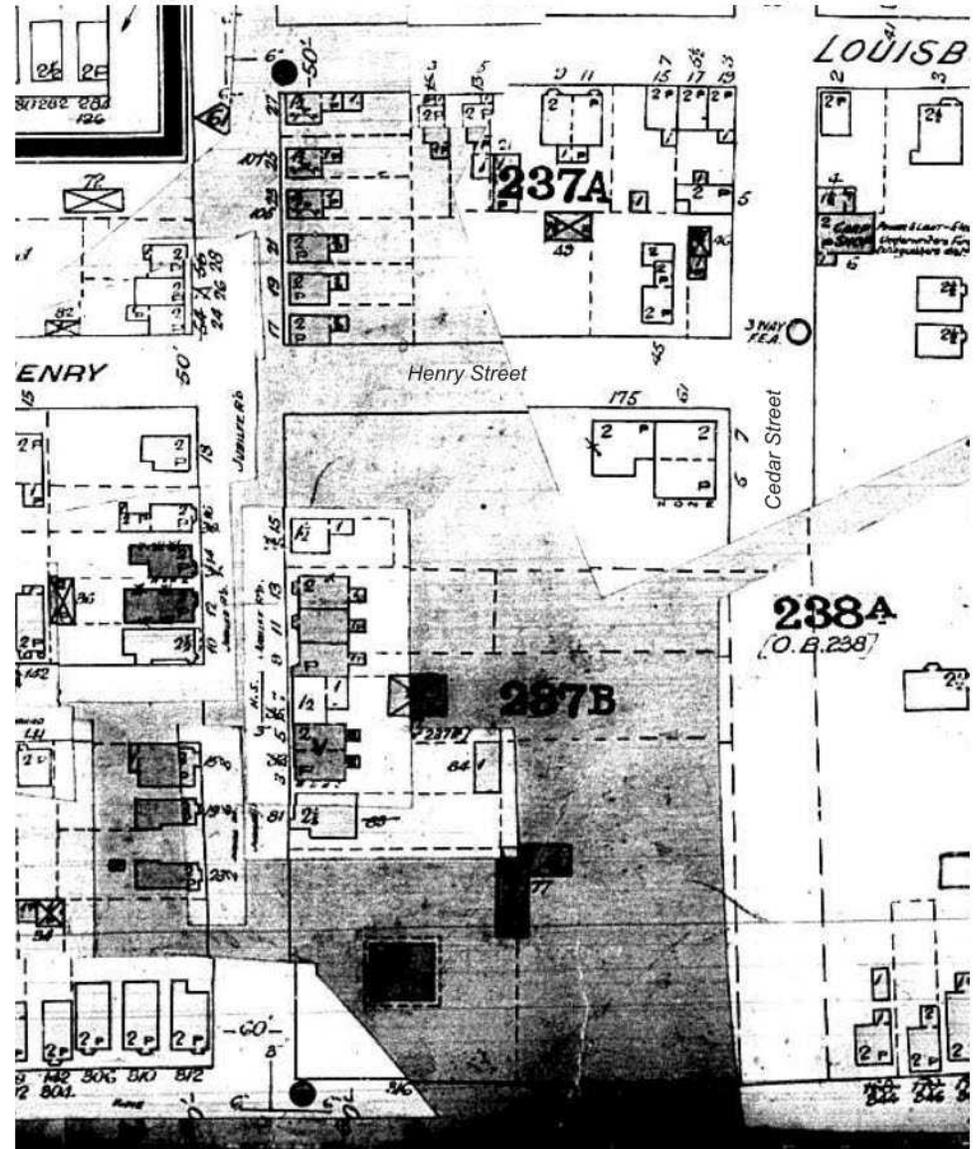


1895

Research Report for Edward Maxwell Row-House Streetscape

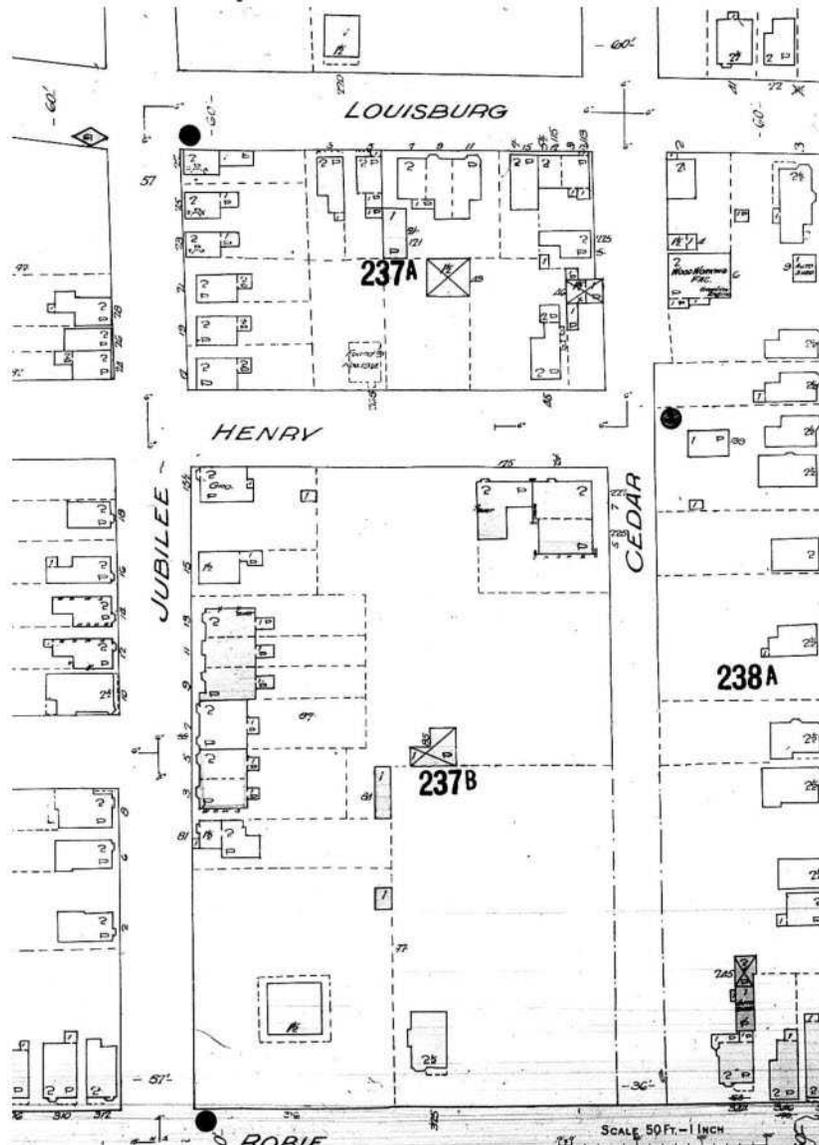


1895 with 1899 revisions

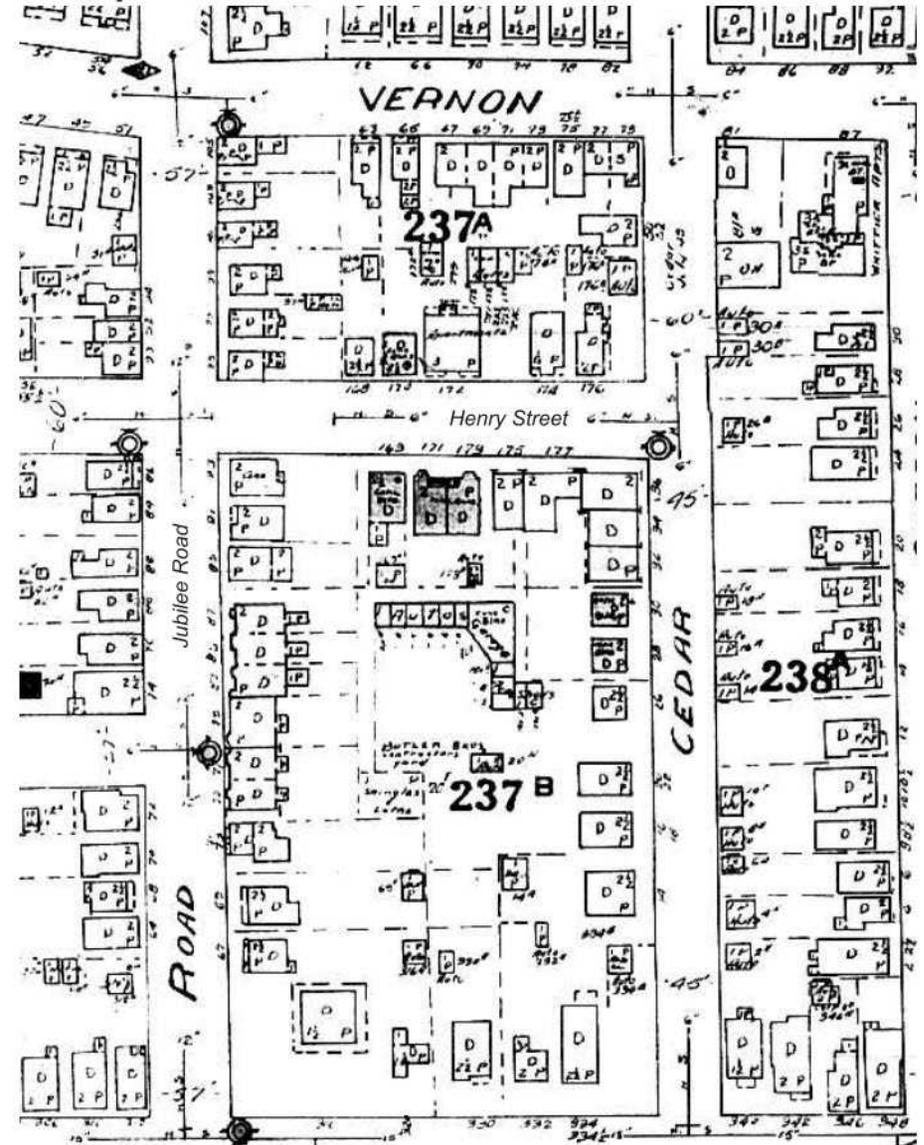


1895 with 1911 revisions

Research Report for Edward Maxwell Row-House Streetscape



1914



1914 with 1951 revisions

Appendix C - Address, PID & Owner Summary

Research Report for Edward Maxwell Row-House Streetscape

Civic Address				PID	Current Owner
<u>Street Name</u>	<u>Up to 1916</u>	<u>1916 to 1961</u>	<u>1961 to 2014</u>		
Jubilee Rd	3	75	6039	00137398	
Jubilee Rd	5	77	6041	00137406	
Jubilee Rd	7	79	6047	00137414	
Jubilee Rd	9	83	6049	00137422	
Jubilee Rd	11	85	6053	40075947	
Jubilee Rd	13	87	6057	00137430	
Henry St		171	1743	00137174	
Henry St		173	1745	00137182	
Henry St		175	1751	00137190	
Henry St		177	1755	00137208	
Cedar St		32	6060 & 6062	00137232	
Cedar St	5	34	6064	00137224	
Cedar St	7	36	6066	00137216	

Research Report for Edward Maxwell Row-House Streetscape

Edward Maxwell, Contractor, Dies

A well-known contractor of the city, Edward Maxwell, 85 Jubilee Road, died suddenly yesterday afternoon. He was 74 years of age. A son of the late Edward Maxwell, merchant tailor of Granville Street, Mr. Maxwell was born in Halifax and at an early age became interested in the building trade.

He retired from that work 20 years ago.

A member of St. Andrew's United Church, Mr. Maxwell is survived by two sons, Ross, Halifax, and Sidney, of Jamaica Plains, Boston. Four sisters, Mrs. D. M. Condon, Moncton; Mrs. W. D. Tait, Montreal; Mrs. Donald McCordum, Brockville, Ontario; and Mrs. (Dr.) Murdock, Toronto, also survive. His wife died several years ago.

One brother, Major James Maxwell, died overseas during the first Great War, and a second brother, Major Herbert Maxwell, died some years ago.

Colonel Douglas Maxwell of Saint John's, Nfld., is a nephew.

Funeral arrangements have not yet been completed and will be announced later.

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FORM 1

This form if placed in an envelope, marked "Dominion Statistics-Free, penalty for improper use \$200," and properly addressed will pass through the mail "FREE"

PROVINCE OF NOVA SCOTIA—CERTIFICATE OF REGISTRATION OF DEATH 188.

1. PLACE OF DEATH { County of Halifax Municipality of Halifax Registered No. _____
 If in City or Town Halifax Street Jubilee Road (For use in English Speaking city)
 (If death occurred in a hospital or institution, give the name instead of street and number) House No. 85

2. LENGTH OF STAY (in years, months and days) (a) In City, Town or Rural Division where death occurred 75 yrs (b) In Province 75 yrs (c) In Canada (if immigrant) 75 yrs

3. NAME OF DECEASED Maxwell Edward (Given name of person)
 RESIDENCE No. 85 Street Jubilee Road City, Town or Rural Division Halifax Province N.S.
 (Residence means usual place of abode. Post Office Address for residents of rural parts not sufficient)

4. Sex male 5. Nationality (Citizenship) Canadian 6. Racial Origin Scotch 7. Single, Married, Widowed or Divorced (write the word) widower

8. BIRTHPLACE Halifax, N.S. (Province or Country)

9. DATE OF BIRTH May 11th 1866 (Day) (Year)

10. AGE in Years 75 Months 6 Days 1 If less than one day old, hrs. or min.

11. Trade, profession or kind of work as employer, teamster, or sea clerk, etc. building contractor

12. Kind of industry or business, as cotton-mill, lumbering, bank, etc.

13. Total yrs. spent in _____

23. DATE OF DEATH November 12th 1941 (Month) (Day) (Year)

24. I HEREBY CERTIFY that I examined the dead body Nov 12 1941

CAUSE OF DEATH Natural Causes probably coronary artery disease

1. Immediate cause (Give disease, injury or complication which caused death, and the mode of dying, such as heart failure, apoplexy, asphyxia, etc.)

2. Medial condition, if any, giving rise to immediate cause (stated in order proceeding backwards from immediate cause).

Edward Maxwell Death Certificate

February 20, 2024

Jacqueline Hamilton
HRM – Planning and Development
5251 Duke Street
Halifax, NS B3J 3S1

Dear Ms. Hamilton,

I am writing to you on behalf of Southwest Properties regarding the Housing Accelerator Fund and the proposed amendments to various fee structures, regulations land use by laws and built-form restrictions contained in the Centre Plan Policy. We are very interested in your proposal and the initiative staff are taking to move things forward quickly.

We believe it will take a collective approach to meet these needs where the private sector municipal council and staff must work together to address the many challenges ahead. We appreciate the hard work that went into the current planning regulations, and we share your concern that elements of those plans need to change to address the current forecast of population growth we are seeing. We feel HRM staff and council need to revisit the height map right across the board. We understand the importance of height controls but to meet the projected demands we need to rethink how we think of height as citizens, elected officials, staff and developers.

Any additional density should not come with additional amenity space requirements nor an increase in density bonusing fees. I'm sure HRM is aware of the recent increases in the bonus density fees and structure, but they have become much more restrictive and shouldn't be increased or applied to additional density if we want to encourage more density. We are encouraged to hear that HRM is exploring the removal of upfront permitting fees. You have our full support there.

Please look further outside the immediate corridors for other opportunities for more growth. Our property on Pepperell for instance (PIDs 00162933 and 00162925) could also be great for additional density, over and above seven stories, as it is so close to other CEN-2 lots on Quinpool and close to Robie. Our properties on Olivet – PIDs 00085118 and 00206441 are also excellent locations for increased height. These properties are excellent candidates for CEN-2 zoning considering the proximity to a transit hub, the FGN at the mall and the fact that there is a rail line on one side of the buildings and a graveyard on the other.

Additionally, we look forward to continuing to work with staff on our Lucknow Project – PIDs 00065755 and 00065763 (originally proposed to be combined) and 00065524 which are already proposed as Centre Zone 2. It would be beneficial to allow development permits to be issued, conditionally, on lots where consolidation or subdivision application approval is required. Our buildings on Lucknow need to be demolished before consolidation can be approved.

We are encouraged to hear that Heritage DA will be allowed in the downtown zone. Our property on Sackville – PID 41036112 will make a great candidate and we are looking for confirmation that this will be allowed.

Regarding the built form, we agree tower plates should be increased, but also feel tower setbacks should be reduced, otherwise, the floor plate is likely to still be restricted in many cases. We agree balcony size should be increased and continuous balconies should also be permitted. These changes should apply to all zones.

In addition to exempting emergency staircases from floor area calculations, please consider amenity space, mechanical and electrical shafts, and elevator cores. Why not go even further and increase the “tall mid-rise” to 10 to 12 stories instead of 8 to 10 stories? We should be pushing these height restrictions even further and not just along corridors. Other jurisdictions in much more developed cities allow for greater heights and so should we if we want to keep up. There should be another method to measure the building height as some developments could lose yield based on the proposed changes.

Street wall articulation is important and if too prescriptive we will lose the ability to have more unique buildings across the city, let the designers be more creative. It will result in more interesting streetscapes that will only improve our already unique city.

We need to revisit off-street loading space and specifically allow it within the landscape buffer to allow more room for building footprints.

Please make every effort to remove the requirement for residential unit layouts at the DP stage. These layouts change a lot through the design process and very rarely are they going to be the same in the final design. Requiring structural engineers to commit to preliminary designs, stating that they can support soft landscaping, for instance, is too onerous at such an early stage in the design process. Again, these requirements for detailed design at this stage are creating rework as the design progresses, driving up the costs of a given project.

We need to have a broader conversation about Inclusionary Zoning. While we recognize affordable housing is an issue that needs to be addressed, Inclusionary Zoning can take on many forms and has gone wrong in enough jurisdictions to cause some alarm. If we get this wrong, it could have profound impacts on the rate of development. Please reach out to groups like UDI to discuss this with the development community before moving forward with any changes. We don't feel we were being included or consulted like we should be.

We would like to express our support for your proposal but ask that you go even further and include the items noted above. We would also like to request a follow-up meeting to speak about our specific project in more detail and explore potential collaboration opportunities. We are available at your convenience.

Thank you for your leadership and commitment to improving the housing situation in our city. We look forward to hearing from you soon.

Sincerely,



Jim Mullan
VP Construction and Development
Southwest Properties

Center Plan Policy - Suggested Amendments

2023-01-16

From Fathom Studio

Base the definition of floor area, storey, grade and height on that of the Nova Scotia Building Code Regs (NBCC 2015). They are contradicting.

Reduce the amount of amenity space required (67). The upcoming NBCC (National Building Code of Canada) 2020 will require thermally broken balconies; for good reason to improve building performance, but they will be very costly to build. We cannot rely on large balconies for amenity space. Additionally, balconies are challenging on mass timber projects as it is difficult to design weathertight outboard and inboard balconies.

Built Form: Use the greater than for building height or number of storeys . This will accommodate different construction typologies and give the professionals some flexibility in design. Currently we are squeezing as many storeys into the built form as possible, and this is forcing thin floor structure and unusual/expensive solutions to design around mechanical systems (read ugly bulkheads). Also with the additional requirements for landscape, usually the floors below podium and the rooftop terrace levels end up with tight overhead clearance due to stepped floor systems. Floor systems are also stepped to easily allow for an accessible terrace. This would also provide leniencies for mass timber and steel structures where the structural beams can limit ceiling height.

Built Form: The heights for all building typologies are too low. Using storeys or increasing height by 2-3 meters or using storeys will allow for flexibility in construction.

Built Form: The tall mid-rise typology should be 12 storeys. This helps accommodate mass timber. As mentioned above, the floor to floor height needs to allow for a deeper construction (the pre-engineered wood beams and wood panel system can be quite deep). This includes steel construction too. 12 storeys is a NBCC limit for mass timber.

Built Form: Streetwall height should be changed to storeys, not height. Where zoning requires a floor to floor height for the first level, the levels above and structure are squeezed. This also is impacted by any required landscaping on the top of the podium above streetwall where the floor structure may be dropped. Using storeys, instead of height, also frees up design restrictions for mass timber.

Built Form: Increase the floor plate area to 900m² to 1000m². Concrete structure is often a 6mx6m (36 m²) structural grid and 750 m² doesn't easily accommodate this. We used to be able to achieve a floor plate efficiency of 90% unit and 10% circulation. We now usually get 70%-80% and 30%-20% respectively. Increasing this would allow for 2-3 more units per plate.

Built Form: Remove the need for articulation every 8m. This is too restrictive and results in similarly designed facades.

Built Form: Allowing the streetwall step back restriction of 20% of the length to be applied per storey. This would allow for more articulation of the facade.

Built Form: Allow better mixing of unit typologies. The by-laws allows for mixed building typologies within one main building. The required separation of the typologies creates inefficiencies in building layouts leading to an inefficient floor plate (higher ratio of circulation to units). We've successfully designed other projects that mix typologies with no separation.

Off-street Loading: Allow off-street loading space within the landscape buffer or remove the requirement for tight urban properties. On a tight urban lot, often the only space for vehicles is near the drive aisle. On a recent MURB project on the peninsula, the loading space was forced inside of the underground parking garage, resulting in an extra 1.5m of excavation. In today's market, this drastically increased the cost of excavation (bedrock) and concrete construction, which may stop the development. The other option was to reduce the building footprint and remove approx. 8 residential units.

DP Application requirement: Remove the need for a professional engineer to certify that the rooftop will support soft landscape 418(6). This would require an engineer to do a full structural design and could slow down application. No engineer that we work with will certify the structure for landscape design this early in the project development. If this doesn't happen during the design process it is professional negligence.

DP Application requirement: Remove the requirement for landscape details/specifications required on application. A landscape plan that meets all requirements of 430 (10(m)) is quite an involved document. In particular, providing construction detailing (430(2)(h)) and manufacturer's specifications (430(2)(i)) is risky this early in the design process and often leads to redesign. This provision slows down the application process.

DP Application requirement: Remove the need to provide residential unit layouts. Providing floor plans with dimensions shown and the intended use of all rooms labeled slows down the application process. Laying out individual residential units takes time and this is often a long back and forth process with the developer. If the development officer thinks something looks weird in the units, they can request the drawings as per 10(n).

DP Application requirement: Allow a DP to be issued conditional on a lot consolidation or subdivision application approval. Currently we have a project that requires two lots to be amalgamated. There are two existing buildings on site. These buildings have to be demolished in order for the subdivision app to be approved. This would mean a loss of residential units in the current buildings on site for the duration of DP, subdivision and the building permit application process.

Re: Center Plan Policy - Response to HAF Proposed Amendments

Dear Kasia and team,

We appreciate and recognize all of the work on your end and thank you for the opportunity to comment. We have been reviewing the proposed amendments over the past few weeks, and putting them into practice through various massing and yield studies.

Many of our previous comments on the by-laws were captured in the proposed amendments. Below are some follow up comments to the proposed amendments, and some further comments we believe should be taken into consideration.

Sincerely,



BUILT FORM

Allow more flexible dimensions for:

- Towers - allow a floor plate up to an average of 900 square metres
- Balconies - increase the amount of area that balconies can cover on building facades
- Buildings in the HR-1 Zone

Comment: We feel that tower size and balcony dimension can be more flexible in all zones, not just HR-1. The increase floor plate size is very helpful, but if it were to be restricted to a certain zone, we will lose opportunity for increased yield.

Exempt emergency staircases from floor area calculations.

Comment: This is great and why not include elevator cores and vertical services spaces as well as a similar approach to the National Building Code of Canada (NBCC).

Increase the maximum height of "tall mid-rise" buildings from 8 storeys to 10 storeys.

Comment: For properties where there is a height increase to 7 stories, the additional tall mid-rise step backs required would not result in more yield. Suggest increasing the mid-rise height to 7 storeys.

These are our recommendations:

Mid-rise: 7 storeys (ex. PID 00103721 , 00103325, 00103333 for some of our current projects)

Tall mid-rise: 8 to 10 storeys

Tall mid-rise Mass Timber: 12 storeys (max allowed in NBCC 2020) (ex. PID 40497836, 00108951) for some of our current projects)

Increase the maximum height in Centre (CEN) Zones to 40 storeys and allow Future Growth Nodes to exceed this height.

Comment: Great!

Increase FAR in the Dartmouth Cove Future Growth Node.

Comment: Great!

Add flexibility to the "1 Hectare Development Agreement Policy" that allows for more height on large sites.

Comment: Great!

Exempt small multi-unit buildings (under 40 units) from amenity space requirements

Comment: This exemption is appreciated for small buildings, but we feel that buildings under 20 units may be more appropriate. This exemption of amenity space affects the quality of life for tenants. This is also something the market dictates, but if exempt will most often be taken advantage of.

40 King St.
Dartmouth, NS
B2Y 2R4

902-461-2525

Reduce minimum step back (the setback of an upper portion of a building) for mid-rise buildings from 2.5 metres to 2.0 metres.

Comment: Great!

Measure building height from the street line grade (the location of the front entrance) instead of an average finished grade around the perimeter (the centre of the lot).

Comment: This is similar to the NBCC and therefore appreciated, although additional consideration should be given to this amendment. This change would negatively impact sites that have higher grade away from the street and properties with this condition could actually lose yield.

Change required street wall articulation from every 8 metres to 10 metres

Comment: We believe that this by-law should be completely removed from the document. We feel that this is too restrictive to building design and form. There should be more trust in the professionals to provide a design fitting to the neighbourhood and context.

SUPPORT OFFICE CONVERSIONS FOR HOUSING

Exempt commercial to residential conversions in Downtown Halifax (DH Zone) and Downtown Dartmouth (DD Zone) from the following requirements: Amenity space, Unit mix and Development permits (where the built form is not changing)

Comment: Great!

Adjust how max. height is regulated by switching from metres to storeys in most high-density residential and mixed-use zones

Comment: This is great as long as it applies to all construction types (wood, steel, concrete and hybrid).

Increase the max. street wall height from 3 storeys to 6 storeys for buildings designed and built in wood or mass timber in the HR-1 and HR-2 Zones.

Comment: We think this should apply to downtown and commercial zones as well. We think a 4 storey street wall for all zones is more appropriate.

All residential buildings, including multi-unit dwellings and shelters, will not require a minimum number of parking spaces in the Regional Centre and Suburban Area.

Comment: Great!

ADDITIONAL RECOMMENDATIONS

Built Form Requirement: Allow better mixing of building typologies. The by-laws allow for mixed building typologies within one main building. The required separation of the typologies creates inefficiencies in building layouts leading to an inefficient floor plate (higher ratio of circulation to units). We've successfully designed other projects that mix typologies with no separation. This could be restricted to CEN and COR zones, adding density to these areas of the city.

Land-use Requirement: Reduce the amount of amenity space required (67). The upcoming NBCC (National Building Code of Canada) 2020 will require thermally broken balconies for prescriptive performance energy projects; for good reason to improve building performance, but they will be very costly to build. Additionally, balconies are challenging and costly on mass timber projects as it is difficult to design weather-tight outboard and inboard balconies. To incentivize mass timber, a reduced percentage of required amenity space may help.

Design Requirement: Allow off-street loading space within the landscape buffer or remove the requirement for dense urban properties. On a tight urban lots, often the only space for vehicles is near the drive aisle. On a recent MURB project on the peninsula, the loading space was forced inside of the underground parking garage, resulting in an extra 1.5m of excavation. In today's market, this drastically increased the cost of excavation (bedrock) and concrete construction, which may stop the development. The other option was to reduce the building footprint and remove approx. 8 residential units. Could the loading space be allowed in the landscape buffer to a max of 50% of the lot depth?

Develop Permit Application Requirement: Remove the need for a professional engineer to certify that the rooftop will support soft landscape (418(6)). This would require an engineer to do a full structural design and could slow down application. No engineer that we work with will certify the structure for landscape design this early in the project development. If this doesn't happen during the design process it is professional negligence.

Develop Permit Application Requirement: Remove the requirement for landscape details and specifications required on application (430). A landscape plan that

meets all requirements of 430 is quite an involved document (usually a full construction set). In particular, providing construction detailing (430(2)(h)) and manufacturer's specifications (430(2)(i)) is risky this early in the design process and often leads to redesign. This requirement slows down the application process.

Develop Permit Application requirement: Remove the need to provide residential unit layouts. Providing floor plans with dimensions shown and the intended use of all rooms labeled slows down the application process. Laying out individual residential units takes time and this is often a long back and forth process with the developer. If the development officer thinks something looks weird in the units, they can request the drawings as per 10(n). The onus of designing nice units should be on the professional.

DP Application requirement: Allow a DP to be issued conditional on a lot consolidation or subdivision application approval. Currently we have a project that requires two lots to be amalgamated (PID 00065763 and 00065755) . There are two existing buildings on site. These buildings have to be demolished in order for the subdivision application to be approved. This would mean a loss of residential units in the current buildings on site for the duration of development, subdivision and the building permit application process. This delay of the development permit can affect financing of the project as well.

Thank you.

Part I, Chapter 3: Site Plan Approval

Matters Subject to Site Plan Approval

- 15 (1) Within the DD, DH, CEN-2, CEN-1, COR, HR-2, HR-1, CLI, INS, UC-2, UC-1, PCF, or RPK zone, any development requesting a variation listed under Subsection 15(2), shall be subject to site plan approval.
- (2) The following items may be considered for a variation of the requirements of this By-law through site plan approval, if the requested variation meets the variation criteria contained in Part IX:
- (a) roof edge setbacks of height-exempted building rooftop features;
 - (b) streetwall articulation;
 - (c) grade-oriented premises;
 - (d) maximum building dimensions in the CEN-2, COR, or HR-2 zone;
 - (e) unique building functionality;
 - (f) unique building design;
 - (g) cornice line height for new main buildings or additions to main buildings on a property abutting a registered heritage property or abutting a heritage conservation district; or
 - (h) applicability of general design requirements for a new construction on a registered heritage property outside of a heritage conservation district.

Site Plan Approval Applications

- 16 (1) Any application for a site plan approval under Section 15 shall include:
- (a) documents and plans, drawn to scale, that show the information required in Section 10;
 - (b) drawings, including elevations and architectural renderings, that:
 - (i) show the relative scale of the development to any main building on the same lot as the development site, and
 - (ii) show the relative scale of the development to any main buildings on lots abutting the development site, and illustrate any building or a portion of any building that is within 15.0 metres from any side or rear lot line;
 - (c) a written statement explaining the nature and extent of the requested variation, as well as a rationale for the request based on the variation criteria contained in Part IX, to the satisfaction of the Development Officer; and
 - (d) illustrations showing the location and type of variation being requested.

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create OPTIONAL site plan approval process that allows built form and design requirement provisions to be varied (or variations) through site plan approval. Create a Design Review Committee. Pay them. Replicate the same process that was successful in the downtown plan but this time it is optional. There is still always the as of right process to follow.

- (a) existing uses; and
 - (b) uses permitted in the ER-1 zone.
- (2) Subject to Section 491, the only additions or new buildings that are permitted in the CDD-1 zone, without a development agreement, shall be:
- (a) one addition, to a building that is existing on the coming into force date of this By-law, of no more than:
 - (i) 1,000 square metres in floor area, and
 - (ii) a maximum height as shown on Schedule 15; or
 - (b) one new building containing a use permitted ER-1 zone and that:
 - (i) is on a lot that is existing and vacant on the coming into force date of this By-law, and
 - (ii) meets the built form requirements of the ER-1 zone.

Uses in a Transportation Reserve

- 36 All development is prohibited in a transportation reserve, as shown on Schedules 4, 5, and 6.

Obnoxious Uses Prohibited

- 37 No owner or occupier of a lot shall undertake or conduct any obnoxious use.

Pedestrian-Oriented Commercial Streets

- 38 (1) In a DD or DH zone, along any pedestrian-oriented commercial street, as shown on Schedule 7, only the following uses may be located within the ground floor of a building abutting the streetline:
- (a) retail use;
 - (b) restaurant use;
 - (c) drinking establishment use;
 - (d) financial institution use;
 - (e) medical clinic use;
 - (f) personal service use;
 - (g) minor spectator venue use;
 - (h) fitness centre use;
 - (i) grocery store use;
 - (j) local commercial use;

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strongly consider permitting office uses on the ground floor in DT zones as well. They can provide an active streetscape in combination with other built form requirements and design requirements. Creates more opportunity to populate/lease ground level spaces on these streets. Otherwise a lot of spaces could sit vacant due to their limited requirements for occupancy. This can help projects, containing residential units above, to be feasible to proceed.

Part III, Chapter 1: General Land Use Requirements

Access Uses Prohibited

- 40 It is prohibited to access a use in one zone from a different zone, unless:
- (a) the use being accessed is permitted in both zones; or
 - (b) the access from one zone to a different zone is specifically permitted in Tables 1A, 1B, 1C, or 1D.

Exterior Lighting

- 41 Exterior lighting shall not be directed towards abutting lots or streets.

Recreational Vehicles

- 42 Excluding when used as a temporary construction use, a recreational vehicle shall not be used as a dwelling unit or a backyard suite use.

Landmark Buildings

- 43 (1) Subject to Subsections 43(2) and 43(3), landmark buildings, as shown on Schedule 9, may be internally converted to any use listed in the INS zone with a white circle containing the number 8 in black text (Ⓢ), as shown in Table 1C, subject to the following requirements:
- (a) the building existed on the coming into force date of this By-law;
 - (b) an expansion of the footprint of the building shall:
 - (i) not exceed 20%;
 - (ii) ~~not be located within a front or flanking yard, and~~
 - (iii) be set back a minimum distance of 1.5 metres further from the streetline than the existing streetwall;
 - (c) subject to Section 103, the height of the existing building shall be maintained;
 - (d) dormer additions within the roof are permitted, but shall not exceed 50% of the building depth or building width;
 - (e) balconies are permitted, but shall meet the requirements of Section 96; and

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consider removal, there could be ample oppurtunity to expand these structures to create streetwall conditions with variation.

- (a) a single-unit dwelling use;
 - (b) a two-unit dwelling use;
 - (c) a semi-detached dwelling use;
 - (d) a three-unit dwelling use; or
 - (e) a townhouse dwelling use.
- (2) A lot shall not contain both a secondary suite use and a backyard suite use.
 - (3) A secondary suite use shall not exceed a floor area of 80.0 square metres.
 - (4) A secondary suite use shall not be counted towards the dwelling unit total.
 - (5) A secondary suite use shall not be occupied by a small shared housing use.

Backyard Suite Uses

- 56 (1) Subject to Subsection 56(2), where a backyard suite use is permitted in Tables 1A, 1B, 1C, or 1D, a lot may contain a backyard suite use, within the rear yard only, in conjunction with:
- (a) a single-unit dwelling use;
 - (b) a two-unit dwelling use;
 - (c) a semi-detached dwelling use;
 - (d) a three-unit dwelling use; or
 - (e) a townhouse dwelling use.
- (2) A lot shall not contain both a secondary suite use and a backyard suite use.
 - (3) A backyard suite use shall meet the accessory structure built form and siting requirements of Sections 327 to 333.
 - (4) A backyard suite use shall have unobstructed access to a street on the same lot on which the backyard suite is located.
 - (5) A backyard suite use shall not be counted towards the dwelling unit total.
 - (6) A backyard suite use shall not be occupied by a small shared housing use.

~~2~~ Maximum Number of Bedrooms for Low-Density Dwelling Uses in the ER-3, ER-2, or ER-1 Zone

- ~~3~~7 (1) ~~Subject to Section 59, on any lot zoned ER-3, ER-2, or ER-1, the following are the maximum number of bedrooms permitted by land use:~~

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consider removing maximum bedroom requirements in all zones. Regulating max bedrooms could be an inhibitor of affordable housing and ability to deliver more housing beds to citizens.

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- (a) single-unit dwelling use: 6 bedrooms per lot;
 - (b) semi-detached dwelling use: 4 bedrooms per unit;
 - (c) townhouse dwelling use: 4 bedrooms per unit;
 - (d) two-unit dwelling use: 4 bedrooms per unit; and
 - (e) three-unit dwelling use: 10 bedrooms per lot.
- (2) All bedrooms in a secondary suite use shall be counted towards the maximum number of bedrooms permitted in Subsection 57(1).
 - (3) All bedrooms in a backyard suite use shall not be counted towards the maximum number of bedrooms permitted in Subsection 57(1).

Maximum Number of Bedrooms for Small Shared Housing Uses in the ER-3, ER-2, or ER-1 Zone

- 58
- (1) Subject to Subsections 58(2) and 58(3), and Section 59, on any lot zoned ER-3, a small shared housing use shall be limited to a maximum of 10 bedrooms.
 - (2) On any lot zoned ER-3, a small shared housing use within a semi-detached dwelling shall be limited to a maximum of 4 bedrooms per unit.
 - (3) On any lot zoned ER-3, a small shared housing use within a townhouse dwelling shall be limited to a maximum of 4 bedrooms per unit.
 - (4) Subject to Subsection 58(5) and Section 59, on any lot zoned ER-2, a small shared housing use shall be limited to a maximum of 8 bedrooms.
 - (5) On any lot zoned ER-2, a small shared housing use within a semi-detached dwelling shall be limited to a maximum of 4 bedrooms per unit.
 - (6) On any lot zoned ER-1, a small shared housing use shall be limited to a maximum of 6 bedrooms.
 - (7) All bedrooms in a secondary suite use shall be counted towards the bedroom limits in Subsections 58(1) to 58(6).

Maximum Number of Bedrooms on Lots within an ER-3 or ER-2 Zone that Contain both a Low-Density Dwelling Use and a Small Shared Housing Use

- 59
- (1) On any lot zoned ER-3, where one dwelling unit contains a small shared housing use, the total number of bedrooms for all the dwelling units on the lot shall not exceed 10.

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- ~~2b) On any lot zoned ER-2 that contains a combination of a small shared housing use and one dwelling unit, the lot shall be limited to a maximum of 8 bedrooms.~~

~~Maximum Number of Bedrooms for a Multi-Unit Dwelling Use within the Young Avenue Sub-Area A (YA-A)~~

- ~~60 Within the Young Avenue Sub-Area A (YA-A), as shown on Schedule 3C, a multi-unit dwelling use having up to 5 units shall have a maximum of 15 bedrooms per lot.~~

~~Maximum Number of Bedrooms in a CH-2 or CH-1 Zone~~

- ~~61 In a CH-2 or CH-1 zone, the number of bedrooms shall not exceed 4 per cluster housing dwelling unit.~~

Internal Conversion for No More Than Three Units within the Young Avenue (YA) Special Area

- 62 A main building within the Young Avenue (YA) Special Area, as shown on Schedule 3C, may be internally converted to a two-unit dwelling use or a three-unit dwelling use, if:
- (a) the building existed on the coming into force date of this By-law;
 - (b) there is no increase in the height or volume of the building;
 - (c) each dwelling unit is no less than 80.0 square metres in floor area; and
 - (d) excluding the replacement of an existing exterior staircase, no new exterior staircase shall be erected in a front yard.

Internal Conversion within the ER-3 Zone

- 63 A main building within the ER-3 zone may be internally converted to a multi-unit dwelling use containing up to six dwelling units, if:
- (a) the building existed on the coming into force date of this By-law;
 - (b) there is no increase in the height or volume of the building;
 - (c) the maximum number of bedrooms does not exceed 16; and
 - (d) excluding the replacement of an existing exterior staircase, no new exterior staircase shall be erected in a front yard.

Dwelling Unit Mix – New Buildings

- 64 (1) A new building that contains a minimum of 40 dwelling units shall provide a dwelling unit mix as follows:

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- (a) in a DD, DH, CEN-2, CEN-1, or COR zone, no less than 25% of all dwelling units shall be required to contain a minimum of two bedrooms; or
 - (b) in any HR-2 or HR-1 zone:
 - i. no less than 20% of all dwelling units shall be required to contain a minimum of two bedrooms, and
 - ii. ~~1.0 less than 5% of all dwelling units shall be required to contain a minimum of three bedrooms.~~
- (2) The number of required dwelling units:
- (a) in Subsection 64(1), shall be rounded up to the nearest whole number; and
 - (b) in Subclause 64(1)(b)(ii), shall not be counted towards the requirement of Subclause 64(1)(b)(i).

Dwelling Unit Mix – Additions

- 65 (1) An addition that contains 40 dwelling units or more, on a building that existed on the coming into force date of this By-law, shall provide a dwelling unit mix of:
- (a) in a DD, DH, CEN-2, CEN-1, or COR zone, no less than 25% of all dwelling units within the addition shall be required to contain a minimum of two bedrooms; or
 - (b) in any HR-2 or HR-1 zone:
 - i. no less than 20% of all dwelling units within the addition shall be required to contain a minimum of two bedrooms, and
 - ii. ~~3.0 less than 5% of all dwelling units within the addition shall be required to contain a minimum of three bedrooms.~~
- (2) The number of required dwelling units:
- (a) in Subsection 65(1), shall be rounded up to the nearest whole number; and
 - (b) in Subclause 65(1)(b)(ii), shall not be counted towards the requirement of Subclause 65(1)(b)(i).
- (3) For an existing building that is the subject of an addition that results in less than 40 dwelling units, no required dwelling unit mix applies.

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- (4) For an existing building that is the subject of an addition that results in 40 dwelling units or more for the entire building, and which does not comply with Subsections 65(1) and 65(2), then the dwelling unit mix after the addition shall not increase the non-conformity with the unit mix that existed prior to the addition.

Dwelling Unit Mix – Internal Conversions

- 66 (1) A change of use in an existing building that results in 40 dwelling units or more, shall provide a dwelling unit mix of:
- (a) in a DD, DH, CEN-2, CEN-1, or COR zone, no less than 25% of all dwelling units shall be required to contain a minimum of two bedrooms; or
 - (b) in any HR-2 or HR-1 zone:
 - i. no less than 20% of all dwelling units shall be required to contain a minimum of two bedrooms, and
 - ii. ~~no less than 5% of all dwelling units shall be required to contain a minimum of three bedrooms.~~
- (2) The number of required dwelling units:
- (a) in Subsection 66(1), shall be rounded up to the nearest whole number; and
 - (b) in Subclause 66(1)(b)(ii), shall not be counted towards the requirement of Subclause 66(1)(b)(i).
- (3) An existing use that meets the definition of large shared housing use that existed on the coming into force date of this By-law may be converted to a multi-unit dwelling use, without having to meet the requirements of Subsection 66(1) and Section 67, if the number of existing bedrooms and the volume of the building are not increased.
- (4) Excluding grade-oriented premises on a pedestrian-oriented commercial street, as shown on Schedule 7, internal space in a building that contains a high-density dwelling use may be permitted to be converted to additional dwelling units, without having to meet the requirements of Subsection 66(1) and Section 67, if:
- (a) the building and the high-density dwelling use existed on the coming into force date of this By-law;

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- (b) the space being converted was not previously used as a dwelling unit or amenity space; and
- (c) there is no increase in the height or floor area of the building.

Amenity Space – High-Density Dwelling Use

- 67 (1) Any new building containing a high-density dwelling use shall be required to provide amenity space, at a rate of 5.0 square metres per dwelling unit, for use by the building's residents. No less than 50% of all required amenity space shall be provided within the building.
- (2) An addition to a building containing a high-density dwelling use shall be required to provide amenity space, for the addition only, at a rate of 5.0 square metres per dwelling unit, for use by the building's residents. No less than 50% of all required amenity space shall be provided within the building.
- (3) Except for outdoor amenity space associated with an individual dwelling unit within a high-density dwelling use, such as balconies, all amenity space required by Subsections 67(1) and 67(2) shall:
- (a) be provided in increments of no less than 30.0 contiguous square metres;
 - (b) have no linear dimension less than 3.0 metres; and
 - (c) be available for shared use by the building's residents.
- (4) For any high-density dwelling use within an HR-2 or HR-1 zone, a minimum of 25% of the required amenity space shall be:
- (a) provided outdoors;
 - (b) located at-grade or on a roof top; and
 - (c) available for shared use by the building's residents.

Amenity Space – Cluster Housing Use

- 68 (1) A cluster housing use shall be required to provide amenity space at a rate of 5.0 square metres per dwelling unit, but in no case shall there be less than 20.0 square metres provided on the lot.
- (2) All amenity space required in Subsection 68(1) shall:
- (a) subject to Clause 68(2)(b), be provided in increments of no less than 20.0 contiguous square metres;

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exchange the definition of high density dwelling use to 40 units or more, specifically change this clause to require amenity space for buildings containing 40 or more dwelling units.

- (b) where more than one increment of 20.0 square metres is required, one contiguous area of less than 20.0 square metres is permitted;
- (c) have no linear dimension less than 3.0 metres; and
- (d) be available for shared use by the residents of the cluster housing use.

Ground Floor Uses for Buildings Containing A Multi-Unit Dwelling Use on Non Pedestrian-Oriented Commercial Streets

69 In any DD, DH, CEN-2, CEN-1, COR, HR-2, or HR-1 zone, where a lot:

- (a) contains a building with a multi-unit dwelling use;
- (b) does not abut a pedestrian-oriented commercial street, as identified on Schedule 7; and
- (c) has a minimum frontage of 8.0 metres on at least one street;

a minimum of 50% of the total length of all ground floors of the buildings facing a streetline, excluding an entrance to internal parking or a portal, shall be occupied by either one or a combination of the following:

- ¹(d) commercial uses;
- (e) grade-related dwelling units; or
- (f) work-live units. ²

Work-Live Units

70 (1) Subject to Subsection 70(3), only one of the following commercial or institutional uses are permitted in a work-live unit:

- (a) broadcast and production studio use;
- (b) catering use;
- (c) makerspace use;
- (d) medical clinic use;
- (e) office use;
- (f) personal service use;
- (g) pet daycare use; or
- (h) studio use.

(2) The retailing of products that are accessory to a permitted commercial use or institutional use in a work-live unit, listed in Subsection 70(1), are permitted.

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indoor amenity spaces should be included in this clause as well, they are an active use that can activate the streetscape in combination with built form and design requirements

- v. exterior insulation and finish systems where stucco is applied to rigid insulation, and
 - vi. darkly tinted or mirrored glass, except for spandrel glass panels; or
- (b) any CEN-1, COR, HR-2, HR-1, CLI, INS, UC-2, or UC-1 zone:
- i. plastic,
 - ii. plywood,
 - iii. unfinished concrete, and
 - iv. darkly tinted or mirrored glass, except for spandrel glass panels.

- (2) Prohibited external cladding materials that are present on a structure on the coming into force date of this By-law may be replaced with the same or similar materials.

General Requirement: Cantilevers Over a Registered Heritage Building

- 92 A new building or an addition to an existing building shall not cantilever over a registered heritage building.

General Requirement: Setback of Entrances

- 93 (1) Excluding registered heritage properties, any pedestrian entrance to any main building facing a streetline shall be required to be set back a minimum of 1.5 metres from the streetline.
- (2) ~~2.1~~ motor vehicle entrance to any main building facing a streetline shall be required to be set back a minimum of 4.5 metres from the streetline.

General Requirement: Permitted Encroachments into Setbacks, Stepbacks, or Separation Distances

- 94 (1) Any setback or stepback for any main building, or any separation distance between main buildings or between any main building and accessory structures required in this Part shall be required to be open and unobstructed, except:
- (a) patios that are less than 0.6 metre in height, access ramps, walkways, lifting devices, uncovered steps, and staircases are permitted in any required setback, stepback, or separation distance;
 - (b) sills, eaves, gutters, downspouts, cornices, chimneys, fireplace and stove bump outs, and other similar features may project into any required setback, stepback, or separation distance by no more than 0.6 metre; and
 - (c) window bays and solar collectors may project into any required setback, stepback, or separation distance by no more than 1.0 metre.

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consider removing this requirement. This can be very challenging to meet on urban sites where there is little room for access. Alternative design safety measures can be put in place in lieu of a setback.

- (2) Subject to Subsection 94(3) and Section 96, balconies may project into any required setback, stepback, or separation distance by no more than:
- (a) 1.5 metres at the ground floor; or
 - (b) 2.0 metres at the second storey or above.
- (3) ~~Subject to Subsection 94(4), in a CEN-2, CEN-1, COR, HR-2, HR-1, CLI, LI, or HRI zone that abuts an ER-3, ER-2, ER-1, CH-2, CH-1, PCF, or RPK zone, a balcony, railing system, unenclosed porch, canopy, or awning shall not project into any required setback or stepback that faces the lot line of that abutting zone.~~
- ~~(4) Balconies facing a lot line that abuts an ER-3, ER-2, ER-1, CH-2, CH-1, PCF, or RPK zone may project into any required stepback, providing any main building that is above grade is setback by:~~
- ~~(a) 8.5 metres for mid-rise buildings;~~
 - ~~(b) 12.5 metres for tall mid-rise buildings; and~~
 - ~~(c) 12.5 metres for high-rise buildings.~~
- (5) In any ER-3, ER-2, ER-1, CH-2, or CH-1 zone, one enclosed porch with a maximum floor area of 4.0 square metres and one storey in height is permitted in any required front or flanking setback, if it is no closer than 0.5 metre to a streetline.

General Requirement: Maximum Rear Setbacks

95 No maximum rear setback applies in any zone under this By-law.

~~General Requirement: Aggregate Width of Balconies~~

~~96 If the aggregate width of all balconies per storey, above the height of the streetwall, exceeds 50% of the horizontal width of a building face, then the balconies shall:~~

- ~~(a) not be allowed to encroach into any required setback, stepback, or separation distance; and~~
- ~~(b) be included in the calculation of maximum tower dimensions, including width and depth.~~

General Requirement: Encroachments into Streets

97 Encroachments into streets shall meet the requirements of the applicable HRM By-law.

General Requirement: Drive-Throughs

98 Drive-throughs are permitted in the CLI and LI zones only.

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Number: 2 Author: Connor Wallace Subject: Comment on Text Date: 1/15/2024 11:37:07 AM -04'00'
remove distance requirements for balconies. market will dictate distcances based on balcony design specs. this does not need to be regulated

Number: 3 Author: Connor Wallace Subject: Cross-Out Date: 1/15/2024 11:39:01 AM -04'00'

Number: 4 Author: Connor Wallace Subject: Sticky Note Date: 1/15/2024 11:42:54 AM -04'00'
consider removing these detailed and specific balcony requirements. market will dictate their size and energy code has significant challeneges and limitations when it comes to projecting balconies. Flexibility is required here. We feel the transitional impact of a typical balcony depth will not contradict the intent of the plan.

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Number: 6 Author: Connor Wallace Subject: Cross-Out Date: 1/15/2024 11:43:19 AM -04'00'

Number: 7 Author: Connor Wallace Subject: Sticky Note Date: 1/15/2024 11:43:29 AM -04'00'
consider removing these detailed and specific balcony requirements. market will dictate their size and energy code has significant challeneges and limitations when it comes to projecting balconies. Flexibility is required here. We feel the transitional impact of a typical balcony depth will not contradict the intent of the plan.

Clear glass guard and railing system	2.0 metres			
Clock tower or bell tower	Unlimited	●		
Communication tower required to support uses and activities in the building	Unlimited	●	3.0 metres	3.0 metres
Cooling tower	Unlimited	●	3.0 metres	3.0 metres
Elevator enclosure	5.5 metres	●	2.0 metres	
Flag pole	Unlimited			
Heating, ventilation, and air conditioning equipment and enclosure	5.5 metres	●	3.0 metres	3.0 metres
Helipad on a hospital rooftop	4.5 metres			
High-plume laboratory exhaust fan	Unlimited	●	3.0 metres	3.0 metres
Hard landscaping or soft landscaping	4.5 metres			
Lightning rod	Unlimited			
Mechanical penthouse	4.5 metres	●	3.0 metres	5.0 metres
Parapet	2.0 metres			
Rooftop cupola	4.5 metres	●		
Rooftop greenhouse	6.0 metres		3.0 metres	6.0 metres
Skylight	1.5 metres			
Solar collector	4.5 metres			
Feature	Column 1: Maximum height above roof	Column 2: 30% coverage restriction	Column 3: Minimum setback from roof edge facing front or flanking lot lines	Column 4: Minimum setback from roof edge facing side or rear lot lines
Spire, steeple, minaret, and similar features	Unlimited	●		
Staircase or staircase enclosure	4.5 metres	●	8.0 metres	
Windscreen	4.5 metres			

(7) **Subject to Subsection 103(8), for (RC-Oct 26/22;E-Nov 11/22)** any low-density dwelling use or cluster housing use, the following features may exceed the maximum required height, as shown on Schedule 15, by no more than 3.0 metres:

- (a) chimneys and stovepipes;

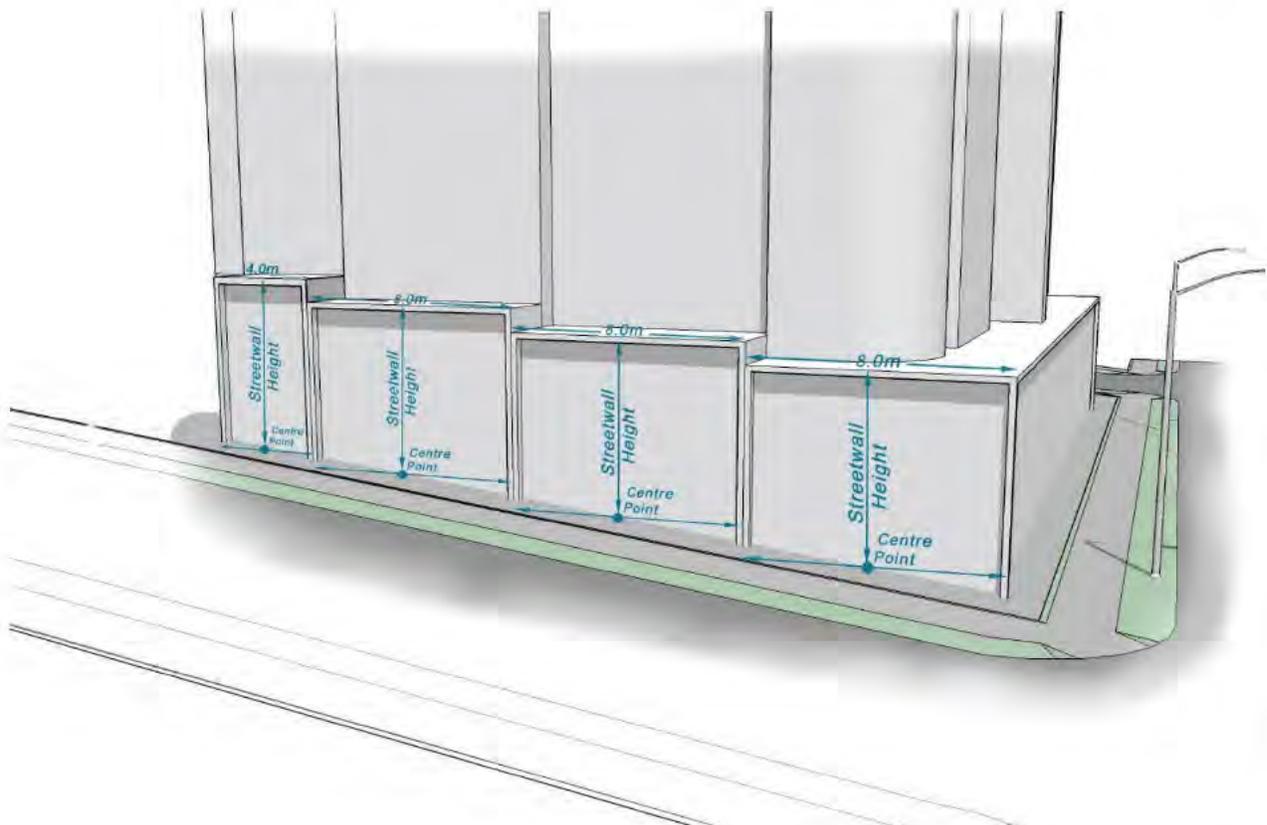
 Number: 1	Author: Connor Wallace	Subject: Cross-Out	Date: 1/15/2024 11:47:23 AM -04'00'
 Number: 2	Author: Connor Wallace	Subject: Highlight	Date: 1/15/2024 11:47:34 AM -04'00'
 Number: 3	Author: Connor Wallace	Subject: Sticky Note	Date: 1/16/2024 9:51:11 AM -04'00'
consider removing 3m setback as proposed. This will create a lot of design and cost efficiency by allowing building core elements (stairs/elevators) on roof edges. Amenity penthouses still would require a streetwall roof edge setback but not from interior lot lines.			
 Number: 4	Author: Connor Wallace	Subject: Cross-Out	Date: 1/15/2024 11:46:35 AM -04'00'
 Number: 5	Author: Connor Wallace	Subject: Comment on Text	Date: 1/15/2024 11:46:28 AM -04'00'
remove. can create complexity for building structure and will not have impact on streetscape/pedestrian experience			
 Number: 6	Author: Connor Wallace	Subject: Cross-Out	Date: 1/15/2024 11:46:56 AM -04'00'
 Number: 7	Author: Connor Wallace	Subject: Cross-Out	Date: 1/15/2024 11:45:00 AM -04'00'
 Number: 8	Author: Connor Wallace	Subject: Highlight	Date: 1/15/2024 11:45:22 AM -04'00'
remove			

1 metres. (RC-Oct 26/22;E-Nov 11/22)

- (2) ~~A sloped roof under Subsection 104(1) shall not count towards:~~
- ~~(a) the overall building height, as shown on Schedule 15;~~
 - ~~(b) the determination of building height for a low-rise building, a mid-rise building, a tall mid-rise building, or a high-rise building, as defined in Subsections 499(145), 499(160), 499(252), or 499(115); or (RC Jul 12/22;E-Aug 22/22)~~
 - ~~(c) the determination of a mid-rise typology, a tall mid-rise typology, or a high-rise typology, as defined in Subsections 499(160.5), 499(252.5), or 499(115.5) (RC Jul 12/22;E-Aug 22/22).~~

2 General Requirement: Streetwall Height Determination

- 105 (1) Any main building with a streetwall width of 8.0 metres or less shall have its streetwall height determined at the centre point of the streetwall width.
- (2) Any main building with a streetwall width exceeding 8.0 metres shall have its streetwall divided into 8.0 metres portions, except for one portion which may be less than 8.0 metres, and separate streetwall heights shall be determined by measuring the height at the centre point of each portion (Diagram 4).



 Number: 1 Author: Connor Wallace Subject: Cross-Out Date: 1/15/2024 11:48:25 AM -04'00'

 Number: 2 Author: Connor Wallace Subject: Highlight Date: 1/15/2024 11:48:19 AM -04'00'

 Number: 3 Author: Connor Wallace Subject: Sticky Note Date: 1/15/2024 11:50:29 AM -04'00'
completely remove and redefine how streetwall height is measured and where it is measured from. streetwall height should be measured in storeys (same as building height). Streetwall height should be measured from the same point as overall building height. That point should be 'grade' as defined in the National Building Code.

Part V, Chapter 7: Built Form and Siting Requirements within the HR-2 and HR-1 Zones

Applicability

195 With the exception of main buildings within a heritage conservation district, any main building erected, constructed, reconstructed, altered, or located, or an addition to any main building, within an HR-2 or HR-1 zone shall meet the built form and siting requirements of this Chapter.

Maximum Building Height

196 Subject to Sections 103 and 104, and Part X, any main building shall not exceed the maximum required building height specified on Schedule 15.

Minimum Front or Flanking Setbacks

- 197 (1) Subject to Subsection 197(2), (RC-Oct 26/22;E-Nov 11/22) any portion of a main building, either above or below grade, shall have a minimum required front or flanking setback as specified on Schedule 18.
- (2) If a minimum required front or flanking setback has not been specified on Schedule 18, the minimum required front or flanking setback shall be 1.5 metres.

Side Setback Requirements

- 198 (1) Subject to Subsections 198(2) and 198(3), the minimum required side setback for any main building shall be:
- a. subject to Clauses 198(1)(b) and 198(1)(c), where a lot line abuts an ER-3, ER-2, ER-1, CH-2, CH-1, PCF, or RPK zone:
 - i. 3.0 metres from the side lot line abutting such zone for any low-rise building, or
 - ii. 6.0 metres from the side lot line abutting such zone for any mid-rise, tall mid-rise, or high-rise building;
 - b. for a townhouse dwelling use:
 - i. 0.0 metre along a common wall between each unit, or
 - ii. 3.0 metres elsewhere;
 - c. for a semi-detached dwelling use:
 - i. 0.0 metre along a common wall between each unit, or
 - ii. 3.0 metres elsewhere;
 - d. where a lot line abuts a DD, DH, CEN-2, CEN-1, or COR zone, 0.0 metre;
 - e. where a lot line abuts lands governed by the Downtown Halifax Secondary Municipal Planning Strategy and the Downtown Halifax Land

Number: 1 Author: Connor Wallace Subject: Comment on Text Date: 1/15/2024 11:54:12 AM -04'00'
schedule 15 should reference storeys for heights not metres. 14m = 5 storeys. 20m = 7 storeys. 26m = 9 storeys etc. round up on storeys.

- f. Use By-law, 0.0 metre; or
2.5 metres elsewhere.
- (2) Underground parking structures are not required to have a minimum side setback, providing they do not protrude more than 0.6 metre above the average finished grade in any side yard.
- (3) For any high-rise building, any portion of the main building above the streetwall height shall have a minimum required setback of 12.5 metres from any side lot line.
- (4) There is no maximum required side setback.

Rear Setback Requirements

- 199 (1) Subject to Subsections 199(2), 199(3), and 199(4), the minimum required rear setback for any main building shall be:
- a. where a lot line abuts an ER-3, ER-2, ER-1, CH-2, CH-1, PCF, or RPK zone, 6.0 metres from the rear lot line abutting such zone; or
 - b. 3.0 metres elsewhere.
- (2) Underground parking structures are not required to have a minimum rear setback, providing they do not protrude more than 0.6 metre above the average finished grade in any rear yard.
- ~~(3) For any tall mid-rise building, any portion of the main building exceeding a height of 20.0 metres shall have a minimum required setback of 4.5 metres from a rear lot line.~~
- (4) For any high-rise building, any portion of the main building above the streetwall height shall have a minimum required setback of 12.5 metres from any rear lot line.

Maximum Streetwall Heights

- 200 (1) Subject to Subsections 200(2) and 200(3), any main building's maximum required streetwall height shall be:
- a. on a registered heritage property, the streetwall height of the registered heritage building on the coming into force date of this By-law;

 Number: 1 Author: Connor Wallace Subject: Cross-Out Date: 1/15/2024 11:55:10 AM -04'00'

 Number: 2 Author: Connor Wallace Subject: Highlight Date: 1/15/2024 11:56:28 AM -04'00'
remove this entirely. Stepbacks and change in buildig form at the upper storeys creates significant cost and limits construction typoligies to acheive these stepbacks in a costly feasible manner. This stepback is not required to acheive transitional intent of the plan

- b. for any main building taller than ~~21.0 metres~~ in height but no taller than ~~44.0 metres~~ in height, the building height; or
- c. ~~65.0 metres~~ elsewhere.

~~18) On a site having sloping conditions, the maximum streetwall height required in Subsection 200(1), may be exceeded by:~~

- ~~(a) 10%, where any main building is located on a streetline or a transportation reserve that has an average finished grade that results in a slope that is between 4% and 8% across the entire width of the streetwall; or~~
- ~~(b) 20%, where any main building is located on a streetline or a transportation reserve that has an average finished grade that results ~~in a~~ slope that exceeds 8% across the entire width of the streetwall.~~

~~11) The maximum required streetwall height may be exceeded by 1.5 metres to permit a clear glass guard and railing system or a parapet.~~

Minimum Streetwall Heights

- 201 (1) Subject to Subsections 201(2) and 201(3), any main building's minimum required streetwall height shall be:
- a. along pedestrian-oriented commercial streets, as shown on Schedule 7, ~~13.0 metres~~; or
 - b. along all other streets or transportation reserves:
 - i. for any main building less than ~~15.0 metres~~ in height, the building height, or
 - ii. ~~17.0 metres~~ elsewhere.
- (2) Twenty percent or less of the entire streetwall width, ~~19.0 metres~~, a maximum of 8.0 metres, may be reduced ~~to~~ height, ~~providing the height is not reduced below 3.5 metres (Diagram 7).~~
- (3) The minimum streetwall height required in Subsection 201(1) may be reduced ~~to~~ ~~3.5 metres~~ along a streetline or a transportation reserve, if the slope exceeds 4% across the entire width of the streetwall.

Streetwall Stepbacks

- 202 (1) Subject to Subsections 202(2) and 202(3), any main building shall have a minimum required streetwall setback of:
- a. ~~1.5~~ ~~metres~~ for mid-rise buildings;

Number: 1	Author: Connor Wallace	Subject: Cross-Out	Date: 1/16/2024 9:52:08 AM -04'00'
Number: 2 4 storeys	Author: Connor Wallace	Subject: Comment on Text	Date: 1/15/2024 11:57:02 AM -04'00'
Number: 3	Author: Connor Wallace	Subject: Cross-Out	Date: 1/16/2024 9:52:06 AM -04'00'
Number: 4 5 storeys	Author: Connor Wallace	Subject: Comment on Text	Date: 1/15/2024 11:57:28 AM -04'00'
Number: 5	Author: Connor Wallace	Subject: Cross-Out	Date: 1/16/2024 9:52:03 AM -04'00'
Number: 6 4 storeys	Author: Connor Wallace	Subject: Comment on Text	Date: 1/15/2024 11:57:38 AM -04'00'
Number: 7	Author: Connor Wallace	Subject: Cross-Out	Date: 1/15/2024 11:58:38 AM -04'00'
Number: 8 no longer needed if we are measuring streetwall heights in storeys.	Author: Connor Wallace	Subject: Highlight	Date: 1/15/2024 11:59:40 AM -04'00'
Number: 9	Author: Connor Wallace	Subject: Highlight	Date: 1/15/2024 11:58:45 AM -04'00'
Number: 10	Author: Connor Wallace	Subject: Cross-Out	Date: 1/15/2024 11:59:19 AM -04'00'
Number: 11 no longer needed if we are measuring streetwall heights in storeys.	Author: Connor Wallace	Subject: Highlight	Date: 1/15/2024 11:59:49 AM -04'00'
Number: 12	Author: Connor Wallace	Subject: Cross-Out	Date: 1/15/2024 12:01:21 PM -04'00'
Number: 13 2 storeys	Author: Connor Wallace	Subject: Highlight	Date: 1/15/2024 12:01:28 PM -04'00'
Number: 14	Author: Connor Wallace	Subject: Cross-Out	Date: 1/15/2024 12:01:54 PM -04'00'
Number: 15 2 storeys	Author: Connor Wallace	Subject: Highlight	Date: 1/15/2024 12:02:22 PM -04'00'
Number: 16	Author: Connor Wallace	Subject: Cross-Out	Date: 1/15/2024 12:01:51 PM -04'00'
Number: 17 2 storeys	Author: Connor Wallace	Subject: Comment on Text	Date: 1/15/2024 12:01:46 PM -04'00'
Number: 18 remove	Author: Connor Wallace	Subject: Cross-Out	Date: 1/15/2024 1:59:43 PM -04'00'
Number: 19	Author: Connor Wallace	Subject: Highlight	Date: 1/15/2024 1:59:58 PM -04'00'
Number: 20	Author: Connor Wallace	Subject: Cross-Out	Date: 1/15/2024 2:00:29 PM -04'00'
Number: 21	Author: Connor Wallace	Subject: Cross-Out	Date: 1/15/2024 2:00:23 PM -04'00'
Number: 22	Author: Connor Wallace	Subject: Cross-Out	Date: 1/15/2024 2:00:55 PM -04'00'
Number: 23 remove	Author: Connor Wallace	Subject: Highlight	Date: 1/15/2024 2:01:18 PM -04'00'
Number: 24	Author: Connor Wallace	Subject: Cross-Out	Date: 1/15/2024 2:04:57 PM -04'00'

- b. for any main building taller than ~~1.0 metres~~ in height but no taller than ~~4.0 metres~~ in height, the building height; or
- c. ~~11.0 metres~~ elsewhere.

~~(1) On a site having sloping conditions, the maximum streetwall height required in Subsection 200(1), may be exceeded by:~~

- ~~(a) 10%, where any main building is located on a streetline or a transportation reserve that has an average finished grade that results in a slope that is between 4% and 8% across the entire width of the streetwall; or~~
- ~~(b) 20%, where any main building is located on a streetline or a transportation reserve that has an average finished grade that results in a slope that exceeds 8% across the entire width of the streetwall.~~

~~(2) The maximum required streetwall height may be exceeded by 1.5 metres to permit a clear glass guard and railing system or a parapet.~~

Minimum Streetwall Heights

- 201 (1) Subject to Subsections 201(2) and 201(3), any main building's minimum required streetwall height shall be:
- a. along pedestrian-oriented commercial streets, as shown on Schedule 7, ~~1.0 metres~~; or
 - b. along all other streets or transportation reserves:
 - i. for any main building less than ~~1.0 metres~~ in height, the building height, or
 - ii. ~~1.0 metres~~ elsewhere.
- (2) Twenty percent or less of the entire streetwall width, ~~to a maximum of 8.0 metres, may~~ be reduced in height, ~~provided the height is not reduced below 3.5 metres (Diagram 7).~~
- (3) The minimum streetwall height required in Subsection 201(1) may be reduced ~~to 3.5 metres~~ along a streetline or a transportation reserve, if the slope exceeds 4% across the entire width of the streetwall.

Streetwall Stepbacks

- 202 (1) Subject to Subsections 202(2) and 202(3), any main building shall have a minimum required streetwall setback of:

25 ~~1.5~~ metres for mid-rise buildings;

- ~~2.~~ 2.0 metres for tall mid-rise buildings; or
- c. ~~3.0~~ 3.5 metres for high-rise buildings.

- (2) No streetwall stepback is required for any main building that meets Clause 200(1)(b).
- (3) No streetwall stepback is required for a maximum of 20% of the length of any main building facing each streetline or a transportation reserve.
- (4) No portion of any main building above the streetwall shall project beyond the streetwall towards the front or flanking lot line.

5 Recessed Portions and Cantilevers within Streetwalls

- 203 (1) ~~Subject to Subsection 203(2), the total combined width of all cantilevered and recessed portions within any streetwall that have a depth of 2.0 metres or greater shall not exceed 30% of the width of the streetwall.~~
- (2) ~~Cantilevered and recessed portions described in Subsection 203(1) shall include portals, but exclude balconies and recessed pedestrian entrances.~~

Maximum Lot Coverage

- 204 No maximum required lot coverage applies.

Ground Floor Requirements

- 205 (1) Subject to Subsection 205(2) and excluding 100-Series Highways, as shown on Schedule 52 (RC-Oct 26/22;E-Nov 11/22), a ground floor shall be established along anystreetline or transportation reserve.
- ~~7b) On a corner lot, for any streetwall along a streetline or transportation reserve that has an average finished grade that exceeds a slope greater than 8%, extended across the entire width of the streetwall, the requirements for a ground floor do not apply.~~
- (3) ~~A ground floor shall have a minimum required depth of 3.0 metres, as measured from any exterior wall of any main building that is facing a streetline or a transportation reserve.~~
- (4) ~~Subject to Subsection 205(6), each ground floor required shall, for no less than 70% of each streetwall:~~
- ~~(a) subject to Section 74, commence no lower than 0.6 metre below the streetline grade; and~~
 - ~~(b) subject to Subsection 205(5), commence no higher than 0.6 metre above the streetline grade.~~

 Number: 1 Author: Connor Wallace Subject: Cross-Out Date: 1/15/2024 2:05:03 PM -04'00'

 Number: 2 Author: Connor Wallace Subject: Highlight Date: 1/15/2024 2:06:24 PM -04'00'

 Number: 3 Author: Connor Wallace Subject: Cross-Out Date: 1/15/2024 2:05:07 PM -04'00'

 Number: 4 Author: Connor Wallace Subject: Cross-Out Date: 1/15/2024 2:07:09 PM -04'00'

 Number: 5 Author: Connor Wallace Subject: Highlight Date: 1/16/2024 1:39:35 PM -04'00'
your minimum ground floor height mitigates the concerns that this clause is trying to address.

 Number: 6 Author: Connor Wallace Subject: Cross-Out Date: 1/15/2024 2:15:15 PM -04'00'

 Number: 7 Author: Connor Wallace Subject: Highlight Date: 1/15/2024 2:15:05 PM -04'00'

- ~~2b)~~ ~~In the event of a conflict between the coastal elevation requirements of Section 74 and Clause 205(4)(b), Clause 205(4)(b) shall not apply.~~
- ~~(6)~~ ~~The ground floor of a grade-related dwelling unit use shall:~~
- ~~(a)~~ ~~subject to Section 74, commence no lower than 1.5 metres below the streetline grade; and~~
 - ~~(b)~~ ~~commence no higher than 1.5 metres above the streetline grade.~~
- (7) Subject to Subsection 205(8) and excluding a low-density dwelling use, a grade-related dwelling unit use, ~~or~~ ~~a residential lobby on a floor containing a grade-related dwelling unit use (RC-Oct 26/22;E-Nov 11/22)~~, the minimum required ground floor height shall be 3.5 metres.
- ~~5b)~~ ~~The ground floor height required in Subsection 205(7) may be reduced where one of the following conditions applies:~~
- ~~(a)~~ ~~the ground floor height of an addition is equal to or greater than the ground floor height of the existing main building; or~~
 - ~~(b)~~ ~~for a proposed building on a registered heritage property, the ground floor heights of abutting main buildings along the same streetline are such that the required ground floor height of the proposed main building would be inconsistent with the abutting main buildings.~~

7 ~~Grade-Oriented Premises~~

- ~~206~~ ~~(1) Subject to Subsections 206(2) and 206(3), grade-oriented premises shall:~~
- ~~a.~~ ~~excluding 100-Series Highways, as shown on Schedule 52, (RC-Oct 26/22;E-Nov 11/22) be located along any streetline;~~
 - ~~b.~~ ~~be required for the full width of the streetwall, excluding:~~
 - ~~(i)~~ ~~an entrance to internal parking located above or below the ground floor,~~
 - ~~(ii)~~ ~~a portal,~~
 - ~~(iii)~~ ~~an emergency exit, or~~
 - ~~(iv)~~ ~~an entrance to a room dedicated to a solid waste management area;~~
- ~~(RC-Oct 26/22;E-Nov 11/22)~~
- ~~c.~~ ~~not exceed a maximum width of 24.0 metres for each premise facing a streetline; and~~
 - ~~d.~~ ~~contain an independent pedestrian entrance for each premise facing a streetline.~~
- ~~(2)~~ ~~Subsection 206(1) shall not apply to:~~
- ~~(a)~~ ~~a change of use in any existing main building;~~

Number: 1	Author: Connor Wallace	Subject: Cross-Out	Date: 1/15/2024 2:15:33 PM -04'00'
Number: 2	Author: Connor Wallace	Subject: Highlight	Date: 1/15/2024 2:15:55 PM -04'00'
Number: 3	Author: Connor Wallace	Subject: Highlight	Date: 1/15/2024 2:18:42 PM -04'00'
also include indoor amenity spaces.			
Number: 4	Author: Connor Wallace	Subject: Cross-Out	Date: 1/15/2024 2:15:28 PM -04'00'
Number: 5	Author: Connor Wallace	Subject: Highlight	Date: 1/15/2024 2:15:52 PM -04'00'
Number: 6	Author: Connor Wallace	Subject: Cross-Out	Date: 1/15/2024 2:18:10 PM -04'00'
Number: 7	Author: Connor Wallace	Subject: Highlight	Date: 1/15/2024 2:18:04 PM -04'00'

- (b) a low-density dwelling use;
 - (c) a religious institution use;
 - (d) an emergency services use; or
 - (e) a cultural use.
- (3) For any addition to any main building, the requirement of Subsection 206(1) shall only apply to the length of the streetwall addition.
 - (4) Grade-oriented premises shall have a minimum required depth of 3.0 metres, as measured from any exterior wall of any main building that is facing a streetline.

Grade-Related Dwelling Units

- 207 Every grade-related dwelling unit shall have a required minimum of one exterior pedestrian entrance.

4 Side and Rear Stepbacks

- 208 (1) Subject to Subsection 208(2), for a tall mid-rise building, any portion of any main building above the height of the streetwall shall have a minimum required:
 - a. side setback of 2.5 metres; and
 - b. rear setback of 4.5 metres.
- (2) Subject to Subsection 208(4), where a lot abuts an ER-3, ER-2, ER-1, CH-2, CH-1, PCF, or RPK zone, the wall of any main building facing such zone shall have a required side or rear setback at a height between 6.0 metres and 11.0 metres, as measured from the lowest finished grade on that side of the main building.
- (3) The side or rear setback in Subsection 208(2) shall be a minimum of:
 - (a) 0.0 metre for low-rise buildings;
 - (b) 2.5 metres for mid-rise buildings;
 - (c) 6.0 metres for tall mid-rise buildings; or
 - (d) 6.0 metres for high-rise buildings.
- (4) The rear setbacks under Subsections 208(1) and 208(2) are not required if an entire main building has a minimum rear setback of:
 - (a) 8.5 metres for mid-rise buildings;
 - (b) 12.0 metres for tall mid-rise buildings; or
 - (c) 12.0 metres for high-rise buildings.

Minimum Separation Distances

- 209 (1) Excluding pedways or tunnels, where more than one main building is permitted on a lot in Subsection 89(3), a minimum required separation distance of 4.0

 Number: 1 Author: Connor Wallace Subject: Cross-Out Date: 1/15/2024 2:18:15 PM -04'00'

 Number: 2 Author: Connor Wallace Subject: Highlight Date: 1/15/2024 2:18:20 PM -04'00'

 Number: 3 Author: Connor Wallace Subject: Cross-Out Date: 1/15/2024 2:09:47 PM -04'00'

 Number: 4 Author: Connor Wallace Subject: Highlight Date: 1/15/2024 2:09:56 PM -04'00'

metres shall be provided between main buildings.

- (2) Where more than one portion of a main building protrudes above grade, a minimum required separation distance of 4.0 metres shall be provided between the above grade portions.
- (2.5) Subject to Subsection 209(4), above the streetwall height, any portions of the same main building shall be separated by a minimum required distance of:
- a) 6.0 metres between a mid-rise typology and another mid-rise typology;
 - b) 6.0 metres between a mid-rise typology and a tall mid-rise typology;
 - c) 12.5 metres between a mid-rise typology and a high-rise typology;
 - d) 12.5 metres between a tall mid-rise typology and another tall mid-rise typology;
 - e) 12.5 metres between a tall mid-rise typology and a high-rise typology; or
 - f) 25.0 metres between a high-rise typology and another high-rise typology.

(RC-Jul 12/22;E-Aug 22/22)

- (3) Tower portions of two or more main buildings on the same lot shall be separated by a minimum required distance of 25.0 metres. (RC-Jul 12/22;E-Aug 22/22)
- (4) For the property identified by PID 00092932, the minimum required separation distance between a tall mid-rise typology and another tall mid-rise typology shall be 10.0 metres (RC-Jul 12/22;E-Aug 22/22)

Maximum Building Dimensions

- 210 (1) Excluding any structure below 0.6 metre above the average finished grade, any main building shall not exceed the following maximum building dimension requirements:
- a.** ~~on a through lot:~~
 - i. a building width of 64.0 metres, and
 - ii. a building depth of 40.0 metres; or
 - b.** ~~on any other lot:~~
 - i. a building width of 64.0 metres, and
 - ii. a building depth of 64.0 metres.
- (2) The tower portion of any high-rise building shall not exceed the following maximum building dimension requirements of:

 Number: 1 Author: Connor Wallace Subject: Cross-Out Date: 1/15/2024 2:12:57 PM -04'00'

 Number: 2 Author: Connor Wallace Subject: Highlight Date: 1/15/2024 2:13:14 PM -04'00'

- (a) a building depth of 35.0 metres;
 - (b) a building width of 35.0 metres; and
 - (c) a floor area of ~~1,250~~ 250 square metres per storey.
- (3) For the purpose of measuring building dimensions in Subsections 210(1) and 210(2), main buildings connected by a pedway shall be measured separately, excluding the pedway.

Accessory Structures

- 211 Accessory structures shall meet the requirements of Part V, Chapter 19.

 Number: 1 Author: Connor Wallace Subject: Cross-Out Date: 1/17/2024 4:46:27 PM -04'00'
1000 sq m

 Number: 2 Author: Connor Wallace Subject: Highlight Date: 1/15/2024 2:11:06 PM -04'00'

Part VII, Chapter 2: Site Design Requirements

Design Requirement: Outdoor Amenity Space

- 356 (1) This Section applies where outdoor amenity space is:
- a. provided either at-grade or on a rooftop;
 - b. required by Section 67 or Section 68; and
 - c. equal to or greater than 30.0 square metres in size.
- (2) Outdoor amenity space shall:
- (a) include all of the following elements:
 - (i) unobstructed access,
 - (ii) permanent seating, and
 - (iii) general lighting, as per the requirements of Section 372; and
 - (b) offer weather protection to its users, by providing a minimum of one of the following methods (Diagram 10):
 - (i) within the outdoor amenity space, a new deciduous tree that is not a shrub or the retention of an existing deciduous tree that is not a shrub with a minimum base caliper of 100 millimetres,
 - (ii) within the outdoor amenity space, structures such as gazebos, pergolas, or covered site furnishings,
 - (iii) canopies or awnings on facades that abut the outdoor amenity space,
 - (iv) a recessed entrance or facade that abuts the outdoor amenity space, or
 - (v) a cantilever over an entrance of a main building that abuts the outdoor amenity space.
- (b) Subject to Subsection 356(4), in addition to the requirements of Subsection 356(2), outdoor amenity space shall provide a minimum of one of the following materials for groundcover:
- (a) vegetation;
 - (b) brick pavers;

Number: 1	Author: Connor Wallace	Subject: Cross-Out	Date: 1/15/2024 2:25:45 PM -04'00'
Number: 2	Author: Connor Wallace	Subject: Highlight	Date: 1/15/2024 2:26:16 PM -04'00'
remove - weather protection general definition instead			
Number: 3	Author: Connor Wallace	Subject: Highlight	Date: 1/15/2024 2:25:33 PM -04'00'
define weather protection in a general way as a means of providing shelter from weather and can include natural landscaping or existing vegetation			
Number: 4	Author: Connor Wallace	Subject: Cross-Out	Date: 1/15/2024 2:27:06 PM -04'00'
Number: 5	Author: Connor Wallace	Subject: Highlight	Date: 1/15/2024 2:27:44 PM -04'00'

- ~~(b)~~ stone pavers;
- ~~(d)~~ concrete pavers; or
- ~~(e)~~ wood, excluding composites.

- (4) Subsection 356(3) shall not apply to swimming pools, sports courts, or playgrounds.



Diagram 10: Weather protection for outdoor amenity space, per Clause 356(2)(b)

Design Requirement: Walkways for Cluster Housing Uses

357 Cluster housing dwelling units shall be connected to any streetline, any applicable amenity space, and any accessory parking lot by walkways.

Design Requirement: Privacy for Grade-Related Dwelling Units

358 Where grade-related dwelling units are provided, the space located between each grade-related dwelling unit and the streetline shall include ~~one of the following methods for privacy (Diagram 11):~~

- a. the planting of a deciduous tree, that is not a shrub, with a minimum base caliper of 50 millimetres;

Number: 1 Author: Connor Wallace Subject: Cross-Out Date: 1/15/2024 2:27:52 PM -04'00'

Number: 2 Author: Connor Wallace Subject: Highlight Date: 1/15/2024 2:27:47 PM -04'00'

Number: 3 Author: Connor Wallace Subject: Cross-Out Date: 1/15/2024 2:28:23 PM -04'00'

Number: 4 Author: Connor Wallace Subject: Highlight Date: 1/15/2024 2:29:29 PM -04'00'

remove detailed options and replace with a definition of 'privacy measures'. This can be a more general definition describing general measures to create visual privacy between grade-related dwelling units and the streetline

- 2.** the planting of a minimum of two shrubs, each no less than 1.0 metre in height;
- c.** the installation of a planter ranging in height from 0.25 to 1.0 metre; or
- d.** the installation of a masonry wall ranging in height from 0.25 to 1.0 metre.



Diagram 11: Methods for providing privacy to grade-related dwelling units, per Section 358

 Number: 1 Author: Connor Wallace Subject: Cross-Out Date: 1/15/2024 2:29:47 PM -04'00'

 Number: 2 Author: Connor Wallace Subject: Highlight Date: 1/15/2024 2:29:39 PM -04'00'

Part VII, Chapter 3: Building Design Requirements

Design Requirement: Articulation for Streetwalls or Exterior Walls that Abut a Front or Flanking Yard and that are 64.0 Metres or Less in Width

- 359 (1) This Section applies to an exterior wall that is 64.0 metres or less in width and is either:
- a. a streetwall; or
 - b. an exterior wall that abuts a front or flanking yard.
- (2) This Section shall not apply to any new main building or additions to any existing main building in an INS, UC-2, or UC-1 zone that are set back a minimum of 40.0 metres from a streetline.
- ~~4.3) Streetwalls or exterior walls that abut a front or flanking yard, and that have a width no greater than 64.0 metres, shall be divided into distinct sections between 0.3 metre and 8.0 metres in width, extending from the ground to the top of the streetwall.~~
- (4) Each distinct section required under Subsection 359(3) shall be differentiated from abutting distinct sections by using a minimum of two of the following methods (Diagram 12):
- (a) different colours;
 - (b) different materials;
 - (c) different textures;
 - (d) living walls;
 - (e) projections; or
 - (f) recesses.
- (5) Projections or recesses used under Subsection 359(4) shall be no less than 0.15 metre deep.

Number: 1 remove	Author: Connor Wallace	Subject: Cross-Out	Date: 1/15/2024 2:36:50 PM -04'00'
Number: 2	Author: Connor Wallace	Subject: Highlight	Date: 1/15/2024 2:36:35 PM -04'00'
Number: 3	Author: Connor Wallace	Subject: Cross-Out	Date: 1/15/2024 2:34:21 PM -04'00'
Number: 4 remove	Author: Connor Wallace	Subject: Highlight	Date: 1/15/2024 2:34:32 PM -04'00'
Number: 5	Author: Connor Wallace	Subject: Cross-Out	Date: 1/15/2024 2:33:28 PM -04'00'
Number: 6 remove and replace with 'each streetwall shall include variation by...'	Author: Connor Wallace	Subject: Highlight	Date: 1/15/2024 2:34:10 PM -04'00'
Number: 7	Author: Connor Wallace	Subject: Cross-Out	Date: 1/17/2024 4:49:49 PM -04'00'
Number: 8	Author: Connor Wallace	Subject: Cross-Out	Date: 1/17/2024 4:49:41 PM -04'00'
Number: 9	Author: Connor Wallace	Subject: Highlight	Date: 1/17/2024 4:49:58 PM -04'00'

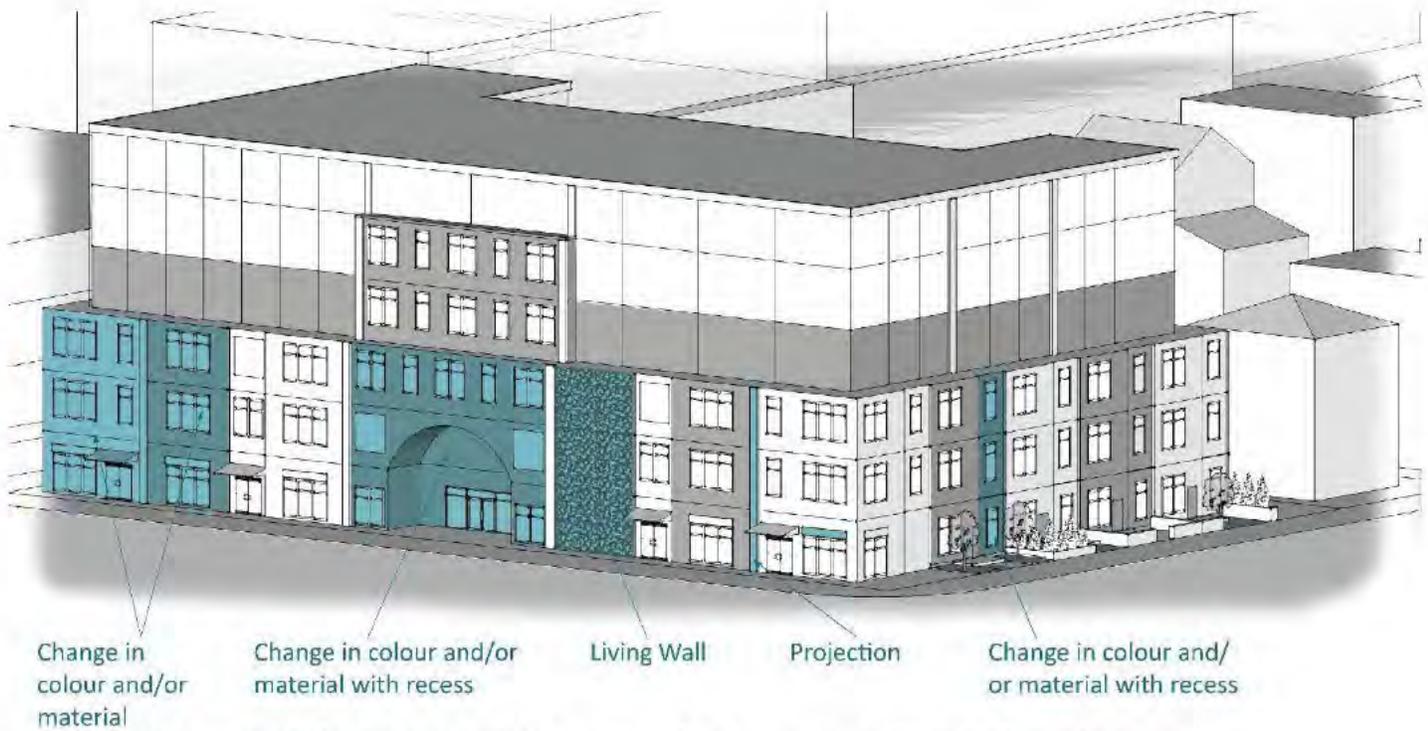


Diagram 12: Methods for articulation for streetwalls or exterior walls that abut a front or flanking yard, per Sections 359 or 360

Design Requirement: Articulation for Streetwalls or Exterior Walls that Abut a Front or Flanking Yard and that are Greater than 64.0 Metres in Width

360 (1) This Section applies to an exterior wall that is greater than 64.0 metres in width and is either:

- a. a streetwall; or
- b. an exterior wall that abuts a front or flanking yard.

(2) This Section shall not apply to any new main building or additions to any existing main building in an INS, UC-2, or UC-1 zone that are set back a minimum of 40.0 metres from a streetline.

(3) Streetwalls or exterior walls that abut a front or flanking yard, and that have a width greater than 64.0 metres, shall be divided into distinct sections between 0.3 metre and 8.0 metres in width, extending from the ground to the top of the streetwall.

(4) Each distinct section required under Subsection 360(3) shall be differentiated from abutting distinct sections by (Diagram 12):

 Number: 1 Author: Connor Wallace Subject: Cross-Out Date: 1/15/2024 2:35:25 PM -04'00'

 Number: 2 Author: Connor Wallace Subject: Highlight Date: 1/15/2024 2:35:19 PM -04'00'

- 2(a) ~~providing projections or recesses that are no less than 0.6 metre deep;~~
and
- (b) ~~using a minimum of two of the following methods:~~
- ~~(i) different colours,~~
 - ~~(ii) different materials,~~
 - ~~(iii) different textures, or~~
 - ~~(iv) living walls.~~
- 3
- 4(b) ~~Street walls or exterior walls that abut a front or flanking yard under this Section shall incorporate a minimum of one recess in the wall, that extends vertically from the ground to the top of the wall, which has a minimum required dimension of 5.0 metres in width and 3.0 metres in depth.~~

Design Requirement: Corner Treatment

- 361 Any main building at the corner of two streets shall be detailed in a manner that provides visual prominence to that corner of the building by:
- a. providing a consistent architectural treatment to both streetwalls; and
 - b. using a minimum of **two (RC-Oct 26/22;E-Nov 11/22)** of the following methods:
 - i. a change in the building massing at the corner **that has a dimension either vertically or horizontally of no less than 1.0 metre, (RC-Oct 26/22;E-Nov 11/22)**
 - ii. the use of a distinctive architectural treatment at the corner, such as a spire, a turret, a belvedere, a portico, an arcade, or an archway,
 - iii. the provision of a corner pedestrian entrance,
 - iv. public art,
 - v. an eroded building corner (Diagram 13), or
 - (vi) **a change in both material and colour. (RC-Oct 26/22;E-Nov 11/22)**

Number: 1 Author: Connor Wallace Subject: Cross-Out Date: 1/15/2024 2:35:31 PM -04'00'

Number: 2 Author: Connor Wallace Subject: Highlight Date: 1/15/2024 2:35:35 PM -04'00'

Number: 3 Author: Connor Wallace Subject: Sticky Note Date: 1/15/2024 2:37:55 PM -04'00'
exceeding 64m in width, the recess does not have a minimum width requirement and has a minimum depth of 2m

Number: 4 Author: Connor Wallace Subject: Highlight Date: 1/15/2024 2:37:05 PM -04'00'

Number: 5 Author: Connor Wallace Subject: Cross-Out Date: 1/15/2024 2:38:05 PM -04'00'

2 ~~Design Requirement: Number of Pedestrian Entrances for Grade-Oriented Premises Along Streetwalls in a DD, DH, CEN-2, CEN-1, COR, HR-2, or HR-1 Zone~~

~~364 In any DD, DH, CEN-2, CEN-1, COR, HR-2, or HR-1 zone, a minimum of one pedestrian entrance is required per grade-oriented premises within the streetwall.~~

Design Requirement: Number of Pedestrian Entrances Along Streetwalls in an INS, UC-2, UC-1, PCF, or RPK Zone

- 365 (1) Subject to Subsection 365(2), in any INS, UC-2, UC-1, PCF, or RPK zone, a minimum of one required pedestrian entrance shall be provided per streetwall.
- (2) For a streetwall that exceeds 64.0 metres in width, the minimum required number of pedestrian entrances shall be two.

Design Requirement: Ground Floor Transparency

- 366 Within a streetwall, the building's ground floor façade shall consist of clear glass glazing as follows:
- a. along a pedestrian-oriented commercial street, as shown on Schedule 7, a minimum requirement of 60%; or
 - b. along all other streets:
 - i. for commercial uses, a minimum requirement of 50%, or
 - ii. for all other uses, a minimum requirement of 25%.

Design Requirement: Weather Protection for Entrances

- 367 (1) Subject to Subsection 367(2), where entrances for multi-unit dwelling uses, any commercial uses listed under the "**COMMERCIAL**" heading, or any institutional uses listed under the "**INSTITUTIONAL**" heading in Tables 1A, 1B, or 1C are provided in the streetwall, weather protection for pedestrians shall be required above the entrances and shall consist of a minimum of one of the following methods (Diagram 15):
- a. canopies;
 - b. awnings;
 - c. recessed entrances; or
 - d. cantilevers.

 Number: 1 Author: Connor Wallace Subject: Cross-Out Date: 1/15/2024 2:40:31 PM -04'00'

 Number: 2 Author: Connor Wallace Subject: Highlight Date: 1/15/2024 2:40:35 PM -04'00'



Diagram 22: Raised landscaped areas within accessory parking lots, per Subsection 417(2)

Soft Landscaping on Flat Roofs

- 418 (1)** Subject to Subsection 418(2), soft landscaping shall be required on any main building with a flat roof or a flat-roofed addition within a DD, DH, CEN-2, CEN-1, COR, HR-2, or HR-1 zone, on no less than 40% of the combined portions of the roof that are flat.
- (2)** Portions of a flat roof covered by the following equipment or infrastructure shall not be counted towards the required amount of soft landscaping under Subsection 418(1):
- (a)** mechanical equipment;
 - (b)** solar collection equipment;
 - (c)** stormwater infrastructure;
 - (d)** rooftop greenhouses; or
 - (e)** helipads on a hospital rooftop.
- (3)** The soft landscaping on flat roofs, as per the requirements of Subsection 418(1), shall only apply to the areas of the roof that meet the following minimum requirements:

 Number: 1 Author: Connor Wallace Subject: Cross-Out Date: 1/15/2024 2:46:19 PM -04'00'

 Number: 2 Author: Connor Wallace Subject: Highlight Date: 1/15/2024 2:46:12 PM -04'00'

- ~~(a) 10.0 contiguous square metres; and~~
- ~~(b) one linear dimension exceeding 2.0 metres.~~
- ~~(4) The soft landscaping required under Subsection 418(1) shall not apply to a flat-roofed addition of less than 50.0 square metres in area.~~
- ~~(5) Soft landscaping on rooftops does not need to be accessible to a building's occupants, unless it is being provided to meet the requirements of Section 67.~~
- ~~(6) The rooftop soft landscaping required under this Section shall be certified by a professional engineer to ensure that the structure is capable of supporting the load.~~

Landscaping Treatment for the Roof Slabs of Underground Parking Structures

- 419 (1) In any zone, the roof slab of an underground parking structure, which protrudes above grade, shall be treated with soft landscaping or hard landscaping on any above grade portion that is exposed.
- (2) The roof slab landscaping treatment required under this Section shall be certified by a professional engineer to ensure that the structure is capable of supporting the load.

 Number: 1 Author: Connor Wallace Subject: Cross-Out Date: 1/15/2024 2:46:25 PM -04'00'

 Number: 2 Author: Connor Wallace Subject: Highlight Date: 1/15/2024 2:46:30 PM -04'00'

Part XII, Chapter 2: Zone Specific Hard Landscaping or Soft Landscaping Requirements

Specific Hard Landscaping or Soft Landscaping Requirements in any DD, DH, CEN-2, CEN-1, COR, HR-2, HR-1, INS, UC-2, or UC-1 zone

- 420 (1) In any DD, DH, CEN-2, CEN-1, COR, HR-2, HR-1, INS, UC-2, or UC-1 zone, any portion of a front, flanking, side, or rear yard that is not used for driveways, parking, off-street loading spaces, walkways, wheelchair ramps, stairs, or accessory structures shall be landscaped.
- (2) In any DD, DH, CEN-2, CEN-1, or COR zone, front or flanking yards along any pedestrian-oriented commercial street, as shown on Schedule 7, shall contain hard landscaping for 100% of the front or flanking yard, by using a minimum of one of the following materials:
- (a) concrete;
 - (b) decorative concrete;
 - (c) bricks; or
 - (d) pavers.
- (3) In addition to the materials that are required in Subsection 420(2), the following additional hard landscaping materials may also be permitted within front or flanking yards along any pedestrian-oriented commercial street, as shown on Schedule 7:
- (a) planters;
 - (b) trees in planters; or
 - (c) trees in soil cells.
- ~~(4) Excluding any hard landscaping required in Subsection 420(2), no less than 50% of the remaining required landscaping on a lot shall be soft landscaping.~~
- ~~(5) Excluding balconies, at-grade outdoor amenity space that contains soft landscaping may be counted towards the requirement in Subsection 420(4).~~
- (6) In any DD, DH, CEN-2, CEN-1, or COR zone, fences are prohibited within the required front or flanking setbacks, excluding:
- (a) low-density dwelling uses;
 - (b) accessory parking lots;

 Number: 1 Author: Connor Wallace Subject: Cross-Out Date: 1/15/2024 2:50:22 PM -04'00'

 Number: 2 Author: Connor Wallace Subject: Highlight Date: 1/15/2024 2:50:35 PM -04'00'

Screening for Accessory Parking Lots or Off-Street Loading Spaces

- 425 (1) Subject to Subsection 425(2), in addition to the soft landscaping requirements for accessory parking lots contained within Section 417, along the edge of any accessory parking lot or off-street loading space that is located within a yard that abuts any ~~R-2, HR-1, ER-3~~, ER-2, ER-1, CH-2, CH-1, PCF, or RPK zone, a minimum of one of the following shall be required:
- (a) a continuous coniferous hedge no less than 1.8 metres in height;
 - (b) an opaque fence no less than 1.8 metres in height; or
 - (c) a masonry wall no less than 1.8 metres in height.
- (2) The screening requirement under Subsection 425(1), shall not apply if the lot line is required to have an L2 landscaped buffer under Section 427.

 Number: 1 Author: Connor Wallace Subject: Cross-Out Date: 1/15/2024 2:51:40 PM -04'00'

 Number: 2 Author: Connor Wallace Subject: Highlight Date: 1/15/2024 2:51:46 PM -04'00'

Table 14: Landscaped buffer requirement

		Zone abutting the development						
		DD, DH	CEN-2, CEN-1	COR	HR-2, HR-1	ER-3, ER-2, ER-1, CH-2, CH-1	INS, UC-2, UC-1, H	PCF, RPK
Zone where the development is located	DD			L1	L2	L2		L1
	DH			L1	L2	L2		L1
	CEN-2			L1	L2	L2		L1
	CEN-1			L1	L2	L2		L1
	COR					L2		L1
	HR-2					L1		
	HR-1					L1		
	CLI	L2	L2	L2	L2	L2	L2	L2
	LI	L2	L2	L2	L2	L2	L2	L2
	HRI	L2	L2	L2	L2	L2	L2	L2
	INS				L1	L2		L1
	UC-2				L1	L2		L1
	UC-1				L1	L2		L1

- (4) No structures or parking areas are permitted within any required landscaped buffer, except for:
- (a) masonry walls or opaque fences required in Sections 425 or 429; or
 - (b) subject to Subsection 427(5), underground parking structures that do not protrude more than 0.6 metre above the average finished grade within any side or rear yard.
- (5) If an underground parking structure extends into the required landscaped buffer, as permitted in Clause 427(4)(b), then the applicable landscape buffer shall apply to the surface of the underground parking structure.

L1 General Landscaped Buffer

- 428 (1) Any required L1 landscaped buffer shall contain either:
- (a) one shrub no less than 1.0 metre in height for every 2.0 linear metres of buffer; or
 - (b) one tree that is not a shrub with a minimum base caliper of 50 millimetres for every 4.5 linear metres of buffer.

Number: 1 Author: Connor Wallace Subject: Line Date: 1/15/2024 2:53:18 PM -04'00'

Number: 2 Author: Connor Wallace Subject: Line Date: 1/15/2024 2:53:20 PM -04'00'

Number: 3 Author: Connor Wallace Subject: Sticky Note Date: 1/15/2024 2:54:02 PM -04'00'
remove L1 buffers between high density zones. This has significant space implications to meet L1 buffer requirements

ER-3, ER-2, ER-1, CH-2, or CH-1 zone, if:

- (a) the vehicle is parked on the lot during the period of construction; and
- (b) the vehicle is necessary for the purposes of construction.

Motor Vehicle Sharing Spaces

438 Any required motor vehicle parking space may be used as a motor vehicle sharing space.

Parking Structures

- 439 (1) All parking spaces associated with a parking structure use shall be required to be located inside the parking structure or on the roof of the parking structure.
- (2) Rooftop parking on a parking structure shall not be visible from any streetline.
- (3) Where any portion of a parking structure roof is not used for parking, it shall be landscaped if required in Sections 418 or 419.
- (4) All parking structures shall meet the requirements of Part V.

Automated Vehicle Parking System

- 440 (1) Motor vehicle parking space and driving aisle dimension requirements do not apply where an automated vehicle parking system is used.
- (2) An automated vehicle parking system shall be required to be located internal to a building or in a parking structure.

Parking Lots

441 Parking lots are prohibited in all zones, except for accessory parking lots which meet the requirements of Sections 442, 443, or 444.

~~2. Accessory Parking Lots: DD, CEN-2, CEN-1, and COR Zones~~

- 442 (1) ~~Accessory parking lots are permitted in any DD, CEN-2, CEN-1, or COR zone.~~
- (2) ~~The required number of parking spaces within accessory parking lots in any DD, CEN-2, CEN-1, or COR zone shall not exceed:~~
 - (a) ~~for a property containing a transportation facility use: unlimited;~~
 - (b) ~~for a property containing a grocery store use: 80; or~~
 - (c) ~~for any other property;~~

Number: 1 Author: Connor Wallace Subject: Cross-Out Date: 1/16/2024 9:23:37 AM -04'00'

remove these sections and incorporate them into the accessory surface parking provisions that apply to HR zones. Building underground parking is very expensive and our market is still demanding it. Having some more flexibility around accessory surface parking lots can be a method to allocate parking in a more cost efficient manner. this wont be possible on all sites but some sites it is suitable. By ensuring these lots are in side or rear yards, with screening requirements and setbacks - this still acheives the intent of the plan to mitigate conflict between surface parking and abutting uses and urban design.

Number: 2 Author: Connor Wallace Subject: Highlight Date: 1/16/2024 9:21:26 AM -04'00'

- 2) 100 square metres in lot area or less: 5,
- (ii) greater than 200 square metres in lot area and less than 6,300 square metres in lot area: 5 plus one additional space for every 350 square metres of lot area, or
- (iii) 6,300 square metres in lot area or more: 20.

(3) Accessory parking lots in any DD, CEN-2, or CEN-1 zone shall not be located within any front or flanking yard, and shall not be located within the first 33% of the lot depth or lot width abutting any streetline (Diagram 25), unless located in an internal courtyard.

(4) Accessory parking lots in any COR zone shall not be located within a front yard and shall not be located within the first 33% of the lot depth abutting a front lot line, unless located in an internal courtyard.

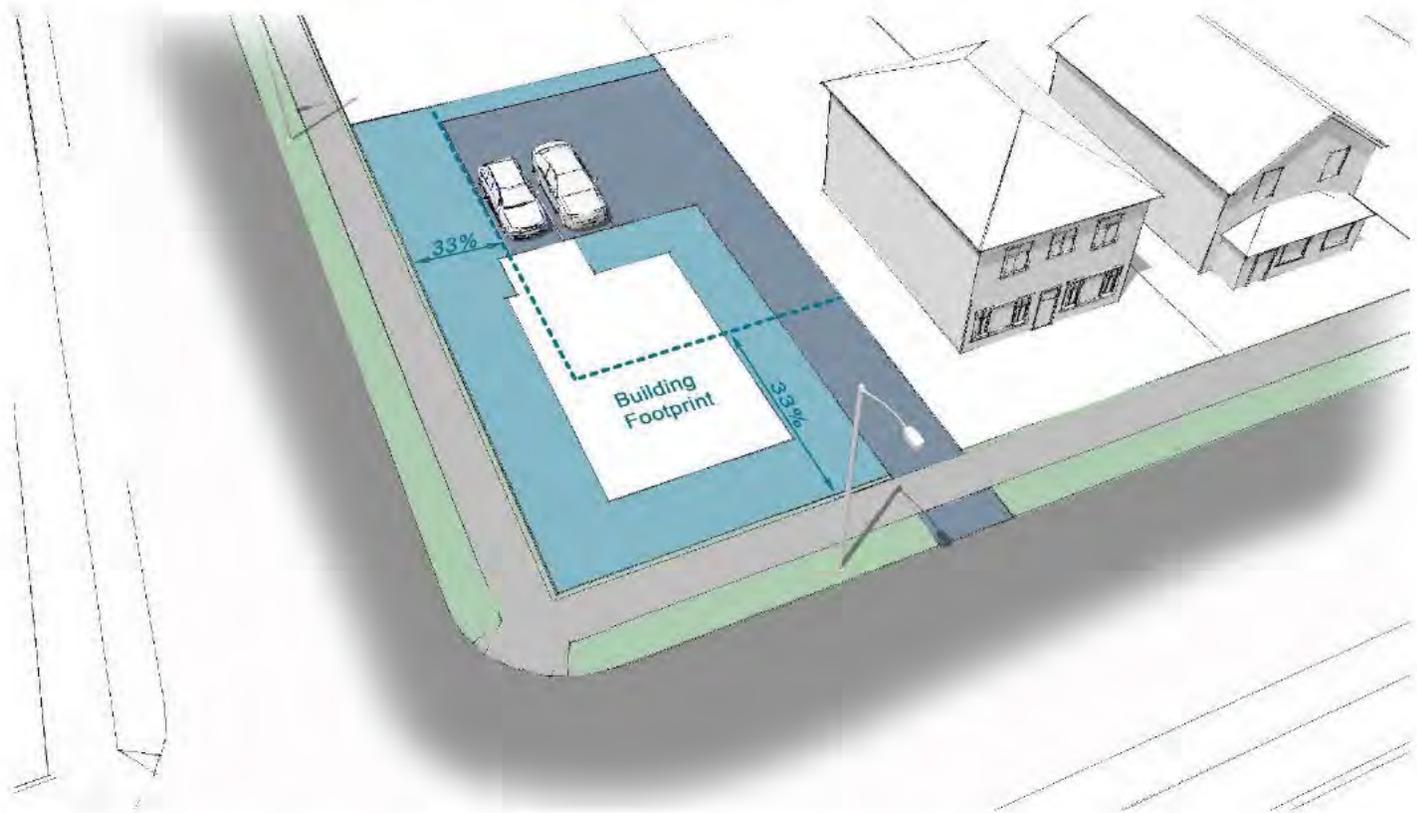


Diagram 25: Permitted location for an accessory parking lot in any DD, CEN-2, or CEN-1 zone, per Subsection 442(3)

~~Accessory Parking Lots: DH Zone~~

- 443 (1) Except for areas shown on Schedule 49, accessory parking lots are permitted in the DH zone.

 Number: 1 Author: Connor Wallace Subject: Cross-Out Date: 1/16/2024 9:20:52 AM -04'00'

 Number: 2 Author: Connor Wallace Subject: Highlight Date: 1/16/2024 9:21:10 AM -04'00'

 Number: 3 Author: Connor Wallace Subject: Cross-Out Date: 1/16/2024 9:20:49 AM -04'00'

 Number: 4 Author: Connor Wallace Subject: Highlight Date: 1/16/2024 9:20:58 AM -04'00'

- ~~(2) Accessory parking lots in the DH zone shall not exceed 20 parking spaces.~~
- ~~(3) Accessory parking lots in the DH zone shall not be located within any front or flanking yard, and shall not be located within the first 50% of the lot depth or lot width abutting any streetline, unless located in an internal courtyard.~~

Accessory Parking Lots: ~~4 III 3~~ Other Zones

- 444
- (1) Accessory parking lots are permitted in any HR-2, HR-1, INS, or CDD-2 zone, but only in the side yards, rear yards, and internal courtyards.
 - (2) Accessory parking lots are permitted in a CH-2 or CH-1 zone and shall meet the following requirements:
 - (a) be located within any yard;
 - (b) not exceed groupings of 5 motor vehicle parking spaces; and
 - (c) each grouping of motor vehicle parking spaces shall be separated by soft landscaping.
 - (3) Accessory parking lots are permitted in any UC-1, DND, H, PCF, or RPK zone, but shall not be located in any minimum required front or flanking setback, as specified on Schedule 18.
 - (4) Subject to Clauses 249(1)(a), 250(1)(a), 301(1)(a), and 302(1)(a), accessory parking lots are permitted in any CLI, LI, or HRI zone, within any yard excluding any required setback distances that apply to any main building.
 - (5) Accessory parking lots in a UC-2 zone shall not be located within the lesser of:
 - (a) the first 33% of the lot depth or lot width abutting any streetline (Diagram 25); or
 - (b) 30.0 metres from a streetline.

Pedestrian Walks Through Accessory Parking Lots

- 445
- (1) A minimum of one pedestrian walk through an accessory parking lot shall be required, and shall provide a direct route between parking areas, building entrances, and the nearest streetline.
 - (2) Pedestrian walks within accessory parking lots shall be required to be no less than 1.8 metres wide.
 - (3) Pedestrian walks within accessory parking lots shall be delineated by an

 Number: 1 Author: Connor Wallace Subject: Cross-Out Date: 1/16/2024 9:20:45 AM -04'00'

 Number: 2 Author: Connor Wallace Subject: Highlight Date: 1/16/2024 9:20:39 AM -04'00'

 Number: 3 Author: Connor Wallace Subject: Cross-Out Date: 1/16/2024 9:09:45 AM -04'00'

 Number: 4 Author: Connor Wallace Subject: Highlight Date: 1/16/2024 9:20:28 AM -04'00'
instead of all OTHER zones this should apply to all zones. section (1) incorporates CEN-1, CEN-2, COR, DD and DH zones

Any other use not specified in this Table or not exempted from bicycle parking requirements in Sections 446 and 447	1 space for every 500 sq. m of floor area	50% Class A 50% Class B	2 spaces	Not Applicable
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Rounding Regulation

450 Where the calculation for bicycle parking results in a fraction of a bicycle parking space, the required number of bicycle parking spaces shall be rounded down to the nearest whole number.

Class A Bicycle Parking Requirements

451 (1) Required Class A bicycle parking racks shall be located:

- (a) within a room that is dedicated to the storage of bicycles;
- (b) within a roofed bicycle cage outside of a building;
- (c) within an enclosed bicycle locker outside of a building;
- (d) within a covered parking structure area reserved for bicycles; or
- (e) within a resident storage unit located in an indoor parking area that is associated with a multi-unit dwelling use.

(2) Any bicycle room, roofed bicycle cage, enclosed bicycle locker, or covered parking structure area reserved for bicycles shall be secured against unauthorized entry.

~~2b) Required Class A bicycle parking racks shall be one or more of the following types:~~

- ~~(a) inverted-U that is a minimum of 0.90 metre in height;~~
- ~~(b) post-and-ring that is a minimum of 0.90 metre in height;~~
- ~~(c) vertical racks that are wall-mounted, not exceeding 50% of the total number of required Class A bicycle parking spaces; or~~
- ~~(d) two-tier racks with a lift-assist.~~

(4) All bicycle parking racks and bicycle lockers shall be required to be secured to the ground, floor, or wall.

(5) All outdoor bicycle parking spaces shall be required to be surfaced with a hard material such as asphalt, concrete, or permeable pavers.

(6) All indoor Class A bicycle parking spaces shall be required to be:

 Number: 1 Author: Connor Wallace Subject: Cross-Out Date: 1/16/2024 9:25:29 AM -04'00'

 Number: 2 Author: Connor Wallace Subject: Highlight Date: 1/16/2024 9:25:22 AM -04'00'

- (a) located on a ground floor; or
 - (b) located within one storey of a ground floor and be:
 - (i) accessible from a ground floor with ramps, which are protected from motor vehicle traffic, or
 - (ii) accessible from a ground floor by elevator.
- (7) The distance from any Class A bicycle parking space to the nearest building entrance shall not exceed 200 metres.

Class B Bicycle Parking Requirements

- 452 (1) Subject to Subsection 452(6), Class B bicycle parking spaces shall be located outside of a building in a location that is visible and accessible from the street.
- ~~2b) Required Class B bicycle parking racks shall be a minimum height of 0.90 metre and be one or more of the following types:~~
- ~~(a) inverted-U; or~~
 - ~~(b) post-and-ring.~~
- (3) All bicycle parking racks and bicycle lockers shall be required to be secured to the ground, floor, or wall.
- (4) All outdoor bicycle parking spaces shall be required to be surfaced with a hard material such as asphalt, concrete, or permeable pavers.
- (5) The required distance from any Class B bicycle parking space to the nearest visitor-accessible building entrance shall not exceed:
- (a) 15.0 metres for unsheltered bicycle parking; or
 - (b) 30.0 metres for sheltered bicycle parking.
- (6) If the location of the main building prohibits the requirements of this Section from being satisfied, then:
- (a) the owner may request an encroachment license from the Municipality to install the required Class B bicycle parking spaces in the adjacent public right-of-way. If the Municipality has granted an encroachment license allowing Class B bicycle parking spaces to be located in the street, then any Class B bicycle parking space provided in accordance with that license may be counted towards any required Class B bicycle parking; or

 Number: 1 Author: Connor Wallace Subject: Cross-Out Date: 1/16/2024 9:27:16 AM -04'00'

 Number: 2 Author: Connor Wallace Subject: Highlight Date: 1/16/2024 9:27:21 AM -04'00'

- (b) the amount of Class B bicycle parking required can be located inside the main building within 30.0 metres of the nearest visitor-accessible building entrance.

Minimum Bicycle Parking Geometric Requirements

- 453 (1) Bicycle parking racks are prohibited within 2.5 metres of any main building entrance (Diagram 26).
- (2) Bicycle parking racks shall be required to be spaced:
- (a) no less than 0.9 metre apart in the direction of a bicycle's width (Diagram 26); and
 - (b) centered no less than 1.8 metres apart in the direction of a bicycle's length (Diagram 26).
- (3) A 1.5-metre wide clear aisle shall be provided between rows of any required bicycle parking racks (Diagram 26).
- (4) Excluding wall-mounted racks, a space of 0.6 metre shall be required to be provided between bicycle parking spaces and any obstruction, on all sides (Diagram 26).

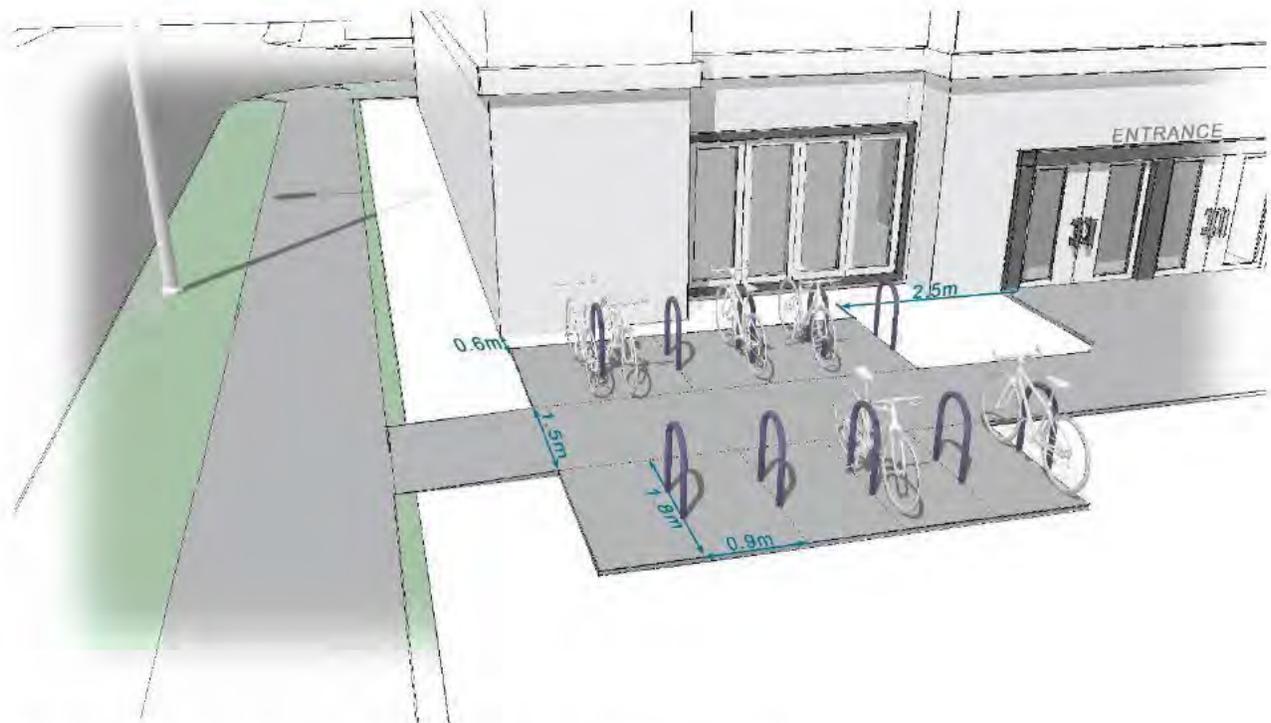


Diagram 26: Bicycle parking requirements, per Section 453

 Number: 1 Author: Connor Wallace Subject: Cross-Out Date: 1/16/2024 9:27:57 AM -04'00'

 Number: 2 Author: Connor Wallace Subject: Highlight Date: 1/16/2024 9:27:51 AM -04'00'

- (a) internal to a building;
 - (b) in a parking structure; or
 - (c) in any area of a lot where an accessory parking lot is permitted in Sections 442, 443, and 444.
- (6) For a multi-unit dwelling use that contains 120 units or less, an off-street loading space may be located within a driving aisle, providing there is unobstructed access within the driving aisle of 3.0 metres to enable vehicles to maneuver around the loading space.
- (7) The driving access to an off-street loading space shall meet the width and height requirements of Sections 455 or 456.
- (8) The screening requirements for required off-street loading spaces are provided in Section 425.
- (9) An off-street loading space shall not be used for motor vehicle parking.

Type A Off-Street Loading Space

455 A Type A off-street loading space shall have the following minimum required dimensions:

- (a) 3.0 metres in width;
- (b) 6.0 metres in length; and
- ~~(c) 1.0 metres in height clearance.~~

Type B Off-Street Loading Space

456 A Type B off-street loading space shall have the following minimum required dimensions:

- (a) 3.5 metres in width;
- (b) 17.0 metres in length; and
- ~~(c) 4.3 metres in height clearance.~~

 Number: 1 Author: Connor Wallace Subject: Cross-Out Date: 1/16/2024 9:29:37 AM -04'00'

 Number: 2 Author: Connor Wallace Subject: Highlight Date: 1/16/2024 9:29:50 AM -04'00'

 Number: 3 Author: Connor Wallace Subject: Cross-Out Date: 1/16/2024 9:30:12 AM -04'00'

 Number: 4 Author: Connor Wallace Subject: Highlight Date: 1/16/2024 9:30:06 AM -04'00'

² PART XVII: DEFINITIONS



Number: 1 Author: Connor Wallace Subject: Sticky Note Date: 1/17/2024 11:35:58 AM -04'00'
add a definition for 'weather protection' "Weather Protection: mean any structure, device, or design feature integrated into or added to a building or development site to shield people, property, or outdoor spaces from adverse weather conditions."

Number: 2 Author: Connor Wallace Subject: Highlight Date: 1/17/2024 11:32:59 AM -04'00'

Number: 3 Author: Connor Wallace Subject: Sticky Note Date: 1/17/2024 11:38:51 AM -04'00'
add a definition for 'Privacy measures' "
Privacy Measures means any design features, modifications, or installations implemented in conjunction with grade-related dwelling units that are directly adjacent to public streets, with the primary objective of enhancing the privacy of residents. These measures are intended to mitigate the direct visibility of the interior living spaces from the public street and may include, but are not limited to elevated floor levels, landscaping, setbacks."

- (78) **Educational Farm Use** means a farm that is used as an educational facility for preserving and interpreting the agricultural past, and which may include the keeping of livestock, but which excludes the slaughtering of animals.
- (79) **Emergency Services Use** means premises housing personnel and equipment related to protective or first responder services, such as fire stations, police stations, search and rescue stations, emergency medical stations, and ambulance stations.
- (80) **Enhanced Bicycle Parking** means bicycle parking that accommodates and secures bicycle trailers and cargo bikes.
- (81) **Erect** means excavating ground for a foundation or footing, laying a foundation or footing, constructing, reconstructing, removing, or changing the location or orientation of a building or any part thereof.
- (82) **Façade** means a building wall facing a street, a park, or an outdoor amenity space.
- (83) **Farmers' Market Use** means a market where individual sellers or a cooperative of producers offer items for sale to the public, such as fresh produce, seasonal fruits, fresh flowers, arts and craft items, dairy products, grain products, meat, poultry, fish, and food and beverages.
- (84) **Fascia Sign** means a sign that is affixed directly to or painted on an exterior wall of a building (Diagram 33).
- (85) **Financial Institution Use** means premises providing financial or banking services to customers, including banks, trust companies, savings banks, credit unions, and lending establishments.
- 1** (86) **Fitness Centre Use** means indoor premises that are primarily used for the purposes of human fitness, where people use equipment or space for physical exercise, such as health clubs, dance studios, and yoga studios.
- (87) **Flanking Lot Line** means a streetline that is not the front lot line.
- (88) **Flanking Yard** means a yard between the nearest (RC-Oct 26/22;E-Nov 11/22) exterior wall of the main building and a flanking lot line, but excludes any area of the lot that is a front yard (Diagram 39).
- (89) **Flat Roof** means a roof with a maximum pitch of 1/12 (rise to run).



Number: 1 Author: Connor Wallace Subject: Highlight Date: 1/17/2024 11:28:27 AM -04'00'

Number: 2 Author: Connor Wallace Subject: Sticky Note Date: 1/17/2024 5:15:26 PM -04'00'
add definition here of 'first storey' from building code. "First storey means the uppermost storey having its floor level not more than 2 m above grade."

(90) Floor Area (Repealed: RC-Oct 26/22;E-Nov 11/22)

(90.5) Floor Area means:

- (a) for the purposes of a FAR calculation and bonus zoning public benefit value calculation (RC-Mar21/23;E-Apr19/23), the horizontal area of all floors of a building or a parking structure, measured from the interior faces of any exterior wall or fire wall and includes interior staircases, but excludes the following:
- (i) unenclosed space outside any exterior walls or located on a rooftop, such as balconies and patios;
 - (ii) any floor area below a ground floor of a building or parking structure;
 - (iii) elevator shafts;
 - (iv) accessory structures;
 - (v) rooftop greenhouses;
 - (vi) any space open to a floor below; and
 - (vii) pedways; or
- (b) for the purposes other than a FAR calculation and bonus zoning public benefit value calculation (RC-Mar21/23;E-Apr19/23), the horizontal area of all floors of a building or a parking structure, measured from the interior faces of any exterior wall or fire wall and includes interior staircases, but excludes the following:
- (i) unenclosed space outside any exterior walls or located on a rooftop, such as balconies and patios;
 - (ii) elevator shafts;
 - (v) rooftop greenhouses;
 - (vi) any space open to a floor below; and
 - (vii) pedways.

(RC-Oct 26/22;E-Nov 11/22)

(91) Floor Area Ratio (FAR) means the total floor area of all main buildings or parking structures (RC-Oct 26/22;E-Nov 11/22) within a FAR precinct on a lot, divided by the area of the land within that FAR precinct.

(92) Floor Area Ratio (FAR) Precinct means the area of land to which a single floor area ratio value applies, as shown on Schedule 17.

(93) Footprint means the area a building occupies on the ground in between the

Number: 1 Author: Connor Wallace Subject: Highlight Date: 1/16/2024 9:35:16 AM -04'00'

Number: 2 Author: Connor Wallace Subject: Sticky Note Date: 1/17/2024 4:52:52 PM -04'00'

include stairwells in exclusions as well

outermost edges of the exterior walls, including any land that has a cantilever portion that projects above the ground, but excludes eaves that project no more than 0.6 metre, unenclosed balconies, stairs, and patios.

(94) **Front Lot Line** means:

- (a) for an interior lot, the streetline;
- (b) for a corner lot where the streetlines are not of equal length, the shortest streetline is the front lot line, and the longer streetline or streetlines are the flanking lot lines;
- (c) where a corner lot has streetlines of equal length, any streetline may be deemed to be the front lot line, and the remaining streetlines shall be deemed flanking lot lines;
- (d) for a through lot, either streetline may be deemed to be the front lot line, and the other streetline shall be deemed a flanking lot line; or
- (e) in the absence of a streetline, where a registered access easement crosses a lot line.

(95) **Front Yard** means the yard extending across the full lot width, between the front lot line and the nearest exterior wall of any main building on the lot (Diagram 39).

(96) **Garden Centre Use** means land or premises where retail or wholesale gardening products are sold, which may include a nursery and greenhouses.

(97) **Gazebo** means a freestanding, roofed accessory structure, which is not enclosed, and which does not contain toilet facilities, a kitchen, or sleeping facilities.

(98) ~~Grade-Oriented Premises means premises on a ground floor of a building that are accessible by pedestrians from an independent entrance that fronts and faces a streetline. For further clarity, a grade-oriented premises includes a grade-related dwelling unit use and a lobby (RC-Oct 26/22;E-Nov 11/22)~~⁴

(99) **Grade-Related Dwelling Unit Use** means a dwelling unit within a multi-unit dwelling use that is accessible by pedestrians from a private entrance that fronts and faces a streetline.

(100) **Greenhouse** means a structure constructed primarily of transparent materials, for the protection and cultivation of plants, such as vegetables, fruits, herbs, sprouts, ornamental plants, and flowers.

(101) **Grocery Store Use** means a retail establishment with a minimum of 200 square metres of floor area that primarily sells food, including the accessory sale of food being prepared on-site, and that may also sell other convenience and household

 Number: 1 Author: Connor Wallace Subject: Cross-Out Date: 1/16/2024 9:36:11 AM -04'00'

 Number: 2 Author: Connor Wallace Subject: Highlight Date: 1/16/2024 9:35:53 AM -04'00'

 Number: 3 Author: Connor Wallace Subject: Sticky Note Date: 1/17/2024 11:31:50 AM -04'00'
add definition of 'grade' here that aligns with building code definition "Grade means the uppermost of the average levels of finished ground adjoining each exterior wall of a building facing a streetline, except that localized depressions need not be considered in the determination of average levels of finished ground."

 Number: 4 Author: Connor Wallace Subject: Cross-Out Date: 1/16/2024 9:36:02 AM -04'00'

goods, but excludes a farmers' market use.

- (102) **Ground Floor** means, for each streetwall, the first floor level of a main building that is predominantly above grade and faces a streetline or a transportation reserve.
- (103) **Ground Floor Height** means the distance between the floor of a ground floor and the floor directly above.
- (104) **Ground Sign** means a sign affixed to the ground and supported by one or more posts, or other similar means (Diagram 33).
- (105) **Gymnasium** means a building or room designed for indoor sports, exercise, or physical education.
- (106) **Halifax Citadel Rampart Sight Lines** means the rampart sight lines pursuant to Section 400, and as depicted on Schedule 27A of this By-law.
- (107) **Harbour Edge** means the edge of any wharf, dock, quay, pier, or seawall that abuts the Halifax Harbour, or in the absence of any wharf, dock, quay, pier, or seawall, the ordinary high water mark.
- (108) **Hard Landscaping** means an outdoor surface covered by solid or impermeable material, such as outdoor furniture, water fountains, planters, decorative concrete, stonework, bricks, gravel, tiles, pavers, boardwalks, wood decking, trees in soil cells, and trees in planters, but excludes parking areas and driving aisles.
- (109) **Heavy Industrial Use** means a use of land that involves:
- (a) the manufacture or processing of products from raw materials, including animal processing beyond making cuts from pre-processed carcasses;
 - (b) the production or use of flammable, explosive, or hazardous products and materials; or
 - (c) the bulk storage of flammable, explosive, or hazardous products and materials.
- (110) **Hedge** means a boundary or barrier formed by closely growing shrubs.
- (111) **Height** means the vertical distance between a structure's average finished grade and the structure's highest point.
- (112) **Height Precinct** means the portion of a lot to which a single height limit applies, as shown on Schedule 15.

Number: 1	Author: Connor Wallace	Subject: Cross-Out	Date: 1/16/2024 9:36:23 AM -04'00'
Number: 2	Author: Connor Wallace	Subject: Highlight	Date: 1/17/2024 4:53:41 PM -04'00'
make ground floor definition consistent with the definition 'first floor' under building code			
Number: 3	Author: Connor Wallace	Subject: Cross-Out	Date: 1/16/2024 9:54:01 AM -04'00'
Number: 4	Author: Connor Wallace	Subject: Sticky Note	Date: 1/17/2024 11:22:03 AM -04'00'
building height should be measured in the same way as it is measured in the National Building Code... "Building height (in storeys) means the number of storeys contained between the roof and the floor of the first storey.			
Number: 5	Author: Connor Wallace	Subject: Highlight	Date: 1/16/2024 9:37:17 AM -04'00'

- (113) **Hen** means an adult female chicken.
- (114) **High-Density Dwelling Use** means a building containing 13 or more dwelling units on the same lot, but excludes a cluster housing use.
- (115) **High-Rise Building** means a main building that:
- (a) within the DH Zone, exceeds a height of 33.5 metres above the average finished grade;
 - (b) within the Quingate (Q) Special Area, as shown on Schedule 3F, exceeds a height of 30.0 metres above the average finished grade; or
 - (c) in all other areas, exceeds a height of 26.0 metres above the average finished grade.
- (115.5) **High-Rise Typology** means a portion of a main building, above the height of a streetwall, that:
- (a) within the DH Zone, exceeds a height of 33.5 metres above the average finished grade to the top of the roof;
 - (b) within the Quingate (Q) Special Area, as shown on Schedule 3F, exceeds a height of 30.0 metres above the average finished grade to the top of the roof: or
 - (c) in all other areas, exceeds a height of 26.0 metres above the average finished grade to the top of the roof.

(RC- Jul 12/22; E- Aug 22/22)

- (116) **Home Occupation Use** means the use of a portion of a dwelling unit or an accessory structure for gainful employment, but excludes a **short-term bedroom rental use (RC-Feb 21/23;E-Sep 1/23)**, a daycare use, a work-live unit use, and a home office use.
- (117) **Home Office Use** means an office-related activity operated within a dwelling unit that does not regularly require direct in-person contact with clients on the premises, but excludes a home occupation use.
- (118) **Hospital Use** means an institution providing human inpatient health services, including accessory facilities such as laboratories, treatment of patients on an outpatient basis, training facilities, and staff offices, but excludes a small shared housing use and a large shared housing use.
- (119) **Hotel Use** means premises that are regulated as a roofed accommodation in accordance with the *Tourist Accommodations Registration Act*, S.N.S., 2019, c.9, as amended.
- (120) **Incentive or Bonus Zoning** means the requirements that permit the relaxation of

1 Number: 1 Author: Connor Wallace Subject: Highlight Date: 1/17/2024 10:22:19 AM -04'00'
change to 40 units to be consistent with amenity space requirements and loading space requirements

1 Number: 2 Author: Connor Wallace Subject: Highlight Date: 1/17/2024 10:23:14 AM -04'00'
26 m = 9 storeys 30m = 11 storeys 33.5 = 13 storeys

1 Number: 3 Author: Connor Wallace Subject: Highlight Date: 1/17/2024 10:23:27 AM -04'00'
26 m = 9 storeys 30m = 11 storeys 33.5 = 13 storeys

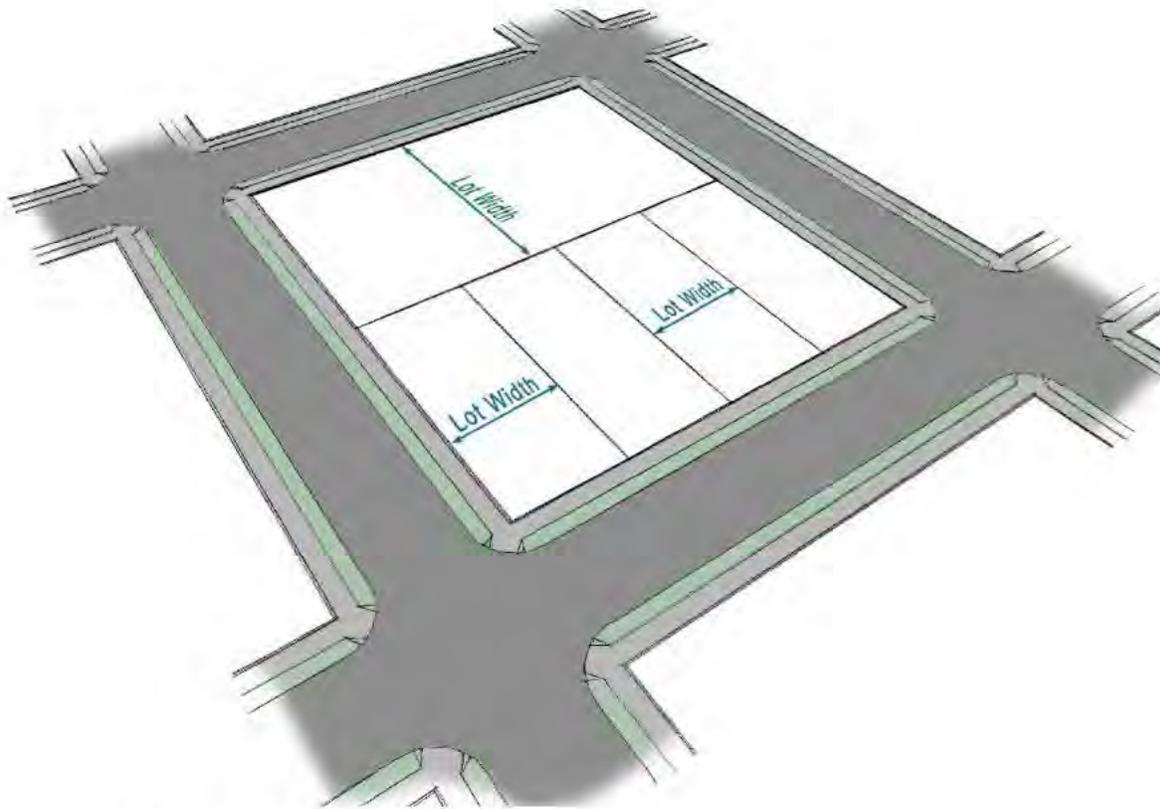


Diagram 30: Lot width, per Subsection 499(143)

- (144) **Low-Density Dwelling Use** means a building that contains no more than three dwelling units on a lot.
- (145) **Low-Rise Building** means a main building that is ~~11 metres or less in height.~~
- (146) **Main Building** means a building that contains a primary use on a lot.
- (147) **Major Spectator Venue Use** means premises, with 3,000 or more permanent seats, where people gather for sports and other major events.
- (148) **Makerspace Use** means indoor premises used for the artisanal production of goods in limited quantities. A makerspace use also includes premises where individuals may borrow tools or equipment for the purposes of designing, repairing, prototyping, and constructing objects and products.
- (149) **Marine-Related Use** means a use that is dependent upon access to or use of the Atlantic Ocean, such as tugboat facilities, boat building facilities, ocean research and development, and accessory uses to the foregoing.
- (150) **Massage Parlour** includes premises where a massage, body rub, or similar activity is performed, offered, advertised, or solicited. This definition excludes premises where medical or therapeutic treatment is routinely offered or

Number: 1 Author: Connor Wallace Subject: Cross-Out Date: 1/16/2024 9:55:59 AM -04'00'
5 storeys or less in height

Number: 2 Author: Connor Wallace Subject: Highlight Date: 1/16/2024 9:38:01 AM -04'00'

Number: 3 Author: Connor Wallace Subject: Cross-Out Date: 1/16/2024 9:55:22 AM -04'00'

160) Mid-Rise Building means a main building that is greater than 11 metres in height, but no more than 20 metres in height.

(160.5) Mid-Rise Typology means a portion of a main building, above the height of a streetwall, that is:

- (a) no more than 50.0 metres in height above the average finished grade to the top of the roof; and
- (b) not connected above the height of streetwall to any other portion of the building that would exceed a height of 70.0 metres from average finished grade.

(RC-Jul 12/22;E-Aug 22/22)

(161) Minor Building Features means portions of a building that are either flush with the exterior wall of a building or protrude beyond the exterior wall of a building, such as vents, downspouts, gutters, doorknobs, architectural detailing, sills, cornices, eaves, stovepipes, chimneys, shutters, and mailboxes.

(162) Minor Spectator Venue Use means indoor premises where people gather, with a capacity of more than 500 permanent seats and fewer than 3,000 permanent seats, such as cinemas, theatres, concert halls, auditoriums, social and cultural gathering places, and venues for sporting events, but excludes convention centre uses, cultural uses, major spectator venue uses, club recreations uses, commercial recreation uses, and community recreation uses.

(163) Mobile Home Use means a prefabricated detached dwelling, designed for transportation on its own chassis and wheels to a site where it is to be occupied as a dwelling, complete and ready for occupancy (except for minor and incidental unpacking or assembly operations). A mobile home shall be considered to be a mobile home whether or not the chassis or wheels are removed. This definition excludes the modular type of a prefabricated dwelling where separate units are joined together on site to form the complete dwelling unit. For further clarity, a mobile home use does not include a recreational vehicle.

(164) Model Suite Use means premises used to display a sample dwelling unit that is available for sale or rental in a residential development, approved by the Municipality, and may incorporate sales or rental offices.

(165) Monument Use means a structure that commemorates an event, individual, or group.

(166) Motor Vehicle Sharing Space means a parking space for motor vehicles that is marked and registered for use by a motor vehicle sharing service. The renting

Number: 1	Author: Connor Wallace	Subject: Sticky Note	Date: 1/17/2024 10:24:04 AM -04'00'
that is greater than 5 storeys in height, but no more than 7 storeys in height			
Number: 2	Author: Connor Wallace	Subject: Cross-Out	Date: 1/16/2024 9:56:16 AM -04'00'
Number: 3	Author: Connor Wallace	Subject: Highlight	Date: 1/16/2024 9:38:17 AM -04'00'
Number: 4	Author: Connor Wallace	Subject: Highlight	Date: 1/16/2024 9:38:14 AM -04'00'
Number: 5	Author: Connor Wallace	Subject: Cross-Out	Date: 1/16/2024 9:57:14 AM -04'00'
Number: 6	Author: Connor Wallace	Subject: Sticky Note	Date: 1/17/2024 10:24:41 AM -04'00'
20 metres = 7 storeys. average grade = 'established grade' as defined by National Building Code			
Number: 7	Author: Connor Wallace	Subject: Cross-Out	Date: 1/16/2024 9:57:18 AM -04'00'

vegetated grid system are (RC-Oct 26/22;E-Nov 11/22) considered soft landscaping.

- (238) **Solar Collector** means a system designed to collect solar radiation and convert it to useable forms of energy, such as photovoltaic and solar thermal systems. This definition excludes windows, unless the windows are treated with a photovoltaic film.
- (239) **Solid Waste Management Area** means an area of a building or a lot used for the storage of waste materials and separation into waste streams.
- (240) **Stepback** means a horizontal recess that breaks the vertical plane of an exterior wall on a main building (Diagram 32.5 (RC-Oct 26/22;E-Nov 11/22)).
- (241) **Storage Yard Use** means the storage of equipment, merchandise, inventory, products, or materials outside a building that are not available for immediate sale, but excludes dealership uses and salvage uses.
- (242) ~~2~~ **Storey** means a portion of building between a floor and another floor, or a floor and a ceiling. ~~3~~ Any portion of a building partly below the streetline grade will not be deemed to be a storey unless its ceiling is a minimum of 2.0 metres above the streetline grade.
- (243) **Street** means a public street, highway, road, lane, sidewalk, thoroughfare, bridge and square, and the curbs, gutters, culverts, and retaining walls in connection therewith. For additional clarity, a road listed on Schedule A of the *Regional Subdivision By-law* shall also be considered a street under this By-law.
- (244) **Streetline** means any lot line dividing a lot from a street or private road.
- ~~7~~ ~~45~~) **Streetline Grade** means the elevation of a streetline, or in the presence of a transportation reserve the elevation of the boundary of the transportation reserve that is closest to the development, located at a midpoint of a streetwall. For streetwalls that are greater than 8.0 metres in width, separate streetline grades are determined for the midpoint of each streetwall segment that is 8.0 metres wide, or a part thereof (Diagram 34).



3

Number: 1	Author: Connor Wallace	Subject: Cross-Out	Date: 1/17/2024 5:19:55 PM -04'00'
Number: 2	Author: Connor Wallace	Subject: Highlight	Date: 1/17/2024 5:19:06 PM -04'00'
Number: 3	Author: Connor Wallace	Subject: Sticky Note	Date: 1/17/2024 5:19:02 PM -04'00'
Change definition of storey to be consistent with NBC. "Storey means that portion of a building that is situated between the top of any floor and the top of the floor next above it, and if there is no floor above it, that portion between the top of such floor and the ceiling above it."			
Number: 4	Author: Connor Wallace	Subject: Cross-Out	Date: 1/17/2024 5:17:15 PM -04'00'
Number: 5	Author: Connor Wallace	Subject: Highlight	Date: 1/17/2024 5:17:20 PM -04'00'
Number: 6	Author: Connor Wallace	Subject: Cross-Out	Date: 1/16/2024 10:00:36 AM -04'00'
remove. maximum streetwall height should be measured from established grade			
Number: 7	Author: Connor Wallace	Subject: Highlight	Date: 1/16/2024 9:43:02 AM -04'00'

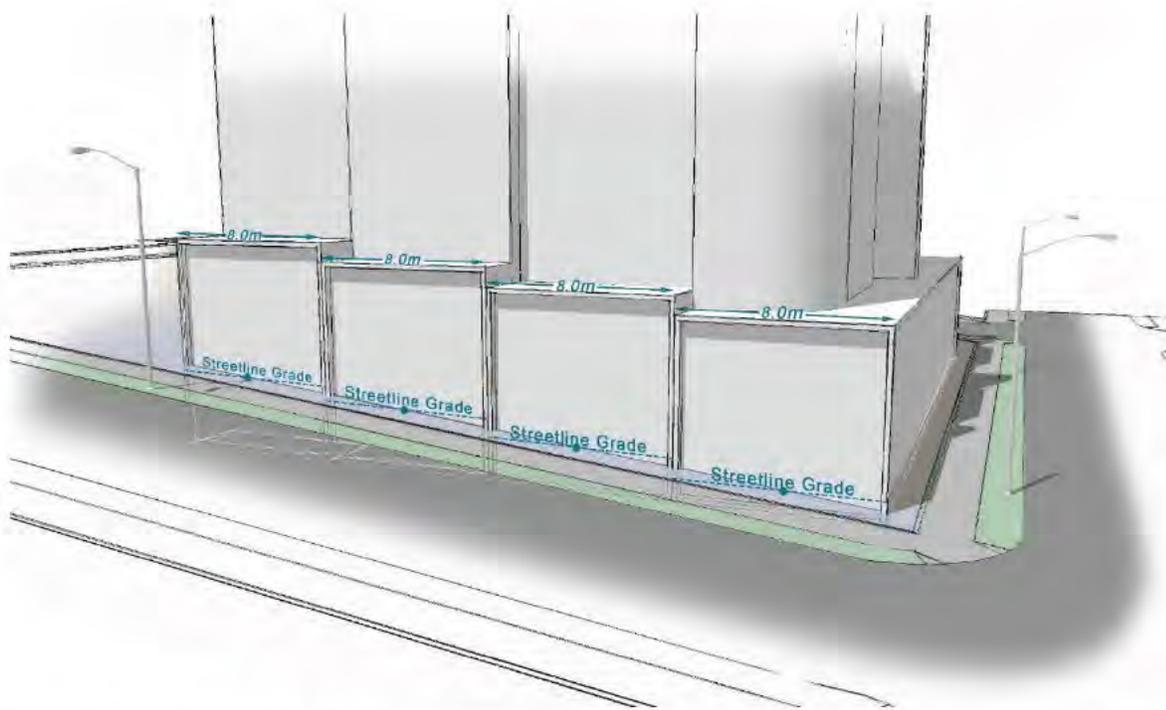


Diagram 34: Streetline grade, per Subsection 499(245)

(246) Streetwall (Repealed: RC-Oct 26/22;E-Nov 11/22)

246.5) Streetwall means the wall of a building, or the portion of a wall of a building, that:

- (a) faces the streetline or a transportation reserve; and
- (b) is located below the height of a specified stepback; or
- (c) where no specified stepback is required, the streetwall is the wall facing the streetline or a transportation reserve.

A streetwall shall not apply to any wall of a building, or the portion of a wall of a building, that faces a 100-Series Highway, as shown on Schedule 52.

247) Streetwall Height means the vertical distance between:

- (a) the streetline grade and the top of the streetwall, extending across the width of the streetwall (Diagram 35);
- (b) where a municipal or provincial transportation or utility easement abuts the streetline and extends the full lot width, the grade at the edge of the easement that is located farthest from the streetline and the top of the streetwall, extending across the width of the streetwall;
- or
- (c) where a transportation reserve is present, the grade at the edge of the



Number: 1 Author: Connor Wallace Subject: Highlight Date: 1/16/2024 9:43:22 AM -04'00'

Number: 2 Author: Connor Wallace Subject: Cross-Out Date: 1/16/2024 9:58:33 AM -04'00'

Number: 3 Author: Connor Wallace Subject: Sticky Note Date: 1/16/2024 9:59:49 AM -04'00'

streetwall height is the number of storeys from 'established grade' to the top of the streetwall, extending across the full width of the streetwall

2 Transportation reserve that is located farthest from the streetline and the top of the streetwall, extending across the width of the streetwall.

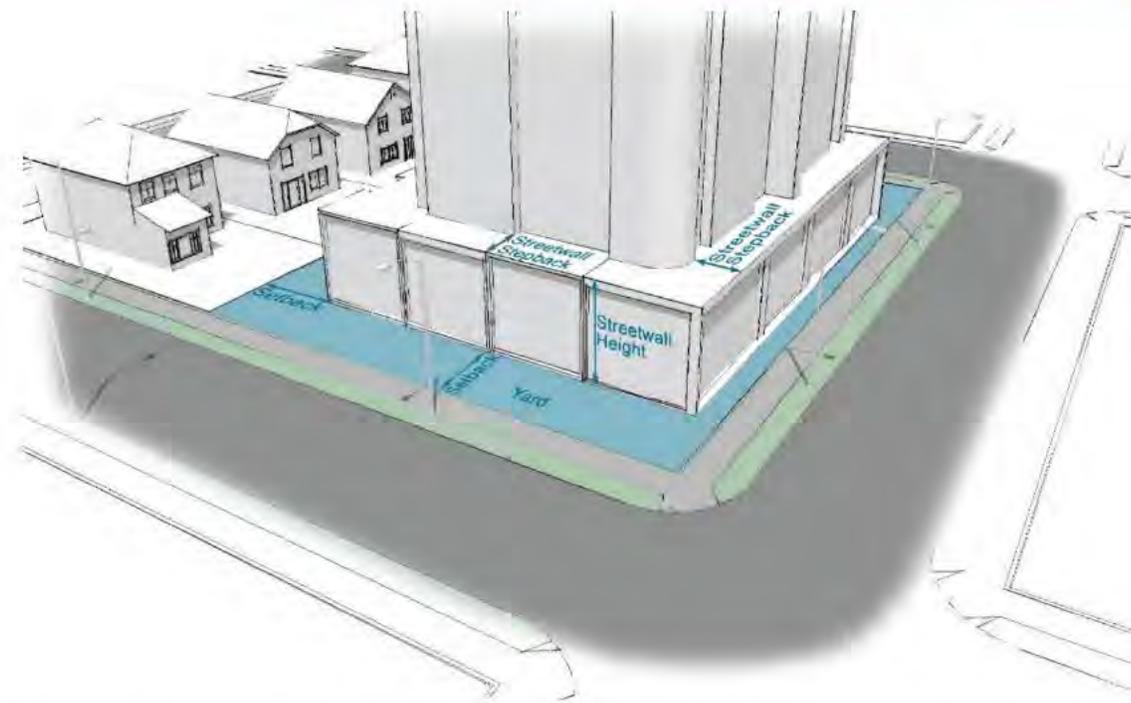


Diagram 35: Streetwall height and streetwall stepback, per Subsections 499(247) and 499(248)

- (248) **Streetwall Stepback** means the required setback of a building above a streetwall, measured from the face of the streetwall (Diagram 35).
- (249) **Structure** means everything that is erected, built, or constructed of parts joined together, and includes a building.
- (250) **Studio Use** means the commercial use of space for artistic or artisanal purposes, with or without instruction, but excludes any school use, college or university use, religious institution use, cultural use, personal service use, or home occupation use.
- (251) **Surveyor** means a land surveyor who is a registered member in good standing of the Association of Nova Scotia Land Surveyors.

3.4.2 ~~Tall Mid-Rise Building means a main building that:~~

- ~~(a) within the Quingate (Q) Special Area, as shown on Schedule 3F, is greater than 20.0 metres in height, but not higher than 30.0 metres in height; or~~
- ~~(b) in all other areas, is greater than 20.0 metres in height, but not higher than 26.0 metres in height.~~

6.252.5 Tall Mid-Rise Typology means a portion of a main building, above the height

 Number: 1 Author: Connor Wallace Subject: Cross-Out Date: 1/16/2024 9:58:37 AM -04'00'

 Number: 2 Author: Connor Wallace Subject: Highlight Date: 1/16/2024 9:43:35 AM -04'00'

 Number: 3 Author: Connor Wallace Subject: Cross-Out Date: 1/16/2024 10:00:57 AM -04'00'

 Number: 4 Author: Connor Wallace Subject: Highlight Date: 1/16/2024 9:43:46 AM -04'00'

 Number: 5 Author: Connor Wallace Subject: Sticky Note Date: 1/16/2024 10:01:44 AM -04'00'
20m = 7 storeys. 26m = 9 storeys 30m = 11 storeys.

 Number: 6 Author: Connor Wallace Subject: Highlight Date: 1/16/2024 9:43:56 AM -04'00'

2 of a streetwall, that:

- (a)** within the Quingate (Q) Special Area, as shown on Schedule 3F:
 - (i)** has an overall height from average finished grade to top of the roof that is greater than 20.0 metres, but not higher than 30.0 metres, and
 - (ii)** that is not connected above the height of the streetwall to any other portion of the building that would exceed a height of 30.0 metres from average finished grade; or
- (b)** in all other areas:
 - (i)** has an overall height from average finished grade to top of the roof that is greater than 20.0 metres, but not higher than 26.0 metres, and
 - (ii)** that is not connected above the height of the streetwall to any other portion of the building that would exceed a height of 26.0 metres from average finished grade.

(RC-Jul 12/22;E-Aug 22/22)

(253) **Temporary Construction Use** means a use, which in the opinion of the Development Officer, is of limited duration and accessory to a development in progress, such as:

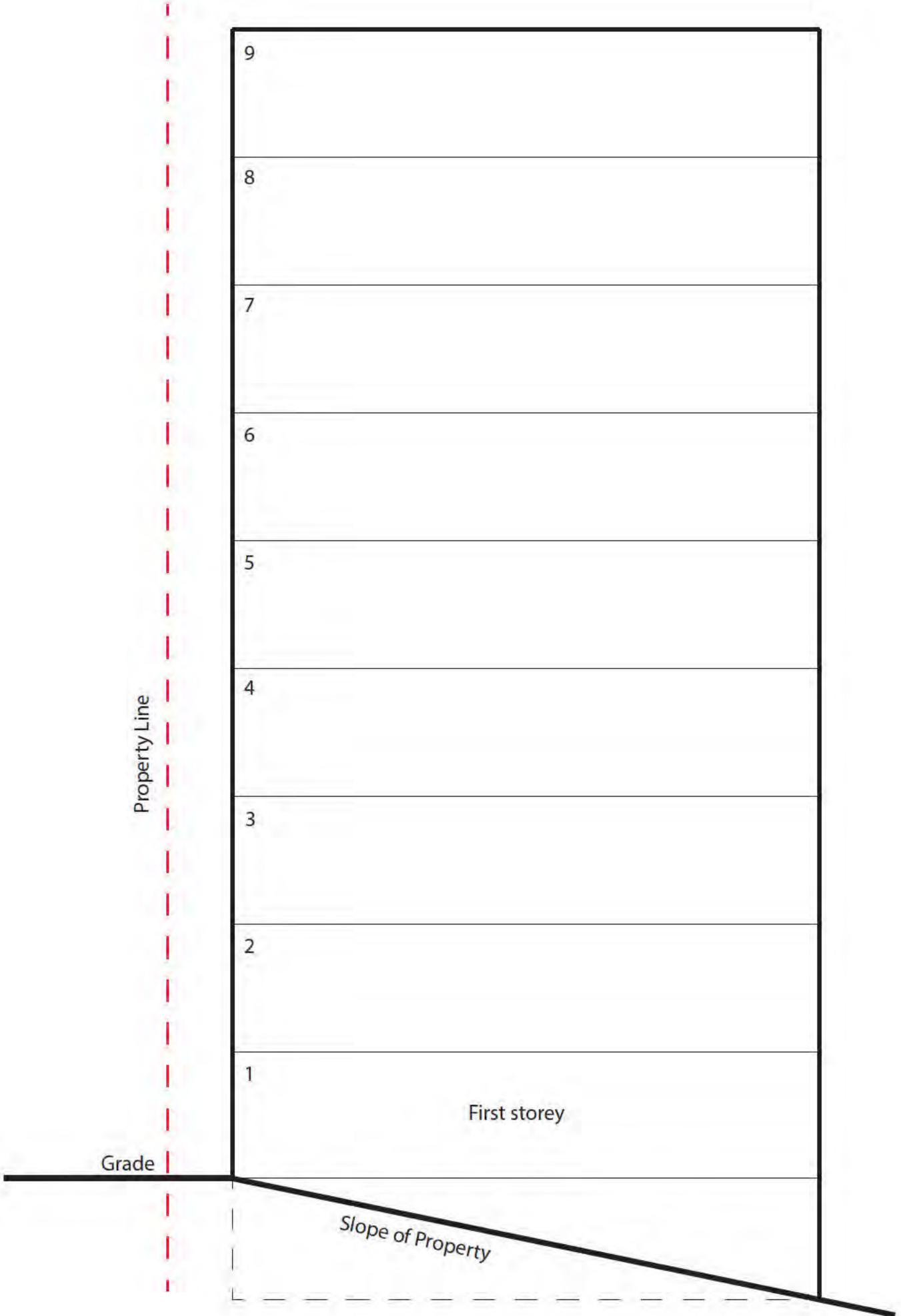
- (a) work camps;
- (b) construction camps;
- (c) rock crushers;
- (d) sales or rental offices;
- (e) on-site construction management offices;
- (f) tool or maintenance sheds; and
- (g) shipping containers that serve as one of the foregoing.

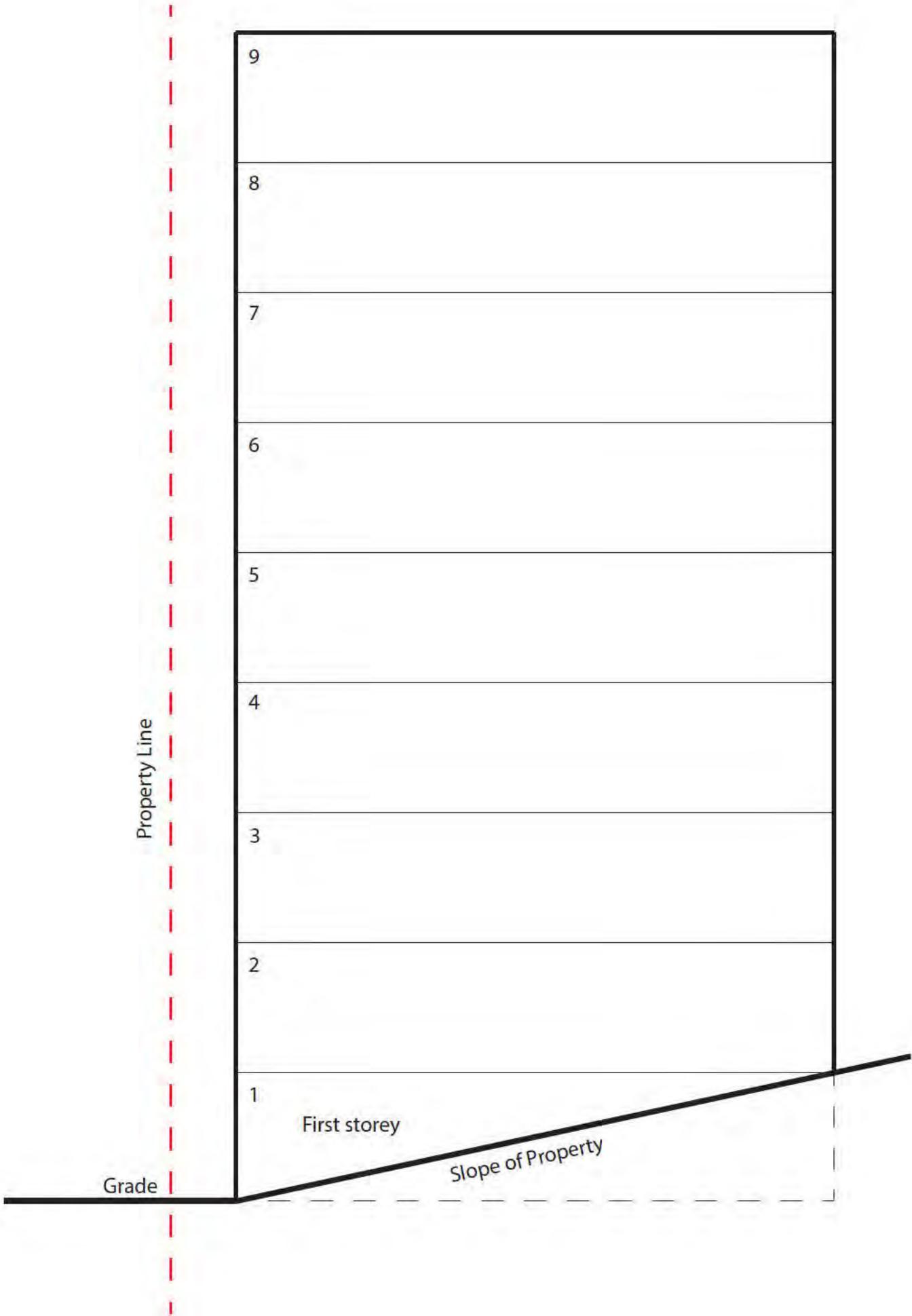
(254) **Temporary Use** means a use:

- (a) that is:
 - (i) associated with a holiday or special event, or
 - (ii) accessory to a permitted main use;
- (b) and is:
 - (i) 80 cumulative days or less in duration within any one calendar year for those lands within the Dartmouth Waterfront (DW) Special Area, as shown on Schedule 3A, or the Halifax Waterfront (HW) Special Area, as shown on Schedule 3B, or
 - (ii) in all other cases, is 90 cumulative days or less in duration within any one calendar year; and
- (c) excludes a temporary construction use.

 Number: 1 Author: Connor Wallace Subject: Cross-Out Date: 1/16/2024 10:01:56 AM -04'00'

 Number: 2 Author: Connor Wallace Subject: Highlight Date: 1/16/2024 9:44:01 AM -04'00'





9
8
7
6
5
4
3
2
1

Property Line

Grade

First storey



Regional Centre LUB – 1Ha DA Policy

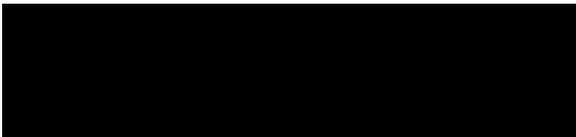
Date: February 1st, 2024

Dear Kasia,

We believe a Development Agreement (DA) provides the City an opportunity to negotiate new infrastructure, provide new affordable housing and to focus growth near existing transit and services; however the limitations created by UD-13(c) in the Regional Centre SMPS restrict our ability to provide these benefits to the City.

We believe the Policy should be open ended, with increased height and density negotiated by the City for additional public benefit. Since the DA process is public, includes a negotiation with Staff, and is approved or rejected by Council, not limiting height and density within policy would permit more creative solutions, could better fit the context of the site and may adapt to the environment at the time of the request.

Yours Truly,



Andrew Kent, Senior Director, Development
CC. Kate Greene

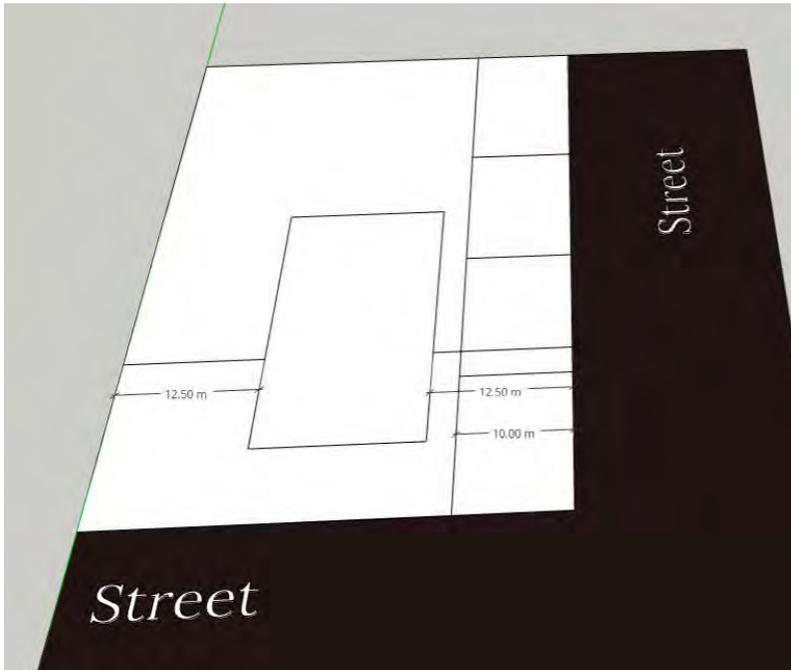
12.5m Tower Sideyard Setback

Date: February 1st, 2024

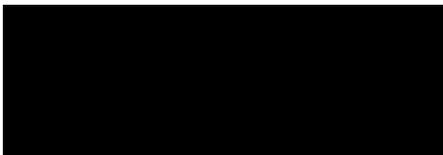
Dear Kasia,

We request a change to the 12.5m tower sideyard setback within the forthcoming changes to the Regional Centre LUB. We agree the requirement represents an important principle to ensure an appropriate distance between towers, however many situations can be illustrated where an adjacent tower can never be built; and in these situations, we believe a variance of the requirement should be considered.

In the below example, a tower could never be built on the narrow lots between the street and the tower footprint. The built form requirements in the LUB would never permit one. Other examples can be illustrated.



Yours Truly,



Andrew Kent, Senior Director, Development CC. Kate Greene



architecture + planning
1 Canal St, Dartmouth NS B2Y 2W1
www.zzap.ca

February 14, 2024

Federal Housing Accelerator Fund
Via Email: haf@halifax.ca

Re: Housing Accelerator Fund (HAF) request to increase max units per cluster from 4 to 6 in CH-1 zone.

I am writing you today to ask for your consideration to update the maximum allowable number of units per cluster from 4 to 6 in the Centre Plan CH-1 zone. We feel that by adjusting this policy, we can provide essential housing units in a more effective and efficient manner.

To begin, we would like to extend our appreciation for the swift and bold response the municipality has brought forth as a result of the current housing crisis experienced across HRM. However, while each new policy and amendment is a step in the right direction, there will always be a few outstanding items.

We believe stacked townhouses are an excellent way to provide a compact yet dense and diverse form of housing. However currently in the CH-1 and CH-2 zones, the max. allowable number of dwelling units is set at 4 per cluster, perhaps due to a vision of single-story housing when the policy was originally created. Adjusting this max. to 6 units per cluster will make stacked townhouses more attainable as our city continues to grow. See figure 1 for example.



Figure 1 - Stacked townhouses in cluster of 6.

While we understand the essential need to introduce housing of all forms, faster. We believe it is of extreme importance to focus on missing middle housing as a vital component of the housing stock. We believe that making the small change to allow 6 units per cluster will result in a variety of additional promising outcomes including increasing the housing supply at a time when it is crucial to do so, making this form of development more economically friendly, promoting higher density in appropriate areas, and resulting in a more efficient use of land, especially in smaller sized properties.

Additionally, we would like to verify that existing parking requirements for cluster housing zones will be removed along with all other forms of residential housing as part of the proposed centre plan amendments.

Kind Regards,

Nicholas Stewart,
Planning Intern,
ZZap Consulting

Greg Zwicker, LPPANS, MCIP
Planner,
ZZap Consulting

CC: Kate Greene
Regional Policy Planning Manager

Housing Accelerator Fund

C/O Josh Adams
josh.adams@halifax.ca
Feb 16, 2024

RE: Housing Accelerator Fund (HAF) – Site Specific Comments

Dear HAF Team,

We have a multi-unit residential project in the early stages of construction at the intersection of North and Clifton Streets in north end Halifax (Building Permit No. BPCOM-2022-12245).

As per HRM's proposed revisions in response to the HAF, our client's property will have an increase in FAR from 3.5 to 4.5. This will allow 2 additional storeys, which will increase our building height from 8 to 10 storeys. Accordingly, this will continue to be classified as a "tall mid-rise" building, consistent with the proposed change to the maximum height for "tall mid-rise" buildings.

An additional item that requires clarification and perhaps an amendment to the LUB is the associated Rear Setback Requirement as per Clause 163(3), which requires a 4.5 meter setback for portions of a tall mid-rise building exceeding a height of 20.0 meters. Currently, this is applicable only for the top floor of the building in instances such as ours where it extends to the maximum height of 26 meters (or 8 storeys). Our understanding is this is to create a 'penthouse' condition at the top floor. With the increase to the maximum building height from 8 to 10 storeys, it stands to reason that the stepback requirement remains applicable for the top floor only - in this case, the 10th storey. We request that a revision to this clause is incorporated as part of your amendments.

As you may appreciate, time is of the essence in order that we may adapt the architectural, structural, mechanical and electrical drawings to accommodate the additional storeys - while construction proceeds.

We are therefore in urgent need of your attention and response to the following matters:

- Confirmation that your intention is to increase the FAR from 3.5 to 4.5.
- Confirmation whether you will or will not include an amendment to Clause 163(3) as outlined above.

Based on your response, we can consider how to proceed with the understanding that the amendments require Regional Council approval.

Thank you for your attention to this matter.

Sincerely,


Principal
Lydon Lynch Architects Ltd.

Housing Accelerator Fund
C/O Josh Adams
josh.adams@halifax.ca
Feb 14, 2024

RE: Housing Accelerator Fund (HAF) review, General Comments

Thank you for the opportunity to provide comments on the HAF proposed Centre Plan changes. The below itemized proposals respond to and support the revisions already proposed by Planning.

Proposed Revision	Justification
Increase maximum tower dimensions from 35m to 45m.	The maximum linear tower dimensions should be increased accordingly to allow flexibility and useability of the larger proposed 900 sqm floor plate.
Decrease side and rear 'tower portion' setbacks for high rises from 12.5m to 6m.	Create greater flexibility to achieve FAR and maximize utility of new larger tower plate sizes on sites that are shallower and narrower, while aligning with a typical 6m structural bay.
Decrease high-rise tower separation requirement from 25m to 18m.	Create greater flexibility to achieve FAR and maximize utility of new larger tower plate sizes on shallower and narrower sites, while aligning with a typical 6m structural bay.
Eliminate requirement for streetwall, side, and rear setbacks for mid-rises.	Reduces construction cost per unit and increases construction speed with more repeating floorplates for mid-rises, creating variety along the street without compromising the public access to daylight.
Increase tall mid-rise rear stepback height from 20m to 9 storeys.	This maintains the stepback's relationship with the top of the building, following tall mid-rises' proposed increased height (from 8 to 10 storeys).
Expand definition of amenity space to include car wash, pet-wash, and guest-suites when provided with only a kitchenette.	These are all amenities that support livability for buildings with smaller (more) units.
Increase width of 'distinct sections' requiring streetwall articulation from 8.0m to 12.0m	Increasing this dimension reduces junctures and plan shifts that add cost to construction. 12.0m aligns with a typical 6m structural bay.
Increase COR Zone Heights from 9 to 10 storeys.	To align typically to the revised tall mid-rise typology height allowances.

Thank you again for your work on these HAF Centre Plan amendments, and your consideration of the above-listed proposed tweaks.

Thank you,





HRM Housing Accelerator Fund Team
PO Box 1749
Halifax NS B3J 3A5

February 16, 2024

RE: Housing Accelerator Fund MINORREV-2023-01065

Dear Kate, Kasia, Josh, Byungjun and all the staff that worked on this,

Thank you so much for this hard work delivered on a very tight timeline over winter break. This is an extraordinary amount of work, and you really must be applauded.

My response below should be read not as a criticism of this work, rather as input into a process that in its very nature will require revision and change.

I am writing today to share my thoughts as the elected official representing my district, the regional centre, and all HRM and to share what have learned about concerns raised by residents throughout the process.

I know that [now is the time for bold changes to address the housing crisis](#), and after [writing an explainer of the proposed changes](#) I've certainly received a great deal of feedback.

I'll start with a review of the direction of HRM Regional Centre Community Council, Federal Minister Fraser, and Regional Council.

On July 12, 2023 at Regional Centre Community Council, my motion suggested allowing both secondary and backyard suites in ER zones, rather than allowing either/or which would raise the unit counts for ER1 from 2 to 3, and ER2 from 3 to 4, and allowing internal conversions in ER2 and ER3 zones to 5 units, an allowing modest increases to the building envelope to accommodate fire escapes/secondary egress.

In addition, my motion called for strengthen controls to reduce impacts on neighbouring properties including but not limited to garbage screening, landscaping, and parking placement and enabling policy to allow affordable housing, cohousing, shared housing and similar forms of

housing in a missing middle form in the ER-2 and ER-3 zones with a focus of ensuring compatibility with the built form of neighbouring residential uses.

On September 21, 2023, Federal Housing Minister Fraser wrote to ask HRM to consider legalizing 4 units as-of-right within the service boundary, legalizing dwellings up to 4-storeys high for all residential areas in the regional centre, creating a non-market affordable housing strategy with staff dedicated to it; and increasing density and student rentals within walking distance of the City's first-rate postsecondary institutions.

On September 26, 2023 Halifax Regional Council directed staff to expedite amendments to the Regional Plan and supporting secondary planning strategies and land use by-laws, create a minimum of four units per lot in all residential zones within the urban service boundary.

It proposed changes in the Regional Centre to enable more missing middle housing, with a particular focus on smaller, faster building form and construction, and wood frame construction, while ensuring water supply and wastewater capacity is considered and existing and proposed heritage conservation areas are exempted, and to work with HRM post-secondary institutions to increase density and create opportunities for student housing within a walking distance from post-secondary institutions across HRM.

Analysis of Staff Proposal for HAF

Apart from the university areas and Fenwick CEN zone this is generally still true to what was proposed in the Centre Plan with the intensity dialed up with more height or units for density. The proposal by and large reads as an increase in development allowed in the regional centre while still generally using the Centre Plan findings, mapping, zoning, design guidelines.

I don't see this as walking away from Centre Plan. It's what would have happened in the Center Plan eventually, but 25 years earlier than we thought we might need it, as we are now growing at an unprecedented rate. Much of what is proposed in the rest of the serviced area, or suburban area, is logical and is the kind of thing that will flow from the suburban plan.

While this largely builds on the good work and community engagement done to get Centre Plan adopted there are some things I think should be changed, which I outline below.

INFRASTRUCTURE COSTS MUST BE ACKNOWLEDGED

While I support increasing the population in both the regional centre and the rest of the serviced area, it is important that the cost of infrastructure be acknowledged and quantified.

There are swaths of the suburbs, like Herring Cove Road and Bedford Highway, where the proposed rezoning for apartments makes sense, but the proposed road, sidewalk and bike infrastructure improvements need to be funded. There is risk in proceeding without the funding models being in place. Allowing a few buildings now may make sense to enable housing quickly, we need to speed up our assessment of infrastructure to support the Suburban Plan.

In the Centre Plan area some corridors and areas may not be appropriate to up zone now until infrastructure upgrades are in place, for example water and sewer in the Marlborough Woods neighbourhood.

GENTLE DENSITY

Backyard suites should be integral and encouraged in the R and ER2 zones. The zones should be written so that the small homes/ suites built on Stanley Street by Kerry Lynch would be allowed by right. As Kerry Lynch wrote on a LinkedIn Post:

Height is not the enemy, lack of diversity is. It shouldn't be a choice between one or the other. The housing discussion is often led by height but there are clear benefits to secondary suites, missing middle, and invisible density:

- *Maintain walkable, human-scale streetscapes*
- *Allow people to stay in their homes longer by generating income*
- *Create flexibility to downsize to the secondary suite and rent the primary residence*
- *Disperse vehicle congestion*
- *Decrease clustered impact on municipal services; schools, fire, water, electrical, police*
- *Avoid wind tunnels and shadowing resulting from height*
- *Lower financial risk related to development*
- *Less development impact on neighbourhoods; excavation in days vs months (or years), no blasting or construction cranes or heavy truck traffic*
- *Disperse wealth to homeowners from developers and keep it local*
- *The land is free, no landbanking required*
- *Services in place*

The most notable is the speed of execution. Labour to execute both height and infill is the same, the upside is a backyard suite can be produced by modular and panelization in a fraction of the time.

Smaller, smarter housing options can be move-in ready in 6 months instead of 6 years. The issue is urgent and a solution is needed now.

In addition to looking to spread out the impact on municipal services through gentler density, staff should conduct a review of how much scaling up would be required for municipal services, for transportation infrastructure, water and sewer, and transit.

By quantifying these costs, HRM can apply for confirmation that funding will be available from the Federal and Provincial government to help cover these significant costs prior to upzoning in these critical areas.

CEN and DD ZONE

I support the increase in FAR proposed in the CEN and DD zones.

I propose the removal of the height limits from the CEN and DD zones, and allowing FAR and the design requirements to govern development here. The focus on height is not useful in these intense zones.

I feel the design requirements are more than sufficient to allow this to work well. We need to convince the province that these design requirements are essential to building complete, health communities. The design criteria need to be defended so we don't end up with later day Scotia Squares and Maritime Centres.

The additional height that may come will be a business decision, the first three stories will be well done if they meet the requirements and the tower separation, and setbacks are met to address the wind and sun concerns.

These increases in FAR will encourage faster development and more dwelling units per building.

I am gratified to see the Fenwick CEN zone which I have been supporting as a concept for some time. It is a solution to a number of issues that are coming with potential redevelopments of some of the larger lots and commercial spaces in that area. My one concern is that the ***FARs should come down as the lots approach the proposed South Park HCD.***

For example, on South Street the WCB lot should be lower than the apartment lot which in turn should be lower than the Fenwick Tower property. It is not a good idea to go from 40+ stories to a 3-story heritage district.

FUTURE GROWTH NODES

Absent from what I have seen so far (and there is a lot, I may have missed some) is a discussion of whether the proposed Future Growth nodes targets should be re-evaluated. I note that the Dartmouth FGNs proposals are generally coming in higher than originally anticipated, and that is a good thing, but ***explicitly looking at population/unit targets*** for Robie/Young/Almon, Strawberry Hill, Halifax Shopping Centre and its Annex would inform our medium- and long-term supply of units.

COR AND HR ZONES

I support the increase in height proposed for the COR and HR. The design guidelines for COR and HR are strong and I think the designations are generally appropriate.

I understand and generally support the increased depth of the zone to allow faster development.

The one area of concern I have is around the universities which I address below.

HERITAGE PROPERTIES

During the creation of the Centre Plan we tried to make sure all the registered Heritage Properties were zoned to the envelope of what was already there. I understand that staff intend to restore these buildings zoned to envelope. **All registered heritage (outside of the DH zone) should be zoned to ER2 8m or 11m.**

UNIVERSITY AREA UPZONING

What has been proposed around the universities is in some cases a substantial departure from both the Centre Plan and the Minister's request. There is a lot to think about here but what I think is lost is that 7-9 story HR2 zoning in what was previously ER1 will not result in fast changes driven by missing middle wood frame construction.

HR 7-9 stories is NOT missing middle. Wood frame 3-4-5 flats that look like the podium of St Joseph's Square on Gottingen, the classic riff off the "brownstone or brick walk up" is what I think we need here.

It is also important to note that the motion of council directed staff to "work with HRM post-secondary institutions to increase density and create opportunities for student housing within a walking distance from post-secondary institutions across HRM." This work has not yet happened in any meaningful way. The level of upzoning proposed is not required by SMU to meet their undergraduate housing goals, for example.

The argument that larger taller buildings are required to have development happen at all are disproved by recent developments like the Capital at Coburg and Seymore, the 6345 Coburg, and the Seymore project show several recent 5-6 story buildings being successfully built, or the four story wood frame buildings at Brewery Park on Almon and Agricola.

The reason completes take three years now has more to do with complex large building forms than anything else. Missing middle is critical to faster unit completes.

I can see the merits and issues with all of it, and I want to address the four broad areas of upzoning:

- **Support for the expansion of the already existing HR and COR zones adjacent to Dalhousie on Oxford and Coburg**, and the height increases. We've had an extensive public engagement that already identified these lots as appropriate for these zones, and the proposed changes are in line with many of the developments already there (Coburg Tower, Le Marchant Tower, the Carlyle). While this will be contentious for immediate neighbours, it is generally in line with the plan now.
- Support the HR zone, but **support a reduction of height on the blocks of Seymore, LeMarchant, Henry and Edward** to match the six story heights to match the university plan, and the private six story developments already built.
- **Support for the zone change on Inglis backing Gorsebrook Park and proposed height limit**, and support for a height increase for the HR zones the **Wellington and Tower area at a 4-5 story limit**
- I cannot support the rezoning of Dalhousie/Beaufort South, South Street, Robie through to Marlborough, Tower through to Bridges and adjacent streets, and Gorsebrook through

to Rogers to HR. ***The lots facing the universities should be upzoned to ER3 or HR 3 stories on Gorsebrook, Bridges, South (where currently proposed HR) and Robie south of Inglis.*** The zoning in area between Inglis/Ivanhoe/Atlantic should be firmly missing middle ER3, building on the success of missing middle developments like Lindola Place. The lots on the streets behind them can be rezoned ER2 like the rest of the area (see below).

ESTABLISHED RESIDENTIAL ZONES & FOUR UNITS IN ALL ZONES

The proposal to rezone all of the Regional Centre to ER3 needs to be reconsidered.

I support the goal of four units in all zones in the serviced area, both regional centre and suburbs.

This proposal uses ER3 to provide everything from duplexes to small multits, and I don't see how a single zone can provide good and consistent results.

It is important to note that we have not had true "R1" on the peninsula for over 50 years. Since the 50s we've allowed internal conversions, and since the 70s in R2 HRM has allowed to turn a house into up to 6 units. The late 70s/early 80s bylaws allowed 3 unit conversions in R1, and more units in R2. The 2021 bylaw allows 1 unit + a suite, the ER2 allows 2 units + a suite. All zones in HRM already allow at least 2 units (house + suite).

There is no question that multits in "R" can and should be allowed throughout the regional centre, as they have been for generations.

The direction from the Minister and HRM's own direction is 4 units in ER zones and R zones in the serviced areas.

The staff proposal is to apply the ER3 zone, possibly with modifications not yet public, to all residential zones in the Regional Center, and to allow bedrooms and units limited only by building code, while also increasing 50% and in some cast 60% lot coverage, an increase of height to 12m. The zone would no longer provide a benefit or bonus to retain and expand a building by providing more units to an internal conversion. Land assembly and lot consolidation would allow for small apartment buildings in ER zones.

This goes far beyond the Minister's request for 4 units per building everywhere in HRM.

My feeling is the rush to deliver this proposal means that staff are applying ER3 with a broad brush due to lack of time for a deeper analysis. Applying this across the regional centre is trying to use one tool to achieve a number of things in a way that it was not intended to do. Four units, intensity in corridors, appropriate low rise missing middle apartments cannot be successfully applied to all of the Regional Centre using a single zone.

Upzoning to this degree generally means that the land owner will feel compelled to develop to the maxim allowed under the zone. Wide open zoning in ER risks slowing new units, by turning

potential developments away from infill, gentle density and conversions to land assembly, tear downs and new builds with the inevitable empty lots like we see on Robie.

Potential Changes to Approach - ER2 should be amended and applied across the regional Centre. ER2 should allow more units and encourage backyard suites and small homes. ER3 may be applied on all collector and arterials not already up zoned to HR and COR.

To ensure HRM continues to meet the goals of the HAF funding I urge staff to consider implementing a broadened ER2 across the Regional Centre that allows the required four units. My understanding is the ER2 changes to allow this are already proposed for the future Heritage Conservation Districts. Consider allowing increases to the building envelope to the lot coverage maximum in a way that preserves the look of character of these areas. We've done this with mixed success in the Wellington/Tower area, and the lessons learned from the late 2010s R2A amendments can help guide this approach.

This is not to say that a higher intensity up zoning on corridors and arterials to ER3 or similar should not be considered. It may be here that further relaxation of unit counts and bedroom limits may be considered. Further discussion is required about what form ER3, a possible ER4 or HR lite zone might take. This does not have to happen on the HAF timeline.

Additional zones may be required - ER3 may not be the tool to ensure duplex, small homes, townhouses and quads and also multiplexes and small apartments. I am not against any of these forms. Simply put, we need to zone for what we want with more intention. If we want Montreal style apartments, perhaps ER3 or some kind of ER4 should require that and not allow duplexes and single family homes. If we want the most dense missing middle, we need to zone for that.

I think we need to have a much deeper dive where the lots are larger and the grid breaks down in the post-war suburbs (Connaught/ West End / North Dartmouth / Crichton Park / Manor Park / Penhorn Mall / Southdale etc). I am concerned this cannot be done on timeline proposed, and if necessary ER2 should be applied now with the increased unit count and lot coverage changes, and we should come back for a "Package B" discussion to make sure we don't make changes now we regret later. That said, there are areas where the very large lots and smaller post war homes may require a modified approach to unlock the potential of these neighbourhoods for density and more dwelling units.

ER2 should be changed to four units + a backyard suite, and the current front, back and side yard setbacks, and height limits of the zone should be maintained. These limits may be relaxed if certain conditions are met when retaining and expanding an existing building. Lot coverage should be relaxed as laid out in the proposal. ER2 requires tighter controls in proposed heritage districts.

ER3 or HR should be applied to remaining corridors and arterials, with modest height limits of 3-4 stories.

Larger mults that fit the neighborhood as I suggested in my motion of July 2023 could be allowed by DA for appropriate uses (seniors homes, affordable housing, special care).

The intensity of upzoning suburban R zones should be less than we consider in the regional centre. Two units + 2 basement or back yard suites would be sufficient for our goals.

BYLAW CHANGES. ENFORCEMENT, EMPTY LOTS

These proposed changes raise once again real, recurring and as yet unaddressed concerns in the Regional Centre.

Beyond zoning change, is a general lack of confidence in HRM from longer-term/more permanent residents in the City's ability to manage smaller rental units especially near universities. HRM needs to invest in ***proactive compliance of noise, garbage, parking, and unsightly premises bylaws***, among other things. Further, HRM needs to encourage or require small property owners to reinvest in their properties and to effectively manage them.

At present, many of the student rentals are in poor condition, in part because any reinvestment or upgrade leads to increased property tax for landlords. Much of the opposition to zoning change in university districts also reflects some degree of opposition to students and student dwellings, which are not effectively managed by HRM at this time; the concern amounts to a zoning change that moves our neighbourhoods closer to becoming student enclaves.

The ***modifications that staff have spoken about related to M200 and the noise bylaw, and a better managed and resources enforcement plan need to come hand in hand*** with whatever changes Council subsequently approves. I encourage the CAO to bring an amendment package forward immediately.

Finally, some form of ***empty lot/demolition control*** needs to come hand in hand with this proposal, combined with some kind of ***inclusionary zoning program*** in place, to help minimize reduction of units in the short term through land banking, and replacement of affordable units with similar.

CONCLUDING THOUGHTS

We heard on February 13 during the Planning and Development budget presentation that to meet the requirements of HAF funding we cannot delay, and I support moving forward as quickly as possible.

I accept that at face value, but there are two separate goals here - the first ensuring we meet the requirements requested by the Minister, and second a general increase in intensity for the Centre and suburban plans.

Much of the latter goal can be met during the HAF process, but there are going to be issues and pain points that go beyond the HAF request and simply do require more examination and public engagement to get them right. I urge staff to set those aside for deeper examination rather than try to get all of this done at once with the risks that entails.

Thank you again for all your hard work on this file, it really is impressive. I look forward to the next steps!



Waye Mason
Councillor | Le Conseiller | Comhairlaiche | Wunaqapeme’j
District 7 - Halifax South Downtown
Halifax Regional Municipality

Cell 902.430.7822
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February 20th, 2024

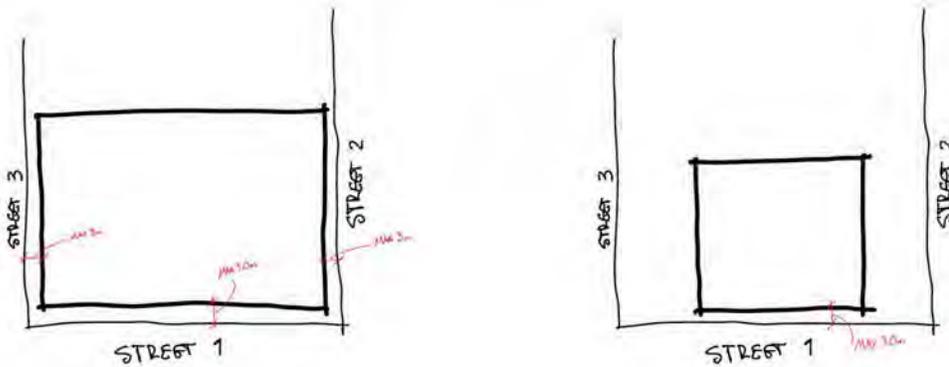


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www.wmfares.com

Proposed LUB Amendments

General comments:

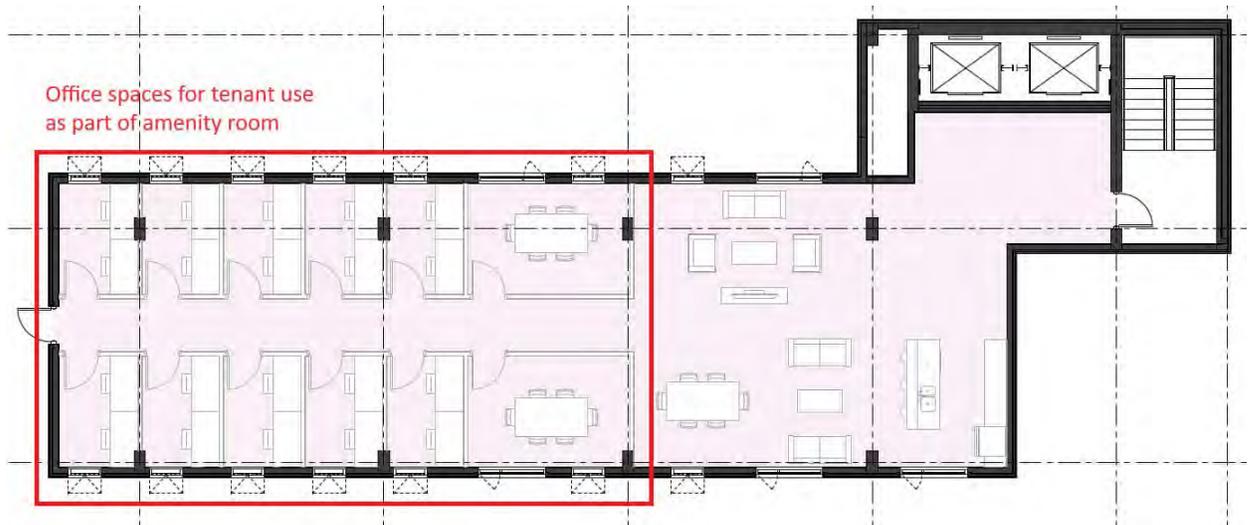
1. HAF intends to reintroduce Max Front Yard setback - for sites with multiple street fronts this should only apply to the street line established as the front yard or where main entrance is, not all flanking yards otherwise this will result in extremely low + broad buildings



2. The proposed increase in street wall height incentive for Wood construction in the HAF should be applied to all zones.
3. Allow affordable housing units to be included in a building to exempt payment of density bonusing; quantity of affordable housing units based on a formula developed by HRM

LUB Sections:

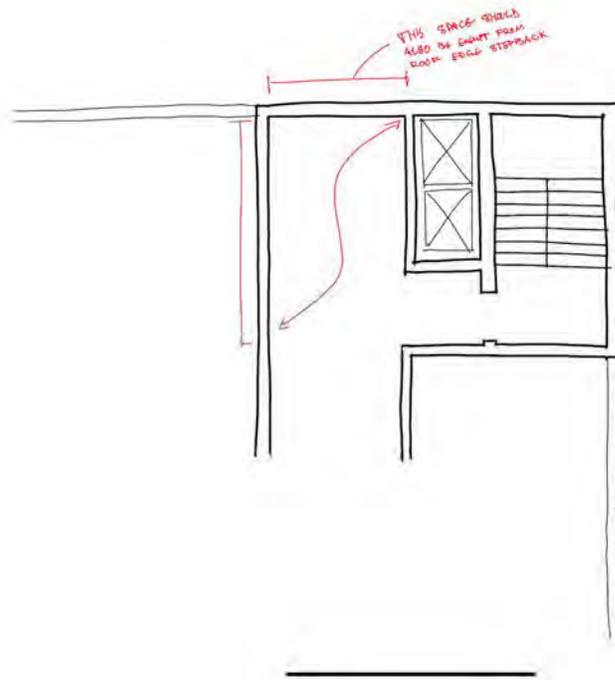
1. **67** Allow amenity spaces to be divided into smaller rooms without triggering minimum dimension or area requirements - can be used to divide amenity into smaller offices or small meeting rooms, while still counting to the overall requirement



2. **69** Include the residential building entrance (or grade-oriented premises) as part of the min 50% uses
3. **94.5** Allow parapets and balcony railing to encroach 1.2m into all step-backs including step-backs facing lower density.
4. **172, 191, 208** Measure the rear and side step back from the average grade of the building face instead of the lowest point
5. **94.5(1)** Allow vertical facade articulation that is not part of the building envelope to cantilever 2m. List of architectural features should be updated with more modern elements rather than relying on "other similar features". Or include this as a variance

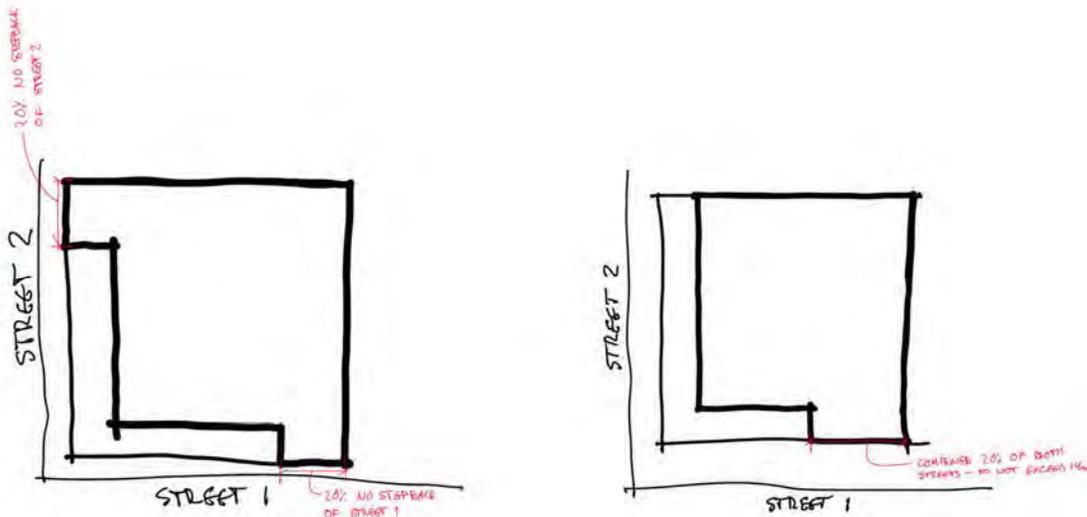


6. **96** Change the wording of this section to be "50% of the aggregate width of balconies can project into setbacks before triggering inclusion in floor area". Also, Apply section 96 on half the number of floors above the street wall to allow the use of balconies for articulation.
7. **103** Exclude stairs and elevator overrun from 30% rooftop coverage requirement. With smaller roofs penthouse spaces become unusable
8. **Table 8** Remove elevator and stairs enclosure roof setback requirement. this allows elevators and stairs to become articulation features facing the street.
9. **Table 8** Include elevator lobbies and stairs vestibule to be part of the elevator or stairs. Currently this is an issue, given that these spaces are considered penthouse, it will need to be stepped back 3m from the roof while the elevator and stair are not stepped back.

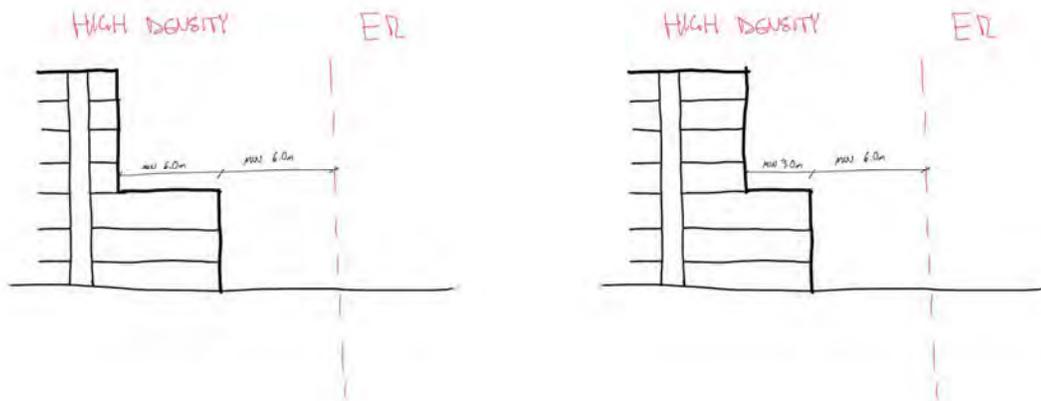


10. **Table 8** Renaming the mechanical penthouse into the penthouse and allowing it to be used as residential. keep the same massing restrictions.
11. **Diagram 4** shows the top of the street wall stepping at half-floor increments, which is not realistic. It should show the stepping of full-floor increments
12. **158** Allow lots with multiple FARs to use the combined gross floor area anywhere on the site. This avoids odd massing.
13. **159,178, 197** Remove setbacks for underground structures facing a street. Or reduce to 0.5m

14. **Section 166, 185, 202** For small buildings facing two streets, 20% of the streetwall without setbacks become too small to be usable. It should be allowed to combine the 20% from two streets along one street line if total does not exceed 14.0m



15. **166, 172, 185, 191, 202, 208** Change all 2.5m setbacks into 2m for structural advantage.
 16. **172, 191, 208** Change tall midrise rear year step back facing lower densities from 6m to 3m. In many sites the building depth would be reduced to a single loaded corridor, impacting density.



17. **361 b.** Corner treatment should separate “Change in mass and colour” as two separate forms of articulating the corner of a building. Below are some examples

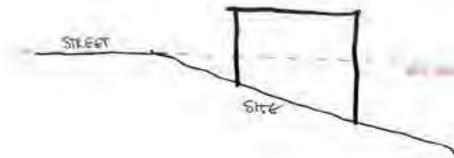
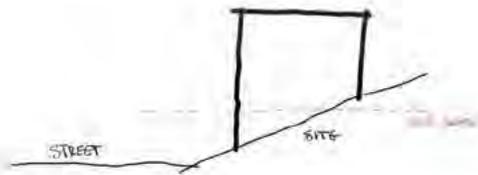


18. **Section 359 + 360** Increase streetwall articulation from 8m to a maximum of 14m, or delete the requirement altogether
19. **364** Allow corner grade-oriented premises facing two streets to have one pedestrian entrance on either street and not both.
20. **373** Recommended to remove view terminus requirement. In most cases they do not line up with the building’s structural grids and become challenging to achieve, adding another level of limitation to the design.
21. **393** include Cen-1 and HR-1 in maximum building dimension variation.
22. **395** Add a variation for a unique building design for buildings that are providing residential suites. This would allow unique sites to go through a variance process.
23. **418** Clarify if roof terraces created above the street wall stepback or any stepback on a building are considered flat roofs or not for the purpose of landscaping.
24. **418(2)(C)** clarify what is storm water infrastructure.
25. **427** Allow exterior ramps leading to underground parking and transformer pads to encroach into the landscaping buffer between high and low densities
26. **430** Allow occupancy permit with a landscaping bond for winter seasons
27. **431** Allow driveway access of high-density zone through lower-density zones
28. **453** Bike Space requirements result in taking space typically required for building utilities.
- Reduce space requirements for bicycle storage (such as 0.6m separation from wall and 1.5m aisle)
 - Allow location of bicycle parking to be anywhere below garage entrance or above by 1 level. A cyclist can easily bike down two or three floors below ground in a parking garage.
 - Increase dimensions for location of Class B bicycle parking
 - Include signage to locate Class B parking if it is not directly visible from the street
29. **Section Definitions: Building height:** Provide two methods of measure building height; “*Height by floors*” and “*Measured height*”. For height by floor method, The ground floor

should be the floor that falls within the defined average grade below. For the "Measured height" method, the defined average grade below should be used to measure from.

30. Section: Definitions Average Grade Better define how building height is measured

- o Mainland Bylaw definition should be used to set datum of average grade. If street line grade is above the average grade of site, then street line grade is used as the datum. If average grade of site is higher than street line grade, then average grade of site is used.



Sincerely,



Rimon Soliman,
Principal Architect
B.Arch, NSAA, CACB





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February 14, 2024

Federal Housing Accelerator Fund
Via Email: haf@halifax.ca

Re: Housing Accelerator Fund (HAF) Letter of Support for the Proposed Amendments to the ER-3 Zone: 2860 Oxford Street, Halifax, NS (PID: 00118380)

On behalf of our client, Luke Napier, zzap consulting inc. (zzap) is pleased to submit this letter of support for the proposed changes to the ER-3 zone in the Regional Centre Secondary Municipal Planning Strategy (RCSMPS) and Regional Centre Land Use By-law (LUB).

The decisive action taken by the Halifax Regional Municipality (HRM) in response to the current housing crisis is commendable. In particular, HRM's progressive approach to eliminating single-family zoning and permitting gentle density in all serviced areas of the municipality is unprecedented in Canada. Our client owns property at 2860 Oxford Street. The site is currently zoned ER-3 under the Regional Centre LUB. The proposed HAF amendment package will maintain the sites current ER-3 zone but includes several changes that we are writing to support, including:

1. Increasing the maximum height from 11 to 12 metres, enabling a 4-storey small multi-unit development which takes full advantage of the lots prominent corner location.
2. Allowing up to 8 units per lot, which can be accommodated on this site through a mix of housing forms including townhouses, stacked townhouses, and small multi-unit development. This will increase density in an established mixed-use neighbourhood and enhance the diversity of housing in the area.
3. Increasing the maximum lot coverage to 50%, which will increase the feasibility of denser, missing middle housing forms

We are aware that this change is a significant departure from the previous exclusionary approach to land use in Halifax and it is our intent with this letter to ensure that fear of change does not stagnate development in HRM and continue to contribute to the housing crisis. This transition to a form-based code approach focuses on protecting the unique character of HRM's established residential areas while introducing new housing that reduced housing costs by increasing density, controls sprawl and promote sustainable urban growth, and expands access to these vibrant neighbourhood to a broader range of households.



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We ask that this letter be considered by Council in their review of the Housing Accelerator Fund amendments. Should you have any questions, clarifications, or comments regarding this submission, please do not hesitate to contact us.

Sincerely,



Greg Zwicker, LPP, MCIP
Partner





2024-02-16

Byungjun Kang, Planner III
Regional and Community Planning
Halifax Regional Municipality
By Email: byungjun.kang@halifax.ca

Re: Support for Housing Accelerator Fund Initiatives - PIDs 00132829 and 40260291

Dear Mr. Kang,

On behalf of CB MacDonalds Property Limited, we would like to express our endorsement for the recent initiatives of the HRM Housing Accelerator Fund, specifically regarding the proposed revisions in the Regional Centre aimed at enabling more missing middle housing, transit-oriented development, and moving parking requirements. We see potential with the subject properties described below in providing an important aspect of housing mix in the North End Halifax community. By redeveloping the site and considering higher density and maximum height thresholds, we will be able to provide additional housing options in a multi-unit residential format in an area well served by public transit and commercial amenities.

Our properties at 6273 North Street in Halifax (PIDs 00132829 and 40260291) are zoned Established Residential Three (ER-3). Redevelopment of the subject parcels with greater design options would provide an exciting opportunity to achieve additional housing density and options for residents in this part of Halifax. We support the proposed increase in maximum building height to 12 metres which would allow for the development of a 3 storey multi-unit building with a backyard suite. Changing parking requirements would further facilitate this scale of development. The proposed changes would allow for an increase of approximately 200 units in an area that is well situated with respect to public and active transportation options. We appreciate your consideration of this request and would be pleased to provide any additional information you may require.

Sincerely,



Darren Shupe, Senior Planner
Brighter Community Planning & Consulting