



# Fairview - Clayton Park

## District 15 Newsletter

Halifax Regional Municipality

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Winter 2005



### How to Contact Me

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### Dear Residents

A little over a year has passed since you received my annual newsletter updating you on what has happened or will be happening within HRM. There are a number of new initiatives taking place in the HRM with the main ones centering around the Regional Plan. This is an exciting new plan that will affect the way HRM develops over the next 25 years. I have included an overview of the plan so you can understand what it means to all of us.

As always, I am available to hear your concerns and answer questions. Please feel free to contact me if I can be of assistance. In closing, it is my wish that you may feel the hope and realize the peace and joy that the upcoming-season promises.

*Russell Walker*



### Butler Property Moves Forward

The Butler Property is located on both sides of Main Avenue above Veronica Drive. This property will be developed in the near future and the proposal will include a mixed use of development. At present what is planned is 99 single family home lots, 22 semi detached lots and 54 townhouse lots, 900 apartment units with 10 multiple unit buildings ranging from four to seven stories with some underground parking, commercial uses with a maximum total of 36,000 square feet of floor area.

Open space which is to include an entrance park to the Mainland Commons of 4.6 acres is located on the north side of Main Avenue which will function as a trailhead and southern access point to the Mainland Commons; a community neighbourhood park 8.5 acres; and a community entrance park located at the intersection of Regency Park Drive and Northwest Arm Drive.

The proposal includes extension of Regency Park Drive, an internal road network, a pedestrian walkway system and creation of linkages for automobiles, transit and pedestrians. Tree habitat conservation and buffers allow for conservation of the mature trees and natural environment.

## How the Regional Plan will affect District 15

### What is the Regional Plan?

The Regional Plan is a first step to establishing a shared vision of the future of HRM; a vision of healthy, vibrant and sustainable communities, a strong economy and a healthy and sustainable environment. The Regional Plan will direct growth and development in HRM over the next 25 years.

### How will future growth be directed?

New growth will be directed to a series of centres throughout HRM. These centres will be compact, well-designed, mix-use communities with access to services and amenities. They will be linked to one another through an integrated transportation system of improved transit service, active transportation corridors and new or expanded roadways. An open space system of parks and trails, wilderness areas, wildlife corridors, and natural resource areas will serve and support the centres and help to define their boundaries. District 15 is within two of these centres - one at West End Mall and the other around Clayton Park West and the Bayers Lake Park.

The plan proposes seven broad future land use designations which form the legal framework for managing growth. The designations are: Urban Settlement; Harbour; Urban Reserve; Rural Commuter; Rural Resource; Open Space and Natural Resources; and Agriculture. The designation of District 15 will be Urban Settlement and Harbour.

With the approval of the Plan, some changes affecting development will occur right away. These specific changes are:

### Changes to as-of-right development

As of right development is a development project where the proposal meets all of the requirements of the area land use (zoning) bylaw and subdivision bylaw. As a result, no Public Hearing or Council approval is required. Within all land use designations and areas of HRM, development would be guided as follows:

- new 20 metre minimum building setback and buffer from all watercourses will take effect except for Halifax Harbour and Sheet Harbour;
- to protect against potential flood damages associated with the rise in sea level, new residential development must be at least 2.5 meters above the high water mark in all coastal areas, except for Halifax Harbour and Sheet Harbour;

- new subdivisions must include the dedication of 10 percent of the land as park;
- no new subdivisions built on private roads;
- strategic transportation corridors will be preserved and protected in the future; and
- more protection for built heritage.

### Within the Urban Settlement Designation

- bicycle parking facilities will be required for new multi-unit, commercial and institutional buildings; and
- to safeguard against premature development, a holding zone will be established for lands;

Within the Harbour Designation no immediate changes to development apply.

The Regional Plan under development agreement now could include, for consideration, enhanced preservation and design standards for alterations to heritage properties.

### Future Transportation Projects for District 15 include:

- Lacewood Drive - extend four lane width from Main Avenue to Joseph Howe Drive;
- Fairview Interchange Upgrades - upgrades that are recommended in the Bridge Capacity Study; and
- improvement to the Armdale Rotary.

### When will community plans be received?

After the Regional Plan is approved, HRM staff will consult with local communities on how their community planning strategies and land use bylaws can be enhanced by the new policies and objectives contained in the Regional Plan. Within the overall framework of the Regional Plan, communities will have the opportunity to make choices on how the new policies can be tailored to work in their particular areas.

Watershed studies and community visioning will be the first step in the Community Planning Process. When those exercises are complete, the process may then consider the following:

- boundaries of centres;
- individual community design guidelines;
- new sewer and water service areas;
- measures to address housing issues;
- regulation of significant cultural landscapes and scenic views;
- appropriate locations for residential care facilities in residential areas;
- the adoption of the Halifax Harbour Plan as a chapter of the Regional Plan.

## HRM Snow and Ice Control Program Service Standards

HRM's Public Works and Transportation Department is responsible for all aspects of the Snow and Ice Control Program. It is a seasonal operation that has significant impact on HRM during winter conditions. The goal is to set an attainable standard which aligns the level of service with the financial constraints of the HRM budget.



The key objectives of the services standard are to reduce the hazards of snow and ice conditions to motorists and pedestrians, to minimize economic losses to the community and industry, and to facilitate the handling of emergencies by fire, hospital and police officials.

In order to set effective priorities for snow and ice activities within the region, the routes are classified as to their impact on the overall transportation system.

Class One and first priority routes are arterials, roads which serve as connectors or collectors between area and routes, routes which serve as emergency routes to hospitals etc. roads which serve as snow routes in major hilly terrain, and transit for major bus routes. Class Two and second priority routes are medium to low traffic volume routes including residential and rural routes. Finally, other surface types including bus stops, parking lots, accessible parking and private roads and lanes provided with winter maintenance is under agreement.

The standard target for Class One routes are bare as possible pavement with coverage during a storm not to exceed three hours with clean-up complete within 12 hours after the event. These priority one roads shall be salted and plowed to their full width. The target for Class Two routes suggests these roads will be given second priority and will be maintained on regular shifts with clean-up to be completed within 24 hours after the event. These roads include primarily two lane residential streets and coverage will be on both sides to allow two way traffic. For all other surface types, the target is to clear these surfaces during regular shifts with full completion no more than three days after the event. HRM will try to open all streets with one lane during a storm. Large trucks are used on through streets and one ton 4 x 4 trucks on cul de sacs.

## Sewer Backup

Due to the age of many homes built in the late 60s and early 70s in the Clayton Park-Fairview area many homeowners have been faced with broken sewer lines. When this occurs, homeowners should call a plumber who will get a company to video the line. If found to be broken all the way to the sewer, HRM will cover the cost of the video. Residents then have to contact a contractor to dig up and carry out the work on their own property. While HRM has a contract with G & R Kelly to replace the broken lines from the street line to the main sewer, homeowners are free to use any contractor they wish. I strongly suggest getting quotes from several contractors before choosing one to do the project.

## Bylaw A-300, Respecting Animals

This winter Council will consider a bylaw to harmonize several bylaws dealing with animals. The new bylaw would include dogs, cats, prohibited animals, waterfowl, pigeons, and animals in general. Among the items to be debated are the following: consistent provisions for dogs and cats; limitation to three dogs and three cats on properties of less than two acres (special provisions for registered kennels); cat and dog licensing; noise disturbance; offence to feed waterfowl or pigeons on HRM property; protection against attacks by dogs, cats or other animals or damage to property; and a failure to remove animal defecation. Such a Bylaw seeks to promote responsible animal ownership. For more information, you can visit the HRM website at [www.halifax.ca](http://www.halifax.ca).

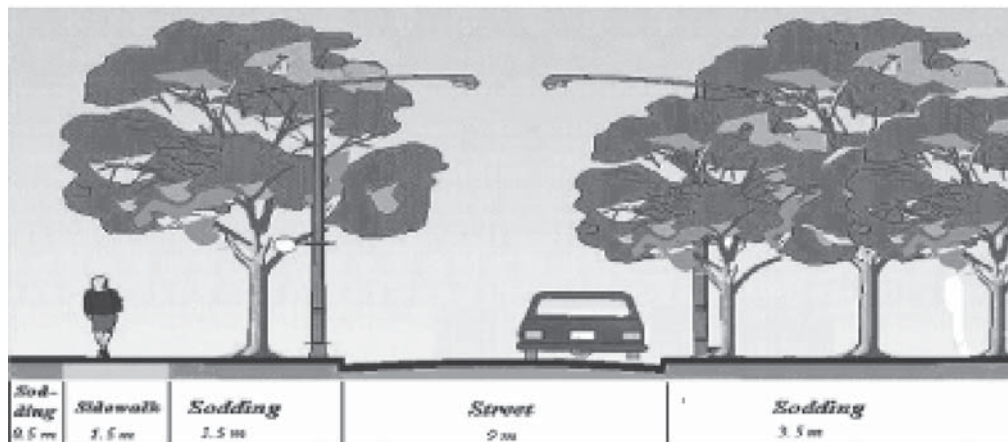


## What you Should Know about the Public Street Right-Of-Way

While some residents question the location and purpose of the public right-of-way, it is an important part of the Halifax Regional Municipality (HRM) street system. The HRM Bylaw Respecting Streets (Bylaw Number S-300) defines the term of street as follows:

“Street” means all public streets, roads, lanes, sidewalks, thoroughfares, bridges and squares, and all curbs, gutters, culverts and retaining walls in connection therewith and without restricting the generality of the foregoing includes the full right-of-way width.”

The term right-of-way refers to the land area dedicated for public use, typically for pedestrian and vehicular movement. In an urban setting, many residents believe their property line extends to the curb. Generally speaking, the Municipality owns property for a specific distance behind the curb. The following diagram illustrates the right-of-way width of a typical urban local street. The distance and configuration of the right-of-way may vary from one street to another.



The public right of way is owned by HRM; however, maintenance such as grass cutting between the right-of-way boundary and the curb is the responsibility of the property owner (as stipulated in Bylaw S-300).

The right-of-way of a street is enacted for the following purposes:

- To promote safe and adequate travel and transportation facilities and controls;
- To promote, protect, and facilitate the public health, safety, morals, and the general welfare; coordinated and practical community development; emergency management preparedness and operations; and
- To accommodate reasonable overall community growth, including population and employment growth, and opportunities for development of a variety of residential dwelling types and nonresidential uses.

What do you need to know? In order to facilitate capital and maintenance improvements (and other municipal work), the general public must not encroach within the right-of-way area. In some situations, residents will install a fence or wall, or perhaps plant shrubs. By doing so, it violates Bylaw S-300, and restricts future upgrade work. If the Municipality has future plans to install a sidewalk within this right-of-way area, these private encroachments will become problematic. Therefore, the Municipality requests that all residents adhere to the requirements under the Bylaw, and refrain from using this area. If a resident has encroached within the right-of-way area, HRM has the authority to remove the encroachment, and is by no means obligated to replace it. As well, it is the resident’s responsibility to ascertain the location of their respective property boundary. If you have further questions regarding the right-of-way, please contact 490-4000.



Please note - Due to the delivery routes followed by Canada Post, it is possible that some of these newsletters may appear in other districts. Please accept my apology for any confusion.