



The following is a compilation of material submitted to HRM Planning and Development for an application for MPS amendment for the property at 383 Herring Cove Rd. Two submissions were delivered, in April and June of 2015.

The compilation includes:

- The application form (2 pages)
- Summary of planning arguments (originally submitted June 12)
- Original submission (April 21)
- Supplementary submission (originally submitted June 12)

Communications regarding this application should be directed to TEAL Architects.



PO Box 1749
Halifax, Nova Scotia
B3J 3A5 Canada

Planning Application Form

APPLICATION TYPE

- ☐ Land Use By-law Amendment
 ☐ Development Agreement Amendment
☒ Development Agreement
 ☒ Other MPS Amendment
☐ Subdivision By-law Amendment

Internal Use Only	<input type="checkbox"/> Major	<input type="checkbox"/> Intermediate	<input type="checkbox"/> Minor
Processing Fee		Advertising Deposit	Total
Description of proposed use in detail: (attach additional pages, if necessary)			
Mixed-use, includes approx. 6000 SF commercial (retail, cafe, or similiar) and 82 residential units.			
Existing Land Use	Vacant		
Existing Structures	Retaining wall	Previous Land Use	Service Station
Sanitary Service	yes	Water Service	yes

PROPERTY INFORMATION

Primary Property

PID	Civic Address	Owner(s) Name
00333070	383 Herring Cove Rd	FH Construction

Other Property(s) affected

PID	PID	PID
N/A	N/A	N/A

ENCUMBRANCES

Describe any easements, restrictive covenants or other encumbrances affecting the subject land(s):

Restrictive covenant:

Prohibits any residential use of property for 50 years (from 2013); *or*, requires remediation/removal of contaminated soil prior to residential use of the property.

CULTURE/ HERITAGE

Is this a registered Heritage Property?

☐ Municipal
 ☐ Provincial
 ☐ Federal
 ☒ No

Does this property abut a registered Heritage Property?

☐ Yes
 ☒ No



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Halifax, Nova Scotia
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Planning Application Form

Are you aware if the site contains any of the following cultural/heritage resources?

- ☐ archaeological sites
☐ buildings, structures, and landscape features of historical significance or value
☐ cemeteries or known burials

If yes to any of the above, please provide details of any cultural or heritage resources on or abutting the site:

To the best of our knowledge, there are no cultural/heritage resources at the site.

CONTACT INFORMATION

Registered Owner(s): FH Construction			
Mailing Address 216 Cobequid Road, Lower Sackville, NS B4C 2N4			
E-mail Address info@FHConstruction.ca			
Phone	902-252-3192	Cell	Fax 902-252-3194
Applicant?*	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		

Consultant: TEAL Architects			
Mailing Address 5880 Spring Garden Rd. Suite 109, Halifax, NS B3H 1Y1			
E-mail Address Tom.Emodi@TEALArchitects.com			
Phone	902-404-8383	Cell	902-489-5080 Fax 902-404-8368
Applicant?*	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		

I certify that I am submitting the above referenced application, including all of the required supporting information, for approval with the consent of the owner(s) of the subject property(s). The owner(s) has/have seen the proposal and have authorized me to act as the applicant for this planning application. * My identification as the applicant means that I am the primary contact with HRM in all matters pertaining to this application.

I understand that all studies or reports submitted in support of this application are public. Once it has been determined that these documents are complete in both the comprehensiveness of the data used and that the analysis methodology is in keeping with HRM standards, they will be available for release to the public for inspection. Upon request by HRM, I agree to provide additional copies of such reports or studies as may be necessary.

(ORIGINAL SIGNED)

Applicant Signature

Application Date

All applications must include the written consent of all registered owners of the subject lands, contain complete and accurate information, and include the appropriate fees. **Incomplete applications will be returned.**

All fees are to be made payable to Halifax Regional Municipality.

All plans are to be folded to approximately 8½" x 11" with the face of the folded print being the title block which is located in the lower right-hand corner of the plan.

SUPPLEMENTARY MATERIALS FOR PLANNING APPLICATION

383 HERRING COVE ROAD

SUMMARY OF PLANNING ARGUMENTS

Project Description:

7-Storey, mixed-use residential and commercial building including:

- 82 residential units
- Approximately 6,000 square feet of commercial space
- Approximately 13,400 square feet of indoor and outdoor amenity space

(Full details on page 18 of the Planning Application – submitted April 21, 2015)

Summary of Planning Arguments - supporting the proposed design and density:

- The site was formerly a service station and is still contaminated. Prior to any residential use of the site, the contaminated soil must either be fully remediated or contained with a slab-on-grade barrier.
 - Full remediation is very expensive and would not be feasible without an increase in the number of units. With regard to the environment this is by far the best outcome.
 - The alternative, containment with a slab on grade barrier, is a cost effective solution intended for the as of right scenario. This option would result in surface parking and a cost driven building design.
- The project site is highly visible and centrally located on Spryfields' main street. It marks the route to the Spry Centre, a widely appreciated community asset for Spryfield. From a design perspective, the best use of the site is a unique design that reflects the shape of the lot and contributes to an appealing pedestrian realm.
- The site is within short walking distance to destinations essential for good quality of life, including schools, community services, parkland, grocery stores and other commercial and institutional amenities. To have these within 250m of the project site is a unique situation in Spryfield and makes a higher density development more appropriate than that currently permitted by the LUB.
- The site is particularly well positioned for family-oriented housing because of the close proximity of family-supportive services including day-care (at the Captain Spry Centre and YWCA) and schools. The proposed development includes 12 family-oriented units (see description of family-oriented units on page 19 of the Planning Application, submitted April 21, 2015).
- The current zoning allows for a building consisting of five storeys (50ft). The proposed building has seven storeys (approx 70ft) including a 2 storey pedestrian interactive street wall which is a significant contribution to the urban fabric. Its location would not cause overshadowing on residential properties and it has an appropriate mass relative to its central location.
- This project is located in an "Urban District Growth Centre" as identified in the Regional Plan (2014). It is an ideal example of a policy in the Regional Plan that calls for "new growth in centres where supporting services and infrastructure are already available". In the case of this project, infrastructure is available, as are schools, recreation and community health centres, and bus routes.
- Other apartment-style housing is available within the areas around the project site, however, most of the apartments are located in less walkable areas with few, if any, essential goods and services within a 10-minute walk (750 metres) (see Supplementary Submission, pages 2 and 4). Images of other apartments in the area are included in the Supplementary Submission (pages 7-8 and 10-13).

PLANNING APPLICATION FOR MPS AMENDMENT AT 383 HERRING COVE ROAD, SPRYFIELD, NS



383 Herring Cove Road is a landmark along Spryfield's main street that marks the route to the Captain Spry Community Centre. It is home to families and individuals who can easily walk to schools, shopping, and the Community Centre. Businesses nearby benefit from increased pedestrian traffic. Spryfield's Town Centre is a more vibrant hub of activity as a result of the increased residential density at 383 Herring Cove Road.

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ATTACHEMENTS:	
SURVEY PLAN (1 COPY)	
LEGAL DESCRIPTION (1 COPY)	
SITE PLAN (10 COPIES)	
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BUILDING ELEVATIONS (4 COPIES)	
BUILDING FLOOR PLANS (4 COPIES)	
BUILDING RENDERINGS (4 COPIES)	
TRAFFIC IMPACT STATEMENT (4 COPIES)	

INTRODUCTION

This package has been prepared on behalf of FH Construction by TEAL Architects. It includes a summary of the planning and community contexts of the property located at 383 Herring Cove Road as well as a preliminary design and vision for what we see as the best use of the site.

HRM policy documents were reviewed in preparation of this package, as were several professional studies and community-led projects. The proposed building was influenced by more recent policy documents, such as the Regional Plan, and by community projects and planning studies completed between 2005 and 2009.

The proposed building will transform the existing brownfield site into a mixed-use building with pedestrian-oriented ground floor commercial space and residential uses, including family-oriented units, above. The location of the site lends itself as an ideal place for apartment units that are inclusive, meaning they cater to individuals as well as families. Based on nearby community assets, creating more density on the site will serve to bring people closer to a number of resources including recreation and community support services at the Spry Centre, shopping at the South Centre Mall, and schools (including an elementary school located across the street). Local services and infrastructure will be more effectively used. As an infill project, one of the community's most valuable assets, its trails and natural areas, will remain untouched, and central Spryfield will be more complete with a landmark building and people walking to the many neighbourhood destinations nearby.



Image 1: 383 Herring Cove Road, looking South

CONTEXT: SPRYFIELD, NS

Spryfield is a community with strong interest and engagement in local issues, particularly when it comes to protecting ecologically significant areas. With some of the best single-track trail systems in Halifax, Spryfield offers access to nature within a short distance from downtown. This “best of both worlds” has resulted in development pressure to build new residential homes. At the same time, community groups such as the McIntosh Run Watershed Association have organized to preserve natural areas, protecting it from encroaching development. The McIntosh Run flows through the heart of Spryfield.



Image 2: McIntosh Run Watershed Association Trail Clean-Up

Much of the housing in Spryfield is made up of single-detached houses and larger households (families) are common. There are several existing amenities including schools and a community centre to serve their needs.

Amenities in the area include the Central Spryfield Elementary School, the Captain Spry Centre and the shopping centre (Town Centre). The Captain Spry Centre is a key community asset. Recent improvements to the facility included a skate park and trail connections that link the Centre to the broader trail networks in the area.



Image 3: Pedestrian bridge over the McIntosh Run at the Captain Spry Community Centre

CONTEXT: SPRYFIELD, NS

The area is relatively well-served by transit and will soon see high-frequency service with the launch of the proposed new transit plan for Halifax (released by Metro Transit in February 2015). The proposed high-frequency transit network would provide two corridor routes and one Link route along Herring Cove Road, as well as several local routes.

Recently, development in Spryfield has required the clearing of natural, previously undeveloped, areas to the southwest of Colpitt Lake for the construction of low- and mid- density housing. While development of this type is in response to demand for more family-oriented housing, it costs the community in terms of reducing the environmental assets that longtime residents have enjoyed for years.

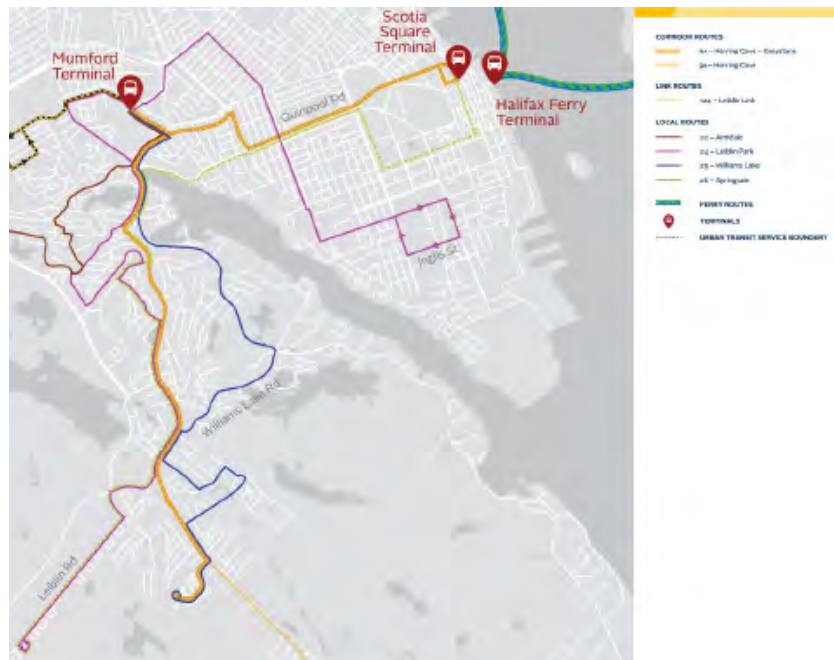


Image 4: Proposed transit routes for Spryfield (Metro Transit, 2015)

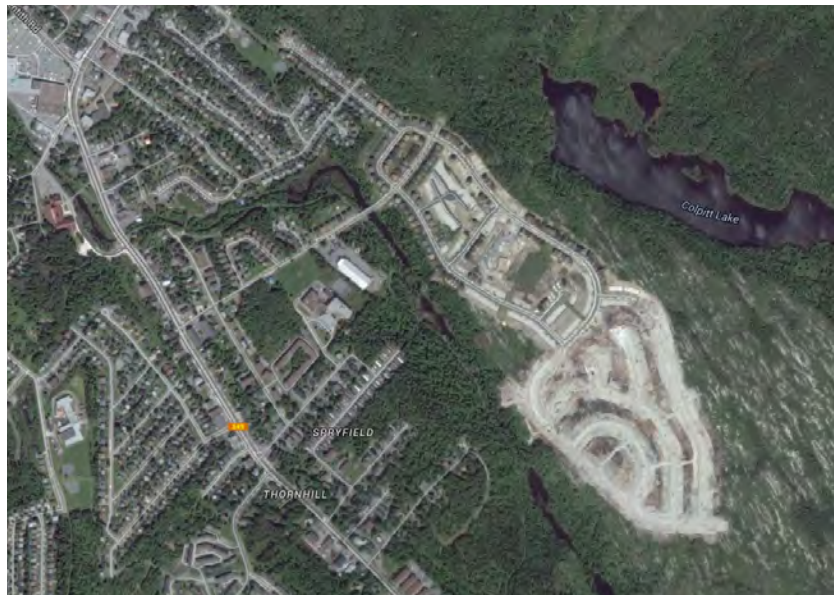


Image 5: Newly cleared land for recent development in Spryfield

THE SITE: 383 HERRING COVE ROAD



CONTEXT



The project site is roughly .6 acres of land at the corner of Sussex Rd. and Herring Cove Rd. It is a very central location in the middle of Spryfield and lies directly across from a commercial block that the Herring Cove Road Community Development and Streetscape Planning Project termed the “Town Centre” of Spryfield. The site lies between the Town Centre, the Central Spryfield Elementary school, and the Captain Spry Community Centre.

THE SITE: 383 HERRING COVE ROAD

PID	00333070
CIVIC ADDRESS	383 HERRING COVE ROAD
OWNER	F. H. CONSTRUCTION LIMITED
LAND AREA	26020 SF (.5973 ACRES)
GROSS LOT AREA (INCLUDES 30' OF STREET)	39832 SF (.9144 ACRES)
FRONTAGE	185' (SUSSEX ST) + 244' (HERRING COVE RD) = 429'
SERVICING CAPACITY	MUNICIPAL
WETLANDS/WATERCOURSES	NO
HERITAGE	NO
SURROUNDING USES	RESIDENTIAL, COMMERCIAL, INSTITUTIONAL
OTHER CONSIDERATIONS	COVENANT: NO RESIDENTIAL FOR 50 YEARS FROM 2013 (OR, REMEDIATION REQUIRED)
PLAN NAME	HALIFAX MUNICIPAL PLANNING STRATEGY
LAND USE BYLAW NAME	HALIFAX MAINLAND LAND USE BYLAW
ZONING DESIGNATION	C-2A (ALLOWS R-1, R-2, R-2P, R-2T, R-2AM, R-3 AND C-1 USES)
SECONDARY PLAN	MAINLAND SOUTH
ALLOWABLE USES	<ul style="list-style-type: none">• RESIDENTIAL USES• RETAIL, REPAIR, PERSONAL SERVICE SHOPS• MOVIE THEATRES• GAS STATIONS• OFFICES• BANKS• RESTAURANTS• COMMUNITY FACILITIES• COMMERCIAL RECREATION USES• PUBLIC HALL• MUNICIPAL BUILDING• RECYCLING DEPOT, SMALLER VEHICLE REPAIRS, POOL HALLS• MOTOR VEHICLE SALES• DAY CARE FACILITIES• USES ACCESSORY TO THE FOREGOING USES

THE SITE: 383 HERRING COVE ROAD

SITE IMAGES

Once a service station, the site contains contaminated earth. The proposed development will require a full clean-up of the soil. According to a restrictive covenant that applies to the property, only commercial uses are permitted on the site if the soil is not remediated. The restrictive covenant allows for residential uses to be built on the site only after 50 years (from 2013), or after all contaminated earth is remediated or removed from the site. Although, the cost of remediation is substantial (estimated at \$250,000), development of the site will help to build a more complete and more vibrant Town Centre.

From an urban design perspective, the site represents a significant gap in the streetscape. Developing the site will help to provide a more complete streetscape along Herring Cove Road. A landmark building on the site will also mark the route from Herring Cove Road to the Captain William Spry Centre.



Image 6: View of site from Herring Cove Road, looking south



Image 7: View of site from Sussex Street, looking east



Image 8: View from south end of site, looking north

THE VISION: SPRYFIELD'S MAIN STREET

383 Herring Cove Road is a landmark along Spryfield's main street that marks the route to the Captain Spry Community Centre. It is home to families and individuals who can easily walk to schools, shopping, and the Community Centre. Bus routes offer high-frequency service for tenants traveling to destinations downtown and bike lanes and trails offer even more transportation options. Businesses nearby benefit from increased pedestrian traffic and Spryfield's Town Centre is a more vibrant hub of activity as a result of the increased residential density at 383 Herring Cove Road.

While a key objective of any development must be to create financially sustainable and profitable buildings, this project is also being guided by the following objectives:

COMMUNITY – to provide housing alternatives for families living in Spryfield that offer greater accessibility to the services and amenities they need.

ENVIRONMENT – to clean a contaminated site and create infill development, thereby reducing the need to clear natural areas.

INCLUSION – to create more housing types for families in a location that allows for greater independence for children and others who cannot drive.

MOVEMENT – to facilitate alternative modes of transportation for all tenants, allowing for more freedom for children, and more travel choices for adults.

HEALTH – to support health for individuals and the community by providing the spaces needed to be socially and physically healthy, and by bringing people closer to these spaces where they already exist.



Image 9: Spry Centre Wave Pool



Image 10: The "Backlands" wilderness area in the Williams Lake Watershed

THE VISION: SPRYFIELD'S MAIN STREET

The objectives for 383 Herring Cove Road are drawn from planning studies that have been completed in Spryfield.

SPRYFIELD VISION AND ACTION STRATEGY

In 2009, HRM conducted a study to create a Vision and Action Strategy for Spryfield and determined that... "The overriding (land use) planning priority is the protection of, and respect for natural lands, waterways, and wildlife. This shall define and shape the development of the area for future generations."



Image 11: Kids walking and biking to school

Also in the process, they identified the following community values:

Natural environment;
connected, welcoming, and diverse neighbourhoods;
all of our people;
safety, caring, and inclusion for all;
a strong, sustainable local economy that supports,
and is supported by the community;
public participation at all levels of decisions making.



In regard to the built environment, they specifically stated a goal to review the Municipal Planning Strategy to:

- a) Implement the vision embodied in the Herring Cove Road Streetscape Study as opportunities arise, and
 - b) Require neighbourhoods that:
 - ii. are economically and socially diverse
 - v. mix and integrate housing types and ownerships
 - vi. include well-designed, walkable, mixed-use developments that increase housing density in appropriate areas
 - vii. minimize environmental impact on building sites
 - viii. welcome pedestrians and transit users
 - x. are linked through a multi-use trail network.
- (requirements from this list that are not applicable to the project at 383 Herring Cove Rd. have been left out)

The Vision and Action Strategy also calls for... "the promotion and use of existing structures (vacant buildings) and disused lots."

THE VISION: SPRYFIELD'S MAIN STREET

HEALTHY HOUSING, HEALTHY COMMUNITIES

In a 2005 community-lead study called Healthy Housing, Healthy Communities, Spryfield community members identified indicators and characteristics of healthy places in the following categories: Access & Linkages; Healthy Homes & Neighbourhoods; Multiple Activities & Uses; Safety, Comfort & Identity; Nature & Resources; Sociability. (Healthy Housing, Healthy Community Project for Spryfield, NS) Some of the features they identified are listed below:

Access & Linkages:

- Walkable/wheelable
- Close to facilities and services
- Connectivity between modes of transportation
- Access to healthy food
- Children's independence
- Use of transit
- Homes close to facilities, service, work
- Homes close to play spaces; safe travel options
- Motorized and non-motorized connectivity
- Density

Healthy Homes & Neighbourhoods:

- High-quality housing for all
- Variation in housing design, size, price
- Mixture of housing types

Multiple Activities & Uses:

- Supports healthy behaviors
- Activities for four seasons
- Mix of uses

Safety, Comfort & Identity:

- Supports children's activities and health
- Schools, short walking or biking distances, slow traffic, playgrounds, recreation places

Nature & Resources:

- Clean air, soil, water; water infiltration
- Landscape ecological assessment
- % population with access to natural areas
- Minimize energy use

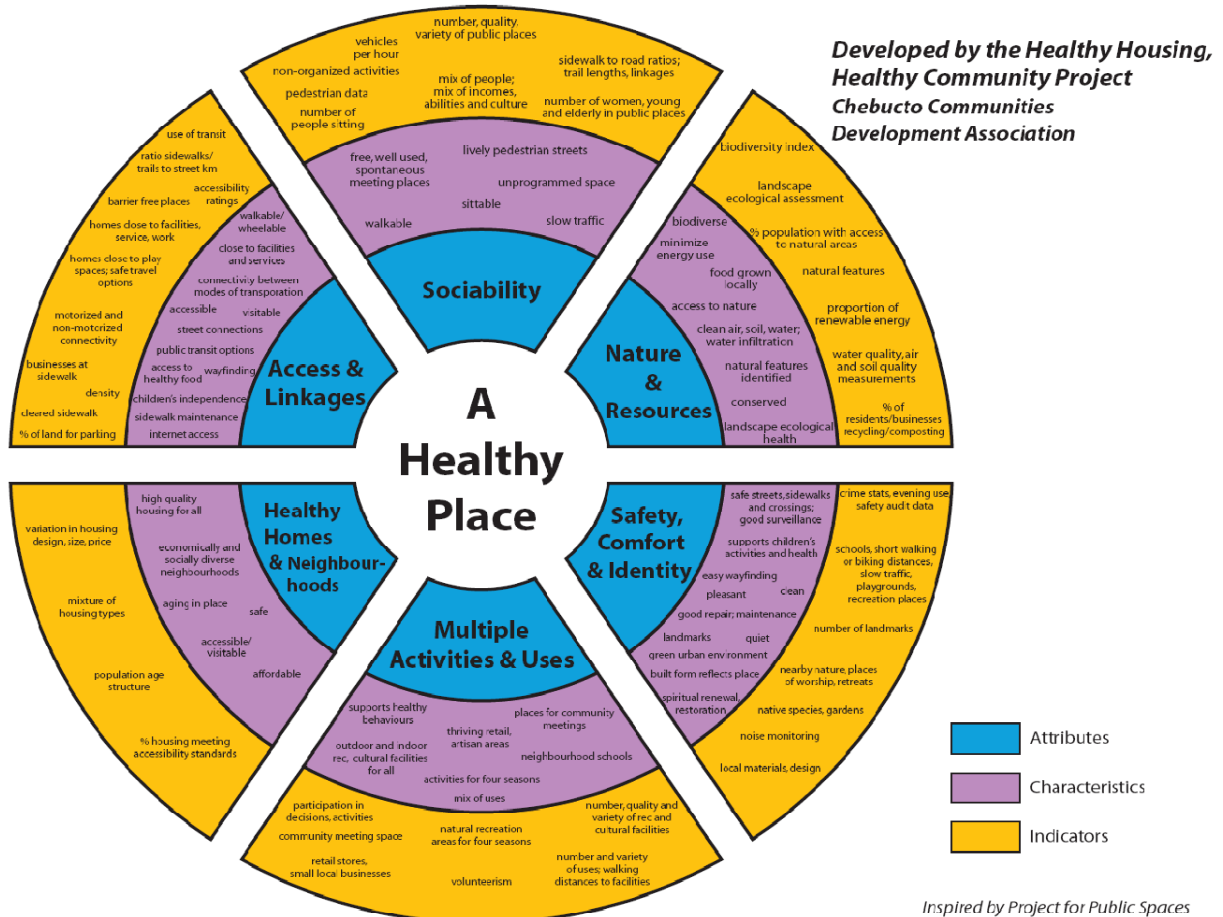
Sociability:

- Unprogrammed space
- Sittable
- Free, well-used, spontaneous meeting places
- Walkable



Image 12: Circle of a Healthy Community, as seen on next page

THE VISION: SPRYFIELD'S MAIN STREET



PLANNING POLICY AND STUDIES FOR SPRYFIELD AND MAINLAND HALIFAX

There are a number of planning documents to help guide development in the Mainland South Plan Area. In addition to the current policy documents, there are a number of studies and reports that suggest best uses for the project site. In anticipation of a renewal of the Regional Plan, a number of public engagement events took place and several planning studies were conducted. These studies and public feedback have been translated into new planning policy in the Regional Plan, but have not yet been added in the MPS or Land Use Bylaw.

PLANNING POLICIES:

Regional Plan - adopted in 2005, last updated October 2014

Halifax Municipal Planning Strategy - adopted in 1978

Secondary Plan for Mainland South Area (included in the Halifax MPS) - adopted in 1987

Halifax Mainland Land Use Bylaw - adopted in 1978

PLANNING STUDIES FOR SPRYFIELD:

"Our Community is On the Go"

- A planning study that involved public engagement exercises - completed in 2005

"Herring Cove Road Community Development & Streetscape Planning Project"

- A comprehensive planning study commissioned by HRM and completed by Ekistics. The study involved community engagement, analysis of land use patterns, traffic and community assets. - completed in 2005

"We Are Spryfield: Our Community Profile"

- A federally-funded community study. The "profile" includes input from residents, economic and demographic data as well as historical records - completed in 2006

"Healthy Housing, Healthy Community"

- A community initiative to identify ways of improving the built environment. The purpose was to "develop a method to assess existing communities and development proposals for their potential to affect community quality of life, and public health and well-being." - completed in 2007

"Spryfield Business Case"

- - completed in 2008

PLANNING POLICY AND STUDIES FOR SPRYFIELD AND MAINLAND HALIFAX

“Spryfield’s Vision and Action Strategy”

- A community engagement process lead by HRM. A “Community Liaison Group” (CLG) engaged residents from January to June 2009 to develop the “Community Vision and Action Strategy”. - completed in 2009

REGIONAL PLAN

The Regional MPS designates Spryfield as an Urban District Growth Centre. The requirements for Land Uses and Design are as follows:

Mix of low, medium and high density residential, commercial, institutional and recreation uses

In established residential neighbourhoods, low to medium density residential uses

Existing retail plazas and shopping centres

Encourage infill or redevelopment of large parking lots into traditional blocks with streetwalls and stepbacks

Pedestrian oriented facades

The proposed development helps to achieve several of the principles outlined in the Regional MPS. In particular: Adding high density residential and commercial uses; creating infill of a large parking lots into traditional blocks with streetwalls and stepbacks; and creating pedestrian-oriented facades.

HALIFAX MUNICIPAL PLANNING STRATEGY (MPS)

The Halifax Municipal Planning Strategy (MPS) came into effect on August 11, 1978 but at that time did not include the Secondary Plan for the Mainland South area. The Mainland South Secondary Plan was added to the MPS in May 1987. The secondary plan is 28 years old and there is a need for updated policy.

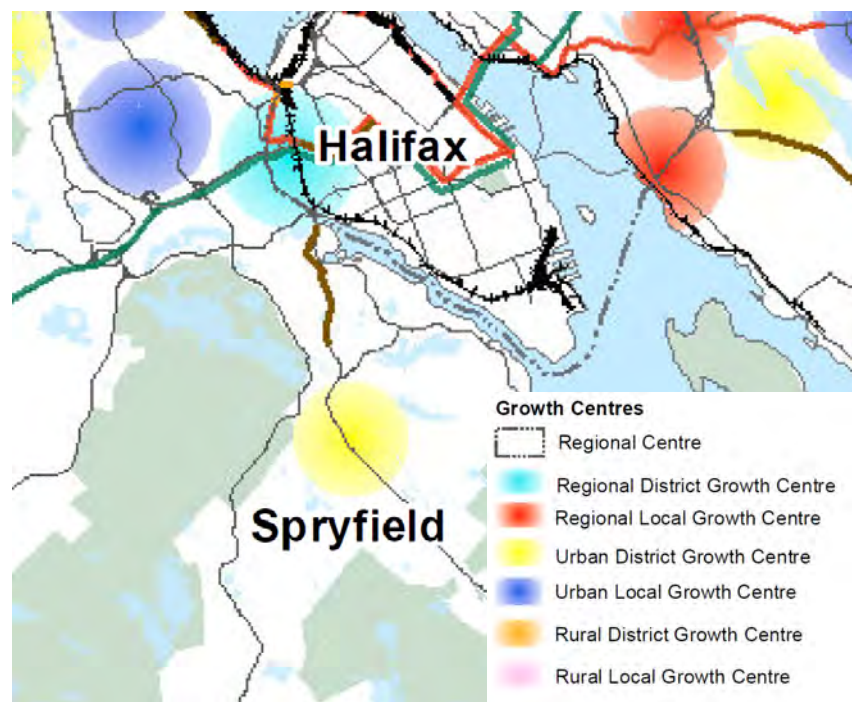


Image 13: Spryfield as an Urban District Growth Centre in the Regional Plan 2014

HALIFAX MPS GENERALIZED FUTURE LAND USE MAP (GFLUM)

The following is an excerpt from the Municipal Planning Strategy for Halifax:

Minor commercial centres should service several neighbourhoods. They should locate along principal streets with adequate provision for pedestrian, transit, service and private automobile access. Parking provision should be allowed on surface lots servicing single businesses, as long as conditions preclude nuisance impact on adjacent residential areas. Access to any parking area from the principal street should be controlled. The City should define the geographic limits of minor commercial centres, and shall encourage contiguity of commercial or associated uses within those limits. Minor commercial centres should offer a wider range of services than neighbourhood shopping facilities including local office, restaurants, cinemas, health centres and multi-service centres. Notwithstanding any other policy in the Municipal Planning Strategy or Secondary Planning Strategies, billboards advertising off-site goods and services shall be prohibited in Minor Commercial areas. This policy shall serve as a guideline in rezoning decisions in accordance with Implementation Policies 3.1 and 3.2 as appropriate.

In contrast to the description above, the proposed building and use of the site is primarily residential with a relatively small proportion of total floor area dedicated to commercial uses, at ground level only. The decision to reduce commercial space and increase residential density (compared to as-of-right options) is based primarily on recommendations found in the Herring Cove Road Streetscape Planning Project, which said that commercial space should be limited in areas outside of the Town Centre in order to encourage more activity and growth in a more defined area in the Town Centre (South Centre Mall). The study also called for high-density near the Town Centre.

The Streetscape Study identifies the site as being within the “Spryfield Village” area described on page 80 of the report:

The approximate boundary of the Village area would be Old Sambro Road, Herring Cove Road, Long Lake and the Spry Centre as shown on the adjacent plan. Like many new town centre or transit oriented developments, the goal would be to increase density (by infilling or rezoning), create a dedicated transit node, create street related retail, create quality civic spaces and parks, connect it to trails, greenways and open space, and make it walkable.

Although the proposed building does not meet the current requirements of the MPS or Land Use Bylaw, it does reflect the objectives of community studies and other planning projects such as the Herring Cove Road Streetscape Planning Project, the Spryfield Community Vision and Action Strategy, and the Healthy Housing Healthy Community project.

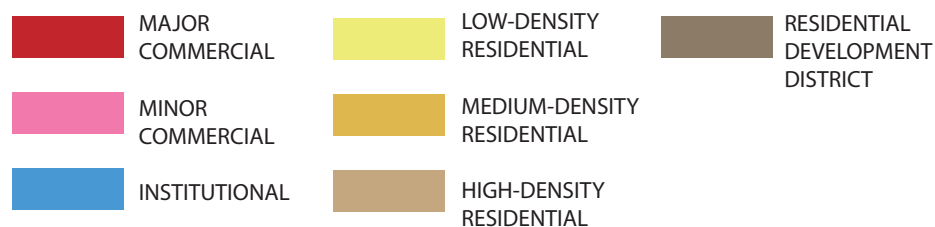
PLANNING POLICY AND STUDIES FOR SPRYFIELD AND MAINLAND HALIFAX

MPS GFLUM: MINOR-COMMERCIAL ZONE

According to the Generalized Future Land-Use Map (GFLUM) in the MPS, the project site is located in a “minor-commercial zone.” Though R-3 uses are permitted in the minor-commercial area, there is no mention of residential policy in the MPS and there is no mention of policy regarding mixed-use developments such as the one being proposed.



MUNICIPAL PLANNING STRATEGY
GENERALIZED FUTURE LAND USE



PLANNING POLICY AND STUDIES FOR SPRYFIELD AND MAINLAND HALIFAX

HALIFAX MAINLAND LAND USE BYLAW C-2A ZONE










The C-2A zone allows for commercial as well as residential uses including R-1, R-2, and R-3 uses. The built form requirements for development on the site that includes residential and commercial uses are as follows:

- Commercial uses with a maximum height of 35 feet and setbacks from residential uses.
- Residential apartment buildings of not more than four storeys, not to exceed 50 feet in height.
- Angle controls apply.

The maximum residential density permitted in the zone is 75 people per acre. This translates into 75 habitable rooms per acre. Based on the definition of habitable rooms, a typical single-bedroom apartment contains two habitable rooms while a two-bedroom apartment counts as three, and so on. An additional requirement for the Mainland South Area dictates that 25 percent of units must have two or more bedrooms.



ZONING

 P: Park and Institutional	 R-1: Single Family Dwelling	 RDD: Residential Development District
 C-2: General Business	 R-2: Two-Family Dwelling	 R-3: General Residential and Low-Rise Apartment
 C-2A: Minor Commercial	 R-2P: General Residential	 R-4: Multiple Dwelling

THE PROPOSAL:

383 HERRING COVE ROAD



Image 14: View of proposed building, looking East



Image 15: View of proposed building, looking South

USES

RESIDENTIAL, COMMERCIAL (MIXED-USE)

RESIDENTIAL UNIT COUNT

82

FAMILY UNITS (SEE DESCRIPTION NEXT PAGE)

12

DOUBLE (2-BDRM)

37

SINGLE (1-BDRM)

33

COMMERCIAL SPACE

5790 SF

AMENITY SPACE (TOTAL)

21405 SF

INDOOR

4927 SF

OUTDOOR (LANDSCAPED)

8478 SF

OUTDOOR (NOT LANDSCAPED)

8000 SF

HEIGHT

70'

STREETWALL (COMMERCIAL)

24'

PARKING

RESIDENTIAL (UNDERGROUND, SECURE)

82

COMMERCIAL PARKING

23

SETBACKS

COMMERCIAL

0'

RESIDENTIAL

15'

THE PROPOSAL:

383 HERRING COVE ROAD

FAMILY-ORIENTED UNITS:

There are several features that apartment-style housing can provide that make units more appealing to families with children. The proposed family-oriented units will have three bedrooms as well as a number of the following other features.

On-site features:

- Storage space
- Communal play space that is safe (both visually and physically accessible)
- Communal green space
- Wide doorways for parents with strollers

Other amenities nearby:

- Daycare (Spry Centre)
- Schools (Elementary school on Herring Cove Rd., other schools nearby)
- Various community services and activities (Spry Centre)

The on-site features will be provided for the family-oriented units and high-quality outdoor and indoor amenity space will be available to all residents. Off-site, the Spry centre offers numerous recreation activities and community services and schools of all levels are within walking distance.

In the Halifax Downtown Land Use Bylaw, developers are allowed to provide “family-oriented” units with three or four bedrooms “with direct access to outdoor amenity space,” in exchange for increased “bonus” density. For this proposal, the same feature is used to create more appealing apartments for families.



Image 16: View of proposed building, looking East

THE PROPOSAL:

383 HERRING COVE ROAD

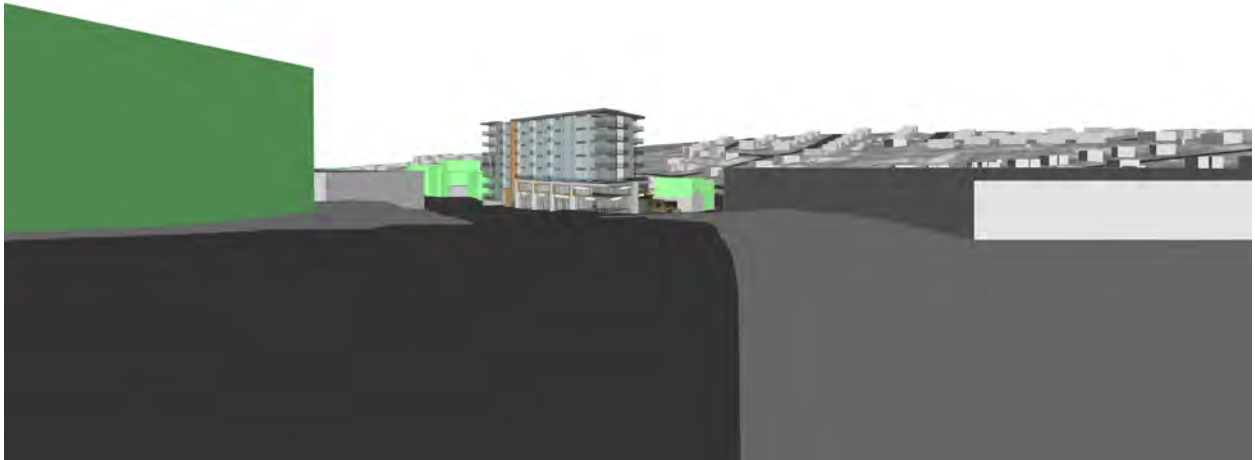


Image 17: Proposed building looking South on Herring Cove Road with neighbouring sites developed to As-of-Right heights

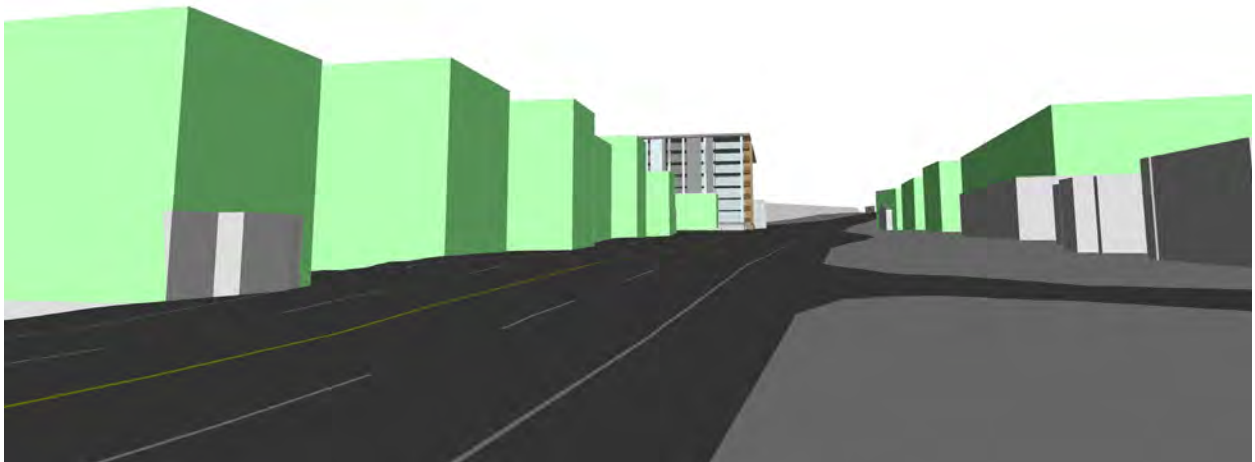


Image 18: Proposed building looking North on Herring Cove Road with neighbouring sites developed to As-of-Right heights

EXAMPLE OF POLICY CHANGE FOR SIMILAR PROPERTIES IN HRM

COMPARISON: 174 MAIN STREET, DARTMOUTH

383 Herring Cove Road (383 HCR) can be compared to the property at 174 Main Street, Dartmouth in terms of surrounding uses, site dimensions and orientation, and road network. 174 Main Street received special policy designation in 2013 that will encourage a built form that will respond to the needs of residents in the area, which are similar to those needs found at 383 HCR.

NEIGHBOURHOOD AND SITE CHARACTERISTICS

Both sites are prominent corner sites within busy nodes, each flanked by an arterial road and a collector road, and seeing improvements to public transit with the recent proposed re-design of the HALIFAX Transit system. The shape and the size of the two sites are very similar, parallelogram-like at approximately 25,000 square feet each.

Both sites are situated between major commercial and cultural destinations, such as schools, churches, recreation facilities and shopping centres, however being on arterial roads with little concern for pedestrian activity means careful attention to future building forms and uses is critical to the improvement of these areas.

POLICY CHANGE TO FACILITATE APPROPRIATE FORM + USE

Building and uses that will improve the Main Street Dartmouth site are currently being planned since policy changes were made to the Dartmouth Municipal Planning Strategy (MPS) and Land Use Bylaw (LUB) that encourage a pedestrian-friendly, mixed-use form. **This type of policy change was also made on Herring Cove Road near Circle Drive.** The table below showcases policy governing the built form and use for each site, and shows how a building design strategy at 383 HCR is similar to that found for the comparable site on Main Street, Dartmouth:

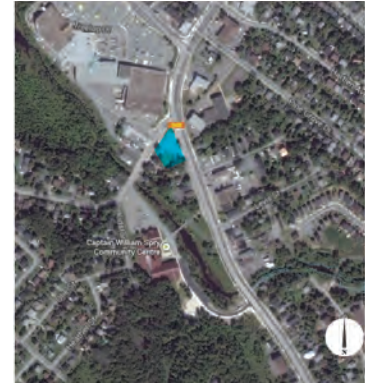


Image 19: Aerial View of 383 HCR



Image 20: Aerial View of 174 Main Street

Site	383 Herring Cove Road		174 Main Street, Dartmouth
Policy	C2-A (with R-3)	TEAL Proposed Building at 383 HCR	As-of-right
Uses	residential, commercial at ground level	residential, commercial at ground level	residential, commercial at first 3 levels
Setbacks	0' (commercial) 10'-20' (residential)	0' (commercial) 15' + (residential)	0'-20'
Height	50'	70'	70' + 15' penthouse
Density	68 habitable rooms	200+ habitable rooms	N/A

TEAL proposes a policy change for 383 HCR to accommodate a development similar to that currently being achieved at 174 Main Street, Dartmouth as it will better address the changing needs of the area, as similarly found at 174 Main Street.

THE PROPOSAL:

383 HERRING COVE ROAD

The proposed mixed-use development does not meet the requirements of the Land Use Bylaw and it does not meet the intended use of the minor-commercial zone as described in the MPS.

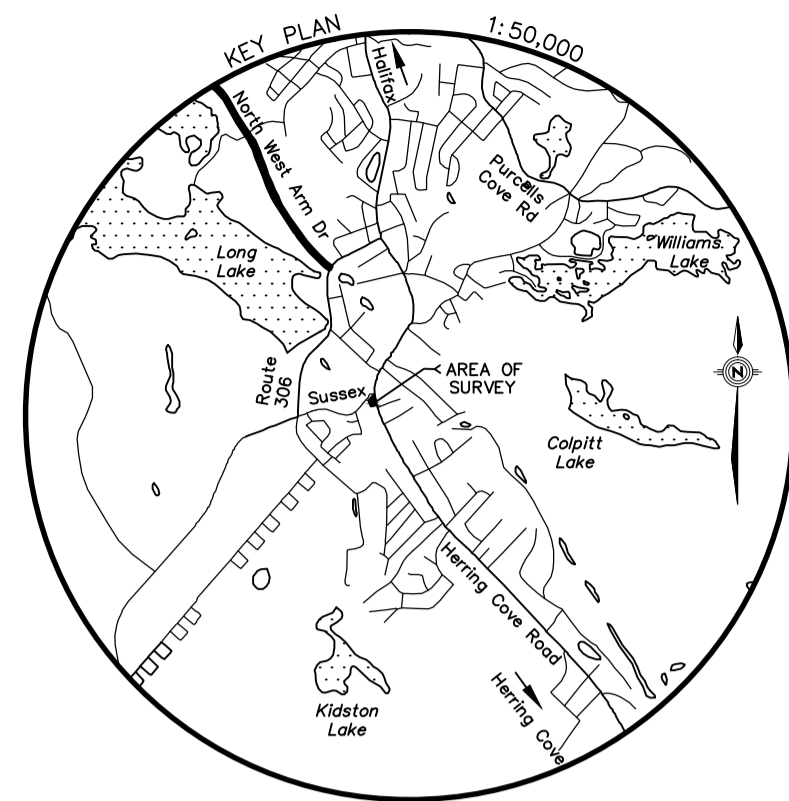
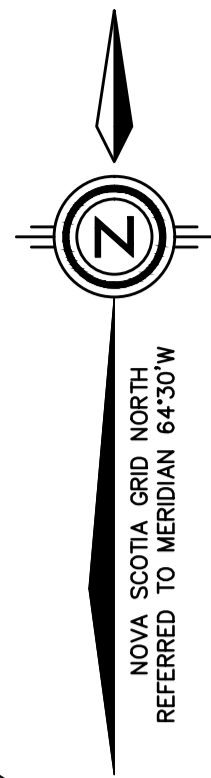
The key differences in the use of the land is that there is more density proposed than is currently permitted. However, the proposed density for the site is reflective of the Regional MPS guidelines for Spryfield as an Urban District Growth Centre. It is also reflective of the Herring Cove Road Streetscape Study. The differences between as-of-right development and the proposed building are outlined below.

AS-OF-RIGHT REQUIREMENTS FOR C-2A USES: PROPOSED:

Type of use:	various commercial uses	Commercial uses at ground level (5,790 SF)
Setbacks:	0' from front lot line, 12'-20' setbacks from residential uses	0' from front lot line, commercial uses do not abut adjoining residential properties
Height:	35'	24'

REQUIREMENTS FOR R-3 USES: PROPOSED:

Height:	50'	70'
Setbacks:	10'-20' (angle controls apply)	15' minimum
Density:	68 habitable rooms	225 habitable rooms
Open/Amenity Space:	10650 sf	13405 sf



LEGEND:	
PLACED SURVEY MARKER	●
FOUND SURVEY MARKER	● Fd.
ROCK POST	● R.P.
IRON BAR	— I.B.
PLACED PARKER-KALON MASONRY NAIL	⊗
FOUND ; PLACED	Fd. ; PL.
PROPERTY IDENTIFICATION NUMBER	PID
MEASURED ; SET	(M) ; (S)
PLAN OF PREVIOUS SURVEY	(P)
LANDS DEALT WITH BY THIS PLAN	—
SQUARE METRES	SQ.M.
SPOT ELEVATIONS	112.35
LAND REGISTRATION OFFICE	L.R.O.
EXISTING OVERHEAD WIRES	— (E.O.H.W.)
UTILITY POLE	● U.P.
GUY WIRE	— G.W.
LIGHT STANDARD	⊙ L.S.
MANHOLE	⊙ M.H.
CATCH BASIN	⊙ C.B.
TREE	⊙
MONITORING WELL	⊙ (#236)
WILLIAM S. CROOKER, N.S.L.S.	(#236)
SERVANT, DUNBRACK McKENZIE & MACDONALD.	(SQ.M)

NOTES:

FIELD SURVEYS WERE CARRIED OUT DURING THE PERIOD NOVEMBER 14 TO DECEMBER 6, 2013.

FIELD MEASUREMENTS HAVE NOT BEEN ADJUSTED AND SCALE FACTOR HAS NOT BEEN APPLIED.

BEARINGS ARE GRID DERIVED FROM GPS OBSERVATION REFERENCED TO THE NOVA SCOTIA COORDINATE SURVEY SYSTEM (N.S.C.M. 28322) AND ARE REFERRED TO MERIDIAN 64° 30' W.

ELEVATIONS ARE GEODETIC, DERIVED FROM N.S.C.M. 28322, HAVING A PUBLISHED ELEVATION OF 52.332 METRES.

DISTANCES ARE SHOWN IN METRES AND DECIMALS THEREOF.

LOT DESIGNATOR FH ORIGINATES WITH THIS PLAN.

DATED THIS 9TH DAY OF DECEMBER, 2013.

KYLE HARRINGTON, N.S.L.S.



Retracement Plan of Survey of
Lands Conveyed to
F.H. CONSTRUCTION LIMITED
SUSSEX STREET AND HERRING COVE ROAD
HALIFAX
COUNTY OF HALIFAX
PROVINCE OF NOVA SCOTIA

SCALE : 1/200 (METRIC)
DECEMBER 9, 2013

PID 00332288
LOT A

PID 00333377
BLOCK S

PID 40286825
PARCEL H-4 & H-5

PID 00333070
LOT FH
Lands Conveyed to
F.H. CONSTRUCTION LIMITED
L.R.O. DOCUMENT NO. 103330675
AREA = 2,587.2 SQ.M.±

SEE PLAN BY SERVANT, DUNBRACK & McKENZIE LTD.,
SIGNED BY GRANVILLE LEOPOLD, N.S.L.S.,
DATED SEPTEMBER 26, 1973,
CITY OF HALIFAX PLAN NO. TT-18-20518

SEE ALSO PLAN BY SERVANT, DUNBRACK, McKENZIE & MacDONALD LTD.,
SIGNED BY GRANVILLE LEOPOLD, N.S.L.S.,
DATED MAY 5, 1980,
CITY OF HALIFAX PLAN NO. TT-28-26098

SEE ALSO PLAN SIGNED BY F.G. NOLAN, P.L.S.,
DATED JUNE 7, 1952, REVISED AUGUST 14, 1952,
BOOK 1168, PAGE 253

Now or Formerly
STEPHEN SUMARAH
P.L.S.
SEE PLAN DATED BY D. AD-ARK, P.L.S.,
DATED FEBRUARY 20, 1980,
APPROVED PLAN NO. 9226, 13, 1981,
PLAN NO. 6146

PID 00333088
Now or Formerly
JOANNE FENIYANOS
BOOK 6618, PAGE 379

SEE PLAN BY SERVANT, DUNBRACK, McKENZIE & MacDONALD LTD.,
SIGNED BY TERRANCE R. DOOGUE, N.S.L.S.,
DATED AUGUST 29, 1988, APPROVED NOVEMBER 30, 1989,
CITY OF HALIFAX PLAN NO. TT-41-29873
L.R.O. PLAN NO. 26837

N.S.C.M. 28322
N 4,941,504.541
E 5,569,906.422
(1979 VALUES)

SEE PLAN BY SERVANT, DUNBRACK, McKENZIE & MacDONALD LTD.,
SIGNED BY TERRANCE R. DOOGUE, N.S.L.S.,
DATED AUGUST 29, 1988, APPROVED NOVEMBER 30, 1989,
CITY OF HALIFAX PLAN NO. TT-41-29874,

SCHEDULE "A"

Civic Number 383 Herring Cove Road, Halifax NS

PID No: 333070

ALL that certain lot piece or parcel of land situate lying and being in the district of Spryfield, County of Halifax, Province of Nova Scotia, and being shown as the former Blanche Bracket, Henry LeBlanc and Val LeBlanc Properties on a plan entitled "Plan Showing Topographic Detail and Boundary Data of the LeBlanc and Bracket Properties - Spryfield", said plan as dated June 3, 1952, and having been made by F.G. Nolan, Provincial Land Surveyor, and filed with Book 1168 Page 253, the said lot being more particularly described and bounded as follows:

BEGINNING at a point on the western side line of the Herring Cove Road, said point forming the intersection of the said western side line of the Herring Cove Road with the southern boundary of the Old St. Margarets Bay Road as shown on said mentioned plan;

THENCE south-westerly along the said southern boundary of the Old St. Margarets Bay Road, for a distance of 185 feet more or less to a point forming the north-east corner of the lot now or formerly owned by A.A. LeBlanc, as shown on said plan;

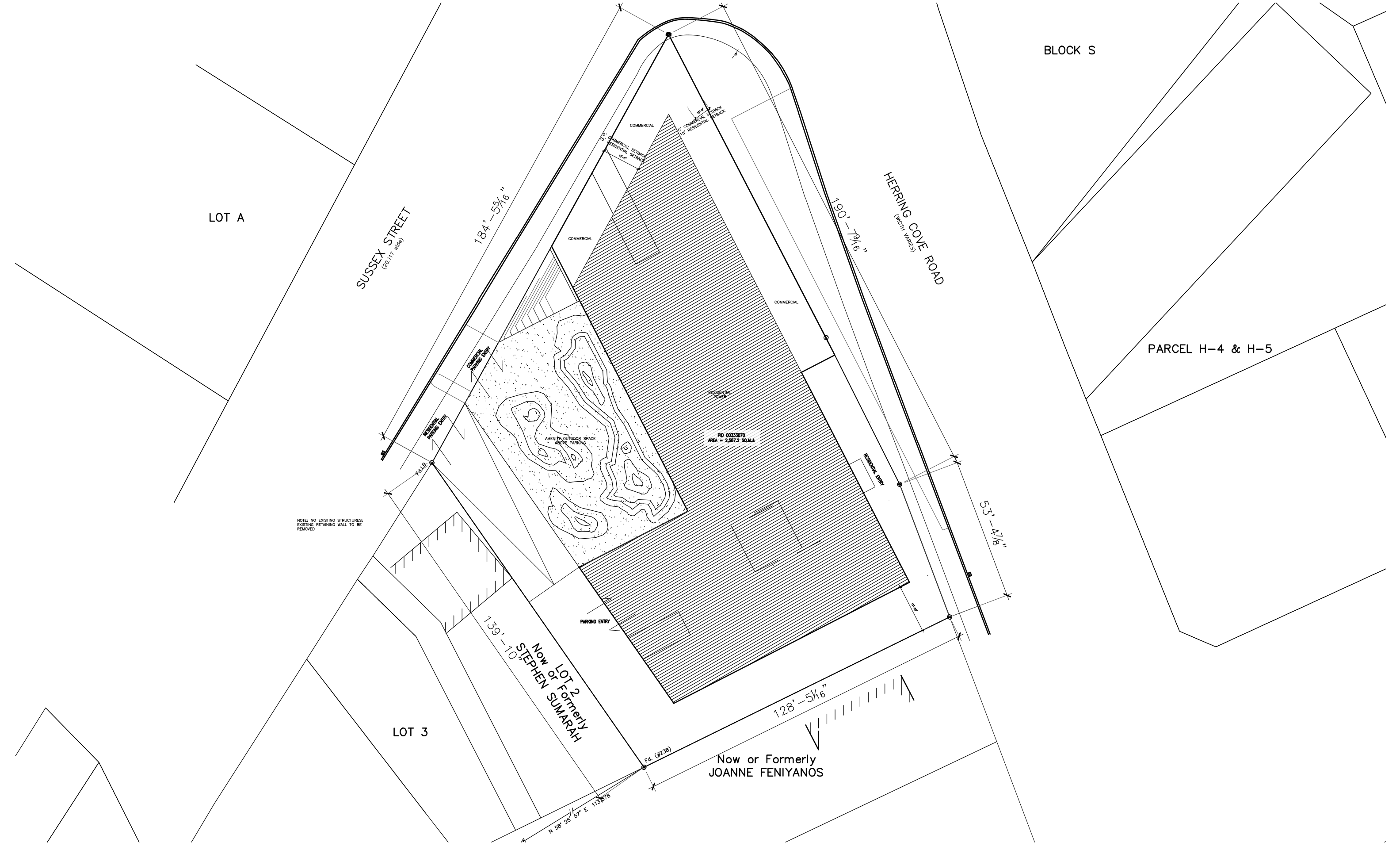
THENCE South 11 degrees 25 minutes East along the eastern boundary of the lot now or formerly owned by A.A. LeBlanc, for a distance of 137.3 feet more or less to a steel rod forming the south-east corner of the lot now or formerly owned by A.A. LeBlanc, as shown on said plan;

THENCE due east along the southern boundary of the former Blanche Bracket lot for a distance of 137.95 feet to a steel rod on the western highway limit of the Herring Cove Road, as shown on said plan;

THENCE northerly along the said western highway limit of the Herring Cove Road for a distance of 244.55 feet to the point of beginning, as shown on said plan.

EXCEPTING thereout that parcel of land known as Parcel H-38 conveyed to the City of Halifax by deed recorded at the Registry of Deeds, Halifax, N.S., in Book 4937 at Page 457.

The parcel was created by a subdivision that predates subdivision control or planning legislation or by-laws in the municipality and therefore no subdivision approval was required for creation of this parcel, and it is shown on a plot plan filed with Book 1168 at Page 253.



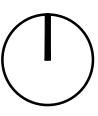
DO NOT SCALE DRAWINGS. ALL DIMENSIONS TO BE VERIFIED ON SITE. IN THE ABSENCE OF DIMENSIONS, OR IF DISCREPANCIES EXIST, CONSULT ARCHITECT. ALL MINIMAL DIMENSIONS SHALL COMPLY WITH THE NATIONAL BUILDING CODE. THE USE OF THIS DRAWING SHALL BE GOVERNED BY STANDARD COPYRIGHT LAW AS GENERALLY ACCEPTED IN ARCHITECTURAL PRACTICE.

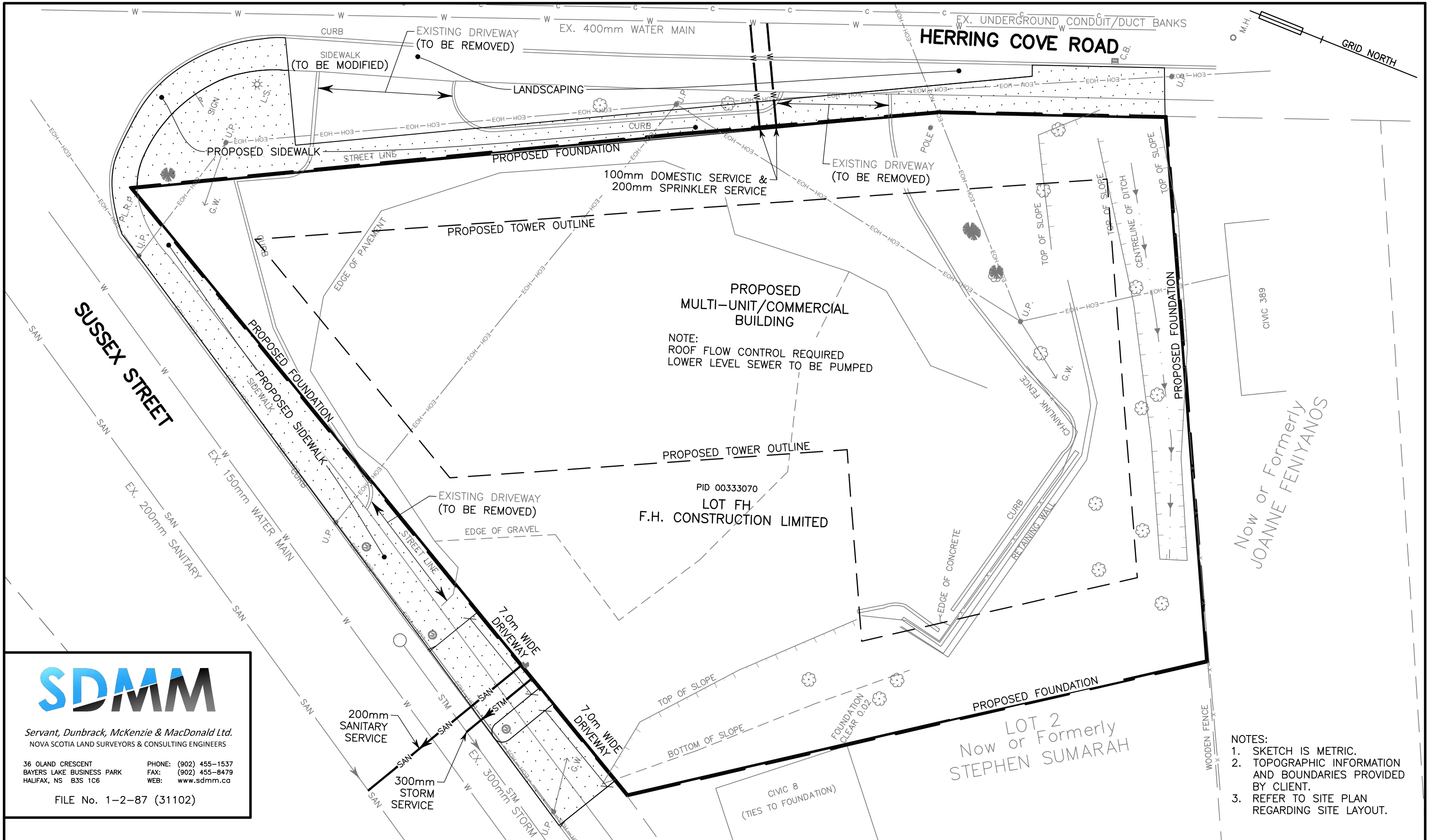
DWG	Site Plan
PROJ ID	012.383 Herring Cove Rd
PROJ NAME	383 Herring Cove Rd

CLIENT	FH Construction
ADDRESS	383 Herring Cove Rd
DESIGNED BY	

DRAWN	
DATE	April 13, 2015
SCALE	1/32" = 1'

REVISION	
April 13 2015	Application





SDMM

Servant, Dunbrack, McKenzie & MacDonald Ltd.
NOVA SCOTIA LAND SURVEYORS & CONSULTING ENGINEERS

36 OLAND CRESCENT
BAYERS LAKE BUSINESS PARK
HALIFAX, NS B3S 1C6

PHONE: (902) 455-1537
FAX: (902) 455-8479
WEB: www.sdmm.ca

FILE No. 1-2-87 (31102)



5880 Spring Garden Road, Suite 109
Halifax, Nova Scotia B3H 1Y1
t.902.404.8383 f.902.404.8368

DO NOT SCALE DRAWINGS. ALL DIMENSIONS TO BE VERIFIED ON SITE. IN THE ABSENCE OF DIMENSIONS, OR IF DISCREPANCIES EXIST, CONSULT ARCHITECT. ALL MINIMAL DIMENSIONS SHALL COMPLY WITH THE NATIONAL BUILDING CODE. THE USE OF THIS DRAWING SHALL BE GOVERNED BY STANDARD COPYRIGHT LAW AS GENERALLY ACCEPTED IN ARCHITECTURAL PRACTICE.

DWG	SITE SERVICING SCHEMATIC
PROJ ID	012.383 Herring Cove Rd
PROJ NAME	383 Herring Cove Rd

CLIENT	FH Construction Ltd.
ADDRESS	383 Herring Cove Rd
DESIGNED BY	G.M.

DRAWN	S.S.
DATE	April 16, 2015
SCALE	1 : 250 (metric)

REVISIONS

15/04/16	Pre-Application

- NOTES:
1. SKETCH IS METRIC.
 2. TOPOGRAPHIC INFORMATION AND BOUNDARIES PROVIDED BY CLIENT.
 3. REFER TO SITE PLAN REGARDING SITE LAYOUT.

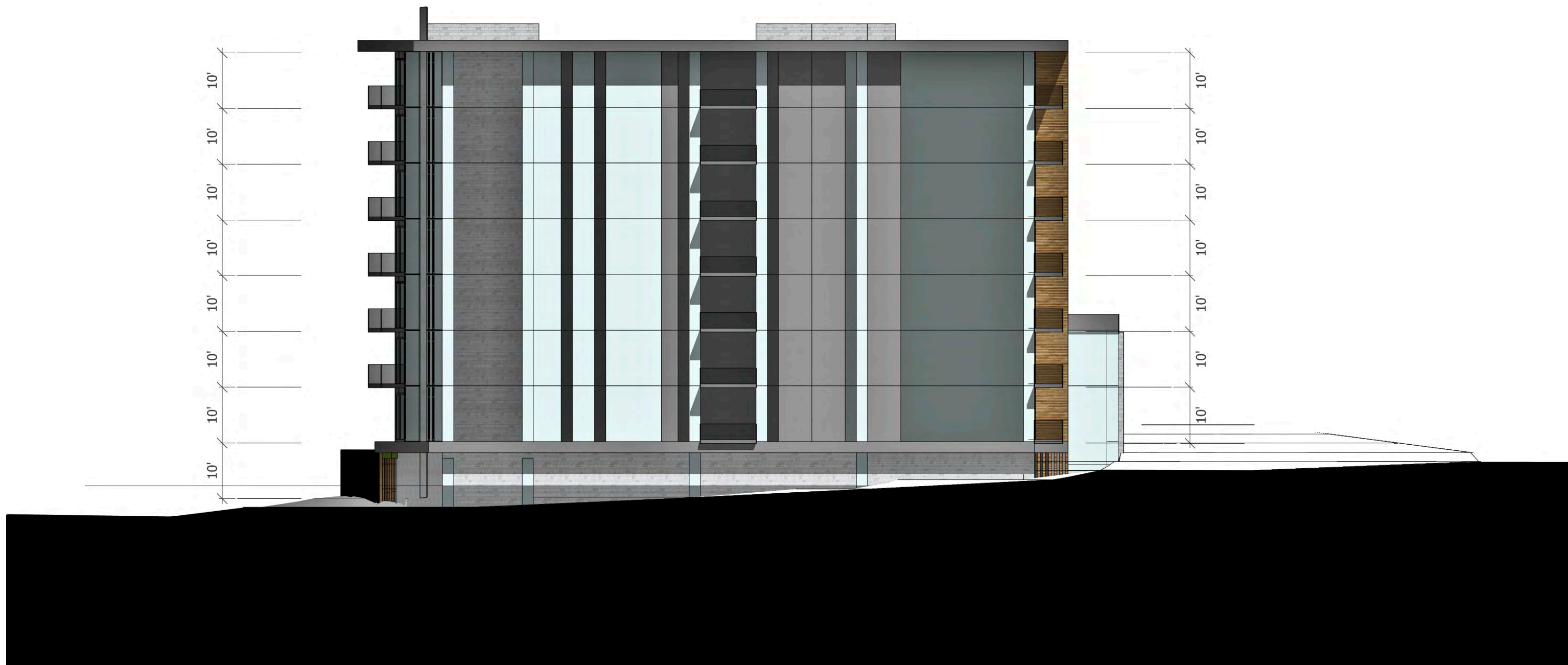
C-101



WEST ELEVATION



SOUTH ELEVATION

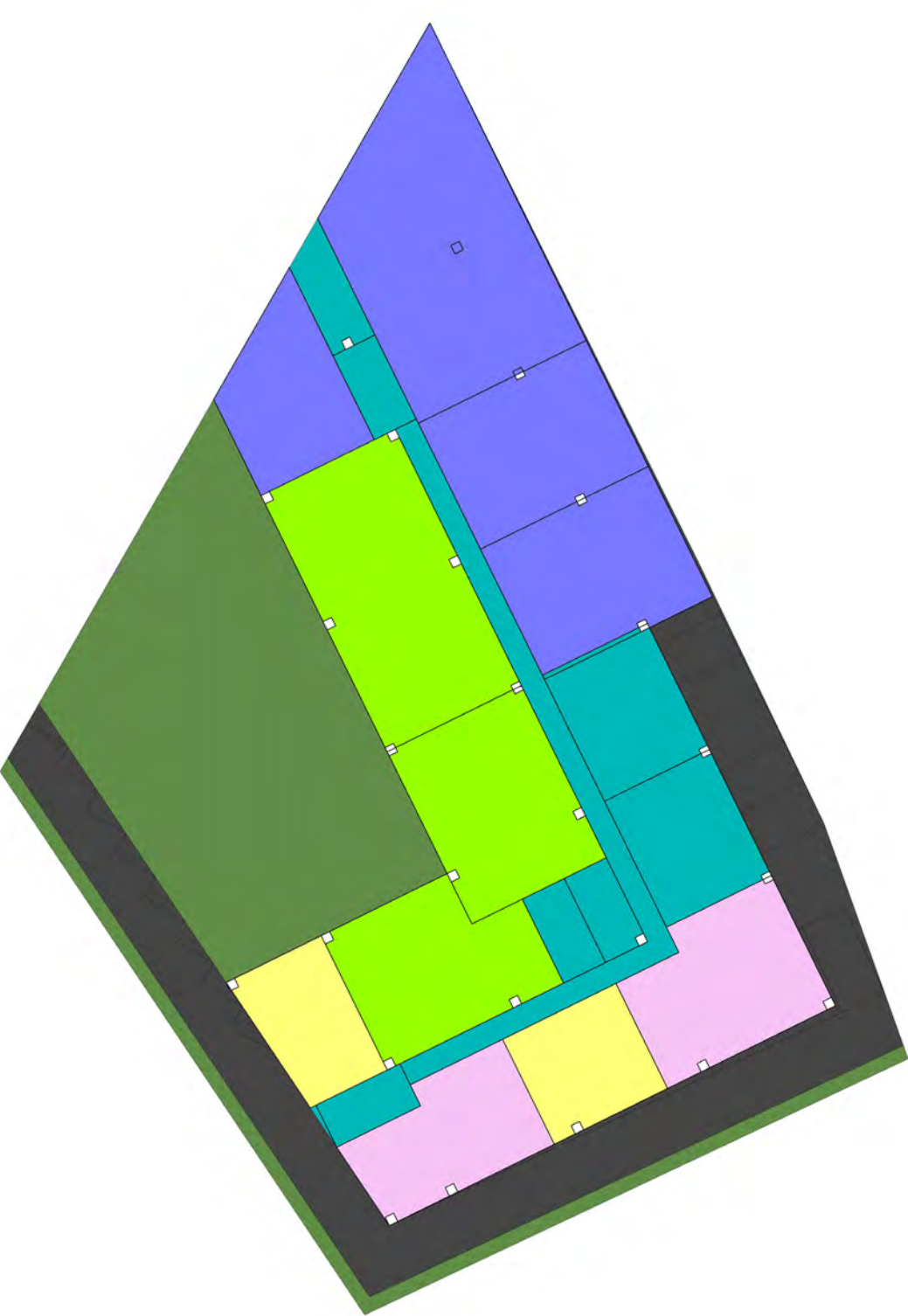


EAST ELEVATION



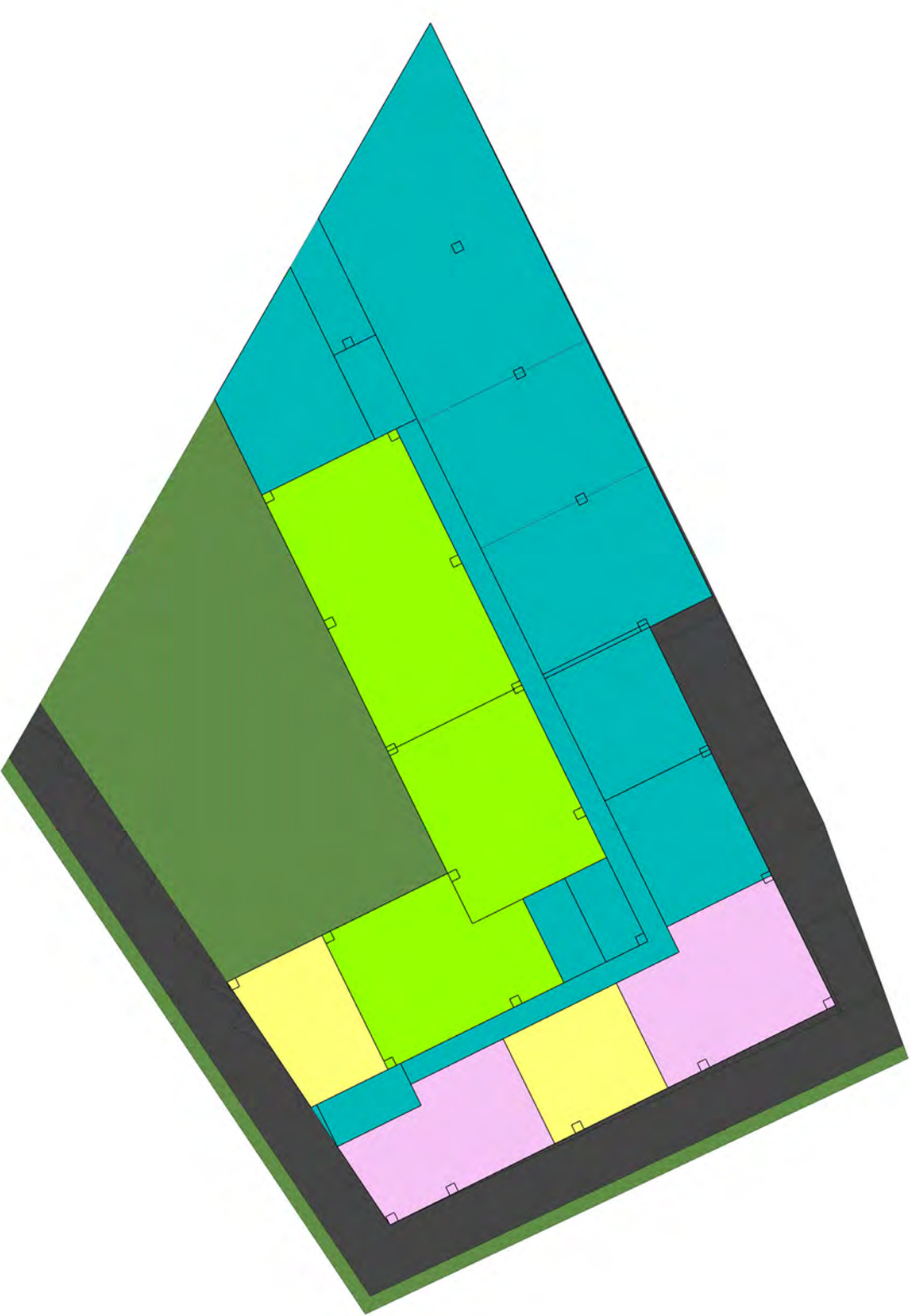
NORTH ELEVATION

GROUND FLOOR PROGRAM LAYOUT



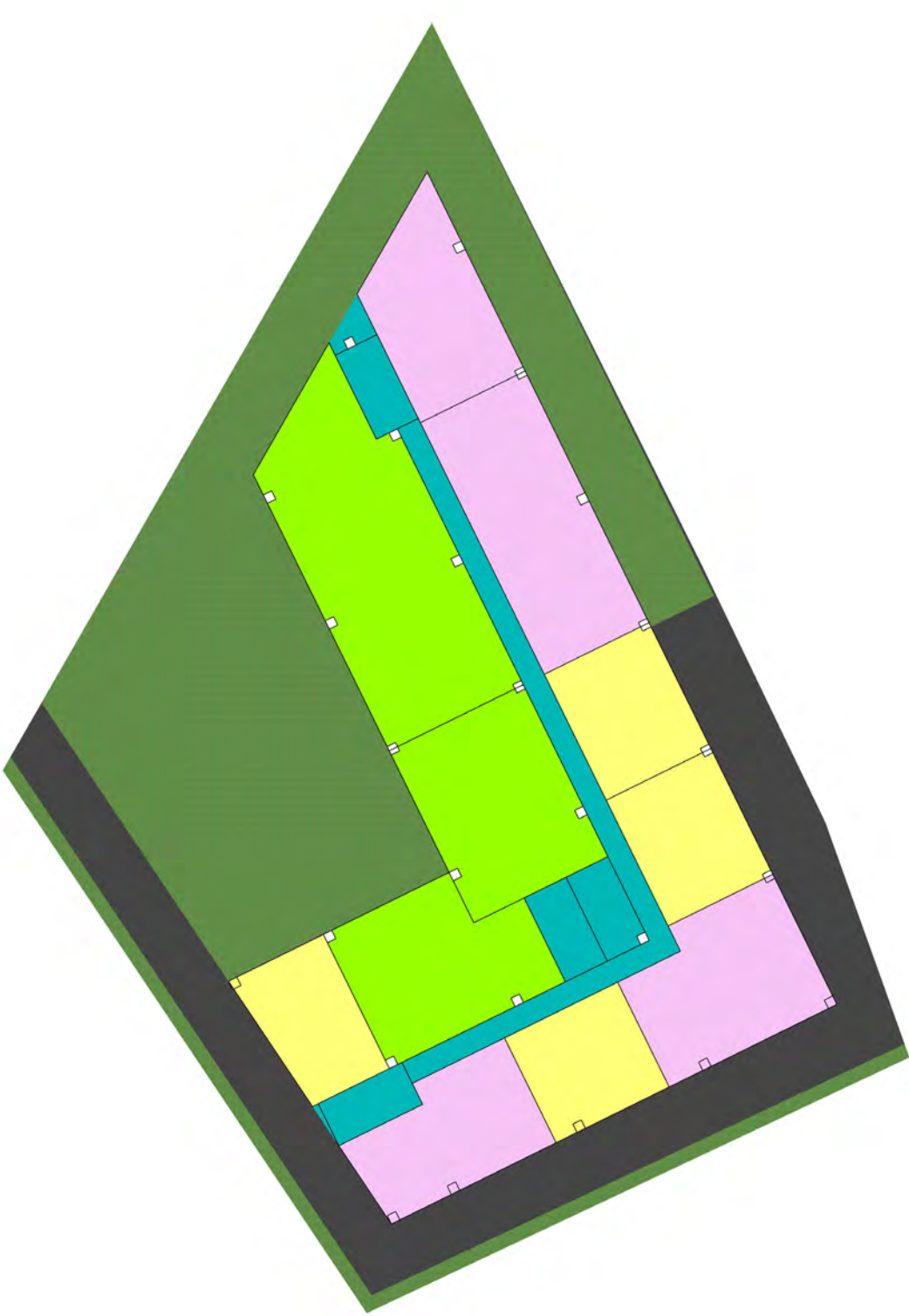
- AMENITY/ENTRY:1500 SF
- COMMERCIAL: 1240 +2600+2487+863=7190 SF
=39 PARKING
- 3 BDRM X3
- 2 BDRM X2
- 1 BDRM X2
- AMENITY OUTDOOR: 5385 SF

SECOND FLOOR PROGRAM LAYOUT



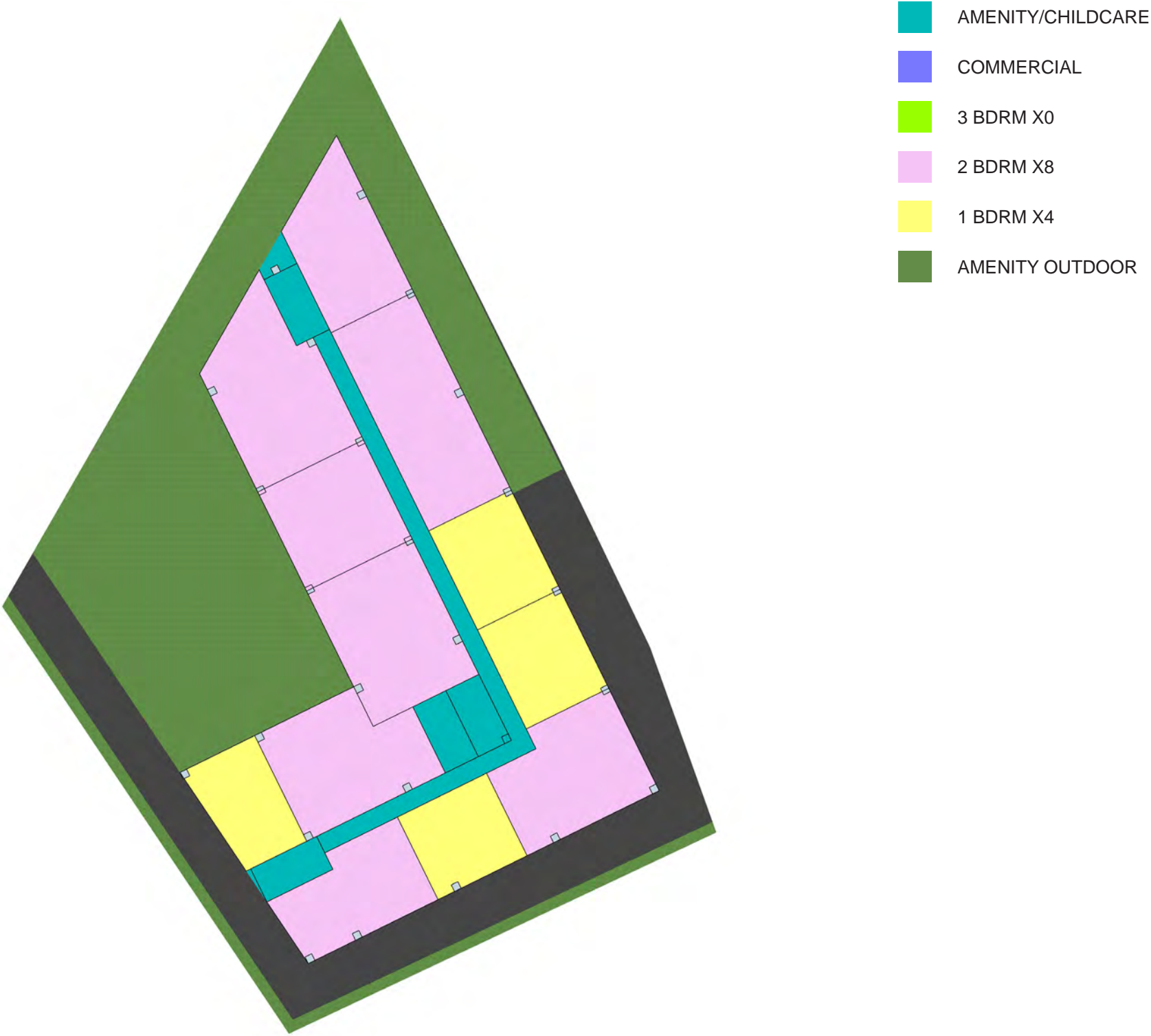
- AMENITY/CHILDCARE:4927 + 1500=6427 SF
- COMMERCIAL:
- 3 BDRM X3
- 2 BDRM X2
- 1 BDRM X2
- AMENITY OUTDOOR

TYPICAL FLOOR PROGRAM LAYOUT(LEVEL 3-4)

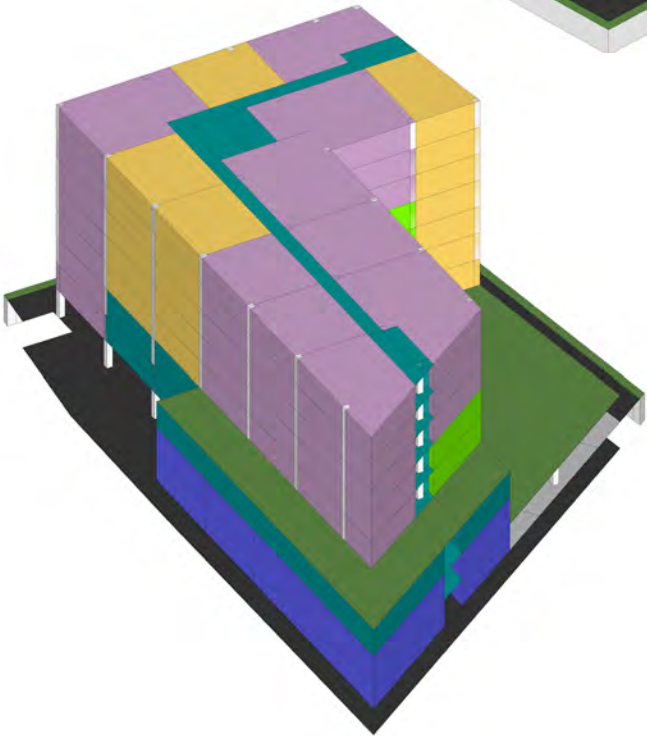
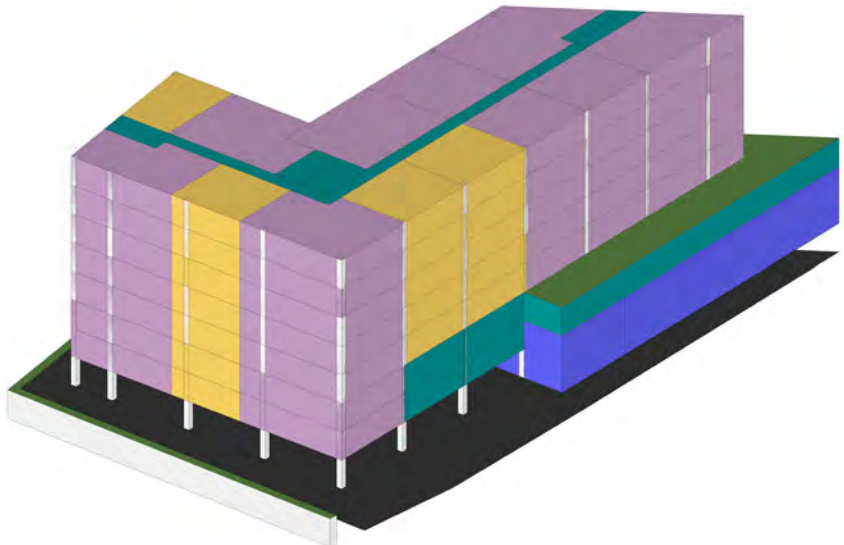
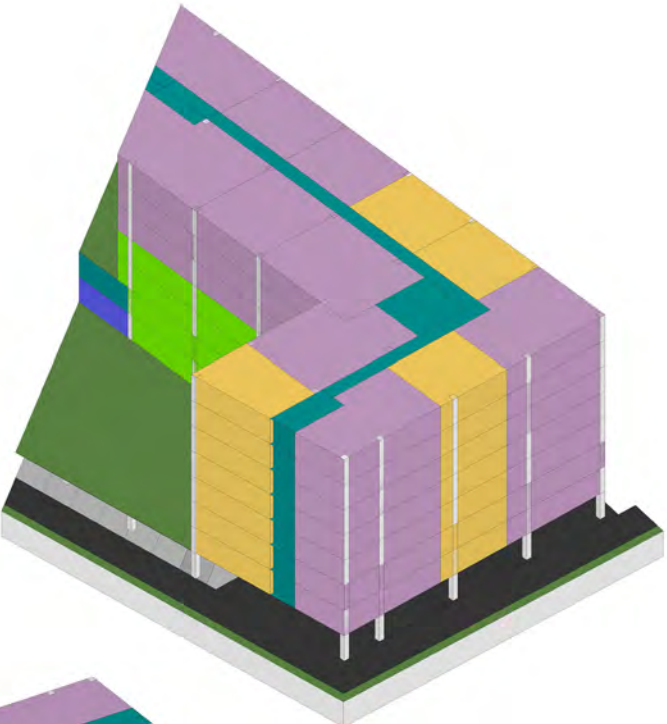
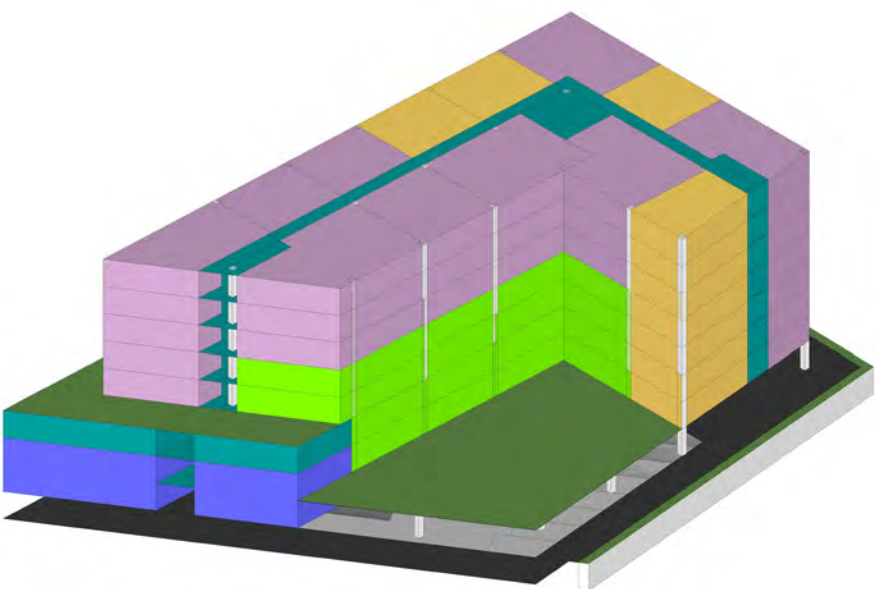


- AMENITY/CHILDCARE
- COMMERCIAL
- 3 BDRM X3
- 2 BDRM X4
- 1 BDRM X4
- AMENITY OUTDOOR: 5385+3093=8478 SF

TYPICAL FLOOR PROGRAM LAYOUT(LEVEL 5-7)



PROGRAM LAYOUT



- AMENITY:7000 SF
- COMMERCIAL: 1240 +1200+2487+863=5790 SF
=23 PARKING
- 3 BDRM : 12 UNITS
- 2 BDRM : 37 UNITS
- 1 BDRM : 33 UNITS
- TOTAL: 82 UNITS
RESIDENTIAL PARKING: 62+20=82
COMMERCIAL PARKING: 16+7=23
- AMENITY OUTDOOR: 8478 SF



