

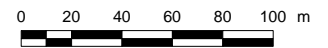


**C339 - Dunbrack and Lacewood, Halifax**



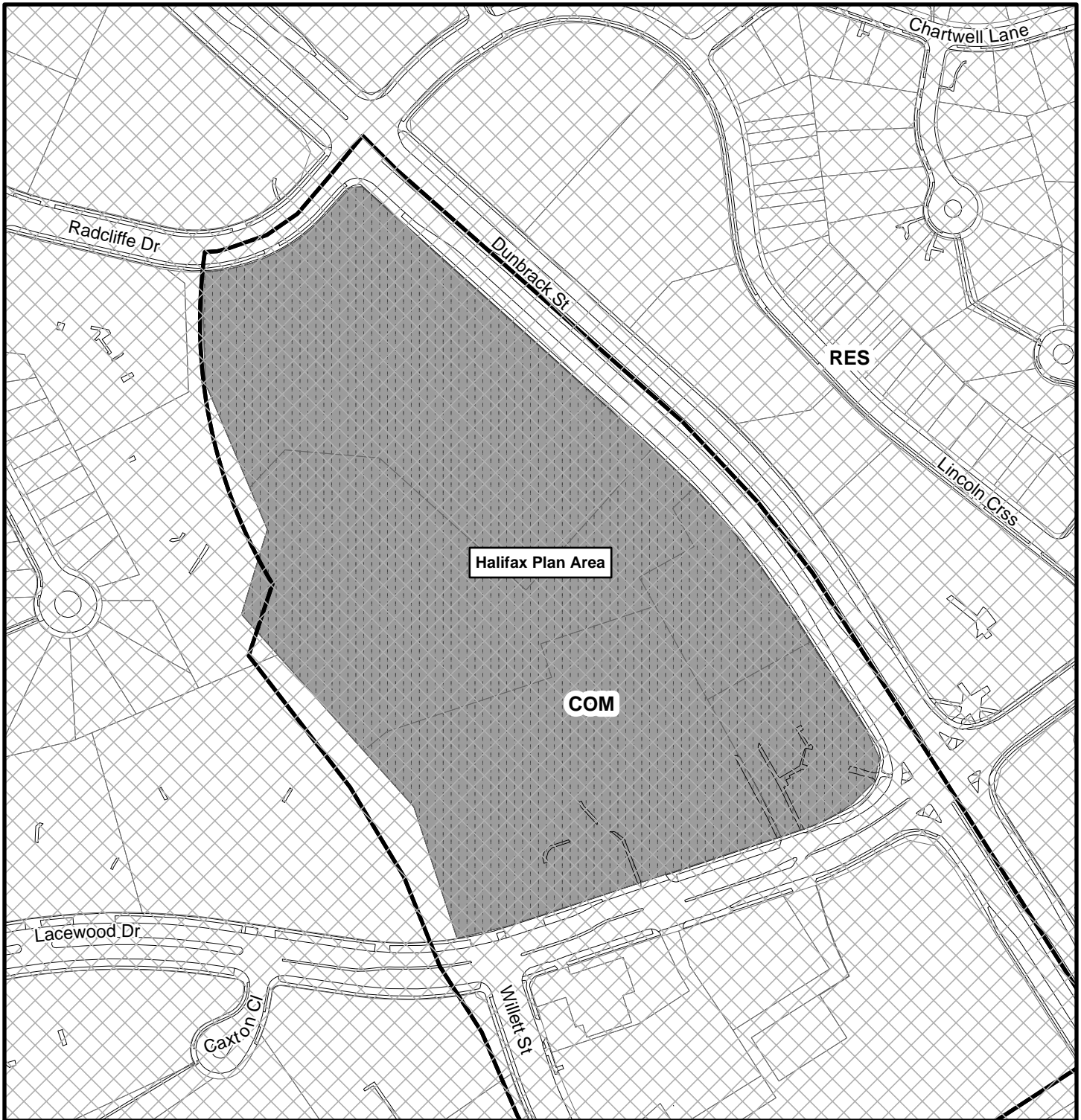
**Regional Plan**

-  Subject Area
-  Regional Plan Generalized Future Land Use Designation



This map is an unofficial reproduction of a portion of the Generalized Future Land Use Map for the Regional Plan.

The accuracy of any representation on this plan is not guaranteed.

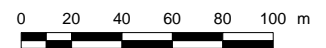


**C339 - Dunbrack and Lacewood, Halifax**



**Generalized Future Land Use**

-  Subject Area
-  Plan Area
-  Designation
-  Urban Service Area



This map is an unofficial reproduction of a portion of the Generalized Future Land Use Map for the plan area indicated.




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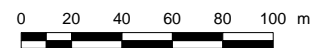


**C339 - Dunbrack and Lacewood, Halifax**



**Zoning**

-  Subject Area
-  By-law Area
-  Zoning



This map is an unofficial reproduction of a portion of the Zoning for the by-law area indicated.

The accuracy of any representation on this plan is not guaranteed.

Leah Perrin  
Planner III – Policy & Strategic Initiatives  
Planning & Development  
Halifax Regional Municipality

**Re: Park West Centre Master Plan Development**

As the 10-year review of the Regional Plan is underway, ZZap Consulting Inc. on behalf of our client Crombie REIT, is requesting the following:

- Amendments to the Halifax Municipal Planning Strategy and Halifax Mainland Land Use By-law to enable the consideration of a high-density transit-oriented development at the Park West Centre site (PIDs: 40555294, 40594640, 40555278, 40594632, 40594624)

To support the request, please refer to Attachment A: Proposed Phased Master Plan Development of Park West Centre site.

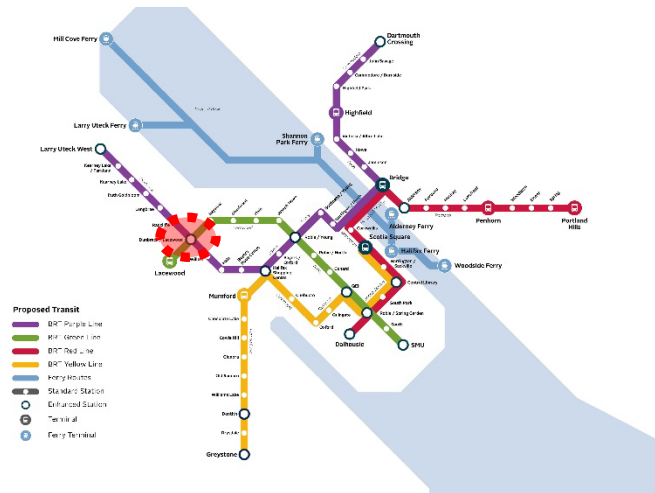
The subject site consists of five PIDs and is bounded by Lacewood Drive, Dunbrack Street and Radcliffe Drive, Halifax. The site currently contains various commercial retail structures and a grocery store. A significant portion of the site is currently vacant unused gravel and asphalt that previously housed the former Canadian Tire, which was demolished in 2016. The total site area is approximately 18 acres, 7 acres of which is currently being unused.

The Regional Plan is a strategic policy document that outlines the goals, objectives and direction for long term growth and development in Halifax. We understand HRM is currently embarking on a much-needed review of the Plan. We believe that there have been enough changes to the circumstances in Halifax since the Plan was adopted (2006) or last reviewed (2014), particularly with regards to housing demand and sustainable infrastructure planning, to request amendments that enable high density transit-oriented development at the subject site.

The subject site is identified to be within an Urban Local Growth Centre under the current Plan. These growth centres are intended to be developed with mix of land uses, including high-density residential housing, office, institutional and commercial uses. Infill and/or redevelopment of large unused lots into traditional blocks with pedestrian oriented street walls are also encouraged within these growth centres. The centres are near transit services that connect to other centres within HRM, including the Regional Centre. Enhanced streetscaping, landscaped pocket parks and interconnected pedestrian pathways are also envisioned in these areas.

The proposed Master Plan for the Park West Centre site aligns with the Regional Plan's intent for developing lands within Urban Local Growth Centres. It proposes high density, transit-oriented development with a pedestrian oriented street network and built form. It includes landscaped open spaces suitable for an urban environment and enhances connectivity to the surrounding area.

The subject site also sits directly adjacent to the intersection of two planned Bus Rapid Transit Routes that are part of HRM's Rapid Transit Strategy. The Rapid Transit Strategy includes a network of four BRT lines and three new ferry routes, which will promote the creation of more compact and walkable communities and increase mobility options alternative to private vehicles. The BRT lines are proposed to operate every ten minutes and will be within immediate walking distance of the subject site, helping in the creation of



a complete community by orienting land use towards transit and reducing the need to invest in road expansions. In turn, this complete community can contribute to improved public health from higher rates of walking, rolling, and cycling in conjunction with transit use. Convenient access to high frequency transit infrastructure disincentivizes the uses of private vehicles, therefore reducing environmental impacts linked to transportation.

We strongly feel that the requested amendments outlined in this letter, as part of the RP+10 review, should have significant benefits to enable the comprehensive development of a prime infill site that is within direct proximity to existing amenities and services. The site is also within an area of the municipality that has been identified for urban growth under the Regional Plan. Growth of this nature would have a positive economic impact on the local area businesses by adding significant density of residents who would all require access and use of the area's various commercial amenities.

Halifax is experiencing increased demand for infill locations such as this site – resulting from changing demographic, social and economic trends affecting the housing market. Comprehensive development of the site would result in better utilization of existing services: transit, active transportation (sidewalks), parks and recreation facilities, schools and fire protection services.

We would like to thank you for the continued time and effort towards the RP+10 review. Once you have had an opportunity to review this request, we would ask that we meet to discuss in more detail and determine how to move this forward.

Sincerely,

**Original Signed**

Connor Wallace, MCIP, LPP  
Principal  
ZZap Consulting Inc.

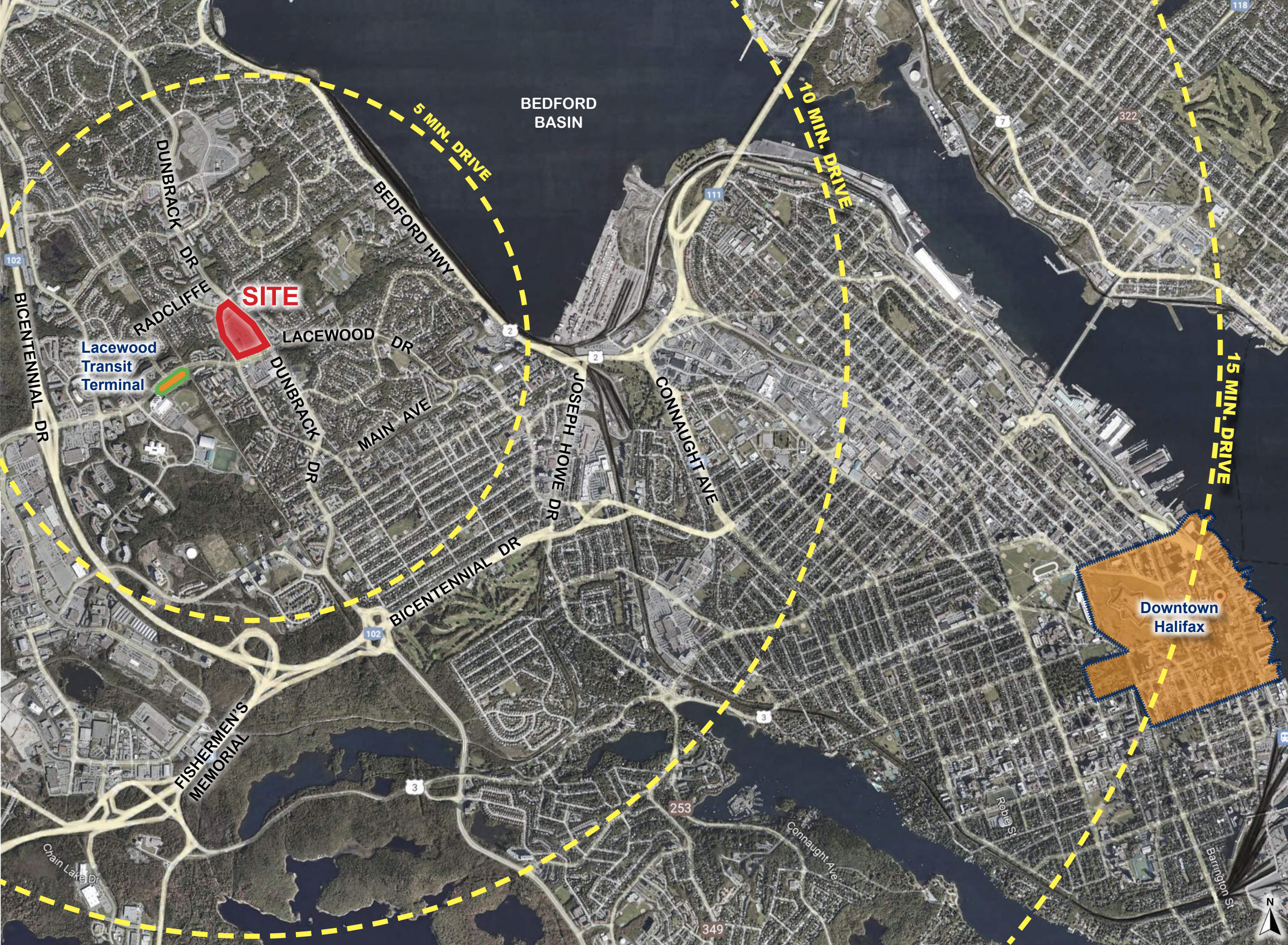
# Park West Centre Proposed Development

Halifax, Nova Scotia



# CITY CONTEXT

- Major intersection at Dunbrack and Lacewood
- Proximity to Major Transit Terminal
- Potential for high volumes of foot and bicycle traffic
- 40 mins to Downtown Halifax by direct transit, 15 mins (8.5 km) by car
- Spectacular views toward Bedford Basin



# LOCAL CONTEXT

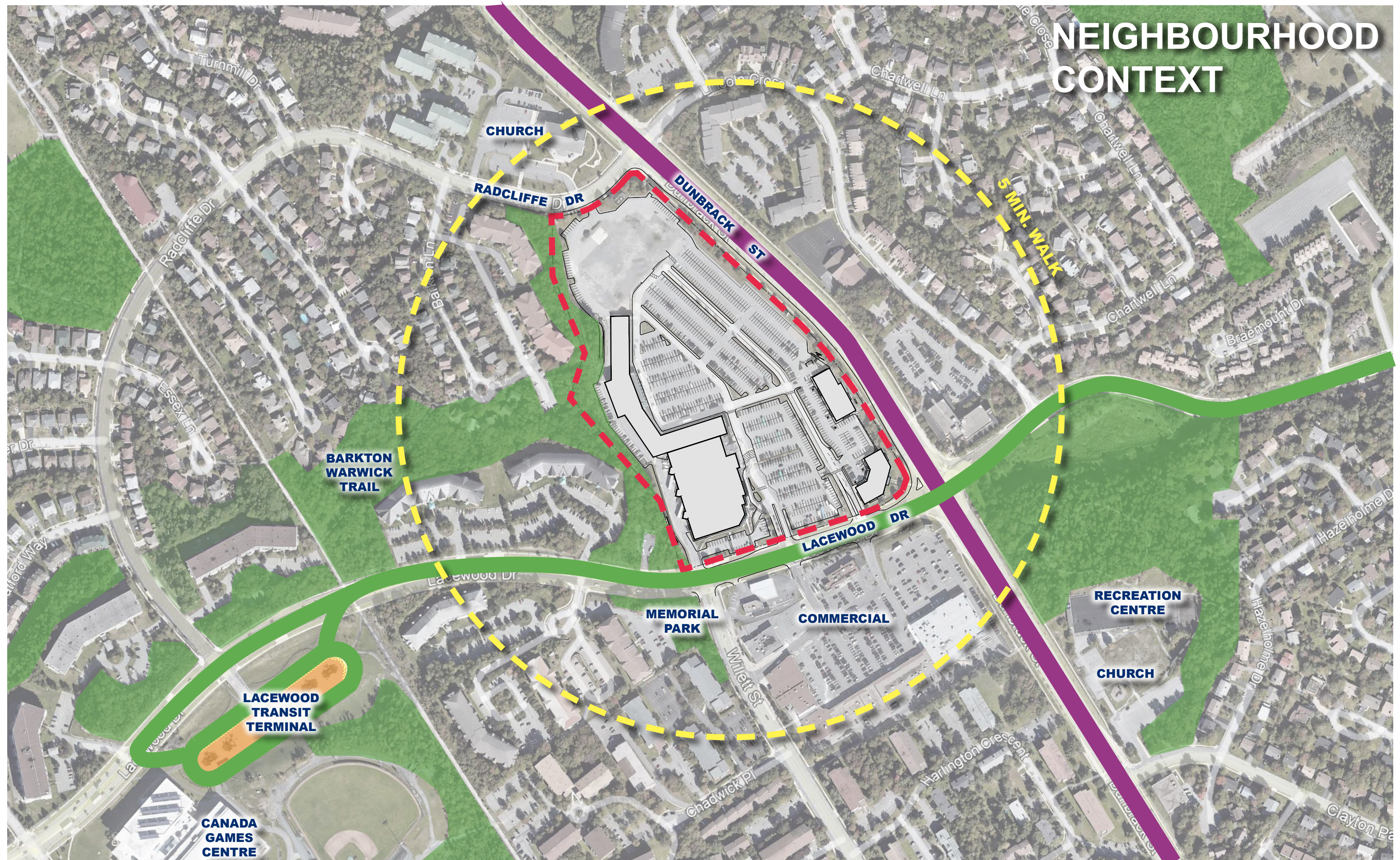
- Located within the Clayton Park West Urban Local Growth Centre
- Vibrant Community of Residential, Business, Commercial, Retail, Services, Restaurants, and Sporting Venues



RAPID TRANSIT STRATEGY - BRT LINES



# NEIGHBOURHOOD CONTEXT





1. OVERALL SITE



2. TOWARD EXISTING SITE ENTRANCE FROM LACEWOOD



3. TOWARD EXISTING COMMERCIAL BUILDING



4. TOWARD EXISTING SOBEYS



5. TOWARD EXISTING PARK WEST CENTRE



6. TOWARD EXISTING SITE PARKING



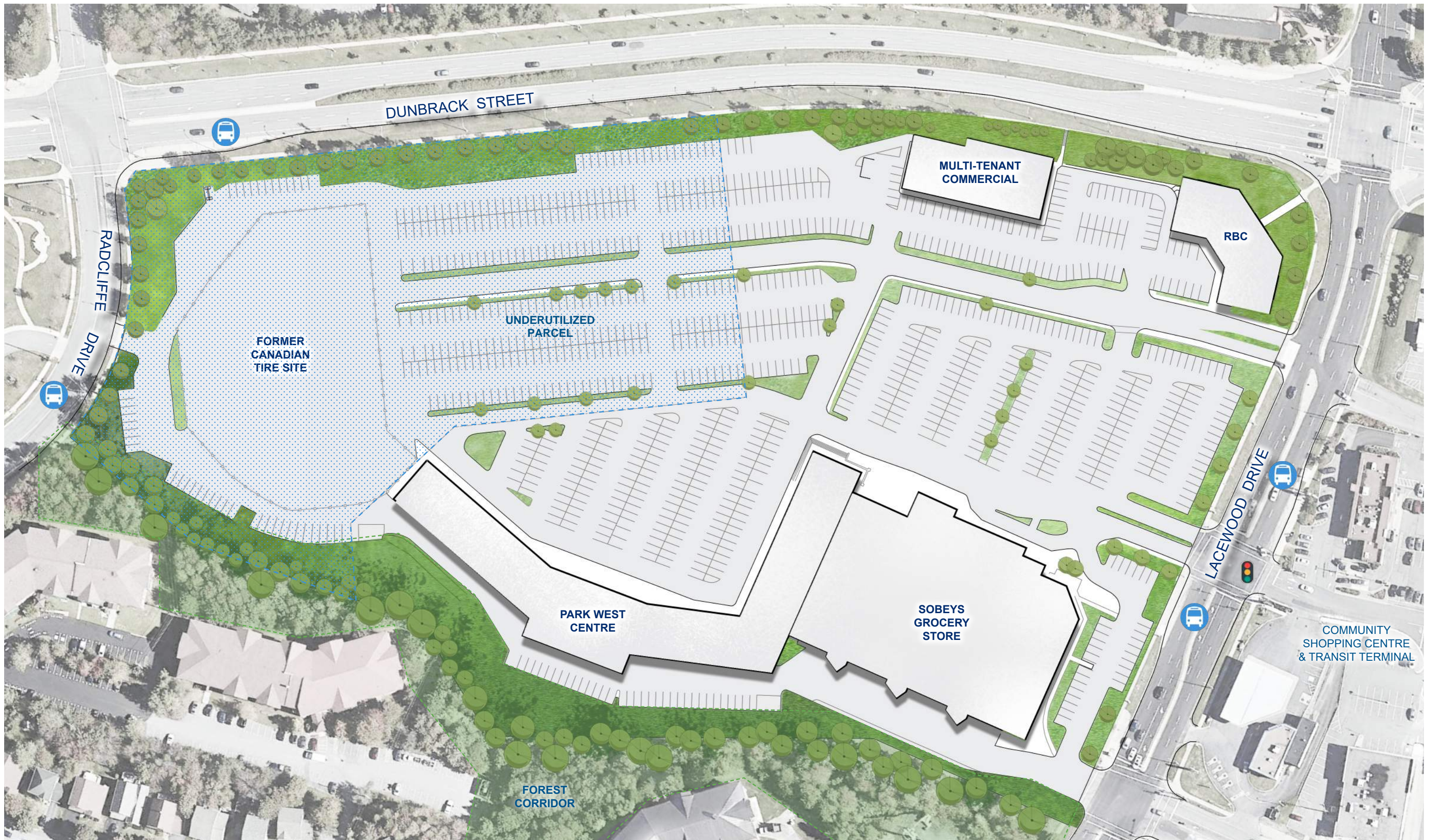
7. TOWARD DECOMMISSIONED CANADIAN TIRE SITE



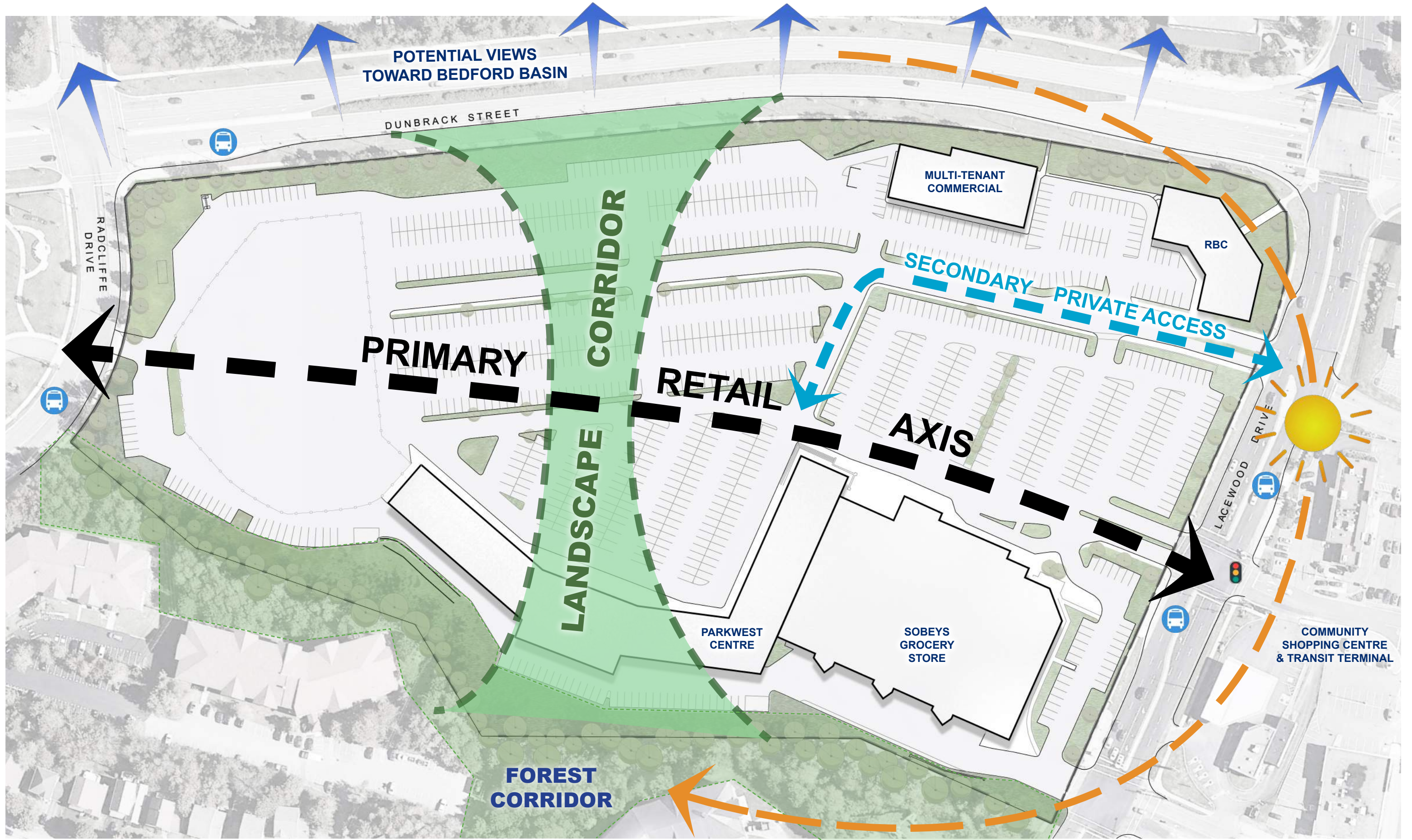
8. TOWARD DECOMMISSIONED CANADIAN TIRE SITE



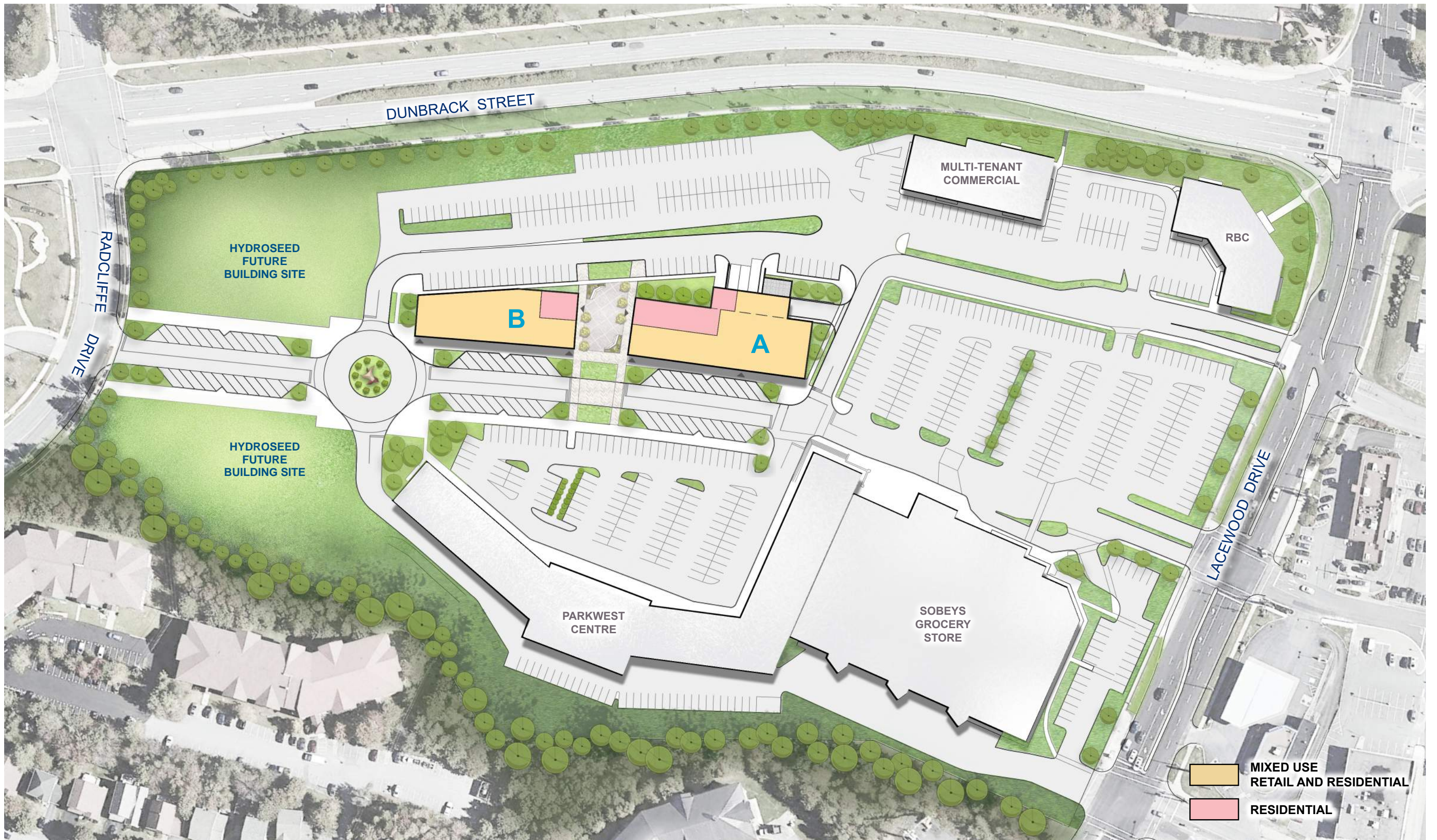
9. TOWARD DECOMMISSIONED CANADIAN TIRE



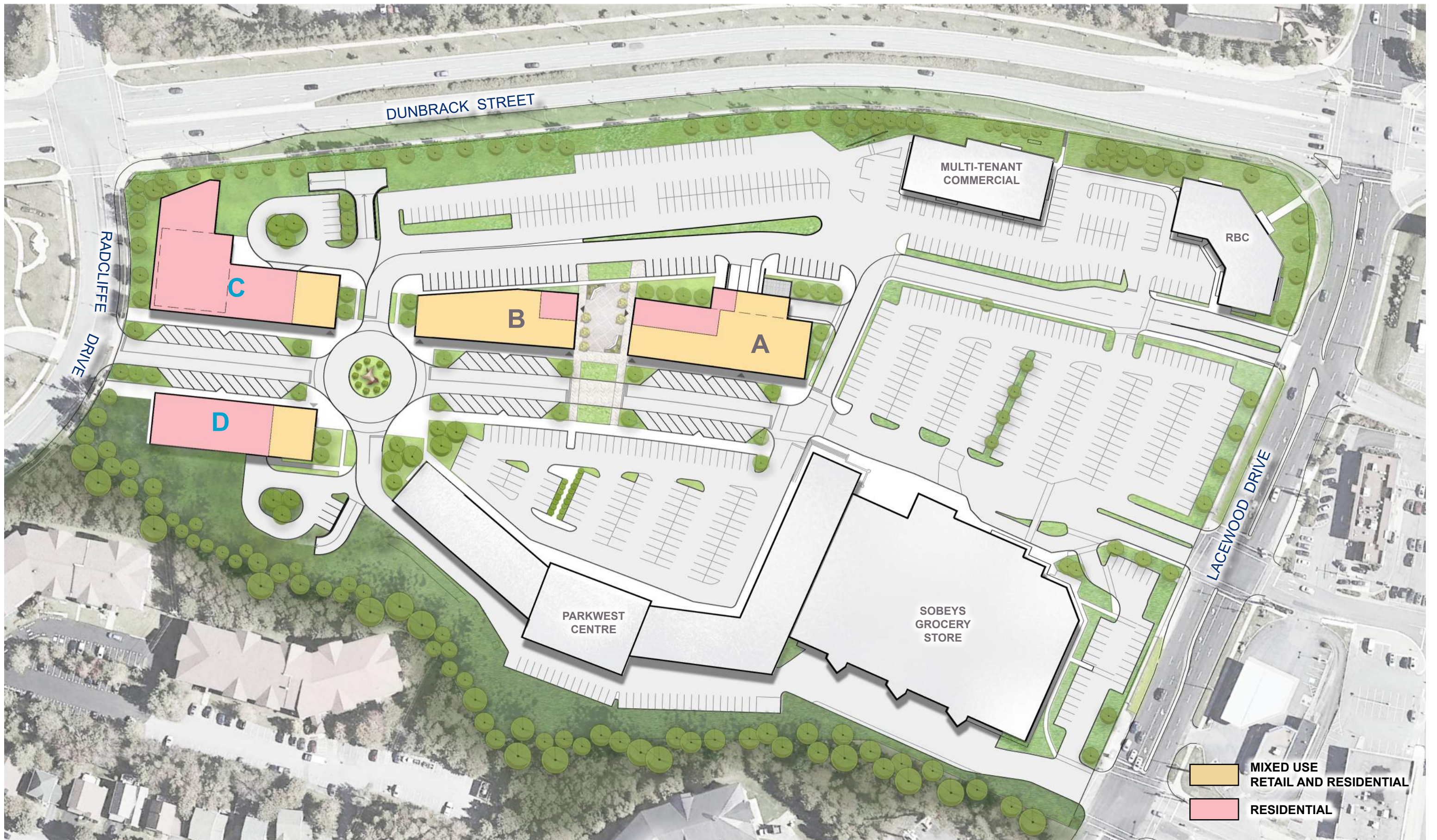
**EXISTING SITE PLAN**



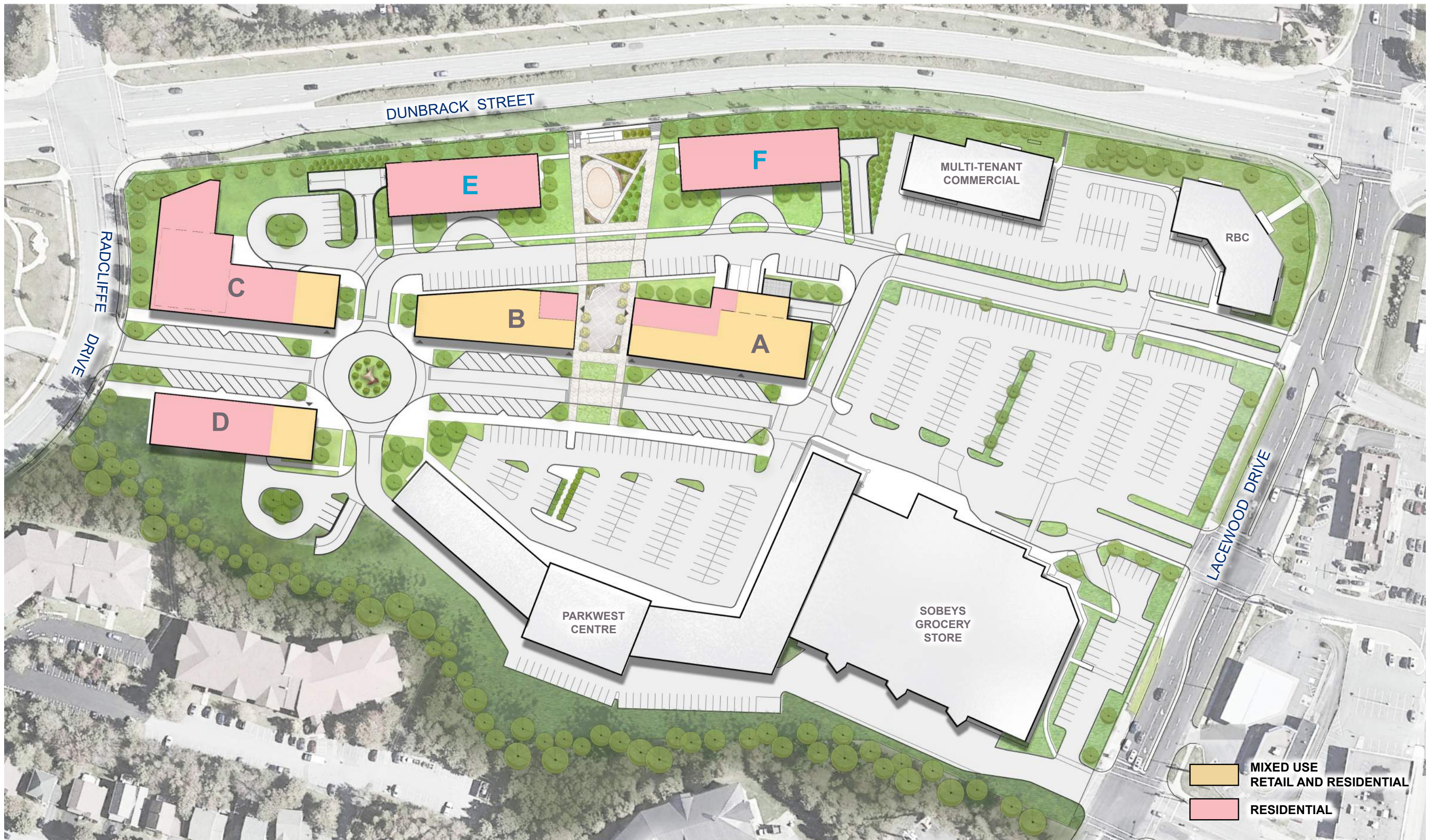
**SITE ANALYSIS**



**PROPOSED SITE PLAN - PHASE 1**



**PROPOSED SITE PLAN - PHASE 2 & 3**



**PROPOSED INTERIM SITE PLAN - PHASE 4 & 5**



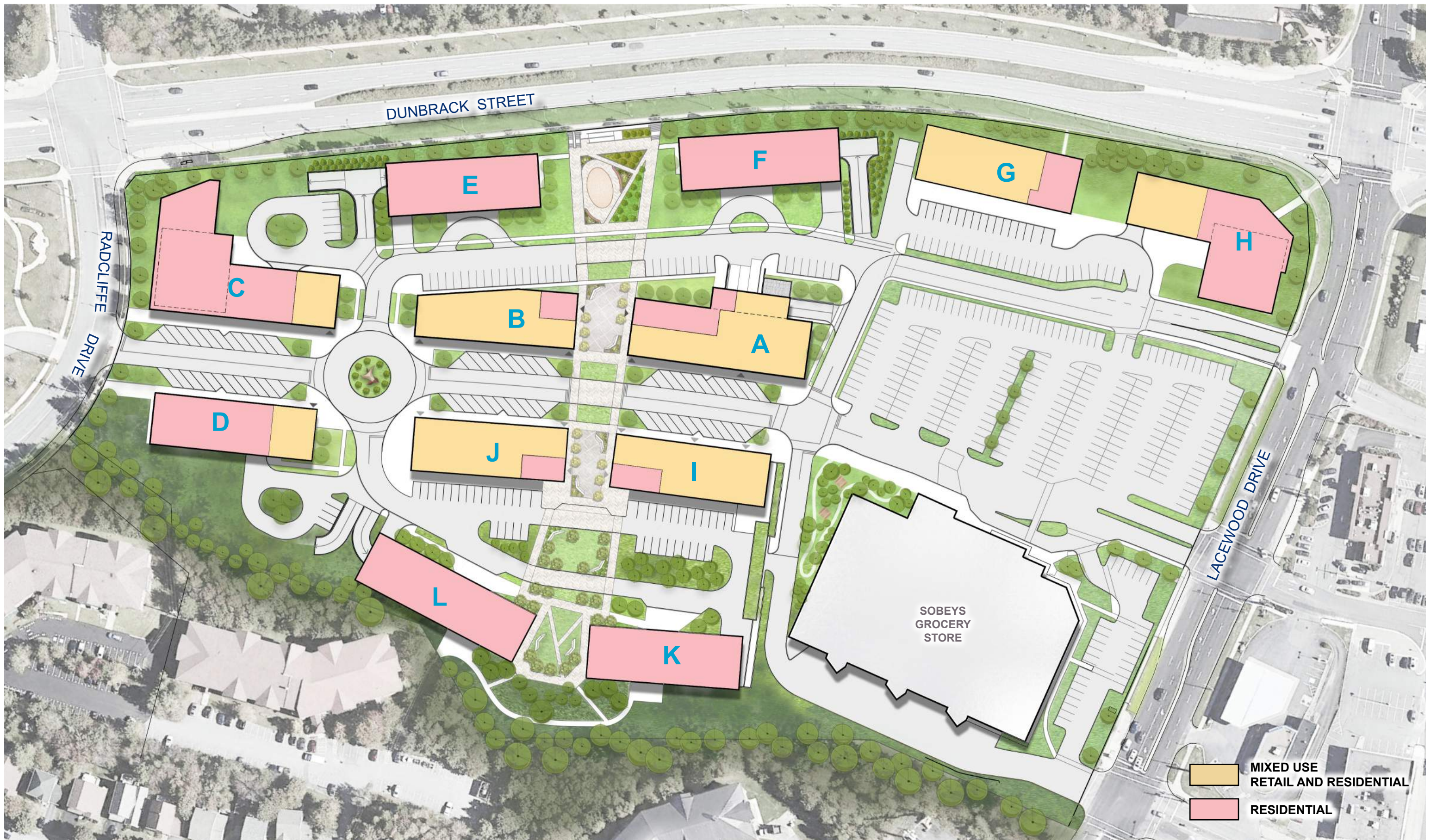
**EXISTING STREET VIEW**



**PROPOSED INTERIM MAIN STREET VIEW**



**PROPOSED INTERIM AERIAL VIEW**



**PROPOSED FUTURE MASTERPLAN**



**PROPOSED FUTURE AERIAL VIEW**



**PROPOSED FUTURE MAIN STREET VIEW**

SITE AREA	79,553 sm	856,300 sf
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EXISTING	COMMERCIAL		
	Area		Parking Provided (At Grade)
	(sm)	(sf)	
Existing Commercial	8040	86,540	
Existing Sobeys	5,460	58,770	
<b>Total (Existing)</b>	<b>13,500</b>	<b>145,300</b>	<b>940</b>

INTERIM PHASE	RESIDENTIAL			COMMERCIAL			
	Area		No. of Units (±)	Underground Parking Provided	Area		Parking Provided (At Grade)
	(sm)	(sf)			(sm)	(sf)	
Proposed Development	74,340	800,190	1000	950	2,660	28,600	100
<b>Total (Proposed + Existing)</b>	<b>74,340</b>	<b>800,190</b>	<b>1000</b>	<b>950</b>	<b>16,160</b>	<b>173,900</b>	<b>630</b>
<b>Total Development Area</b>							<b>90,500 sm</b>
<b>Site FSI</b>							<b>1.14</b>

FUTURE PHASE	RESIDENTIAL			COMMERCIAL			
	Area		No. of Units (±)	Underground Parking Provided	Area		Parking Provided (At Grade)
	(sm)	(sf)			(sm)	(sf)	
Proposed Development	73,840	794,810	1000	950	3,160	34,000	100
<b>Total (Proposed + Existing)</b>	<b>148,180</b>	<b>1,595,000</b>	<b>2000</b>	<b>1900</b>	<b>11,280</b>	<b>121,400</b>	<b>460</b>
<b>Total Development Area</b>							<b>159,460 sm</b>
<b>Site FSI</b>							<b>2.00</b>

**ASSUMPTIONS:**  
 Assume all Retail Parking Satisfied at Grade; Interim Commercial Parking Ratio = 3.62 cars/1,000 sf; Future Commercial Parking Ratio = 3.79 cars / 1,000 sf  
 Underground Residential Parking Provided Based on 0.95 Cars/ Unit

## PROPOSED PROJECT STATISTICS

# PRECEDENTS







