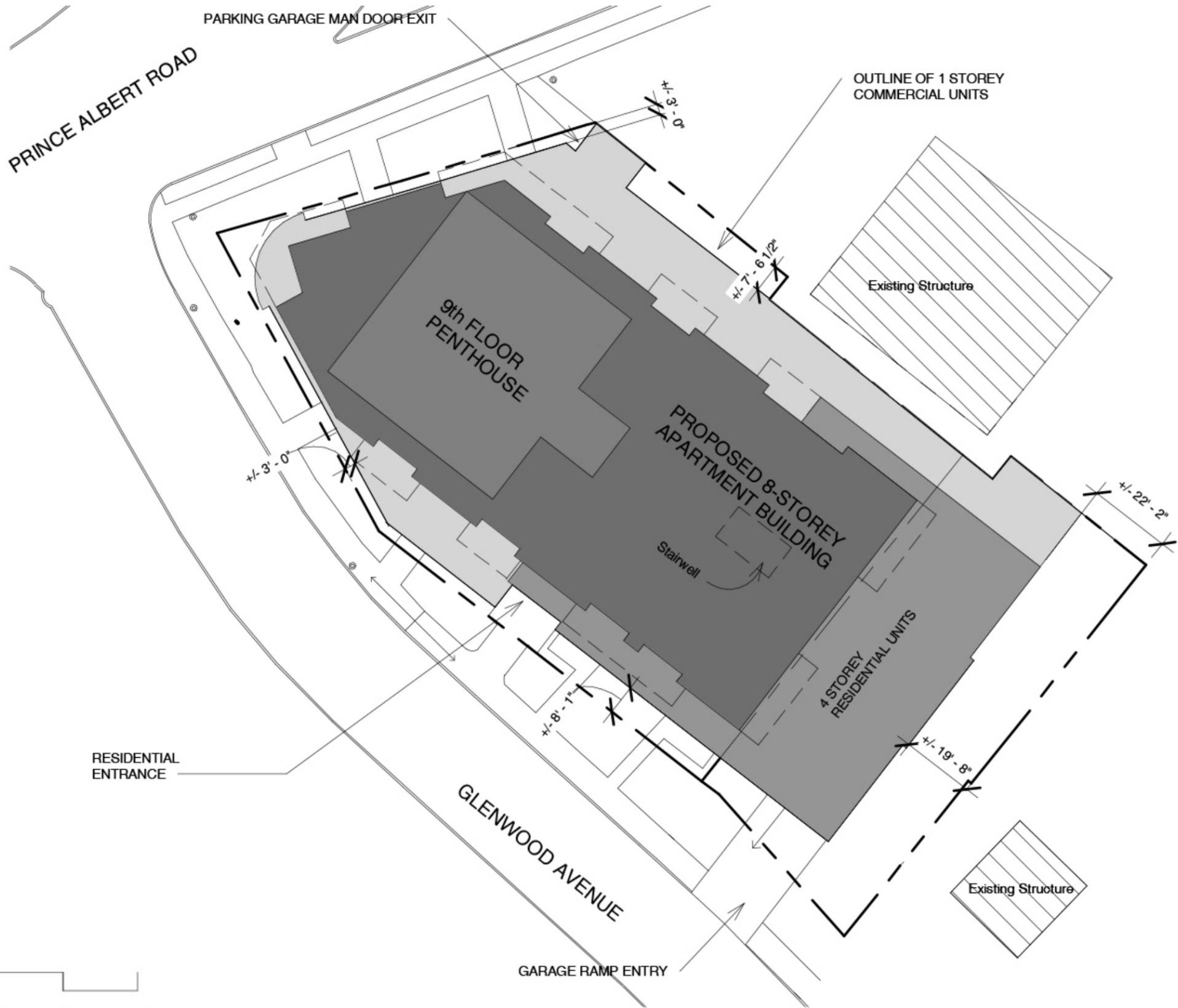








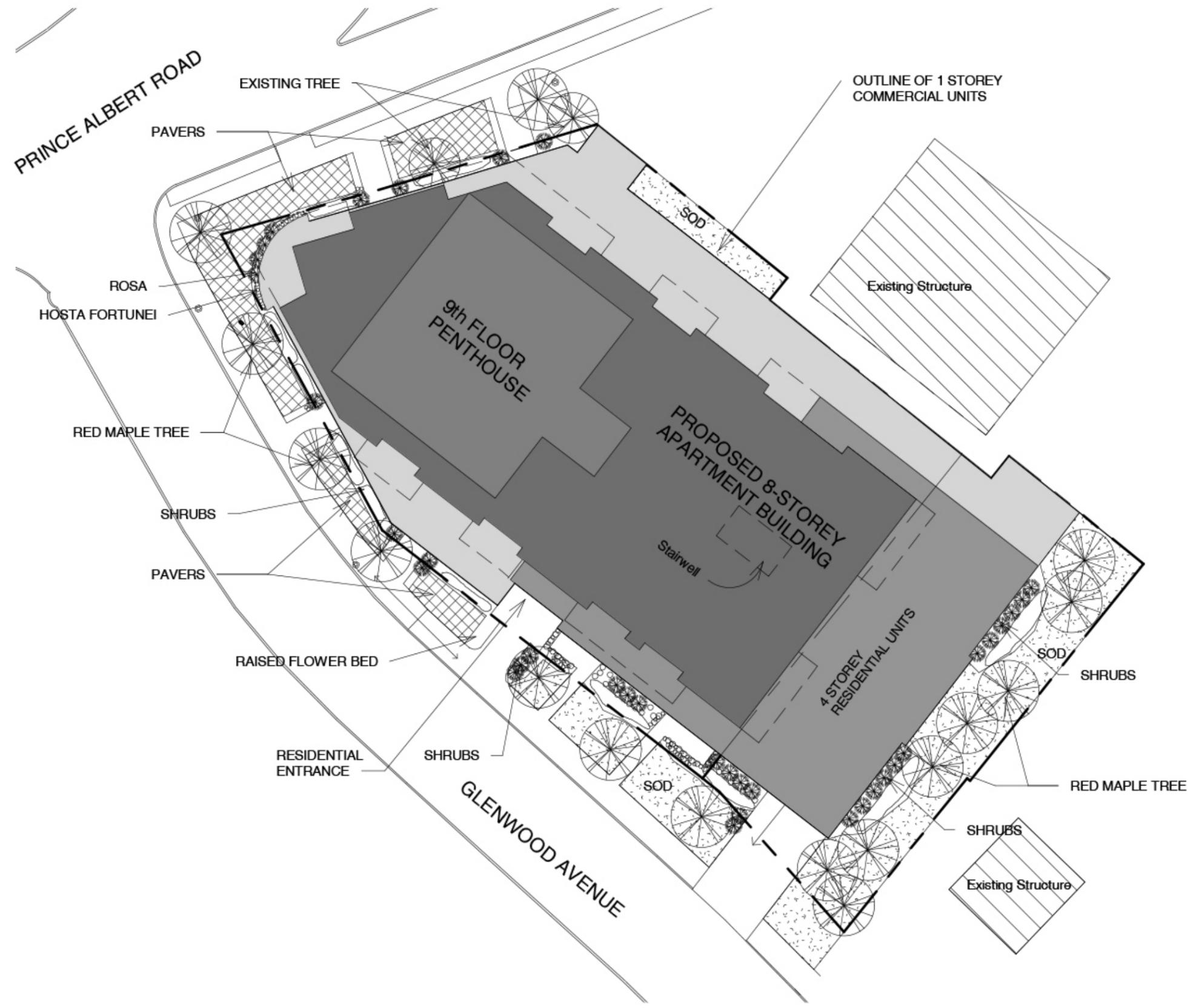
- Over the previous seven years Monaco Investment Partnership based on community, neighbourhood, staff, political and other stakeholder feedback has made significant changes to its original proposal.
- Since 2010 there have been multiple resubmissions and design changes leading to the proposed re-development today. This includes from 15 stories to 11, 10 and now the 9 stories (8 stories + penthouse)
- Major changes include:
 - **A 40% reduction in height from 15 stories to 9 stories** (8 stories + penthouse) which screens the rooftop mechanical equipment.
 - By including 6,400 square feet of pedestrian oriented ground floor commercial space, building and area residents will be able to walk to more local commercial uses and reduce use of cars.
 - **Ample indoor parking** with 106 stalls.
 - **Major change includes** elimination of the Prince Albert driveway and relocation of the building driveway further from the Prince Albert Intersection.
 - A minimum of 33% of the 90 Condominium dwelling units will be two bedroom or more.

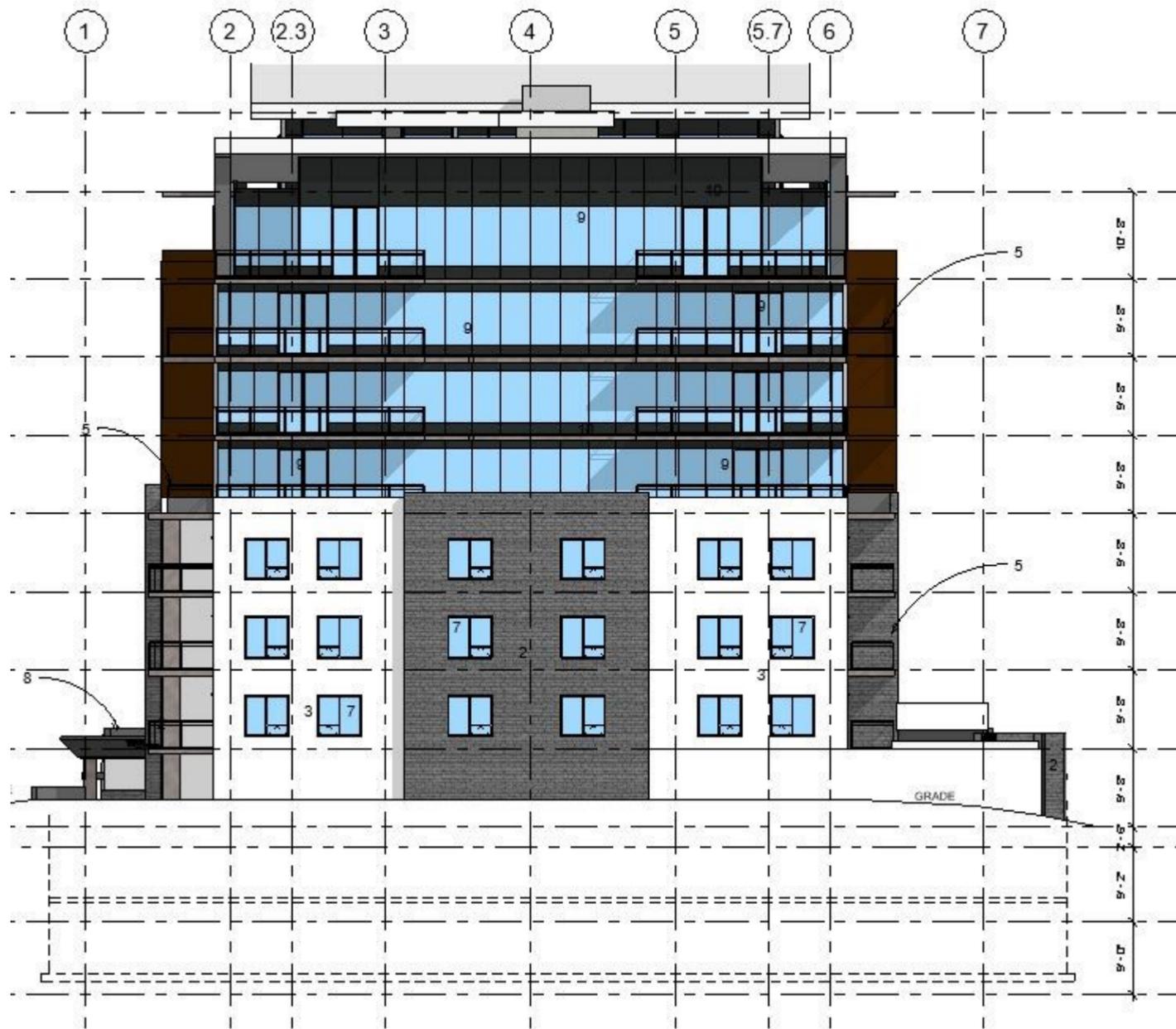


Urban Design & Transition

- Step backs and material changes provided as per HRM Urban Design rules to create base/middle/top and break up height and massing, quality cladding materials to be used
- **High quality landscaping** and at grade patio areas for café type use to foster walkable neighbourhood
- Height of building at rear is similar and compatible with adjacent R2 homes. R2 zoning in this area has no height restriction
- **R2 lot will only contain 3.5 storey part of building**
- Building steps back from Glenwood Avenue and from 7 Glenwood, **providing appropriate transition** in scale and ensuring the project blends into area to better integrate with adjacent homes.







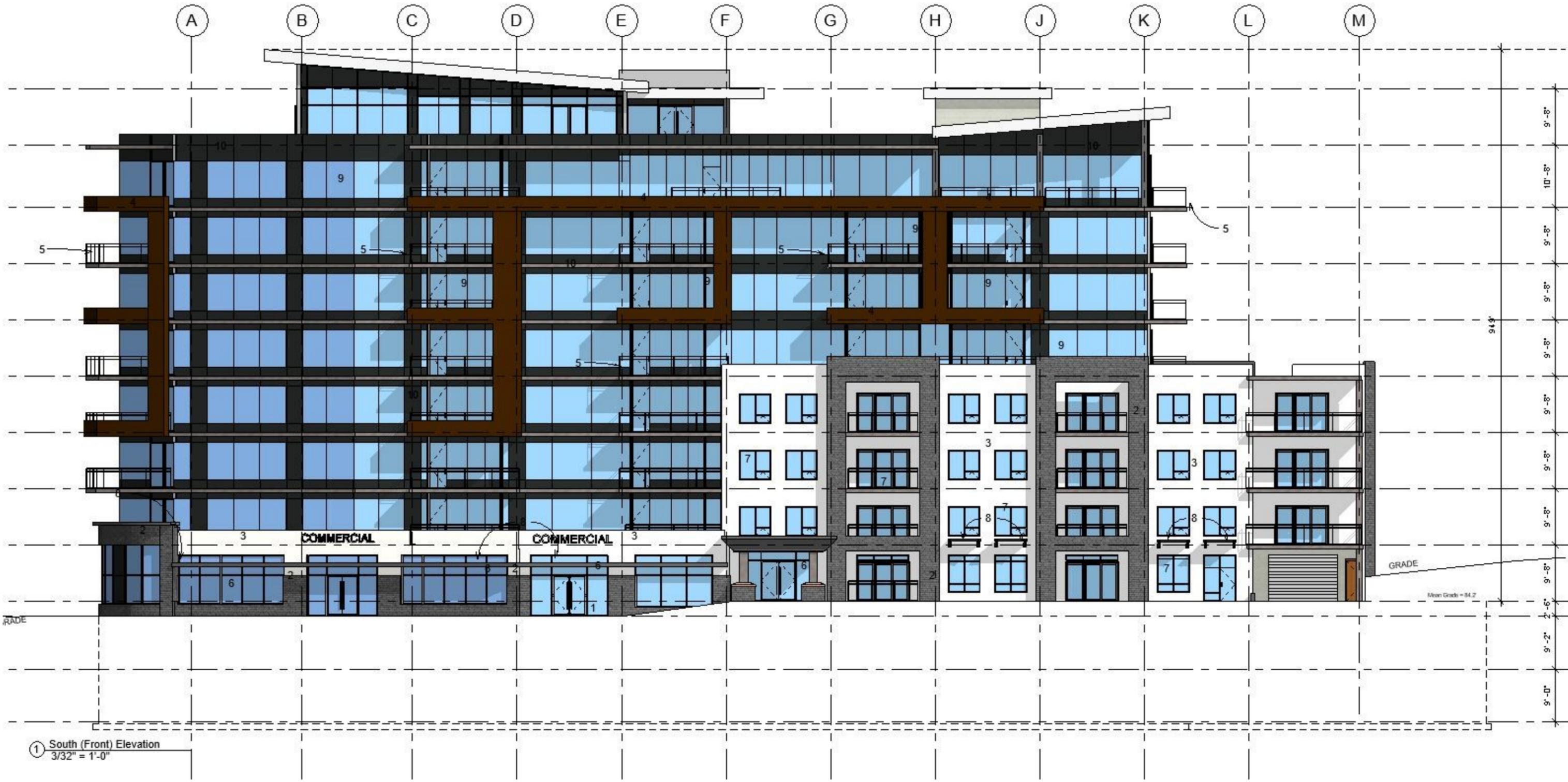
Height

- Height is really only 8 floors. The penthouse **covers less than 50%** of the rooftop and **encloses all mechanical equipment from view.**
- Part of the first floor is submerged below sidewalk level up from Glenwood Avenue
- This height is consistent with most public comments over the past 6 years
- Penthouse **won't be visible** from street level adjacent to project
- Height has been revised to be consistent with public comments



Density & Unit Mix

- Density of 90 units on 25,000 sq. ft. site (57.3% of an acre) is 152 units per acre which is comparable to most multiple unit projects in Regional Centre of HRM
- **Density proposed is 27% lower** than project recently approved by this council for 10 storey building at 181 Wyse which is 207 units per acre and comparable to 6 storey building at 181 Pleasant Street which is 147 units per acre
- Mix of unit types to appeal to all household sizes and family options



① South (Front) Elevation
3/32" = 1'-0"

Lake Protection

- Previous studies have concluded wind and shadows were positive in their findings.
 - **No impacts on lake** identified by staff, other than need for protective measures during construction to prevent erosion and silt runoff from site
 - **Project is outside of area** defined by Council in 2005 in consultation with Canoe/Kayak Canada as warranting height limits to protect canoe course
 - **No evidence** that canoe course could be affected. No concerns that Banook Lake would be affected with former 15 storey proposal and no concerns for the current proposal
 - The 4 condo towers located on Brookdale Crescent are **located much closer** to lake and canoe course and had no effect

What a **15 storey** building would have looked like across from the lake (2011)



What a **9 storey** building would have looked like across from the lake (2011)

Traffic & Driveway

- Driveway meets standard HRM requirement of being setback 100 feet from intersection
- HRM will not allow driveway onto Prince Albert as per rules requiring it to be on secondary street
- **20,000 cars per day now on Prince Albert**
- Most of 20,000 vehicles **come from other areas of Dartmouth** and other communities.
- Increases in traffic **won't be noticeable from 90 local units**, most new traffic comes from residential and commercial growth in other areas such as Dartmouth Crossing, Port Wallace, Baker Drive and other suburban growth
- Three Traffic and one Collision data reports reviewed by HRM Engineering **confirmed no concerns** and issues with the proposal.

Compatibility

- **High Quality Condominium Building** focused on offering alternatives for seniors and others wanting to stay in the community,
- Most of the current site is commercial as-of-right with **no height limit** and all commercial uses permitted, which would allow intensive car-oriented commercial uses such as drive throughs, vehicle service etc.
- Project instead designed for residential which generates less traffic, and low impact commercial uses at grade.
- Commercial uses at grade **will encourage** more walking by building and areas residents
- Orientation of the building to surrounding properties minimizes height / massing. **Shadow impacts on nearby properties will be negligible**
- **The proposed Building design respects transition's and step downs along Glenwood Avenue.**



What a **15 and 9 storey** building would have looked like from Glenwood Avenue in 2011

Prince Albert Road and Redesign Project (HRM)

- No unique concerns with Glenwood/PA intersection as compared to other similar intersections
- Developer would **support** HRM **installing** traffic lights
- HRM **is considering a** road redesign intended to slow down traffic speeds on Prince Albert and make the area more pedestrian friendly. **The Developer supports this initiative.**
- It is the design of the road and speeds of through traffic from other areas that are the problems with traffic, not new development in the area

Summary

- Many changes made to address public concerns since first application and Public Information Meeting:
 - Reduced height and massing
 - Setbacks and step backs as per HRM standards
 - Gentle transitions and buffering to adjacent homes on Glenwood, minimizing the effect of the new building, unlike previous proposal
 - Sidewalk extended up Glenwood to end of property
 - Driveway moved
- The owner in developing this proposal considered many recommendations including those remarks made by Area residents favouring an 8 storey building.
- Applicant and his professional development team have worked hard to address reasonable issues raised to meet HRM MPS policy and satisfy planning staff request for revisions
- Several taller multiple family residential buildings (i.e. up to 12 stories) have been approved for the community appreciating the need to integrate other forms of housing/commercial in a growing mixed use area.

Summary

- 12 storey building already approved for construction across from Superstore by Napa building and supported by Community Council, was deemed a good fit for area
- Proposed development will provide high quality **Condominium dwelling units with** special appeal for the older demographic of homeowners in the area
- **The Building scale is minimal** when viewed from across Banook Lake and the other end of Prince Albert Road.
- Monaco Investments respectfully asks that council approve the rezoning and development agreement as presented here tonight

