



August 30, 2021

Carl Purvis
Planning Applications Program Manager
Current Planning | Planning & Development
Halifax Regional Municipality

Re: Development Agreement Application: Multi-unit Residential Development at 600 Bedford Highway, NS (PID: 00289561)

Dear Carl,

On behalf of our client, I GATE Development Inc., ZZap Consulting Inc. is pleased to submit this Development Agreement (DA) application for a proposed multi-unit residential development at 600 Bedford Highway, NS (PID: 00289561). To support this application submission, the following materials are enclosed:

- Completed Planning Application Form
- Attachment A: Site Plan
- Attachment B: Building Drawings
- Attachment C: Traffic Impact Statement
- Attachment D: Servicing Schematic

1.0 Summary of Development Proposal

I GATE Developments Inc. is seeking to develop a multi-unit residential building at the subject site. The proposed development includes the following:

- 93 residential dwelling units, 80% of which are two or more bedrooms
- 116 underground parking stalls, including 5 accessible stalls
- 17 surface parking stalls, including visitor parking
- Approximately 2,100 square feet of common indoor amenity space
- Approximately 10,000 square feet of open landscaped area

The proposed development is intended to be serviced by municipal water and sanitary service as the subject properties are within the urban service boundary. Sanitary service Please refer to Attachment E for additional details regarding servicing. The lands are proposed to be accessed through a private driveway that intersects with the Bedford Highway.



2.0 Enabling Policy

The subject properties are zoned C-2B within the Halifax Mainland Land Use Bylaw (LUB). The properties are designated 'Highway Commercial' within the Bedford Highway Secondary Planning Strategy within the Halifax Municipal Planning Strategy (MPS). The subject property is also located within an area identified as 'Schedule "R"' within the MPS.

For properties located within Schedule R, Policies 1.8, 1.8.1 and 1.8.2 of the MPS enables community council to consider residential developments that exceed 35 feet in height through a development agreement process, subject to several policy assessment criteria that are noted in section 3.0 of this letter.

3.0 Rationale and Applicable Policy Analysis

We feel that the proposed development is consistent with applicable planning policies and proposes a comprehensively designed residential development in an area where demand for this type of housing remains high, and at a site that is within proximity to a variety of goods, services, public transportation, and recreation options. Please refer to Table 1 below, which outlines how the proposed development adheres to applicable DA policy assessment criteria as outlined within Policy 1.8.2.

Table 1: Enabling Policy 1.8.2

1.8.2 In considering development agreements pursuant to Policy 1.8, Council shall consider the following:	
Policy Criteria	Applicant Response
(a) the relationship of new development to adjacent properties and uses; and, the mitigation of impacts on the amenity, convenience and development potential of adjacent properties through effective urban design and landscape treatment;	The proposed development, particularly the upper residential storeys, are setback from the Bedford Highway and internal property lines in order to transition to adjacent properties and uses. The development also includes a landscape podium along the northern internal property line to create additional visual screening between the proposed developments and properties to the north. Upper storeys of the development are adequately separated from adjacent properties and therefore do not impact the amenity, convenience and development potential.

<p>(b) direct access to and sufficient frontage on Bedford Highway;</p>	<p>The subject property has direct frontage (approx. 150 ft.) on the Bedford Highway.</p> <p>A two-way access driveway is also proposed giving direct access to the Bedford Highway</p>
<p>(c) the architectural design of the building(s) including high quality building materials, articulation of and variation to the building(s) facades; and fine-grained architectural detailing;</p>	<p>The primary cladding materials used include high quality materials such as tempio tile (varying colours), cement board (varying colours) and curtain wall.</p> <p>Building articulation and variation refers to three dimensional modelling of a building and its surfaces, giving emphasis to architectural elements that create a complementary pattern or rhythm, dividing large buildings into smaller identifiable pieces. The proposed building includes a variety of architectural elements (i.e. curtain wall, metal panel with colour variation, window and balcony bays) that divide the building into smaller pieces that reduce its overall appeared mass.</p> <p>Fine grained architectural detailing refers to a technique of using smaller architectural components to break up or minimize larger ones of which they are composed. Granularity is the extent to which a component is composed of distinguishable pieces or grains. It can either refer to the extent to which a larger entity is subdivided, or the extent to which groups of smaller indistinguishable entities have joined together to become larger distinguishable entities.</p> <p>The proposed building includes changes or variations in colour and tone through a variety of materials and fine-grained material patterns on portions of the building facing the Bedford Highway. As a result, the proposed building design can be considered fine grained.</p>
<p>(d) the scale of the building(s) having regard for the retention of views of the Bedford Basin from public spaces including streets, and active transportation corridors;</p>	<p>Although the building height in total is 7 storeys (including underground parking) at the Bedford Highway , the building is in a location where views of Bedford Basin from public places are not anticipated to be significantly affected. Views from public trails within the Bedros Lane development and along Starboard Drive are primarily screened by existing vegetation and buildings.</p>



<p>(e) safe vehicular and pedestrian access to the site and building(s);</p>	<p>One two-way vehicular access point on the Bedford Highway is proposed.</p> <p>Pedestrian access to the site is proposed to be adjacent to the vehicular access driveway. These accesses lead to the main entrance and secondary entrances.</p> <p>There are existing bike lanes on the Bedford Highway which will be maintained.</p> <p>Sidewalks beyond the development do not exist and from our understanding are beyond the scope of what can be required in a development agreement.</p> <p>Pedestrians currently use the shoulder of the road to walk beyond this and other properties in the area.</p> <p>Council may wish to consider future upgrades to sidewalks in the area to make connections to the closest existing sidewalks at Larry Uteck Boulevard.</p>
<p>(f) the adequacy of vehicle and bicycle parking facilities;</p>	<p>The proposed development includes 116 underground parking stalls and 17 surface parking stalls to service the proposed 93 dwelling units. Five accessible parking stalls are proposed, as well as visitor parking stalls. We feel this is adequate supply.</p> <p>Bicycle parking is intended to be provided as per the LUB, including bicycle racks at building entrances and within the parking garage.</p>
<p>(g) the location of the majority of the vehicular parking below or to the side or rear of the building(s) with a minimal amount of parking accommodated in the front of the building(s) only where appropriate landscape measures along the street edge are provided;</p>	<p>116 parking spaces (approx. 87% of total parking) are located underground; the remaining 17 spaces (approx. 13%) are located above ground. A portion of surface parking (8 stalls) the front yard, adjacent the Bedford Highway.</p> <p>Landscaping is proposed along the Bedford Highway frontage which is intended to reduce the visual effects of the minimal front yard parking.</p>

<p>(h) the provision of both interior and exterior amenity areas and open space of a high quality, of a size and type adequate for the active and passive use of the residents;</p>	<p>The following amenity space is proposed within the development</p> <ul style="list-style-type: none"> • Balconies: ~15,000 ft² • Interior Amenity Rooms: ~1,250 ft² • Outdoor Landscaped Area: ~10,000 ft² <p>In addition to the above noted amenity space, additional site improvements to the rear of the building will be provided to make the existing treed area useable to residents.</p>
<p>(i) the adequacy of the servicing capacity of the site;</p>	<p>Please refer to Attachment D</p>
<p>(j) the provision of appropriate buffering and landscape treatment;</p>	<p>Appropriate buffering proposed through the site design. Maintenance of existing landscaping at the rear of the property (west side) provide landscape buffer to properties to the west.</p> <p>A landscape podium is proposed along the northern internal property line to create visual screening between the proposed developments and properties to the north.</p> <p>Landscaping is proposed adjacent the Bedford Highway to create a quality streetscape aesthetic.</p>
<p>(k) the potential impact of shadowing on surrounding residential buildings beyond what currently exists;</p>	<p>The proposed development is not anticipated to have significant shadow impact on surrounding buildings. The building will likely generate shadows, however the shadows would be most prominent during winter months are outdoor activities are less common.</p> <p>The upper storeys of the building are narrow and the majority of the buildings mass is oriented towards the rear of the property to minimize impact on adjacent lands.</p>
<p>(l) demonstrated incorporation of Crime Prevention Through Environmental Design (CPTED) principles in the site and building design;</p>	<p>The proposed development incorporates CPTED principles by having building entrances facing common open spaces, parking areas, and public streets. All entrances and pathways within the property are proposed to be lit during evening hours.</p>
<p>(m) the provision of active transportation linkages, where needed.</p>	<p>The property fronts on the Bedford Highway and has no other direct connections to public spaces or public rights-of-way. The development is designed to provide active transportation linkages between the building and any current or planned active transportation infrastructure within the Bedford Highway (i.e. bike lanes or sidewalks).</p>



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4.0 Closing

We trust that the enclosed materials satisfy the application requirements, and we look forward to working with Staff, Council and members of the public throughout the application process. Should you have any questions, clarifications or comments regarding this application, please do not hesitate to contact the undersigned.

Sincerely,

- Original Signed -

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