

HALIFAX

Public Hearing Case 23805

Rezoning / Development
Agreement Application for
16 Carver St. and PID 00242016
Portland St., Dartmouth

Harbour East Marine Drive Community Council
March 2, 2023

Applicant Proposal

Applicant: Fathom Studios, on behalf of the property owner

Location: Near the corner of Portland and Carver Streets, Dartmouth

Proposal: Multi-unit apartment building with small ground floor commercial space



Site Context



General Site location in Red

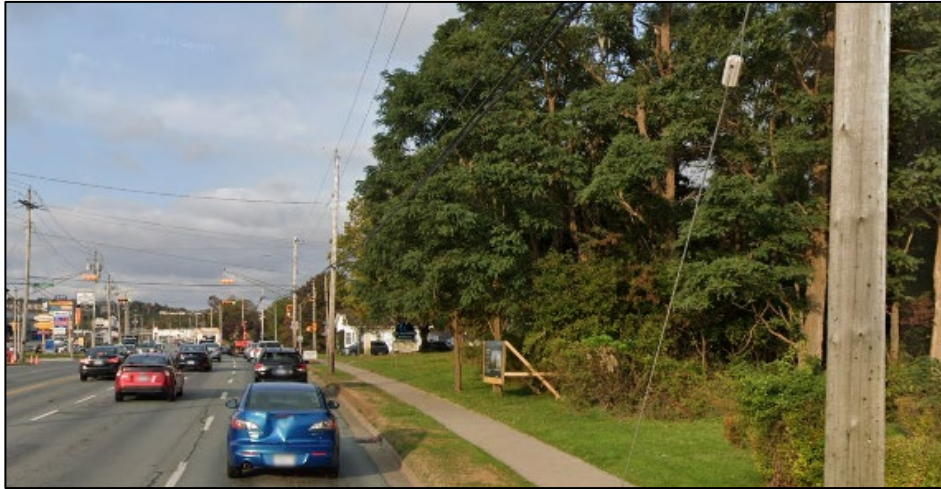


Site Boundaries in Red

Site Context



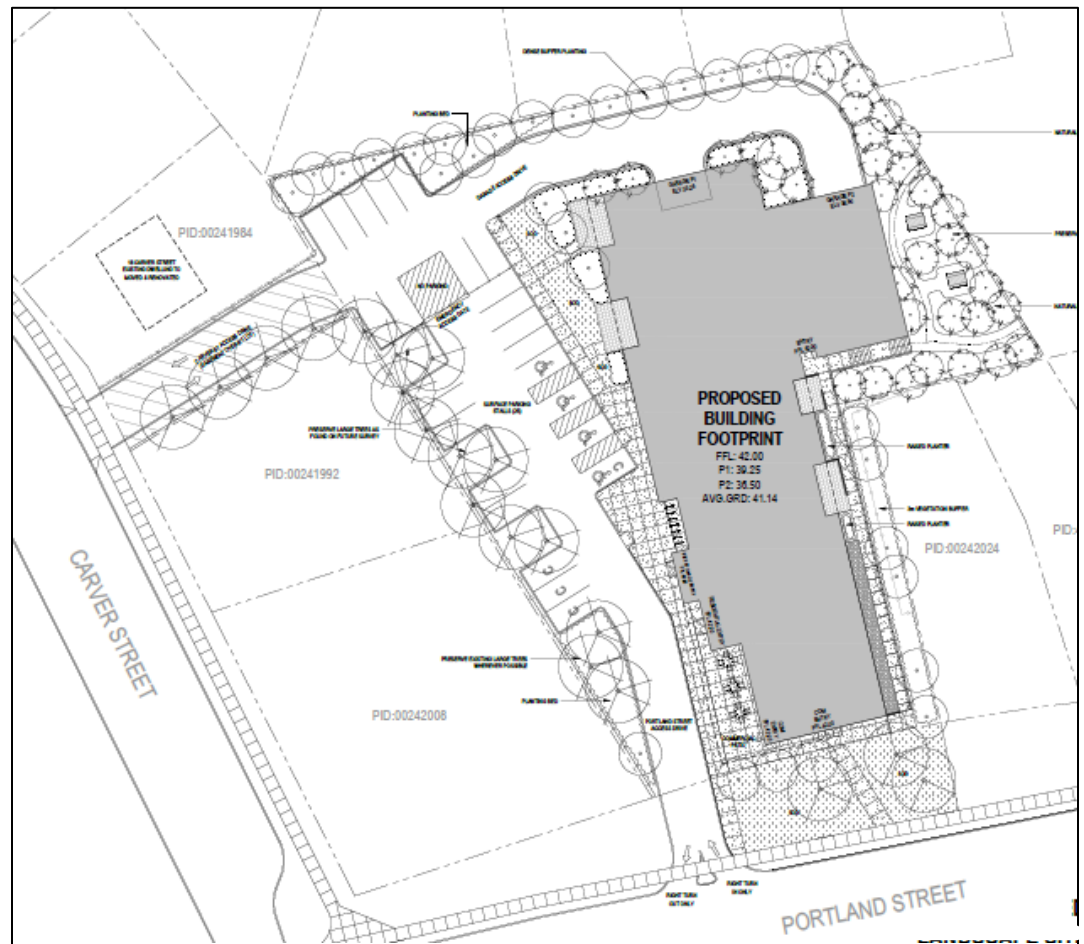
16 Carver St.



Portland St. (looking west)

Proposal

- Re-zone from R-1 to R-4 and construct a six (6) storey multi-unit residential building with small ground floor commercial space.
- Maintain single unit dwelling facing Carver St.



Proposal



South Elevation
Portland Street



North Elevation
Rear

Proposal

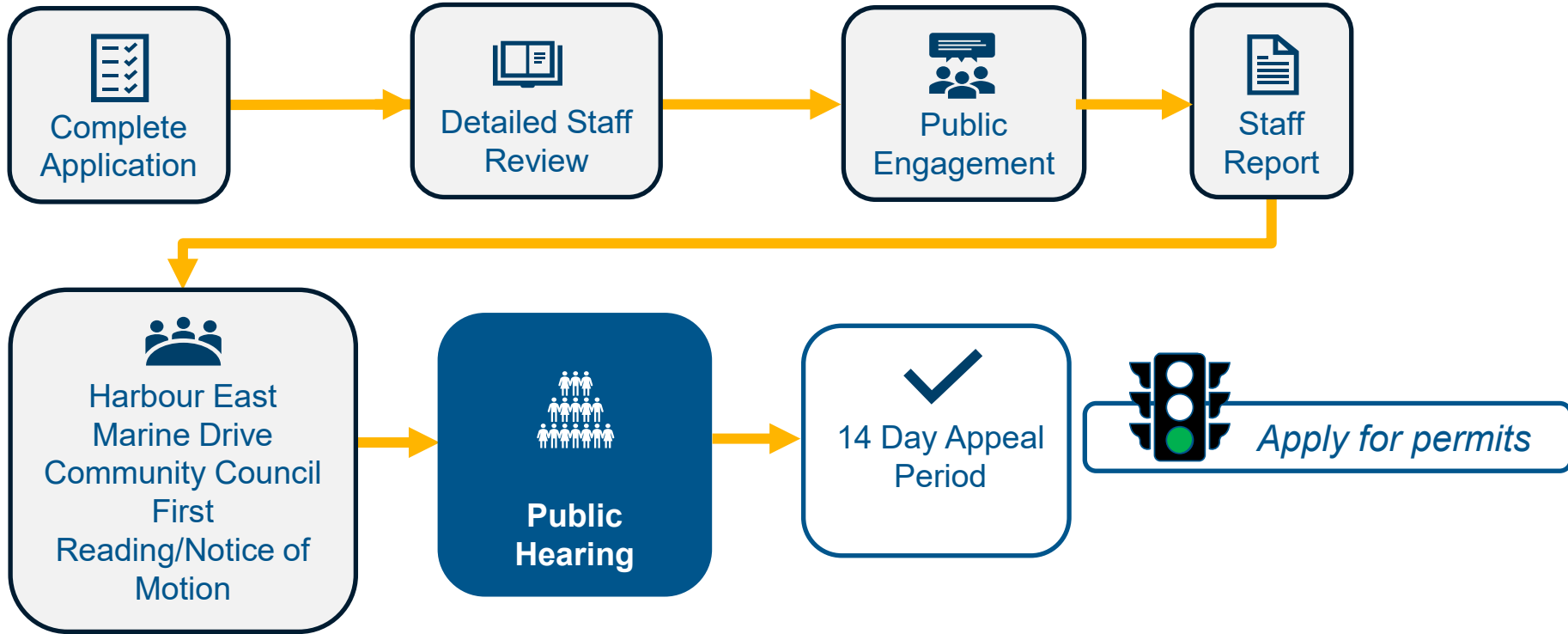


West Elevation



East Elevation

Planning Process



Planning Policy Outline



**Regional Plan &
Subdivision
Bylaw**

Guide where population growth and the investment of services like transit, piped water and sewer should occur



Community Plan

Outlines where and how different types of development may occur. Particular uses may not be permitted in some areas, other uses may only be allowed by a Council approval and after getting feedback from the community



**Land Use Bylaw
(Zoning)**

Specifies what can be approved without going to Council and seeking feedback from the public

Policy & Bylaw Overview

Dartmouth MPS & LUB



Municipal Sewer and/or Water



Zone

R-1 (Single Unit Dwelling) Zone



Designation

Residential



Existing Use

Vacant Land / Single Unit Dwelling



Enabling Policy

Policy IP-1(c) and IP-5:
Development of Multiple Unit Buildings

Public Engagement Feedback

- Level of engagement completed was consultation achieved through an HRM website, mail out notification, and a public information meeting (March 29, 2022)
- Feedback from the community generally included the following:
 - Compatibility with surrounding area;
 - Traffic concerns;
 - Noise/construction concerns;
 - Stormwater impacts; and
 - Landscaping/buffers and privacy issues.

**Notifications
Mailed**

 121

Individual Contacts
(Phone Calls & Email)

  22

Webpage Views

 1,707

PIM
(March 29, 2022)

 41

Changes Responding to Consultation

Height & Massing

- Original proposal was 8 stories (incl. penthouse)
- Changed to 6 stories with a further decrease in height down to 4 then 3 stories at the rear of the building



Changes Responding to Consultation

Landscaping



Policy Consideration

Dartmouth MPS & LUB

Dartmouth MPS Policy IP-1(c) allows the rezoning request and Policy IP-5 requires apartment buildings to go through a Development Agreement process.

The policy requires Council to consider the following in rendering their decision on a Rezoning & Development Agreement:

- Height, design, and scale with respect to compatibility with neighbourhood;
- Adequacy of controls to reduce potential conflicts;
- Landscaping and amenity space;
- Infrastructure capabilities (sewer, water, roads, transit, etc.)

Policy Consideration

Land Use

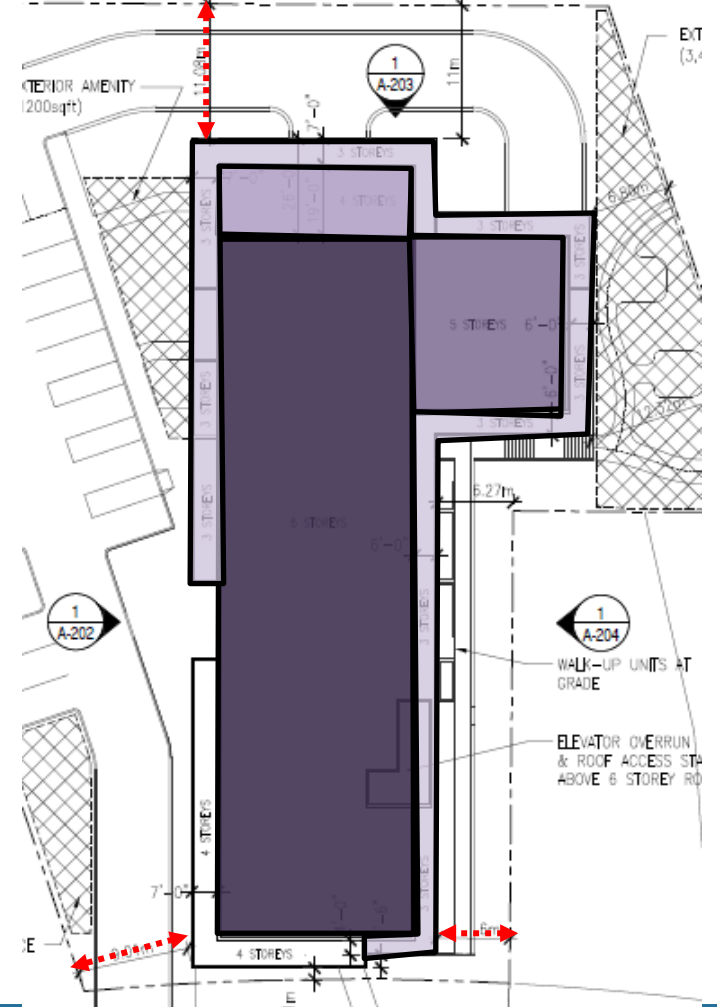


Policy Consideration

Height and Massing

Impact of proposed building is minimized by distribution of the bulk of the building on the site.

- Setbacks from the low-density residential properties will provide a sufficient transition.
- Decrease in height at rear of the building increases the separation distance and assists in reducing the bulk and scale of the building.
- Step backs in the massing above 3 storeys will minimize the impact of the overall bulk of the building and will increase the setbacks of the 6-storey portion of the building to shared property lines with single unit dwellings.



Policy Consideration

Traffic Generation

A Traffic Impact Study (TIS) was prepared and concluded that the traffic volumes generated by the development are within the volume guidelines for the residential street network.

The traffic dispersion satisfies HRM By-law S-300, which requires traffic be directed to streets that have a lower traffic volume.

HRM Traffic Management and HRM Engineering have reviewed the analysis and accepted its findings.



Policy Consideration

Landscape & Amenity Space

Amenity space = 9 square metres per dwelling unit, excluding private balconies.

This amenity space is to be providing through a mix of:

- interior amenity room
- 5th floor roof top patio
- outdoor space abutting Landrace Crescent Park.

The landscaping will provide a vegetation buffer surrounding the site



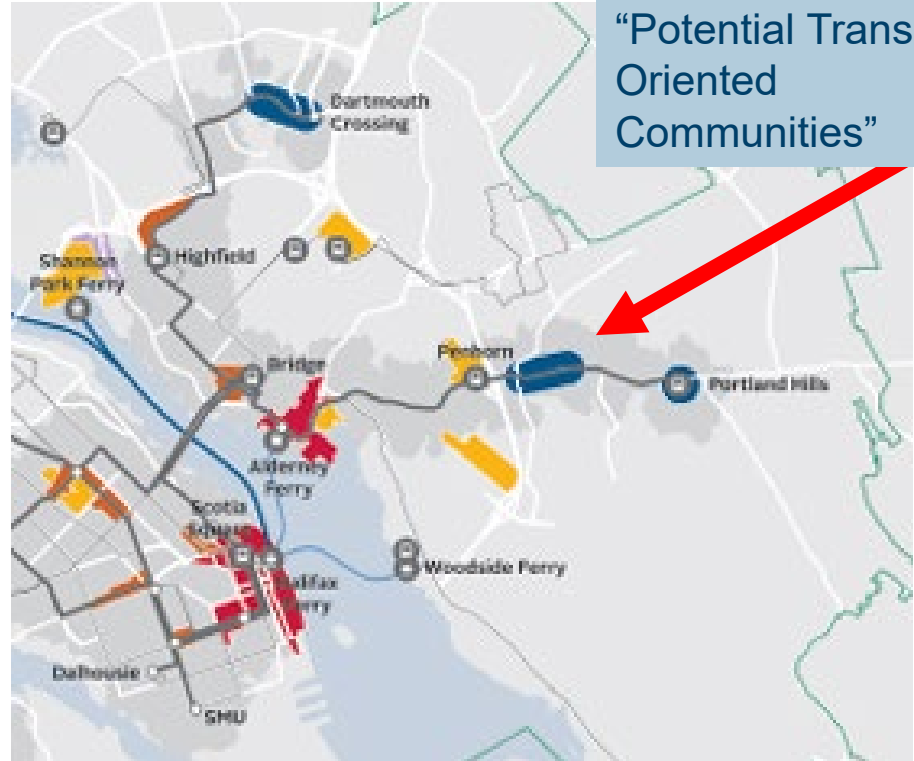
Policy Consideration

Priority Plans

The Rapid Transit Strategy identifies:

- Portland Street as a Transit Priority Corridor
- the subject lands as a potential transit-oriented community

The RTS encourages dense development within transit-oriented areas to support transit ridership.



Subject site located within area identified as “Potential Transit-Oriented Communities”

Summary: Key Aspects of the Proposal

- A single unit dwelling fronting on Carver Street, as per the requirements of the R-1 Zone;
- A multiple unit residential building with ground floor commercial;
- A minimum of 40% of the units are to be 2+ bedroom units;
- Maximum height of 6 storeys (19.5 metres)
- Building massing, siting, and scale requirements to reduce height and step the building back at certain locations.
- Two vehicular access points, two-way access off Carver Street and a right in-right out off Portland Street;
- Minimum parking ratio of 0.7 spaces per unit; and
- Minimum amenity space of 9 square metres per unit, to be provided both indoor and outdoor.

Non-Substantive Amendments

A 'Non-Substantive Amendment' is a change to the agreement which could be made without a formal Public Hearing.

As proposed, Non-Substantive Amendments within this agreement include the following:

- Changes to the landscaping requirements;
- Changes to accommodate any alterations to landscaping, setbacks and driveway location required for Portland Street improvements; and
- Extension to the dates of commencement and completion of development.

Staff Recommendation

Staff recommend that Harbour East Marine Drive Community Council:

- Approve the proposed rezoning and development agreement as set out in the staff report dated December 9, 2022.

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Thank You

Planners Name



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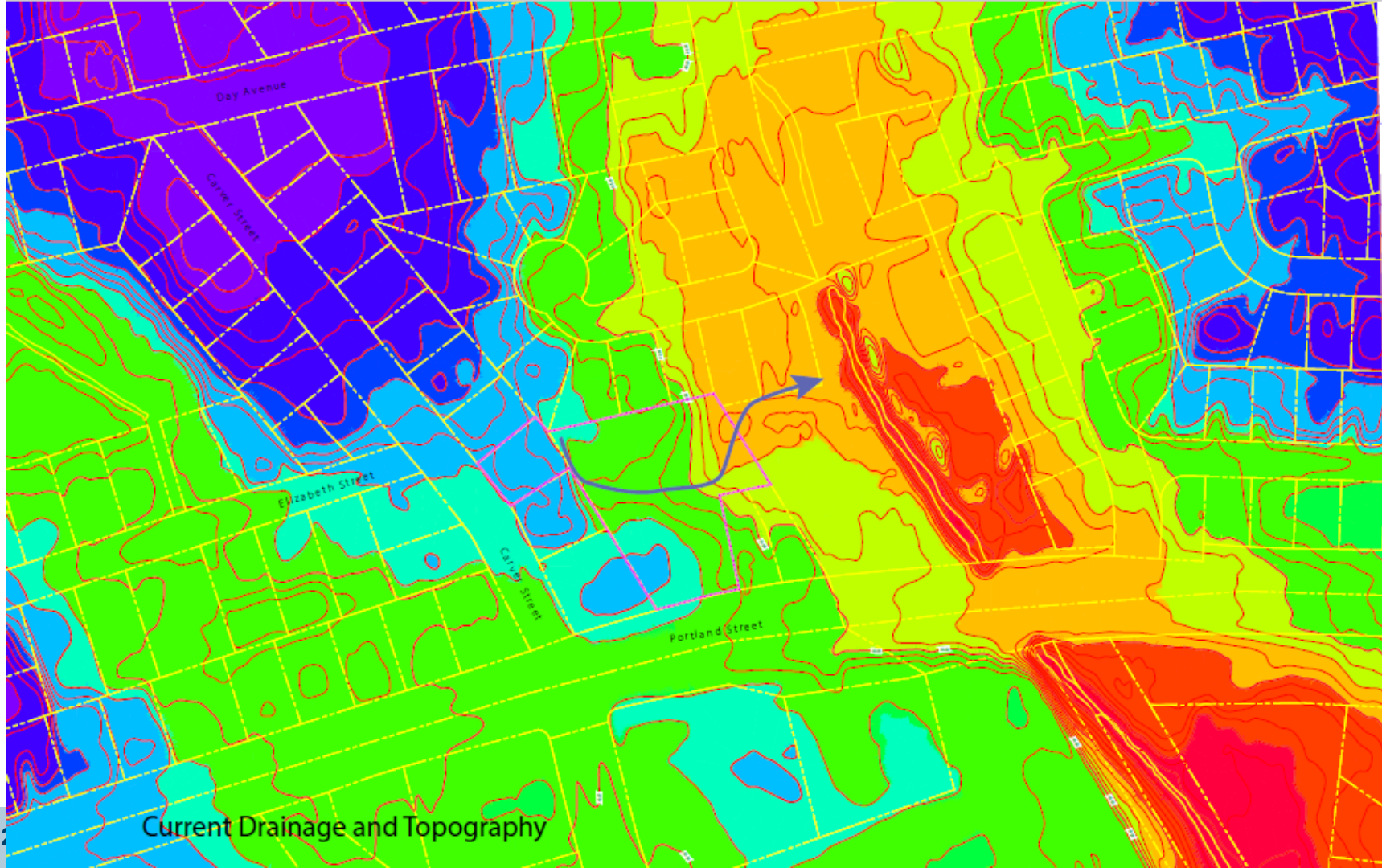
Integrated Mobility Plan (IMP) & Rapid Transit Strategy

Portland Street and Cole Harbour Road Functional Plan

Portland Street has been identified as a Transit Priority Corridor and key to regional traffic flow, transit, goods movement, and active transportation.

Based on the direction of the IMP and Rapid Transit Strategy, the Municipality has undertaken the development of The Portland Street and Cole Harbour Road Functional Plan. There are two objectives of this study:

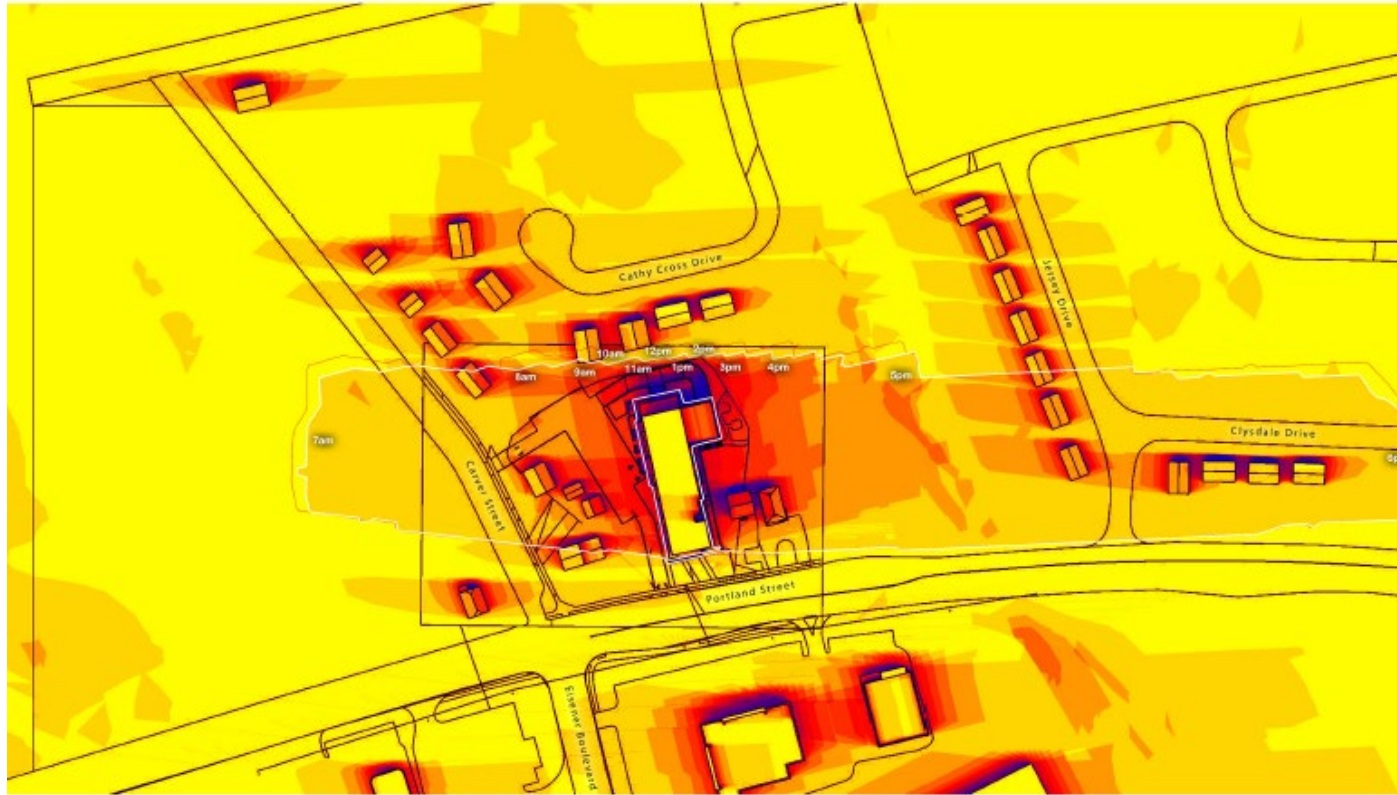
- to improve road safety for all road uses as well as enhances user experience and efficiency of Transit and Active Transportation.
- **to consider land use planning alongside transportation planning for the corridor and explore where future growth will be directed within the study area.**



Current Drainage and Topography

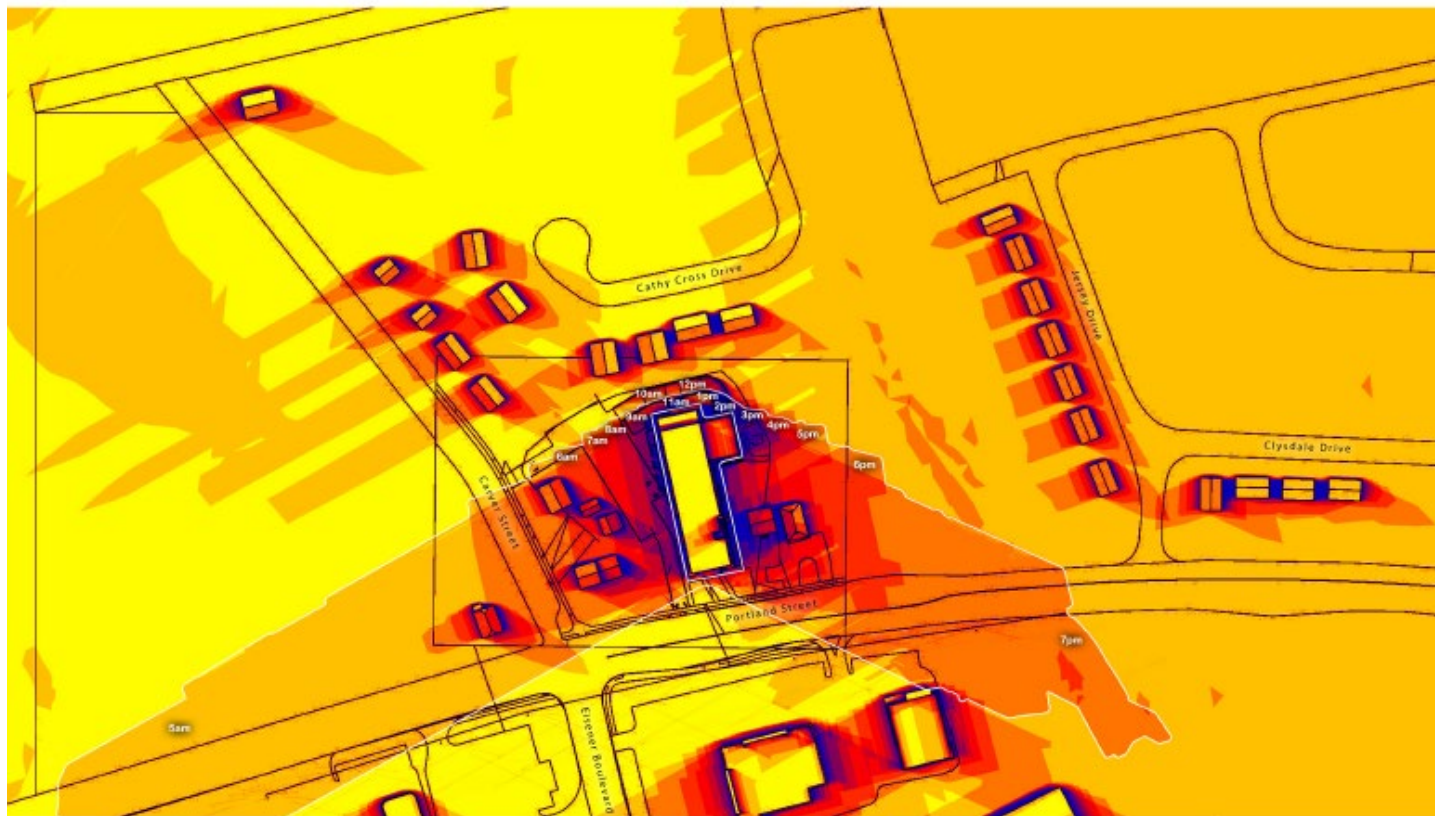
Wilikins - Portland at Carver Street Development

Shade Study for September 21



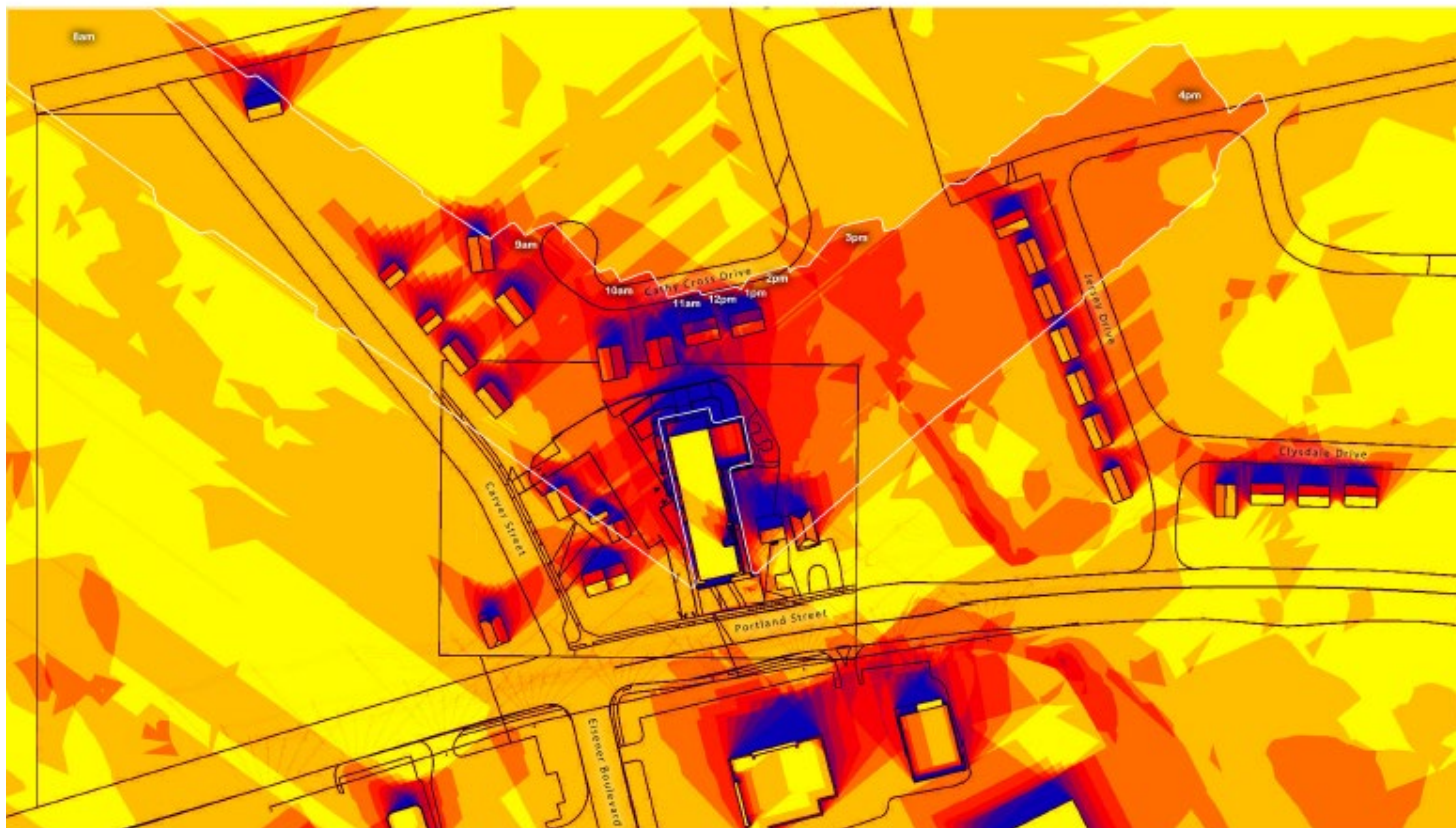
Wilkins - Portland at Carver Street Development

Shade Study for June 21



Wilkins - Portland at Carver Street Development

Shade Study for December 21



0 1 2 3 4 5 6 7 8 9 hours of shade