

**Rezoning & Development Agreement Application Package to HRM:**

**MMBR Realty Limited Proposal for a 13 storey, 141 unit residential building on lands located on Waverley Road in Port Wallace, Dartmouth**

**Prepared for MMBR Realty Ltd.**

**Mitch Dickey MCIP LPP  
Professional Planner  
Mitch Dickey Urban Planning  
September 23, 2023**

## TABLE OF CONTENTS

	<i>Page</i>
<b>Part1: Submission Letter and Analysis Mitch Dickey MCIP LPP</b>	
Executive Summary	2
Overview	3
Site Description	3
Neighbourhood & Community Context	5
Planning Context	5
Discussion	
Evaluation under Applicable Planning Policies	7
General Compatibility	7
Key Design Principles	9
Infrastructure and Transportation	9
Environmental	10
Context to Port Wallace Suburban Growth Area	10
Increased Housing Opportunities	10
HRM's Suburban Plan & Design Principles	10
Summary & Conclusion	11
<i>Attachment A - Evaluation of Proposal Pursuant to Dartmouth MPS</i>	12
<i>Attachment B – Evaluation of Proposal Pursuant to Regional MPS</i>	20
<b>Part 2: Architectural Package by Kendall Taylor, Root Architecture</b>	
<b>Part 3: Traffic Impact Statement by Harbourside Engineering</b>	
<b>Part 4: Servicing Plan by Harbourside Engineering</b>	

## **EXECUTIVE SUMMARY**

### **Proposal**

MMBR Realty Limited owns four parcels of land on Waverley Road, that back onto Lake MicMac. MMBR is intending to remove an existing single unit dwelling and reconfigure the lots into two parcels. The larger parcel of 2.25 acres is proposed to be developed with a 13 storey, 141 unit building with two levels of underground parking. The second parcel will continue to serve as a parking area for the MicMac Bar and Grill located adjacent to the site, at 219 Waverley Road.

### **Approval Process**

The Dartmouth Municipal Planning Strategy enables the project subject to review and approval by the Harbour East-Marine Drive Community Council. A rezoning of the development from R-1 Single Unit Dwelling to R-3 Multi Family - Medium Density Residential, and approval of a development agreement are therefore being applied for by MMBR.

### **Site & Design Overview**

The site is 2.25 acres in size and includes 600 feet of shoreline on Lake MicMac. The building is sited to not just respect the 20 m watercourse setback, but to enhance it. The proposal includes new tree plantings within the 20 m buffer where the existing house will be removed. The building, which will be situated about 4 m above lake level, curves to match the shoreline. The lower two floors, nestled in the wooded area, will be clad in medium to dark masonry, reflecting the character of the Shubenacadie Canal. The upper 10 floors are stepped back from all faces of the base. These upper levels will be light in colour, while a penthouse level with visually interesting dual upswept roof will include both residential and common amenity space.. A two level underground parking garage will be accessed via the existing commercial driveway on site. Extensive landscaping will surround the building.

### **Conformance to Dartmouth Municipal Planning Strategy (MPS)**

The Dartmouth MPS allows Council to consider a wide variety of development proposals and sets out guidelines to consider. In this case:

Policy IP-1(c) sets out how Council is to consider whether the site is generally appropriate for medium density residential development. Given the large size of the site, its location in a long-established and growing commercial node on a transit route, the relative isolation from nearby low density housing, the increasing number of mid and high rise buildings in the community and around the lakes, the ability to reduce the number of driveway entrances, and low traffic generation, the site is well suited for a large apartment building that will increase housing choice in the area.

Policy IP-5 establishes criteria for Council to use in evaluating the specifics of a proposal and to ensure that the terms of a development agreement will ensure the project is built to the expected high standard and reasonably mitigate potential impacts on nearby uses and on the community in general. The proposed density of 63 units per acre is reasonable and consistent with other projects that Council has recently approved in Dartmouth. The diversity of built forms and uses, and other approved projects in the immediate neighbourhood and in the area around the lake indicate that the proposed height is reasonable. Large physical separations from nearby housing, and the presence of extensive mature tree cover to be preserved and enhanced, ensure that the scale and design of the proposed building are appropriate. The terms of a development agreement will ensure that the project will be built and maintained as approved.

The proposed development satisfies Dartmouth MPS policy, both in terms of the site being appropriate for medium density zoning, and in the details of its site design and architecture. MMBR respectfully requests approval of the proposal.



## OVERVIEW

MMBR Realty Limited owns four lots on Waverley Road in the Port Wallace community of Dartmouth. MMBR is proposing to consolidate 3 of these lots with part of the fourth lot, and construct a 13-storey 141 unit apartment building with 2 levels of underground parking near the northeast shore of Lake Mic Mac. A single unit dwelling would be removed to enable this. The proposal includes 47 one bedroom units and 94 two bedroom units. There would be 172 underground parking spaces, and 15 surface visitor parking spaces. Under the Municipal Planning Strategy for Dartmouth, a public consultation process and a Community Council approval are required before the project can proceed. This process will involve simultaneous consideration of a rezoning of the site to R-3 Multi Family - Medium Density, and of a development agreement. All lands within this proposal are either owned directly by the proponent or through a corporation for which they have sole control



Figure 1 - Location

## SITE DESCRIPTION

The 2.25 acre site is generally flat extending back much of the way from Waverley Road. There is a slight rise at the rear, with a gentle slope down about 4 m to the shore of the lake. Much of the site is covered by mature trees, which will be retained. Almost half of the development parcel, 50,000 square feet, is within a 20 m natural buffer zone mandated by HRM along all watercourses. Surrounding land uses include substantial commercial development, and a mixed residential environment. Halifax Transit's Route 55 (Port Wallace) serves this major transportation corridor and has two bus stops adjacent to the site, one



on each side of Waverley Road. The area is highly walkable given the range of services and amenities, and this transit route provides easy access beyond to many facilities and services. Route 55 connects to three major transit terminals with other routes which enable access throughout the city.

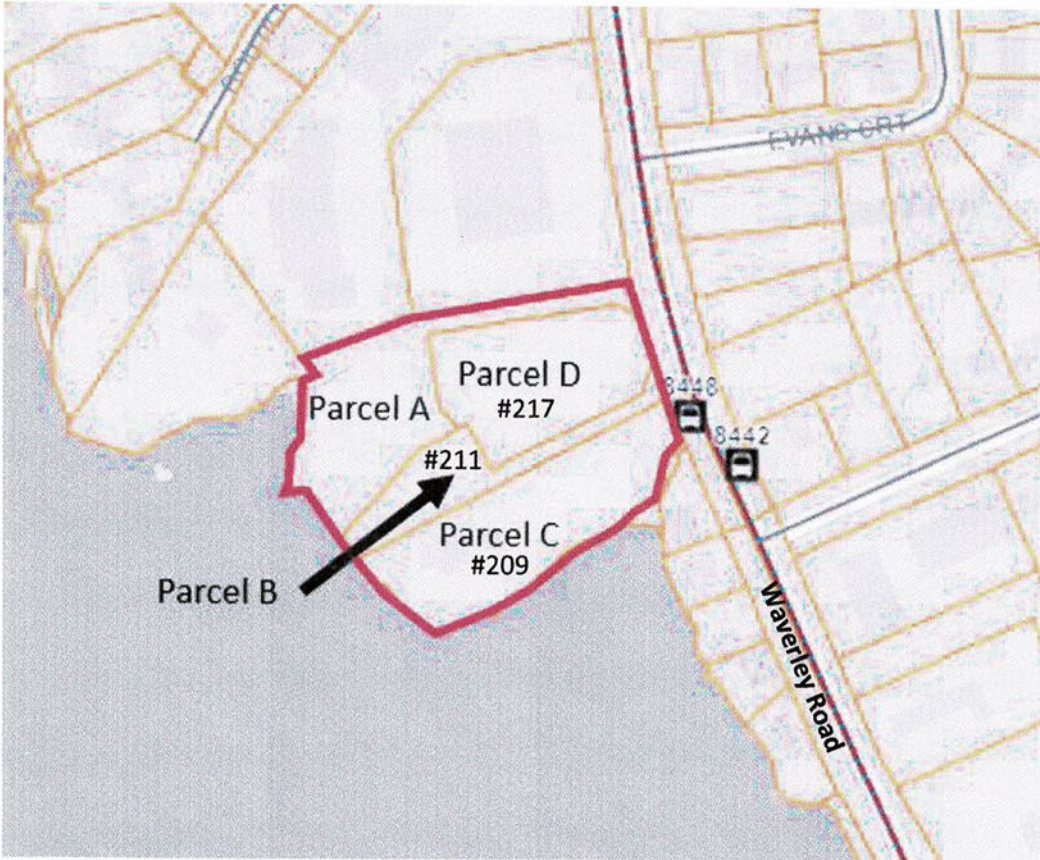


Figure 2 - Parcels

The subject site consists of three separate parcels as shown on Map 1:

Parcel A, PID 40879447 is a flag lot of 35,000 square feet & 50 feet of road frontage that contains no buildings, but the narrow eastern 'flagpole' portion of the site has historically been used for access to the former Mic Mac Tavern site at 217 Waverley Road (now vacant) and to 211 Waverley Road. Much of this parcel has also been used for commercial parking and storage since at least the 1970's, and as such a number of shipping containers for storage are currently located on the western portion of the lot near the lake.

Parcel B, 211 Waverley Road is a flag lot of 17,000 square feet & 50 feet of road frontage. It is currently vacant. There is no existing direct access to this lot from Waverley Road, as its frontage is fully treed. Access has instead been via Parcel A along the main driveway to the existing commercial development at 219 Waverley Road.

Parcel C, 209 Waverley Road – This parcel of 43,000 square feet with 52 feet of road frontage currently contains a single unit dwelling that will be removed to enable the proposed development. This address is currently accessed by its own private driveway from Waverley Road, this driveway will be closed.

Parcel D, 217 Waverley Road – This parcel of 34,000 square feet is a parking lot. It was occupied by the original Mic Mac Tavern from the 1950's until approximately 2009 and is now used as a parking lot for



customers of that establishment at 219 Waverley Road. This parcel will mainly be retained as parking for the foreseeable future and will not be included in this development proposal, except for a portion to be subdivided from the rear that will then be added to Parcels A, B and C.

Upon approval of the proposed development, the majority of Parcels A, B & C will be consolidated into one lot. The narrow 'flagpole' portions of Parcels A and B will be severed from the development site and added to Parcel D. An area from the rear of Parcel D will be added to the residential development site. This consolidated development parcel will have a lot area of 2.25 acres and will maintain 45 feet of frontage on Waverley Road where the existing driveway to #209 is located. Access to the new multiple unit dwelling will be via an easement over the existing private commercial driveway between #217 and #219.

In summary, there are currently three driveways from Waverley Road that access the existing four lots. This will be reduced to two driveways.

## **NEIGHBOURHOOD & COMMUNITY CONTEXT**

The community of Port Wallace dates back to the early 1800's and until the 1960's was not part of Dartmouth. The immediate neighbourhood around the subject site has long been a major commercial and service node for the community, which now extends for 700 m along Waverley Road from Red Bridge Pond north to Montebello Drive. Located approximately at the mid point of the commercial strip, the project is within easy walking distance of all land uses in the area. There is currently a total of 20 diverse commercial buildings in this node, with an estimated total square footage of about 160,000 square feet. Building footprints range from small convenience stores to large multi tenant buildings of over 30,000 square feet. Within these buildings there is a diverse mix of commercial, personal service, and service industrial uses. This includes retail, bars, restaurants, bars, drugstore, salons, fast food outlets, leased office space, a gas station, micro brewery, automotive repair, truck repair, daycare, and garden centres. There is also a range of residential uses along Waverley Road and on side streets, primarily low density however a new 6-storey apartment building is under construction at the corner of Montebello Drive. Shubie Park, a large and popular regional park, is located just 400 m to the northwest.

On a broader neighbourhood scale, as lakes in Dartmouth typically tend to be a neighbourhood focal point, the community around the shores of Lake Mic Mac is extremely diverse in terms of land uses and built forms. On the west and east sides of the lake, the topography rises considerably to create a bowl effect. Across the north end of the lake is Highway 118 and the regional shopping centre of Dartmouth Crossing where high rise residential buildings are under construction. Along the eastern shore of the lake are low to medium density residential uses. At the south end of the lake Mic Mac Mall can be seen prominently from the site on a rise behind Lakeshore Park Terrace. Other developments at the north end of Lake Banook, including 3 existing mid and high rise towers with two more approved, are also highly prominent from the north end of Lake MicMac.

Within 1.5 km is Clayton Developments new Port Wallace project that is slated to include 4200 units, 65% of which will be apartment units in a range of low to high rise forms. The greenfield suburban development will also create new commercial nodes to serve the anticipated 11,000 new residents.

## **PLANNING CONTEXT**

Under the existing Regional Municipal Planning Strategy (RMPS), this property is designated Urban Settlement which defines the urban core of HRM where substantial population growth is targeted. The existing RMPS seeks to achieve 75% of new housing starts within the sewer and water supply area, while the draft updated plan is calling for a minimum of 90%. HRM is planning for major growth in the new RMPS, even considering an ultimate doubling of the population to 1,000,000. On this basis, staff and Council are looking for areas where infill development can take place, rather than constantly expanding with new suburbs.



The subject site is located within the Dartmouth Secondary Municipal Planning Strategy area. Two different land use designations and zones apply as follows, as shown on Figures 2 and 3:

- Parcel A (PID 40879447) is primarily within the Residential Designation and zoned R-1, however the narrow eastern portion of the lot (the flagpole portion with the existing main driveway to the commercial buildings and parking lots at 217 and 219 Waverley Road) is within the Waverley Road Subdesignation and is zoned C-1B (Mixed Use Commercial)
- Parcels B & C (209 and 211 Waverley Road) are entirely within the R (Residential) Designation, and are zoned R-1 Single Family Residential.
- Parcel D (217 Waverley Road) is entirely within the WR (Waverley Road) Designation but is split zoned C-1B and R-1. (This appears to be an HRM mapping error – based on the WR polices, the C-1B zone should have been applied to include all of Parcel D.

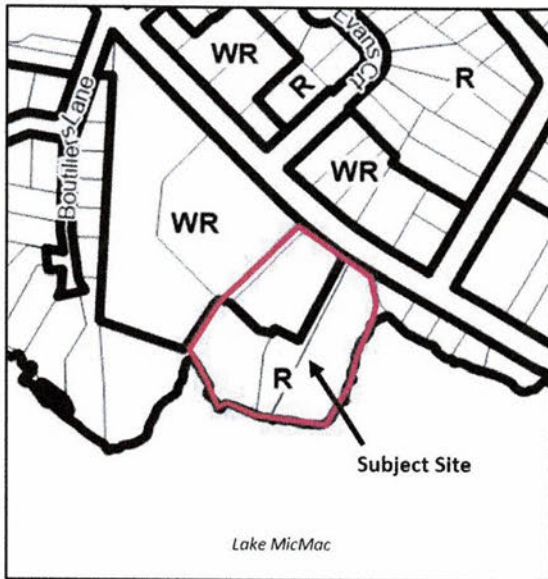


Figure 3 - Land Use Designations

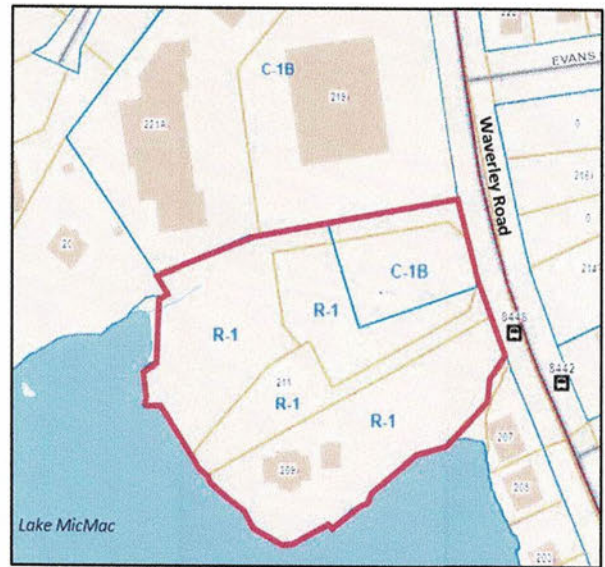


Figure 4 - Zoning

The Residential Designation is intended to support primarily residential development, through a broad range of densities and built forms. Although the current R-1 zoning does not allow multiple unit dwellings, the Dartmouth MPS in Table 4 of the Implementation Chapter specifically enables rezonings for higher density forms of residential uses. A development agreement is required by Policy IP-5 for any apartment building. Both a rezoning and a development agreement can be considered concurrently.

The Mixed Use Designation of the Waverley Road policy set is intended to support a wide range of residential and commercial uses. It specifically speaks to a desire to see increased residential density in the area. As within the Residential Designation, a development agreement is required for any multiple unit development.

The Regional MPS establishes a requirement for a 20 m natural buffer from watercourses. With 600 of lake frontage, this removes much of the site from consideration for development. On Parcels A, B and C, that means that about half of the site is not available for development.

Policies IC-1(c) and Policy IP-5 provide the primary evaluation criteria for Council to consider. However, a small portion of the site, that is currently part of Parcel D and designated Mixed Use, will be added to the development site. This is in order to accommodate an underground parking structure that will extend

eastward from under the building, and a surface vehicle access loop. There will be no structure above grade in this area. In addition the driveway access to the building will be through the Mixed Use Designation. Staff may determine that Policy C-41 also applies for Council to consider as part of the development agreement process, even though there isn't any new above ground structure within the Mixed Use portion of the site. That determination would not pose any concern to the project, as C-41 is very similar to Policy IP-5 in its criteria.

### **Evaluation Criteria**

The policy framework that guides Council's decision focuses primarily on the following matters as explicitly established by MPS policy:

- Compatibility and consistency of the proposed use and building with adjacent uses and the surrounding area,
- Mitigation of potential impacts through various design measures and limits,
- The ability of roads, piped infrastructure and community facilities to support the project,
- Environmental considerations.

In addition, the policy framework is typically supplemented by application of current best practice urban planning and design principles that are typically applied as part of the evaluation process. The current draft of the new RMPS specifically discusses these best practices and how they should be applied in HRM. In general terms, these are:

- Encourage human scaled, pedestrian oriented development,
- Foster active, mixed use streets,
- Ensure a high quality design and use of appropriate cladding materials, and
- Create visual interest.
- Appendix A contains the full wording of policies IP-5 and IP-1 (c) as well as a detailed review of the proposal against the criteria that are established by these and other related policies.

## **DISCUSSION**

### **Evaluation Under Municipal Planning Policies**

The site that has been assembled by the proponent represents an excellent housing infill opportunity in a long established and intensifying commercial node. High rise, medium density development here can help meet the unprecedented demand for housing and satisfy HRM's growth and design goals, while respecting and enhancing neighbourhood character. A rezoning of the site to the R-3 Medium Density Residential Zone is appropriate to enable the project as designed under a development agreement. Specifically, both the rezoning and project details fully satisfy MPS policy evaluation criteria and urban design objectives in the following ways:

#### General Compatibility

- The siting and design of the building will mitigate any potential impacts relative to the abutting low density housing.
- The introduction of a high rise form as proposed is appropriate here given the size of the land assembly and its orientation to other land uses. There are a number of clearly visible high rise buildings in the lake neighbourhood (Banook Woods with two 10-storey towers on Brookdale Court, a 16 storey apartment building on Prince Albert Road, and the approved Twin Lakes project with two 12 storey towers on Prince Albert Road. The Mic Mac Mall site, designated by HRM as a major



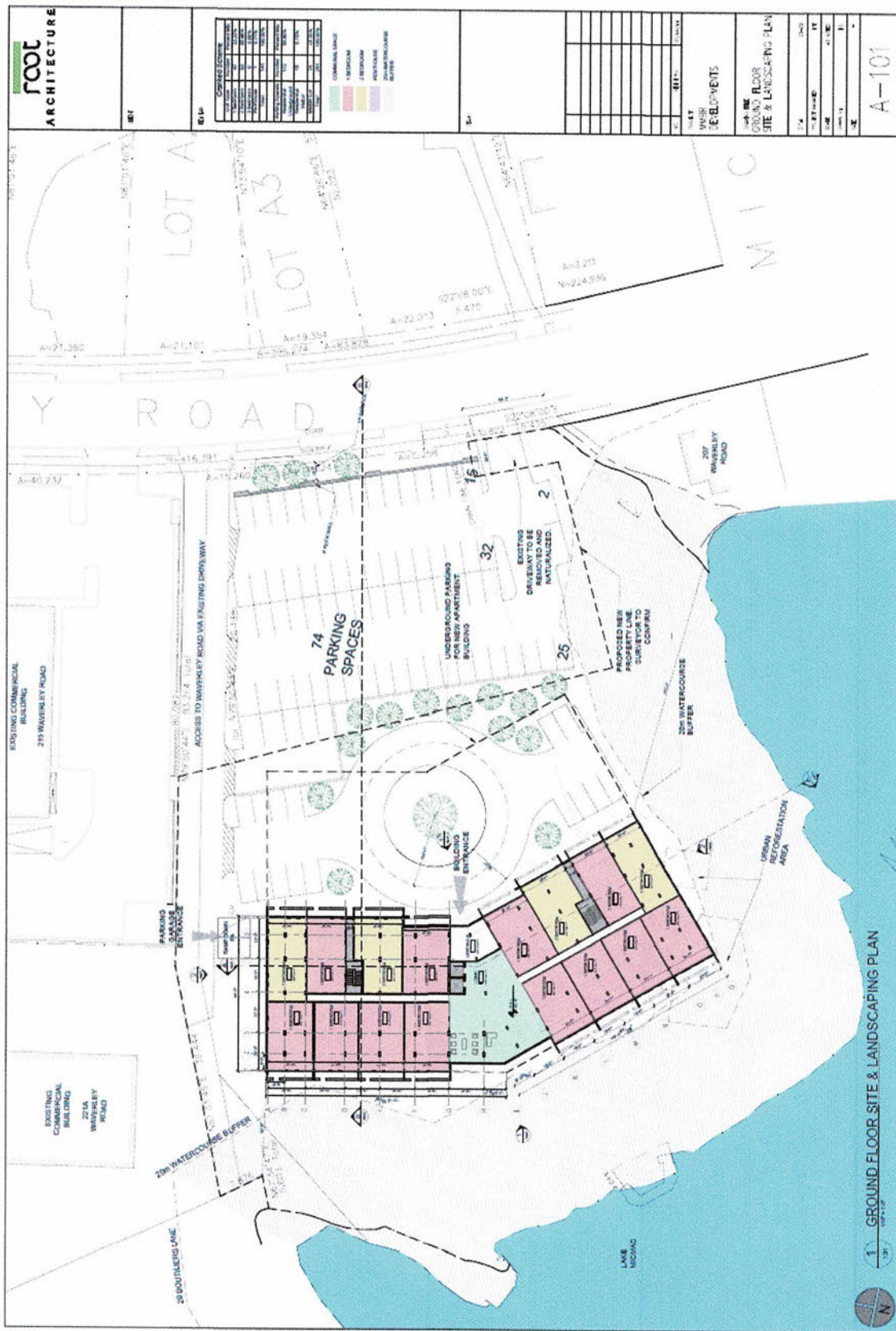


Figure 5 - Site Plan

growth node, will be largely redeveloped and will contain more high rise buildings of up to 30 storeys. For the lands at 217 Waverley Road, the Waverley Road MPS policy set clearly provides for taller residential buildings than allowed under the current zoning. Council has already determined that taller buildings are appropriate for the area, as its approval of a nearby 6 storey building (The Bello at the corner of Montebello Drive and Waverley Road) shows.

- The proposed building is well separated from nearby low density housing – over 51 feet at grade from the low density property at 20 Boutilliers Grove and over 140 feet from the home at 207 Waverley Road. In addition, the 3<sup>rd</sup> floor and above are stepped back on all faces by 15 feet which effectively increases the separation from the lower two floors. This large separation distance, along with the generous tree retention areas therefore respects the low density housing. Given the orientation of the site, shadow impacts on these properties are negligible. There are no shadow concerns relative to Shubie Park or any other public space.
- There are no concerns with introducing medium density housing in close proximity to the existing commercial buildings to the north of the site.
- The existing commercial parking lot owned by MMBR at 217 Waverley Road will be retained for the foreseeable future, however this development does not detract from the ability to redevelop that lot for a medium density, medium rise building in future. This lot currently creates a substantial separation distance for the proposal from low density housing on the east side of Waverley Road. A future redevelopment of the parking lot would visually screen the proposed building from that housing.
- A longstanding non-conforming commercial use in the R-1 Zone on Parcel A will be eliminated.

#### Key Design Principles

- The tower siting draws from the curving shoreline and the building curves roughly parallel with the lakeshore. This curvature will greatly reduce the visually apparent massing, as it limits how much of the tower width can be seen from any angle.
- The architectural design emphasises the low rise, human-scale two-storey base of the tower, and provides an attractive contrast in materials and colours. Design at street level in terms of materials, textures, and colours draws inspiration from Shubenacadie Canal lock structures in the area. The masonry base in particular is congruent, reflecting the work of stonemasons in the 1820's who built the canal.
- Overall the building, within a well treed site and very well separated from low density housing, includes design features and elements that visually reduce the bulk and scale of the project while also providing visual interest. Extensive landscaping around the entire building will help it blend into its surroundings.

#### Infrastructure & Transportation

- The project will efficiently utilize existing piped infrastructure in which the municipality and Halifax Water have already heavily invested - there is capacity within both the sanitary and water supply systems.
- The site is located on an existing bus route that experiences low ridership, primarily due to the very low population densities of the area it serves. Adding another 100+ units will help support the route by increasing ridership.
- As concluded by a Traffic Impact Statement undertaken for this project, there are no concerns relative to the ability of the existing transportation network to accommodate vehicles, pedestrians, and cyclists generated by this development. Existing total daily traffic on Waverley Road in this area



is over 23,500 vehicles per day and 1700 during peak hours. This project will add only 20 additional vehicles during peak hour, which is negligible.

### Environmental

- The building will be constructed in previously developed areas, well above the level of the lake. The proposal does not intrude into the required 20 m buffer from the lake, and in fact provides for restoration of natural tree cover within that buffer where an existing building now sits. Adjacent to the required buffer, an additional tree retention area is proposed that extends out to Waverley Road along the southern edge of the site.
- Tree coverage on the development site will increase due to rehabilitation of the former house site at #211.

### **Context to Port Wallace Suburban Growth Area**

The first phases of a new Port Wallace development, located just 1.5 km north of the site on a land assembly of 545 acres, is already under construction and will contain over 4000 units and 11,000 residents. Substantial new commercial development within the project will support this population. This is creating a master planned, almost standalone community on the edge of Dartmouth. Given the unprecedented demand for new housing this is appropriate, however it also represents “leapfrogging” of existing serviced areas which is a key indicator of suburban sprawl. Port Wallace alone cannot support transit routes or use existing infrastructure efficiently. To effectively support transit in this area of Dartmouth, and to efficiently utilize existing piped and road infrastructure, it is imperative that HRM provide for densification in appropriate areas along Waverley Road. Given the scale of existing commercial development around the subject site and the amount of underutilized land in the area, the MMBR proposal represents an excellent opportunity for HRM to foster an appropriate walkable, mixed-use node that is well served by transit. Expanded transit service in the future should be able to rely on both Port Wallace and infill development to reach a reasonable level of ridership. This is consistent with growth, design and community goals expressed in the Regional MPS and the Dartmouth MPS.

### **Increased Housing Opportunities**

In many areas of Dartmouth, including the Waverley Road area,, there is a lack of appropriate higher density housing to meet demand especially from older age cohorts. Residents seeking to downsize from single and two family homes have limited choice in finding appropriate apartments within their neighbourhood and often must move to other areas well outside of their local community. Likewise, prospective new residents who wish to move to the area have very limited housing choice due to the lack of medium density housing. It is important that neighbourhoods provide a full range of housing options for all ages and family sizes, and the proposal supports this goal.

### **HRM’s Suburban Plan & Design Principles**

A new suburban MPS is being prepared to replace old planning documents, for serviced communities outside of the Regional Centre, including Port Wallace. As the region undergoes unprecedented growth, it is important that the new MPS establish clear and strong design principles around land use and built form. HRM staff have presented a set of suburban design principles to Regional Council for consideration, when adopted they will be formally used to evaluate development agreement proposals under existing MPS policies and subsequently replace policies such as IP-5 and IP-1(c). These principles will be extremely helpful as they far better reflect current growth, planning, and urban design goals. In the interim, they can assist with how to apply the criteria of existing IP-1(c) and IP-5. In broad terms, the design principles relate to Site Context, Site

Planning & Design, Open Space Design, and Building Design. The proposal by MMBR meets these principles as follows:

- The size of the site and the building's context to abutting and nearby land uses in an existing mixed use node will maintain local community identity. The proposed two new lots are consistent with the existing lot pattern, while the building footprint is consistent with existing adjacent commercial buildings. The proposal will strongly contribute to a more balanced mix of land uses in the area and contribute to a complete, transit-oriented environment.
- The placement of the building enhances lake protection, fosters pedestrian movement to public sidewalk system, creates a pedestrian-oriented character around the building, while respecting nearby low density uses.
- The building's design presents a fine grained streetwall character, places the main lobby entrance at an easily accessible location and creates a sense of permeability through to the lake with expansive windows, utilizes high quality materials that reflect local canal history and create a tower that will blend into its surroundings.
- The reconfigured development parcel provides the ability for the parking lot at 217 Waverley Road to be redeveloped into another pedestrian-oriented lower rise building that will further foster the visual quality of the built environment and encourage greater pedestrian activity.

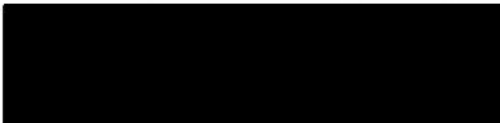
## **SUMMARY & CONCLUSION**

The height, massing, and density as proposed are appropriate given the size of the site and its orientation to surrounding land uses, compatible and consistent with adjacent properties and the area. The project will foster a more pedestrian-oriented character for the area, and set a positive example for other developments. In short, the project as proposed is consistent with the goals of each of the Regional and Dartmouth MPS documents, and will enhance the surrounding commercially-dominated streetscape and Dartmouth as a whole. A detailed evaluation of the proposal under the applicable development agreement policies of the Dartmouth MPS and under the Regional MPS are included as Appendices A and B.

The proposed development represents a signature urban infill opportunity. It draws heavily upon HRM's key planning and urban design goals and principles. The project will also support small scale businesses on nearby lands and strengthen the Port Wallace commercial core.

Please do not hesitate to contact me should you have any questions.

Respectfully submitted,



Mitch Dickey MCIP LPP  
Urban Planning Consultant



**Appendix A**  
**Evaluation of Proposal Pursuant to**  
**Dartmouth Municipal Planning Strategy**

<b>Implementation Policy IP-1 (c)</b> (NOTE – this policy is applicable to both the rezoning request and evaluation of the development agreement)	
<b>Policy</b>	<b>Analysis</b>
<p><i>In considering zoning amendments and contract zoning, Council shall have regard to the following:</i></p> <p><i>(1) that the proposal is in conformance with the policies and intent of the Municipal Development Plan</i></p>	<p>The properties that comprise the development site are within both the Residential designation of the Dartmouth MPS, and the Mixed Use designation of the Waverley Road secondary planning area. Both of these designations are intended to support a wide range of residential uses including medium and high density residential as well as a full range of commercial uses. The design of the proposal addresses the compatibility, design and infrastructure considerations of applicable MPS policies.</p>
<p><i>(2) that the proposal is compatible and consistent with adjacent uses and the existing development form in the area in terms of the use, bulk, and scale of the proposal</i></p>	<p>Both the immediate area around the site and in the broader neighbourhood area around Lake Mic Mac contains a wide variety of land uses and built forms. New medium density project on the site is fully compatible and consistent with the area. Council recently approved a new 6 storey building nearby at the corner of Montebello Drive and Waverley Road. In addition, recently adopted (2010) existing land use policy in the Waverley Road area provides for buildings of more than 4 storeys .A tower form is already commonplace around the north end of Lake Banook, with numerous mid and high rise residential buildings ranging from 7 to 16 floors forming an accepted part of the community. Introducing the first taller building to an area is not established by this policy as unacceptable. It is the details of a development agreement application under the criteria of Policy IP-5 that allow Council to decide whether the design reasonably mitigates the bulk and scale. It is on this basis that Council has consistently approved tall buildings in an area where none yet exists.</p> <p>Compatibility is achieved through mitigation of possible effects of bulk and scale, achieved by provision of appropriate setbacks at grade, tree retention, curved building faces, stepbacks of upper floors, high quality landscaping and use of quality building materials in a variety of textures and tones.</p> <p>The proposal only displaces one single unit, so there is no inappropriate loss of existing housing stock that could change the character of the area.</p> <p>The proposal will eliminate the existing non-conforming commercial storage use on Parcel A, and a medium density residential use is more compatible with neighbouring homes.</p>
<p><i>(3) provisions for buffering, landscaping, screening, and access control to reduce potential</i></p>	<p>See discussion under Policy IP-5.</p>

<i>incompatibilities with adjacent land uses and traffic arteries</i>	
<i>(4) that the proposal is not premature or inappropriate by reason of:</i>	The proposal is neither premature nor inappropriate as follows:
<i>(i) the financial capability of the City to absorb any costs relating to the development</i>	There will be no direct costs to HRM as a result of this proposal. In fact it will much more efficiently utilize existing services and create a substantial increase in property tax revenue, in the order of several hundred thousand dollars per year.
<i>(ii) the adequacy of sewer and water services and public utilities</i>	There are no deficiencies in the area sanitary or stormwater systems, and there is adequate water supply to service the proposed development.
<i>(iii) the adequacy and proximity of schools, recreation and other public facilities</i>	See discussion under Policy IP-5 (c)
<i>(iv) the adequacy of transportation networks in adjacent to or leading to the development</i>	See discussion under Policy IP-5 (d)
<i>(v) existing or potential dangers for the contamination of water bodies or courses or the creation of erosion or sedimentation of such areas</i>	Any potential downstream effects of erosion and/or sedimentation will be effectively mitigated during construction through conformance with the current "On-site Sedimentation and Erosion Control Practices for Construction Sites."
<i>(vi) preventing public access to the shorelines or the waterfront</i>	There is no existing public access to the waterfront anywhere on the subject site, therefore this is not applicable.
<i>(vii) the presence of natural, historical features, buildings or sites</i>	There are no known historic features on this property. MMBR has retained an archaeological/cultural consultant to in particular determine the potential for any First Nations features that may be onsite. Thorough research and site investigations have yielded no traces.
<i>(viii) create a scattered development pattern requiring extensions to trunk facilities and public services while other such facilities remain under utilized</i>	The proposed development will help to create a more compact development pattern through infill residential development on an underutilized site, which will make use of excess capacity in existing transportation networks and piped services.
<i>(ix) the detrimental economic or social effect that it may have on other areas of the City.</i>	Medium density infill housing on this site using underutilized piped and transportation services will have positive economic and social impacts. It will increase efficiencies in existing infrastructure and meet residential demand within the Regional Centre in a manner which avoids the loss of existing housing stock.
<i>(5) that the proposal is not an obnoxious use</i>	Medium density housing is not an obnoxious use and is appropriate for the site.
<i>(6) that controls by way of agreements or other legal devices are placed on proposed developments to ensure compliance with approved plans and coordination between adjacent or nearby land uses and public facilities. Such controls</i>	The proposal as designed enables a development agreement to include appropriate controls which will ensure compatibility with surrounding land uses.



<i>may relate to, but are not limited to, the following:</i>	
<i>(i) type of use, density, and phasing</i>	The proposed mixed use project is appropriate in terms of use and project design. Overall density is 63 units per acre which is consistent with densities of other projects recently approved in Dartmouth outside of the Regional Centre.
<i>(ii) emissions including air, water, noise</i>	No inappropriate emissions will result from the project.
<i>(iii) traffic generation, access to and egress from the site, and parking</i>	See discussion under Policy IP-5 (b) (ii)
<i>(iv) open storage and landscaping</i>	There will be no open storage. See discussion under IP-5 regarding landscaping.
<i>(v) provisions for pedestrian movement and safety</i>	The proposal provides internal walkways and connections to existing sidewalk on Waverley Road. The elimination of one of the three existing driveways enhances the walkability of the area.
<i>(vi) management of open space, parks, walkways</i>	The development agreement will require management and maintenance of internal open space and walkways.
<i>(vii) drainage both natural and sub-surface and soil-stability</i>	There are no concerns with drainage during or post construction, as all requirements of HRM and the Province will be met.
<i>(viii) performance bonds.</i>	Any required performance bonds will be provided to HRM.
<i>(7) suitability of the proposed site in terms of steepness of slope, soil conditions, rock outcroppings, location of watercourses, marshes, swamps, bogs, areas subject to flooding, proximity to major highways, ramps, railroads, or other nuisance factors</i>	The site slopes up several metres from the shoreline of the lake. The development and site disturbance areas for this proposal are entirely within already developed/disturbed areas. No tree removal or site work will take place on the banks of the lake. The excavation will not extend below the level of the lake, reducing the need to manage groundwater during construction.
<i>(8) that in addition to the public hearing requirements as set out in the Planning Act and City by-laws, all applications for amendments may be aired to the public via the "voluntary" public hearing process established by City Council for the purposes of information exchange between the applicant and residents. This voluntary meeting allows the residents to clearly understand the proposal previous to the formal public hearing before City Council</i>	A public consultation process will be undertaken by HRM.
<i>(9) that in addition to the foregoing, all zoning amendments are prepared in sufficient detail to provide:</i>	Detailed information is provided setting out general parameters for the use, massing, bulk, height and site plans for future residential development.

<i>(i) Council with a clear indication of the nature of proposed development, and</i>	See above
<i>(ii) permit staff to assess and determine the impact such development would have on the land and the surrounding community</i>	See above

<b>Policy IP-5 Regarding Apartment Building Development</b>	
<b>(NOTE – this policy is applicable to the development agreement evaluation of the project’s detailed design)</b>	
<b>Policy</b>	<b>Analysis</b>
<i>It shall be the intention of City Council to require Development Agreements for apartment building development in R-3, R-4, C-2, MF-1 and GC Zones. Council shall require a site plan, building elevations and perspective drawings for the apartment development indicating such things as the size of the building(s), access &amp; egress to the site, landscaping, amenity space, parking and location of site features such as refuse containers and fuel storage tanks for the building.</i>	The development agreement criteria of the policy are satisfied as follows:
<i>(a) adequacy of the exterior design, height, bulk and scale of the new apartment development with respect to its compatibility with the existing neighbourhood;</i>	<p>The site is within a diverse mixed use area on a major collector road, and not within a simple residential neighbourhood environment. There are 3 large commercial and industrial buildings with large parking lots on abutting lands immediately to the north, a mixed use commercial/industrial area to the southeast on Waverley Road, and a mix of residential and commercial uses to the east and northeast along Waverley Road. A new 6 storey residential building is under construction at the corner with Montebello Drive. Two R-1 zoned single unit dwelling lots, one located at 207 Waverley Road to the south and at 20 Boutilliers Grove to the west directly abut the development site.</p> <p>The existing mixed use nature of the area, and the orientation of the site, support substantial development on this large site. The proposal responds to the criteria of this section in its height, bulk and scale to ensure there are no unreasonable impacts on any nearby use. The height, with a lot coverage of only 25%, enables maintenance of extensive tree cover and extensive landscaping. A previous decision (case 23862) supported a taller building on Cole Harbour Road where a watercourse buffer consumed much of the developable area. In order to reach economic density, a taller building was required and that is the case here as well.</p> <p>Large at-grade setbacks from two abutting low density properties, step backs for all building faces above the 2<sup>nd</sup> floor, curves on the long east and west building faces, use of a variety of textures and colours of high quality</p>



	<p>cladding materials, within well treed surroundings effectively mitigate any potential impacts. The lobby area with expansive windows and high ceilings provides views of the lake through the building from the Waverley Road side, and creates a sense of permeability not normally found in large buildings.</p> <p>Much of the site, approximately 50%, will be retained in a natural state. In addition, the removal of the existing single unit dwelling on the site will allow reinstatement of a natural area within 20 m of the lake around the entire perimeter of the site. This serves to protect not just the lake but the existing abutting residential properties. The building will be located 52 feet from the property to the northwest, and 142 feet from the one to the south. These natural areas and setbacks, complemented by high quality design and materials, with a low lot coverage of about 25% ensure compatibility. The removal of the non-conforming commercial use with its parking and shipping containers represents a significant improvement adjacent to the abutting 20 Boutiliers Grove on the northern portion of the site represents an improvement. In a broader context, the proposed building is well separated from other residential uses in the area, both by distance, topography, tree cover, and intervening commercial developments.</p>
<p><i>(b) adequacy of controls placed on the proposed development to reduce conflict with any adjacent or nearby land uses by reason of:</i></p>	<p>The project is well designed to fit the unique characteristics of its site and to blend into the surrounding area without creating conflict. The development agreement will ensure the project is constructed and maintained to meet the approved design and to address each of the following:</p>
<p><i>(i) the height, size, bulk, density, lot coverage, lot size and lot frontage of any proposed building;</i></p>	<p>The proposal as designed relative to these considerations avoids conflict with surrounding land uses through a design which:</p> <ul style="list-style-type: none"> <li>• Maintains a medium density character of 63 units per acre that is consistent with other projects in Dartmouth that have similar locations relative to existing neighbourhoods.</li> <li>• Provides a separation at grade of over 50 feet to the nearest residentially zoned property,</li> <li>• Provides substantial setbacks at grade from abutting properties,</li> <li>• Provides appropriate transitions in height to abutting land uses through stepbacks above the 2 storey base of each tower,</li> <li>• The low lot coverage of 25 percent, extensive tree retention, and new landscaping ensures the project blends in to the area,</li> <li>• The massing as proposed is appropriate for this large site. Given the orientation of surrounding land uses to the proposed towers and the path of the sun, the proposal will have negligible shadow impacts on abutting land uses and none at all on public spaces.</li> </ul>
<p><i>(ii) traffic generation, access to and egress from the site; and</i></p>	<p>There are currently 3 separate driveways that access the site. One of these, at the south edge of the site that accesses the existing home on the site, will be closed and replaced with landscaping. Two existing driveway entrances that access the parking lot at 217 Waverley Road and the main driveway of the neighbouring Mic Mac Place commercial complex at 219 Waverley Road, will be maintained. Direct vehicle access to the building's underground parking and front lobby entrance plus some surface visitor parking will be via the main driveway. This criteria is addressed as follows:</p> <p>A Traffic Impact Statement prepared by a transportation engineer concludes that there are no concerns relative to the proposal. During each of the morning peak hour times, additional traffic of 20 vehicles per hour will be generated. Given the large daily and peak hour (23,500 and 1360</p>

	<p>respectively in 2016) volumes on Waverley Road, and the fact that vehicles will be using an existing commercial driveway, this additional traffic is negligible. This additional traffic is especially insignificant in light of the 4300 housing units that have started in nearby Port Wallace.</p> <p>Given the walkable nature of the area and easy pedestrian access to services, shops and open spaces, traffic generation will be minimal. Easy transit access via Route 55 is available directly in front of the site, further reducing the need for car use.</p> <p>Service vehicles such as waste collection and deliveries will also utilize the existing major driveway. Waste bins will be kept within the underground parking area, and not outside.</p>
<i>(iii) parking;</i>	<p>The development includes 172 parking spaces within an underground two level parking garage. There will also be 15 surface parking spots, which will be dedicated to visitor parking. Together, the amount of parking is sufficient to serve the proposed development. The limited use of surface parking enables more landscaping and fosters a more pedestrian-oriented environment. Up to 74 parking spaces will be retained in the existing parking lot for use by the Mic Mac Tavern.</p>
<i>(c) adequacy or proximity of schools, recreation areas and other community facilities;</i>	<p>This criteria is satisfied as follows:</p> <p>Local schools are Michael Wallace Elementary, Caledonia Junior High, and Woodlawn High School. Each of these schools has capacity for expanded enrollment. However by Halifax Regional Centre for Education standards, this project is estimated to generate very few students – only 23 based on the Board’s formula of 0.16 pupils per unit</p>
<i>(d) adequacy of transportation networks in, adjacent to, and leading to the development;</i>	<p>A Traffic Impact Statement prepared by a transportation engineer concludes there are no concerns relative to the proposal. The existing road network of local and collector streets and sidewalks has ample capacity to handle additional vehicle traffic and pedestrian use. However, traffic generation from the project is expected to be minimal especially given the walkable nature of the area.</p> <p>Importantly, Route 55 of Halifax Transit which runs both north and south along Waverley Road provides good service to the development. This route provides direct access to both the major Wyse Road Bridge and the Mic Mac Mall transit terminals. This provides excellent connectivity via transit for site residents and will reduce individual vehicle trips. As the Port Wallace development several kilometers to the north comes on stream, there will likely be further enhancements to the Waverley Road service.</p>
<i>(e) adequacy of useable amenity space and attractive landscaping such that the needs of a variety of household types are addressed and the development is aesthetically pleasing;</i>	<p>The proposed development provides extensive amenity space and landscaping:</p> <ul style="list-style-type: none"> <li>• Internal amenity space in the form of common rooms and areas designed for multi use purposes will complement private amenity spaces of balconies and terraces. External amenity space will be provided within landscaped areas and on top of the building base and underground parking. Together these enable appropriate opportunity for all age groups.</li> <li>• Extensive landscaping will be provided around the building to take advantage of the size of the site and the low lot coverage. This will include areas for passive recreation use. The large scale tree retention area extending back from the shore line will also be</li> </ul>



	useable as amenity space and provide a very pleasing environment for residents of the site.
<i>(f) that mature trees and other natural site features are preserved where possible;</i>	The development site includes substantial mature tree cover along the entire Lake Mic Mac shoreline. This buffer area will be preserved and appropriately managed as part of the minimum 20 m watercourse buffer. As per the Land Use By-law, pathways may be developed for use by building residents to access the shoreline and enjoy the forested area in all seasons.
<i>(g) adequacy of buffering from abutting land uses;</i>	<p>The proposal provides substantial at grade setbacks from the two abutting single unit residential properties, with substantial mature vegetation to be retained on site, and extensive new plantings. Taken together, the setbacks and tree retention provide an excellent buffer. In addition, the use of stepbacks on each building face ensures an appropriate transition from high rise to low rise form. Surrounding the buildings and within the setbacks will be extensive new landscaping and areas of tree retention. Taken together these design measures provide strong buffers to surrounding uses.</p> <p>The proposed building will be located behind a large 3-building commercial development and parking lot. Substantial setbacks at grade along with a strong landscaping plan provide a good buffer for the proposed residential units from this commercial node</p>
<i>(h) the impacts of altering land levels as it relates to drainage, aesthetics and soil stability and slope treatment; and</i>	<p>The existing on site house at 209 Waverley Road predates the Regional MPS requirement for a minimum 20 buffer around a watercourse and is located as close as 12 m from the lake. This building will be removed, and the site naturalized and planted to become part of the lake buffer. The proposal will reduce the amount of site disturbance, confining it largely to previously disturbed and developed areas. There are no concerns relative to the stability of the slope, and detailed plans at the permit stage will ensure appropriate site grading and drainage. No large retaining walls will be needed.</p> <p>The entire site will be well landscaped and maintained so there are no aesthetic concerns.</p> <p>The developable portion of the site is well above the elevation of the lake, so flooding is not a concern.</p>
<i>(i) the Land Use By-law amendment criteria as set out in Policy IP-1(c).</i>	See below.

Waverley Road Policy Area (Policy C-41)

<p>Policy C-41 Within the WR Mixed Use sub-designation, Council shall consider multiple unit dwellings and shared housing at a larger scale than would be permitted in the underlying zone by development agreement in accordance with the provisions of the Halifax Regional Municipality Charter. In considering such an agreement, Council shall have regard for the provisions of Policy IP-5, and should use the land use density standards of the R-3 zone as a guide.</p>	<p>A small portion from each of Parcel A and Parcel D are located within the WR designation, however the main bulk of the lands to be developed are in the Residential designation.</p> <p>The rear portion of Parcel D will be used for a two level parking garage that will extend from underneath the proposed building, and for a surface access to the lobby entrance.</p>
--	---

	<p>Driveway access to the proposal will utilize an existing commercial driveway that is currently part of Parcel A but will be added to Parcel D.</p> <p>As the policy simply refers to Policy IP-5, refer to the discussion in the previous table. There are no concerns.</p>



**Attachment B**  
**Evaluation of Proposal Pursuant to**  
**Regional Municipal Planning Strategy**

<b>Regional Municipal Planning Strategy</b>	
<b>Policy</b>	<b>Analysis</b>
<p>G-14A In considering development agreements or amendments to development agreements, or any proposed amendments to the Regional Plan, secondary planning strategies, or land use by-laws, in addition to the policies of this Plan, HRM shall consider the objectives, policies and actions of the priorities plans approved by Regional Council since 2014, including: (a) The Integrated Mobility Plan; (b) Halifax Green Network Plan; (c) HalifACT; (d) Halifax's Inclusive Economic Strategy 2022-2027; and (e) any other priority plan approved by Regional Council while this policy is in effect.</p>	<p>The Halifax Green Network Plan does not identify this immediate area as being of significance. However, the project will be limited to previously developed areas and will maintain a mature tree cover within 20 m of the shore. This provides opportunities for wildlife to continue to use and traverse the site with no interference.</p>
<p>E-10 The recommendations of the Urban Forest Master Plan, adopted in principle by HRM in September 2012, shall be considered in planning, programming and regulatory activities related to managing and enhancing the urban forest cover in HRM.</p>	<p>The Urban Forest Master Plan (Policy E-10) identifies a concern with a lack of tree cover on low density properties along the shore of Lake Mic Mac in this area. However, the subject site reflects the preferred scenario of the master plan by protecting and enhancing the existing tree cover that covers a large proportion of the site. This development will contribute toward meeting the stated goals of the master plan as stated for the broader Port Wallace/Montebello area.</p>
<p>T-3 When preparing secondary planning strategies or negotiating development agreements, HRM shall consider:</p> <p>(a) protecting greenways from development that would disrupt the continuity of planned greenways;</p> <p>(b) requiring planned greenways to be built by developers to HRM standards when the land abutting them is developed; and</p> <p>(c) requiring new development be connected to, and provide access to, existing and planned greenways.</p>	<p>There are no planned public greenways in the area, however the proposal protects and enhances the extensive mature tree canopy on the site, contributing to a stronger "green edge" for the lakeshore while also allowing use by building residents.</p>
<p>T-9 HRM shall require mixed use residential and commercial areas designed to maximize access to public transit (Transit Oriented Development) within the Urban Transit Service Boundary through secondary planning strategies, and shall strive to achieve the intent of this policy through land use by-law amendments, development agreements and capital investments.</p>	<p>The proposal, which is located within the transit service boundary and on an existing transit route, is to introduce medium density housing into an area of considerable commercial development and low density housing. Part of the proponents lands are being retained for parking in the short term but may be developed with mixed residential/commercial uses in the future. This strongly supports the intent of this policy to foster transit-friendly areas.</p>





**MMBR**  
Dartmouth, Nova Scotia  
**ISSUED FOR REVIEW**  
27 September 2023

**CONTENTS**

**ARCHITECTURAL**

A000	CODE MATRIX
A101	SITE PLAN
A102	PARKING LEVELS
A103	FLOOR PLANS
A301	BUILDING SECTIONS
A302	BUILDING SECTIONS
A401	NORTH & EAST ELEVATIONS
A402	SOUTH & WEST ELEVATIONS

ARCHITECTURAL CONSULTANT



15 Victoria Road  
Dartmouth, NS  
B2Y 2V5  
902-407-6660  
www.rootarchitecture.ca

ARCHITECTURE

DATE:

REVISION:

STAMP:

NO. REVISIONS

PROJECT:  
**MMBR DEVELOPMENTS**

ISSUE TITLE:  
**CODE MATRIX**

C.F.#:  
PROJECT MANAGER:  
SCALE:  
DRAWN BY:  
DATE:

**A000**

Name of Project: <b>MMBR</b> (Date: <b>12 July 2023</b> )		2023 Building Code Book Matrix Part 3		Building Code Reference
Building Code	Adopted	Adopted	Adopted	Adopted
Project No.	Code	Code	Code	Code
0100	0100	0100	0100	0100
0200	0200	0200	0200	0200
0300	0300	0300	0300	0300
0400	0400	0400	0400	0400
0500	0500	0500	0500	0500
0600	0600	0600	0600	0600
0700	0700	0700	0700	0700
0800	0800	0800	0800	0800
0900	0900	0900	0900	0900
1000	1000	1000	1000	1000
1100	1100	1100	1100	1100
1200	1200	1200	1200	1200
1300	1300	1300	1300	1300
1400	1400	1400	1400	1400
1500	1500	1500	1500	1500
1600	1600	1600	1600	1600
1700	1700	1700	1700	1700
1800	1800	1800	1800	1800
1900	1900	1900	1900	1900
2000	2000	2000	2000	2000
2100	2100	2100	2100	2100
2200	2200	2200	2200	2200
2300	2300	2300	2300	2300
2400	2400	2400	2400	2400
2500	2500	2500	2500	2500
2600	2600	2600	2600	2600
2700	2700	2700	2700	2700
2800	2800	2800	2800	2800
2900	2900	2900	2900	2900
3000	3000	3000	3000	3000
3100	3100	3100	3100	3100
3200	3200	3200	3200	3200
3300	3300	3300	3300	3300
3400	3400	3400	3400	3400
3500	3500	3500	3500	3500
3600	3600	3600	3600	3600
3700	3700	3700	3700	3700
3800	3800	3800	3800	3800
3900	3900	3900	3900	3900
4000	4000	4000	4000	4000
4100	4100	4100	4100	4100
4200	4200	4200	4200	4200
4300	4300	4300	4300	4300
4400	4400	4400	4400	4400
4500	4500	4500	4500	4500
4600	4600	4600	4600	4600
4700	4700	4700	4700	4700
4800	4800	4800	4800	4800
4900	4900	4900	4900	4900
5000	5000	5000	5000	5000
5100	5100	5100	5100	5100
5200	5200	5200	5200	5200
5300	5300	5300	5300	5300
5400	5400	5400	5400	5400
5500	5500	5500	5500	5500
5600	5600	5600	5600	5600
5700	5700	5700	5700	5700
5800	5800	5800	5800	5800
5900	5900	5900	5900	5900
6000	6000	6000	6000	6000
6100	6100	6100	6100	6100
6200	6200	6200	6200	6200
6300	6300	6300	6300	6300
6400	6400	6400	6400	6400
6500	6500	6500	6500	6500
6600	6600	6600	6600	6600
6700	6700	6700	6700	6700
6800	6800	6800	6800	6800
6900	6900	6900	6900	6900
7000	7000	7000	7000	7000
7100	7100	7100	7100	7100
7200	7200	7200	7200	7200
7300	7300	7300	7300	7300
7400	7400	7400	7400	7400
7500	7500	7500	7500	7500
7600	7600	7600	7600	7600
7700	7700	7700	7700	7700
7800	7800	7800	7800	7800
7900	7900	7900	7900	7900
8000	8000	8000	8000	8000
8100	8100	8100	8100	8100
8200	8200	8200	8200	8200
8300	8300	8300	8300	8300
8400	8400	8400	8400	8400
8500	8500	8500	8500	8500
8600	8600	8600	8600	8600
8700	8700	8700	8700	8700
8800	8800	8800	8800	8800
8900	8900	8900	8900	8900
9000	9000	9000	9000	9000
9100	9100	9100	9100	9100
9200	9200	9200	9200	9200
9300	9300	9300	9300	9300
9400	9400	9400	9400	9400
9500	9500	9500	9500	9500
9600	9600	9600	9600	9600
9700	9700	9700	9700	9700
9800	9800	9800	9800	9800
9900	9900	9900	9900	9900
10000	10000	10000	10000	10000



CREATED SCHEME	
1 BEDROOM	100.00%
2 BEDROOM	100.00%
3 BEDROOM	100.00%
4 BEDROOM	100.00%
5 BEDROOM	100.00%
6 BEDROOM	100.00%
7 BEDROOM	100.00%
8 BEDROOM	100.00%
9 BEDROOM	100.00%
10 BEDROOM	100.00%
11 BEDROOM	100.00%
12 BEDROOM	100.00%
13 BEDROOM	100.00%
14 BEDROOM	100.00%
15 BEDROOM	100.00%
16 BEDROOM	100.00%
17 BEDROOM	100.00%
18 BEDROOM	100.00%
19 BEDROOM	100.00%
20 BEDROOM	100.00%
21 BEDROOM	100.00%
22 BEDROOM	100.00%
23 BEDROOM	100.00%
24 BEDROOM	100.00%
25 BEDROOM	100.00%
26 BEDROOM	100.00%
27 BEDROOM	100.00%
28 BEDROOM	100.00%
29 BEDROOM	100.00%
30 BEDROOM	100.00%
31 BEDROOM	100.00%
32 BEDROOM	100.00%
33 BEDROOM	100.00%
34 BEDROOM	100.00%
35 BEDROOM	100.00%
36 BEDROOM	100.00%
37 BEDROOM	100.00%
38 BEDROOM	100.00%
39 BEDROOM	100.00%
40 BEDROOM	100.00%
41 BEDROOM	100.00%
42 BEDROOM	100.00%
43 BEDROOM	100.00%
44 BEDROOM	100.00%
45 BEDROOM	100.00%
46 BEDROOM	100.00%
47 BEDROOM	100.00%
48 BEDROOM	100.00%
49 BEDROOM	100.00%
50 BEDROOM	100.00%
51 BEDROOM	100.00%
52 BEDROOM	100.00%
53 BEDROOM	100.00%
54 BEDROOM	100.00%
55 BEDROOM	100.00%
56 BEDROOM	100.00%
57 BEDROOM	100.00%
58 BEDROOM	100.00%
59 BEDROOM	100.00%
60 BEDROOM	100.00%
61 BEDROOM	100.00%
62 BEDROOM	100.00%
63 BEDROOM	100.00%
64 BEDROOM	100.00%
65 BEDROOM	100.00%
66 BEDROOM	100.00%
67 BEDROOM	100.00%
68 BEDROOM	100.00%
69 BEDROOM	100.00%
70 BEDROOM	100.00%
71 BEDROOM	100.00%
72 BEDROOM	100.00%
73 BEDROOM	100.00%
74 BEDROOM	100.00%
75 BEDROOM	100.00%
76 BEDROOM	100.00%
77 BEDROOM	100.00%
78 BEDROOM	100.00%
79 BEDROOM	100.00%
80 BEDROOM	100.00%
81 BEDROOM	100.00%
82 BEDROOM	100.00%
83 BEDROOM	100.00%
84 BEDROOM	100.00%
85 BEDROOM	100.00%
86 BEDROOM	100.00%
87 BEDROOM	100.00%
88 BEDROOM	100.00%
89 BEDROOM	100.00%
90 BEDROOM	100.00%
91 BEDROOM	100.00%
92 BEDROOM	100.00%
93 BEDROOM	100.00%
94 BEDROOM	100.00%
95 BEDROOM	100.00%
96 BEDROOM	100.00%
97 BEDROOM	100.00%
98 BEDROOM	100.00%
99 BEDROOM	100.00%
100 BEDROOM	100.00%

PROJECT: MMBR DEVELOPMENTS

DRAWING TITLE: GROUND FLOOR SITE PLAN

C/F: 20-00

PROJECT NUMBER: 44

SCALE: AS SHOWN

DRAWN BY: [Name]

DATE: [Date]



A-101

1 GROUND FLOOR SITE PLAN





























Harbourside Transportation Consultants  
219 Waverley Rd, Suite 200  
Dartmouth, NS, Canada B2X 2C3  
Tel: 902-405-4696  
Fax: 902-405-4693  
www.harboursideconsultants.com



September 15, 2023

Project No. 232054

David Zareski  
ZAPM Inc.  
1 Canal Street  
Dartmouth, NS B2Y 2W1

**Re: 217 Waverley Road – Traffic Impact Statement**

---

**1 Introduction**

Harbourside Transportation Consultants has completed a traffic impact statement, as per Halifax Regional Municipality (HRM) requirements, in support of the development application for the proposed residential development at 217 Waverley Road in Dartmouth, Nova Scotia.

**2 Site Context**

The proposed development is located on Waverley Road. The site context is shown in Figure 1. The subject site has one existing access point to the site, as well as an access point to the residential lots of Civic #209 and #211, which will be impacted by the footprint of this development.





Figure 1: Site Context

### 3 Existing Transportation Network

Waverley Road is a major collector roadway that runs north-south from Trunk 2 to Highway 111. Near the subject site, Waverley Road has a two-lane cross section with on-street bike lanes and sidewalks on both sides of the roadway. A crosswalk is provided to cross Waverley Road near the site at Micmac Drive. Waverley Road has a posted speed limit of 50km/h. The Waverley Road cross section near the subject site is shown in Figure 2.





Figure 2: Waverley Road

#### 4 Transit

The area is serviced by Halifax Transit Routes 55 Port Wallace. There are bus stops in both directions on Waverley Road within a 50 metre walking distance of the subject site.





## 5 Proposed Development

The proposed development plan consists of a high-rise residential building with a total of 141 units. The development will include 74 surface parking spaces, 15 visitor parking spaces and 172 underground spaces for a total of 261 spaces. The proposed site development plan is shown in Figure 3.

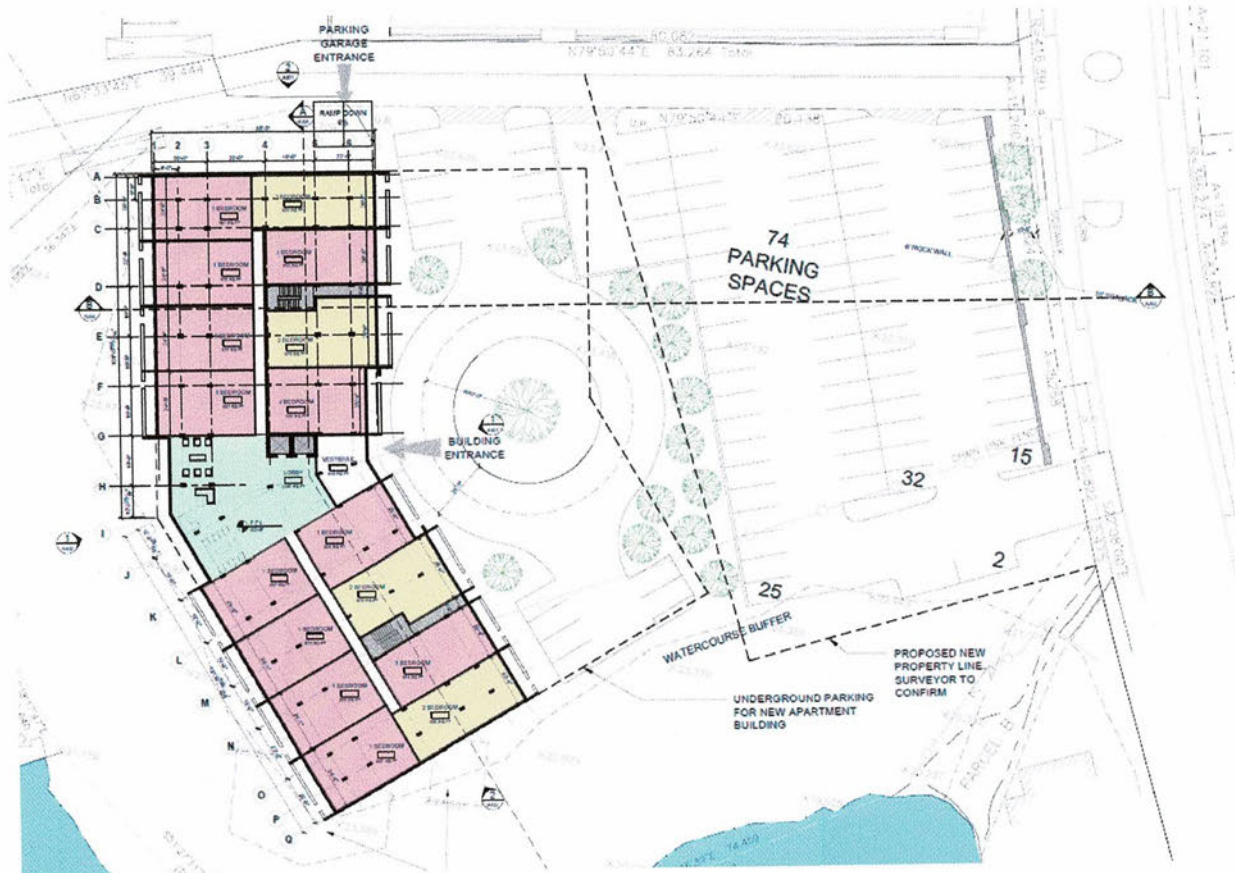


Figure 3: Site Development Plan

The proposed development will include two access points on Waverley Road. There are four existing access points (or existing curb entrances) on the subject site exiting onto Waverley Road, as shown in Figure 4. The access point on the northern edge of the parcel (#1) will be maintained. The second and third access points (#2 and #3) will not be used, and the southernmost access point (#4) previously used to access Civic #209 and #211 will be used as the second access from Waverley Road to the subject site.

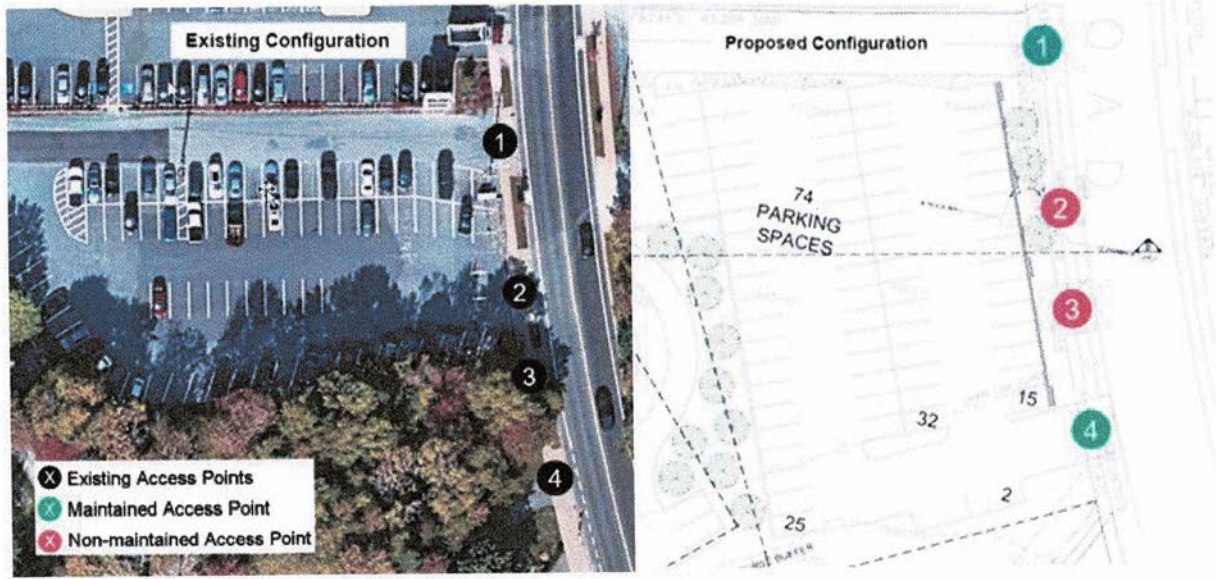


Figure 4: Access Point Configuration - Existing vs. Proposed

## 6 Site Trip Generation

The Institute of Transportation Engineers (ITE) *Trip Generation Manual*<sup>1</sup> was used to estimate the vehicle trip generation for the site. Land use code 222 Multifamily Housing (High-Rise), General Urban/Suburban was used for the proposed residential building. Table 1 summarizes the trip generation rates for the land use code.

Table 1: Trip Generation Rates

Land Use	AM Peak Hour			PM Peak Hour		
	Rate	Entering	Exiting	Rate	Entering	Exiting
222 Multifamily Housing (High-Rise)	$T = 0.22(X) + 18.85$	26%	74%	$T = 0.26(X) + 23.12$	62%	38%

Note: Units are in dwelling unit for residential uses.

The weekday morning (AM) and afternoon (PM) peak hour trip generation estimates and modal split adjustments for the site are summarized in Table 2. On a typical weekday, the site is estimated to generate 50 vehicle trips in the morning peak hour (13 trips entering and 37 trips exiting) and 60 vehicle trips in the afternoon peak hour (37 trips entering and 23 trips exiting).

<sup>1</sup> *Trip Generation Manual*, 11<sup>th</sup> Edition, Institute of Transportation Engineers, September 2021.





Table 2: Trip Generation Estimates

Land Use	Units	AM Peak Hour			PM Peak Hour		
		Total	Entering	Exiting	Total	Entering	Exiting
222 Multifamily Housing (High-Rise)	141	50	13	37	60	37	23
<b>Total Trips Generated (vph)</b>		<b>50</b>	<b>13</b>	<b>37</b>	<b>60</b>	<b>37</b>	<b>23</b>

Note: Units are in dwelling unit for residential uses.

### 6.1 Impact to Surrounding Roadways

All site generated vehicle traffic will travel along Waverley Road. Based on field observations, the peak-direction traffic on Waverley Road is southbound during the AM peak hour (travelling towards Highway 111 and downtown Dartmouth) and northbound during the PM peak hour.

The trip generation estimates indicate that the proposed development will generate approximately 55 additional vehicle trips in the peak-direction of traffic on Waverley Road during the AM and PM peak hours.

A recent volume count near the subject site was collected in October 2020 on Braemar Drive between Maple Drive and Braeside Court (approximately 700m south of the subject site). The peak hour two-way volume, as well as the comparison to the added volumes is shown in Table 3. Overall, the added volumes only add 4.8% to the AM peak hour and 4.2% to the PM peak hour.

It is anticipated that the new vehicle trips associated with the proposed development can be accommodated along Waverley Road with a negligible impact on traffic operations. It should be noted that this consists of a high-level qualitative assessment, therefore no analytical capacity calculations have been completed to support the assessment.

Table 3: Site Traffic vs. Existing Traffic Comparison

AM Traffic from Site	Existing AM Peak Hour Traffic	% Traffic Added	PM Traffic from Site	Existing PM Peak Hour Traffic	% Traffic Added
50	1048	4.8%	60	1416	4.2%

It should be noted the proposed access point #4 on the south end of the site is directly adjacent to the existing bus stop. This may affect both the access and the bus stop both during and after construction and should be considered.



## 7 Access Sight Distance Review

A sight distance review was completed for both access points on Waverley Road to confirm that the sight lines meet the minimum stopping and decision sight distance requirements of the Transportation Association of Canada's (TAC) *Geometric Design Guide for Canadian Roads*<sup>2</sup>.

The minimum stopping and decision sight distance requirements for a two-lane roadway with a design speed of 50 km/h are:

- ▶ Minimum stopping sight distance = 65 metres;
- ▶ Minimum turning sight distance – left-turn from stop = 105 metres; and
- ▶ Minimum turning sight distance – right-turn from stop = 95 metres.

It should be noted the labelling of the access points in this section match the labelling in Figure 4.

### 7.1 Site Access #1

The decision sight line south of the access on Waverley Road (looking to the right) is shown in Figure 5. The sight line extends to the Irving gas station south of the subject site, indicating there is over 200 metres of sight distance available. The minimum stopping and turning sight distance requirements are met south of the access.

The decision sight line north of the access on Waverley Road (looking to the left) is shown in Figure 6. The sight line extends to the intersection of Waverley Road and Boutilliers Lane, indicating there is approximately 200 metres of sight distance available. The minimum stopping and turning sight distance requirements are met north of the access.

---

<sup>2</sup> *Geometric Design Guide for Canadian Roads*, Transportation Association of Canada, June 2017.





Figure 5: Site Access #1 Sight Line South of Access (Looking to the Right)

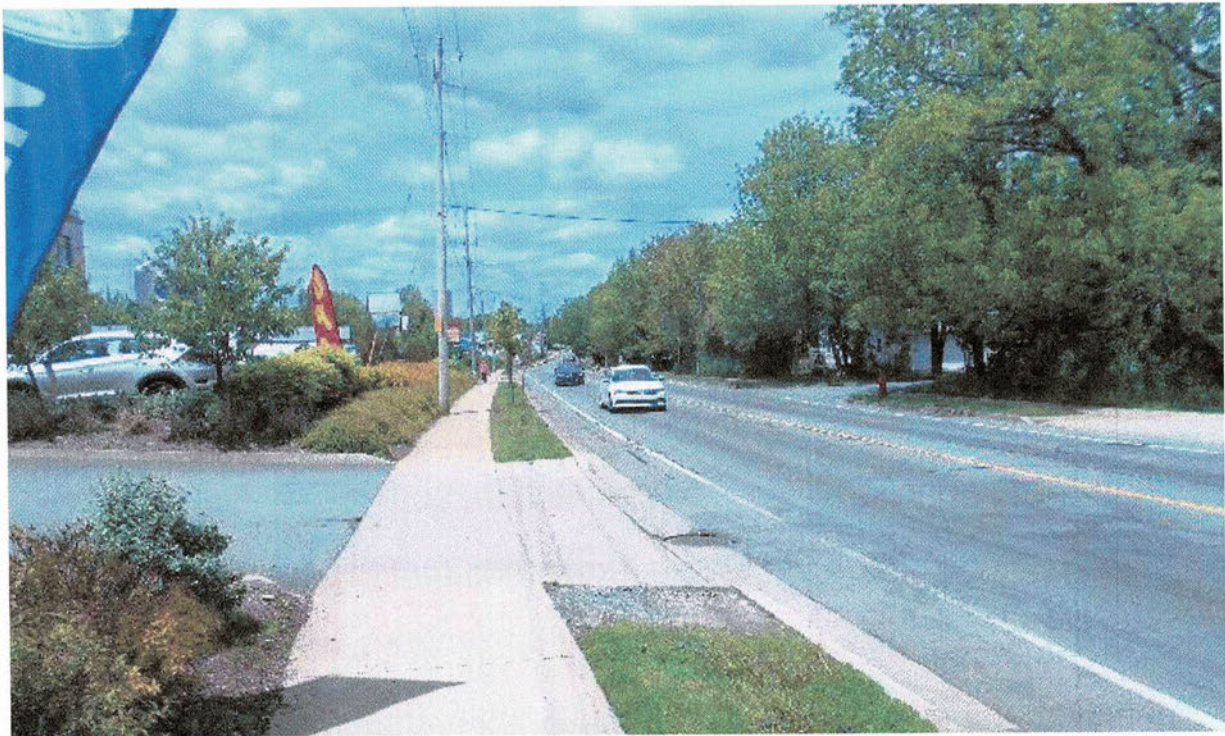


Figure 6: Site Access #1 Sight Line North of Access (Looking to the Left)





#### Site Access #4

The decision sight line south of the access on Waverley Road (looking to the right) is shown in Figure 7. The sight line extends to the Irving gas station south of the subject site, indicating there is over 160 metres of sight distance available. The minimum stopping and turning sight distance requirements are met south of the access.

The decision sight line north of the access on Waverley Road (looking to the left) is shown in Figure 8. The sight line extends to the intersection of Waverley Road and Boutilliers Lane, indicating there is approximately 225 metres of sight distance available. The minimum stopping and turning sight distance requirements are met north of the access.



Figure 7: Site Access #4 Sight Line South of Access (Looking to the Right)





Figure 8: Site Access #4 Sight Line North of Access (Looking to the Left)



## 8 Conclusions and Recommendations

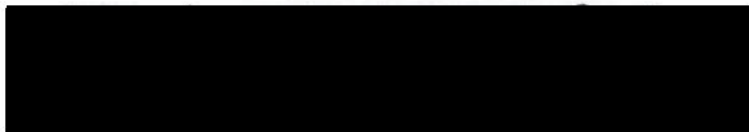
Harbourside Transportation Consultants has completed a traffic impact statement, as per Halifax Regional Municipality requirements, to support the development application for the proposed development at 217 Waverley Road in Dartmouth, Nova Scotia.

The following conclusions were gathered from the traffic impact statement:

- ▶ The proposed development will be a high-rise residential building including 141 units.
- ▶ Access to the proposed development parcel will be based on the existing access on Waverley Road as well as a new access point at the south end of the subject site. The reconfiguration and consolidation of accesses to the development will eliminate two existing access points (#2 and #3) on Waverley Road.
- ▶ The vehicle trip generation estimates for the proposed development were quantified using trip generation rates obtained from the ITE Trip Generation Manual (11th edition). The proposed development is expected to generate 50 vehicle trips in the AM peak hour (13 trips in/37 trips out) and 60 vehicle trips in the PM peak hour (37 trips in/23 trips out).
- ▶ All site generated vehicle traffic will travel along Waverley Road, the peak-direction traffic on Waverley Road is southbound during the AM peak hour (travelling towards Highway 111 and downtown Dartmouth) and northbound during the PM peak hour.
- ▶ The development will generate approximately 55 additional vehicle trips in the peak direction of traffic on Waverley Road during the AM and PM peak hours. It is anticipated that the new vehicle trips associated with the proposed development can be accommodated along Waverley Road with a negligible impact on traffic operations.
- ▶ The proposed access point #4 is directly adjacent to the existing bus stop. This may affect both the access and the bus stop both during and after construction and should be considered.

If there are any questions or additional discussion, please feel free to contact the undersigned.

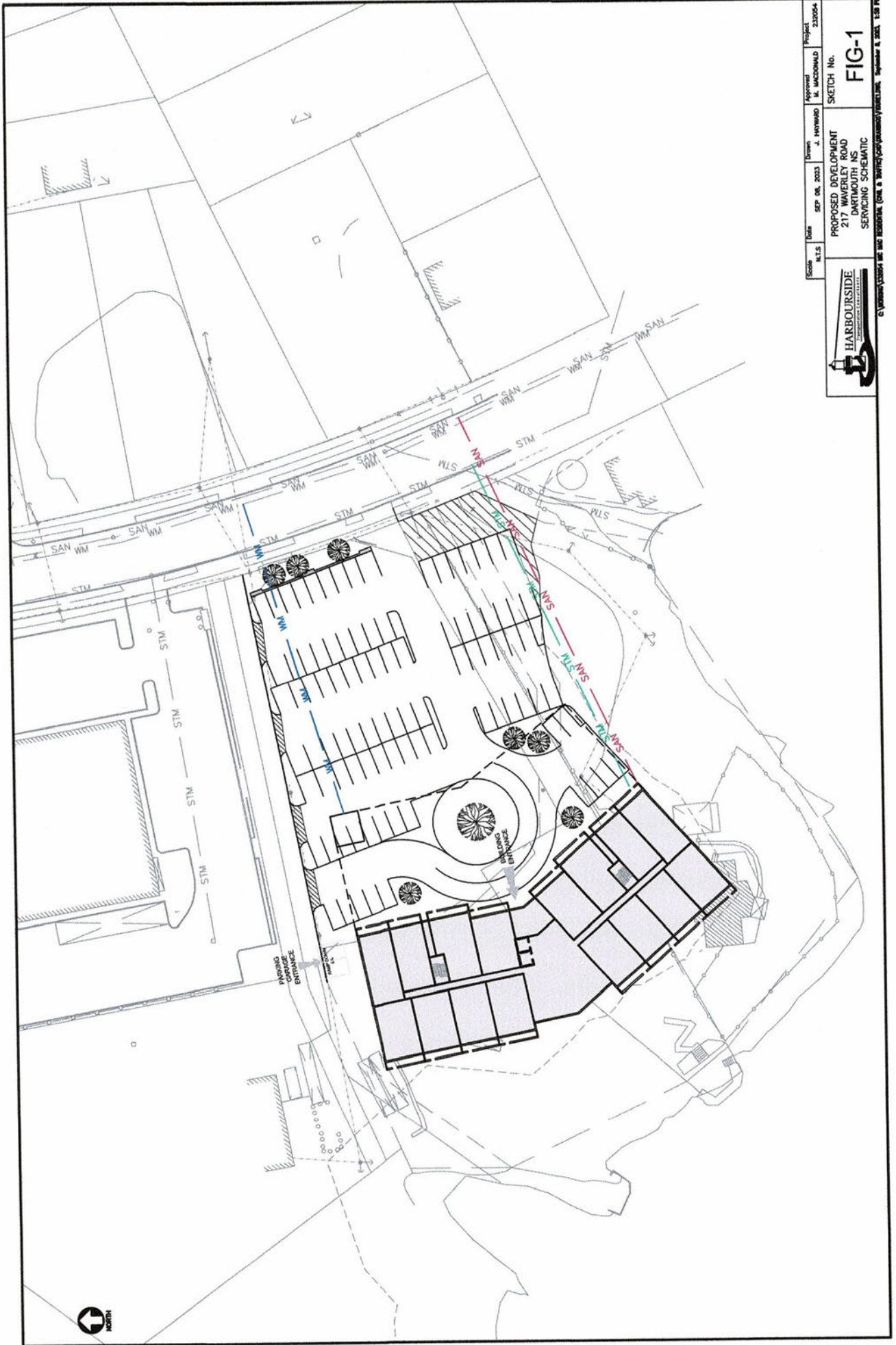
Regards,




Michael MacDonald, P. Eng.  
Senior Transportation Engineer, Principal  
Tel: 902-405-4655  
Email: [mmacdonald@harboursideengineering.ca](mailto:mmacdonald@harboursideengineering.ca)







 <b>HARBOURSIDE</b>	Date: SEP 06, 2023 Drawn: J. HOWARD Approved: M. MACDONALD Project: 23004
	Sketch No. <b>FIG-1</b> PROPOSED DEVELOPMENT 217 WAVERLEY ROAD DARTMOUTH NS SERVICING SCHEMATIC

© HARBOURSIDE CONSULTANTS INC. 2023. ALL RIGHTS RESERVED. ENGINEER: J. HOWARD, SEPTEMBER 6, 2023, 1:30 PM