

February 18, 2023

Planning Applications Program Manager
Halifax Regional Municipality
Planning & Development
Via email: planning@halifax.ca

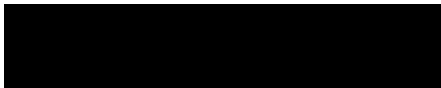
Re: Application for Rezoning and Development Agreement 107 Woodlawn Road & 4 Settle Street (PIDs: 00244285 & 00072819)

On behalf of our client, FE2 Holdings, zzap Consulting Inc. (zzap) is pleased to submit a site-specific Land Use Bylaw amendment and Development Agreement application for a multi-unit residential with ground floor commercial development located within the Dartmouth Plan Area at 107 Woodlawn Road and 4 Settle Street (PIDs: 00244285 & 00072819). To support this application submission, the following materials are included as appendices:

- Completed Planning Application Form
- Appendix A: Land Use Bylaw Amendment Rationale
- Appendix B: Building Elevations and Site Plan
- Appendix C: Traffic Impact Statement
- Appendix D: Servicing Schematic

Please advise if you require any further information at this time in order to prepare the initiation report for this project.

Kind Regards,



Connor Wallace, MCIP, LPP
Principal
ZZap Consulting

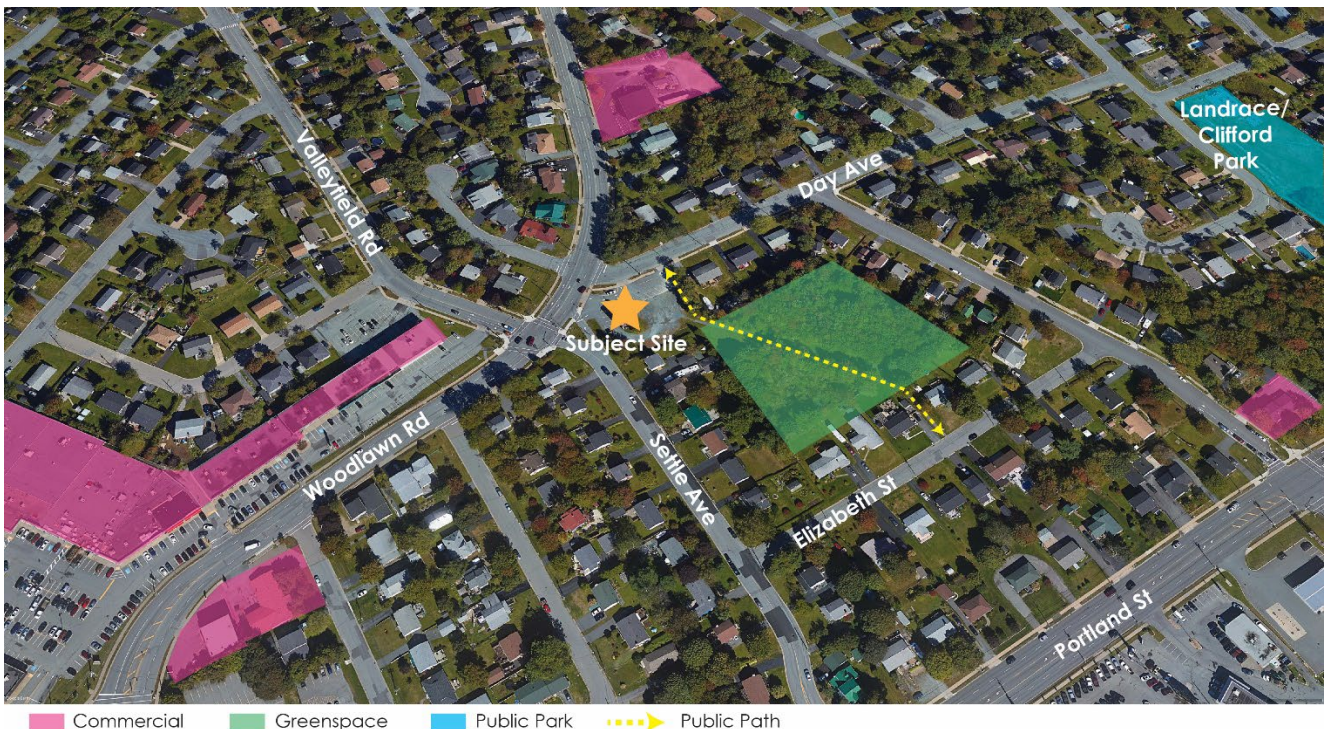
1.0 Site Description and Location

The subject site is comprised of two lots totalling 23,783 ft² (2,209.5 m²) at the intersection of Woodlawn Rd, Day Ave, and Settle Street.

The site is designated 'Residential', lies within the Dartmouth Secondary Municipal Planning Strategy (SMPS) Area and is zoned R-1 Single Family Residential within the Dartmouth Land Use Bylaw (LUB). This zone allows for single detached residential uses on minimum 5000 ft² lots. Currently, the site is occupied by a single storey commercial building.

This residential block contains a unique public greenspace in the block's centre with houses surrounding the totality of the space. A footpath connects Elizabeth Street through the greenspace onto a second path leading to Day Avenue. This second path runs parallel to the subject site. The majority of the surrounding land uses are residential, with the exception of a linear commercial node on Woodlawn Road and local commercial and institutional uses distributed throughout the neighbourhood. Portland Street, south of the subject site, is a major commercial corridor where a wide range of amenities are located.

Figure 1 Subject Site



2.0 Summary of Development Proposal

Our client is seeking to develop a context sensitive development on the subject properties. The proposed development, as illustrated in Attachment B, is a three, transitioning to four-storey residential building with a ground floor commercial unit. Vehicular access is proposed from Settle Street.

The three-storey component of the proposed development will include two, single-level grade-related units fronting onto Day Avenue. The units above will connect to the remaining development through an internal corridor. The building design also includes a pedestrian passageway that connects Day Avenue to the rear courtyard and includes the residential lobby entrance.

The development also includes:

- Twenty-nine residential units ranging in size from approximately 830 ft² to 1300 ft² with approximately 41% of the units being 2+ bedroom,
- Approximately 4,000 ft² of commercial space on the ground level facing the corner,
- Eighteen underground parking stalls,
- A Loading area accessed from Settle Street,
- Outdoor rooftop amenity space for shared use, and
- Approximately 1000 ft² of shared indoor amenity space.

Finally, an existing drainage/storm easement bisects PID 00244285. Our client is proposing to relocate this easement to the right-of-way abutting the eastern lot line. Discussions with Halifax Water are ongoing. The attached Servicing Schematic (Appendix D) shows the proposed location of the relocated storm pipe.

3.0 Rational for Applicant Request

Multiple unit residential development at this site must be considered through both a rezoning and Development Agreement process in accordance with Policies IP-1 (j) (1), IP-5 and IP-1 (c) of the Dartmouth Municipal Planning Strategy.

Policy IP-1 (j) (1) enables rezoning applications for uses outlined in Table 4 Generalized Land Use Matrix of the Dartmouth SMPS without requiring a corresponding MPS amendment application. For land designated 'Residential' on the Dartmouth Generalized Future Land Use map, rezonings are enabled for medium density multiple residential land uses. The subject site is so designated and our client is therefore requesting a rezoning to the R-3 Multiple Family Residential Zone.

The remaining two applicable policies (IP-1 (c) and IP-5) include criteria for staff and

Council to assess the appropriateness of the development proposal. In addition to these criteria (summarized below), a Traffic Impact Statement is included with this application confirm the road network's capacity.

1. *Neighbourhood Compatibility, Built Form and Site Design*

The design goal of this proposed development is to compliment, relate to, and integrate into the existing neighbourhood. We feel that this is successfully achieved in several ways through carefully planned building siting and design.

The site is located at the intersection of three streets (Woodlawn Road, Settle Street, and Day Avenue). This corner location provides a natural separation from the adjacent residential land uses due to the physical buffer provided by the roadways. The design and siting of the proposed building have been carefully considered to reduce the impact of its scale on the adjacent residential homes. The building is sited so that much of the building bulk and massing is concentrated towards the corner of the site, away from the surrounding residential houses.

The three-storey ground-oriented portion of the building is sited to the east, where the development abuts lower density residential buildings. The front setback for the three-storey portion of the building corresponds with the established setbacks of the adjacent single-unit dwellings. This setback compliments the current neighbourhood character by reinforcing the streetscape pattern established by the existing building setbacks. On the interior lot line, the building is setback 21.4 ft (6.5 meters). This will enable a considerable landscaped area; landscaping will soften the edges of the development and provide increased privacy for residents and neighbours.

The site's current built form favours automobile traffic over pedestrians. A single storey commercial building sits in the centre of a large surface parking area. At present there are no human-scale design elements that make this space comfortable and inviting for users or passersby. The residential neighbourhood context, therefore, is not reflected in the current built form or site design. We believe that the proposed development will provide for an improved streetscape, where buildings are closer to the street, parking is removed from the street-facing frontages, and ground-oriented units will provide pedestrian-scale buildings. The commercial unit entrance is located at the corner and is designed for customers arriving by foot or bicycle. Finally, landscaping will provide for more visual interest and soft-scaping, in contrast to the existing, predominantly asphalt surfaces on-site.

Access to the development is proposed from Settle Street. Locating the driveway here will help to buffer the development from the adjacent housing to the south; there is a 36.3 ft (11.1 metre) setback proposed along this southern lot line. The development will include fencing and landscaping along this lot line to provide both screening between properties and soften the driveway's hard surfaces.

Allowing for open space within the development is an essential component of the site design. At the rear of the development an outdoor, landscaped area will provide a usable outdoor space for the residents of the building. This space will support and emphasize the unique greenspace located within this block's interior by complimenting its natural character and recognizing the important contribution it makes to the existing open space network in the neighbourhood. The existing footpath that connects to the greenspace will need to be redirected to the east of the site, where it appears that a pedestrian right-of-way was established.

2. *Adequacy of Existing Services*

In determining the suitability of a development location, it is important to assess the site's access to existing services and amenities. This location is extremely well-served by schools, parks, community facilities and commercial amenities. There are three schools within approximately one kilometre of the site (elementary, junior and senior highs); within a 500m radius there are at least four parks, and within a one kilometre radius there are an additional four. The NSCC Akerley Campus is also within approximately one kilometer of the site. Additional community amenities within close proximity to the site include: Woodlawn Public Library, Anglican, United and Baptist churches, and several private daycare centres.

The proposed development is located between Main and Portland Streets. These two corridors offer regional-level commercial amenities. Major grocery, retail, and entertainment facilities are located along these major thoroughfares. Both Main and Portland Streets provide high levels of transit service, including express, regional and local bus service. The site itself is served by two local routes and 1 express route. The Integrated Mobility Plan (IMP) identifies Portland Street as a Transit Priority Corridor. This designation will help to "improve efficiency of busses along the entire corridor". Supporting this transit priority is the Bus Rapid Transit (BRT) network. Portland Street is designated as a BRT Red Line; here, all day bus routes will serve the community with ten-minute frequency in a dedicated right-of-way.

A Traffic Impact Statement, attached as Appendix C, concludes that the trips generated through the proposed development can be accommodated at this site.

5.0 Closing

We trust that the enclosed materials satisfy the application requirements. Should you have any questions, comments or concerns with regards to this application, please do not hesitate to contact the undersigned.



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Sincerely,



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