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Community Planning | Planning & Development
Halifax Regional Municipality

Re: Development Agreement Application for a Proposed Residential Development at 101 Research Drive, Dartmouth, NS (PIDs: 40305328 & 40003600)

On behalf of our client, A.J. Legrew Holdings Limited and 4506151 NOVA SCOTIA LIMITED, zzap Consulting Inc. is pleased to submit this Development Agreement (DA) application for a proposed residential development at 101 Research Drive, Dartmouth (PIDs: 40305328 & 40003600). To support this application submission, the following materials are enclosed:

- Application Letter & Policy Rationale
- Concept Plan
- Development Agreement Schedules
- Traffic Impact Statement
- Infrastructure Study

1.0 Summary of Development Proposal

Our client is seeking to obtain a Development Agreement to permit a mix of residential buildings consisting of 1,040 units. The intention is to subdivide the property into multiple lots with each building on a different lot.

2.0 Enabling Policies

The subject property is designated 'Future Growth Node' within the Regional Centre Municipal Planning Strategy and is zoned 'Comprehensive Development District' within the Regional Centre Land Use By-law. A Development Agreement for these properties is subject to Policy F-12. A rationale of how the proposal meets the subject policy has been provided.

3.0 Rationale and Applicable Policy Analysis

The proposed development is consistent with applicable enabling planning policies. Additionally, the site is within proximity to a variety of goods, services, public transportation, and recreational amenities. Please refer to Table 1, which outlines how the proposed development adheres to applicable DA policy assessment criteria.

Table 1 – Policy F-12

That the transportation network within the site prioritizes pedestrian safety and comfort, walking, the easy use of mobility devices, cycling, and transit use, by creating a street and pedestrian pathway network as generally shown on Map 25;

Site and building design that supports a compact, mixed-use neighbourhood, with built forms and land uses as generally shown on Map 25 and by

- i. generally meeting the built form and land use regulations as set out in the Land Use By-law,
- ii. building and open space design that complements parks and open spaces and contributes to an active and vibrant public realm;
- iii. identifying strategic view terminus sites to enhance prominent sites;
- iv. providing pedestrian-oriented site and building design including a walkable transportation network and buildings with prominent pedestrian-oriented entrances; and
- v. permitting a mix of uses;

The proposed development follows all the regulations set out in the Land Use By-law, except for the landscape buffer requirements for accessory parking lots (explained later in this rationale). In relation to the building and open space design, this development proposal is based on the principle of integrating the development seamlessly into the existing surroundings.

Multi-use active transportation paths are proposed throughout the site and link to Dartmouth South Academy, Fenwick Street, Lynn Drive, and the remaining Sub Areas of the district (Areas 1 & 2). An additional active transportation connection is being contemplated between this development and the existing pathway between Marvin Street and Glenview Drive, however this will require further consultation with HRM parks and active transportation departments.

Proposed building typologies scale up away from the established neighbourhoods with four storey (low rise residential) buildings abutting the existing neighbourhoods and rising to tall mid-rise buildings towards the existing business and industrial park. While no commercial uses are proposed currently, the intent to meet the requirements of the land use bylaw, enable limited commercial uses to be considered in the future as the development is built out.

New parks and public spaces that enhance the public realm and provide access to recreational opportunities and open space by:

- i. locating parks and open spaces as focal points for the community to support the retention of natural space adjacent to the wetland, as generally shown on Map 25; and

- ii. providing space for a mix of programmed and passive activities, naturalized areas that support stormwater objectives, and connections to existing active transportation networks and the wetland via paths and trails;

The development proposal strategically located parks and open spaces as focal points within the community. These green spaces are designed to be hubs of activity while also functioning as a buffer zone for the adjacent wetland. This approach not only enhances the community experience but also works to preserve and minimize any potential disruption of the natural wetland ecosystem.

That environmental protection and climate resiliency objectives are supported by:

- i. protecting and preserving the on-site wetland and required watercourse buffer as passive open space by applying a Protected Area Zone and considering municipal ownership of the wetland and buffer space;
- ii. creating a site-specific approach to the watercourse buffer which, under certain conditions, exceeds the required watercourse buffer width under the Land Use Bylaw while providing flexibility for construction near challenging grades, reinstated slopes, trails and stormwater management;
- iii. reinstating native vegetation in any areas of the watercourse buffer removed during the construction of public roads, trails, utilities and infrastructure;
- iv. developing water quality objectives for the design of on-site stormwater management with the goal of maintaining wetland function;
- v. ensuring that any roads through the wetland allow for the throughflow of water and maintain wetland functions as identified in the baseline Wetland Ecosystem Services Protocol (WESP) assessment;
- vi. a landscaping plan that supports stormwater capture and filtration, natural vegetation retention, and the tree canopy targets of the Urban Forest Master Plan;
- vii. minimizing impermeable surfaces to support stormwater management and to infiltrate runoff;
- viii. managing the effects of the urban heat island effect by reducing hard surfaces, providing landscaping near buildings and in parking areas, encouraging tree retention; and
- ix. providing educational signage or commemorative features on-site containing information on wetlands, climate change, environmental stewardship or the area's history;

The development proposal contemplates the subdivision and deeding over of the wetland and buffer areas to the Municipality. The watercourse buffer meets the Land Use Bylaw Requirements; however the proposed building footprints lay well outside the buffer area. On-site stormwater management will be resolved at the building permit stage and will comply with HRM Bylaw G-200.

Supporting housing needs in the municipality by

- i. requiring a mix of housing types including semi-detached, four-unit, townhomes and mid-rise to tall mid-rise multi-unit dwellings;
- ii. allowing for reduced lot frontage, lot area, yards, setbacks and parking requirements;
- iii. permitting variations to built form requirements in the land use by-law for maximum building dimensions, streetwalls, ground floor requirements and grade-related dwelling units to support compact, ground-oriented development;
- iv. collaborating with other levels of government and the private sector on delivering specific housing outcomes;

The development proposal contemplates a mix of housing types including low rise, mid-rise, and tall mid-rise multi-unit dwellings. The development proposal meets the requirements of the land use bylaw, except for Clause 417 of the Land Use Bylaw, relating to landscape buffer requirements along lot lines that run adjacent to accessory parking lots. We are seeking an exemption to this clause to facilitate shared accessory parking lots between properties and to reduce the number of required driveways in the development.

That Area 3:

- i. consists of low-rise buildings near Dartmouth South Academy and nearby neighbourhoods and mid-rise to tall mid-rise buildings closer to the Woodside Industrial Park;
- ii. provides a culture and heritage assessment that identifies and evaluates culture and heritage resources located on or adjacent to the lands;
- iii. provides neighbourhood-supportive uses to increase walkability, provide goods and services to residents and offer employment opportunities by permitting a mix of uses in all multi-unit buildings;
- iv. manages potential conflicts between the Woodside Industrial Park and residential buildings through controls of building design, landscaped buffers, and setbacks;
- v. requires height transitions to adjacent low-rise neighbourhoods;
- vi. consists of approximately 750 units in Sub-area 3A, and approximately 250 units in Sub-area 3B; and
- vii. phases development to ensure that a public road connection and public parkland dedication, as shown on Map 25, are provided in early phases of the development, allowing only limited subdivision and development without the public road connection and parkland dedication.



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Proposed building typologies scale up away from the established neighbourhoods with four storey (low rise residential) buildings abutting the existing neighbourhoods and rising to tall mid-rise buildings towards the existing business and industrial park, however adequate separation is proposed between residential uses and the Industrial Park. In Sub-area 3A, 760 units are proposed and in Sub-Area 3B, 280 units are proposed. A total of 1,040 units are proposed in Area 3, consistent with the policy. A phasing plan has been included as part of this application that meets the policy statement above.

4.0 Closing

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

Sincerely,



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