

Planning Applications  
Halifax Regional Municipality  
Planning & Development  
Via email: [planning@halifax.ca](mailto:planning@halifax.ca)

**Re: Application for Land Use Bylaw Amendment at 348 Pleasant Street, Dartmouth (PID: 00247940)**

On behalf of our client, Neal Andreino, zzap Consulting Inc. (zzap) is pleased to submit a site-specific Land Use Bylaw amendment application for a seven-storey residential development located at 348 Pleasant Street (PID: 00247940). To support this application submission, the following materials are included as appendices:

- Appendix A Application Letter
- Appendix B: Site Plan and a 3D Massing Model
- Appendix C: Servicing Schematic
- Appendix D: Traffic Impact Statement

We respectfully request that you provide us with an anticipated schedule for the Bylaw amendment process.

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

Kind Regards,



Chris Markides, MCIP, LPP  
Senior Planner  
ZZap Consulting

## 1.0 Site Description and Location

The subject site totals 899.1 m<sup>2</sup> (9,678ft<sup>2</sup>) and is located on the west side of Pleasant Street approximately 450m north of the Highway 111 on-ramp.

The site is designated 'Institutional Employment' within the Regional Centre Secondary Municipal Planning Strategy (SMPS) area and is zoned INS Institutional within the Regional Centre Land Use Bylaw (LUB). This existing zone allows for small scale institutional, and community uses such as religious institutions, libraries and schools. Currently, the site is occupied by a residential facility (housing and office space).

Pleasant Street serves as a primary north-south connection through the Dartmouth, linking Eastern Passage with Downtown Dartmouth. The Woodside Ferry Terminal is just over 200m from the site, providing frequent transit to downtown Halifax. Within 350 m of the property is NSCC Ivany Campus and the Dartmouth General Hospital. Numerous retail and service amenities are within walking distance of the site. Abutting the subject property, to the south and rear, are properties zoned Corridor, as depicted in the below image.



## 2.0 Summary of Development Proposal

Our client is seeking to develop a context sensitive development on the subject property by rezoning the site from Institutional (INS) to Corridor (COR). The proposed development massing scenarios, as illustrated in Attachment A, illustrates the permitted built form of one 7-storey multi-residential building with a 3 storey streetwall on Pleasant Street. Approximately 56,000 sf of floor area is permitted on site within a 7 storey form.

## 3.0 Rational for Applicant Request

Policy IM-6(d) of the Regional Centre Land Use Bylaw enables properties zoned Institutional to be considered for site-specific land use bylaw amendments. Applications may be considered to rezone INS zoned lands to correspond to the abutting designation, which in this case is Corridor (COR). The below table outlines our response to these enabling policies.

*Table 1 Enabling Policy*

<b>IM-6(d) Subject to Policy IM-7 Council may consider amendments to the zoning boundary schedule of the Regional Centre Land Use By-law that carry out the intent of this plan and:</b>	
<b>Policy Criteria</b>	<b>Applicant Response</b>
Rezone lands zoned INS to any zone established in an abutting designation.	The abutting designation is Corridor (COR). The COR designation establishes the Corridor zone.
<b>IM-7 In considering proposals to amend the Land Use By-law, amend the zoning boundaries, or enter into development agreements, Council shall consider that:</b>	
<b>Policy Criteria</b>	<b>Applicant Response</b>
(a) The proposal is consistent with the Vision, Core Concepts, Urban Design Goals, and all applicable objectives and policies set out in the Regional Plan and this Plan.	<p>The proposal is consistent with the SMPS vision through strategically locating new development to support the needs of a diverse and growing population.</p> <p>The proposal works to establish a complete community by adding housing choices to support a diverse population at a scale that is compatible with its surrounding context.</p> <p>The proposal provides human-scale, pedestrian-oriented infill housing. The proposed mid-rise building form is in keeping with the permitted heights on the abutting properties as per Schedule 15 of the RCLUB.</p>

	<p>The proposal supports strategic growth by providing an increase in housing density in a context specific manner: the development's scale is in keeping with that of the established neighbourhood while also increasing population density within the Regional Centre.</p> <p>The proposal supports pedestrians first by locating housing within walking distance of transit, schools, and both regional and local amenities.</p>
<p>(b) The proposal is appropriate and not premature by reason of:</p> <ul style="list-style-type: none"> <li>i. The financial capacity of the Municipality to absorb any costs related to the development</li> <li>ii. The adequacy of municipal wastewater facilities, stormwater systems or water distribution systems</li> <li>iii. The proximity of the proposed development to schools, parks, and community facilities, and the capability of these services to absorb any additional demands.</li> <li>iv. The adequacy of transportation infrastructure for pedestrians, cyclists, public transit and vehicles for travel to and within the development,</li> <li>v. The impact on registered heritage buildings, heritage streetscapes and heritage conservation districts.</li> </ul>	<ul style="list-style-type: none"> <li>i. We do not expect any costs related to the development to be absorbed by the Municipality</li> <li>ii. Should staff request it, a servicing schematic will be prepared to confirm that municipal servicing infrastructure can accommodate the development.</li> <li>iii. Within an approximately two-kilometer radius of the site are several schools (NSCC, Dartmouth Academy and Southdale Elementary), and parks and/or playgrounds (Woodside Area Regional Park, Carl Morash Sports Field). There is a wide variety of regional level services and amenities including the Dartmouth General Hospital. Through the rezoning process, we understand referrals will be sent to school boards to assess capacity at primary and secondary school locations.</li> <li>iv. The site has excellent access to the TransCanada Trail which can be accessed via Atlantic Street or by crossing the Woodside Ferry Terminal parking lot. This trail system connects users to downtown Dartmouth. Further a Woodside-Shearwater Active Transportation Functional Plan is being developed to fill in the gaps between Dartmouth Harbourfont Trail and Shearwater</li> </ul>

	<p>Flyer Trail. Transit to downtown Halifax is available by ferry and transit routes 6 and 67 connect the site to The Dartmouth Bridge Terminal and Penhorn Terminal. Pleasant Street connects to Highway 111 – a major intra-municipal transportation corridor that connects Dartmouth with the Provincial Highway system in the HRM region and beyond.</p> <p>v. The building is not a registered heritage building, located on a heritage streetscape or within a heritage conservation district.</p>
(c) The subject lands are suitable for development in terms of the steepness of grades, soil and geological conditions, locations of watercourses, wetlands and susceptibility of flooding;	This site is relatively flat. A minimal amount of soil retaining will be required to develop the site. There are no known watercourses, wetlands or areas susceptible to flooding within or near the site's boundary.
<p>(d) The development regulations in the proposed rezoning or development agreement will adequately mitigate potential conflict between the proposed development and nearby land uses by reason of:</p> <ul style="list-style-type: none"> <li>i. Type of uses</li> <li>ii. Built form of the proposed building(s),</li> <li>iii. Impacts on the adjacent uses, including compatibility with adjacent residential neighbourhoods, parks, community facilities and railway operations,</li> <li>iv. Traffic generation, safe</li> </ul>	<ul style="list-style-type: none"> <li>i. The rezoning of the site would change the permitted uses of the property from institutional to residential and commercial. The existing land uses surrounding the subject site include institutional, residential, commercial, and light industrial. The proposed zone would enable a medium density mixed use building to be constructed. The area is not exclusively residential or commercial, in fact it is a mix of many uses. HRM Council envisioned commercial and residential uses at this location – demonstrated by the adjacent COR zoning.</li> <li>ii. The proposed building is not out of character in terms of height and scale. A 3-storey streetwall will help to create a human-scale façade, enhancing the built form of the street.</li> <li>iii. The site is not directly adjacent to any neighbourhood parks or railway operations. The adjacent facility (Simpson Landing) offers</li> </ul>

<p>access to and egress from the site, and parking,</p> <p>v. Open storage and signage,</p> <p>vi. Impacts of lighting, noise, fumes, and other emissions.</p>	<p>mental health services through Nova Scotia Health Authority. We do not believe that the addition of a residential building would impact this facility.</p> <p>iv. The project will comply with the access, egress and parking regulations of the Land Use Bylaw. Should staff request it, a TIS can be prepared</p> <p>v. The proposal does not include open storage or signage.</p> <p>vi. We do not anticipate the development to produce any light, noise, or odor pollution.</p>
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## 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.

Sincerely,



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