

Planning Applications
Halifax Regional Municipality – Planning & Development
Via email: planningapps@halifax.ca

Re: Application for Non-Substantive Amendments to The Links at Brunello Development Agreement

On behalf of our client, Canadian International Capital Incorporated, Zzap Consulting Inc. is pleased to apply for non-substantive amendments to The Links at Brunello Development Agreement (DA) in accordance with Section 2.4.8(a) to enable the development of an institutional use (Mayflower Curling Club) within the BRC designation. To support this application, the following materials are included as attachments:

- Completed Application Form
- Attachment A: Preliminary Site Plan
- Attachment B: Preliminary Renderings of the Proposed Development

The planned development is proposed to be located near the Highway 103 interchange, fronting on Marketway Lane and near the existing Sobeys Grocery store. See Figure one which highlights the general location of the proposed development. The exact site location is still to be determined however it will be located within the BRC designation.



Figure 1: General Location of the Proposed Development

As noted in Section 2.4.8(a) of the The Links at Brunello Development Agreement a non-substantive amendment is required for all institutional development proposals in lands designated "BRc" within the community concept plan. Through the non-substantive process the design must address the following:

Design Criteria	Applicant Response
Building Height and Lot Coverage	<p>The proposed building is approximately two storeys in height. Although the exact height of the building is not yet determined, it will be well below the permitted height of Schedule B3.D of the Brunello Development Agreement.</p> <p>Overall lot coverage is below 50%, which is the maximum lot coverage requirement within the main institutional use zone (P-2 zone) of the surrounding plan area.</p>
Architecture and Signs	The proposed development is intended to be designed with high quality architecture, building materials and signage.
Landscaping	A 15 ft. landscape buffer is proposed between the development (including parking areas) and adjacent residential uses. This is consistent with the landscaping requirements of the Development Agreement.
Provisions for traffic, transit and parking	<p>The proposed development is an institutional use and the traffic generated from this use is not anticipated to have any significant impact on traffic flows during the peak hours.</p> <p>The site does not have direct access to transit. Off street parking is proposed to provided to service the use.</p>
Pedestrian and bicycle flows and access	<p>Pedestrian pathway connections are intended to be provided between building entrances, parking areas and sidewalks.</p> <p>Bike parking is intended to be provided as per the Land Use By-law requirements. This will include outdoor bike racks and indoor bike parking spaces.</p>
Land Use	The proposed land use is institutional and therefore is permitted in the underlying BRc designation of the Brunello Defvelopment Agreement.
Storm water Management	Pre and post stormwater flows are intended to be maintained for this development. A detailed site stormwater management plan is intended to be provided at the permitting stage.
Separation from nearby residential uses not on the lands	A 15 ft. landscape buffer is proposed between the development (including parking areas) and adjacent residential uses. This is consistent with residential use buffering requirements of the Development Agreement.
Public Safety	The proposed development and parking areas will be well lit and properly maintained to ensure public safety.



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Design Criteria	Applicant Response
Lot Servicing	The lot is intended to be serviced by municipal sewer and water and there is capacity within the municipal system for this development. A more detailed servicing plan is intended to be provided at the permitting stage.
Lot Access	The development is proposed to be accessed from Marketway Lane. Two 2-way driveways are proposed. One that will primarily be used for the main parking area. The second that will primarily be used as a service driveway.

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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