



Carl Purvis  
Planning Applications Program Manager  
Current Planning | Planning & Development  
Halifax Regional Municipality

**Re: Development Agreement Application for a Proposed Townhouse Development at 1146 St Margaret's Bay Road, Halifax, NS (PID: 40049868)**

Dear Carl,

On behalf of our clients, Kathy Doucette and Ashraf Meshal, zzap Consulting Inc. is pleased to submit this Development Agreement (DA) application for a proposed townhouse residential development at 1146 St Margaret's Bay Road, Halifax, NS (PID: 40049868). To support this application submission, the following materials are enclosed:

- Application Form
- Attachment A: Application Letter
- Attachment B: Property Plan
- Attachment C: Site Plan
- Attachment D: Building Drawings
- Attachment E: Traffic Impact Statement
- Attachment F: Servicing Schematic

1.0 Summary of Development Proposal

Our client is seeking to construct a townhouse development including secondary and backyard suites. Each townhouse unit is proposed to be located on separate parcels accessed via a common shared driveway. Each 2,550 square foot townhouse unit consists of three storeys, with the first storey partially below grade and the front entrances approximately 1.5 meters above grade (Appendix D). Due to the irregular shape of the parent lot, three of the proposed accessory units can accommodate 675 square foot backyard suites while the fourth accessory unit is a one-storey, 690 square foot secondary suite attached to its primary unit (Appendix D). The proposed development also includes the following:

- A shared access from St. Margaret's Bay Road that utilizes an existing right-of-way easement,
- Two off-street surface parking spaces per dwelling unit plus five visitor spaces for a total of thirteen spaces,
- A large outdoor amenity area on the eastern portion of Lot 1 (Attachment B)



## 2.0 Enabling Policies

The subject property is designated 'Urban Residential' within the Timberlea, Lakeside, Beecheville Municipal Planning Strategy and is zoned 'R-1 Single Unit Dwelling' within the Timberlea/Lakeside/Beechville Land Use By-law.

Policy UR-9 of the Timberlea/Lakeside/Beechville Municipal Planning Strategy allows Community Council to consider Development Agreements, subject to several policy assessment criteria that are noted in section 3.0 of this letter.

## 3.0 Rationale and Applicable Policy Analysis

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

*Table 1: Enabling Policy*

<b>UR-9 It Shall be the intention of Council to consider townhouse developments within the Urban Residential Designation which do not provide direct access from each unit to a public street, in accordance with the development agreement provisions of the Planning Act. In considering such an agreement, Council shall have regard to the following:</b>	
<b>Policy Criteria</b>	<b>Applicant Response</b>
(a) That each unit in the townhouse development be located on a separate lot with access to an internal private street.	Each proposed townhouse unit is located on a separate lot with access to a shared driveway.
(b) That the development includes a minimum area of twenty thousand (20,000) square feet, with access provided to a public street.	The property is approximately 39,943 ft <sup>2</sup> with access to St Margaret's Bay Road.
(c) that municipal central services are available and capable of supporting the development.	The property is within the urban service boundary. (A servicing schematic, attached, ensures capacity of existing services. (Attachment E)
(d) the adequacy of separation distances from low density residential development.	The lots immediately surrounding the subject site are zoned R-1 Single Unit Dwelling. As a guide, the R-1 zone requires a side and rear yard setback of 2.4m for primary buildings and 2.0m setback for accessory buildings. All buildings within the

	<p>proposed development comply with the R-1 setbacks.</p>
<p>(e) that site design features including landscaping, parking areas and driveways are of an adequate size and design to meet the needs of residents of the development and to address potential impacts on adjacent development.</p>	<p>The development proposal will include a large, landscaped amenity area for the use off all residents. Trees and shrubs will be thoughtfully placed throughout the site to provide privacy and greenery; The surface parking area provides thirteen stalls accessed from a 6.0m wide shared driveway. Two walkways will provide pedestrian access and circulation from St. Margaret's Bay Road to each of the townhouse units, the outdoor amenity area and the accessory units; where possible, landscaping buffers will be utilized to minimize the impacts of the proposed development on adjacent properties.</p>
<p>(f) that the height, bulk, lot coverage, and appearance of any building is compatible with adjacent uses</p>	<p>Height:          The first storey of each townhouse unit is partially below grade which reduces the overall height of the townhomes. Accessory buildings are all single-storey buildings that comply with the LUB height regulations.</p> <p>Lot Coverage:          The lot coverage for all primary and accessory buildings is approximately 15% of the site area (excluding stairs and projecting decks).</p> <p>Massing and Bulk:          Careful attention is paid to the bulk and massing of the development by using the following design elements:</p> <ul style="list-style-type: none"> <li>• Each townhouse unit is given an individualized appearance by incorporating alternating rooflines to break up the massing of the building and the bulk of the roof,</li> <li>• Recesses are incorporated into the upper storey on each unit which provide balcony space and reduces the massing on both the front and rear facing portions of the building,</li> <li>• The front façade is articulated by offsetting each unit. This creates unit individualization and minimizes the building bulk and massing as well as avoids monotonous unit design repetition.</li> </ul>

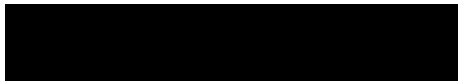


	<ul style="list-style-type: none"> <li>• Front entries are recessed and stairs project into the front yard. This provides further individualized unit expression and minimizes building bulk.</li> </ul>
(g) general maintenance of the development	It is the intention of the developer to ensure that the site, including all buildings, landscaping and amenity spaces are well maintained.
(h) preference for a site in close proximity to community facilities such as schools, recreation areas and bus routes	<p>Community Facilities and bus routes in close proximity include:</p> <ul style="list-style-type: none"> <li>• Ridgecliff Middle School</li> <li>• Lakeside Community Centre (includes sports field and tennis courts)</li> <li>• BLT Rails to Trails Multi-Use Trail</li> <li>• Bus Route 21 to/from Lacewood Terminal via Bayers Lake and Express Bus Route 123 to/from Scotia Square</li> <li>• Long Lake Provincial Park is approximately 2.5 km from the site.</li> </ul>
(i) the provisions of policy IM-12	<p>We believe the proposal conforms with the intent of the MPS and is adequately serviced by community amenities, roads, sewer, and water.</p> <p>We believe that the proposal is designed to reduce conflict with adjacent land uses and is suitable in terms of grades, soil, geological conditions, environmental features, and susceptibility to flooding.</p>

#### 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,



Connor Wallace, MCIP, LPP  
 Principal  
 Zzap Consulting Inc.

