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

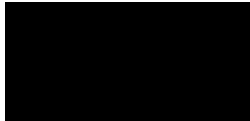
Re: Application for Rezoning and Development Agreement 23-28 Novawood Drive (PIDs: 00259820, 00259812, 00227611, & 00227629)

On behalf of our client, Cast Investments Ltd., zzap Consulting Inc. (zzap) is pleased to submit a site-specific Land Use Bylaw amendment and Development Agreement application for a multi-unit residential development located within the Dartmouth Plan Area at 23-28 Novawood Drive (PIDs: 0025982, 00259812, 00227611, & 00227629). To support this application submission, the following materials are included as appendices:

- 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 to prepare the initiation report for this project.

Kind Regards,



Connor Wallace, MCIP, LPP
Principal
ZZap Consulting

APPENDIX A: LAND USE BYLAW AMENDMENT RATIONALE

1.0 Site Description and Location

The subject site is comprised of four vacant lots totalling 34,528 ft² (3,207.8 m²) at the end of Novawood Drive, directly abutting the Imperial Oil industrial site. Much of the surrounding area is a part of the Woodside industrial area and accommodates a mix of light and heavy industrial uses. The remaining surrounding land contains a mix of residential uses, including single, two-unit, and multi-unit dwellings.

The site is designated 'Residential' within the Dartmouth Secondary Municipal Planning Strategy (SMPS) and is zoned Two Family Residential (R-2) within the Dartmouth Land Use Bylaw (LUB). This zone allows for single and two-unit dwellings on minimum 5000 ft² lots.

Pleasant Street, just South of the site, is a major corridor where a wide range of amenities are located. Commercial and institutional services are located along Pleasant Street, including food services, a school, transit, parks, and access to the Woodside Ferry Terminal which connects the Woodside area to Downtown Halifax.

Figure 1: Subject Site





2.0 Summary of Development Proposal

Our client is seeking the opportunity for a context sensitive development on the subject properties. The proposed development, as illustrated in Appendix B, includes two five-storey multi-unit buildings on either side of Novawood Drive. Due to sloping conditions across the site, an additional partially underground parking level is included.

Building A features:

- 55 units,
- 20 (36%) two-bedroom units,
- 20 underground parking stalls, and
- 3 surface parking stalls

Building B features:

- 50 units,
- 20 (33%) two-bedroom units,
- 17 underground parking stalls, and
- 9 surface parking stalls

This development is serviced by municipal sewer and water, a Servicing Schematic is attached in Appendix D. No upgrades or enhancements of existing services are expected to be needed to service the development.

3.0 Rationale 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.

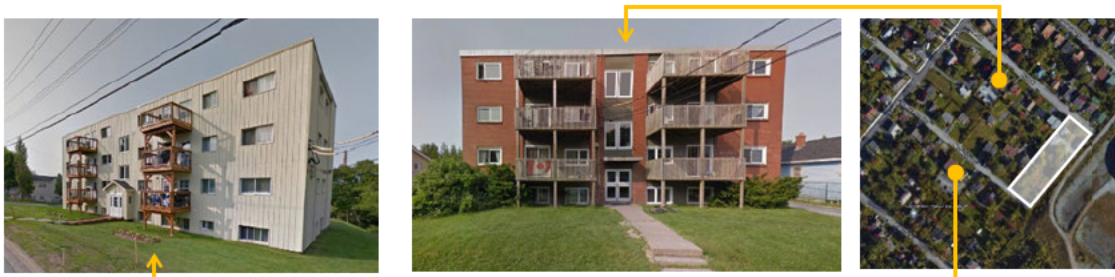
The remaining two applicable policies (IP-1 (c) and IP-5) include criteria for staff and Council to assess the appropriateness of the development proposal. In addition to these criteria (summarized below), a Traffic Impact Statement is included with this application to confirm the road network capacity.

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

The proposed development is designed to relate to and integrate with the existing neighbourhood. The site location, building siting, and thoughtful use of the existing topography work together to introduce new housing that is complementary to the established neighbourhood character.

This vacant site is located at the end of Novawood Drive, a dead-end street. Novawood Drive contains a mix of single-family and multi-family housing, including a 3.5-storey multi-residential building three lots over at 14 Novawood Drive. Nearby medium density uses are pictures in Figure 2. Imperial Oil, located along the site's SE lot line acts as the de-facto boundary for the neighbourhood, limiting further residential expansion. Locating new, medium-density uses on the periphery of the neighbourhood helps preserve the traditional mixed residential character of the surrounding area and limits the visual impact of the larger-scale buildings.

Figure 2: Surrounding Built Form



The buildings siting has also been considered to reduce the impact on directly adjacent homes. Setbacks between the proposed buildings and Novawood Drive and Imperial Oil's site have been minimized to allow for greater setbacks where the properties abut low-density residential buildings along their rear and side lot lines. This buffer helps to reduce shadow impacts on neighbouring properties and to minimize the visual bulk of the buildings from neighbours. Furthermore, the buffer will include landscaping and screening to support the transition to neighbouring single-family homes.

The orientation of the buildings also helps preserve the rhythm of the street by facing the most narrow building proportions towards Novawood Drive to help replicate the neighbouring scale and fabric. We have also taken advantage of the topography of the site to "sink" the two buildings into the hill and reduce views of the parking structure from the neighbouring properties.

2. Adequacy of Existing Services

The site is well suited in part due to strong access to existing services and amenities. South Woodside Elementary is a six-minute walk from the site, while Junior and High Schools are accessible via public or active transportation in under 30 minutes. There are two parks within one-kilometer of the site and Woodside Area Regional Park is a 20-minute walk. Other community amenities near the site include: NSCC Ivany Campus, Mount Hope Hospital, Guardian Pharmacy, daycare centres, and a Sobeys grocery store.

The site is served by the 6b/6c Halifax Transit route, which runs along Pleasant Street every five to fifteen minutes. It is a seventeen-minute walk or six-minute bike ride to the Woodside Ferry Terminal which offers access to additional bus routes and frequent weekday service to Downtown Halifax. The site is within the transit-oriented walkshed included with the draft



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Regional Municipal Planning Strategy, released July 2023 and is identified in the Integrated Mobility Plan as a potential Transit Oriented Community. The draft Regional Plan places significant emphasis on increasing density near Rapid Transit routes, including existing and proposed ferry terminals.

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.

Sincerely,



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