



DEVELOPMENT AGREEMENT APPLICATION:  
HARBOUR ISLE DEVELOPMENT

WRIGHT'S COVE, DARTMOUTH

FEBRUARY 17, 2017

121-26850

# HARBOUR ISLE HALIFAX INC.

## DEVELOPMENT AGREEMENT APPLICATION

### **Planning Application**

Project No.: 121-26850  
Date: February 17, 2017

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### **WSP Canada Inc.**

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121-26850-03  
February 17, 2017

Maggie Holm, Principle Planner – Urban Enabled Applications  
HALIFAX | Planning and Development  
40 Alderney Drive, 2nd Floor  
Halifax, NS B3J 3A5

**Re: Application for Development Agreement on Harbour Isle properties located at 675 Windmill Road, Dartmouth (PID: 41350497, 41350489 and 00099572)**

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Dear Maggie:

On behalf of our client, Harbour Isle Halifax Inc. WSP Canada Inc. (WSP) is pleased to submit a Development Agreement Application for the above referenced project. The application includes three major requests:

1. The development of three (3) additional multi-unit residential buildings, one (1) restaurant, one (1) office building and one (1) hotel in conjunction with the existing 13 storey multi-use building (The Hazelton) and the two approved multi-unit residential buildings.
2. To consolidate PID's 41350497 and 41350489 then subdivide into nine (9) separate lots, one for each of the proposed buildings.
3. That a section be included in the DA that enables building elevations, building perspective drawings, access & egress to each proposed building, landscaping, amenity space, parking and location of refuse containers & fuel storage tanks to be submitted as part of separate successive applications that are to be subject to the approval of a development officer.

To assist with the application, the following supporting materials are enclosed and included as appendices to this report:

- Completed Planning Application Form
- \$2,600 Application Fee
- Appendix A: Detailed Site Plan
- Appendix B: Preliminary Servicing Schematic
- Appendix C: Traffic Impact Study
- Appendix D: Development Phases
- Appendix E: Subdivision Plan File No.: 17065 – Alderney Surveys Ltd
- Appendix F: Cross Sections of Private Roads

WSP trusts that the enclosed materials satisfy the Development Agreement 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, comments or concerns with regards to this application, please do not hesitate to contact the undersigned.

Yours truly,  
**WSP Canada Inc.**

**Original Signed**

**Connor Wallace, BCD**  
Urban Planner  
T: 902.835.9955

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## 1. Introduction

This is an application report in support of a development proposal for the Harbour Isle properties located at 675 Windmill Road, Dartmouth. As outlined in Figure 1, the proposed development located on three separate properties owned by Harbour Isle with PID numbers 41350497, 41350489, and 00099572. However, development will be concentrated to PID's: 41350497 & 41350489 and PID: 00099572 (Sheppard's Island) will be preserved in its natural state. The combined area of the subject properties is 16.35 acres (712,636 sf) and the site has frontage on a public road, Marketplace Drive (excluding the island property).

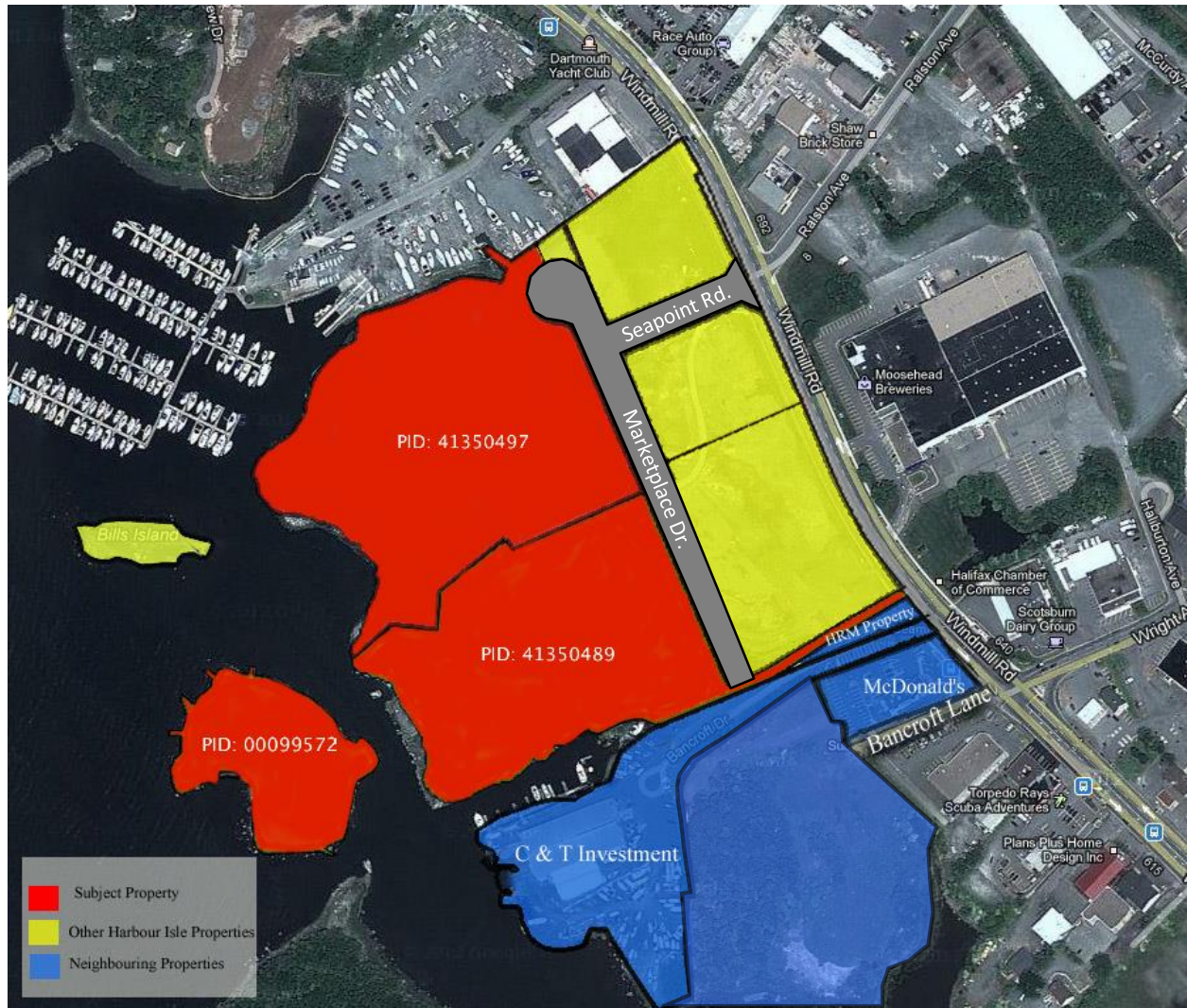


Figure 1: Subject Site

## 2. History

The first Development Agreement (DA) granted for residential development at the subject site was for GJR Developments on April 05, 2007. The proposed development at the time included three multi-unit buildings with a total of 225 units. The ownership of the subject property then transferred to Harbour Isle Halifax Inc. In 2008, Harbour Isle requested a substantive amendment to the existing DA to increase the height of one of the three buildings from 7 storeys to 9 and to reduce the same building's footprint and its number of units.

In May of 2009, Harbour Isle submitted a new application for approval of a 77-unit residential development building, 12 townhouse units, and 4,500 sq. ft. of general commercial space. The commercial space could also be used for a maximum of 5 townhouse units. As a result of this application, Harbour Isle also applied to discharge the previous DA that was approved in 2007. The new 89 unit proposal received approval in November of 2011 through a new DA and the previous DA was discharged. The development of the 89-unit residential building was completed and Harbour Isle was then looking to further develop the site.

In August of 2012, a Pre-Application package was submitted to HRM by Harbour Isle that included a master plan for all available Harbour Isle properties within the Wright's Cove area. HRM Staff recommendation on the Pre-Application was to proceed to develop the Phase 1 of the master plan within the density limit of the R-3 zone on PID: 41350497.

In September 11, 2014 Harbour East – Marine Drive Community Council approved a DA on property PID: 41350497 that allows for the construction of two new 16 storey multi-unit buildings in conjunction with an existing 13 storey (89 unit) multi-use building. As a result of this newly approved DA, Harbour Isle discharged the previous DA for the 89-unit building that was approved in 2011.

### 3. Applicable Planning Legislation

This section provides an overview of all the applicable regulatory documents governing the subject properties.

#### 3.1 Halifax Regional Municipal Planning Strategy

The current Regional Plan designates the subject properties as “Harbour”. This designation attempts to achieve a sustainable balance among the variety of land uses surrounding the Harbour, including marine-dependent industrial/commercial, transportation, residential, recreational and institutional uses.

#### 3.2 Dartmouth Municipal Planning Strategy

The subject properties are located in Dartmouth, one of the 16 Planning Districts within HRM. The Dartmouth Municipal Planning Strategy (MPS) designates the properties as Industrial. The properties are also subject the Wright’s Cove Secondary Plan Strategy (SPS) within the MPS.

#### 3.3 Wright’s Cove Secondary Planning Strategy

The subject properties are located within the boundaries of Wright’s Cove SPS. The Wright’s Cove Future Land Use map (Schedule WC-1) designates PID’s: 41350497 & 41350489 as HRCR (Harbour Related Commercial Residential) and Sheppard’s Island as OS (Open Space). The applicant intends to concentrate development on PID’s: 41350497 & 41350489 and preserve Sheppard’s Island in its natural state.

The HRCR Designation provides opportunity for a variety of commercial and residential uses (including apartment buildings). Policy WC-4 of the Dartmouth MPS enables council to consider proposals for harbour-related commercial uses, institutional uses, offices, hotels, townhouses, apartment buildings, restaurants and public and private recreation uses within the HRCR designation through a DA process.

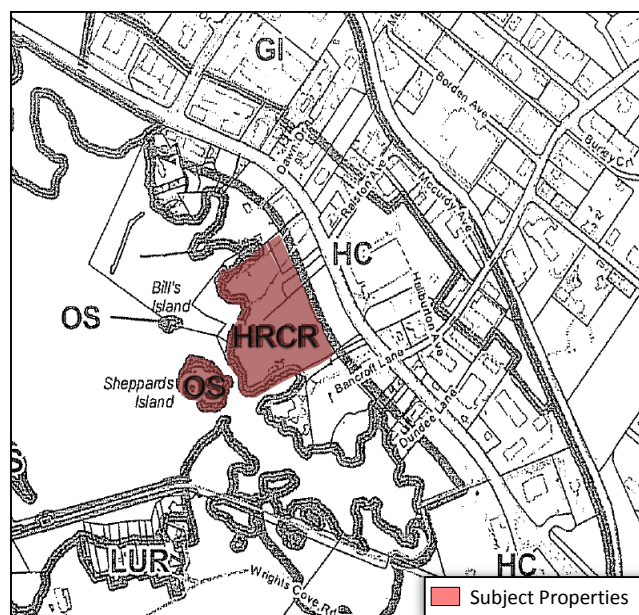


Figure 2: Dartmouth MPS: Generalized Future Land Use Map

### 3.4 Dartmouth Land Use By-law

The subject properties are regulated by the Dartmouth Land Use By-Law (LUB) and are zoned R-3 (Multi Family Residential), I-2 (General Industrial) and C (Conservation).

The R-3 zone permits apartment buildings that are within a density limitation, calculated based on the type of dwelling. Although apartment building development is considered as-of-right within Dartmouth LUB, any multi-unit development is required to go through a DA process in accordance with Policy IP-5 of the MPS.

The Sheppard's Island property is zoned C (Conservation), which does not permit the development of any residential or commercial uses. The applicant is proposing to include the Sheppard's Island property in the DA application and apply its site area to the R-3 density calculations; however the applicant is proposing to maintain the island in its natural state.

In regards to the property that is zoned I-2 (General Industrial), as outlined in Section 3.3 of this report, this property is also designated HRCR under the Wrights Cove SPS within the Dartmouth MPS. Policy WC-4 of the Dartmouth MPS enables council to consider proposals through a DA process for harbour-related commercial uses, institutional uses, offices, hotels, townhouses, apartment buildings, restaurants and public and private recreation uses within the HRCR designation. Policy WC-4 includes various conditions (outlined in Section 5.1) that ensure the interests of existing commercial and residential uses are addressed within a DA; however these conditions do not include any density requirements for new residential development. Therefore, the applicant is proposing to develop residential uses on PID: 41350489 in accordance with the density limitations that apply to the R-3 zone. The applicant feels that it is an appropriate density allocation for this property considering the adjacent property (PID: 41350497) is zoned R-3 and the existing or approved buildings within the Harbour Isle master plan area are in accordance with this density regulation.

Provided that where the site area is greater than one acre, the area of the site required for each dwelling unit as per R-3 zone requirements shall be:

Type of Dwelling Unit	Area of Site required
One bedroom and bedsitting room	1,000 sq. ft.
Two or more bedrooms	1,350 sq. ft.

The figures in the table above are used to calculate the number of proposed units at the subject properties.

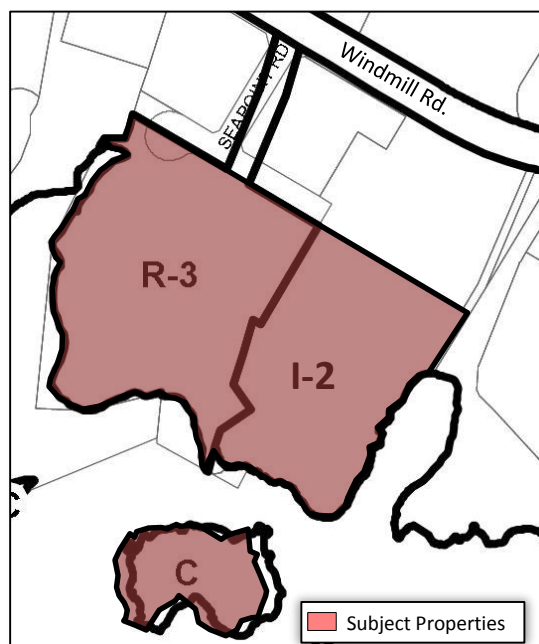


Figure 3: Dartmouth LUB: Schedule A – Zoning



## 4. Proposed Development

The applicant is requesting to undertake the necessary DA application to enable the development plan that is outlined in Attachment A. The following sections discuss the proposed development in more detail.

### 4.1 Density

The applicant is proposing to develop on PIDs: 41350497 & 41350489 in accordance with the density requirements of the R-3 zone.

The existing building on the site (the Hazelton) includes a 77-unit apartment building along with 12 townhouse dwellings (89 total units) and 4,500 square feet of commercial space.

Based on the existing DA on PID: 41350497, Buildings 2 and 3 are approved to contain a total of 210 units (105 units for B2 and 105 for B3). Therefore, a total of 299 units are either constructed or approved on the subject properties.

In order to develop the rest of the subject site, three new residential buildings (Buildings 4, 5 and 6) are proposed. Each building is proposed to contain 105 units, combining to a total of 315 units for the 3 buildings. The three proposed buildings combined with the existing and approved buildings add up to a total of 614 units.

According to the provincial land registry and the most recently approved subdivision plan (Attachment E), the subject properties are approximately 16.35 acres (712,636 sf) in size. As outlined above, the proposed development includes 614 units. This unit total intends to include a balance of one bedroom units (1,000 sf each) and two or more bedroom units (1,350 sf each). Please refer to the following table which outlines the applicant's preliminary unit breakdown:

Unit Type	Number of Units	% of Total Number of Units	Area Required/Unit	Total Area Required per Unit Type
Studio + 1 Bed	314	51%	1,000	314,000 sf
2 Beds + 3 Beds	295	49%	1,350	398,250 sf
<b>Total:</b>	<b>614</b>	<b>100%</b>	<b>-</b>	<b>712,250 sf</b>

The total amount of proposed units (614) multiplied by area required per unit (1,000 sf for Studio + 1 Bed) (1,350 sf for 2 Beds + 3 Beds) is 712,250 sf., which is less than the total approximate area of the subject properties (712,636 sf). Therefore, the preliminary unit breakdown is in accordance with the density regulations of the R-3 zone.

With that being said, the figures presented in the table above are based on current market demands that are susceptible to change between now and when the proposed development is being built. Therefore, the applicant is requesting to have a section written into the DA that gives them flexibility in the total number of each unit type (column 2) within the proposed development, as long as the combined total area required per unit type (column 5) does not exceed the total area of the subject properties (712,636 sf).

A hotel (175 rooms), restaurant (4,812 sf) and office building (100,000 sq. ft.) are also included in the proposed development on PID: 41350489 and are permitted by Development Agreement in accordance with Policy WC-4 of the MPS. Density calculations for the R-3 zone apply to residential uses only; therefore, the hotel, restaurant and office building are not considered in density calculations, but are included as part of this proposed DA.

#### 4.2 Access and Parking

The current development has a public road access through Seapoint Road and Marketplace Drive. All other streets within the property boundaries shown on the concept plan will be private roads and part of the condominium corporation. Please refer to Attachment F, which includes cross sections of the proposed design for the private roads within the property boundaries. The cross sections confirm that the design of these streets include wide sidewalks that provide access to the public waterfront.

It is our understanding that HRM Engineering requires a second access point to the site. As recommended by the HRM Traffic Engineer, this access will be established by extending Marketplace Drive to Bancroft Lane. This road extension is proposed to cross through lands owned by HRM (PID: 41107871), which Harbour Isle is currently under agreement with and lands owned by C & T Investments Limited (PID: 41041765), which Harbour Isle is currently under licencing agreement with.

According to the Dartmouth Land Use By-Law, the minimum parking requirement for apartment buildings is 1.25 stalls per unit. That translates into a minimum of 768 parking stalls for 614 proposed residential units. The proposed development includes two levels of underground parking for each building that will include a sufficient amount of stalls to meet the Land Use By-law requirement.

The minimum parking requirement for office uses is 1 space per 600 square feet of floor area and the minimum requirement for a hotel use is 1 space for each of the first 20 rooms, 1 space for every 4 rooms over 20 and 1 space for each 100 square feet of floor area for any restaurant therein. The proposed office building and hotel will include a combination of underground and surface parking to ensure that the minimum standards of the Land Use By-law are met.

#### 4.3 Cycling and Bicycle Parking

Bicycle parking is considered an important asset for the proposed development because of its connection to bicycle routes as indicated by HRM Bike Map and its proximity to employment centres, shopping areas and entertainment cores. There will be a minimum of 265 Class “A” and 75 Class “B” bicycle parking spaces provided in various locations including the underground parking garage next to the elevator and stairs and outside the building next to the main entrances. This is consistent with the Land Use By-law requirements.

#### 4.4 Subdivision of Land

As indicated above, the proposed development is to be located on two of the properties owned by Harbour Isle with PID's: 41350497, 41350489. In January of 2017, Harbour East Marine Drive Community Council approved planning Case 20540, enabling the subdivision of PID: 41350497 into 4 separate lots. Although a subdivision of PID:41350497 is now enabled, no formal subdivision of this parcel has been registered. Harbour Isle intends to consolidate PID's

41350497 (or newly created PIDs when formally registered) and 41350489 then subdivide into nine (9) separate lots, one for each of the proposed buildings (refer to Attachment A):

- The lot containing Building 1 (The Hazelton) has approximately 64m of frontage on Marketplace Drive
- The lot containing Building 2 has 33m of frontage on Marketplace Drive
- Building 3 is on a flag lot, which has approximately 19m of frontage on Marketplace Drive
- Building 4 is on a flag lot, which has approximately 19m of frontage on Marketplace Drive
- Building 5 is on a flag lot, which has approximately 18m of frontage on Marketplace Drive
- Building 6 has approximately 54m of frontage on Marketplace Drive
- One lot will contain the proposed office building, which has approximately 48m of frontage on Marketplace Drive
- The proposed hotel is located on a flag lot, which has approximately 15m of frontage on Marketplace Drive
- One lot will contain a restaurant and the boardwalk/trail located along the waterfront

The R-3 zone requires that the minimum frontage for a lot be 14m (46 ft.), except for a flag lot, in which case the minimum lot frontage shall be no less than 9.1m (30 ft.). The lot containing a proposed restaurant use and the boardwalk/trail along the waterfront does not have frontage on a public road (Marketplace Drive). Section 38 of the Regional Subdivision By-law states that an area of land may be subdivided into 2 lots only, or one lot plus a remainder lot, where either one or both lots do not meet the lot frontage requirements. The restaurant will reside on a remainder lot.

#### 4.5 Phasing

The proposed development of Harbour Isle is to be completed through a phased approach. Please refer to Attachment D, which outlines the proposed development phases that will occur successively in order to reach a full buildout. The undeveloped portions of land will remain in their current state until construction for the phase in which they are contained begins.

#### 4.6 Architectural Design Guidelines

Due to the large scale of the proposed development and its projected multi-year construction timeline, it is difficult to precisely predict the exact massing and architectural design of each of the proposed buildings. The landowner would like to have the ability to respond to market demands that will have an effect on this development over the long term, without having to go through a DA amendment process. Therefore, this application does not include detailed elevation drawings for each of the proposed buildings. Instead, the applicant is proposing that Architectural Design Guidelines be written into the DA that regulate the general mass and appearance of each building. These regulations would allow staff and the public to consider the general architectural appearance of the proposed buildings during the DA process, without tying the landowner to a specific elevation drawing that may not be feasible or in demand at a future time of construction.

The applicant is proposing that during the future construction phases, as detailed plans for each building are being submitted to HRM for permits, that the landowner would be required to conform to the proposed Architectural Guidelines instead of a specific elevation drawing. The proposed guidelines are as follows:

- 1.** *Within the Harbour Isle Development, care should be taken to create building forms for residential uses. Each residential building shall comply with the following regulations:*
  - a.** *Residential buildings shall be comprised of three main components:*
    - i.** *Townhomes*
    - ii.** *Multi-unit residential tower*
    - iii.** *Open Spaces*
  - b.** *Townhomes:*
    - i.** *Shall have individually accessed front doors on the street or open courtyard, with appropriate front yard privacy measures such as setbacks and landscaping. Front entrances and first floor slabs adjacent streets should be raised above grade level for privacy, and should be accessed through means such as steps or ramps. Entrances shall be provided with roofed weather protection over the front door for at least 1 meter.*
    - ii.** *Shall be setback a maximum of 3 metres from the street line, excluding balconies, porches, canopies, ground level decks.*
    - iii.** *Shall have a maximum building depth of 15 metres*
    - iv.** *Locate heating, venting and air conditioning vents away from streets if possible. Provide proper screening of all exterior visible mechanical or electrical equipment or fixtures with architectural screening elements or landscaping.*
    - v.** *Maximum height shall be 3 stories of maximum 3.4 meters (floor to floor).*
    - vi.** *Shall occupy all street frontages except for the where common entrances to the multiunit residential towers, accesses to underground parking and frontage for the interior courtyard spaces are located.*
  - c.** *Multi-unit Residential Towers:*
    - i.** *Maximum height shall be 16 stories (maximum of 3.4 meters per storey except ground level and penthouse level may not exceed 4 meters)*
    - ii.** *Shall be set back a minimum of 6 metres from any street line to the building face, not including balconies or canopies.*
    - iii.** *Floor plates (not including balconies) shall be a maximum width of 50 metres and maximum depth of 28 metres, except that if the width is within 10% of the depth then width and depth can be a maximum dimension of 65 meters. A variance of 10% tolerance in these stated dimensions will be allowed if it can be demonstrated that the variance is justifiable and necessary.*
    - iv.** *The common entrance shall be clearly recognizable from the exterior through appropriate architectural treatment and have roofed weather protection to at least 1.5 meters in front of the entry system.*
    - v.** *The top of every building will be stepped back and provided with a distinctive appearance through the use of roof overhangs, change of materials/colors, change in the percentage of vision glass, etc.*
    - vi.** *The building facades shall have a minimum of 40% vision glass.*
    - vii.** *The use of color shall be encouraged in building facades.*
    - viii.** *Large areas of blank walls are discouraged especially at ground level.*
    - ix.** *Balconies shall be protected with an aluminum and glass railing system which covers the edge of the balcony slab, or has a slab edge cover and full balcony soffit cover.*



*x. Roof mounted equipment shall be screened from view to a minimum of 2/3 of the equipment height, excepting aerials and chimneys.*

*xi. Architectural lighting to provide a night time visual identity for the building is encouraged.*

**d. Open Spaces:**

*i. The orientation of townhomes and residential towers will result in creating an interior courtyard open space for each building. The following regulations shall apply to this interior space:*

- More than one access shall be provided to abutting streets enabling porosity through each building site.*
- Individual access to these open spaces are encouraged from the townhouse style units at ground level.*
- Landscaping elements shall be dispersed throughout*
- Seating shall be provided*
- Access to back entrances of individual townhouses units shall be provided through distinct pathways*
- Exterior storage of garbage containers will not be allowed.*
- Individual perimeter fencing of open spaces adjacent townhouse style units is not permitted.*
- Individual privacy screens will be allowed between units to a maximum height of 1.8 meters and 6 meters length.*

**e. Access and Parking:**

*i. All vehicular parking for residential units shall be located underground. The wall treatment of the underground parking garage where it is exposed above grade must be covered with architectural materials.*

*ii. Ensure vehicular access to underground parking has a minimal impact on the streetscape, by minimizing the width of the frontage it occupies, and by designing integrated access portals. Garage doors shall be recessed in the building facade and provided with a roof overhang.*

*iii. Locate heating, venting and air conditioning vents away from streets if possible. Provide proper screening of all exterior visible mechanical or electrical equipment or fixtures with architectural screening elements or landscaping.*

**f. Building Materials:**

*i. The following external cladding materials shall be prohibited:*

- Vinyl, except windows*
- Plastic, except architectural laminate panels;*
- Bare or painted Plywood;*
- Standard Concrete Block, not excluding architectural concrete products;*
- Exterior insulation and finish systems where stucco is applied to rigid insulation as a primary weather protection for the building envelope*
- Mirrored glass in spandrel panels or vision glass panels.*
- Materials with a visible exposed fastener system (excepting standing seam roofing).*

**2. Within the Harbour Isle Development, office and hotel buildings shall comply with the following regulations:**

**a. Massing, Height and Orientation:**

**i. Buildings shall be designed with two major components:**

- *Base: within the first 4 storeys, a base should be clearly defined, oriented towards the street and positively contribute to the pedestrian experience through articulation and material quality.*
- *Tower: located on top of the base, the tower should be as slender and evenly proportioned as possible. The tower shall also be stepped back 3 metres from the building line of the base. Roof lines of the tower shall be generally flat but top levels shall be articulated.*

**ii. Maximum height of the base component shall be 4 stories**

**iii. Maximum height of the tower component shall be 16 stories**

**b. Access and Parking:**

*i. Vehicular parking for hotel and office uses shall be provided through a combination of underground and surface options. Surface parking shall be located to the rear of lots away from the view of the street.*

*ii. Ensure vehicular access to underground parking has a minimal impact on the streetscape, by minimizing the width of the frontage it occupies, and by designing integrated access portals.*

*iii. Locate heating, venting and air conditioning vents away from streets. Locate utility hookups and equipment away from streets or in underground vaults.*

**c. Building Materials:**

**i. The following external cladding materials shall be prohibited:**

- *Vinyl, except windows;*
- *Plastic, except architectural laminate panels;*
- *Painted Plywood;*
- *Standard Concrete Block not excluding architectural concrete products;*
- *Exterior insulation and finish systems where stucco is applied to rigid insulation used as a primary weather protection facade element.*
- *mirrored glass ( including spandrel panels and vision glass)*

#### 4.7 Amenity

Amenity space on the lands is provided through internal common rooms, balconies and access to the waterfront trail. The waterfront trail is proposed to be completed during Phase 2 of the development in conjunction with the Seapoint Condominiums (Buildings 2 & 3). This trail will provide a common outdoor amenity that will be available to the public at the early stages of the development.

#### 4.8 Services

Please refer to the Servicing Schematic (Attachment B) for details of water, sanitary and storm water services.

#### 4.9 Traffic

Please refer to the Traffic Impact Study (Attachment C).

## 5.Addressing Policy

### 5.1 Policy WC-4 of MPS

The proposed development is also consistent with Policy WC-4 requirements. Table 1 specifically addresses Policy WC-4 of Dartmouth Municipal Planning Strategy as it relates to the proposed development.

***Policy WC-4: Within the Harbour-Related Commercial/Residential designation shown on Schedule WR-1, existing business will be permitted to expand in accordance with the I-2 (General Industrial) Zone provisions of the Land Use By-law. Harbour-related commercial uses, institutional uses, offices, hotels, townhouses, apartment buildings, restaurants and public and private recreation uses may be considered within this designation subject to approval of a development agreement. The following matters (criteria) shall be considered in any agreement (refer to Table 2):***

Table 1: Rationale for Policy WC-4

Policy WC-4	
Criteria	Rationale
a) <i>no residential development may be located within 300 feet of the Windmill Road right-of-way except that minor variances to this setback may be considered provided that the development viability of the commercial area is not compromised and effective screening, such as fencing or landscaping, is included to serve as a buffer between the commercial and residential developments.</i>	All proposed residential buildings are located to the west of Marketplace Drive. Marketplace Drive is located approximately 330 ft. west of the Windmill Road right-of-way; therefore, the proposed residential development exceeds to 300 ft. setback requirement.
b) <i>no building shall exceed 16 storey's in height.</i>	All buildings within the proposed development will be a maximum of 16 storeys in height.
c) <i>notwithstanding (b) above, no building shall exceed six (6) storeys in height where the building is proposed to be located on a property abutting, or adjacent to, a property containing a single-unit dwelling in existence at the time of application for a development agreement.</i>	There are no properties abutting the subject site that contain a single unit dwelling.
d) <i>measures are taken in the building design of residential, institutional or office uses to mitigate noise.</i>	All residential and office building's within the proposed development are setback over 300 ft. from Windmill Road in order to mitigate the impact of traffic noise on these land uses.

e) <i>where applicable, provision is made for the construction of a publicly accessible waterfront trail across the lands.</i>	The proposed development includes a trail along the Wrights Cove waterfront connecting to the north and south ends of Marketplace Drive. Please refer to Attachment A, which outlines the exact location of the proposed trail.
f) <i>all development on the lands shall incorporate provisions that mitigate potential damages from coastal flooding and storm-surge events.</i>	The applicant is requesting that a section be written into the DA that requires main floor elevations to be greater than 3.2m above Geodetic Elevation of Sea Level. This requirement will mitigate potential damages from coastal flooding and storm-surge events. Please refer to the Servicing Schematic (Attachment B) for more details.
g) <i>that a survey be completed by a qualified person, verifying that there is no evidence of unexploded ordnance on and adjacent the subject site, particularly if water-lot infill is being proposed.</i>	The application is proposing that a section be written into the DA that requires an assessment of the potential presence of military ordinance, and its removal (if required), by DND, prior to the issuance of any development permits.
h) <i>any development contemplated on Sheppard's Island cover no more than twenty-five percent (25%) of the area of the island, and the trees on the remaining seventy-five percent (75%) area are retained in order to screen development on the island and mainland from harbour-related industrial activities in the outer cove.</i>	PID: 00099572 (Sheppard's Island property) will be preserved in its natural state
i) <i>the criteria of policy IP-1(c) and IP-5 for any apartment building development.</i>	Please refer to Table 1.

## 5.2 Policy IP-5 of MPS

The proposed development is consistent with Policy IP-5 requirements. Table 2 specifically addresses Policy IP-5 of Dartmouth Municipal Planning Strategy as it relates to the proposed development.

***Policy IP-5: It shall be the intention of City Council to require Development Agreements for apartment building development in R-3, R-4, C-2, MF-1 and GC Zones. Council shall require a site plan, building elevations and perspective drawings for the apartment development indicating such things as the size of the building(s), access & egress to the site, landscaping, amenity space, parking and location of site features such as refuse containers and fuel storage tanks for the building.***

This application includes a master plan (site plan) for the overall development of Harbour Isle. However, due to the large scale of the proposed development, the application does not include building elevations, building perspective drawings, access & egress to each proposed building,



landscaping, parking and location of refuse containers & fuel storage tanks. The applicant is requesting that a section be included in the DA that allows all of these items to be addressed at the detailed design stage and be subject to the approval of a development officer through the building permit process. The permit applications will be required to conform to the site plan (master plan) outlined in Attachment A, and the Architectural Design Guidelines outlined in Section 4.6 of this report.

***In considering the approval of Development Agreements under Policy IP-5, Council shall consider the following criteria:***

Table 2: Rationale for Policy IP-5

<b>Policy IP-5</b>	
<b><u>Criteria</u></b>	<b><u>Rationale</u></b>
a) <i>Adequacy of the exterior design, height, bulk and scale of the new apartment development with respect to its compatibility with the existing neighbourhood</i>	The proposed development is located within the Burnside Industrial Park and is surrounded by commercial and industrial land uses. The proposed development is compatible with existing area because it will creating a vibrant urban neighbourhood in the heart of one of HRM's major employment centres.
b) <i>Adequacy of controls placed on the proposed development to reduce conflict with any adjacent or nearby land uses by reason of:</i> <ul style="list-style-type: none"> <li>i. <i>the height, size, bulk, density, lot coverage, lot size and lot frontage of any proposed building</i></li> <li>ii. <i>traffic generation, access to and egress from the site; and</i></li> <li>iii. <i>Parking</i></li> </ul>	<p>Adjacent land uses are not in conflict with the proposed development as majority of the nearby lots are owned by Harbour Isle and are intended to be used for as-of-right retail and commercial development. Other land uses that surround the Harbour Isle site are commercial, recreational and industrial and do not conflict with the proposed development.</p> <p>Given the good connectivity to higher order streets and proximity to transit service associated with the proposed development site, site generated trips are not expected to have any significant impact to levels of performance on adjacent streets and intersections or to the regional street system. Please refer to Attachment C</p> <p>Parking for the proposed residential buildings is to be supplied at a ratio of 1 parking space per 1 bedroom unit and 2 parking spaces per 2 bedroom unit, plus additional visitor parking.</p>
c) <i>adequacy or proximity of schools, recreation areas and other community facilities;</i>	There are several schools nearby. These include Dartmouth High School, Harbour View Elementary School, and John Martin Junior High.

	This development will cater to working and retired couples. It is not expected to house many families.
d) <i>adequacy of transportation networks in, adjacent to, and leading to the development</i>	<p>There is a bus stop within a 5 minute walk from the site with service to different areas of HRM, bus routes connect well to the Bridge Terminal and the ferry terminal.</p> <p>There is also a major arterial road (Windmill Road) in close proximity to the site, which accessed via a public road (Marketplace Drive) located within the proposed development.</p> <p>The proposed development will eliminate Bancroft Drive's intersection with Windmill Road, which currently provides a precarious left in/left out turn onto the busy Windmill Road. Through the proposed development, this road will now connect to the extension of Marketplace Drive providing much safer access.</p>
e) <i>adequacy of useable amenity space and attractive landscaping such that the needs of a variety of household types are addressed and the development is aesthetically pleasing.</i>	Each tower provides court yard style amenity space. The majority of units have access to individual balconies. Additionally, the proposed development provides a connected walkway along the Harbour with several stopping points along the walkway.
f) <i>that mature trees and other natural site features are preserved where possible</i>	PID: 00099572 (Sheppard's Island property) will be preserved as natural open space.
g) <i>adequacy of buffering from abutting land uses</i>	The harbour abuts nearly half of the subject site, commercial and industrial uses abut the remainder. The proposed development has commercial uses at the edge of the site which are compatible with adjacent land uses
h) <i>the impacts of altering land levels as it relates to drainage, aesthetics and soil stability and slope treatment; and</i>	Please refer to the Servicing Schematic (Attachment B)
i) <i>the Land Use By-Law amendments criteria as set out in Policy IP-1 (c)</i>	Not applicable

## 6. Opportunity

The proposed development offers the following opportunities:

### 6.1 Connectivity

The subject properties (PIDs: 41350497 & 41350489) are well connected to Burnside Business Park, one of the major employment centres in the city. The proposed development is also in proximity of many other major employment and entertainment centres including Dartmouth Crossing (5 km), Downtown Dartmouth (5.5 km), Micmac Mall (6 km), Downtown Halifax (8 km), and the Bedford Waterfront (7 km). By increasing density on the subject properties, more people will be able to enjoy short commute distances to and from work, as well as the other amenities located within these centres.

Currently, the subject property is within a 5 minute walk from bus stops providing services to many areas around HRM. The buses within a walking distance from the site include:

- 84 (Glendale Express)
- 85 (Downsview Express)
- 87 (Glendale - Sackville Terminal to Bridge Terminal)
- 51 (Windmill)
- 52 (Crosstown)
- 64 (Akerley)
- 185 (Metro Link: Sackville - Halifax)

It is our understanding that Halifax Transit is proposing to develop a new bus terminal at the corner of Bancroft Lane and the extension of Marketplace Drive, behind the existing McDonald's building (outlined in Attachment A). The above listed bus routes would all provide service to and from the proposed terminal, which would also likely have greater capacity to host more routes. This proposed transit terminal could provide a more formal transit hub that not only would be easily accessible for the residents within the proposed development, but also for others who travel to and from the major employment centre that surrounds the site.

The Dartmouth Bridge Terminal is the destination for many of the Halifax Transit buses servicing a number of communities within HRM. Future residents of the subject site can reach the Bridge Terminal via the proposed terminal in 13 minutes and continue their journey to other parts of HRM using public transit. They can also reach the ferry terminal at Alderney Landing within the same timeframe and travel to Downtown Halifax using the ferry.

Additionally, residents of the proposed development can cycle to get to various locations throughout Dartmouth and Halifax. This includes a short 10-15 minute trip to various businesses in Burnside, 20 minute trip to the Bridge Terminal and Downtown Dartmouth, and 30 minute ride to Downtown Halifax via the MacDonald Bridge.

Residents with access to private boats can enjoy the proposed development's connectivity to the Harbour. Dartmouth Yacht Club is located next to the subject property and the future plan for the site includes a boat club close in proximity to residential buildings.

## 6.2 Declining Population

Population estimates and projections for the next decade indicate that the subject property and its surrounding community will suffer a population decline of over 3% (Environics Analytics). Given the location of the subject property, permitting further residential development can increase the density within the HRM serviced area. This increase can contribute in making life in HRM urban areas more viable and attractive.

## 6.3 Existing Development

The majority of the existing residential dwellings in the area were constructed between 1970s and 1980s. That puts the median age of the buildings within the community at 45 years old. Introducing new high quality apartment units to the community can generate energy and draw more attention to this area of HRM.

# 7. Conclusion

In our professional opinion, the proposed development at the subject site provides an opportunity for high quality residential living close to major employment centres in HRM. This development can contribute in betterment of a community within HRM that has its potential currently underestimated.

Should you have any questions related to any of the items contained within this application, please do not hesitate to contact the undersigned.

Yours truly,  
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