

PLANNING APPLICATION FORM

- Part 1: Applicant Information
Part 2: Application Details
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Part 4: Fees

PART 1: APPLICANT INFORMATION

Registered Property Owner(s): LMNO Properties		
Mailing Address: [REDACTED]		
E-mail Address: [REDACTED]		
Phone: [REDACTED]	Cell: [REDACTED]	Fax: [REDACTED]
Applicant?* <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		

Consultant: T.A. Scott Architecture + Design Limited		
Mailing Address: 220 Windmill Road, Unit #2, Dartmouth, NS B3A 1G2		
E-mail Address: tascott@tascottarchitecture.com		
Phone: 902-461-1460	Cell: [REDACTED]	Fax: [REDACTED]
Applicant?* <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		

*indicates who the applicant of record is and who the contact is for the municipality

I certify that I am submitting this application, including all of the required supporting information, for approval with the consent of the owner(s) of the subject property(s). The owner(s) has/have seen the proposal and have authorized me to act as the applicant for this planning application. * My identification as the applicant means that I am the primary contact with HRM in all matters pertaining to this application.

I understand that all studies or reports submitted in support of this application are public. Once it has been determined that these documents are complete in both the comprehensiveness of the data used and that the analysis methodology is in keeping with HRM standards, they will be available for release to the public for inspection. Upon request by HRM, I agree to provide additional copies of such reports or studies or additional information as may be necessary.

Applicant Signature

2018.11.09

Application Date

All applications must include the written consent of all registered owners of the subject lands, contain complete and accurate information, and include the appropriate fees. **Incomplete applications will not be processed - applications cannot be processed unless all required information has been provided.**

PART 2: APPLICATION DETAILS

Type of planning application: (please check all that apply)

- ☐ Land Use By-law Map Amendment (Rezoning): LOT R-B Zone to Zone
☐ Land Use By-law Text Amendment ZONE R2 ZONE R4
☐ Development Agreement LOT VR-X-A THERE IS NO SUITABLE ZONING THAT
☐ Development Agreement Amendment LOT 910-C ALLOWS HIGH DENSITY WITH MIXED
ZONE C2 COMMERCIAL, THEREFOR WE REQUIRE
A DEVELOPMENT AGREEMENT

PROJECT INFORMATION

Attach detailed written description/letter of proposed use/development			
Existing Land Use(s)			
Existing Residential Units		Existing Commercial Floor Area	
Proposed Land Use(s)			
Proposed Number of Residential Units		Proposed Gross Commercial Floor Area	
Gross Floor Area of Other Land Uses (ie. industrial, institutional)			
Number of Proposed Residential Units by Type	Studio:	1-bedroom:	2+ bedrooms:
Proposed Maximum Height (in floors and metres)		Number of Buildings Proposed	
Sanitary Service Type		Water Service Type	
Total # of Proposed Parking Spaces:	Vehicle Spaces Indoor:		Vehicle Spaces Outdoor:

PROPERTY INFORMATION & ENCUMBRANCES

PID	Civic Address	Owner(s) Name

☐ Are there any easements, restrictive covenants or other encumbrances affecting the subject land(s)?
☐ Yes ☐ No
 If Yes, attach details (ie deeds, instruments etc)

HERITAGE

Is this a registered Heritage Property? <input type="checkbox"/> Municipal <input type="checkbox"/> Provincial <input type="checkbox"/> Federal <input type="checkbox"/> No	Does this property abut a registered Heritage Property? <input type="checkbox"/> Yes <input type="checkbox"/> No
Are you aware if the site contains any of the following cultural/heritage resources? <input type="checkbox"/> archaeological sites or resources <input type="checkbox"/> buildings, structures, and landscape features of historical significance or value <input type="checkbox"/> cemeteries or known burials	
If yes to any of the above, please provide details of any cultural or heritage resources in the written project description as required under 'Project Information' above	

Part 3: SUPPORTING INFORMATION REQUIREMENTS

Applicants are required to meet with staff before submitting an application.

1. Please contact Planning & Development to arrange of meeting with a planner.
2. Staff will review your request, confirm whether or not planning policies enable you to submit an application, and identify all supporting information requirements.
3. After receiving your application, staff will review it for completeness and advise if any further information is required.

Information Required for ALL APPLICATIONS.

- ☐ 1 copy - a written Project/Design rationale (explain the proposal and how it satisfies applicable Municipal Planning Strategy policy & relates to adjacent lands)
- ☐ 1 copy - Detailed Site and Floor Plans (*see note 1*)
- ☐ electronic versions of all information consolidated in PDF, MS Word or other specified file format

Other Required Information

Planning staff will advise which items from the following list are required as part of the application, depending on the application nature and scale. Please consult with staff before submitting your application. The need for additional information or printed copies beyond the material listed here may be identified as the application progresses through the review process.

- ☐ Latest survey plan (where available)
- ☐ Preliminary landscape plan (*note 2*)
- ☐ Design rationale (*note 3*)
- ☐ Building drawings (*note 4*)
- ☐ Application summary table (*note 5*)
- ☐ Context map (*note 6*)
- ☐ Traffic Impact Statement or Study (*note 7*)
- ☐ Shadow study (*note 8*)
- ☐ Wind impact assessment or analysis with mitigation strategy (*note 8*)
- ☐ Servicing schematic, if serviced by central sanitary, storm sewer or water systems (*note 9*)
- ☐ Legal description of property (development agreements only)
- ☐ Aerial photograph(s)
- ☐ Preliminary stormwater management plan (*note 10*)
- ☐ Building / site signage plan
- ☐ Building / site lighting plan
- ☐ Material board (*note 11*)
- ☐ Projected population density (must include calculations in accordance with applicable land use by-law)
- ☐ On-site sewage disposal system details
- ☐ Colour perspective drawings, showing proposed development and existing development from pedestrian perspectives
- ☐ Electronic Sketchup model of the proposal
- ☐ Groundwater assessment (Level 1 or 2 as required)
- ☐ Heritage impact statement (where a registered heritage property is part of development site)
- ☐ Environmental assessment (for contaminated sites)
- ☐ Large format versions of any drawings
- ☐ Any other information as deemed required by HRM _____
- ☐ Electronic versions of required materials consolidated in PDF, MS Word or other specified file format

DRAWING STANDARDS

Plans must be prepared by the appropriate qualified professionals (i.e., engineer, architect, landscape architect, surveyor, etc.) who are members in good standing with their professional associations, and are to be based on the best available and most current mapping or aerial photos. All plans are to be scalable, include a north arrow, scale, legend, and drawing/ revision dates. The type of plan (e.g. "Site Plan") must appear in a title block in the lower right portion of the drawing. Site plans, context plans, and landscape plans should be submitted in metric of a legible scale appropriate to the size of the development while imperial scaled plans shall be accepted only for building drawings, elevations, and floorplans

NOTE 1 ***Detailed Site/Floor Plans***

The site plan must be at an appropriate scale and print format, and must include:

- Dimensions and area of all subject lands based on the most recent surveys and legal descriptions
- Location and names of all existing and proposed streets, registered easements, and rights-of-way,
- A key plan, compass rose, scale, property identification (PID #, lot number, and/or civic number), and name of property owner, in addition to the date and version number of the plans
- For developments involving new street construction, the same information required in the *Regional Subdivision By-law* (section 94) for Concept Plans
- The location of any municipal service boundary on the site (if applicable)
- Locations of surrounding curbs, sidewalks, and property lines
- The footprint and area of proposed buildings, setbacks from all property boundaries, and the location of any existing buildings or structures to be retained or demolished
- Existing and proposed grades and spot elevations at all building corners; (or a separate grading plan)
- Driveway locations, landscaping, bike parking, and surface parking areas
- Surface type (e.g. asphalt, gravel, sod, woodland etc.) and areas of existing vegetation to be retained
- Proposed ground sign locations

NOTE 2 ***Preliminary Landscape Plan***

The preliminary landscape plan must be prepared by a Landscape Architect and provide details on:

- General description of type and location of hard and soft surface materials
- Location, size and species of existing trees (for sites in Urban Service boundary)
- Delineation of areas of existing trees to be retained
- Description or details of proposed method(s) of tree protection
- General description of proposed plant material (e.g. deciduous trees, coniferous shrubs, sod) graphically shown on the plan
- General location and type of fencing, retaining walls and site furnishings

NOTE 3 ***Design Rationale***

A submission prepared by the project architect showing the consideration given to existing site conditions, topography, adjacent uses/buildings, creating a sense of place, unique natural features, heritage, etc. which resulted in the proposed site design choices.

NOTE 4 ***Building Drawings***

Building drawings must be prepared by a qualified professional and include the following details:

- Height and number of storeys
- Location and measurements of all setbacks at grade and all stepbacks of upper floors

- Building materials and colours
- Pattern and size of windows
- Roof lines
- Angle controls (if applicable)
- View plane locations, where applicable
- Signage (if applicable)
- Elevation drawing of each building face
- Floor Plans with uses labelled, location, type & number of unit with uses labelled, dimensioned, and areas calculated

NOTE 5 ***Application Summary Table***

A table indicating a summary of quantitative data for the project potentially inclusive of but not limited to the number of residential units broken down by their bedroom count, total commercial gross floor area, total residential gross floor area, total building gross floor area, property area, lot coverage, project floor area ratio, landscape open space, interior amenity space, vehicle parking, and bicycle parking.

NOTE 6 ***Context Map***

A plan which shows the immediate context of the development site inclusive of development on adjacent lots labeled with the use and height (in storeys) of the buildings, names/addresses of existing or approved surrounding buildings, surrounding streets, registered easements, and rights-of-way, and any natural features such as lakes, rivers, ocean, ravines, etc.

NOTE 7 ***Traffic Impact Statement/Study***

The traffic impact statement/study must be prepared and stamped by a Professional Engineer in accordance with the current version of HRM's *Guidelines for the Preparation of Transportation Impact Studies*. These studies may require input from the NS Department of Transportation and Infrastructure Renewal. Copies of these requirements are available upon request.

NOTE 8 ***Micro Climate Conditions***

- Shadow Study which evaluates the shadow impact for various times during the day on each of the following dates: March 21, June 21, September 21 & December 21
- Wind Assessment Study/Model and a Mitigation Strategy which predicts wind impacts and advises of methods to reduce such impacts.

NOTE 9 Schematics

The Preliminary Servicing Plans must be prepared by a Professional Engineer in accordance with the *Regional Subdivision By-law, Municipal Design Guidelines, and Streets By-law* and must contain at a minimum:

For Development not requiring street construction:

- Lot layout and building footprint
- Preliminary lot grading showing grading/drainage directions (general intent)
- Driveway location(s) including dimensions as per the *Streets By-law*
- Sewer lateral locations including size
- Water lateral locations including size
- Existing trunk services that will service the property
- Preliminary sanitary flow calculations
- Preliminary storm flow calculations (pre and post development)

For Development requiring street construction:

- Proposed street and lot layout
- Proposed central services size and location & direction of flow (water, sanitary and storm)
- Proposed forcemain and pumping station locations (if required)
- Existing trunk services that will service the project
- Existing street network abutting the project
- Preliminary lot grading showing grading/drainage directions (general intent)
- Preliminary sanitary flow calculations
- Preliminary storm flow calculations (pre and post development)

The level of detail shown on servicing schematics must be relative to the scale of the development. The above represents minimum standards acceptable for typical planning applications. Any requested variances from the requirements of the Municipal Design Guidelines or Streets By-law must be identified and explained.

NOTE 10 Preliminary Stormwater Management Plan/Drainage Plan

These plans must be prepared and stamped by a Professional Engineer in accordance with the *Municipal Service Systems Design Guidelines*, any applicable provincial requirements, and HRM's *Regional Subdivision By-law*.

NOTE 11 Material Board

A board 11x17 in size including samples (or, where impractical, pictures of materials) of all proposed building materials as well as glazing inclusive of colour and tint.

PART 4: FEES

Internal Use Only	<input type="checkbox"/> Major	<input type="checkbox"/> Intermediate	<input type="checkbox"/> Minor
Processing Fee:		Advertising Deposit:	Total:

MAJOR Applications **\$1100 Processing Fee + \$1500 Advertising Deposit* = \$2,600**

- ☐ Industrial, Commercial or Institutional Proposals [Floor Area over 930m² (10,000 ft²)]
- ☐ Multiple Unit Dwellings and Townhouses
- ☐ Proposals Involving Large Tracts of Land (i.e. Commercial Recreation Uses, Master Plan Areas, Lands Zoned Comprehensive Development District, etc.)
- ☐ Conservation Design Development
- ☐ Regional Plan, Regional Subdivision By-law or MPS Amendments
- ☐ Substantive Amendments to Major Applications

INTERMEDIATE Applications **\$330 Processing Fee + \$1500 Advertising Deposit* = \$1,830**

- ☐ Industrial, Commercial or Institutional Proposals [Floor Area < 930m² (10,000 ft²)]
- ☐ Text Changes to the Land Use By-law
- ☐ Heritage Property or Lot Modification Development Agreements
- ☐ Decks, Balconies and Signs
- ☐ Additional Dwelling Unit in Existing Building with less than 5 Units
- ☐ Demolition or De-registration of Heritage Properties
- ☐ Non-substantive Amendments to Major Applications or any Amendment to Intermediate Applications

MINOR Applications **\$330 Processing Fee + \$450 Advertising Deposit* = \$780.00**

- ☐ Time Extensions
- ☐ Discharge Development Agreement (Advertising Deposit not required)

*Where costs differ from the deposit, the balance will be charged or refunded to the applicant.

All fees are to be made payable to Halifax Regional Municipality.

Please submit your application to the following location

By Mail:	Planning Applications Planning & Development Alderney Gate Office PO Box 1749 Halifax, NS B3J 3A5
By Courier / In Person:	HRM Customer Service Centre 40 Alderney Drive, 1st Floor Dartmouth tel: (902) 490-4472



T.A. Scott ARCHITECTURE + DESIGN
DRAWING INSPIRATION

RATIONALE

*Case No 21880
Application for Development
Agreement
358-364 Portland St., Dartmouth, NS*

November 9, 2018

Submitted by:

T.A. Scott Architecture + Design Limited
220 Windmill Road, Unit #2
Dartmouth, NS, B3A 1G2
Telephone: 902-464-1460

On behalf of:

LMNO Properties Inc.

Submitted to:

HALIFAX

Attention:

JAMY-ELLEN KLENAVIC
PLANNER II

CURRENT PLANNING | URBAN ENABLED APPLICATIONS

PO BOX 1749
HALIFAX NS B3J 3A5
T. 902.490.2665

halifax.ca

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1. Introduction

T.A. Scott Architecture + Design are submitting a development application on behalf of our client, LMNO Properties for a proposed Development facing 358-364 Portland Street.

The Development includes 3 multi-unit residential buildings, two of which will have a commercial component on the main level of Portland Street. There is a total of 110 residential units and six commercial units for this mixed-use project.

Supporting Materials (First submitted)

- Latest survey plan
- Design rationale
- Building drawings
- Traffic Impact Statement or Study
- Servicing schematic, if serviced by central sanitary, storm sewer or water systems
- Legal description of property
- Colour perspective drawings, showing proposed development and existing development from pedestrian perspectives

Supporting Materials (Second submitted)

Preliminary Plan of Subdivision – Zoning showing:

- All existing and proposed lot lines
- All existing and requested zones
- All Easements encumbering the subject site

Preliminary Plan of Subdivision - Building Footprints showing:

- Location of all proposed buildings
- Setback from all proposed property lines
- All easements encumbering the subject site

Site Plan – Refuse Areas A-101 showing the proposed location of refuse containers

Site plan showing fuel storage tanks – not applicable as the buildings will be natural gas.

Site Plan – Landscaping A-102 showing Landscaping and Amenity Plan

Site Plan – Fire Truck A-103 showing dimensions of all driveways, travel lanes, and parking facilities including turning radii for fire truck access.

Supporting Materials with this submission:

- Planning Application Form (Revised)
- Latest survey plan
- Design rationale (Revised)
- Building drawings (Revised)
- Traffic Impact Statement or Study
- Servicing schematic (Revised)

- Colour perspective drawings, showing proposed development and existing development from pedestrian perspectives (Revised)
- Preliminary Plan of Subdivision – Zoning showing: (Revised)
 - All existing and proposed lot lines
 - All existing and requested zones
 - All Easements encumbering the subject site
- Preliminary Plan of Subdivision - Building Footprints showing: (Revised)
 - Location of all proposed buildings
 - Setback from all proposed property lines
 - All easements encumbering the subject site
- Site Plan – Refuse Areas A-101 showing the proposed location of refuse containers (Revised)
- Site Plan – Landscaping A-102 showing Landscaping and Amenity Plan (Revised)
- Site Plan – Fire Truck A-103 showing dimensions of all driveways, travel lanes, and parking facilities including turning radii for fire truck access. (Revised)

2. The Property

The property, 358-364 Portland Street, fronting on Portland St., and land locked property in the development area includes 4,916 sqm or 52,915.38 sqft. Individual lot sizes are:

Lot VR-X-a	1,108 sqm
Lot 910-3,	1,372 sqm
Lot 4-B	2,436 sqm

Please refer to Preliminary Plan of Subdivision – ABLE Engineering Services Inc.
The property is currently owned by LMNO Properties Inc.

The property consists of two lots fronting on Portland Street, with one land locked lot that the developer hopes to change the zone from R2 to R4. This will enable the developer to utilize the owned property to develop a multi-family residential property. (Image from Dartmouth MPS)



3. Neighborhood Context

The existing neighborhood is a mix of commercial business, multi-unit residential properties and rental homes on Portland Street. This property is located within an area with a mixture of commercial and a variety of residential uses. There is a mixture of high, medium and low residential as well as commercial, ie. service stations, pharmacy, coffee cafes, laundromat, pizza restaurants, etc.

There has been land acquisition in the surrounding neighbourhood by three land developers. Our client being one of them. Across the street is a proposed multi-family building. Additionally, there is a medium density apartment currently across the street. Adjacent property to the side of our proposed development has been acquired by a single owner for development and is currently rented.

Multi-family apartments are well established through Lakefront Road and Hastings Drive. As well as established commercial properties. At the entrance to Rodney Road additional commercial property (Neighbours Pub lot) is to be developed and an Auto Service station on the other side of the entrance to Rodney Road is commercial. Enviro Salvage depot across the street.

The neighbourhood is served by elementary and junior high schools. Roadway access and municipal transit is available.

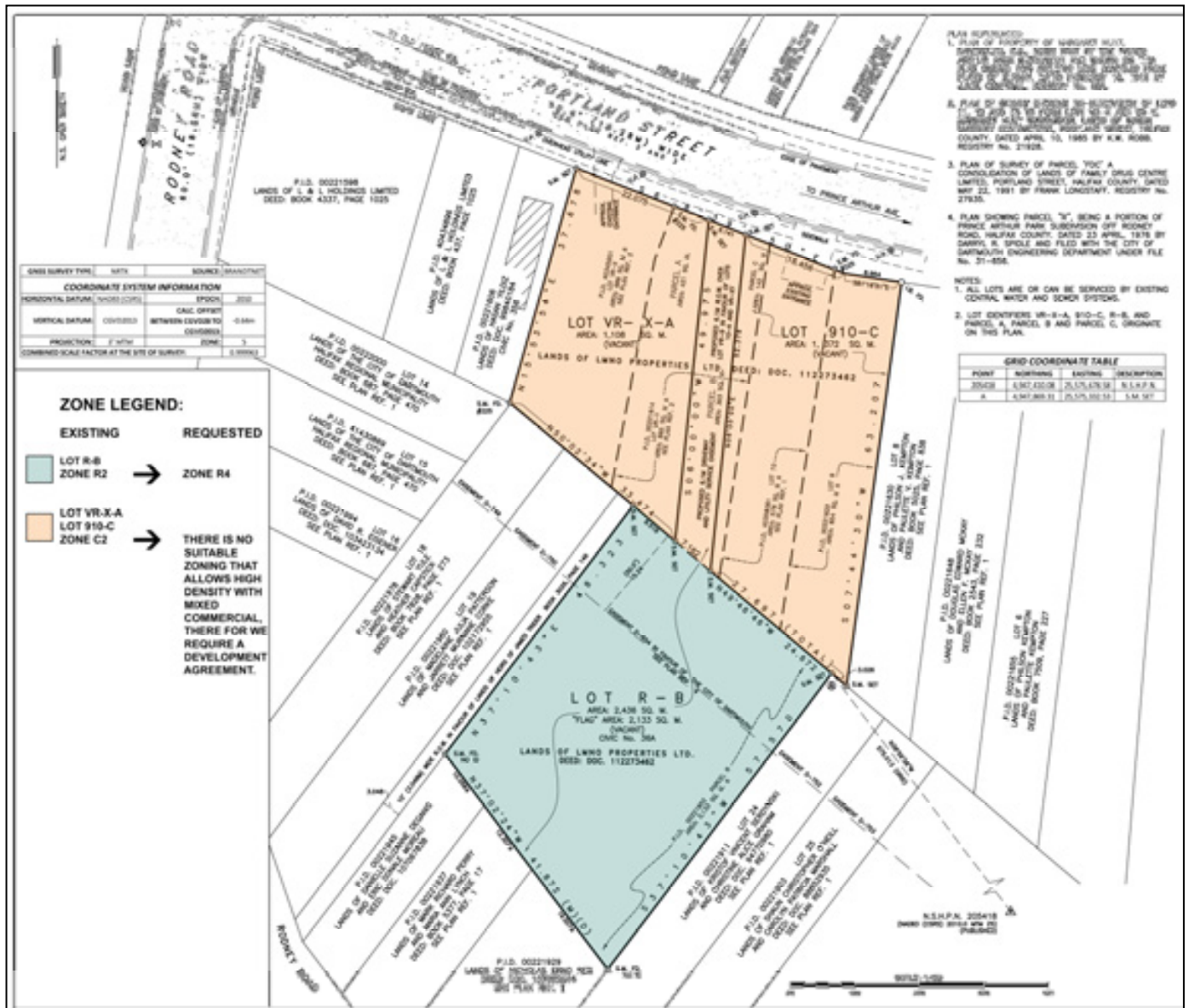
4. Regulatory Context

358-364 Portland Street is located within the Dartmouth Municipal Planning Strategy (MPS) area and is designated Commercial and Residential. The proposed Portland Street property is split zoned with the two lots fronting on Portland Street Zoned C-2 and the land locked property zoned R2. This new development will provide needed housing in the City Centre which is one of the objectives of the Dartmouth MPS. The developer's intention is to develop a commercial frontage with multi-residential buildings. There is currently no existing zone for this type of development, therefore; the reason for the submission of the Development Agreement and re-zoning application.



T.A. SCOTT ARCHITECTURE + DESIGN
DRAWING INSPIRATION

Preliminary Subdivision Plan with highlighted Zoning



5. Proposal

The Developer, LMNO Properties, plans to develop the property providing access from the corridor of 358-364 Portland Street properties. The developer intends to revamp the line of the corridor to include his land locked property with approval by HRM and in context with the future HRM Centre Plan. The Development includes 3 multi-unit residential buildings, two of which will have a commercial component on the main level of Portland Street. There is a total of 110 residential units and six commercial units for this mixed-use project.

Under the existing C2 and R2 zoning the developer would not be permitted use 358-364 Portland Street for commercial and residential development. It is therefore requested through the Development Agreement the fronting property on 358-364 Portland be zoned to allow commercial and multi-unit residential combined, with the R2 lot being rezoned to R4 to allow for multi-family residential. This will open up the dead area of property in the back of 358-364 Portland allowing for entrance into the land locked property for useful development. This proposed development meets with the context of the existing neighborhood.

The Developer has had the planning, civil design, and architecture completed to develop the property to house two mixed use commercial and residential buildings backed with a residential multi-family building.

6. Policy Analysis

The existing neighborhood is a mix of commercial business, multi-unit residential properties and rental homes on Portland Street. This new development will provide needed housing in the City Centre which is one of the objectives of the Dartmouth MPS. It is believed that the establishment of this development will enhance the neighborhood with an active street front and start redevelopment. It puts people in the city center with access to public transit within walking and biking distance to HRM amenities to keep our downtown growing and successful. (See attached Traffic Impact Statement & Study)

Portland Street is a significant mix of commercial and multi-residential developments. It is our opinion that the Development Agreement and Rezoning request of the land locked property from R-2 to R-4 zoned with C2 frontage on Portland allowing multi-unit residential addition to create a new designation. A detailed analysis of Implementation Policy IP-1(c) is provided in Attachment A. Following is a summary of relevant policy considerations related to this DA and re-zoning application.

Compatibility with adjacent uses:

The development of the property and the rezoning of the land locked lot serves to allow the use of this property for commercial and multi-unit residential. As state previously in neighborhood context, there has been land acquisition in the surrounding neighbourhood by three land developers. Our client being one of them. Across the street is a proposed multi-family building. Additionally, there is a medium density apartment also across the street. Adjacent property to the side of our proposed development has been acquired by a single owner for development and is currently rented.

Multi-family apartments are well established through Lakefront Road and Hastings Drive. As well as established commercial properties. At the entrance to Rodney Road additional commercial property (Neighbours Pub lot) is to be developed and a Auto Service station on the other side of the entrance to Rodney Road is commercial. Enviro Salvage depot across the street.

Access:

Access to the property will be through a proposed driveway in between 358-364 Portland Street with pedestrian sidewalks on each side allowing vehicle and safe pedestrian access to the third property. Access to two levels of underground parking area in both front Buildings A and B, and also an underground parking garage for Building C, in addition there is adequate outdoor parking throughout. The development will compliment the Portland Street traffic and will address front street access to all three buildings. There is adequate turning radius for emergency and fire vehicles as demonstrated on Site Plan - Fire Truck A-103. (Refer to Traffic Impact Statement & Study)



7. Summary/Conclusion:

This request complies with the intent of the MPS to enable a broad range of commercial and multi-unit residential fronting, on and extending back from Portland Street. The development of a commercial and multi-unit residential property will be compatible with adjacent land uses and there will be no negative impact on municipal services or local streets.

It is believed that the establishment of this development will enhance the neighborhood with an active street front. It puts people in the city center with access to public transit within walking and biking distance to our amenities to keep our downtown growing and successful. The re-zoning of the land locked property (Lot C) will allow access from the corridor of Portland Street. The developer proposes revamping the line of the corridor to include this land locked property in the future HRM Centre Plan.

Referencing the Halifax Regional Planning Strategy, Chapter 3 - Settlement and Housing - 3.1 Objectives – the new development will:

- Item No. 2 - focus new growth in centers where existing services and infrastructure are already available.
- Item No. 3 - helping to target at least 75% of new housing units to be within the regional center.
- No. 4.B – Designing communities that are attractive healthy places to live and have access to the goods, services, and facilities needed by residence and support complete neighborhoods
- No. 4.B. are accessible to all mobility needs and are well connected with other communities being on a main corridor.
- No. 4.C – promote energy efficiency and sustainable design.
- No. 4.D. - support neighborhood revitalization.

We have also considered the following factors:

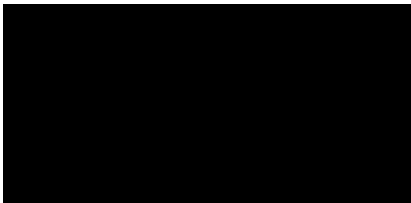
- The current municipal wastewater facilities, stormwater systems or water distribution systems; are in place and have the capacity to facilitate the new development.
- The proposed development is in the vicinity of all level of schools.
- Recreation or other community facilities have the capability to absorb additional demands;
- A traffic study has been completed and the road networks leading to the development is adequate to sustain the additional demand.
- Controls by way of development agreement will be in place on the proposed development to reduce conflict with any adjacent or nearby land uses by reason of:
 - Residential Development
 - Height, bulk and lot coverage of any proposed building;
 - There is adequate egress from the site, and parking;
 - Signage and landscaping will be designed to be aesthetically pleasing and enhance the neighborhood.
 - The proposed development is suitable in terms of the steepness of grades, soil and geological conditions, locations of watercourses, marshes or bogs and susceptibility to flooding.

Case No 21880
Application for Development Agreement
358-364 Portland St., Dartmouth, NS



I trust that the information provided in this Rationale and the detailed plans that have been provided and additional plans provided with this submission will provide sufficient information to give a clear understanding of the overall development so that the developer can move forward with this initiative.

Respectfully submitted



Troy Scott, NSAA, MRAIC, LEED®AP
Principal Architect
T.A. Scott Architecture + Design Limited
November 9, 2018

Attachment 1: Policy Analysis Matrix

Implementation Policies (Dartmouth Municipal Planning Strategy)	
Policy	Analysis
Policy IP-1(c) In considering zoning amendments and contract zoning. Council shall have regard to the following:	
(1) that the proposal is in conformance with the policies and intent of the Municipal Development Plan	<p>The area proposed for re-zoning is within the Residential Designation of the Dartmouth MPS. This designation is intended for the support a wide range of residential zones including the R-4 zone.</p> <p>Additionally, the Commercial component of our Development Agreement is on Portland Street where commercial establishments are permitted.</p>
(2) that the proposal is compatible and consistent with the adjacent uses and the existing development form in the area in terms of the use, bulk, and scale of the proposal.	<p>This property is located on Portland Street area with commercial as well as low, medium and high residential uses. Multi-family apartments are well established through Lakefront Road and Hastings Drive. As well as established commercial properties. At the entrance to Rodney Road additional commercial property (Neighbors Pub lot) is to be developed and an Auto Service station is on the other side of the entrance to Rodney Road is commercial. Enviro Salvage depot across the street.</p> <p>The abutting properties that are currently zoned for residential purposes have been purchased by developers for similar development.</p>
(3) provisions for buffering, landscaping, screening, and access control to reduce potential incompatibilities with adjacent land uses and traffic arteries.	Adequate buffering, landscaping, screening and access control has been developed and includes sidewalks and vehicle underground and exterior parking. Each unit is equipped with interior bicycle storage as well as adequate underground parking in the buildings.
(4) that the proposal is not premature of inappropriate by reason of:	

(i) the financial capability of the City is to absorb any costs relating to the development.	There are no costs of this proposal that must be absorbed by the municipality.
(ii) the adequacy of sewer and water services and public utilities	This site is fully serviced and there are no known servicing constraints related to the use of the property for the purposes of the LMNO Development.
(iii) the adequacy and proximity of schools, recreation and other public facilities	Existing elementary and junior high school within walking distance of the property, on existing bus route and surrounding area has well developed parks and play areas. Serviced by Dartmouth Sportsplex and other community centers.
(iv) the adequacy of transportation networks in adjacent to or leading to the development.	This existing Portland Street can accommodate any additional vehicular, pedestrian and bicycle traffic which would result from the use or development of 358-364 Portland Street. (Please see Traffic Impact Study)
(v) existing or potential dangers for the contamination of water bodies or courses or the creation of erosion or sedimentation of such areas.	There are no water bodies or courses located on this property and none that would be impacted by the development of this property for commercial/residential purposes.
(vi) preventing public access to the shorelines or the waterfront	N/A
(vii) the presence of natural, historical features, buildings or sites	There are no known natural or historic features, buildings or sites located on this property.
(viii) create a scattered development pattern requiring extensions to truck facilities and public services while other such facilities remain under-utilized.	N/A
(ix) the detrimental economic or social effect that it may have on other areas of the City	N/A
(5) that the proposal is not an obnoxious use	No.
(6) that controls by way of agreements or other legal devices are placed on proposed developments to ensure compliance with approved plans and coordination between adjacent or nearby land uses and public facilities. Such controls may relate to but are not limited to the following:	
(I) type of use, density, and phasing	The proposed development will complement the existing neighborhood that includes low, medium, and high-rise residential properties and improved commercial development on Portland

(ii) emissions including air, water, noise	N/A
(iii) traffic generation, access to and egress from the site, and parking	See Traffic Impact Study
(iv) open storage and landscaping	Preliminary Landscaping Plan has been prepared to enhance the aesthetics and provide buffer, see Site Plan – Landscaping A-102
(v) provisions for pedestrian movement and safety	Pedestrian access to this property would be through Portland Street and sidewalks will be in place for safe passage. The area will have adequate exterior lighting.
(vi) management of open space, parks, walkways	There is a driveway connection and interior parking will be managed and adequate for pedestrian walkways. Adequate signage will be prepared as the project moves forward.
(vii) drainage both natural and sub-surface and soil stability	Adequate drainage and sub-surface and soil stability for the development.
(viii) performance bond	N/A
(7) suitability of the proposed site in terms of steepness of slope, soil conditions, rock out-cropping, location of watercourses, marches, swamps, bogs, areas subject to flooding, proximity to major highways, ramps, railroads, or other nuisance factors.	See Preliminary Plan of Sub-Division.



Ref. No. 181-08144

July 13, 2018

T. A. Scott Architecture
220 Windmill Road, Unit #2
DARTMOUTH NS B3A 1G2

Sent via Email to tascott@tascottarchitecture.com

RE: Traffic Impact Statement, Multi-Unit Residential Development with Ground Floor Commercial Space, 358 to 364 Portland Street, Dartmouth

Dear Mr. Scott:

This is the Traffic Impact Statement that you have requested for the proposed Multi-Unit Residential Development with Ground Floor Commercial Space on Portland Street, Dartmouth.

Description of Development Site - The proposed development (Figure 1), which is on vacant land on the south side of the Portland Street just east of Rodney Road, includes Civic Numbers 358, 360, and 364 Portland Street, as well as Civic Number 36 A on Rodney Road. The development is planned to include three buildings with a total of approximately 105 apartment units, and with a total of approximately 6,360 SF of ground floor commercial space in buildings A and B. A single site driveway is proposed on Portland Street between buildings A and B. Visibility is good on both Portland Street approaches to the driveway as illustrated in Photos 1 and 2. Since the ground floor levels of the proposed buildings (Figure 1) are set back from the sidewalk, it is expected that there will be good visibility between drivers exiting the driveway and pedestrians on the sidewalk.

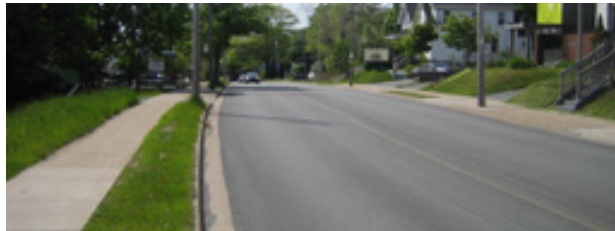


Photo 1 - Looking west on Portland Street towards Rodney Road from the proposed site driveway.

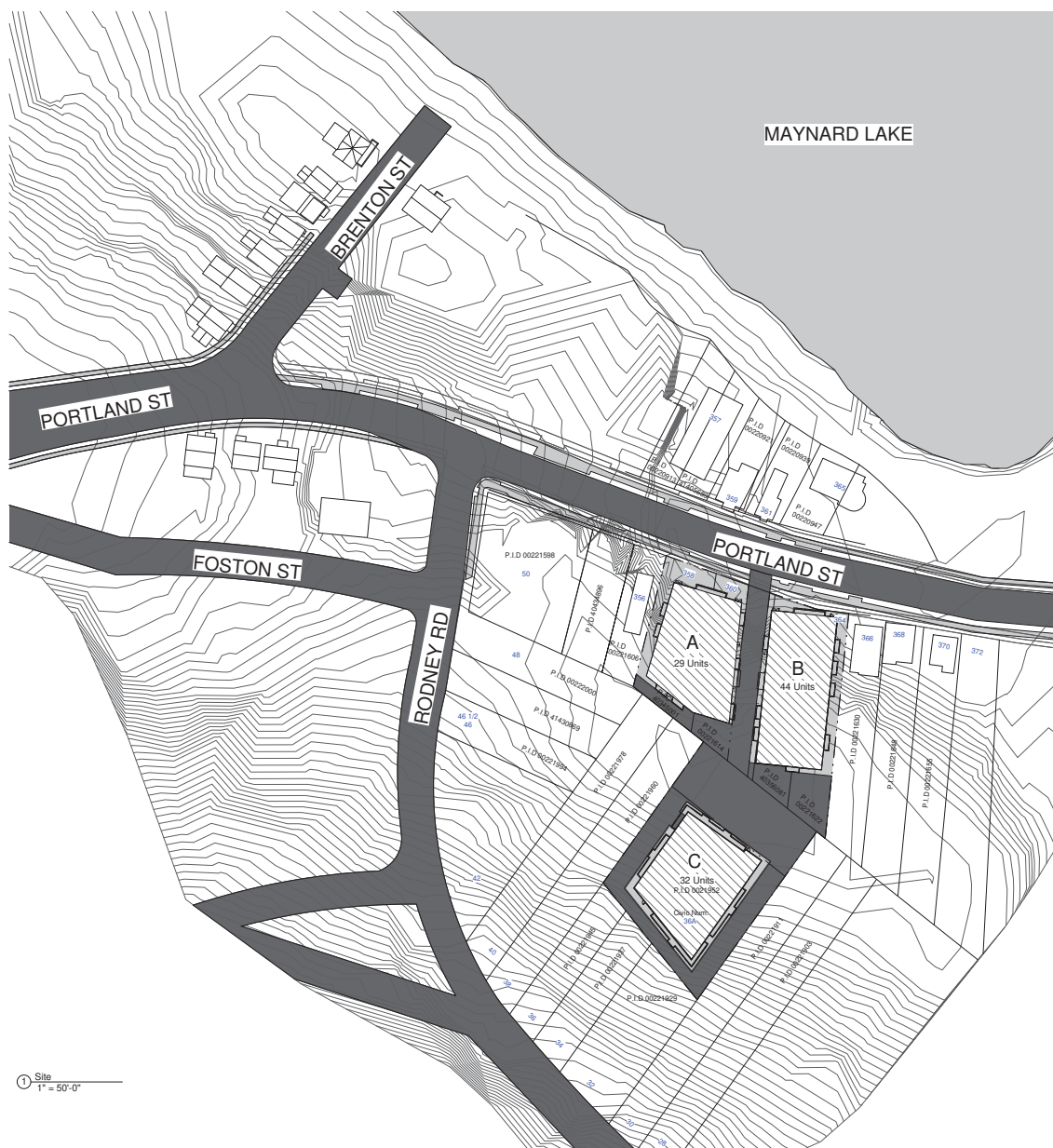


Photo 2 - Looking east on Portland Street towards Lakefront Road from the proposed site driveway.

Portland Street is a two lane east - west arterial street at the site driveway. There are curbs and sidewalks on both sides of the street (Photos 1 and 2). Parking is not permitted on either side of the street adjacent to the site.

Description of Pedestrian Facilities - There are sidewalks on both sides of Portland Street and it is understood that sidewalks will be provided along the sides of the site driveway. There is a marked crosswalk across Portland Street with actuated amber flashing lights approximately 160 meters east of the site just east of Lakefront Road.

Transit Service - Halifax Transit provides service on Portland Street for Route Numbers 58, 59, 61, 68, and 159 with transit stops just west of the site as well as about 100 meters east of the site.



No.	Description	Date
	Issue	

No.	Description	Date
Revision Schedule		

Portland Street -
Chandler

Site Plan
Figure 1

Project Number	17-043
Date	2018.06.06
Drawn By	HA
Checked By	TAS

A-00

Scale 1" = 50'-0"

Traffic Volumes - A turning movement count obtained by HRM Traffic and Right of Way section at the Prince Arthur Avenue intersection (approximately 300 meters east of the site) at the end of July 2016 indicated Portland Street two-way volumes of 805 vehicles per hour (vph) during the AM peak hour and 1,140 vph during the PM peak hour. However, since that count was obtained during summer traffic conditions, a count obtained by HRM during September 2014 which indicated Portland Street two-way volumes of 1,040 vehicles per hour (vph) during the AM peak hour and 1,300 vph during the PM peak hour, is considered to provide a more appropriate volume for this location.

Trip Generation Estimate for Proposed Development - Trip generation estimates, prepared using published trip generation equations from *Trip Generation, 10th Edition*, (Institute of Transportation Engineers, 2017), are included in Table 1.

Since Portland Street is a transit corridor and significant numbers of site generated trips are expected to be non-auto trips (transit, walking, or bicycle), a 20% reduction for non-auto trips has been used in this area. While a higher percentage reduction could be considered consistent with the 60% target for Regional Center set for 2031 by the *Integrated Mobility Plan* (HRM 2017), a 20% reduction for non-auto trips has been considered to be appropriate for this area on Portland Street.

After a 20% reduction for non-auto trips, it is estimated that the proposed mid-rise apartment buildings with ground floor commercial space will generate 29 two-way vehicle trips (7 entering and 22 exiting) during the AM peak hour and 36 two-way vehicle trips (22 entering and 14 exiting) during the PM peak hour.

Table 1 - Trip Generation Estimates for the Proposed Development									
Land Use ¹	Units ²	Trip Generation Rates ³				Trips Generated ³			
		AM Peak		PM Peak		AM Peak		PM Peak	
		In	Out	In	Out	In	Out	In	Out
Mid-Rise Apartment (Land Use 223)	105 units	0.09	0.27	0.27	0.17	9	28	28	18
Specialty Retail ⁴ (Land Use 826)	6.36 KGLA	0.76	0.60	1.19	1.52	5	4	8	10
Total Trip Generation Estimates for Proposed Development						14	32	36	28
20% Reduction for High Pedestrian and Transit Usage ⁵						2	6	6	4
Adjusted Trip Generation Estimates for Proposed Development						7	22	22	14
NOTES: 1. Rates are for the indicated Land Use Code, <i>Trip Generation, 10th Edition</i> , Institute of Transportation Engineers, 2017, except as noted. 2. Units are 'Number of Apartments'; KGLA is 'Gross Leasable Area x 1000 square feet'. 3. Rates are 'vehicles per hour per unit'; trips generated are 'vehicles per hour for peak hours'. 4. Since <i>10th Edition</i> does not include Specialty Retail, rates for Land Use 826 from the <i>9th Edition</i> have been used. Since there is no published rate for the AM peak hour of adjacent street for this Land Use, and since AM peak hour trips to Specialty Retail are generally low, AM trip rates have been assumed to be 50% of the PM rate with reversal of the directional split. 5. Since the site is well served by transit, trip generation estimates have been reduced by 20% to account for non-auto trips expected for this development.									

Summary -

1. The proposed development on the south side of Portland Street east of Rodney Road is planned to include three buildings with a total of approximately 105 apartment units and 6,360 SF of ground floor commercial space.

2. Portland Street is a two lane east - west arterial street at the site driveway. There are curbs and sidewalks on both sides of the street. Parking is not permitted on either side of the street adjacent to the site. Two-way volumes on Portland Street are approximately 1,040 vehicles per hour (vph) during the AM peak hour and 1,300 vph during the PM peak hour near the site driveway.
3. The site will be served by a driveway on Portland Street between Buildings A and B near the mid-point of the site frontage on Portland Street. Visibility is good on both Portland Street approaches to the driveway. Since the ground floor level of the proposed buildings is set back from the sidewalk, there is expected to be good visibility between drivers exiting the driveway and pedestrians on the sidewalk.
4. After a 20% reduction for non-auto trips, it is estimated that the proposed mid-rise apartment buildings with ground floor commercial space will generate 29 two-way vehicle trips (7 entering and 22 exiting) during the AM peak hour and 36 two-way vehicle trips (22 entering and 14 exiting) during the PM peak hour.

Conclusion -

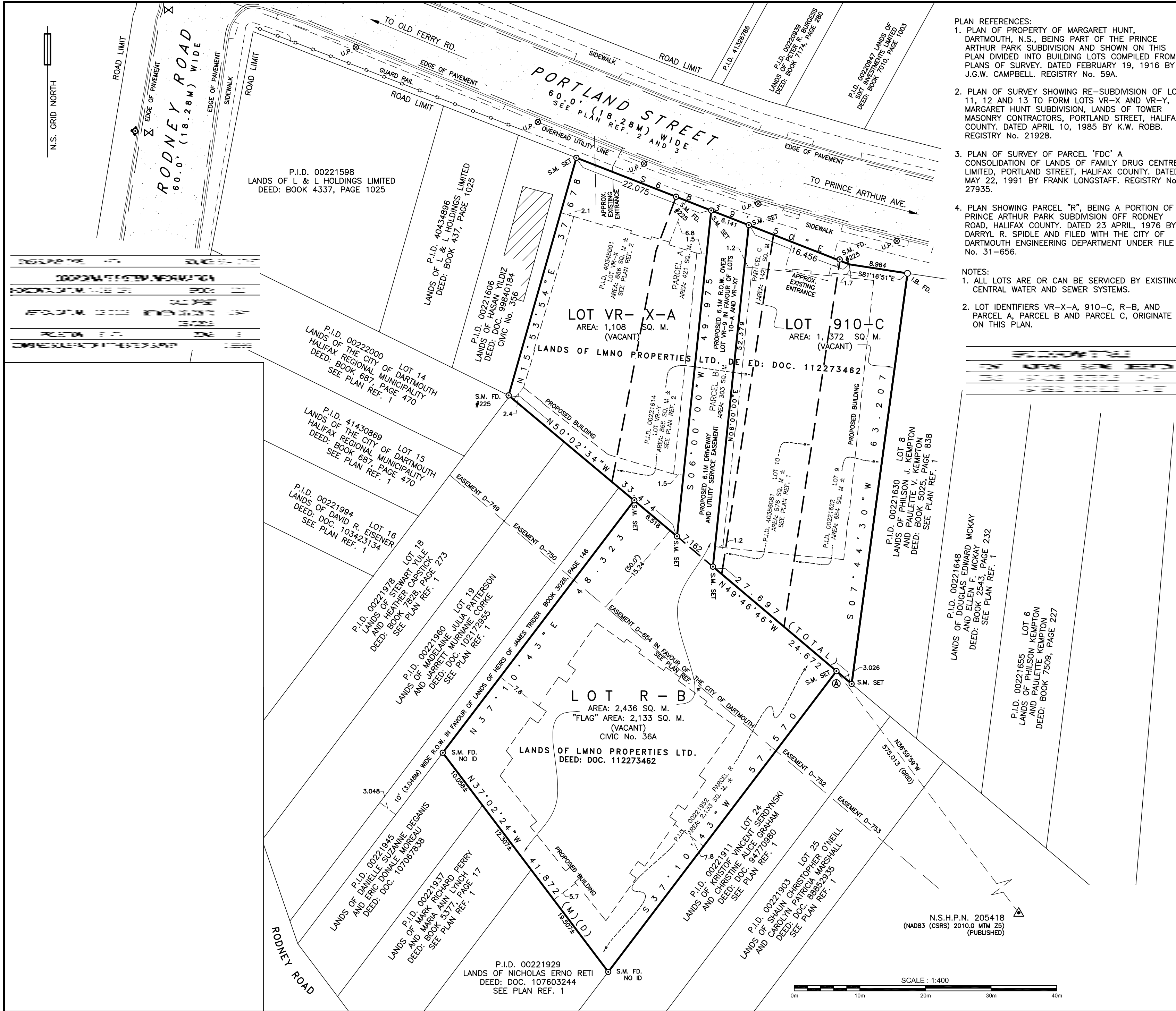
5. While peak hourly volumes are moderate to high on Portland Street, the low numbers of site trips are not expected to have any significant impact to the operation of Portland Street adjacent intersections, or the regional street system.

If you have any questions, please contact me by Email to ken.obrien@wsp.com or telephone 902-452-7747.

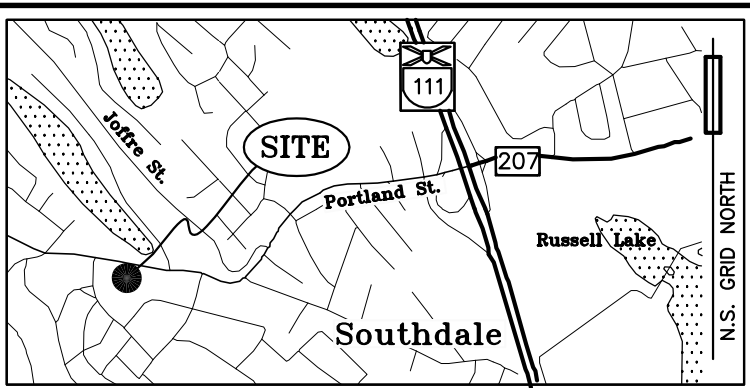
Sincerely,

Ken O'Brien, P. Eng
Senior Traffic Engineer
WSP Canada Inc.





- PLAN REFERENCES:
1. PLAN OF PROPERTY OF MARGARET HUNT, DARTMOUTH, N.S., BEING PART OF THE PRINCE ARTHUR PARK SUBDIVISION AND SHOWN ON THIS PLAN DIVIDED INTO BUILDING LOTS COMPILED FROM PLANS OF SURVEY, DATED FEBRUARY 19, 1916 BY J.G.W. CAMPBELL. REGISTRY No. 59A.
 2. PLAN OF SURVEY SHOWING RE-SUBDIVISION OF LOTS 11, 12 AND 13 TO FORM LOTS VR-X AND VR-Y, MARGARET HUNT SUBDIVISION, LANDS OF TOWER MASONRY CONTRACTORS, PORTLAND STREET, HALIFAX COUNTY. DATED APRIL 10, 1985 BY K.W. ROBB. REGISTRY No. 21928.
 3. PLAN OF SURVEY OF PARCEL 'FDC' A CONSOLIDATION OF LANDS OF FAMILY DRUG CENTRE LIMITED, PORTLAND STREET, HALIFAX COUNTY. DATED MAY 22, 1991 BY FRANK LONGSTAFF. REGISTRY No. 27935.
 4. PLAN SHOWING PARCEL "R", BEING A PORTION OF PRINCE ARTHUR PARK SUBDIVISION OFF RODNEY ROAD, HALIFAX COUNTY. DATED 23 APRIL, 1976 BY DARRYL R. SPIDLE AND FILED WITH THE CITY OF DARTMOUTH ENGINEERING DEPARTMENT UNDER FILE No. 31-656.
- NOTES:
1. ALL LOTS ARE OR CAN BE SERVICED BY EXISTING CENTRAL WATER AND SEWER SYSTEMS.
 2. LOT IDENTIFIERS VR-X-A, 910-C, R-B, AND PARCEL A, PARCEL B AND PARCEL C, ORIGINATE ON THIS PLAN.



TOPO MAP NO. 11 D 12 SCALE 1 / 50,000

LEGEND :

⊙ S.M.	SURVEY MARKER (IRON BAR WITH ID CAP)	⊕	HYDRANT
○ I.B.	IRON BAR	⊗	WATER VALVE
● R.P.	ROCK POST	◇	C.P. CALCULATED POINT
○ I.P.	IRON PIPE	(C)	CALCULATED
□ T.P.	TRAVERSE POINT	(M)	MEASURED
× M.N.	MAGNETIC NAIL	(P)	PLAN
⊠ W.P.	WOOD POST	FD.	FOUND
△ N.S.C.M.	NOVA SCOTIA CO-ORDINATE MONUMENT	⊕	UTILITY POLE
△ N.S.H.P.N.	NOVA SCOTIA HIGH PRECISION NETWORK	R.	RADIUS
△ N.S.A.C.S.	NOVA SCOTIA ACTIVE CONTROL STATION	A.	ARC
L.R.O.	LAND REGISTRATION OFFICE	P.C.	POINT OF CURVATURE
R.O.W.	RIGHT-OF-WAY	P.R.C.	POINT OF REVERSE CURVATURE
225	ROBB, KENNETH W., NSLS	---	FENCE
		---	BOUNDARY CERTIFIED BY THIS PLAN
		---	R.O.W. BOUNDARY

GRID BEARINGS ARE REFERENCED TO THE NOVA SCOTIA 3' MODIFIED TRANSVERSE MERCATOR PROJECTION, ZONE 5, CENTRAL MERIDIAN 64° 30' WEST LONGITUDE. HORIZONTAL REFERENCE FRAME OF NAD83 (CSRS), EPOCH 2010.0

NAD83 (CSRS) CONTROL COORDINATES WERE DERIVED VIA THE NOVA SCOTIA HIGH PRECISION NETWORK. (G.N.S.S. OBSERVATIONS)

DISTANCES SHOWN ON THE PLAN ARE GROUND DISTANCES UNLESS OTHERWISE STATED, MEASURED USING A COMBINATION OF TOTAL STATION AND DERIVED G.N.S.S. GROUND DISTANCES.

THE COMBINED SCALE FACTOR AT THE SITE OF SURVEY IS 0.999963.

VALUES SHOWN ARE UNADJUSTED.

FIELD SURVEYS CARRIED OUT 24 JANUARY, 2018.

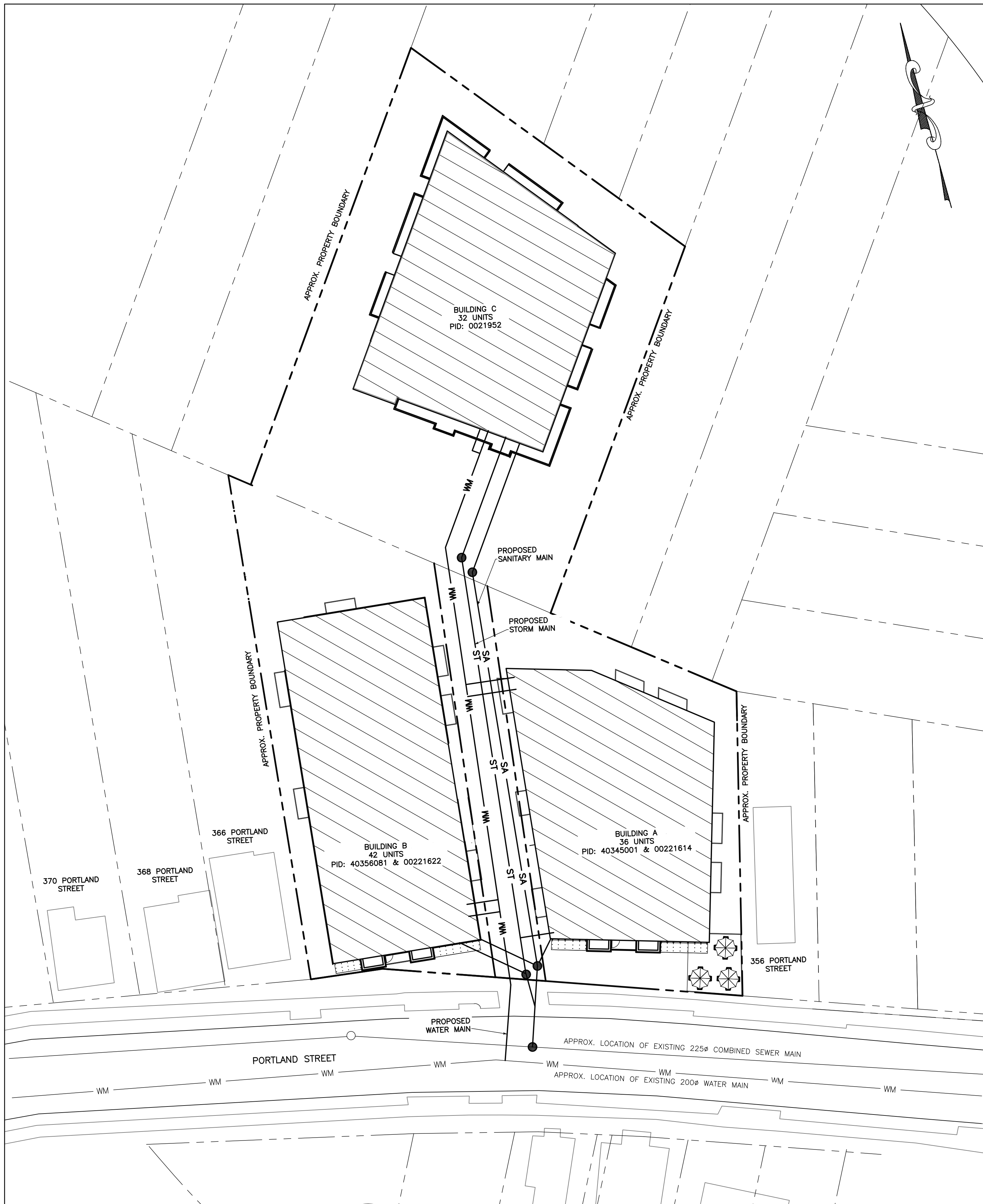
NATURAL FEATURES DERIVED VIA G.N.S.S. OBSERVATIONS.

REV.	DATE

PRELIMINARY PLAN OF SUBDIVISION SHOWING LOTS VR-X-A, 910-C AND R-B, LANDS OF LMNO PROPERTIES LTD., IN SUBDIVISION AND CONSOLIDATION OF LOTS VR-X, VR-Y, 9, 10 AND PARCEL R, AT 36A RODNEY RD., 358, 360, 362 AND 364 PORTLAND STREET, DARTMOUTH, HALIFAX COUNTY, NOVA SCOTIA. P.I.D. 00221622, 40345001, 00221614, 40356081

SCALE	1:400	SURVEYED	ROBERT C. BECKER
DATE	(DD/MM/YY) 06/02/18	PROJ. NAME	C. HALIBURTON
DRN.	E.B.O.	DWG. NO.	180108-00

ABLE ENGINEERING SERVICES INC.
4073 HIGHWAY #3 P.O. BOX 959 CHESTER, NOVA SCOTIA, B0J 1J0
TEL. 1-833-756-8433 FAX: 902-273-3072
Email: surveying@ableinc.ca www.ableinc.ca



SANITARY FLOW CALCULATIONS:

RESIDENTIAL:

BUILDING A: 36 UNITS x 2.25 PEOPLE/UNIT x 300L/PERSON/DAY = 24,300L/DAY

BUILDING B: 43 UNITS x 2.25 PEOPLE/UNIT x 300L/PERSON/DAY = 29,025L/DAY

BUILDING C: 32 UNITS x 2.25 PEOPLE/UNIT x 300L/PERSON/DAY = 21,600L/DAY

TOTAL RESIDENTIAL SANITARY FLOW= 74,925L/DAY

COMMERCIAL:

BUILDING A: 308.438 m² x 6L/m² = 1851L/DAY

BUILDING B: 280.102 m² x 6L/m² = 1681L/DAY

TOTAL COMMERCIAL SANITARY FLOW= 3,532L/DAY

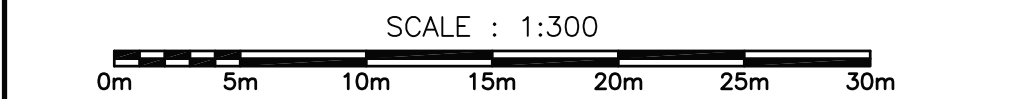
KEYPLAN		
LEGEND		
EXISTING		PROPOSED
⊗	GATE/BUTTERFLY VALVE	⊗
▽	STREET SIGN	▽
○/○→	POWER POLE/LIGHT POLE	○/⊗
⊗/■	CATCHBASIN	⊗/■
⌒	CULVERT	⌒
158.5	ELEVATION	□
○	HYDRANT	○
---	PROPERTY BOUNDARY	---
---	OVERHEAD LINE	---
—SA—□—SA—	SANITARY MANHOLE & PIPE	—SA—■—SA—
—ST—○—ST—	STORM MANHOLE & PIPE	—ST—●—ST—
—WM—WM—	WATERMAIN	—WM—WM—
⊗—WM—	WATER SERVICE	⊗—WM—
—FM—FM—	FORCEMAIN	—FM—FM—
—C—C—	UNDERGROUND CONDUIT	—C—C—
⌒	CONCRETE THRUST BLOCK	⌒
---	CURB AND DRIVEWAY CUT	---
---	SIDEWALK	---
---	STREET LINE	---
→	DRAINAGE DIRECTION	→
→	SWALE FLOW	→
346	CONTOUR LINES	346
—GAS—GAS—	GAS LINE	—GAS—GAS—
⊗	TREE	⊗
---	BOTTOM OF SLOPE	---
---	TOP OF SLOPE	---
---	GUARD RAIL	---
---	SILT FENCE	—SF—SF—

NOTES:

1. PLAN IS IN METRIC UNITS OF METERS.

2. PROPERTY BOUNDARIES ARE APPROXIMATE ONLY.

1	18/07/05	ISSUED FOR REVIEW			
No.	Date	Revision	Description		Appr'd
Seal					
ENGINEERING SERVICES INC 50 QUEEN STREET, CHESTER, NS B0J 1J0 TEL. 902-273-3050 FAX. 902-273-3072 civil@ableinc.ca www.ableinc.ca					



CHANDLER BUILDING
PORTLAND STREET
DARTMOUTH, NOVA SCOTIA

PROPOSED DEVELOPMENT
AGREEMENT SITE SERVICE PLAN

Date	Drawn	Project No.
JULY 4, 2018	J.HENMAN	
Scale	Engineer	Plan No.
1:300	J.PINHEY	C99