

September 27, 2018

HRM Planning & Development
Eastern Region, Alderney Gate
40 Alderney Drive, 2nd Floor
Dartmouth, NS

To Whom It May Concern,

RE: Rosedale Development Agreement Submission

This property proposed for this development (includes PID's 41054339, 00066936, 00044792, 00067132) is currently zoned as C-2, R-1 and R-3. The land zoned as R3 (10 Floral Avenue) is proposed for the relocation of the somewhat historic house located on PID # 00066936. The land zoned as R1 (36 Hester Street) will not be changing in use but the land but will be used as a stormwater easement since this site is the lowest portion of the 4 properties. The remaining land which is proposed for the mixed use development (PID 00066936 and 00044792) is zoned as C-2 (General Business Zone). This zone allows for C-1 commercial uses and R-3 (Multiple Family Residential). Effective as of December 4, 1991, Multiple family residential developments in the City of Dartmouth are permitted only by development agreement, (except within the Main Street Designation). This new multi- residential lot will be subdivided into two lots for phased construction. Therefore, we are submitting the following development agreement (DA) in accordance with the HRM Dartmouth Land Use Bylaw.

The current property is industrial and commercial in nature and the uses vary from commercial, to office space to industrial. We believe that a mixed use development (residential and commercial) is much more in keeping with the commercial and residential context of Wyse Road to the north and the residential character of the other surrounding land. That is to say that the proposed uses are better suited to the neighbourhood than the currently permitted use. The property's close proximity to Wyse Road allows it to benefit and be benefited by the expanding uses on Wyse Road which at one time used to be much more industrial in character than it is today. In 1991, I was part of a team that prepared a planning study for the redevelopment of Wyse Road which at that time was home to mostly car dealerships. This shift to a growth corridor is more appropriate for the surrounding neighbourhoods. The multi-unit development proposed will bring hundreds of new people into the community, improving the variety of services on Wyse Road, creating more eyes on the street and creating much more pedestrian activity in the neighbourhood. We believe the use is consistent with the best practices for redevelopment in Dartmouth growth cluster areas and satisfies HRM's growth objectives for the urban core as outlined in the Regional Plan (RP+5).

The Development Agreement (DA) process allows for the consideration of multi-unit development in this area of Dartmouth. The property takes up about 2.8 acres of land and is fully serviced. The development is proposed as

Figure 1. Existing Zoning

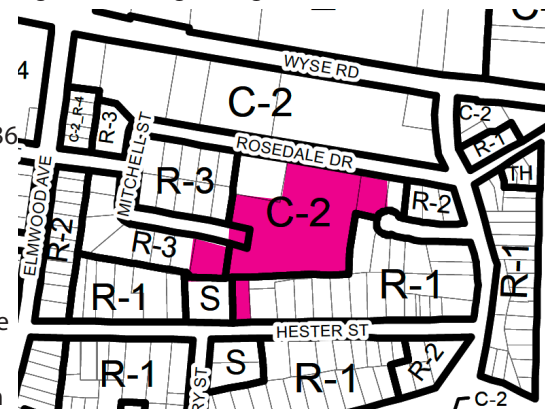




Figure 2. Site Area

a 2 phase development with a 9-storey (4-storey streetwall) development to the east and an 11 storey (4 storey streetwall) development to the west. The eastern phase will likely be built as the first phase and it will include a 4-storey streetwall and a 9-storey tower. This phase has about 126 units and 131 parking stalls. The 4-storey portion of the building has been setback 20' from the R1 property line to the home at the end of Fraser Street, while the 9-storey portion of the building has been setback 10m from the property line. There is 2,500 sq.ft. of commercial shown at groundlevel in this phase of the development.

The second phase of the project (Building B) will have a joined parking garage (similar to the YMCA project in Halifax) that will require adequate building code measures for fire separating a shared parking garage. This phase may or may not be built at the same time pending project financing. This phase includes an 11-storey tower with a 4-storey streetwall. The two developments open into a shared open space corridor that serves as a central open space for the townhouse style units with groundfloor access. This podium plaza will be designed to a very high landscape standard. The 11-storey tower has been set back 50' from the R2 property lines to the west. Phase 2, includes 108 units and 64 underground parking stalls. There is 1,700 sq.ft. of commercial shown at ground level in this phase of the development.

Access into the parking garages includes 3 separate entrances. One entry is located on the eastern side of phase 1 onto Rosedale Drive. The other two entrances are associated with two levels of parking in phase 2 with access off of Floral Avenue. It is intended that the entire development will be able to enter and exit from both the Rosedale entrance and the Floral Avenue entrance to distribute traffic, however, the Rosedale entrance will likely be used

more often.

The existing heritage home on the site will be relocated to 10 Floral Avenue. The 36 Hester Street address will require a servicing easement on the property for stormwater and sanitary services (see the servicing schematic from ABLE Engineering).

Planning Stats

The R3 zone provides a yardstick for future multi-unit developments however, the development agreement allows a greater measure of flexibility in the zone requirements. The 4 properties that comprise this development occupy 2.69 acres (~117,180 sq.ft.). The buildings take up a total of 41,460 sq.ft. of site area (phase 1 = 23,500 sq.ft., phase 2 = 17,960 sq.ft.) or about 35% of the site area. This is slightly larger than the R3 coverage of 25%. The total floor area of the development is 263,040 sq.ft. (phase 1 = 133,076 sq.ft., and phase 2 = 129,964 sq.ft.). The Floor Area Ratio (FAR) of this development is 2.25, significantly lower than the FAR recommended for Wyse Road Corridor in the Centre Plan (3.5 FAR). The parking ratio will be about 1 : 0.85 with all parking underground.

The total unit count for the entire development is 202 units and 184 parking spaces. A breakdown of the unit sizes ratio is as follows:

1 Bed	2 Bed	3 bed
86	114	2
43%	56%	1%

Centre Plan

One of the impetus for this DA is the looming downzoning of this property from the allowable development rights permitted under the current zoning, to an "Established Residential" zone which will not permit multi-unit development. Right across the street (Rosedale) though, is the Wyse Road "centres" zone which will allow this sort of multi-unit or mixed use development with a FAR of 3.5. We believe that a development with a FAR of 2.25 is a good compromise for a property adjacent to the Wyse Road Centres zone in the future.

Updates

The primary architectural update is the reduction of Building A's street wall from 4 to 3 stories to better relate to the existing context. This reduction in height was also carried full depth to reduce the scale of this mass in the rear yards of properties on Fraser. The density removed from the street wall was then moved to the rear wing of building B as it is a substantial distance from all adjacent properties.

The street wall on building B remained at 4 stories as this presents such a small area of street wall. Changing to three stories here also compromised the remaining building wing running perpendicular to the street. This building wing is facing an open courtyard and is almost always perceived in its perspective view down the landscaped courtyard. This change in street wall height also represents a further articulation to the streetwall massing.

Overall, we feel this is a good development for the community and for HRM, intensifying the urban core and providing vitality to the Wyse Road area where there is access to excellent transit and in close proximity to the Dartmouth Common. We look forward to working with your team throughout the DA process.

Sincerely,

Originally Signed

Robert LeBlanc, President
Ekistics Plan + Design