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January 19, 2021

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**Re: Development Agreement Application, Waverley Road and Montebello Drive,
Dartmouth (PIDs: 00249771, 00249789 & 00249797)**

Carl,

On behalf of our client, G 2 J Residential Holdings Ltd., ZZap Consulting Inc. (ZZap) is pleased to submit a Development Agreement (DA) application for a proposed development located at the intersection of Waverley Road and Montebello Drive, Dartmouth (PIDs: 00249771, 00249789 00249797). To support this application submission, the following materials are included:

1. Completed Planning Application Form
2. Attachment A: Site Plan
3. Attachment B: Building Drawings (Floor Plans and Elevations)
4. Attachment C: Traffic Impact Statement
5. Attachment D: Servicing Schematic & Sanitary Flow Calculations

1.0 Site Description and Location

The subject site is located within the Dartmouth Plan Area and has direct frontage on Waverley Road and Montebello Drive. The site consists of three properties (PIDs: 00249771, 00249789 & 00249797) and has a total area of approximately 30,000 ft.². Each of the three properties currently contains a single-family dwelling unit.

The subject properties are designated Waverley Road (WR) within the Dartmouth MPS and have the 'Mixed Use' sub-designation within the Waverley Road Secondary Plan Area. The properties are zoned R-1 (Single Unit Dwelling) within the Dartmouth LUB.



Figure 1: Subject Site

2.0 Summary of Development Proposal

Our client is seeking to develop a context sensitive development on the subject properties. The proposed development, as illustrated in Attachment A & B, includes a total of 43 residential units and 3,270 sq. ft of commercial and/or residential space and 39 underground parking spaces. Underground vehicular parking for the development is proposed to be accessed via a private driveway off Montebello Drive. Pedestrian entrance to the development is proposed at the corner of the site adjacent to the intersection of Waverley Road and Montebello Drive.

3.0 Rationale for Application Request

Multiple unit residential development at this site must be considered through a Development Agreement process in accordance with Policies C-41, IP-5 and IP-1 (c) of the Dartmouth Municipal Planning Strategy.

These applicable policies include the following criteria for staff and council to assess the appropriateness of the development proposal against.

1. Density standards
2. Compatibility and consistency with adjacent uses and the existing development form in the area in terms of the use, bulk, and scale of the proposal
3. Buffering, landscaping and screening to reduce potential incompatibilities with adjacent land uses.
4. Access, impact on traffic and servicing infrastructure.

1. Density Standards:

Policy C-41 of the Dartmouth MPS states that multiple unit dwellings that are being considered through DA under the Mixed-Use sub-designation should use the land use density standards of the R-3 zone as a guide.

With a lot size of approximately 30,000 ft.², the R3 density guide allows for approximately 20 residential units depending on the unit types. A feasible building including this amount of density would likely be of wood construction with surface parking as opposed to underground parking. In order to achieve a high quality of construction, locate parking underground in order to foster public realm improvements and provide exterior landscaped space, additional density is warranted beyond what the R-3 zone specifically allows.

Policy C-41 also includes language such as “should” use R-3 density standards “as a guide”. Subsequently, applicable policies IP-4 and IP-1(c) include language such as the proposal “is compatible and consistent” with adjacent uses and the existing development form in the area in terms of the use, bulk, and scale of the proposal. As such, our interpretation of applicable policies is that “compatibility” and “consistency” explicitly required under applicable policies whereas density “should” be used “as a guide”.

When focusing on compatibility and consistency, particularly for developed areas such as this where public and private amenities and services are readily available, recent best planning practice has shifted from using density as a compatibility criterion on development to using built form standards and urban design. This is reflected in HRM's most recently approved planning frameworks such as the CentrePlan, the Dutch Village Road Plan and the Downtown Plan. The rationale for urban design and built form is to focus on creating engaging and inviting places that have a valuable contribution to their surrounding natural and/or built environment. These tools consider the context and put people first when making design decisions about development. If the design puts people first and is context sensitive through appropriate built form, the density contained within has much less relevance with regards to community benefit or impact. In fact, using urban design and built form as tools for assessing compatibility of development can lead to higher density developments that are also context sensitive. This allows more people to live in a context sensitive development where everyday services and amenities are immediately accessible.

As described in subsequent section of this letter, the proposed building design is compatible and consistent with its surrounding context as built form and urban design were the core focus in developing the building design and addressing applicable policy criteria.

2. Compatibility and consistency with adjacent uses and the existing development form in the area in terms of the use, bulk, and scale of the proposal:

The proposed design consists of a mid-rise building form reaching a height of 5 storeys plus a common indoor amenity penthouse facing Waverley Road and 3 storeys facing the rear portion of the site. The design includes two major components (see Figures 4 and 5):

- a) A two-storey podium/streetwall oriented towards Waverley Road and Montebello Drive. The podium/streetwall on Waverly Road is oriented slightly closer the street and includes commercial or grade oriented residential uses on the 1st and 2nd level. We feel the podium design along Waverley Road is consistent and compatible with the Waverly Road commercial corridor in terms of use, bulk and scale. Properties located directly across the street are zoned for commercial uses and are sub-designated 'Mixed Use' within the 'Waverley Road' designation. Therefore, existing policy enables the consideration on multiple unit mixed-use developments on these properties as well.

The two-storey podium/streetwall on Montebello Drive includes more significant setbacks from the streetline with grade-related, two-level townhouse style units that would have direct access to the sidewalk through landscaped front yards. We feel the residential townhouse podium and landscaped streetline setback design along Montebello Drive is compatible and consistent in terms of use, bulk and scale with the surrounding suburban context. Properties located across the street and within the residential subdivision are predominately single-family residential uses ranging in height from 2-3 storeys with landscaped front yards.

- b) The proposed design includes a three-storey multi-unit form located on top of the two-storey podium (5 total storeys plus a common indoor amenity penthouse). This component of the development is stepped back from the podium to create a human scaled streetscape experience. The mid-rise form is oriented to the interior portion of the site, away from abutting streets and existing low-rise residential buildings in order to minimize visual impact. The design integrates the massing into the sites slope to reduce the scale and impact towards the east where low-rise residential uses exist. The eastern face of the proposed building, which abuts the low-rise residential uses to the east, reaches a total height of 3 storeys (approximately 30-35 ft.). The abutting properties to the east are currently zoned for single family residential uses and have a maximum height limit of 35 ft. (approx. 3 storeys). As such, we feel the proposed design of the multi-unit form is strategically integrated into the site to be consistent and compatible with adjacent uses in terms of use, bulk and scale.



Figure 4: Design Components



Figure 5: Height of Eastern Building Face

3. Buffering, landscaping and screening to reduce potential incompatibilities with adjacent land uses:

The proposed building design (see Attachment A) includes significant streetline setbacks. These setbacks enable the integration of landscaping and potential preservation of select street trees to allow for better improvements to the public realm. The podium also intends to have grade-related townhouse style units with direct access to landscaped front yards, creating activity, articulation and variety at the street level.

The proposed development site abuts a low-rise residential neighbourhood to the east. As such, in preparing our proposed site and building design, we referred to the recently adopted CentrePlan as a guide for transitioning to the low-rise residential

neighbourhood. The design proposal includes a 7.5-metre setback from the majority of the eastern property line (excluding a 1-storey portion of the building that accommodates the parking entrance), which is generally consistent with the transition line setback within the Regional Centre Land Use By-law.

4. Access, impact on traffic and servicing infrastructure:

The site is located at the intersection of two major streets and is within a commercial corridor that abuts a low-rise residential area. Considering this local context, the proposed building design includes significant streetline setbacks, particularly along Montebello Drive and at the intersection of Waverley Road and Montebello Drive. These setbacks not only provide visual relief for vehicles at the intersection, but also allows for potential future expansion / widening of Waverly Road and/or Montebello Drive near the intersection to accommodate any future traffic demand.

The revised design includes a driveway off Montebello Drive, providing vehicular access to underground parking at the easternmost portion of the site, furthest away from the intersection. Montebello Drive has lower traffic volumes than Waverley Road and does not include any commercial driveways that often have higher traffic volumes.

Please refer to Attachments C & D for additional information regarding traffic and servicing.

4.0 Closing

We trust that the enclosed materials satisfy the application requirements. Should you have any questions, comments or concerns with regards to this application, please do not hesitate to contact the undersigned.

Sincerely,

Original Signed

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