




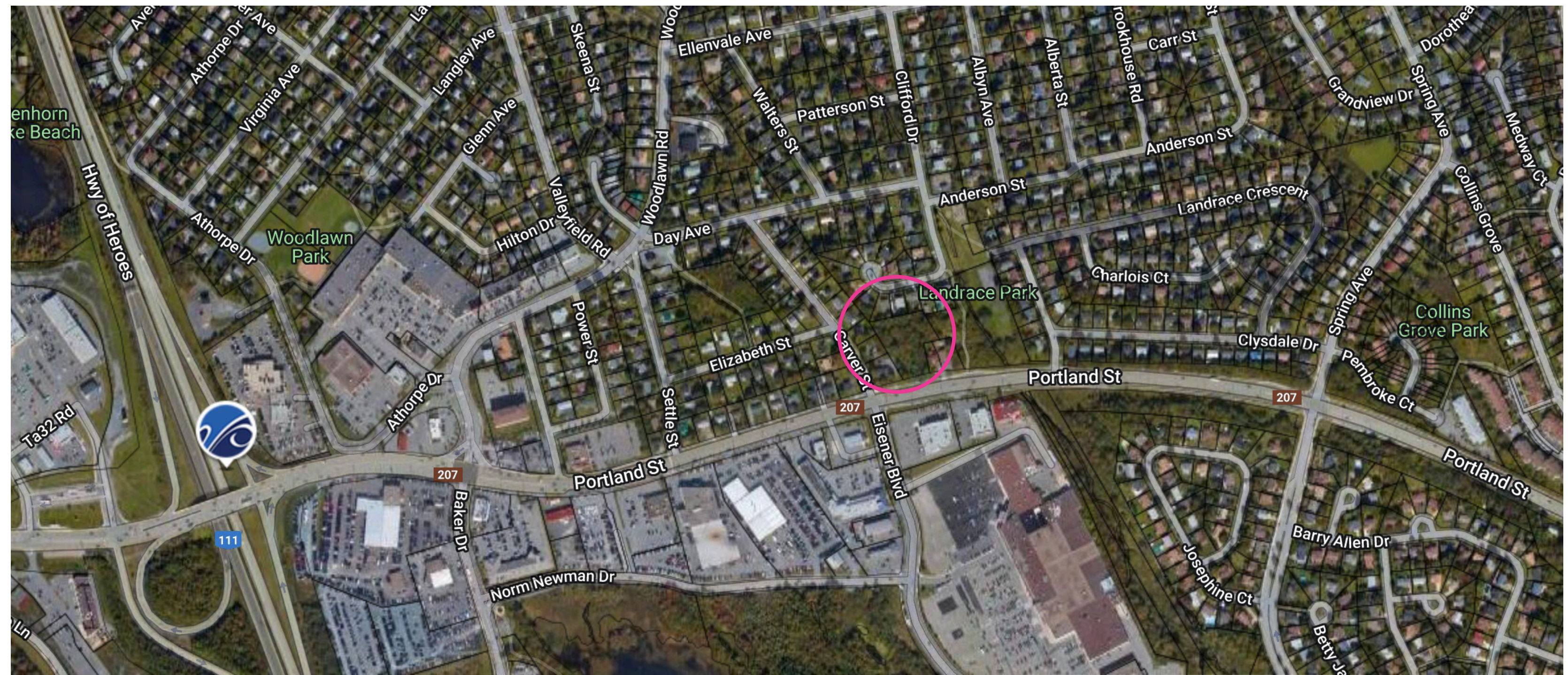
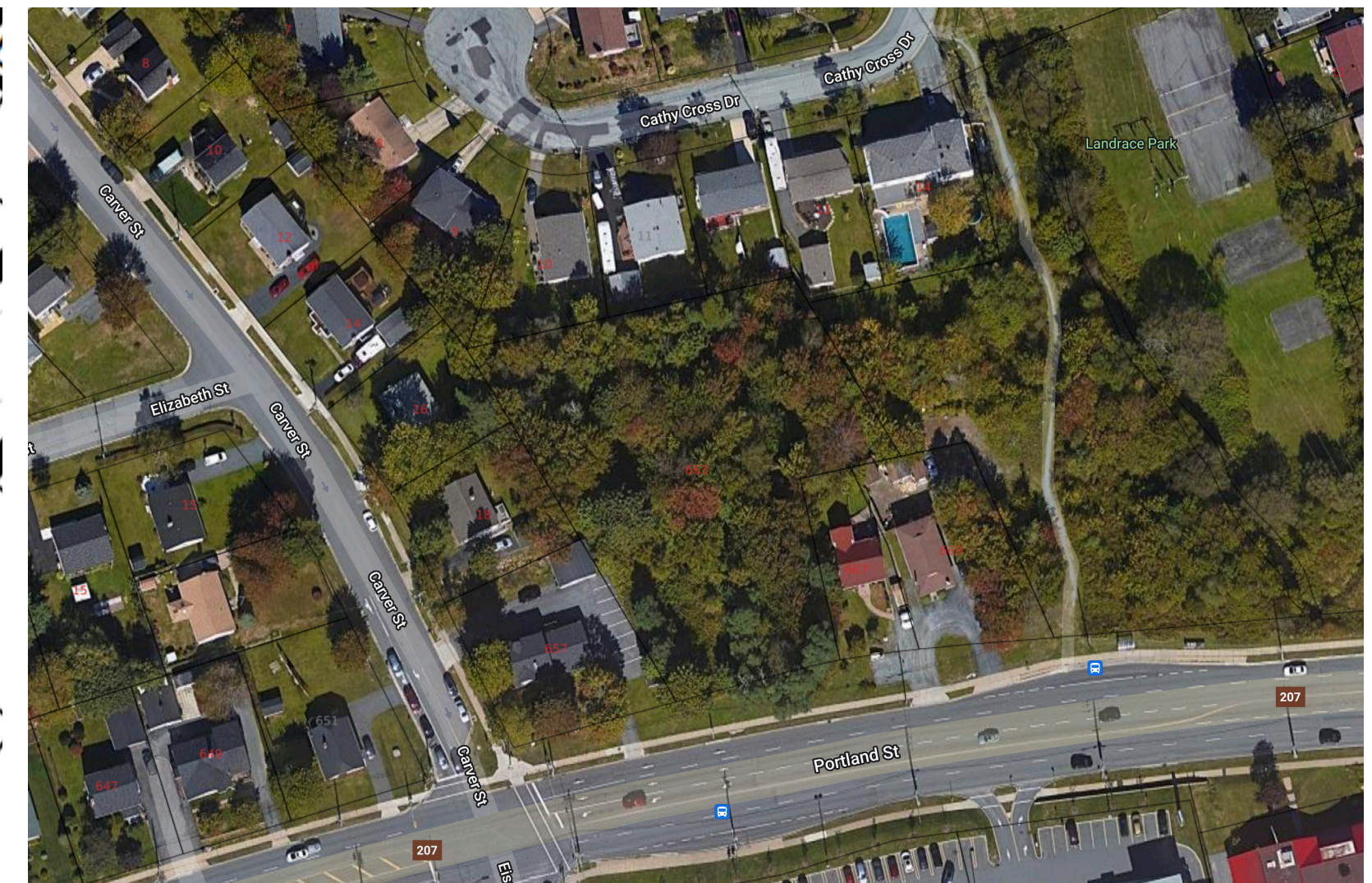
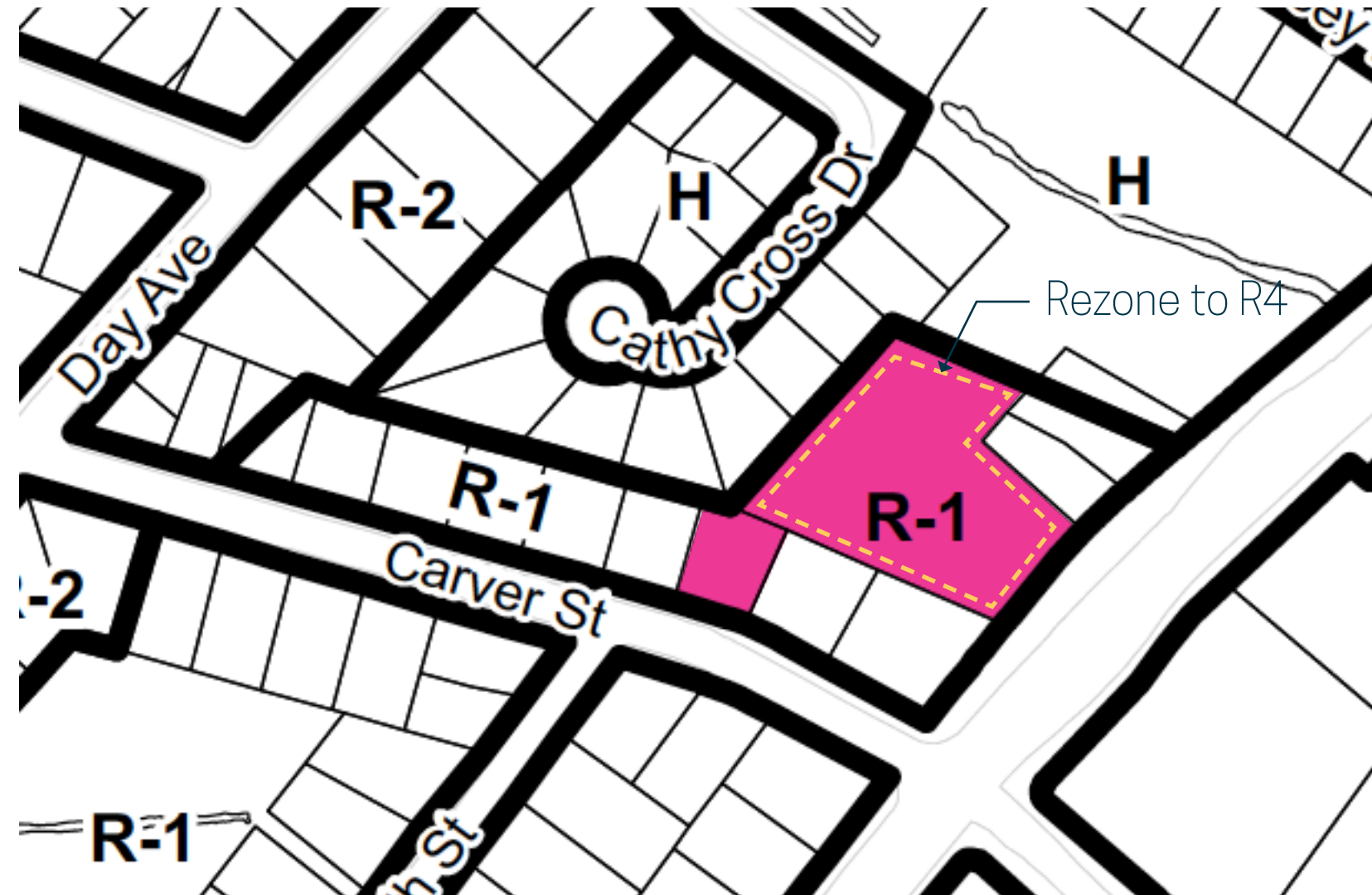
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# Portland - Carver Street DA Application Public Information Meeting March 29, 2022



# 00 Planning





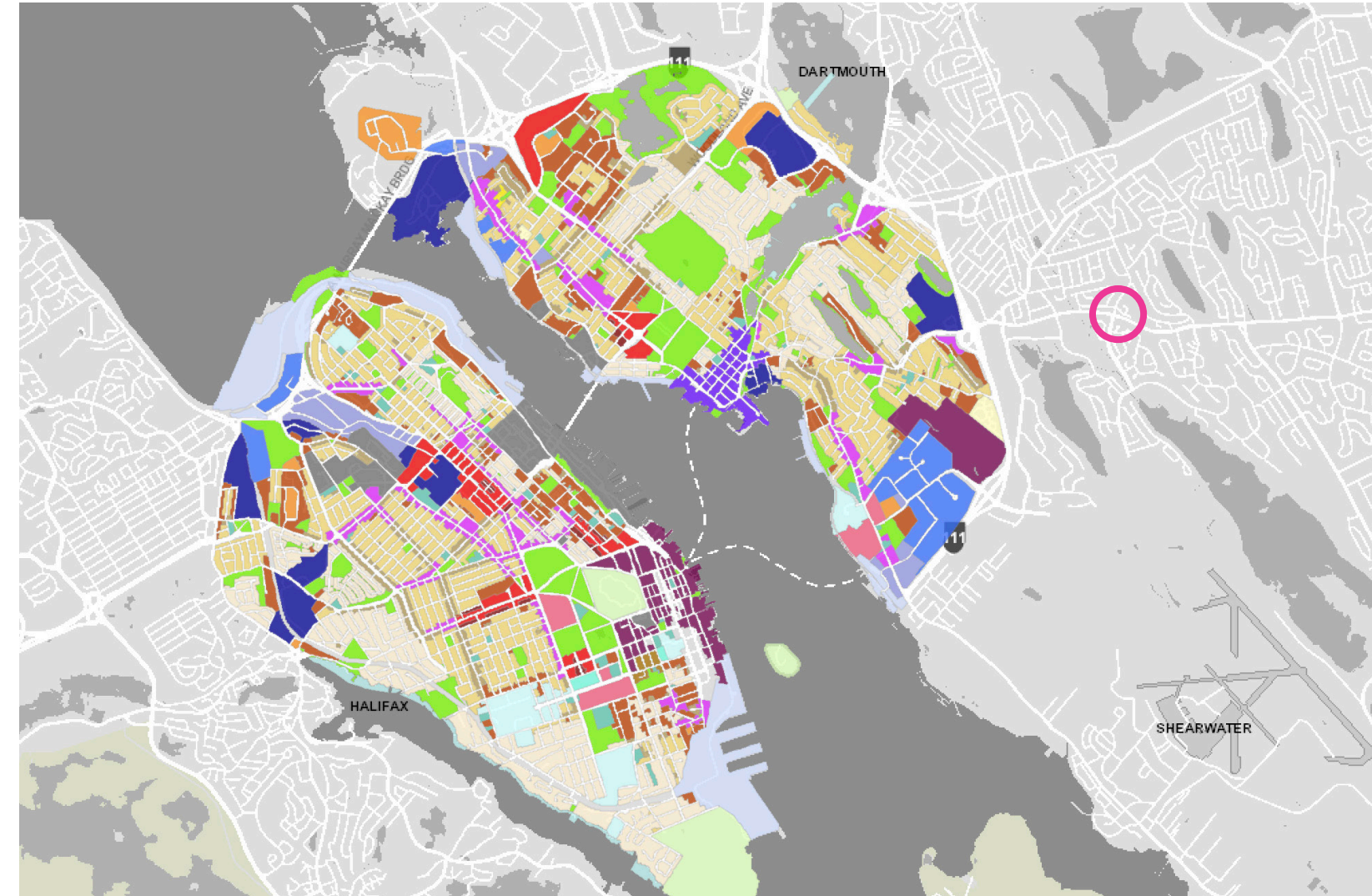
# Policy Considerations

- No Plan Amendment Needed for rezoning
- MPS Policy IP-1(c) - Zoning Amendments
- MPS Policy IP-5 - DA's for Apartment Buildings

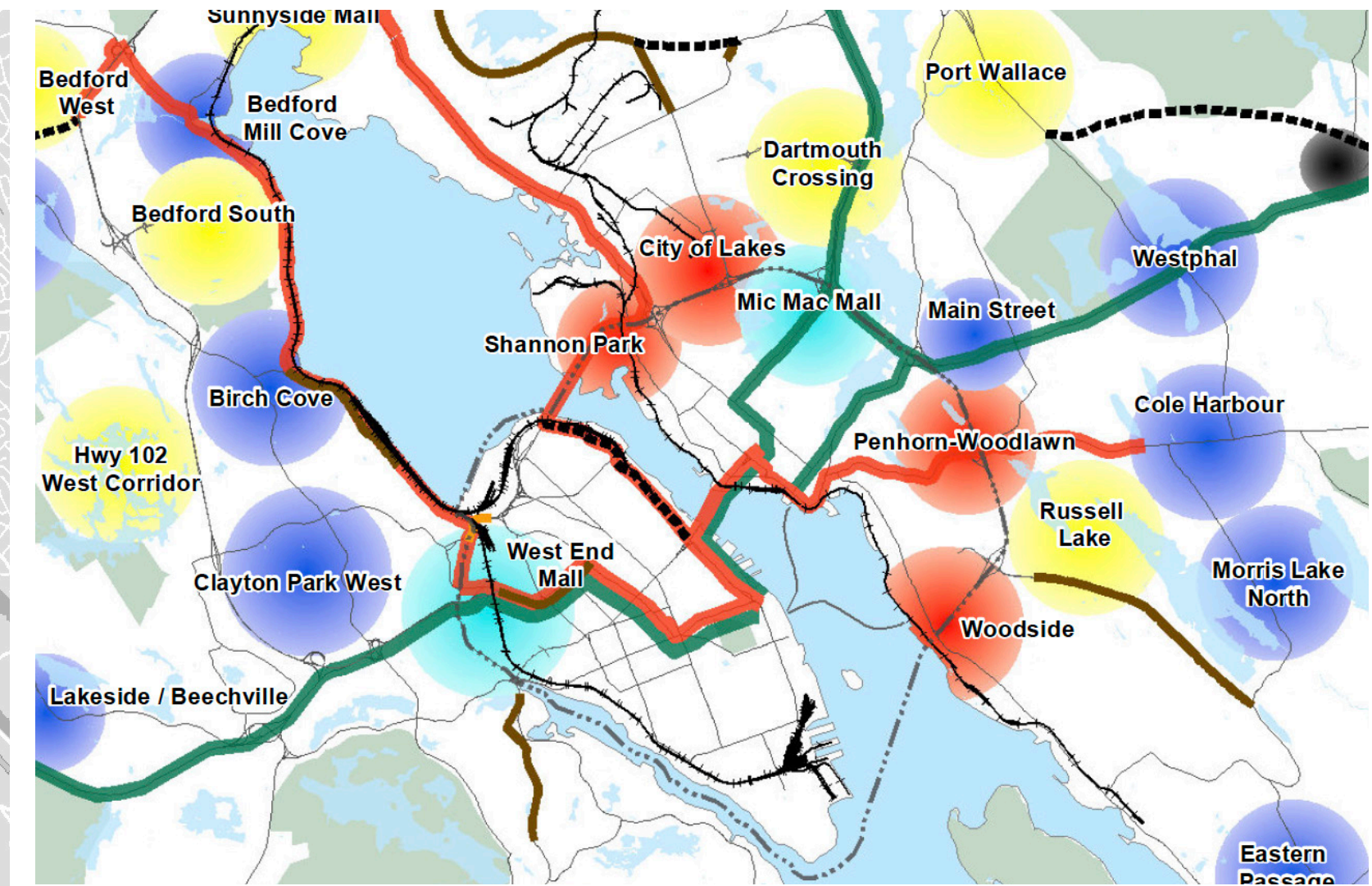


# 00 Planning Context

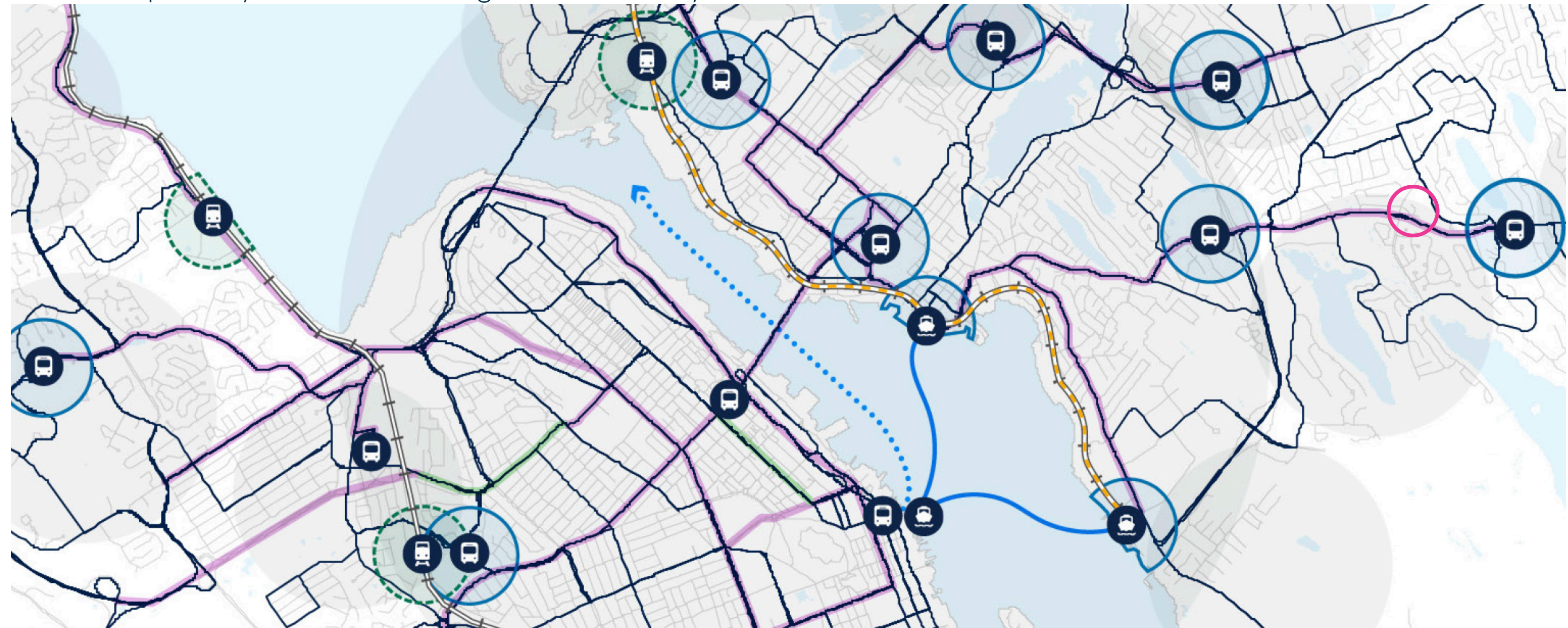
Centre Plan



Regional Local Growth Centre - Regional Plan



Transit priority Corridor - Integrated Mobility Plan





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## Portland Street Functional Plan

## Transit Oriented Developments on Portland Corridor

Project  
Background

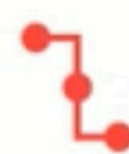
# Integrating Transportation and Land Use Planning



Identifies areas for  
more growth and  
housing  
opportunities



Land use and transit  
mutually support  
each other



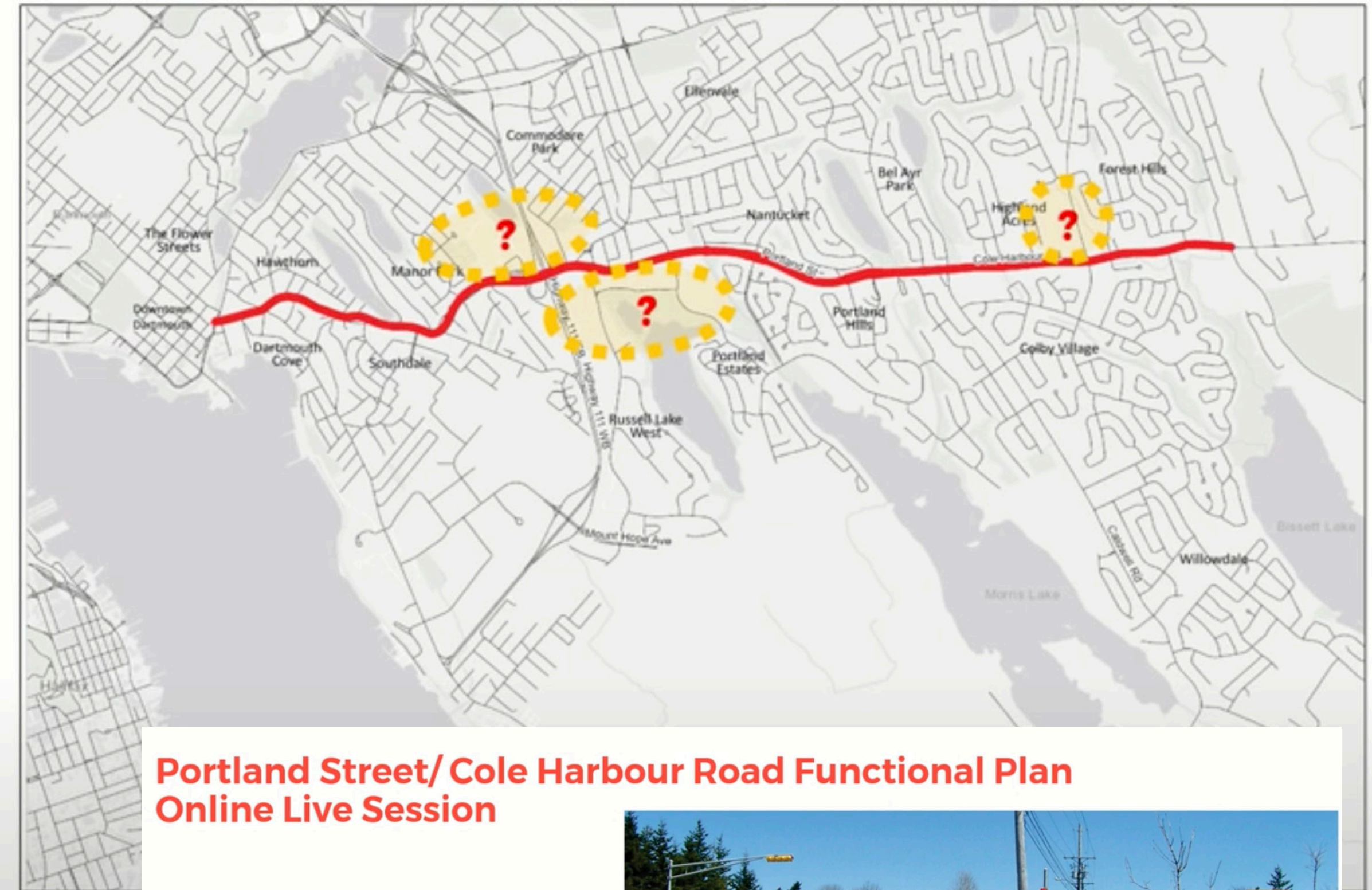
Provides better  
connections for  
residents



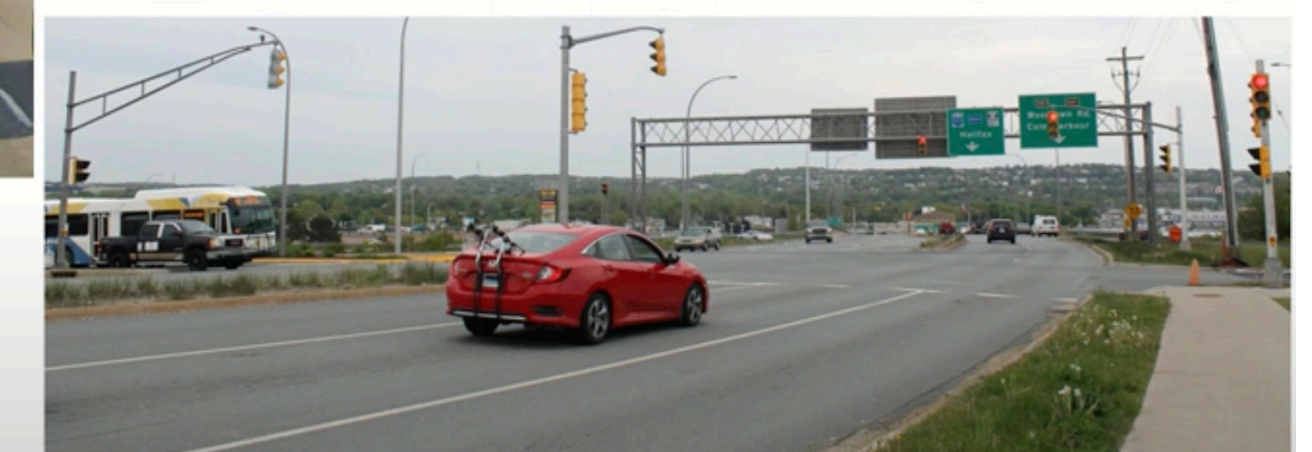
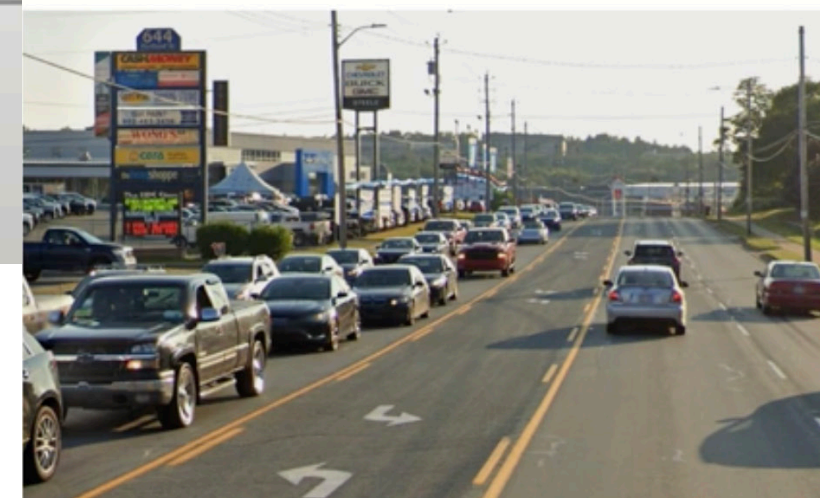
Makes better use of  
public investments



Promotes  
sustainable growth  
and travel patterns



## Portland Street/ Cole Harbour Road Functional Plan Online Live Session



wsp  
HALIFAX

April 7, 2021







PROJECT INFORMATION:

LOT SIZE: 4544m2

BUILDING FOOTPRINT: 1500m2

LOT COVERAGE: 35%

EXTERNAL AMENITY SPACE AREA: 467m2

MINIMUM SETBACKS:

FRONT: 2.00m

SIDE: 6.00m

REAR: 10.96m

PARKING STALLS

SURFACE PARKING STALLS

P1 GARAGE STALLS

P2 GARAGE STALLS

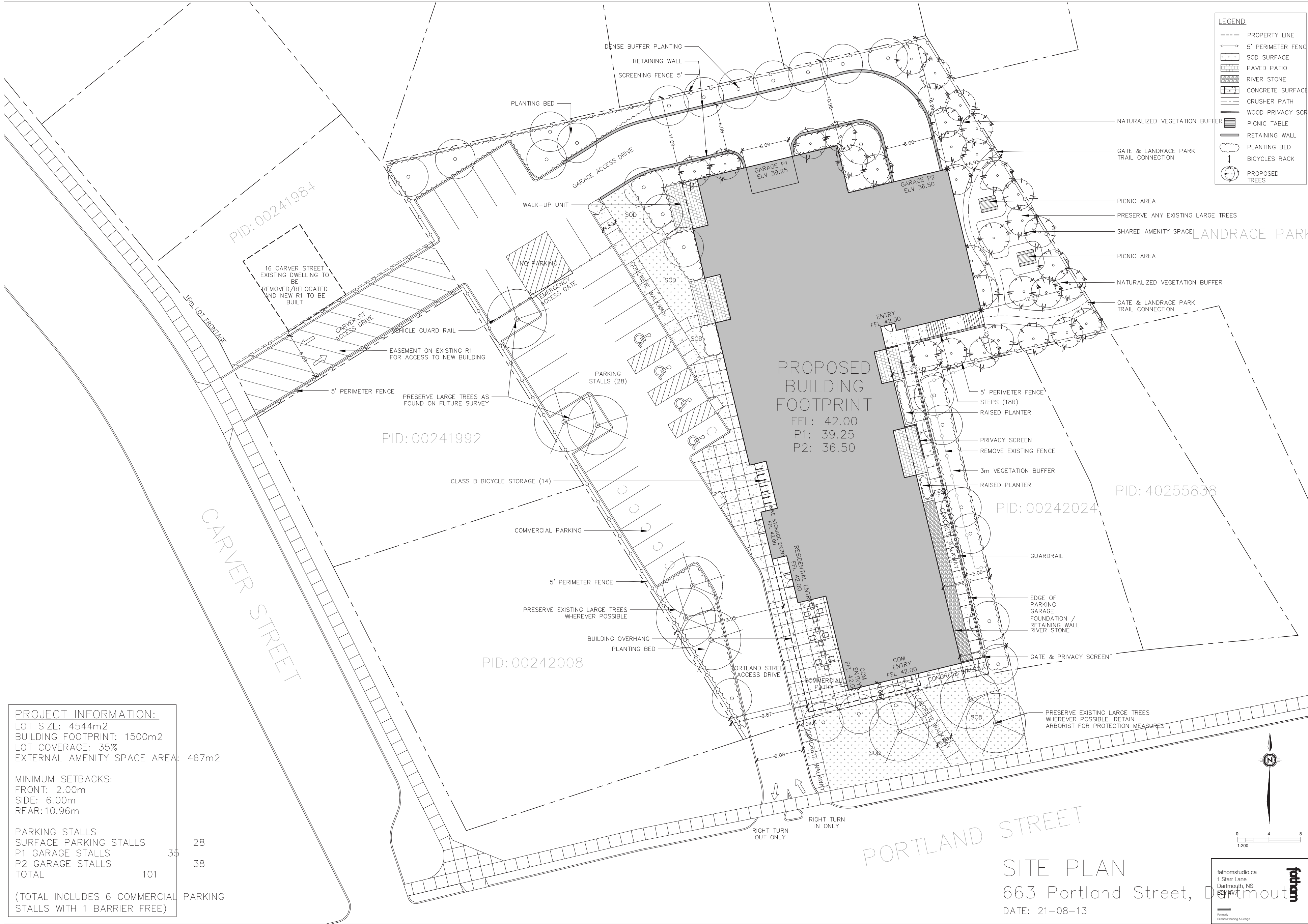
TOTAL

35

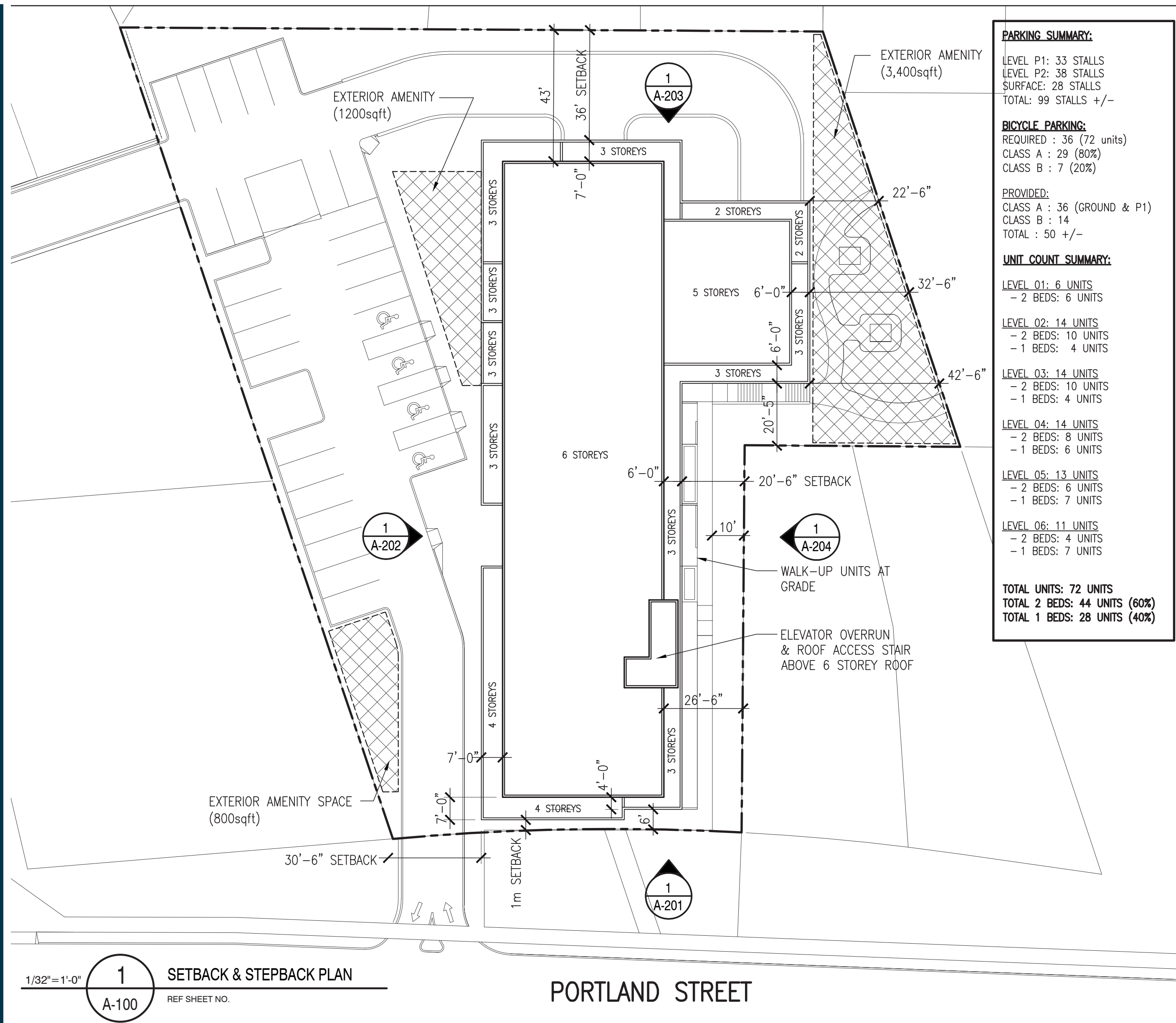
38



101

(TOTAL INCLUDES 6 COMMERCIAL PARKING STALLS WITH 1 BARRIER FREE)







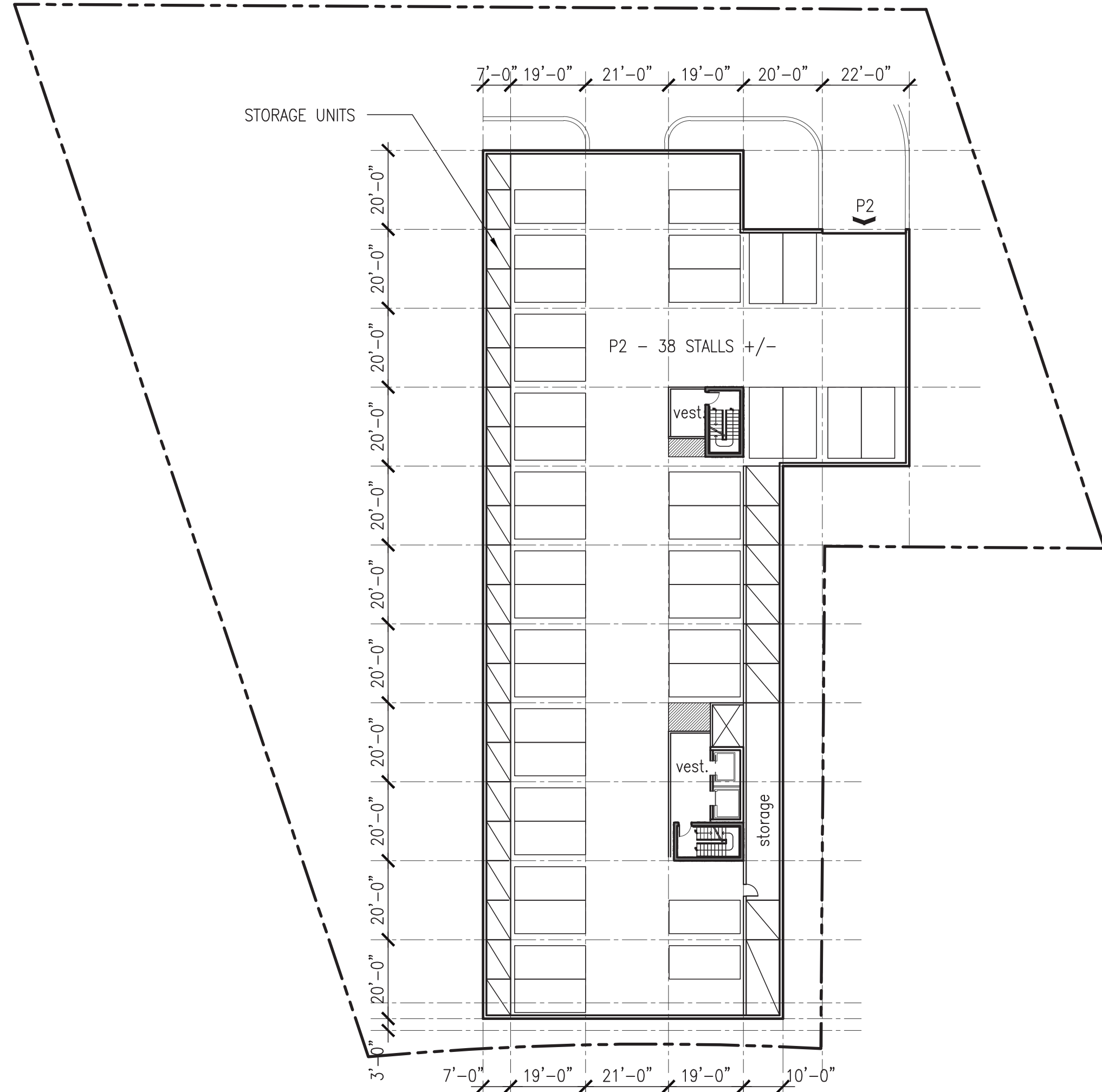
<b>BUILDING AMENITY:</b>
<b>R4 AMENITY REQUIRED:</b>
100sqft for 1 beds (34)
300sqft for 2 beds (49)
TOTAL REQUIRED: 18,100sqft
<b>AMENITY PROVIDED:</b>
LEVEL 01 : 2,400sqft
LEVEL 05 ROOF: 1,600sqft
EXTERIOR : 5,400sqft +/-
TOTAL: 9,400sqft
* various private rooftop amenity space and outboard patios provided beyond this amenity
 exterior amenity space.
 private rooftop balcony
<b>R4 SITE REQUIREMENTS (6 STOREYS)</b>
1 BEDS: 28(380sqft)=10,640sqft
2 BEDS: 44(610sqft)=26,840sqft
TOTAL REQUIRED: 37,480sqft
SITE AREA: 48,900sqft
<b>BUILDING FOOTPRINT:</b>
18,700sqf
LOT COVERAGE:
Allowed: 24,450sqft (50%)
Proposed: 18,700sqft (38%)
<b>GROUND FLOOR:</b> 42.00m
<b>AVERAGE GRADE:</b> 41.14
(Refer to Landscape)

<b>Fathom Architecture Inc., Fathom Studio fathomstudio.ca 1 Starr Lane Dartmouth, NS B2Y 4V7</b>			<b>fathom</b>
			KEY PLAN
REVISIONS			DATE
PROJECT			
663 PORTLAND ST. MIXED-USE DEVELOPMENT			
D.A. APPLICATION			
CLIENT CLARK WILKINS			
SCALE	DATE		
DRAWN BY	CHECKED	REVIEWED	
APPROVED			
SEAL			
NOT FOR CONSTRUCTION			
DRAWING			
SETBACK PLAN			
DRAWING NO.			
A-100			





fathom



1/32"=1'-0"

1

A-101

P2 PARKING PLAN

REF SHEET NO.  
P2 PARKING: 38 STALLS + STORAGE

Fathom Architecture Inc.,  
Fathom Studio  
fathomstudio.ca  
1 Starr Lane  
Dartmouth, NS  
B2Y 4V7

fathom

KEY PLAN

REVISIONS DATE

PROJECT  
663 PORTLAND ST.  
MIXED-USE  
DEVELOPMENT

D.A. APPLICATION  
CLIENT  
CLARK WILKINS

SCALE DATE

DRAWN BY CHECKED REVIEWED

APPROVED

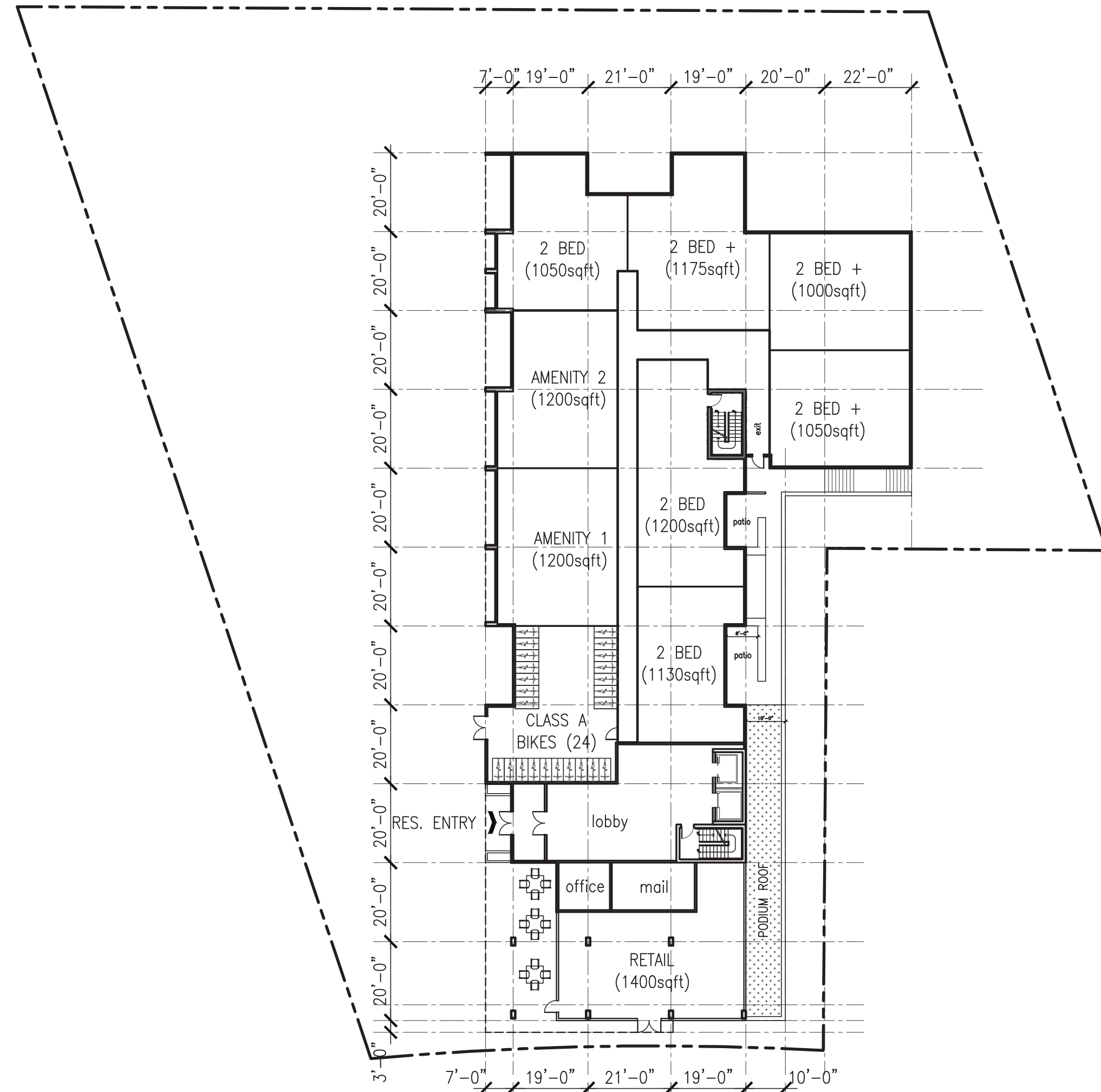
SEAL

NOT FOR  
CONSTRUCTION

DRAWING  
P2 PARKING

DRAWING NO.  
A-101





1

## LEVEL 01 FLOOR PLAN

REF SHEET NO.  
6 UNITS

fathom

## KEY PLAN

REVISIONS	DATE
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PROJECT  
663 PORTLAND ST.  
MIXED-USE  
DEVELOPMENT

D.A. APPLICATION

CLIENT  
CLARK WILKINS

SCALE	DATE
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DRAWN BY	CHECKED	REVIEWED
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APPROVED

SEAL

NOT FOR  
CONSTRUCTION

DRAWING

LEVEL 01

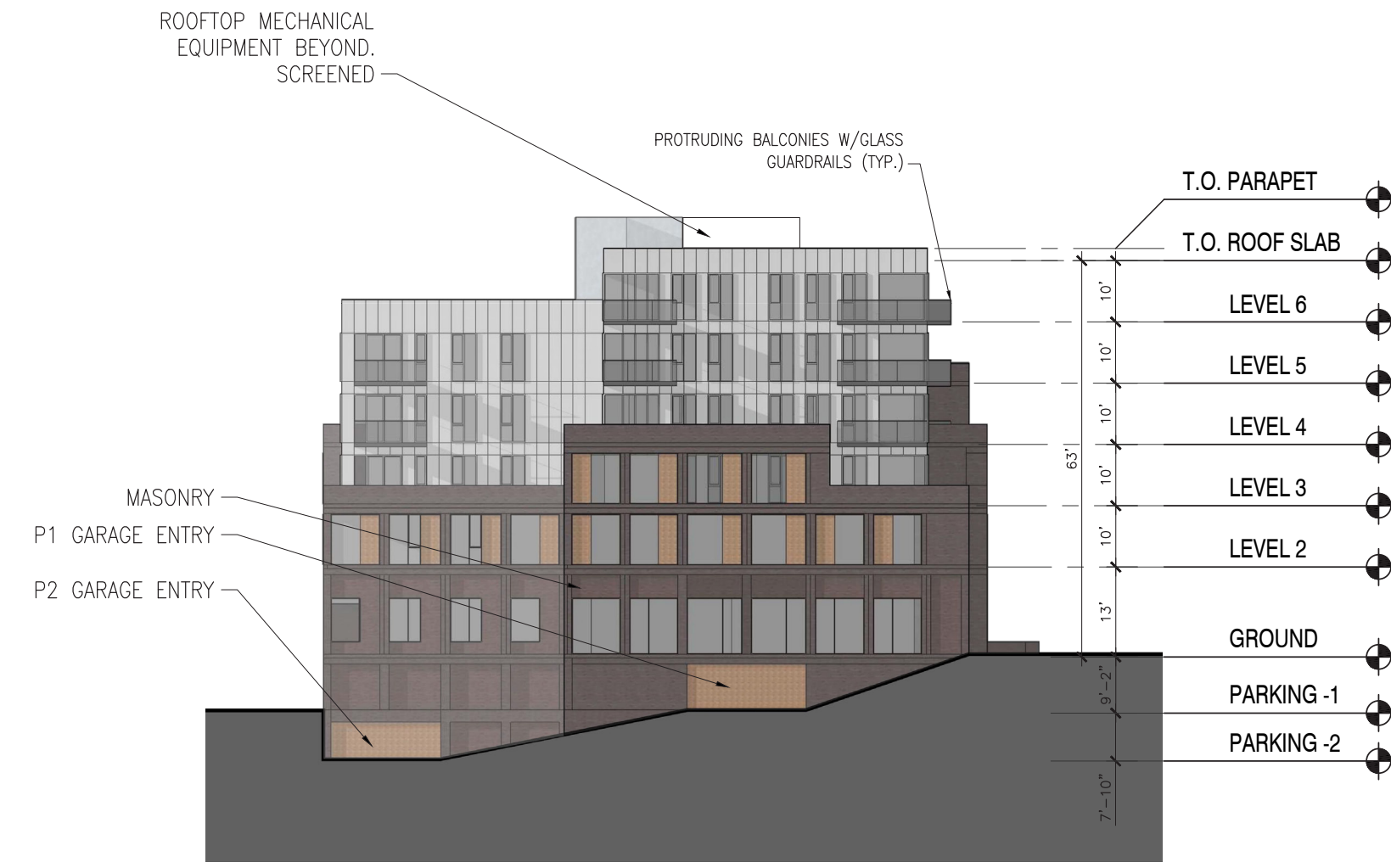
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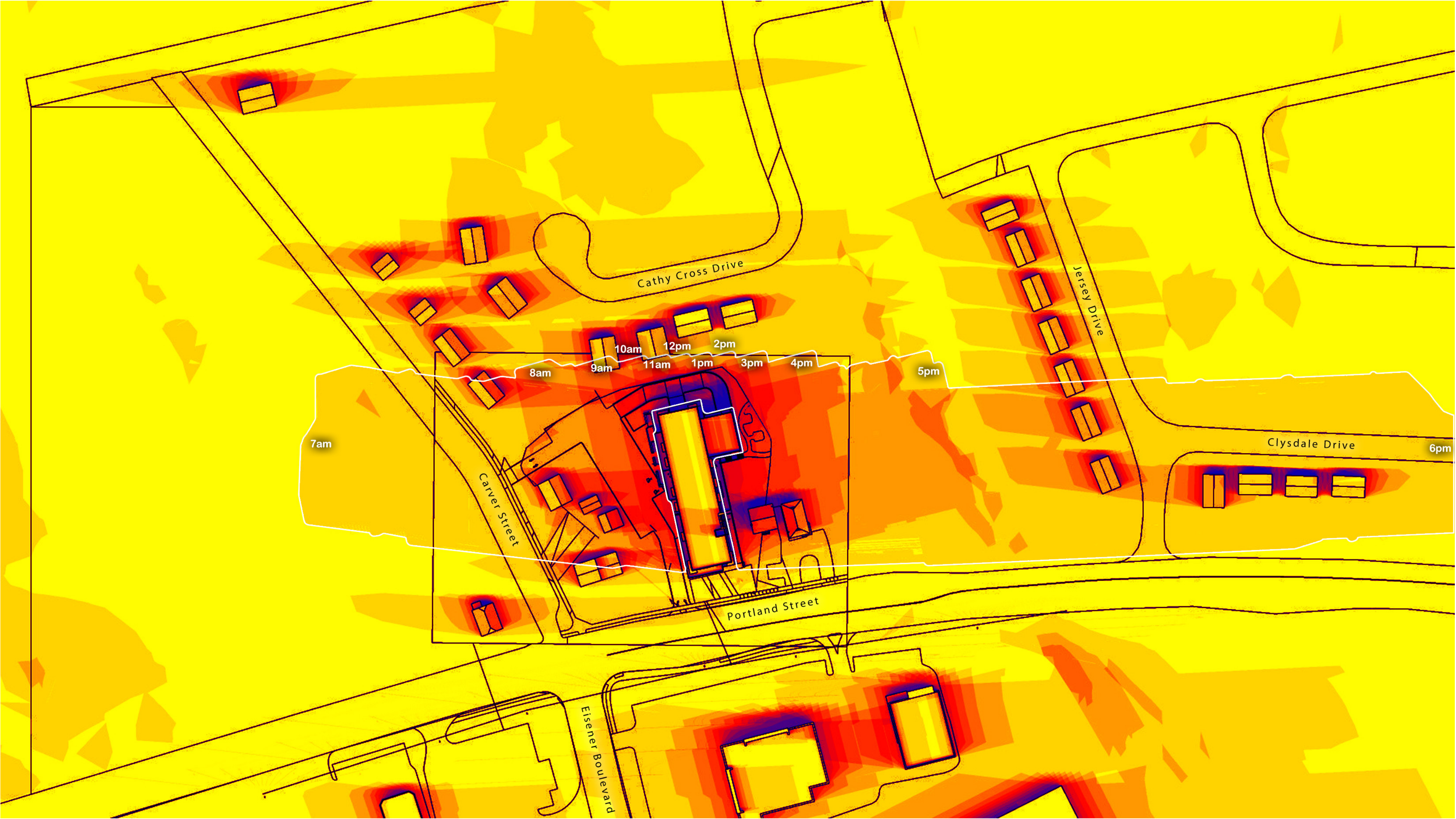
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Wilikins - Portland at Carver Street Development

Shade Study for September 21



fathom

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- HRM Guidelines for the Preparation of Transportation Impact Studies
- Excellent transit and AT opportunities
- Great access to major routes
- Robust connections
- Low impact (12 of 3500 vehicles at Portland / Woodlawn / Baker)
- Portland RIRO - Low impact
- Compatible with existing and future transit



Land Use	Trip Code	# Units	Variable	AM Peak			PM Peak		
				Enter	Exit	TOTAL	Enter	Exit	TOTAL
Mid-Rise Residential	223	86	Units	7	19	26	22	9	31





# MPS Policy IP-1(c) - Zoning Amendments

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

- **MPS from 1978**
- **Regional Plan and IMP suggest density along the Portland Corridor**
- **Impending release of the Portland Street Functional Plan aimed at a transit priority corridor and adjacent transit oriented development**

(2) that 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

- **One of many future TOD along Portland Street near commercial nodes like Superstore**
- **New 5-storey mixed use at Portland Hills Drive under construction**
- **Increased setback from 10-13m at the rear**
- **2m Stepback at the 3rd storey**
- **Decks moved from the rear of the building to the sides**





# MPS Policy IP-1(c) - Zoning Amendments

In considering zoning amendments and contract zoning, Council shall have regard to the following:

(3) provisions for buffering, landscaping, screening, and access control to reduce potential incompatibilities with adjacent land uses and traffic arteries

- **Access from Portland Street limited to commercial uses and no shortcutting through to Carver**
- **Parking garage driveway moved further south to provide additional landscaping**
- **landscaping and fencing around perimeter.**
- **Developer will try to save any large trees at the edge of the property**





# MPS Policy IP-1(c) - Zoning Amendments

In considering zoning amendments and contract zoning, Council shall have regard to the following:

(4) that the proposal is not premature or inappropriate by reason of:

- (i) the financial capability of the City is to absorb any costs relating to the development
- (ii) the adequacy of sewer and water services and public utilities
- (iii) the adequacy and proximity of schools, recreation and other public facilities
- (iv) the adequacy of transportation networks in adjacent to or leading to the development
- (v) existing or potential dangers for the contamination of water bodies or courses or the creation of erosion or sedimentation of such areas
- (vi) preventing public access to the shorelines or the waterfront
- (vii) the presence of natural, historical features, buildings or sites
- (viii) create a scattered development pattern requiring extensions to truck facilities and public services while other such facilities remain under utilized
- (ix) the detrimental economic or social effect that it may have on other areas of the City.

- **We believe this development meets all of the criteria outlined above**





# MPS Policy IP-1(c) - Zoning Amendments

In considering zoning amendments and contract zoning, Council shall have regard to the following:

(5) that the proposal is not an obnoxious use

- **The proposal is not a noxious use.**

(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 near by land uses and public facilities. Such controls may relate to, but are not limited to, the following:

- (i) **type of use, density, and phasing**
- (ii) **emissions including air, water, noise**
- (iii) **traffic generation, access to and egress from the site, and parking**
- (iv) **open storage and landscaping**
- (v) **provisions for pedestrian movement and safety**
- (vi) **management of open space, parks, walkways**
- (vii) **drainage both natural and sub-surface and soil-stability**
- (viii) **performance bonds.**
- **These controls could be placed through the DA if needed**





# MPS Policy IP-1(c) - Zoning Amendments

In considering zoning amendments and contract zoning, Council shall have regard to the following:

(7) suitability of the proposed site in terms of steepness of slope, soil conditions, rock out-croppings, location of watercourses, marshes, swamps, bogs, areas subject to flooding, proximity to major highways, ramps, railroads, or other nuisance factors

- **This site is ideally suited as a transit oriented development on land that will support it**

(8) that in addition to the public hearing requirements as set out in the Planning Act and City by-laws, all applications for amendments may be aired to the public via the “voluntary” public hearing process established by City Council for the purposes of information exchange between the applicant and residents. This voluntary meeting allows the residents to clearly understand the proposal previous to the formal public hearing before City Council

- **This will be part of the public process for the rezoning and DA**





## MPS Policy IP-1(c) - Zoning Amendments

In considering zoning amendments and contract zoning, Council shall have regard to the following:

(9) that in addition to the foregoing, all zoning amendments are prepared in sufficient detail to provide:

- (i) Council with a clear indication of the nature of proposed development, and
- (ii) permit staff to assess and determine the impact such development would have on the land and the surrounding community

- **Provided**





# MPS Policy IP-5 - DA's for Apartment Buildings

According to Policy IP-5, “in considering the approval of such Agreements, Council shall consider the following criteria”

(a) adequacy of the exterior design, height, bulk and scale of the new apartment development with respect to its compatibility with the existing neighbourhood;

- **Again, 13m setback, 2m stepbacks, landscaping, fencing, relocation of rear decks**

(b) adequacy of controls placed on the proposed development to reduce conflict with any adjacent or nearby land uses by reason of:

(ii) traffic generation, access to and egress from the site; and

- **access restrictions described above between Carver and Portland**

(iii) parking;

- **The parking ratio of 1.45 (105 spaces) will address the parking needs of this building, even though we anticipate this location's proximity to the rapid transit corridor will reduce personal vehicle reliance. Bike parking has been provided in this development consistent with Centre Plan standards (35 Class A and 8 Class B spaces).**

(c) adequacy or proximity of schools, recreation areas and other community facilities;

- **The site borders Landrace Park and is within close walking distance of Elenvale Junior High, Brookhouse Elementary, and Prince Andrew High School, Portland Estates Elementary, Bel Ayr Elementary and Eric Graves Memorial Jr High.**





# MPS Policy IP-5 - DA's for Apartment Buildings

According to Policy IP-5, “in considering the approval of such Agreements, Council shall consider the following criteria”

(d) adequacy of transportation networks in, adjacent to, and leading to the development;

- **The site borders the Portland Street Rapid Transit Corridor but has controlled access off of Carver Street.**

(e) 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;

- **All are considered as part of the plan as shown, including 9,400 sq.ft. of amenity space (2,400 interior, 2,000 roof, and 5,000 park space).**

(f) that mature trees and other natural site features are preserved where possible;

- **Where possible, mature trees will be preserved in buffer areas around the site. New caliper trees will be planted as shown in the planting plan.**





# MPS Policy IP-5 - DA's for Apartment Buildings

According to Policy IP-5, “in considering the approval of such Agreements, Council shall consider the following criteria”

(g) adequacy of buffering from abutting land uses;

- **The development has a minimum 6m sideyard setback and a 13m rear yard setback as well as stepbacks above the 3rd storey.**

(h) the impacts of altering land levels as it relates to drainage, aesthetics and soil stability and slope treatment; and

- **The site is generally flat and drains to the Landrace park site to the northeast.**



# Concluding Remarks

- We believe that the proposed development is consistent with the type of development that will be encouraged along the transit priority corridor planned for Portland Street in the near future.
- The location is ideal for walking and cycling due to the close proximity of trails, and surrounding commercial uses that do not require automobile uses.
- The site is also only a 10 minute bus ride from downtown Dartmouth and a 20-30 minute bus/ferry ride to downtown Halifax.
- We have designed this development to be consistent with the COR zone in the Centre Plan area less than a kilometer to the west of this site.
- This 72 unit project will be a small part of addressing the city's housing crisis

