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June 6, 2016

Luc Ouellet, Planner III, Urban Enabled Applications
HRM Planning Applications
Halifax Regional Municipality
PO Box 1749
Halifax, NS B3J 3A5

Re: Joint Application for Rezoning and Development Agreement for Dartmouth Crossing (PID 41255019)

Dear Mr. Ouellet:

On behalf of our client, North American Development Group, please accept this letter and enclosed material in application for a development agreement for a portion of PID 41255019 at Dartmouth Crossing. We request that this application be processed concurrently with Case #20395, an application to rezone a portion of PID 41255019 to BCDD.

To support our application, we have included the following:

- Application form
- Site Plan and Reduced Site Plan
- Concept street and services drawings
- Preliminary Building Drawings
- Traffic Impact Letter
- Stormwater Servicing Letter
- Parcel Description
- Digital copies of the material above

Overview

This application concerns an area of approximately 8 acres (3.2 ha) of the remaining 58-acre (23.5 ha) parcel in Phase 1 of Dartmouth Crossing. The remainder of Phase 1 is intended for future development, as described in the previous rezoning application submission. The first proposed residential phase - the subject of this development agreement application - is located near the northern tip of PID 41255019, at the intersection of Shubie Drive and Finlay Drive (Fig. 1).

While the site is vacant today, it has been used for quarrying activity in the past. Grassy Brook crosses the northern part of the property and a large wetland runs along the western boundary.

Case #20395, to be reviewed concurrently, outlines Dartmouth Crossing Limited's rationale for moving the residential development at Dartmouth Crossing to this location.

The rezoning request is for a BCDD zone. Within the BCDD zone, development shall only be permitted by development agreement and in accordance with the criteria contained in Policy BC-16 (Dartmouth MPS). This submission has been developed to meet the intent of the BCDD zone and, in particular, the development agreement criteria as contained in Policy BC-16.



Figure 1: Location of Proposed residential development within the first phase of Dartmouth Crossing

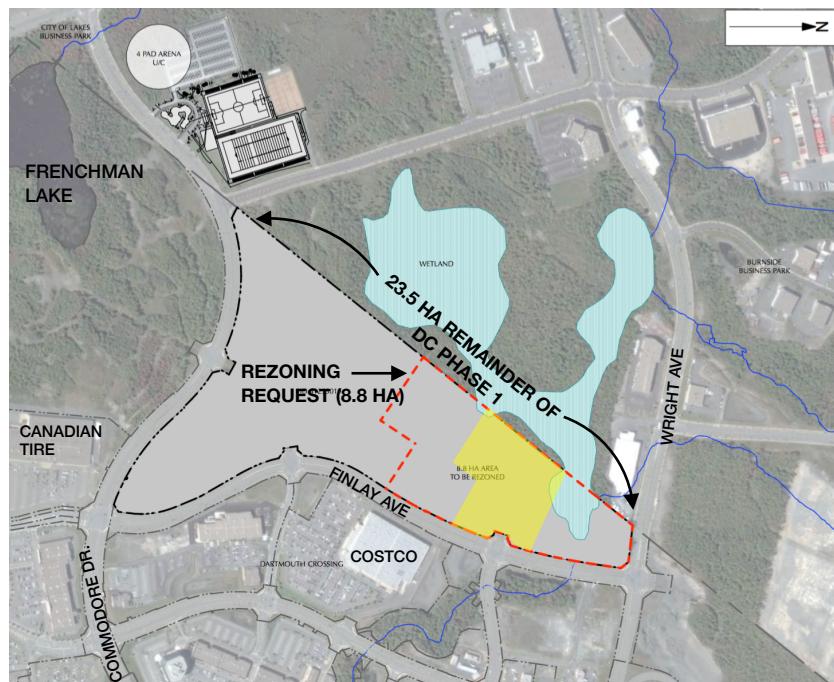


Figure 2: Approximate extent of area subject to rezoning request (dashed red line) (Case #20395) and Development Agreement application (yellow).

Development Concept

This application represents the first phase of a larger residential component that has been anticipated from the beginning of the overall development of the Dartmouth Crossing campus. The introduction of residential at this later stage in the development ensures that residents will benefit from having commercial, entertainment and recreational amenities and public transit routes already in place. This residential first phase is focused on creating a quality neighbourhood from the very beginning, and completing safe and convenient street and active transportation (AT) connections to the surrounding retail, recreation and employment areas.

This initial residential phase (see Fig. 3) consists of two multiple unit buildings, offering a range of housing types, as well as shared private amenities, including a potential indoor pool and private parkland. Community commercial space for a potential child care centre, intended to serve both residents and employees in the area, is also contemplated.



Figure 3: Integrated Site Plan.

The developer has retained two architecture firms - Michael Napier Architecture and Kassner Goodspeed Architects Ltd. - to build diversity in architectural expression from the beginning. Building A (Michael Napier Architecture) is a 229-unit mid- to high-rise townhouse-podium style building, with two towers situated on a single podium. The building offers townhouse-style and apartment-style units, interior parking, and a large shared amenity space that will be also accessible to residents of Building B. Building B (Kassner Goodspeed Architects Ltd.) is a 53-unit loft-style building with interior parking, and landscaped podium at street level. The grade differential at the site, allows for an optional commercial space on the Finlay side of the building. See **Table 1** for detailed building information.

Table 1: Detailed building description

Building	Building A - TH/Podium Style <i>Michael Napier Architecture</i>			Building B - Loft Style <i>Kassner Goodspeed Architecture</i>			Overall Phase 1
Total Units	Tower 1 Tower 2 Townhouses Total	92 122 15 <u>229</u>			53		282
Unit Mix	1 BR 1 BR + Den 2 BR	42 42 145		1 BR 1 BR + Den 2 BR	5 - 48		47 / 17% 42 / 15% 193 / 68%
Parking	Interior Exterior Total Ratio	255 30 <u>285</u> 1.24		Interior Exterior Total Ratio	54 24 <u>78</u> 1.5		
Optional Commercial		7,559 SF			5,000 SF		
Private Amenity Space	Pool/access. uses Landscaped podium Private Balconies	8,072 SF 2,700 SF 22,250SF		Gym Roof Terrace Landscaped podium Meeting Room Private Balconies	900 SF 2000 SF 2,300 SF 800 SF 2915 SF		
Building Height in Storeys	Podium/TH Tower 1 Tower 2	2 9+PH 12+PH			6		

Buildings A and B set the tone for the new neighbourhood. Entering the site via an extension of Shubie Drive, the corner of Building A, revealed as you enter the site, creates a point of visual interest through the positioning of the building and use of materials and window pattern. To the left, Building B provides for a transition from the retail commercial component of Dartmouth Crossing to the new residential neighbourhood. These buildings are located to frame the entrance, and the central street and linear park, referred to together as the Esplanade. At the same

time, the linear park provides continuity and connectivity, as an open, green space and functional stormwater element that can be carried through into future phases. Key features of the site design are briefly outlined below and discussed further in the next section:

- **Shared Private Amenity Space** - Building A is proposed to have a large central amenity space with a potential pool and accessory uses. This space will be accessible to residents from both buildings, creating a recreation and social node within the community from the start. Additional private amenity spaces exist within both buildings, including fitness equipment, private balconies and shared landscape spaces.
- **Community Commercial Space** - There is a desire to have a child care centre as part of the first phase of residential development. Both Buildings A and B offer opportunities to host this use. Given it's location at the corner of Finlay and Shubie, and the grade differential between the Finlay side and the Esplanade, Building B also has the potential to host other community commercial uses if not used for a child care centre (i.e. drug store, medical clinic, spa/health club, etc.).
- **Public Street** - The neighbourhood is accessed via an extension to Shubie Drive. This is proposed as a public street and features a sidewalk on one side and a 4m-wideAT path on the other. Primary driveway access will be off this street. Secondary or driveway access to the site is also be available via Finlay Drive for Building B.
- **The Esplanade** - A central feature in this and future phases, the Esplanade offers a primary landscape organizational feature for the site, making it a unique and recognizable neighbourhood within Dartmouth Crossing. Parallel parking and curb bulb-outs work to slow down vehicles traveling through the site. The linear park runs parallel to the street and provides active and passive recreation opportunities, and includes a bioswale as a functional element in the overall stormwater management system. Buildings are positioned to frame the Esplanade and create visual interest along the street. On-street and private laneway parking ensures ample parking for visitors. The street within the Esplanade is proposed to be eventually constructed or upgraded to HRM standard so that it may be deeded to HRM as a public street in the future.
- **Public Parkland Contribution - AT Routes** - as part of the parkland contribution, it is proposed that investment and effort be made in completing the AT connections along Grassy Brook to Fish Park as consistent with the overall Phase 1 parkland plan for Dartmouth Crossing. This will bring more people into the HRM-owned Fish Park with event amphitheatre and give residents a safe and efficient AT route to the retail/office area of Dartmouth Crossing and to the AT bridge connecting to Shubie Regional Park. It is our understanding that Dartmouth Crossing has Parkland contribution credit on file as part of the overall development of the area. EDM, on behalf of Dartmouth Crossing, has been working with HRM Parks in other areas of the site to complete similar AT connections that are part of an overall AT route and parkland strategy for the area. The

site plan demonstrates the preliminary concept showing proposed enhancements and/or connections for discussion with Staff to continue this work.

- **Testing Parking Ratios** - Buildings A and B provide the majority of required parking within integrated parking garages. Some additional spaces, including visitor spaces are provided on the exterior. Together, the minimum parking ratio of 1.25 within Dartmouth (Dartmouth LUB) is achieved. In this first phase, we also propose to utilize some temporary at grade parking. The temporary parking, as generally shown on the site plan, is located in areas that are proposed to be developed in future phases.

Meeting the Intent of the Plan

The subject lands are designated “urban settlement” within the HRM Regional Plan (RMPS). The Dartmouth Crossing lands are designated as a “Urban District Growth Centre” within the RMPS, deemed suitable for a “mix of medium to high density residential, commercial, institutional, and recreation uses.” Characteristics of development in the area include: transit connections, enhanced pedestrian linkages, street parking, access to AT routes, and interconnected private and public open spaces.

Within the Dartmouth MPS, Policy B-16 provides the criteria that Council shall consider when evaluating a Development Agreement under the BCDD zone. The table below contains the criteria as set out in the policy and provides a description of the way(s) in which the proposed development intends to address it.

(a) the mix of residential uses, which shall consist of multiple unit dwellings and townhouses with a variation in architectural design;	Building A contains multiple-unit dwellings in a mid- to high-rise tower-podium configuration, with townhouse-style units at ground level, meeting the street and concealing the podium. The tower portions contain 1 and 2 bedroom units in a traditional apartment style. Building B is a loft-style building containing mostly 2 BR units with increased ceiling heights and open concept living spaces.
(b) the density of townhouse and multiple unit development, which shall not exceed 89 and 124 units per net hectare, respectively;	The first phase proposes a total of 282 units spread over 3.2 ha or approximately 88 units per ha.
(c) that the residential component of the development is adequately separated and buffered from any existing or future potential heavy industrial use to mitigate land use conflicts;	The proposed location is situated between the adjacent City of Lakes Office Park and the destination retail and entertainment areas of Dartmouth Crossing. It is also adjacent to the Burnside Business Park, but is buffered by the presence of a large wetland along the western boundaries of the site owned by HRM. Other, heavy industrial users in Burnside are located more than 1km away to the north and west. The remaining adjacent lands are owned by the developer.

<p>(d) the architecture of mixed commercial, residential, institutional use buildings which should be clearly articulated as having a building base, building middle and building top through the use of cornice lines, changes of materials, window proportions, etc.;</p>	<p>Building A lines the podium with townhouse-style units, clearly articulating the base and streetline. Masonry is proposed to enhance the quality of materials at the ground level. Middle and upper portions use high quality composite panels that allow for interesting material and window patterns. A penthouse unit at the top level is used to frame the space between the towers, and amenity space and provide variation in the skyline. The corners of the towers facing each other offer more glazing to increase the visual separation between the towers. The optional community commercial space is given a unique cladding treatment to create a visually appealing focal point for users entering the site from the Finlay and Shubie Drive intersection.</p> <p>Building B is a predominately masonry building in a loft-style. This is intended to compliment the existing brick and colour palette of the retail and village centre areas of Dartmouth Crossing. A grade change between the Esplanade and Finlay Drive allows for an active community commercial ground level on the Finlay Drive/Shubie Drive side, providing a transition between the commercial and proposed residential areas. The lower levels are articulated from the upper levels through patterns in materials and a minor setback. Variations in the facade are also provided by the placement of balconies.</p>
<p>(e) the measures to integrate commercial, residential, institutional and recreation uses within and among buildings to alleviate potential impacts among uses;</p>	<p>Building A includes a large shared amenity space with a potential proposed pool and associated uses. This special amenity space is intended to serve residents of Building B as well, creating a recreation destination with the neighbourhood. Additional private amenity space in each building may house fitness rooms or other communal social spaces.</p> <p>The intent is to have a community commercial/institutional space to house a child care centre as part of this first phase of development. In the concept building plans, space for a child care centre is shown in each building, as there are benefits to both locations. Building B has additional potential for other complimentary community commercial uses (i.e. drug store, medical clinic, spa/health club, etc.).</p> <p>Key commercial uses for residents are within a few blocks walk of the residential area, including grocery and convenience and home stores (Cosco, Wal-mart, Ultramar, Canadian Tire); coffee shops (Tim Hortons, Starbucks); restaurants (Swiss Chalet, Montana's, Boston Pizza, Jack Aster's, Sushi Nami, Modern Orchid Southeast Asian Cuisine, Ela! Greek Taverna, etc.); Cineplex Theatre; etc.</p> <p>Nearest schools are located in the Highfield Park (John MacNeil Elementary School, John Martin Junior High School). The planned AT bridge across Highway 118 would provide an AT route to Dartmouth High.</p>

<p>(f) the land uses, which shall be well integrated through a system of pedestrian walkways, trails, footpaths, parks and natural areas;</p>	<p>The residential development, as part of Phase 1 of Dartmouth Crossing, will complete AT connections to the many AT routes that already exist in the area and as were proposed as parkland contribution. In future phases, AT routes will be continued to connect to the all-weather fields and 4-pad area that is now under construction on Commodore Drive.</p> <p>Within the development a network of sidewalks, paths, and AT Trails accommodate various modes of AT travel within the residential area, while also providing safe and efficient connections to other natural areas, existing trails, Grassy Brook and Fish Park and the retail and entertainment areas of Dartmouth Crossing. The street standard proposed includes a 4m wide AT path that carries through into the residential area.</p>
<p>(g) that the residential component is within a convenient walking distance of transit, services and amenities;</p>	<p>Bus Route 56 currently services Dartmouth Crossing on Countryview Drive and Commodore Drive. Future residents will be within walking distance to the one of the largest retail commercial developments in Canada, which includes entertainment uses and restaurants; the Burnside Business Park and City of Lakes Business Park; bus stops; major public recreation amenities (all weather fields and 4-pad area); and Shubie Regional Park.</p>
<p>(h) that the development is designed to foster a sense of place and public safety and to limit opportunities for crime;</p>	<p>The first buildings are clustered along the Esplanade designed to foster a sense of place and public safety. Residential uses line the Esplanade, maximizing visibility through the central space and on-street parking ensures that the area remains active at all times of the day.</p>
<p>(i) human scaled elements, which shall be incorporated in the first three stories of the mid to high-rise buildings to enhance the pedestrian environment;</p>	<p>Building A uses a townhouse podium base to animate the ground level. The private driveway along the front of the building is setup like a small street, with a sidewalk parallel parking and/or angled parking and an adjacent linear park.</p> <p>Building B is set back from the street with landscaping to frame the space while maintaining a human scale along the sidewalk. See Fig. 4 for massing perspective of relation of buildings to Esplanade:</p>
<p>(j) that the upper stories of mid to high rise buildings are designed to promote visual interest and variety in the skyline;</p>	<p>With both mid- and high-rise tower portions, the upper levels are set back on the podium, with different materials than the townhouses that line the base. Inside corners of the towers have additional glazing, while the varying tower heights and addition of penthouse units provide variation in the skyline</p>
<p>(k) the hours of operation of any non-residential uses, including business uses located in residential buildings;</p>	<p>A potential child care centre would be a complementary use and maintain hours to support those living and working in the area. Other potential community commercial uses suitable for Building B would also complement the residential uses (e.g. gym, drug store, medical clinic, spa, etc.) and would have normal operating hours. Any community commercial use in Building B would also face Finlay Drive (and the back of Costco), rather than internal to the residential area, and would be located a full storey lower than the residential uses along the Esplanade.</p>

<p>(l) the safety and efficiency of all transportation systems, including the effects of driveways to and traffic from abutting uses and its effects on pedestrian walkway systems; and</p>	<p>Finlay Drive is a major collector and will be used for vehicle access to underground parking. All other visitors, including pedestrians, will access the site via the Shubie extension and associated sidewalks and AT paths. Within the residential area, traffic will be off of the Esplanade, which is separate and to a different street standard than the commercial traffic of Dartmouth Crossing.</p> <p>The proposed Shubie extension is proposed to be a modified urban local standard, with a 4m wide active transportation trail on one side. A street extension from the cul-de-sac is also designed to a public street standard, although it is anticipated that only the cul-de-sac will be deeded to HRM at this time. The extension is intended to be built so that it can be transferred to HRM in the future.</p> <p>Care has been taken to provide the safest and most efficient routes for pedestrians and AT users and main crossing points are at the existing signalized intersection.</p>
<p>(m) any other matter relating to the impact of the development upon surrounding uses or upon the general community, as contained in Policy IP-1(c).</p>	<p>The proposal has been developed in accordance with the BCDD policy that enables development of residential uses by Development Agreement. Efforts to minimize conflict with industrial uses, while building connections to existing commercial (retail and office), recreational uses has been outlined above.</p>



Figure 4: Perspective view of Esplanade, showing scale and separation distance between buildings.

Stormwater Management Strategy

Stormwater design at Dartmouth Crossing is managed under an overall master plan for Stormwater, titled Dartmouth Crossing Tentative Stormwater Management Plan, 2006. In the master plan, the Phase 1 residential area is to drain into the Grassy Brook catchment, via a

planned stormwater pond "GB-1". "GB-1" has been sized in the Plan assuming retail development. Residential development generates less surface runoff than the previously proposed retail development. The pond size as planned is therefore more than sufficient and may be reduced during final detailed design. Please see enclosed letter from Tim Veinot, P.Eng for a more detailed description of the management strategy for the area.

Traffic Impact Statement

The enclosed letter from Tim Veinot, P.Eng (May 25, 2016), like the one provided for the BCDD rezoning application, confirms the relevance and findings of the overall traffic study (BA Consulting Group) completed for Dartmouth Crossing. Traffic has been regularly monitored since the study was completed and as Dartmouth Crossing has been developed. Most recently, traffic counts completed in 2014 by RJ Burnside and Associates shows that traffic counts are within the design forecast. The uses proposed here remain consistent with the original projections and it has been determined that no additional study is required at this time.

Servicing Strategy

Services throughout Dartmouth Crossing have been built to ensure capacity for development of the subject lands. Sanitary, storm, water, power and telecommunications are all currently available in Finlay Drive, with stubs to extend services present in the Shubie extension. The proposed Shubie Drive extension will extend these services up to the end of the cul-de-sac.. J. Leo Brooks, FEC, M.Eng., P.Eng. has provided a preliminary review of servicing capacity and strategy:

Water. Adequate water supply is available to service the proposed residential development off Finlay Drive in Dartmouth Crossing. A conceptual water model will be developed to support the system design and the water pressure and flows will be assessed for each of the properties being developed. All aspects of the water system will be designed and installed in accordance with the Halifax Water Standards and Specifications.

Sanitary. The main sanitary service in Dartmouth Crossing and ultimate receiving collection system has been designed to accommodate this development by gravity flow, therefore there are no restrictions to the capacity in the existing sewer mains. All aspects of the sanitary sewer system will be designed and constructed in accordance with Halifax Water Standards and Specifications.

Storm Sewer. The storm sewer system in Dartmouth Crossing has been designed and constructed in accordance with the approved Stormwater Management Plan dated

February 2006. This proposed development will utilize both the public and private receiving storm sewer systems and all aspects of the design and constructed storm sewer systems will be in accordance with the Halifax Water Standards and Specifications and the above noted approved Stormwater Management Plan.

Natural Gas. Natural gas is readily available on Finlay Drive for this proposed development and it will be designed and provided by Heritage Gas.

Electricity and Telecommunications. Both Electricity and Telecommunications are available on Finlay Drive and are able to provide adequate service to the proposed development.

Concept Street Design

The proposed streets follow an Urban Local cross-section with the addition of a 4m-wide Active Transportation path along one side to continue the linkages of the trails in Dartmouth Crossing in and through the residential site.

The street is designed to extend into future phases of the land. The cul-de-sac bulb leads into a future road, that will serve initially as a driveway access. We propose a partial takeover of the cul-de-sac portion only in this first phase, but wish to ensure that the next piece is satisfactory for future takeover as well. Consistent with this approach, the curb is connected using pavement radii.

Building A and Building B are to be serviced from the Shubie Extension as noted above. Future residential phases will also be serviced from Finlay Drive and a future street extension to Finlay Drive. For this reason, while the proposed Esplanade portion of the street is proposed to be built to HRM standard for eventual takeover, water and sanitary services are not proposed for this portion of the street (see Fig. 5). As Dartmouth Crossing owns all the surrounding lands and the area is

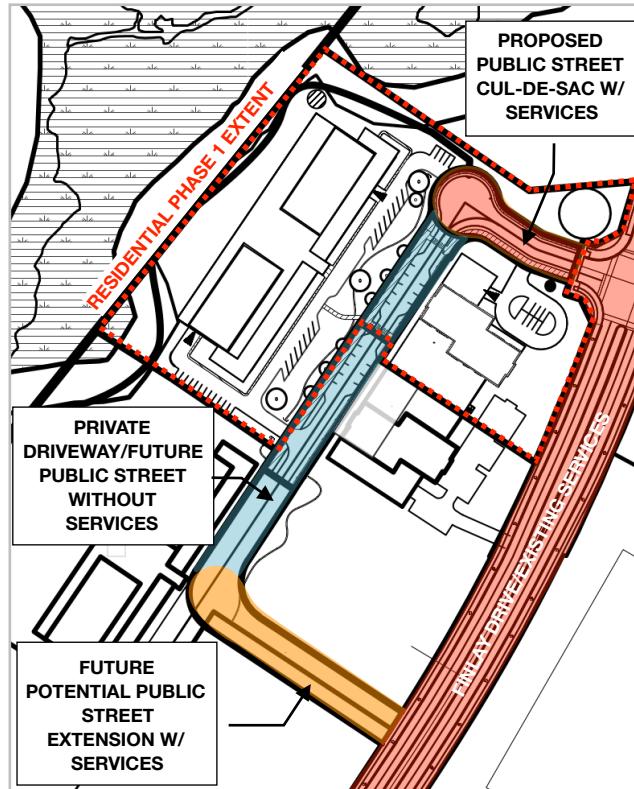


Figure 5: Proposed and future servicing strategy via Finlay Drive. The central Esplanade street, to be eventually deeded to HRM, is not needed for servicing proposed or future buildings.

being developed by Development Agreement, it is felt that services in this section of a public street will not be required.

Conclusion

EDM trusts that the enclosed materials satisfy the Development Agreement application requirements. Should you have any questions, please do not hesitate to contact me.

Sincerely,
EDM · Environmental Design and Management Limited

Original Signed

Matthew Neville, MCIP, LPP