

13 April, 2018

Halifax
Planning Applications
Planning & Development Services
PO Box 1749
Halifax, NS B3J 3A5

**Re: Municipal Planning Strategy Amendment and Development Agreement
Application for multi-unit Residential building, 246 Waverley Road, Dartmouth –
PID's 00249771, 00249781, 00249797 - Revised Letter of Intent (R2).**

The March 21, 2018 meeting between MNA and HRM staff identified the primary criteria that are being considered with respect to this proposal. The following outlines how this proposal meets the intent of the policy considerations:

1) Policy IP-5 (b) "*Adequacy of controls placed on the proposed development to reduce conflict with any adjacent or nearby land uses by reason of:*

i) The height, size, bulk, density, lot coverage, lot size and lot frontage of any proposed building;

The proposal for this corner site is a 5 storey multi-unit residential building with 1.5 levels of indoor parking. Architecturally, the design of the proposal endeavors to minimize the impact of a multi-unit residential building on the surrounding neighbourhood context. Along Waverly Road the building has been articulated with 2-storey 'townhouse' volumes that refer to the traditional character of Dartmouth's homes in scale and materiality. The scale of their covered porches and individual landscaped entrances reinforce the pedestrian experience along the sidewalk. This articulation wraps the corner onto Montebello Drive to meet the building's main entrance. It is a welcoming, weather protected lobby entrance that brings activity and life to the existing streetscape. The massing of the building at the street, along with a stepback at the third level, serves to diminish the overall height of the building. Furthermore, the site slopes such that at the rear of the site, where it meets the adjacent residential properties there is a reduction to 4 storeys above grade.

The approach taken on this site, to provide increased density while acknowledging the adjacent neighbours, was to maintain compatible scale structures along both of the street frontages and concentrate the majority of the building towards the center of the site with generous side and rear yard setbacks. Additionally, it is our intent to maintain as many mature trees as possible along the Waverley Road frontage, and as a buffer to the houses along Mic Mac Drive.

**ii) Traffic generation, access to and egress from the site; and
iii) Parking**

To the south of the 'townhouses' on Waverly Road, the proposed driveway access for the underground parking garage is taking advantage of an existing driveway next to a busy commercial site (Tim Hortons). This location minimizes conflict with the adjacent residential neighbourhood (See the Traffic Impact Statement).

During the Public Information Meeting (held on September 20, 2017), we noted significant concern over the lack of additional parking spaces for visitors and delivery personnel. As a result, we have revised our proposal to include 4 parking spaces that will be designated temporary visitor/delivery spaces. These spaces will be accessed off the driveway, and will be located within the building. These four visitor spots complement the 52 parking spaces within the parkade for the residents of the building.

2) Policy IP-1 (c) Servicing:

When the proposed building form and density has been finalized through discussions with HRM staff, a basic sewer generation analysis will be performed.

3) R3 zone density "as a guide":

With a lot size of 30,465 square feet, the R3 density guide allows for 23 one bedroom apartments. A building of this level of density would likely be of wood construction with surface parking.

In order to achieve a high quality of construction and provide both interior and exterior amenity space, the proposed 56 unit residential building has been designed with a varied unit mix in response to the need for quality one and two bedroom units in this area, as well as a desire for long time residents of the area to downsize while remaining in their neighbourhood. This segment of the rental market is underserved in this area with much of the available units being older and not necessarily up to current rental standards.

Overall, the proposal focuses development along a main corridor by providing a contemporary building that refers to the traditional character of the area in massing and materiality. Attention has been paid in the design to ensure the building meets the street at a human-scale and enhances street level pedestrian activity. The intention is to provide a higher density building with quality units that will increase the local population and benefit the existing commercial, while complementing the adjacent neighbourhood.

Regards,
Original signed

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