



T.A. Scott ARCHITECTURE + DESIGN
DRAWING INSPIRATION

RATIONALE

*Case No 21880
Application for Development
Agreement
358-364 Portland St., Dartmouth, NS*

November 9, 2018

Submitted by:

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On behalf of:

LMNO Properties Inc.

Submitted to:

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Attention:

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1. Introduction

T.A. Scott Architecture + Design are submitting a development application on behalf of our client, LMNO Properties for a proposed Development facing 358-364 Portland Street.

The Development includes 3 multi-unit residential buildings, two of which will have a commercial component on the main level of Portland Street. There is a total of 110 residential units and six commercial units for this mixed-use project.

Supporting Materials (First submitted)

- Latest survey plan
- Design rationale
- Building drawings
- Traffic Impact Statement or Study
- Servicing schematic, if serviced by central sanitary, storm sewer or water systems
- Legal description of property
- Colour perspective drawings, showing proposed development and existing development from pedestrian perspectives

Supporting Materials (Second submitted)

Preliminary Plan of Subdivision – Zoning showing:

- All existing and proposed lot lines
- All existing and requested zones
- All Easements encumbering the subject site

Preliminary Plan of Subdivision - Building Footprints showing:

- Location of all proposed buildings
- Setback from all proposed property lines
- All easements encumbering the subject site

Site Plan – Refuse Areas A-101 showing the proposed location of refuse containers

Site plan showing fuel storage tanks – not applicable as the buildings will be natural gas.

Site Plan – Landscaping A-102 showing Landscaping and Amenity Plan

Site Plan – Fire Truck A-103 showing dimensions of all driveways, travel lanes, and parking facilities including turning radii for fire truck access.

Supporting Materials with this submission:

- Planning Application Form (Revised)
- Latest survey plan
- Design rationale (Revised)
- Building drawings (Revised)
- Traffic Impact Statement or Study
- Servicing schematic (Revised)

- Colour perspective drawings, showing proposed development and existing development from pedestrian perspectives (Revised)
- Preliminary Plan of Subdivision – Zoning showing: (Revised)
 - All existing and proposed lot lines
 - All existing and requested zones
 - All Easements encumbering the subject site
- Preliminary Plan of Subdivision - Building Footprints showing: (Revised)
 - Location of all proposed buildings
 - Setback from all proposed property lines
 - All easements encumbering the subject site
- Site Plan – Refuse Areas A-101 showing the proposed location of refuse containers (Revised)
- Site Plan – Landscaping A-102 showing Landscaping and Amenity Plan (Revised)
- Site Plan – Fire Truck A-103 showing dimensions of all driveways, travel lanes, and parking facilities including turning radii for fire truck access. (Revised)

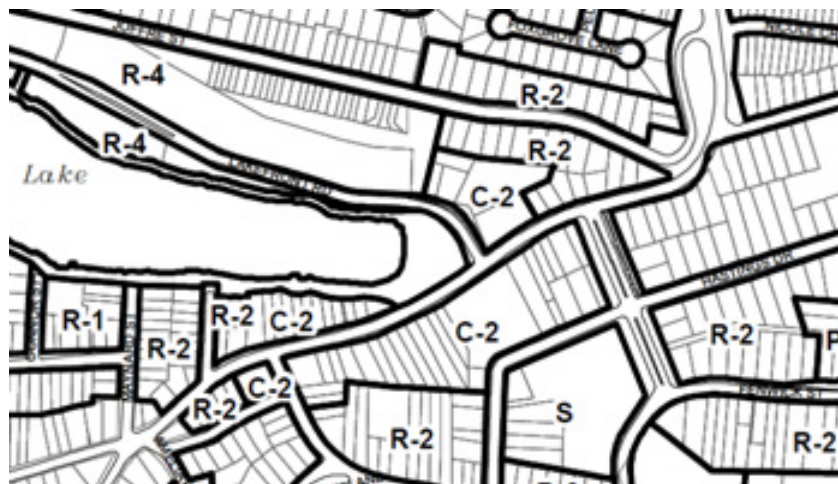
2. The Property

The property, 358-364 Portland Street, fronting on Portland St., and land locked property in the development area includes 4,916 sqm or 52,915.38 sqft. Individual lot sizes are:

Lot VR-X-a	1,108 sqm
Lot 910-3,	1,372 sqm
Lot 4-B	2,436 sqm

Please refer to Preliminary Plan of Subdivision – ABLE Engineering Services Inc.
The property is currently owned by LMNO Properties Inc.

The property consists of two lots fronting on Portland Street, with one land locked lot that the developer hopes to change the zone from R2 to R4. This will enable the developer to utilize the owned property to develop a multi-family residential property. (Image from Dartmouth MPS)



3. Neighborhood Context

The existing neighborhood is a mix of commercial business, multi-unit residential properties and rental homes on Portland Street. This property is located within an area with a mixture of commercial and a variety of residential uses. There is a mixture of high, medium and low residential as well as commercial, ie. service stations, pharmacy, coffee cafes, laundromat, pizza restaurants, etc.

There has been land acquisition in the surrounding neighbourhood by three land developers. Our client being one of them. Across the street is a proposed multi-family building. Additionally, there is a medium density apartment currently across the street. Adjacent property to the side of our proposed development has been acquired by a single owner for development and is currently rented.

Multi-family apartments are well established through Lakefront Road and Hastings Drive. As well as established commercial properties. At the entrance to Rodney Road additional commercial property (Neighbours Pub lot) is to be developed and an Auto Service station on the other side of the entrance to Rodney Road is commercial. Enviro Salvage depot across the street.

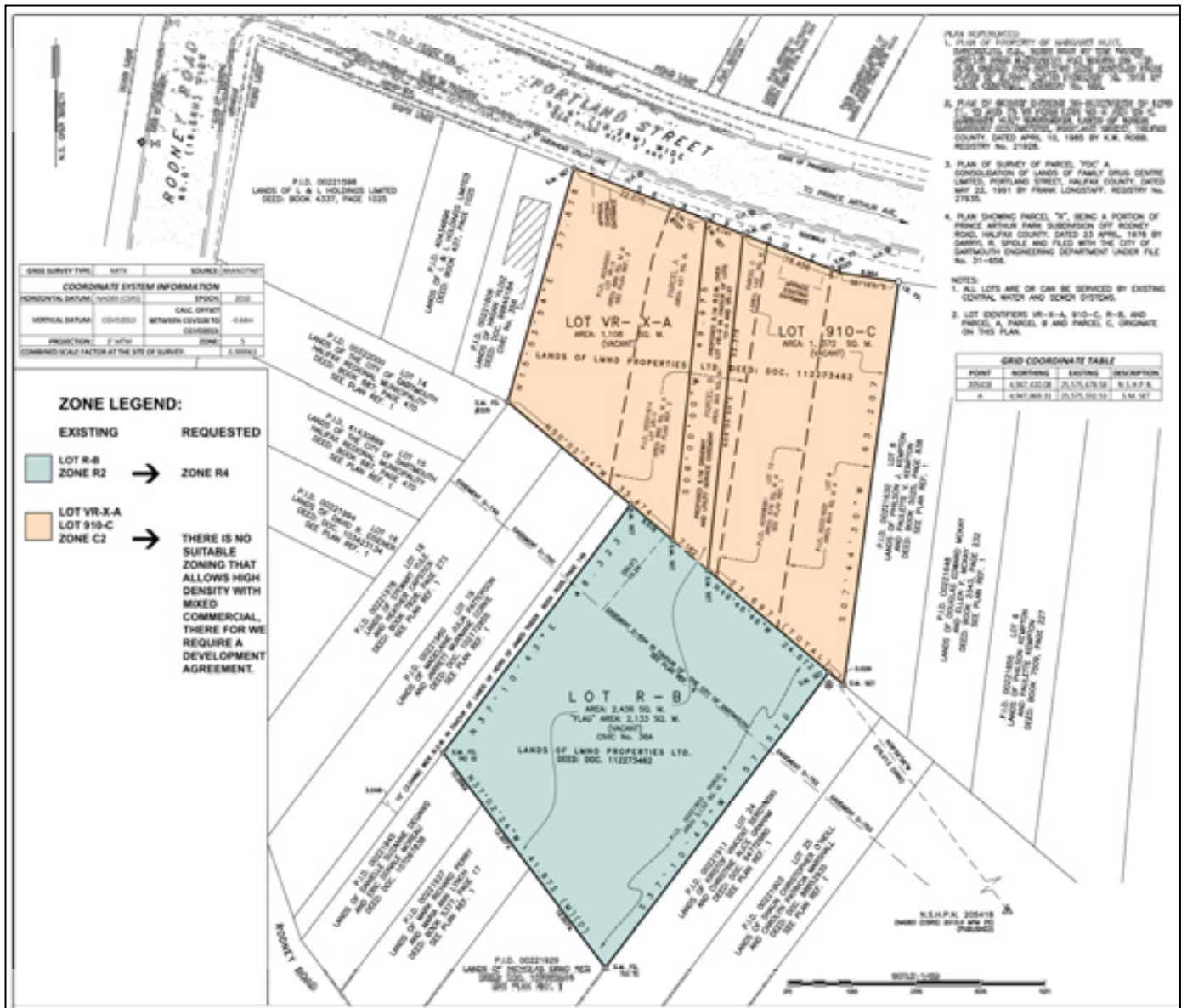
The neighbourhood is served by elementary and junior high schools. Roadway access and municipal transit is available.

4. Regulatory Context

358-364 Portland Street is located within the Dartmouth Municipal Planning Strategy (MPS) area and is designated Commercial and Residential. The proposed Portland Street property is split zoned with the two lots fronting on Portland Street Zoned C-2 and the land locked property zoned R2. This new development will provide needed housing in the City Centre which is one of the objectives of the Dartmouth MPS. The developer's intention is to develop a commercial frontage with multi-residential buildings. There is currently no existing zone for this type of development, therefore; the reason for the submission of the Development Agreement and re-zoning application.



Preliminary Subdivision Plan with highlighted Zoning



5. Proposal

The Developer, LMNO Properties, plans to develop the property providing access from the corridor of 358-364 Portland Street properties. The developer intends to revamp the line of the corridor to include his land locked property with approval by HRM and in context with the future HRM Centre Plan. The Development includes 3 multi-unit residential buildings, two of which will have a commercial component on the main level of Portland Street. There is a total of 110 residential units and six commercial units for this mixed-use project.

Under the existing C2 and R2 zoning the developer would not be permitted use 358-364 Portland Street for commercial and residential development. It is therefore requested through the Development Agreement the fronting property on 358-364 Portland be zoned to allow commercial and multi-unit residential combined, with the R2 lot being rezoned to R4 to allow for multi-family residential. This will open up the dead area of property in the back of 358-364 Portland allowing for entrance into the land locked property for useful development. This proposed development meets with the context of the existing neighborhood.

The Developer has had the planning, civil design, and architecture completed to develop the property to house two mixed use commercial and residential buildings backed with a residential multi-family building.

6. Policy Analysis

The existing neighborhood is a mix of commercial business, multi-unit residential properties and rental homes on Portland Street. This new development will provide needed housing in the City Centre which is one of the objectives of the Dartmouth MPS. It is believed that the establishment of this development will enhance the neighborhood with an active street front and start redevelopment. It puts people in the city center with access to public transit within walking and biking distance to HRM amenities to keep our downtown growing and successful. (See attached Traffic Impact Statement & Study)

Portland Street is a significant mix of commercial and multi-residential developments. It is our opinion that the Development Agreement and Rezoning request of the land locked property from R-2 to R-4 zoned with C2 frontage on Portland allowing multi-unit residential addition to create a new designation. A detailed analysis of Implementation Policy IP-1(c) is provided in Attachment A. Following is a summary of relevant policy considerations related to this DA and re-zoning application.

Compatibility with adjacent uses:

The development of the property and the rezoning of the land locked lot serves to allow the use of this property for commercial and multi-unit residential. As stated previously in neighborhood context, there has been land acquisition in the surrounding neighbourhood by three land developers. Our client being one of them. Across the street is a proposed multi-family building. Additionally, there is a medium density apartment also across the street. Adjacent property to the side of our proposed development has been acquired by a single owner for development and is currently rented.

Multi-family apartments are well established through Lakefront Road and Hastings Drive. As well as established commercial properties. At the entrance to Rodney Road additional commercial property (Neighbours Pub lot) is to be developed and a Auto Service station on the other side of the entrance to Rodney Road is commercial. Enviro Salvage depot across the street.

Access:

Access to the property will be through a proposed driveway in between 358-364 Portland Street with pedestrian sidewalks on each side allowing vehicle and safe pedestrian access to the third property. Access to two levels of underground parking area in both front Buildings A and B, and also an underground parking garage for Building C, in addition there is adequate outdoor parking throughout. The development will compliment the Portland Street traffic and will address front street access to all three buildings. There is adequate turning radius for emergency and fire vehicles as demonstrated on Site Plan - Fire Truck A-103. (Refer to Traffic Impact Statement & Study)



7. Summary/Conclusion:

This request complies with the intent of the MPS to enable a broad range of commercial and multi-unit residential fronting, on and extending back from Portland Street. The development of a commercial and multi-unit residential property will be compatible with adjacent land uses and there will be no negative impact on municipal services or local streets.

It is believed that the establishment of this development will enhance the neighborhood with an active street front. It puts people in the city center with access to public transit within walking and biking distance to our amenities to keep our downtown growing and successful. The re-zoning of the land locked property (Lot C) will allow access from the corridor of Portland Street. The developer proposes revamping the line of the corridor to include this land locked property in the future HRM Centre Plan.

Referencing the Halifax Regional Planning Strategy, Chapter 3 - Settlement and Housing - 3.1 Objectives – the new development will:

- Item No. 2 - focus new growth in centers where existing services and infrastructure are already available.
- Item No. 3 - helping to target at least 75% of new housing units to be within the regional center.
- No. 4.B – Designing communities that are attractive healthy places to live and have access to the goods, services, and facilities needed by residence and support complete neighborhoods
- No. 4.B. are accessible to all mobility needs and are well connected with other communities being on a main corridor.
- No. 4.C – promote energy efficiency and sustainable design.
- No. 4.D. - support neighborhood revitalization.

We have also considered the following factors:

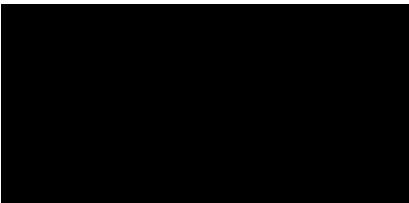
- The current municipal wastewater facilities, stormwater systems or water distribution systems; are in place and have the capacity to facilitate the new development.
- The proposed development is in the vicinity of all level of schools.
- Recreation or other community facilities have the capability to absorb additional demands;
- A traffic study has been completed and the road networks leading to the development is adequate to sustain the additional demand.
- Controls by way of development agreement will be in place on the proposed development to reduce conflict with any adjacent or nearby land uses by reason of:
 - Residential Development
 - Height, bulk and lot coverage of any proposed building;
 - There is adequate egress from the site, and parking;
 - Signage and landscaping will be designed to be aesthetically pleasing and enhance the neighborhood.
 - The proposed development is suitable in terms of the steepness of grades, soil and geological conditions, locations of watercourses, marshes or bogs and susceptibility to flooding.

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I trust that the information provided in this Rationale and the detailed plans that have been provided and additional plans provided with this submission will provide sufficient information to give a clear understanding of the overall development so that the developer can move forward with this initiative.

Respectfully submitted



Troy Scott, NSAA, MRAIC, LEED®AP
Principal Architect
T.A. Scott Architecture + Design Limited
November 9, 2018

Attachment 1: Policy Analysis Matrix

Implementation Policies (Dartmouth Municipal Planning Strategy)	
Policy	Analysis
<p>Policy IP-1(c) In considering zoning amendments and contract zoning. Council shall have regard to the following:</p>	
<p>(1) that the proposal is in conformance with the policies and intent of the Municipal Development Plan</p>	<p>The area proposed for re-zoning is within the Residential Designation of the Dartmouth MPS. This designation is intended for the support a wide range of residential zones including the R-4 zone.</p> <p>Additionally, the Commercial component of our Development Agreement is on Portland Street where commercial establishments are permitted.</p>
<p>(2) that the proposal is compatible and consistent with the adjacent uses and the existing development form in the area in terms of the use, bulk, and scale of the proposal.</p>	<p>This property is located on Portland Street area with commercial as well as low, medium and high residential uses. Multi-family apartments are well established through Lakefront Road and Hastings Drive. As well as established commercial properties. At the entrance to Rodney Road additional commercial property (Neighbors Pub lot) is to be developed and an Auto Service station is on the other side of the entrance to Rodney Road is commercial. Enviro Salvage depot across the street.</p> <p>The abutting properties that are currently zoned for residential purposes have been purchased by developers for similar development.</p>
<p>(3) provisions for buffering, landscaping, screening, and access control to reduce potential incompatibilities with adjacent land uses and traffic arteries.</p>	<p>Adequate buffering, landscaping, screening and access control has been developed and includes sidewalks and vehicle underground and exterior parking. Each unit is equipped with interior bicycle storage as well as adequate underground parking in the buildings.</p>
<p>(4) that the proposal is not premature or inappropriate by reason of:</p>	

(i) the financial capability of the City is to absorb any costs relating to the development.	There are no costs of this proposal that must be absorbed by the municipality.
(ii) the adequacy of sewer and water services and public utilities	This site is fully serviced and there are no known servicing constraints related to the use of the property for the purposes of the LMNO Development.
(iii) the adequacy and proximity of schools, recreation and other public facilities	Existing elementary and junior high school within walking distance of the property, on existing bus route and surrounding area has well developed parks and play areas. Serviced by Dartmouth Sportsplex and other community centers.
(iv) the adequacy of transportation networks in adjacent to or leading to the development.	This existing Portland Street can accommodate any additional vehicular, pedestrian and bicycle traffic which would result from the use or development of 358-364 Portland Street. (Please see Traffic Impact Study)
(v) existing or potential dangers for the contamination of water bodies or courses or the creation of erosion or sedimentation of such areas.	There are no water bodies or courses located on this property and none that would be impacted by the development of this property for commercial/residential purposes.
(vi) preventing public access to the shorelines or the waterfront	N/A
(vii) the presence of natural, historical features, buildings or sites	There are no known natural or historic features, buildings or sites located on this property.
(viii) create a scattered development pattern requiring extensions to truck facilities and public services while other such facilities remain under-utilized.	N/A
(ix) the detrimental economic or social effect that it may have on other areas of the City	N/A
(5) that the proposal is not an obnoxious use	No.
(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 nearby land uses and public facilities. Such controls may relate to but are not limited to the following:	
(l) type of use, density, and phasing	The proposed development will complement the existing neighborhood that includes low, medium, and high-rise residential properties and improved commercial development on Portland



(ii) emissions including air, water, noise	N/A
(iii) traffic generation, access to and egress from the site, and parking	See Traffic Impact Study
(iv) open storage and landscaping	Preliminary Landscaping Plan has been prepared to enhance the aesthetics and provide buffer, see Site Plan – Landscaping A-102
(v) provisions for pedestrian movement and safety	Pedestrian access to this property would be through Portland Street and sidewalks will be in place for safe passage. The area will have adequate exterior lighting.
(vi) management of open space, parks, walkways	There is a driveway connection and interior parking will be managed and adequate for pedestrian walkways. Adequate signage will be prepared as the project moves forward.
(vii) drainage both natural and sub-surface and soil stability	Adequate drainage and sub-surface and soil stability for the development.
(viii) performance bond	N/A
(7) suitability of the proposed site in terms of steepness of slope, soil conditions, rock out-cropping, location of watercourses, marches, swamps, bogs, areas subject to flooding, proximity to major highways, ramps, railroads, or other nuisance factors.	See Preliminary Plan of Sub-Division.