Re: Item 10.1.2

REZONING APPLICATION

348 Pleasant Street

Dartmouth, NS

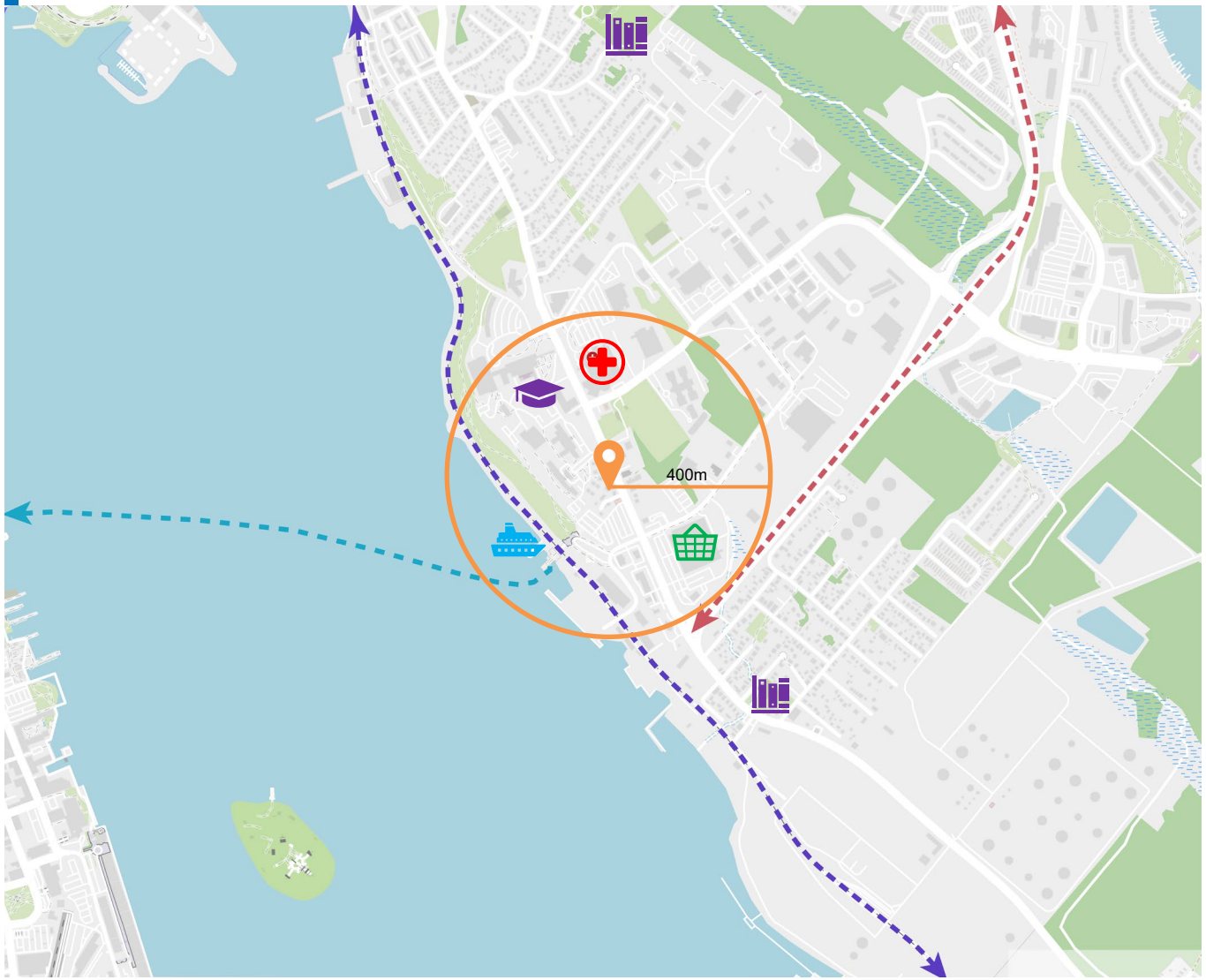
Public Hearing Presentation

zzap

February 25, 2026

Site Context

Surrounding Context



Close to:

- Schools
- Hospital
- NSCC
- Groceries/Shopping
- Ferry/Transit

Site Characteristics

Key Dimensions

Located on the west side of Pleasant St, 450m north of Hwy 111. The site offers a strategic footprint for urban intensification.

- **Site Area:** 899.1 m² (9,678 ft²).
- **Current Zone:** Institutional (INS).
- **Request:** Rezone to Corridor (COR).

Regional Connectivity

- **200m** to Woodside Ferry Terminal.
- **350m** to NSCC Ivany Campus.
- **350m** to Dartmouth General Hospital.
- Direct access to TransCanada Trail.

Development Statistics

Metric Category	Proposed Specification	Rationale
Height	7 Storeys	Consistent with Corridor goals
Streetwall	3 Storeys	Pedestrian-scale integration
Total GFA	56,000 sf	Optimized land-use efficiency
Unit Count	+/- 50 Units	Diverse residential housing mix

Built Form & Massing

Architectural Strategy

The proposal introduces a **context-sensitive mid-rise form** that balances density requirements with pedestrian scale.

- Human-scale 3-storey streetwall.
- Stepbacks at Floor 4.
- Consistent setbacks: 3.0m side/rear.

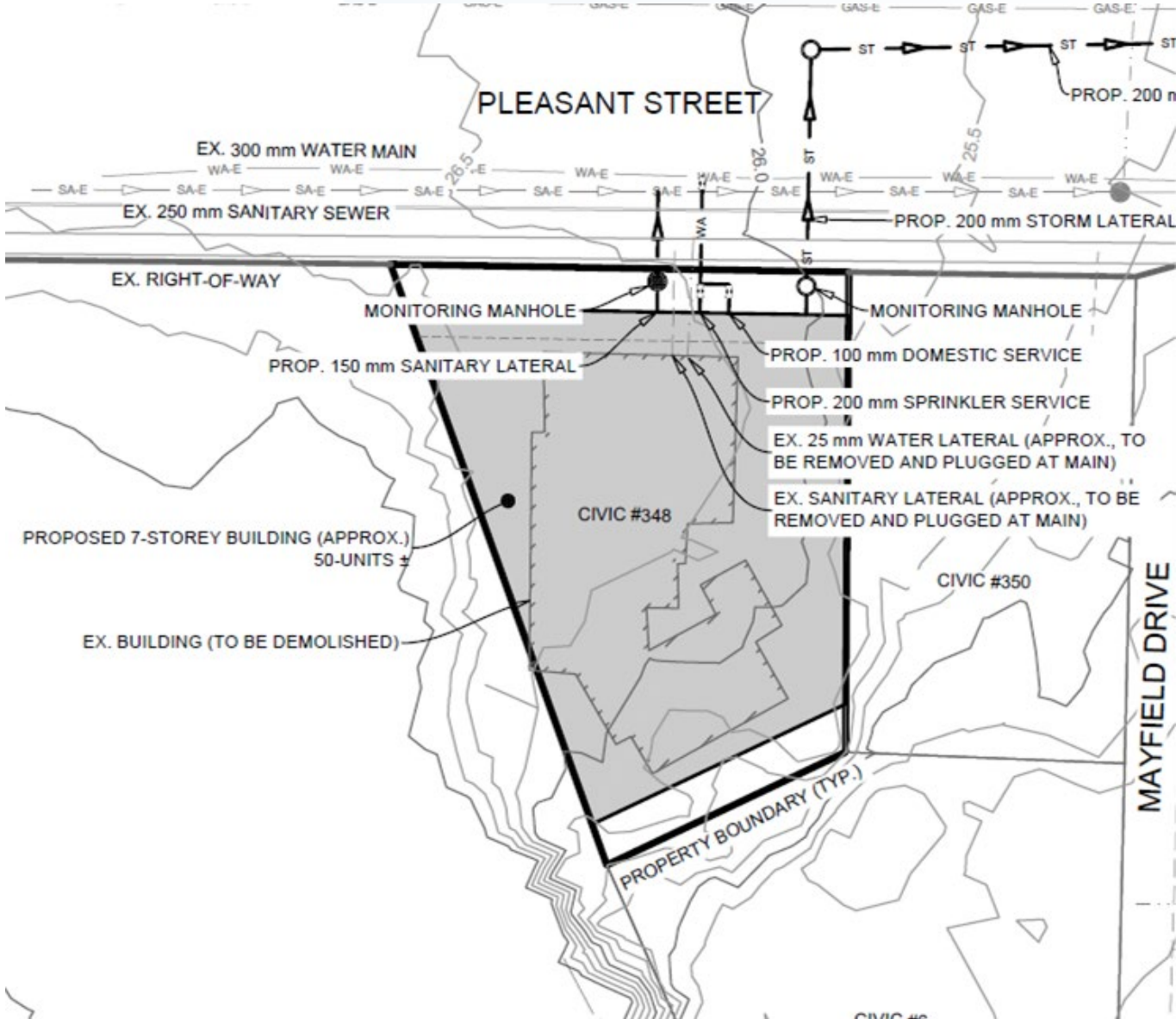
Servicing Analysis

Infrastructure Capacity

A preliminary servicing schematic confirms municipal infrastructure readiness for the proposed 50-unit load.

- **Water:** 100mm Domestic & 200mm Sprinkler to 300mm main
- **Sanitary:** 150mm lateral to 250mm sewer.
- **Storm:** Proposed 200mm lateral.

Status: Technically feasible for development.



TRAFFIC & ROAD SAFETY

TRAFFIC ANALYSIS

Minimal Peak Impact

Traffic generation is low relative to existing Pleasant Street volumes

37	45
AM Peak Trips	PM Peak Trips

PUBLIC SAFETY

Stopping Sight Distance (SSD)

The proposed driveway meets or exceeds HRM requirements for a 60 km/h design speed.

- **Northbound:** 110m measured (85m req).
- **Southbound:** 130m measured (85m req).

Planning Policy Alignment

Policy IM-6(d)

Enables site-specific Land Use Bylaw amendments for INS zoned lands to correspond to abutting designations (COR). Rezoning carries out the primary intent of the Secondary Municipal Planning Strategy.

Policy IM-7

The proposal is appropriate and compatible with adjacent land uses. It leverages transportation infrastructure for pedestrians and public transit while avoiding registered heritage impacts.

STRATEGIC RATIONALE

Housing Variety

Providing +50 units of residential capacity to support healthcare workers, students, and regional professionals.

Sustainable Growth

Directly lowering carbon footprints by placing residents adjacent to active transit corridors and ferries.

Urban Infill

Converting underutilized institutional land into a vibrant, high-quality residential community.

Questions?

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