


Item No. 11.1.12
Halifax Regional Council
June 10, 2014

TO: Mayor Savage and Members of Halifax Regional Council

SUBMITTED BY: Original signed by 
Richard Butts, Chief Administrative Officer

Original Signed by 
Mike Labrecque, Deputy Chief Administrative Officer

DATE: June 2, 2014

SUBJECT: Case 18966 and Case 19281: Amendments to the Halifax MPS and the Halifax Peninsula LUB, 6009 and 6017 Quinpool Road, and 2032-2050 Robie Street Halifax

ORIGIN

Applications by APL Properties Limited and Westwood Construction Ltd.

LEGISLATIVE AUTHORITY

Halifax Regional Municipality Charter (HRM Charter), Part VIII, Planning & Development

RECOMMENDATION

It is recommended that Halifax Regional Council:

1. Direct staff to initiate the process to consider amending the Municipal Planning Strategy for Halifax and the Land Use By-law for Halifax Peninsula to create site specific policy and provisions for two development sites located at 6009 to 6017 Quinpool Road and 2032 to 2050 Robie Street to enable mixed use developments on each site by development agreement subject to addressing the design control principles for building height, mass, density, shadowing, and spacing between towers, as raised in this report; and
2. Direct staff to follow the public participation program for the MPS amendment process as approved by Regional Council in February 1997.

EXECUTIVE SUMMARY

HRM has received two planning applications for amendments to the Halifax Municipal Planning Strategy and the Peninsula Land Use By-law to enable mixed use developments by development agreement near the intersection of Quinpool Road and Robie Street in Halifax. The two applications are:

Quinpool Road Site: An application by APL Properties Limited to develop two new towers (22 and 11 storeys) on top of a common podium containing a mix of residential and commercial uses at 6009 and 6017 Quinpool Road.

Robie Street Site: An application by Westwood Construction Limited to develop a single residential tower (18 storeys) sitting atop of a podium which contains commercial uses at 2032-2050 Robie Street.

Neither of these development proposals can be considered under existing policy and zoning established in the MPS and Halifax Peninsula LUB (Maps 1 and 2). As such, the applicants are seeking an amendment to the MPS and LUB.

Both applicants provide that their development is an opportunity to increase residential density on peninsula Halifax within a desirable and transit oriented area. Also, both developments capitalize on their location to major recreation spaces, hospitals, and downtown Halifax.

To evaluate both proposals, staff has outlined basic design control principles to regulate the form and use of the buildings. Staff has identified major areas of concern with each building such as height, mass, density, shadowing, and spacing between towers. These concerns will be addressed throughout the course of the planning application process.

While the applications were made individually, staff is of the opinion that the impact that each redevelopment project could have on this area should be considered within a single process. A comprehensive policy approach to both development sites is more likely to result in buildings which are constructed in consideration of one another, in addition to facilitating a simplified engagement process within which the public will be invited to participate.

Based on the justification provided by both applicants and the circumstances outlined in this report, it is considered reasonable to investigate potential MPS and LUB amendments for both sites. Therefore, staff recommends that Regional Council initiate a planning process to consider MPS and LUB amendments to enable a mixed use development on each site by development, agreement subject to addressing the design control principles outlined in this report.

BACKGROUND

Two planning applications form the subject of this report. The first, 6009 and 6017 Quinpool Road, is comprised of two properties located on the western corner of the intersection of Quinpool Road and Robie Street as shown on Map 1. The first applicant, APL Properties Limited, is proposing to develop a mixed use development consisting of two new towers on a common, two storey podium. The second application, 2032-2050 Robie Street, is comprised of two properties located mid-block on the west side of Robie Street and abuts the first application as shown on Map 1. The applicant, Westwood Construction Limited, is proposing to develop a mixed use project consisting of a single residential tower sitting atop of a podium. Neither of these development proposals can be considered under existing policy and zoning established in the MPS and Halifax Peninsula LUB (Maps 1 and 2). As such, the applicants are seeking an amendment to the MPS and LUB to enable consideration of their proposals through the development agreement process.

Site Description and Surrounding Land Uses

The Quinpool Road site is:

- developed with a ten storey office building and an above grade parking garage;
- 21,760 square feet in area with approximately 450 feet of street frontage;
- located across from the Halifax Commons on Robie Street, and the former St. Pats High School and The Atlantica Hotel on Quinpool Road (Map 3); and
- surrounded by a variety of other commercial, residential, and institutional land uses (Map 3).

The property to the west, 6067 Quinpool Road, is the former St. Patrick's High School. The property is vacant and has been identified as surplus to municipal requirements. Staff will be recommending through Administrative Order 50 that the property be declared surplus, the building be demolished and that staff be further directed to initiate amendments to the Halifax MPS and the LUB, similar to those requested by these applications through the development agreement process. Formal direction on 6067 Quinpool Road will be the subject of a separate staff report to Regional Council.

The Robie Street site is:

- developed with a two and a half storey wood frame commercial building with at grade parking area;
- 25,230 square feet in areas with approximately 200 feet of street frontage;
- located across from the Halifax Commons on Robie Street (Map 3);
- located one half block east of Parker Street Park (Map 3);
- framed to the north and west by lower scale residential land uses; and
- subject to existing development agreements on the site pertaining to parking on the property which will need to be discharged as part of the planning process.

Designation and Zoning

Despite the two sites abutting each other, each site is designated and zoned differently, except for a small portion of the Quinpool Road site, as outlined below:

The Quinpool Road site is:

- Mainly designated Commercial (majority of the site lies within the Quinpool Road Commercial Plan Area) as shown on Map 1. The Commercial designation is intended to develop and promote Quinpool Road as a general retail, office, and personal service area including mixed residential/commercial uses within the presently established commercial area; and
- Mainly zoned C-2C (Minor Commercial-Quinpool Road Zone) and C-2 (General Business Zone) as shown on Map 2. The C-2C and C-2 Zones permit a variety of land uses, including commercial and multi-unit residential.
- A small portion of the Quinpool Road Site is designated High Density Residential and zoned R-3 (Multiple Dwelling Zone), the same as the Robie Street site.

The Robie Street site is:

- Mainly designated High Density Residential within the Peninsula North Secondary Plan Area as shown on Map 1. The High Density Residential designation is intended to support stable residential communities in Peninsula North that offer a variety of housing types to meet the needs of a range of income and age groups;
- Mainly zoned R-3 by the LUB as shown on Map 2. The R-3 Zone permits multi-unit residential, in addition to lower density residential uses; and
- A small portion of the Robie site is designated as Commercial and zoned C-2 (General Business Zone) as shown on Maps 1 and 2 respectively.

Proposals

Under the Quinpool Road and Robie Street proposals, the applicants intend to demolish the existing buildings on the site and construct new mixed use (residential and commercial) developments that consist of a tower(s) situated on top of a podium. Features of the two developments include the following:

Quinpool Road site:

- two towers; one 11 storeys (109 feet/33.2 metres) facing towards Windsor Street and a 22 storey tower (224 feet/68.27 metres) facing the intersection of Quinpool Road and Robie Street;
- both towers are connected by a common podium;
- 165 residential units (mix of 1 bedroom and 2 bedroom units);
- 9,750 square feet of ground floor commercial facing Quinpool Road;
- 1,750 square feet of second floor commercial space;
- 7,270 square feet of interior amenity space for residents;
- Exterior shared terraces;

- 160 underground parking spaces and 6 parking spaces at grade; and
- Attachment A outlines the applicant's proposal in greater detail.

LUB provisions applied to the subject site allow for residential/commercial developments, but include requirements which restrict the proposal from proceeding. These requirements relate to height; building massing; residential density; landscaped open space; and parking. Therefore, the applicant is requesting amendments to the planning documents to enable consideration of the proposed building through the development agreement process.

Robie Street Site:

- A single 18 storey tower form (195 feet/59.4 metres) which is inclusive of a 4 storey podium base;
- 120 residential units (mix of 1 bedroom, 2 bedroom, and 2 bedroom + den units);
- 40,000 square feet of commercial retail space inclusive of 81 hotel rooms within floors 2-4 of the podium;
- 2,250 square feet of interior amenity space;
- 93 underground parking stalls and 13 parking spaces at grade; and
- Attachment B outlines the applicant's proposal in greater detail.

Similar LUB restrictions as exist on the Quinpool Road site also prohibit the Robie Street application from moving forward without amendments to existing planning documents as well as the need to enable the requested commercial uses on the site.

DISCUSSION

MPS Amendment Process

Amendments to an MPS are generally not considered unless it can be shown that circumstances have changed since the document was adopted to the extent that the original land use policy is no longer appropriate. Site specific MPS amendments, in particular, require significant justification to be considered. To support the request to amend the MPS in this case, the applicant has submitted a rationale for the changes. Attachments A and B incorporate a full list of conditions and consideration submitted by the applicants, which includes but is not limited to the following:

Quinpool Road Site

- The proposal recognizes the significance of the 6009 and 6017 Quinpool location as one of HRM's busiest intersections. The proposed development will increase the prominence of the site;
- The development complies with the existing overall objective of the Quinpool Road Commercial Area Plan which are as follows:
 - "...encouragement of commercial and mixed commercial/residential development which strengthens the community function of the Quinpool Road area, and is in keeping with the scale and character of the adjacent residential neighbourhoods";
- and

- *“the development and promotion of Quinpool Road as a general retail, office, personal service and business service area including mixed residential/commercial uses within the presently established commercial area.”*
- The proposed 22 storey building maintains the approximate height of surrounding properties (the 14 storey Atlantica Hotel and the 18 storey Welsford Apartment building);
- The proposal maintains a reasonable scale with existing residential properties through terracing of the building abutting existing residential properties;
- The proposed development presents the opportunity to increase residential density within a desirable and transit oriented area. Residents will have easy access to public transit, local amenities, community and recreation facilities creating a walkable community; and
- Increased density on the site would support local businesses in the area.

Robie Street Site

- The proposal intends on capitalizing on the proximity of the site to major urban open spaces (i.e. the Commons), the nearby QE2 medical complex, and is situated within a transit oriented area;
- The development is consistent with the intent of the Centre Plan initiative by featuring:
 - *“...well designed streetwall mass*
 - *Setbacks for the residential floors*
 - *Compact floorplates”*; and
- More building volume and residential density is in line with the stated aim of increasing the residential density in peninsula Halifax.

Evaluation of Development Proposal and Abutting Property

Amendments to the Municipal Planning Strategy for Halifax and the Land Use By-law for Halifax Peninsula are required to allow these developments given the following inconsistencies with existing regulations:

- Section 1.4.2 of the Peninsula North Secondary Planning Strategy states that the maximum height in the northwest corner of the Quinpool Road site, and in the entire Robie Street site shall be no greater than 35 feet.
- Section 59I(1) of the Halifax Peninsula Land Use By-law states that the height of any building in the C-2C zone shall not exceed the heights as shown on map ZM-17. This map indicates that the Quinpool Road site is divided into three height precincts, those of 35, 45, and 145 feet respectively. The Robie Street site is exclusively within the 35 foot height precinct.
- Section 58 of the Halifax Peninsula Land Use By-law states that the height of any building in the C-2 zone shall not exceed 80 feet.
- Schedule A of the Halifax Peninsula Land Use By-law places the subject site under a 125 person per acre density but adjacent to it is a 250 person per acre density area. The Quinpool Road application is proposing a density of 412 persons per acre. The Robie Street application is proposing a density of 500 persons per acre.

- Within the Halifax Peninsula Land Use By-law, angle controls apply to both sites with neither proposed development in compliance; instead, both applicants are seeking site specific controls regarding setbacks.

Design Control Principles

When amending policy applicable to the subject area, consideration must be given to the types of design controls which will be put in place to regulate form and use. These control principles include, but are not necessarily limited to:

1. Ensuring the presence of active commercial uses at the ground floor of the building;
2. Identifying the appropriate streetwall and podium height which responds appropriately to both street frontages;
3. Evaluating the transition between the proposed residential towers and the smaller scale residential homes existing to the north and west of the development sites;
4. Ensuring a high quality of architecture is implemented on the site given in one case the highly visible ‘landmark’ nature of the site on a commercial high street and in both cases being highly prominent as seen from the Commons;
5. Assessing the appropriate overall maximum height for each site;
6. Assessing the massing, bulk and density of the buildings and the need for a strong base, middle, and top;
7. Mitigating shadow or wind impacts from any new development on the public realm and Commons; and
8. Identifying appropriate site specific controls, including separation distance between towers on the same site as well as setback between any proposed tower and a shared property line.

In evaluating plans submitted by both applicants, points 5 to 8 referenced above have been the major areas of concern as follows:

Height

Following an assessment of each site context separately and combined, it has been evaluated that additional height in the form of a landmark building on the Quinpool Road site, and an increase in allowable height on the Robie Street Site is worthy of further analysis and community consultation. In the case of Quinpool Road, the proposed new tower will be roughly 20 metres taller than the existing tower on the site; the proposed Quinpool development height of 22 storeys is not without precedent in the surrounding community. The Atlantica Hotel located at the southwest corner of Robie Street and Quinpool Road is of a similar overall height. While a second large scale residential building (Welsford Apartments) is located to the north of this site on the west side of Robie Street, this particular development has been identified as being out of scale with the existing neighbourhood and not of a desirable height and form for that section of Robie Street.

Furthermore, given that the Quinpool Road site is already designated as commercial within the SMPS, a taller development could be expected. A general urban design principle is that the wider the street, the taller that a building can be without appearing imposing. Given the substantial width of Robie Street, in addition to the presence of open space on its eastern side, it would be appropriate to consider this site as an opportunity for increased heights relative to the shorter buildings further west on Quinpool Road.

The Robie Street site could also be appropriate for additional height. However, an increase to the height regulations in place on this centralized site which currently restricts development to as little as 35 feet on some parts of the properties (Map 4), is reasonable with the caveat that additional buildings of this size further north along Robie Street would not be appropriate. Also, further consideration would need to be given to the lower density residential land uses fronting Parker Street to the west, as well as the stable lower density residential community north of Welsford Street. With this said, it may be determined through the public consultation stage of the application that the height of one or both of the proposed developments should be reduced to better reflect its context and surroundings. The appropriate heights of both of these sites would be further evaluated throughout the course of the planning application process should Council choose to initiate these proposed policy and LUB amendments.

Massing, Bulk and Density

The massing and bulk of the buildings are relevant as to their impact on surrounding land uses. In this case, these factors need to be addressed through new policy and requirements to minimize the impacts of the building on the public realm (i.e. the Commons), the adjacent residential areas, and how the buildings are integrated into the commercial development along Quinpool Road and the residential uses along Robie Street, respectively.

The densities of the proposed developments are 3-4 times the density permitted under the Peninsula Land Use By-law for the subject sites. An increase in density is supported by the Regional MPS as the subject sites are located within the Capital District and the Regional Centre which provide support for more development in these areas. With this said, the desire to increase residential densities within the Regional Centre must be balanced with the need to retain the livability and access to amenities that draws population to these areas. If density is increased to the point where public amenities are negatively impacted, and buildings are less livable due to limited setbacks, privacy, or access to light, it could result in a situation where the desirability of living in these urban areas is somewhat limited and population growth stagnates.

Any application made to increase the existing permitted densities will be evaluated to determine the overall net public benefit of the project. As discussed above, while increased population within the Regional Centre is a key goal of the Regional MPS, the construction of a well-designed building on a landmark site such as this must also play a key role in the decision making process. An overall assessment of the public benefit would occur should Council initiate this MPS amendment process following negotiations on enhanced design controls (setback, separation distances, etc.), broader unit mix (3 bedroom units), and other benefits as appropriate through the Development Agreement process.

Shadow Impacts

A key factor in determining an appropriate height for buildings on the subject area is to assess their impact on the public realm. The Halifax Commons, to the east, is amongst the most heavily utilized and high profile public spaces within the Halifax peninsula. While increased density on the subject site has the potential to add vibrancy to the adjacent public space through the addition of residential uses, this desire must be carefully balanced with a more fundamental goal of ensuring public spaces are not negatively impacted by redevelopment. This is especially true within this context given that the southwest corner of the Commons has been identified as having amongst the highest levels of programming within the facility given its multi-purpose function as a cricket oval, and softball field. It is also important to note that this highly used southwest corner is the lowest in elevation and is thus the most susceptible to water saturation and long drying periods following a storm event.

Given the above policy and locational context, both proposed developments have been evaluated for their shadow impacts on the Commons. In the case of the Quinpool Road Application, the proposal has been assessed to be of a low to no impact during the summer and fall seasons which are critical times of the year for maintenance of the field area.

In the case of the Robie Street application, the shadow impact on the Commons is substantially higher given its location further north on the street, and its elongated mass oriented on a north-south axis. The proposed Robie Street building results in a shadow that covers the entire softball infield at peak game hours (approx. 6pm) in late May, in addition to shadowing portions of the Emera Oval which are not presently shadowed in the afternoon hours between November 11th and February 1st. While the overall proposed height of the building will require further analysis as to its appropriateness, staff recognize that the floorplate size and overall width of the building are the primary causes for concern regarding shadow on the Commons. There are potential solutions to these issues ranging from a two tower configuration to a slimmer and taller building. The issue of shadow impact on the Commons and light penetration will be a key focus of staff on this application, should Council choose to initiate the requested policy amendment process.

Appropriate Spacing between Towers

The siting of the buildings could create issues relating to livability and sunlight penetration within the block as a whole. The two applications attempt to address these issues with various setback and tower separation distance requirements. In the case of the Robie Street application, relatively generous side and rear setbacks can be provided on the site due to their single tower configuration, and the absence of a need to space two towers on a single property. As such, a 9.1 metre rear setback and a 12.2 metre side setback have been proposed. In the case of the Quinpool Road application, the development proposes a distance of 11.8 metres between the two residential towers internal to the site, and a setback distance of approximately 5.75 metres between the tower at the corner of Robie Street and Quinpool Road, and the property line to the north.

Within the Downtown Halifax Land Use By-law, a minimum distance of 11.5 m is required between a tower and a shared property line, at building heights of 33.5 m or more, resulting in a total spacing of 23 metres between adjacent towers. In a less dense environment than the downtown such as the subject site, it would be expected that tower spacing and setbacks to adjacent property lines would be increased as opposed to less than in the downtown. Instead, in the case of the Quinpool Road proposal these numbers are approximately half of the downtown requirements. This limited setback would negatively impact not only the livability of units in the two proposed towers, but also the livability in any future residential development to the north (i.e. Robie Street site), as well as the amount of sunlight reaching the Commons. While reduced tower separations might be acceptable in a commercial to commercial interface, this residential to residential distance spacing should be maximized to mitigate livability and privacy issues between units. Other Canadian cities are known to mandate a minimum 24.3 metres (80 feet) between residential tower uses. Therefore, staff recommends that the proposed building meet a minimum distance of 11.5 m between a tower and a shared property line.

MPS Amendment Options

While staff is recommending that Regional Council initiate the policy amendment processes for both sites, it is important to note that this recommendation comes with significant concerns which will require resolution through the planning process. In the case of the Quinpool Road application, setbacks between proposed towers and shared property lines, as well as separation distance between the two proposed towers on the shared site risk the livability of the residential units, in addition to potentially negatively impacting the Commons. Staff would recommend moving forward with the project only if tower spacing greater than or equal to that required within the Downtown Halifax LUB can be provided. This concern has been discussed with the applicant, however, to this point no amendments to their proposal have resulted. In the case of the Robie Street application, the length of the building combined with its north-south orientation has the impact of producing significant shading on key areas of the Commons. Further to this, the combined impact of this building in addition to the proposal at the corner of Robie Street and Quinpool Road would have a cumulative net negative impact greater than each building individually.

It is possible that these two subject sites can identify a solution to their respective issues by working together, however, staff cannot mandate such cooperation. It is the desire of staff to facilitate this cooperation by requiring both applications to be addressed under a single MPS amendment process. Best planning practice would suggest that a concurrent evaluation of the policies relative to both sites would result in the most comprehensive and cohesive set of policies for the sites.

Alternative Development Approval Approach

The applicants have requested that their developments be considered through the development agreement process. As stated above, this approach provides a high level of control over the development but Regional Council has the ability to look at an alternative approach in light of the work HRM has already completed relative to the Corridor Study for peninsula Halifax. As

part of that project (which was not completed), HRM established draft design control measures for development along Quinpool Road such as those implemented under HRM by Design. These draft measures were the result of significant public consultation and internal staff reviews.

By approving Alternative no. 2, instead of Recommendation no. 1, Regional Council could consider allowing these applications to proceed by means of amendments to the MPS and the creation of a new zone that contains architectural detailing and design controls similar to the approval in Downtown Halifax, that deal with such issues as height, massing, bulk, streetwalls, separation distances, setbacks, and exterior appearance. The level of public consultation to establish this approach would be the same as for establishing a development agreement process in policy.

Conclusion

Based on the justification provided by both applicants and the circumstances outlined above, it is considered reasonable to investigate potential MPS and LUB amendments for the subject sites to enable mixed use developments by development agreement or as-of-right, through the application of a new zone in the LUB as discussed above. Both approaches could provide a high level of control over the development. However, there are concerns with aspects of the building designs that need to be addressed and changed. Should these changes not be suitably addressed through the application process, staff will seek Regional Council's direction on an appropriate policy framework for the project prior to proceeding with the preparation of a development agreement or new zone for the site. Accordingly, staff recommends that Regional Council initiate a planning process to consider MPS and LUB amendments as outlined in this report.

FINANCIAL IMPLICATIONS

The HRM costs associated with processing this planning application can be accommodated within the approved 2014/2015 operating budget for C310 Planning & Applications.

COMMUNITY ENGAGEMENT

Should Regional Council choose to initiate the MPS amendment process as outlined in this report, or to enable an alternative proposal, the *HRM Charter* requires that Regional Council approve a public participation program when considering any amendment to an MPS. In February of 1997, Regional Council approved a public participation resolution which outlines the process to be undertaken for site specific MPS amendments which are considered to be local in nature. This requires a public meeting to be held, at a minimum, and any other measures deemed necessary to obtain public opinion. The proposed level of community engagement would be consultation, achieved through a public meeting and/or public workshop early in the review process, as well as a public hearing before Regional Council could consider approval of any amendments.

Amendments to the MPS and LUB would potentially impact the following stakeholders: local residents, property owners, community or neighbourhood organizations, business owners, other HRM business units, and other levels of government.

ENVIRONMENTAL IMPLICATIONS

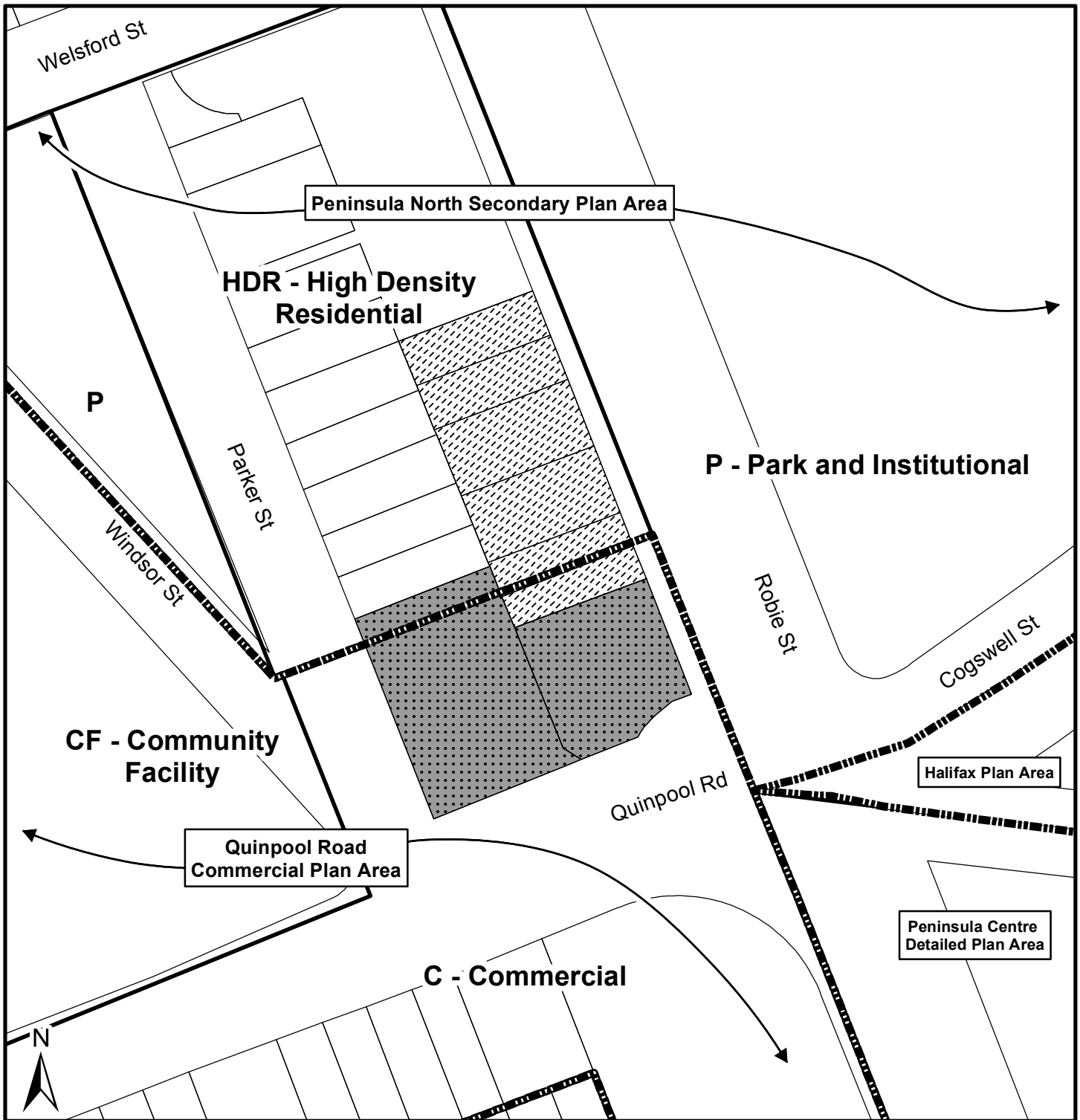
There are no environmental implications associated with this report.

ALTERNATIVES

1. Regional Council may choose to initiate MPS and LUB amendments for the two subject properties separately, thus each application would follow the standard HRM amendment process, including separate public consultation, committee review, and individual staff reports. This alternative is not recommended due to the proximity of the subject applications and their potential combined impact on the Community as outlined in this report.
2. Regional Council may choose to initiate MPS and LUB amendments that would focus on the creation of a new zone and site specific controls through the Land Use By-law as outlined in this report.
3. Regional Council may choose to refuse to initiate the MPS amendment process. A decision not to amend the MPS is not appealable to the N.S. Utility and Review Board as per Section 262 of the *HRM Charter*. This alternative is not recommended.

ATTACHMENTS

Map 1	Generalized Future Land Use
Map 2	Zoning
Map 3	Context
Map 4	Height Precinct
Attachment A	APL Properties Limited Proposal
Attachment B	Westwood Construction Limited Proposal

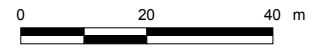


Map 1 - Generalized Future Land Use

Quinpool Road at Robie Street
Halifax



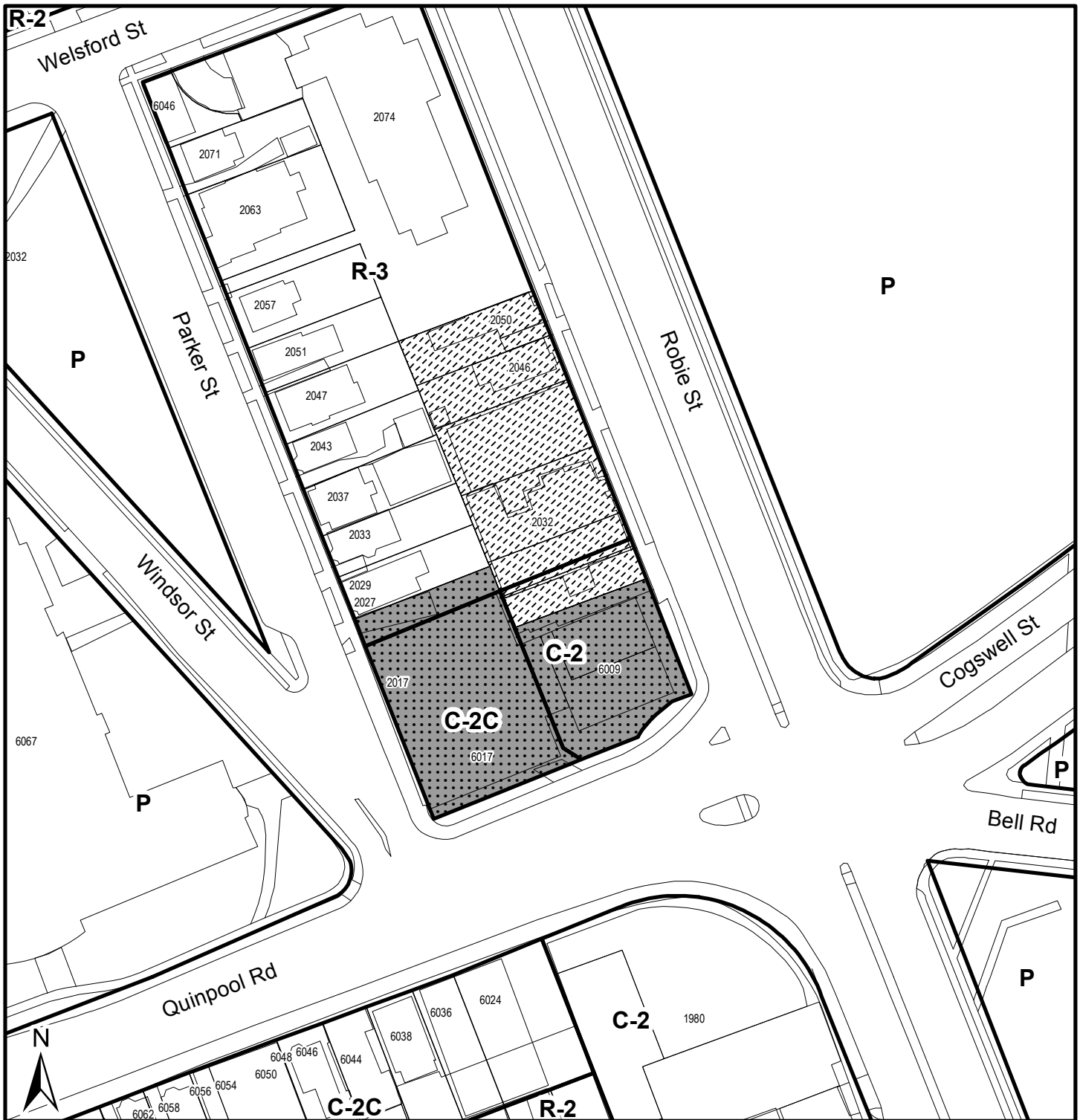
-  Site of Case 18966
-  Site of Case 19281
-  Land use designation boundary
-  Detailed area plan boundary



Halifax Plan Area
Peninsula North Secondary Plan Area
Quinpool Road Commercial Plan Area

This map is an unofficial reproduction of a portion of the Generalized Future Land Use Map for the plan area indicated.



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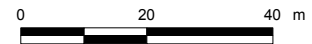
Map 2 - Zoning

Quinpool Road at Robie Street
Halifax



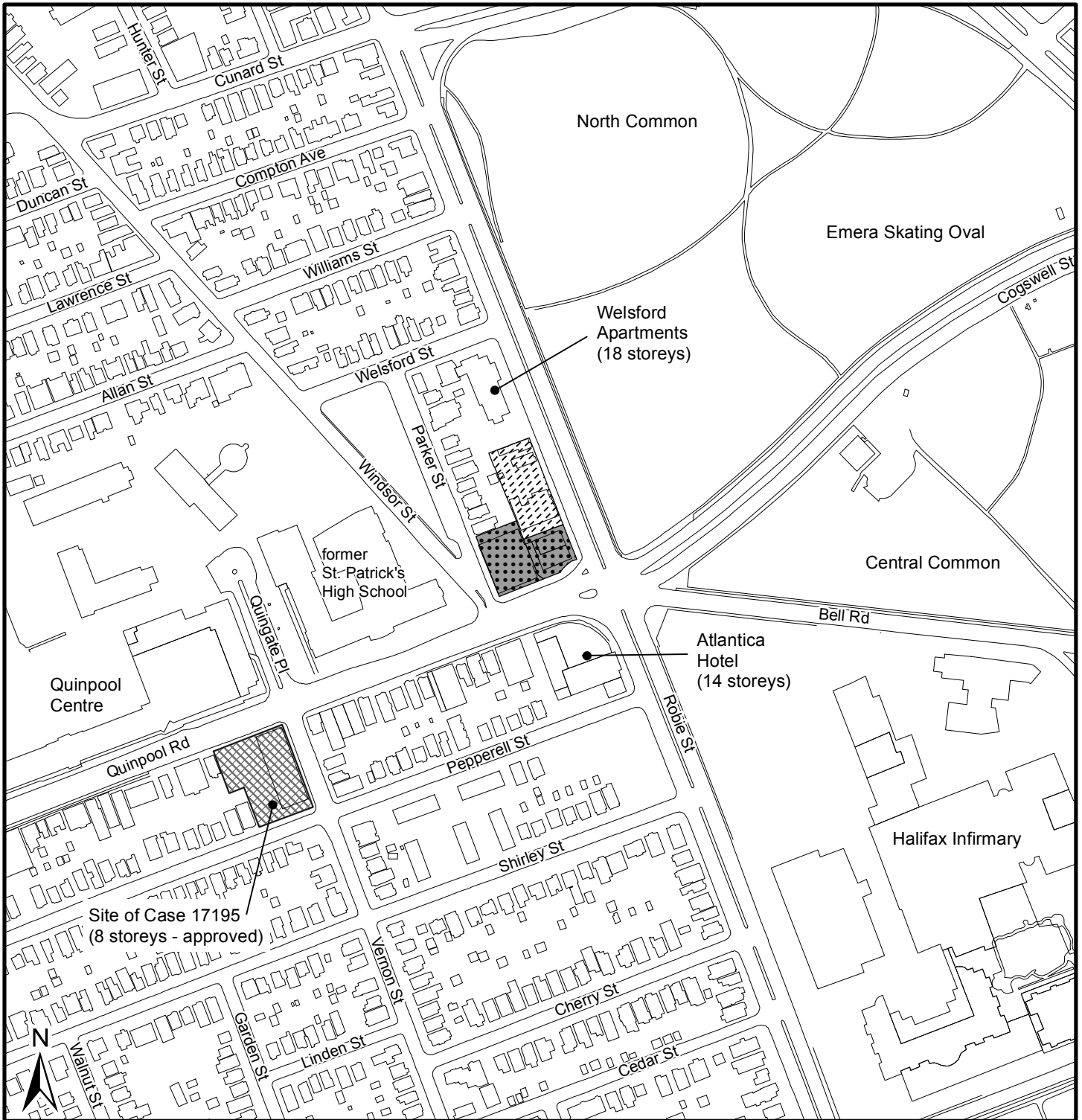
-  Site of Case 18966
-  Site of Case 19281

- Zone**
- R-2 General Residential
 - R-3 Multiple Dwelling
 - C-2 General Business
 - C-2C Minor Commercial - Quinpool Road
 - P Park and Institutional





This map is an unofficial reproduction of a portion of the Zoning Map for the plan area indicated.
HRM does not guarantee the accuracy of any representation on this plan.

Halifax Peninsula
Land Use By-Law Area



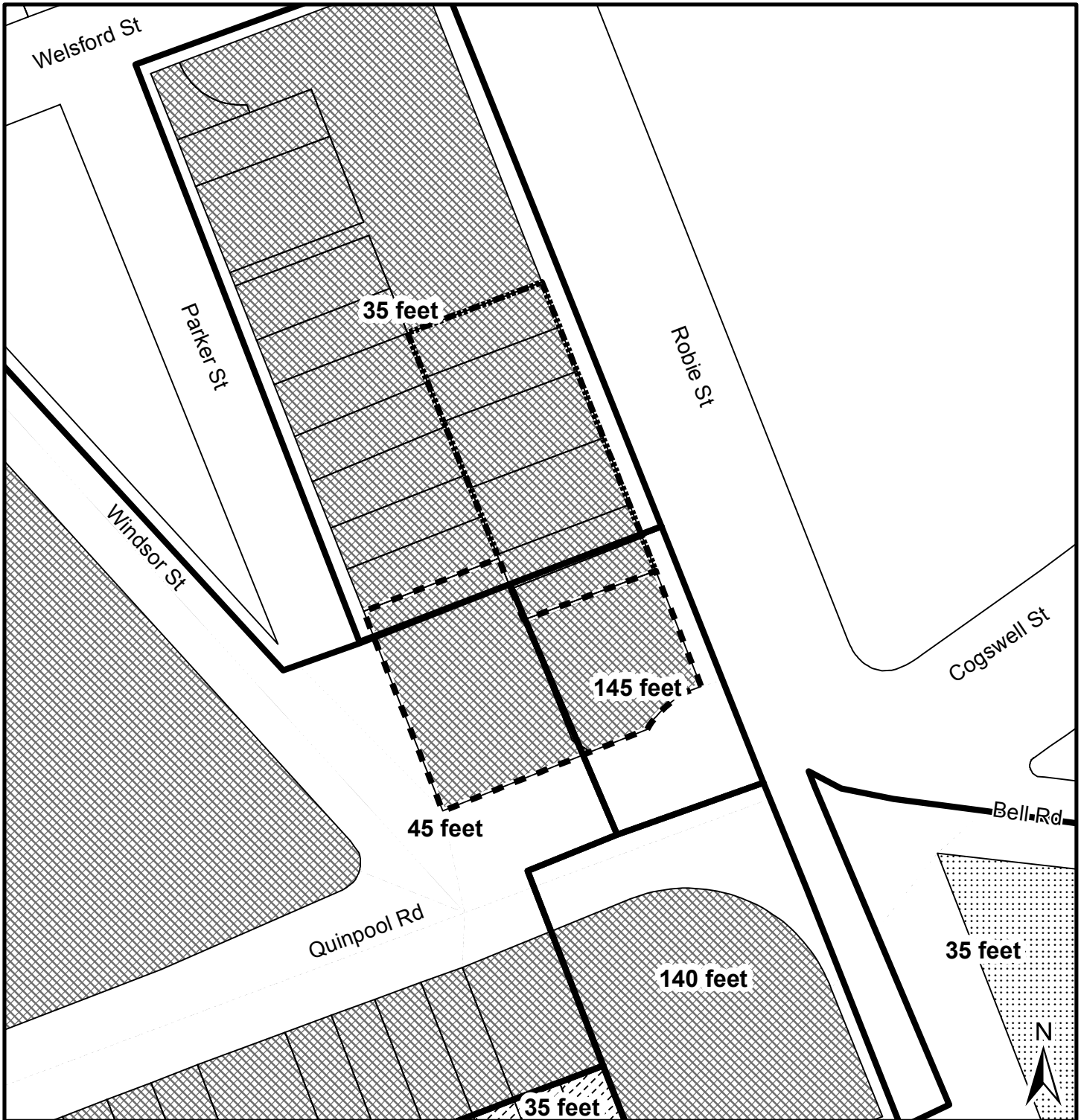
Map 3 - Context

Quinpool Road at Robie Street
Halifax

-  Site of Case 18966
-  Site of Case 19281





HRM does not guarantee the accuracy of any representation on this plan.



Map 4 - Height Precinct


Quinpool Road at Robie Street
Halifax


 Site of Case 18966


 Site of Case 19281

Note: height precincts apply to road parcels; shading has been removed for clarification purposes.

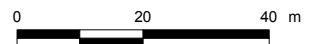
Halifax Peninsula Land Use By-Law Area

 Height measured to highest point of roof

 Height measured to highest point of top floor of building (not including non-habitable roof)

 Height measured to commencement of top storey of building

Please refer to ZM-17 - Height Precinct Map for full definitions of height measurement.



This map is an unofficial reproduction of a portion of the Height Precinct Map for the plan area indicated.

HRM does not guarantee the accuracy of any representation on this plan.



October 11, 2013

Kurt Pyle, Supervisor, Planning Applications
 Community & Recreation Services
 7071 Bayers Road, Suite 2005
 Halifax, Nova Scotia
 B3L 2C2
By Courier

Re: Municipal Planning Strategy/Land Use By-law Amendment and Development Agreement Application – 6009 & 6017 Quinpool Road, Halifax

Dear Mr. Pyle,

APL Properties Limited is making a joint application to amend the Halifax Municipal Planning Strategy (MPS) and the Halifax Peninsula Land Use By-law (LUB) to allow for a mixed-use residential/commercial building by Development Agreement on two abutting properties on Quinpool Road (6009 and 6017 Quinpool Road) and apply for a Development Agreement on these two properties. 6009 Quinpool Road is at the corner of Quinpool Road and Robie Street, while 6017 Quinpool Road is located at the corner of Quinpool Road and Windsor/Parker Streets. In order to move forward with our proposed development, it is our understanding that the following planning processes will have to take place:

1. A site specific amendment to the MPS/LUB to allow for the proposed height, density and setbacks of the proposed mixed-use residential/commercial building
2. A development agreement between HRM and APL Properties to allow for the development of a mixed-use residential/commercial building as outlined in the attached proposal

1. Proposed MPS/LUB Amendment

Planning and Land-Use Context

	Lot A	Lot B
Civic Address	6009 Quinpool Road	6017 Quinpool Road
PID	00140012	00140020
RMPS designation	Capital District	Capital District
Plan area	Halifax Peninsula	Halifax Peninsula
Secondary plan area	Quinpool Road Commercial Area Plan (Map 1, Halifax MPS)	Quinpool Road Commercial Area Plan (Map 1, Halifax MPS)
Plan area designation	Commercial (Map 9h, Halifax MPS)	Commercial (Map 9h, Halifax MPS)
Zoning	C-2 (General Business)	C-2C (Minor Commercial – Quinpool Road)
Height	Current height: 145 feet (policy 2.2.1, Halifax MPS; Explore HRM)	45 feet (policy 2.2, Halifax MPS; Explore HRM)



Designation and Zoning Implications

The properties are located within the Quinpool Road Commercial Plan Area section of the Halifax MPS. They are designated as “Commercial” under that plan and are zoned C-2 (Lot A) and C-2C (Lot B). These zones allow for both residential and commercial development, and as such, mixed use projects. The lots are within two different height precincts: Lot A has a maximum of 145 feet, while Lot B has a maximum of 45 feet.

Proposed Development

The proposed development consists of the construction of two towers on a common two story base, with three levels of underground parking (see attached drawings). The tower on Lot A is 22 stories (230 feet) high while the tower on Lot B is 11 stories (111 feet) high.

Summary

Commercial Space	10,280 square feet
Amenities	5,900 square feet
Residential Units	171 units
Parking Spaces	163 below ground 5 above ground but enclosed for commercial space operators
Loading	1 internal and enclosed loading bay to serve commercial spaces and for residential move in’s and out’s

The proposed development does not conform to the LUB in terms of height, density and setback. Although the current zoning on the property would permit a mixed residential and commercial building, the MPS and LUB requirements do not permit the consideration of the proposed height, nor does the MPS allow for site specific variations to the LUB requirements regarding angle controls or density. Therefore, in order to permit the proposed development to go forward, site specific amendments must be made to the MPS and LUB to allow for a Development Agreement for the site that alters the permitted requirements outlined above.

Rationale for Changes

APL Properties recognizes the significance of its 6009 and 6017 Quinpool property, being located at the corner of one of Halifax’s most recognized and busy intersections, at one of the corners of the North Commons, as well as at the edge of an established green leaf residential neighbourhood. Our goal is to create a development suitable to the location, one that brings a street level presence back to a location where little to none exists today. APL Properties feels that the twin tower design by Kassner Goodspeed Architects, with its two different levels of affordability, all enclosed parking set underground, and with



prominent architectural features at both the Quinpool/Robie and Quinpool/Windsor corners, offers the area a stunning prominence that has been lacking at this location for decades.

The proposed development generally complies with the existing overall objective of the Quinpool Road Commercial Area Plan: *“The encouragement of commercial and mixed commercial/residential development which strengthens the community function of the Quinpool Road area, and is in keeping with the scale and character of the adjacent residential neighbourhoods.”* (p. 205, Halifax MPS) as well as the Quinpool Road Commercial Area Plan Commercial Facilities objective: *“The development and promotion of Quinpool Road as a general retail, office, personal service and business service area including mixed residential/commercial uses within the presently established commercial area”* (p.208, Halifax MPS).

In keeping with both of these objectives, the development proposes two mixed-use residential/commercial buildings featuring a combined total of 171 dwelling units, 10,280 sf of commercial space and 6,000 sf of tenant amenity space. In order to enable this development, site specific amendments to the MPS & LUB are required with respect to height, density and setbacks. APL Properties has purposefully designed the two proposed buildings to maintain the same relative height to one another as the existing height precincts allow for. The proposed 22 storey building fronting on Quinpool Road and Robie Street maintains the approximate height of surrounding properties; the 14 storey Atlantica Hotel on the opposite corner of Quinpool Road and Robie Street and the 18 storey Welsford Apartment building on the corner of Welsford Street and Robie Street. The mid-rise block, fronting on Quinpool Road and Parker Street is located within the Quinpool Road Commercial Area and abuts a residential zone along Parker Street. Because of the inherent differences between the two zones and the distinctly different height precincts already in place, it is difficult to maintain the scale and character of the adjacent residential development. APL Properties recognizes the importance of maintaining a reasonable height restriction between the commercial and residential zones and have incorporated into the design random terracing of the north end wall. This brings the building to a height of 40 ft as it abuts the existing residential properties, which is below the current height restriction of 45 ft.

The residential nature and density of this development within this desirable and transit-oriented area presents an opportunity to create *“a diverse, vibrant and liveable urban environment...”* (Policy S-1, RMPS). This mixed-use development will provide residents with easy access to public transit, local amenities and community & recreational facilities creating a walkable community and an environment that promotes economic growth within the city core. A Greater Halifax Economic Strategy 2011-2016 has outlined five goals to support their vision that sees Halifax taking its place as the economic engine for the region. The Strategy includes a goal for the Regional Centre to *“Build a vibrant and attractive Regional Centre that attracts \$1.5 billion of private investment and 8,000 more residents by 2016.”* The proposed development is completely in keeping with this goal and the Economic Strategy’s further objectives to *“Direct and oversee a pro-development policy within the Urban Centre”* and to *“Further the liveability and attractiveness of our urban core”*. The development will account for approximately \$62.5 million of private investment and will accommodate approximately 385 new residents. The need for change to current MPS policy is supported through these objectives.

The Quinpool Road Commercial Area Plan section of the Halifax MPS outlines requirements for parking within the plan area (Halifax MPS, Section XII, Policy 2.4). The development proposes an all enclosed parking area set underground and therefore meets all of the requirements set out in this policy.



In October 2011, Regional Council initiated a project to establish a Regional Centre Plan, which is to replace parts of the Dartmouth and Halifax MPSs and LUBs. The Quinpool Road area is a corridor that has been the subject of early study and public consultation.

Unfortunately this initiative was not able to be concluded. However, the proposed development is respectful of the direction this initiative was taking for the north side Robie/Quinpool corner, in respect to street wall height, street level commercial uses, setback above the street wall, separation between multiple towers, tower heights. Additionally the proposed development offers respect to existing and planned residential uses along Parker Street, and finally, recognition that the proposed development forms one of the 'posts' of the Quinpool Road gateway.

Past workshops took place concerning Quinpool Road as part of HRM by Design. These workshops promoted increased height, density and encouraged retail and pedestrian activity. Quinpool Road is an active commercial street. The local businesses would benefit from increased density in the area. The site is in close proximity to major employers (hospitals and Dalhousie University) and amenities such as the Commons, making the area a desirable location for new residents and businesses.

2. Proposed Development Agreement – Mixed-Use Residential/Commercial Building

Proposal Summary

The proposed development contains a total of 171 dwelling units, including 56 rental suites in the mid-rise block fronting on Quinpool Road and Parker Street and 115 condominium suites in the high rise tower fronting on Quinpool Road and Robie Street. In addition, there is 10,280 sf of commercial space and approximately 6,000 sf of tenant amenity space on the second floor. Parking for 161 vehicles is provided on 3 below grade parking levels.

Building Form

The lands at 6009 & 6017 have a combined area of 25,230 sf. Development is controlled under the Quinpool Road Commercial Area Section of the Halifax Peninsula Land Use By-law. The property at 6009 Quinpool is currently zoned C-2 Minor Commercial (Quinpool Road).

The existing buildings at 6009 and 6017 Quinpool Road were constructed 50 years ago. The principal building (6009 Quinpool) is a ten storey tower that contains approximately 50,000 sf of general office space. The exterior wall and building services are obsolete and inefficient by current standards. The four level parking structure (6017 Quinpool) is linked to the office block, provides parking for about 100 vehicles and contains ancillary commercial space at ground level. The parking structure shows significant signs of deterioration.

The existing buildings are to be dismantled. All new parking is placed in a three level garage construction below grade, accessed from Parker Street and from Robie Street. A two storey podium structure covers the entire site, providing space for street level commercial uses and entry lobbies for the residential uses on the ground floor and tenant amenity areas on the second level. The residential accommodation is provided in two discrete blocks above the podium structure. A high rise volume is placed at the



intersection of Robie Street and Quinpool Road and is to be developed as condominium residences. A second mid-rise residential structure addresses the intersection of Parker Street and Quinpool Road.

The podium structure creates a common street frontage for the project. Panels of storefront glazing address the sidewalk and are framed in a natural stone veneer. Columns are clad in stone finish fibre reinforced polymer (FRP) panels. FRP panels are used to frame the second floor glazing and establish the street wall cornice line.

The mid-rise block is articulated in shape and materials. The façade of the low-rise section is expressed in masonry to establish a street wall presence. The upper levels are set back from the street wall with increased glass areas. The Quinpool/Windsor/Parker intersection is marked by an open pergola topped with a tower of terraces. The mid-rise block rises to 11 floors at the Quinpool end but steps down to the North to acknowledge the adjacent low rise structures. The high rise condominium tower features small floor plates with 6 suites on a floor. This allows a slim offset structure, minimizing shadow impacts of adjacent structures. The tower is expressed as a glass curtain setback behind articulated masonry volumes. The glass wall emerges to wrap the penthouse stories, and a projected slab is used to demarcate the top of the structure. The height approximates the adjacent Atlantica Hotel to the south and the Welsford Apartments to the east. A prominent vertical corner denotes the significant location and marks the residential entry. The residential lobby features a terrace overlooking the Halifax Commons.

The design is intended to create a project that brings a modern residential structure to a prominent downtown site in a form that responds to the realities of the context and appropriately marks a significant place in the Halifax urban fabric.

Street Wall Height

- The 6009 Quinpool tower has a 3 storey street wall, approximately 11 to 12m in height on the Quinpool side, and ranging from 12 to 14m on the Robie side as the slope of the streets are dealt with. All walls are constructed to the property lines with the exception of the Level 1 and Level 2 street walls which are set back slightly to ensure that the minimum 4.5m public space between building and street curb is easily achieved.
- The 6009 Quinpool tower has a commercial space terrace set in at Level 1, approximately 1m to 3m above the sloping Robie Street sidewalk, set into the street wall so as to not encroach on the 4.5m minimum public space requirement.
- The 6017 Quinpool mid-rise has a 2 storey street wall, extending approximately 8m above Quinpool Road and varying between 8 and 9m along the Parker Street elevation as slope in the property is dealt with. All walls are constructed to the property lines, with the exception of the Level 1 and Level 2 street walls which are set back slightly to ensure that the minimum 4.5m public space between building and Quinpool and Parker Street curbs are easily achieved.

Setbacks Above the Street Wall

- At the proposed 6009 Quinpool tower, a 3m 'front' and 'street' side setback occurs at Level 4, approximately 11 to 12m above the Quinpool Road sidewalk, and 12 to 14m above the Robie Street sidewalk as property slopes are dealt with.



- The 6009 Quinpool tower has another 3m full perimeter setback at Level 21 on the 6009 Quinpool tower.
- At the 6017 Quinpool mid-rise, 3m 'front' and 'street' side setbacks occur at Level 3, approximately 8m above the Quinpool Road sidewalk, increasing to approximately 9m above the Parker Street sidewalk at the northern end of this boundary, as property slopes are dealt with.

Rear (abutting property) Wall Heights and Setbacks

- The 6009 Quinpool tower has a 2 storey rear wall, approximately 8m in height measured at the property line with the abutting Robie St. property to the north.
- The 6017 Quinpool mid-rise has a rear wall 4 storeys and approximately 14m in height. The existing parking structure is approximately 14m in height, although set approximately 3.15m away from the boundary line. At the top of the 14m rear wall, a 6m horizontal setback occurs before the 7 storey vertical wall of the mid-rise begins.

Building Heights

- The proposed 6009 tower illustrates a 22 storey building, which with Level 1 and Level 2 at 8.0m total, floor to floor, 3.05m floor to floor heights from Level 3 to Level 20, and 3.35m floor to floor heights at Level 21 and 22, plus a 1m parapet and roof protrusion allowance, totaling 70.6m.
- The proposed 6017 mid-rise illustrates an 11 storey building with Level 1 and Level 2 at 8.0m total, floor to floor, then 2.95m floor to floor from Level 3 to Level 10, and 3.35m at Level 11, plus 1.0m for roof protrusions, totalling 35.95m.
- The current height restriction for the existing zonings on the subject properties has been in place since 1986. As the area has grown and been updated, HRM and community members have recognized a need for change in the area.

Street Level Commercial Use

- C-1 and C-2 uses including retail stores, restaurants, financial institutions, community facilities, stores for the purpose of personal service.

Separation Between Towers

- 11.8 minimum
- 12.8 maximum

Building Dimensions

- The 6009 Quinpool tower is less than 27m in both width and depth.
- The 6017 Quinpool mid-rise is less than 27m in width due to configuration of the property and a desire to provide existing Parker St. residences as much south facing exposure to sun.



Adjacent Residential Uses to the North

- Existing Parker Street use is predominately former single family residences, now converted to multi-unit, typically 2 or 3 units per building, all 2 to 2.5 stories in height, approximately 6m from ground to top of second floor, or approximately 9-10m in height total.
- The abutting rear wall of the 6017 mid-rise is vertical approximately 14m above ground level, matching the height of the existing parking structure, before horizontally setting back the required 6m.
- The 6017 Quinpool mid-rise is sympathetic to the shadowing effect on the existing Parker St residences, dealing with this condition by random terracing the north end wall, and configuring this end of the building as narrow as possible.
The entire development is 'terraced' to bring the development to a reasonable level when reaching the abutting residential properties on Parker Street.

Amenity and Landscape Spaces

- Green roofs
 - Level 2 has 255 sq.m of green roof space
 - Level 3 has 370 sq.m of green roof space
- Exterior shared terraces
 - Level 2 has 59 sq.m of shared exterior terrace
 - Level 3 has 54 sq.m of shared exterior terrace
- Total site area is 2344 sq.m with the development providing a total of 738 sq.m of above grade shared landscape space,
- Private suite terraces
- Internal fitness, meeting, and relaxation spaces

Your timely review and response to our proposal is much appreciated

Yours Truly,
APL PROPERTIES LTD.

Original Signed

Emma McCully
Planning Coordinator

6009 / 6017 QUINPOOL ROAD

PROPOSED RE-DEVELOPMENT
CASE 18966



CONCEPT DESIGN CONTENTS

- SITE PLAN
- P3
- P2
- P1
- GROUND FLOOR
- LEVEL 2
- LEVEL 3
- LEVEL 4-5
- LEVEL 6-10
- LEVEL 11
- LEVEL 12
- LEVEL 13-20
- LEVEL 21-22
- PARKER ST ELEVATION
- QUINPOOL RD ELEVATION
- ROBIE ST ELEVATION
- PARKER ST SECTION
- CROSS SECTION
- DEVELOPMENT STATISTIC

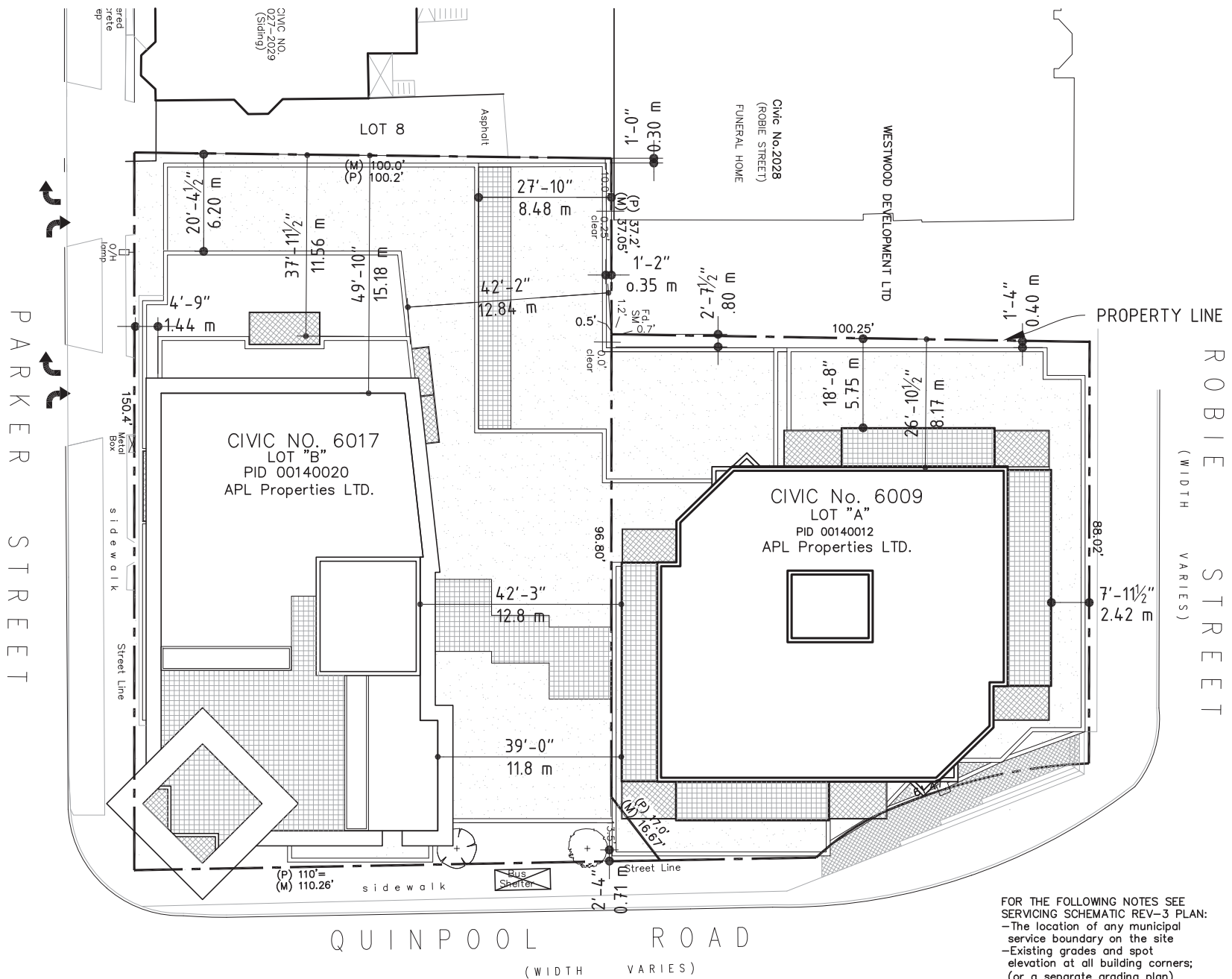


Kassner Goodspeed Architects Ltd.

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Mar 13, 2014



FOR THE FOLLOWING NOTES SEE
 SERVICING SCHEMATIC REV-3 PLAN:
 -The location of any municipal
 service boundary on the site
 -Existing grades and spot
 elevation at all building corners;
 (or a separate grading plan)

QUINPOOL ROAD
 (WIDTH VARIES)

6009/6017 QUINPOOL ROAD
 PROPOSED RE-DEVELOPMENT

CONCEPTUAL DESIGN
 SITE PLAN



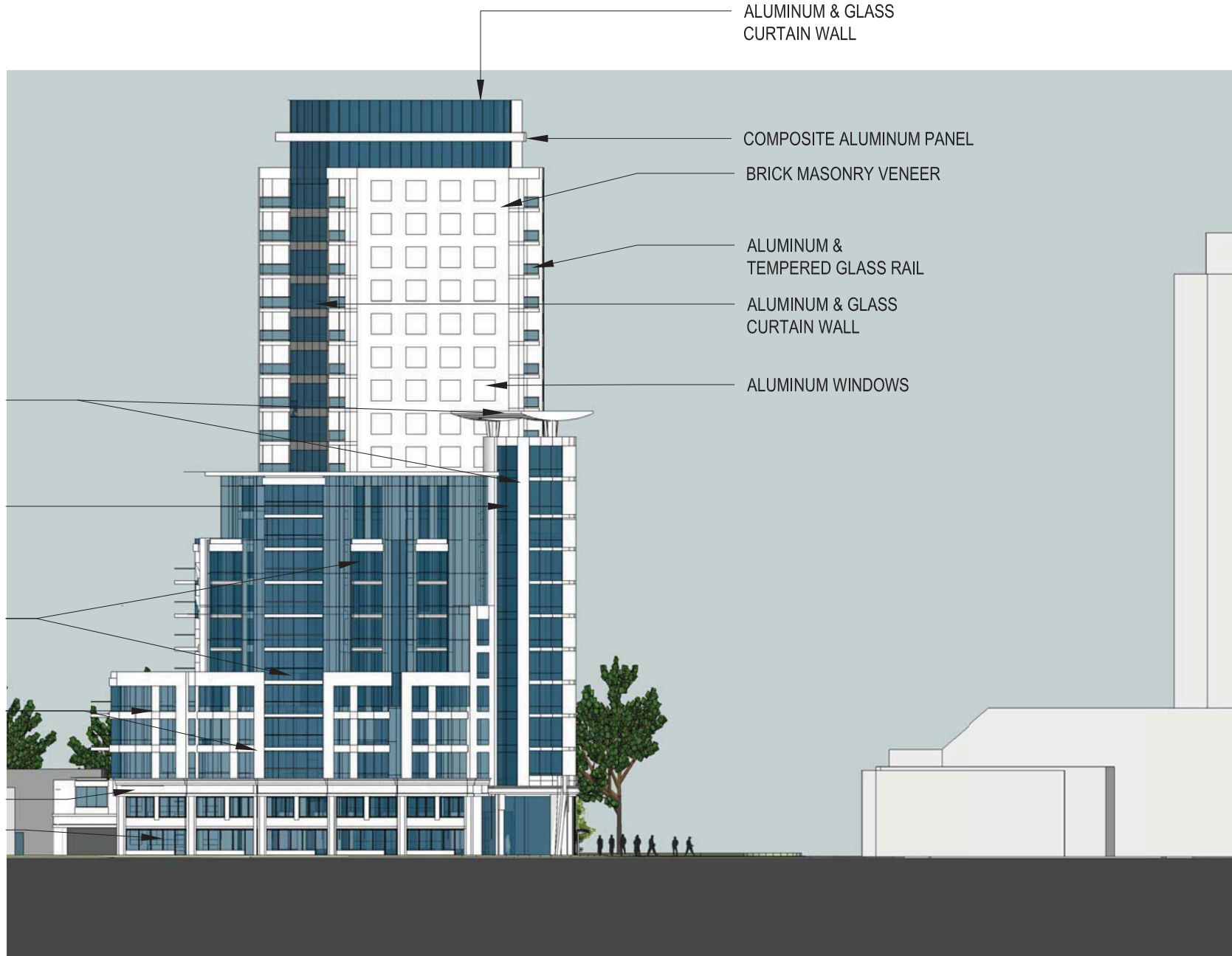
Kassner Goodspeed Architects Ltd.

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SCALE 1"=30'

Mar 14, 2014



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6009/6017 QUINPOOL ROAD

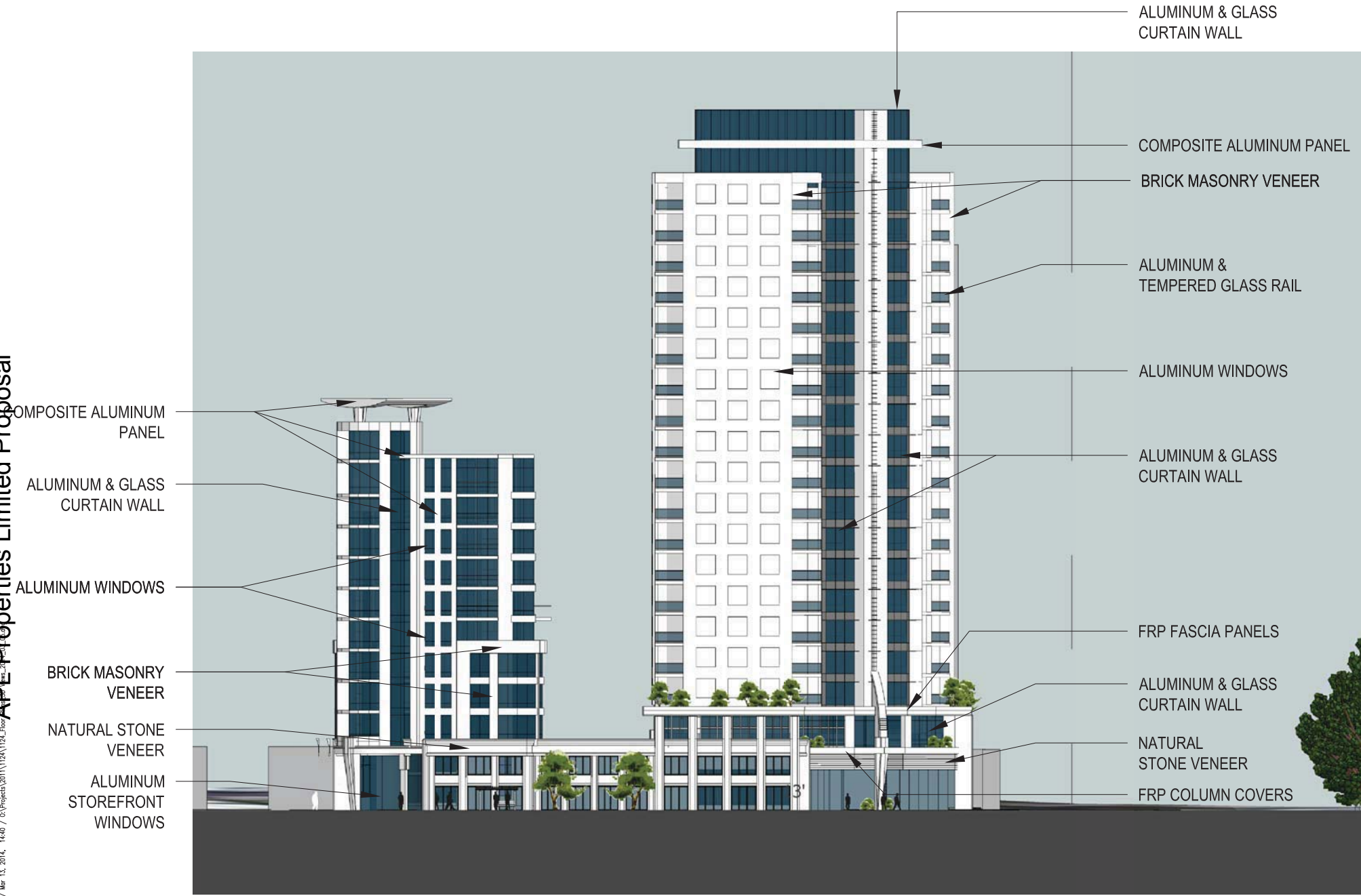
PROPOSED RE-DEVELOPMENT

CONCEPTUAL DESIGN

PARKER ST ELEVATION

SCALE 1"=40'

Mar 13, 2014



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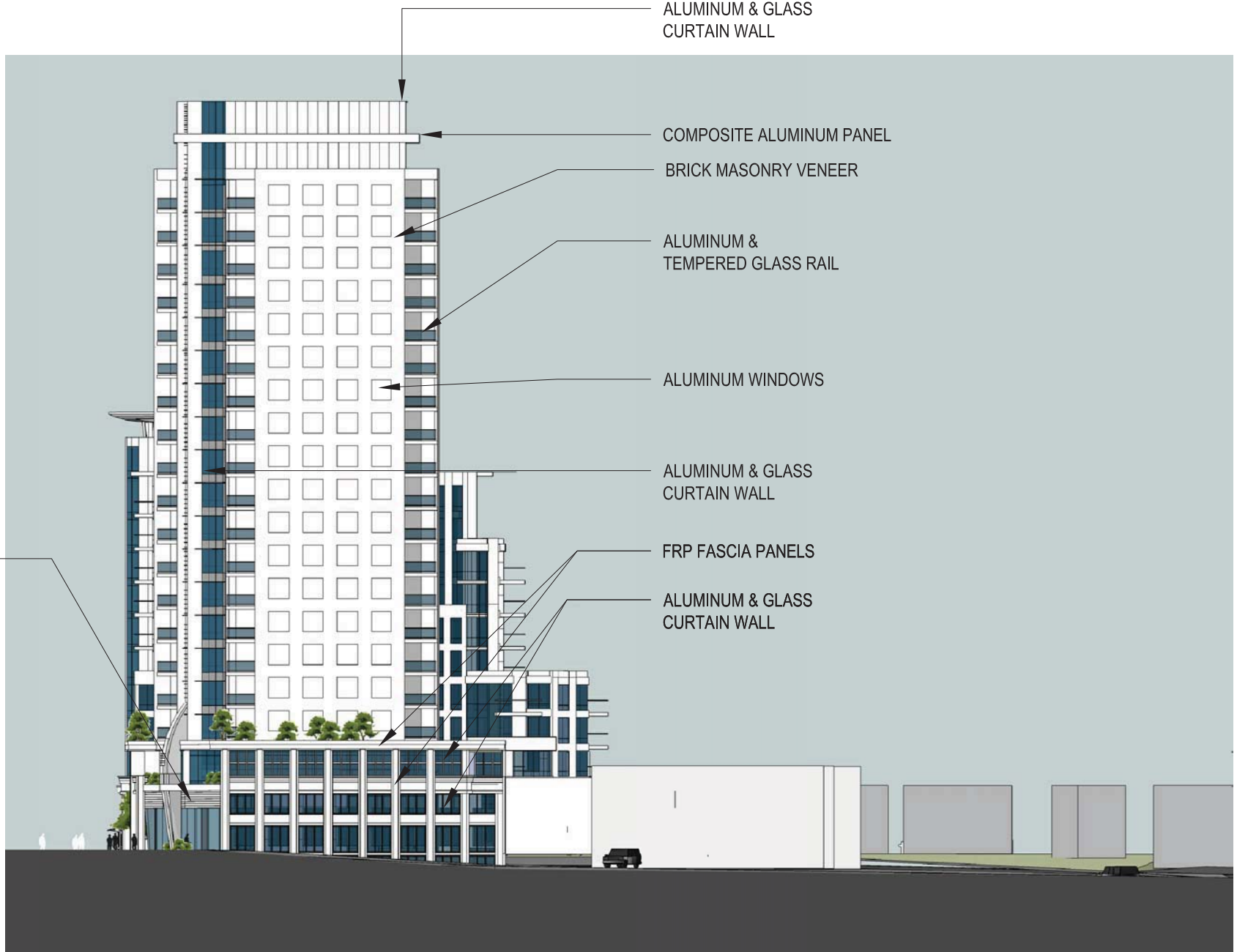
6009/6017 QUINPOOL ROAD
 PROPOSED RE-DEVELOPMENT

CONCEPTUAL DESIGN
 QUINPOOL RD ELEVATION

SCALE 1"=40'

Mar 13, 2014

NATURAL
STONE VENEER



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6009/6017 QUINPOOL ROAD

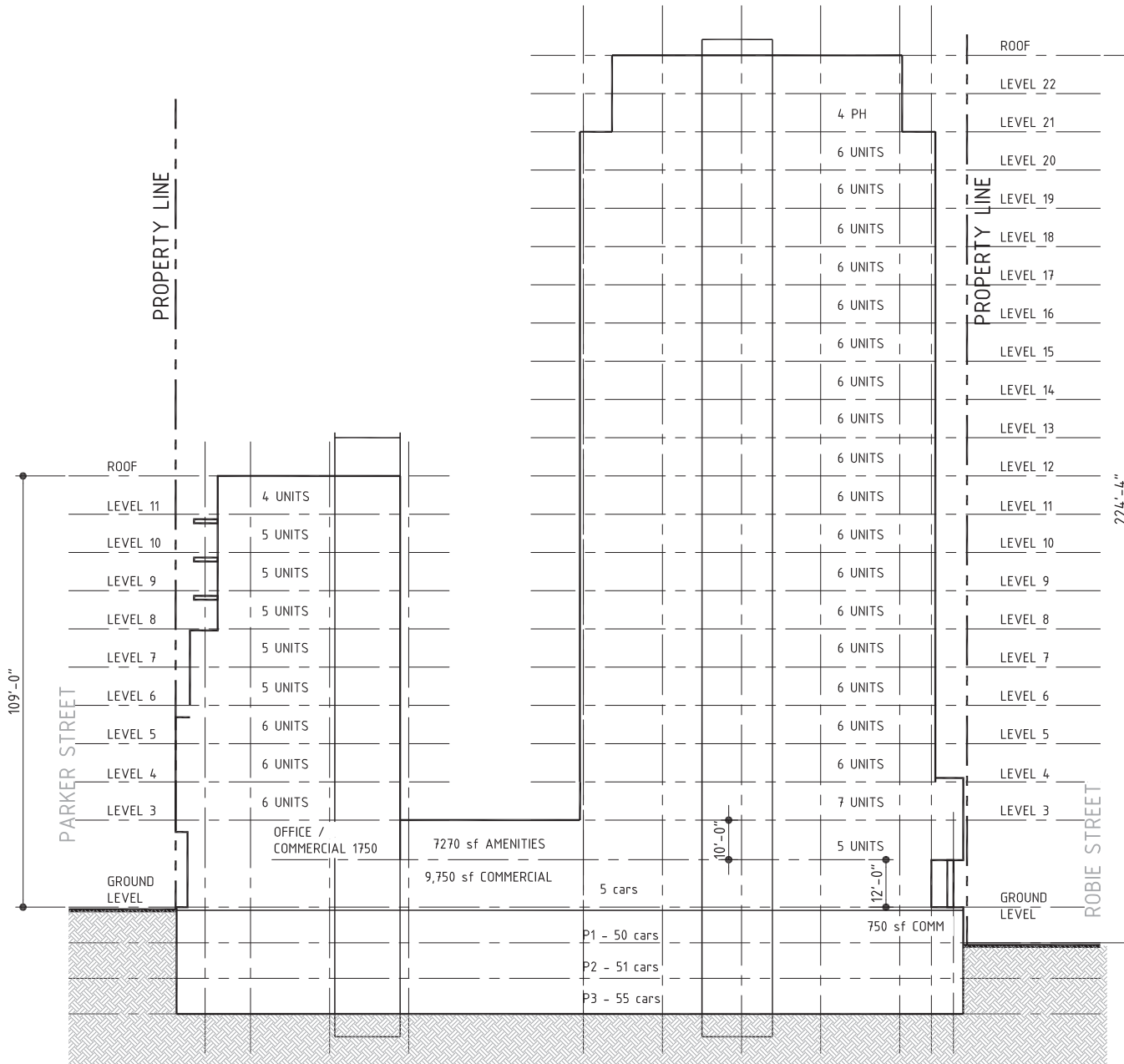
PROPOSED RE-DEVELOPMENT

CONCEPTUAL DESIGN

ROBIE ST ELEVATION

SCALE 1"=40'

Mar 13, 2014



SUMMARY:

- COMMERCIAL SPACE - 12250 SF
- AMENITIES - 7270 SF
- RESIDENTIAL SUITES - 168
- PARKING SPACES - 166



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6009/6017 QUINPOOL ROAD

PROPOSED RE-DEVELOPMENT

CONCEPTUAL DESIGN

CROSS SECTION

SCALE 1"=40'

Mar 13, 2014

DEVELOPMENT STATISTICS

Site area 25,230 sf
 Gross site area 40,250 sf = 0.92Ac

	6009		6017		gross	comm.	int	ext	pkg
	1br	2br	1br	2br	fl area	sf	amenity	amenity	
					sf	sf	sf	sf	
22					4580				
21	2s-	4			4580			1230	
20	2	4			5874			480	
19	2	4			5874			480	
17	2	4			5874			480	
16	2	4			5874			480	
15	2	4			5874			480	
14	2	4			5874			480	
13	2	4			5874			480	
12	2	4			5874			1925	
11	2	4	-	4	10454			900	
10	2	4	1	4	11588			900	
9	2	4	1	4	11588			900	
8	2	4	1	4	11588			900	
7	2	4	1	4	11588			900	
6	2	4	1	4	11588			900	
5	2	4	2	4	12849			980	
4	2	4	2	4	12849			980	
3	-	7	2	4	14888			980	
2	1	4	-	-	17716	2086	7270	600	
1	-	-	-	-	22134	9750			6
P1					24180	750			50
P2					24180				55
P3					24180				55
Totals	34	87	11	36	277,522	12586	7270	14955	166
Units	121		47		168 units				
People	68	261	22	108	459 people				

ATTACHMENT A
 APL Properties Limited Proposal

Juliano / Mar 13, 2014, 14:43 / C:\Projects\2011\1120\1124_Floor



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6009/6017 QUINPOOL ROAD

PROPOSED RE-DEVELOPMENT

CONCEPTUAL DESIGN

DEVELOPMENT STATISTICS

SCALE 1"=30'

Mar 13, 2014



Kassner Goodspeed Architects Ltd.

Design Rationale 2032-2050 Robie Street Proposed Mixed-use Redevelopment,

The lands at 2032-2050 Robie Street have a combined area of 25,230 sf. The parcel has 200' of on Robie Street, across from the Halifax Commons to the east. Development is controlled under the Peninsula Centre Section of the Halifax Peninsula Land Use Bylaw. The property is currently zoned R-3, High Density Residential.

The existing building at 2032 Robie Street is a three storey wood frame structure former funeral home that is currently used as a meeting hall. A large paved and landscaped parking area occupies the north half of these lands. The property at 2050 Robie Street is currently developed with a wood frame house.

Our commission is to study alternatives for a re-development of these properties. Following on the HRM Centre Plan initiative, the owner has identified an opportunity for a mixed use project on these lands, in keeping with the HRM goal of increasing the residential density of peninsula Halifax. The design brief included an entrance court at ground level, hotel space use above to streetwall height, with the residential suites set back above this level. The intent is to provide hotel space as the commercial use, combined with high density residential to capitalize on the proximity of the site to major urban open spaces, the nearby medical QE2 medical complex, and its well served location on the urban transportation network.

As proposed, the development contains a total of 120 dwelling units and 40,000sf of commercial space organized on 18 floors. The entrance storey and 3 storeys of hotel create the base structure. The residential units are organized a tower mass set back from the streetwall block to form the middle section. The top two floors are further set back and expressed as the top of the composition

The existing buildings on the site are to be dismantled. Two full levels of parking are to be constructed below the grade of Robie Street. The ground level is developed as the entrance storey, organized to accommodate both pedestrian and vehicle traffic. Separate entrances are provided for the hotel and residential uses. The residential lobby, the hotel lobby and small storefront are brought forward to the street line to address the sidewalk. The residential lobby is set in the center of the frontage and expressed as the principal entrance to the building. Vehicle driveways are introduced between these elements leading to an open vehicle court behind the residential lobby. Both the underground garage and hotel service spaces are accessed from this vehicle court.

ATTACHMENT B - Westwood Construction Ltd. Proposal

The hotel space is organized on the three floors immediately above the entrance storey . This volume extends the full width of the property with 0 setback from Robie Street and a 20 foot setback from the rear (west) property line. This creates a 50 foot high streetwall along the Robie frontage, consistent with the centre plan initiative. Access to the commercial space is by a dedicated elevator bank, completely separate from the residential access. The commercial block features large window bays on the east and west facades

The residential units are organized on 12 typical floors above the commercial space. The residential floors are set back from the Robie Street streetwall, with a 30 foot setback from the rear property line and 40 foot setbacks from the side property lines. The typical floors are compact, each accommodating 8 suites. The layout includes two 1 bedroom suites at 750sf each, two 2 bedroom suites at 1000sf each and four two bedroom +den suites at 1200sf each. Each suite has a private balcony. The residential mass is expressed as two volumes, linked by the circulation core, with projected bays on all faces.

The top two residential floors are setback again from the main residential volume and organized as 4 large penthouse suites at 2,000 sf each. Each penthouse has a private terrace area. A large common terrace, overlooking the commons is included in the protected space between the penthouse volumes. Aside from this common terrace and private balconies for each suite, tenant amenities include the main lobby area, meeting room, tenant storage lockers, secure bicycle storage and a fitness centre and meeting rooms on the hotel floors.

The principal exterior materials used are tinted precast concrete and aluminum curtain wall with tinted glass panels. The base section is expressed as a solid mass with applied glass window bays and a central entrance pavilion.. The residential tower is expressed as a curtain wall enclosure block with solid bay elements and corner balconies, Strong overhangs are used to demarcate the base, the top section and the main entrance.

As mentioned above, the design concept was developed in the spirit of the Center Plan initiative introduced by HRM, featuring a well defined streetwall mass, setbacks for the residential floors and compact floor plates. Following from this the proposal includes more building volume and residential density than permitted under the current zoning regulations. This is in line with the stated aim of increasing the residential density in peninsula Halifax. The immediate environs include several other structures of similar size. In summary we submit that this project is an appropriate re-development proposal for an under-utilized site in the urban core, located on a major arterial street, adjacent to a commercial district and across from a major open space.

DBG
2 April 2014
1305-Design Rationale



2032 / 2050 ROBIE STREET

PROPOSED RE-DEVELOPMENT
CASE 18877



CONCEPT DESIGN CONTENTS

- SITE PLAN
- P1-P2
- GROUND LEVEL
- LEVEL 2-4
- LEVEL 5-16
- LEVEL 17-18
- ROBIE ST ELEVATION
- SIDE ELEVATIONS
- REAR ELEVATION
- SECTION
- DEVELOPMENT SUMMARY

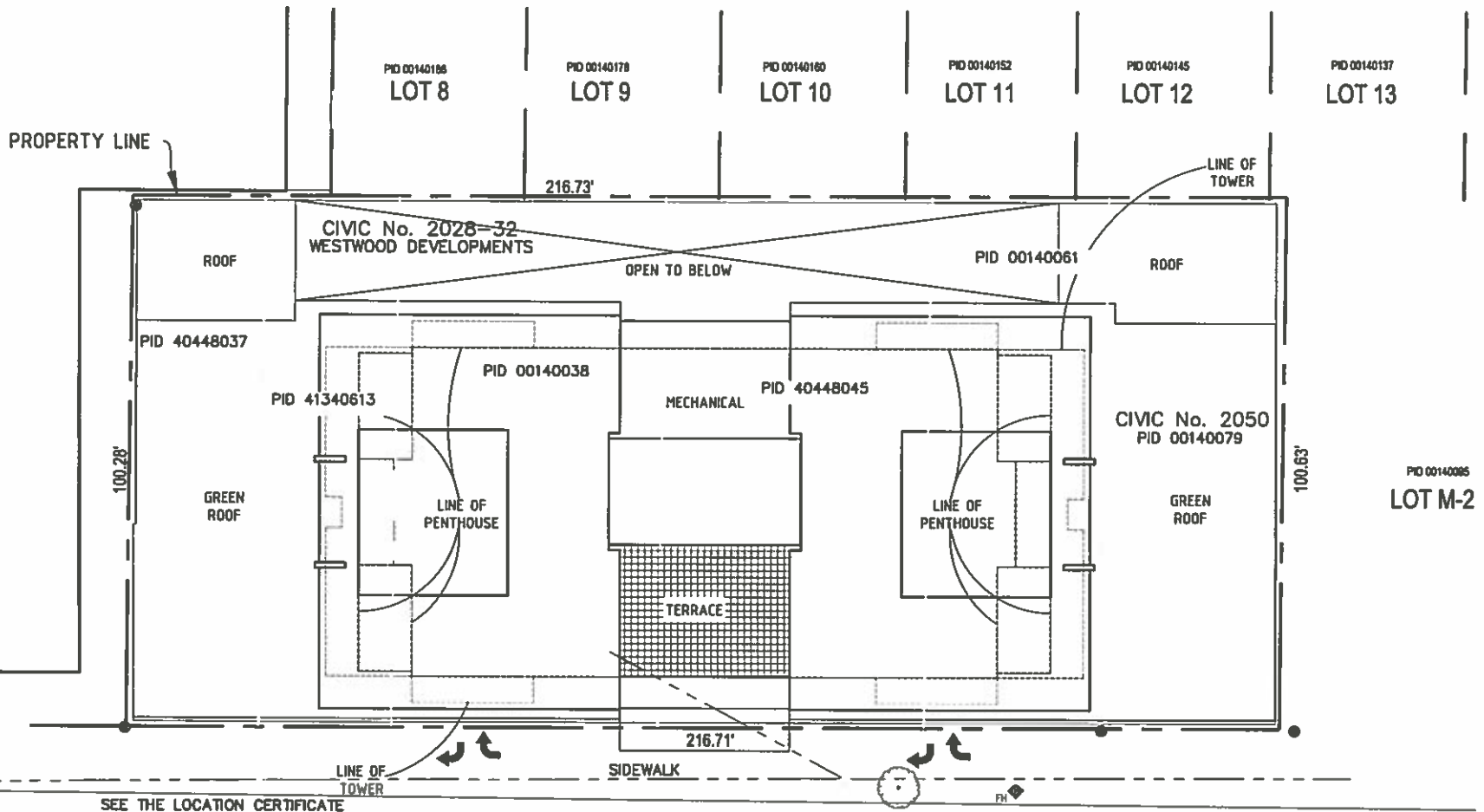


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Apr 09, 2014

LOT "A"
00140012
PID



SEE THE LOCATION CERTIFICATE FOR:
 - The location of any municipal service boundary on the site
 - Existing grades and spot elevation at all building corners;
 (or a separate grading plan)

ROBIE STREET
(WIDTH VARIES)



Kassner Goodspeed Architects Ltd.

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2032/2050 ROBIE STREET
 PROPOSED RE-DEVELOPMENT

CONCEPTUAL DESIGN

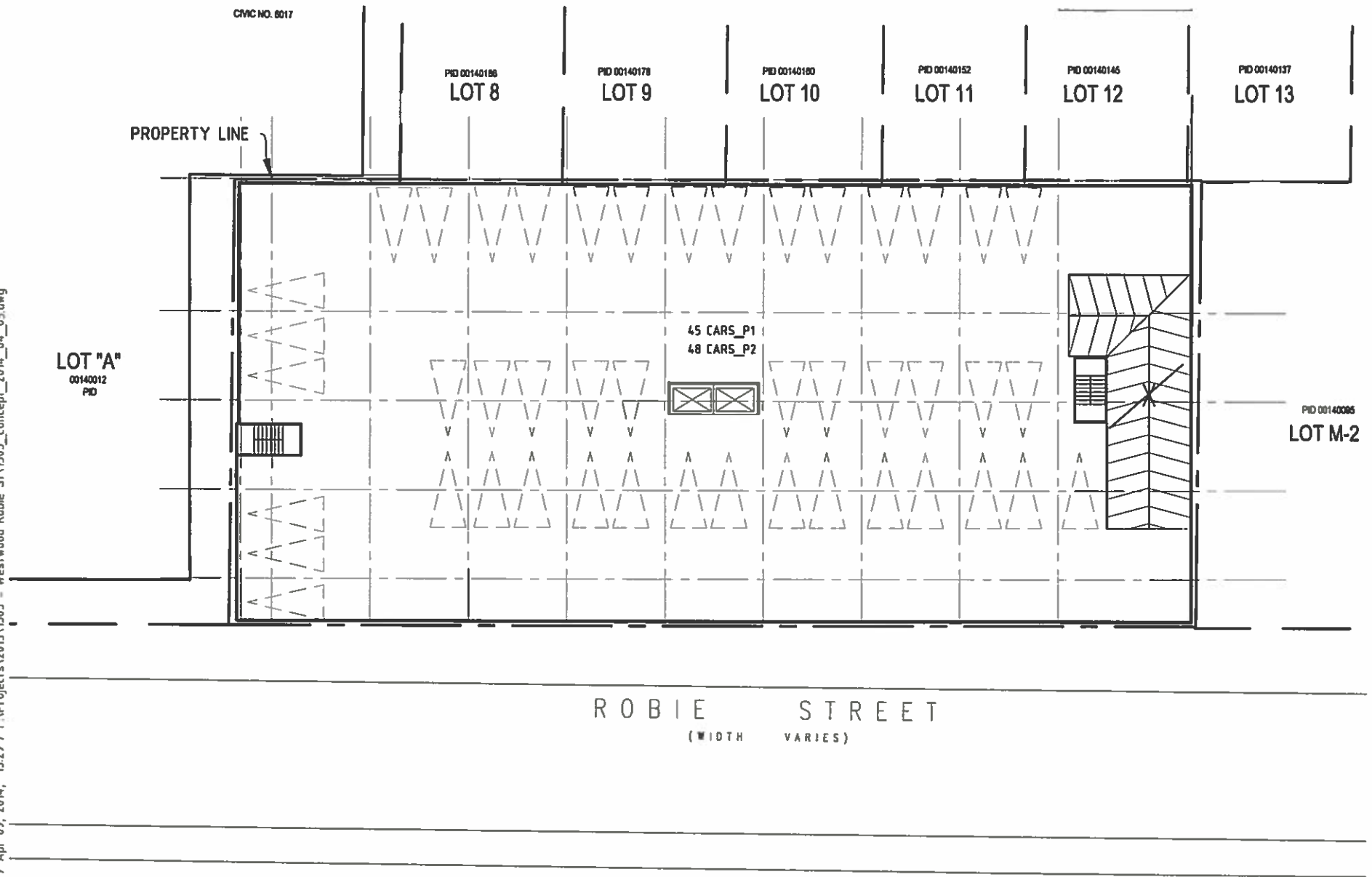
SITE PLAN

SCALE 1"=30'

Apr 09, 2014

ATTACHMENT B - Westwood Construction Ltd. Proposal

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Kassner Goodspeed Architects Ltd.

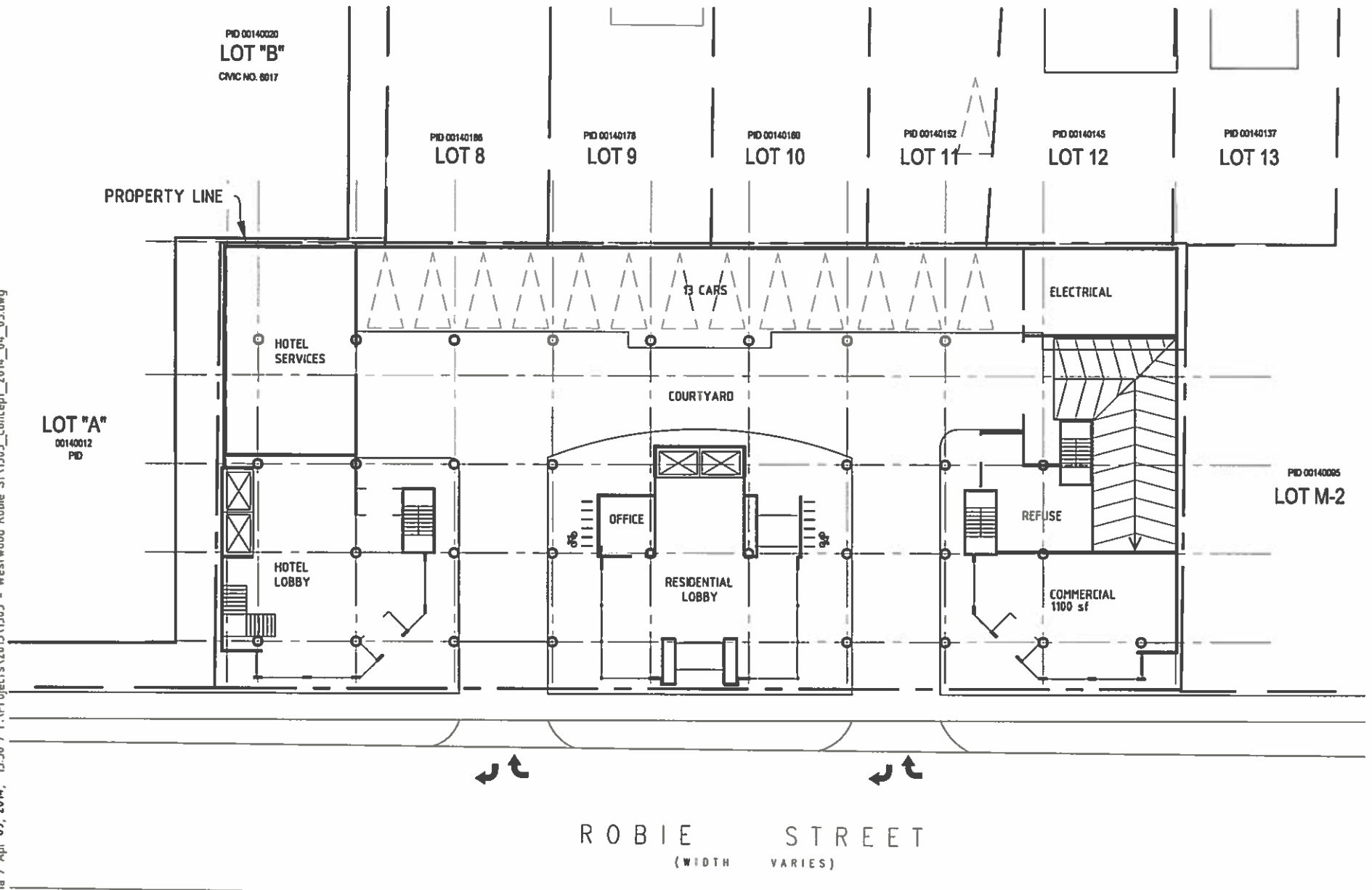
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2032/2050 ROBIE STREET
PROPOSED RE-DEVELOPMENT

CONCEPTUAL DESIGN
P1-P2

SCALE 1"=30'

Apr 09, 2014



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2032/2050 ROBIE STREET
PROPOSED RE-DEVELOPMENT

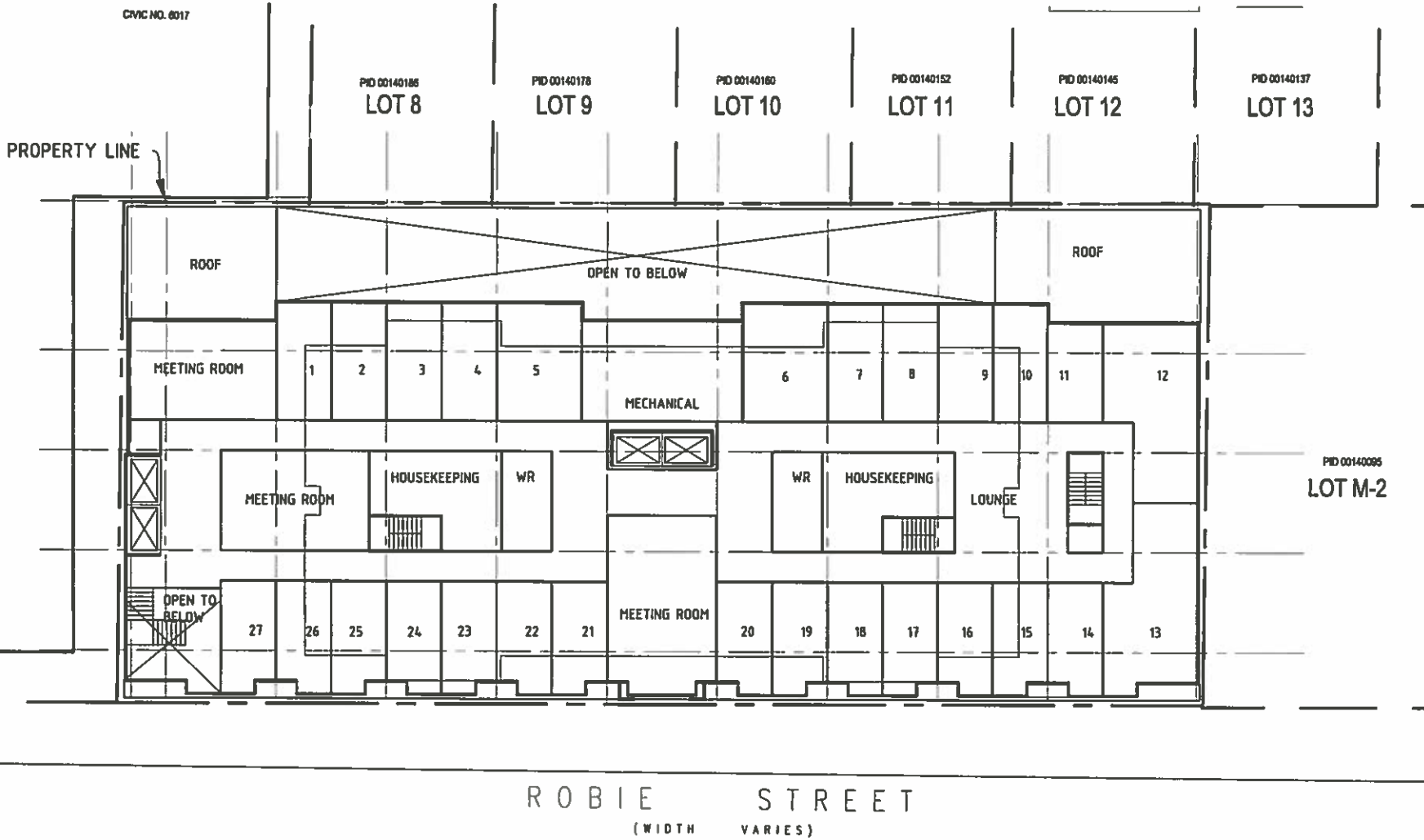
CONCEPTUAL DESIGN
GROUND LEVEL

SCALE 1"=30'

Apr 09, 2014

ATTACHMENT B - Westwood Construction Ltd. Proposal

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2032/2050 ROBIE STREET
PROPOSED RE-DEVELOPMENT

CONCEPTUAL DESIGN
HOTEL-LEVEL 2-4

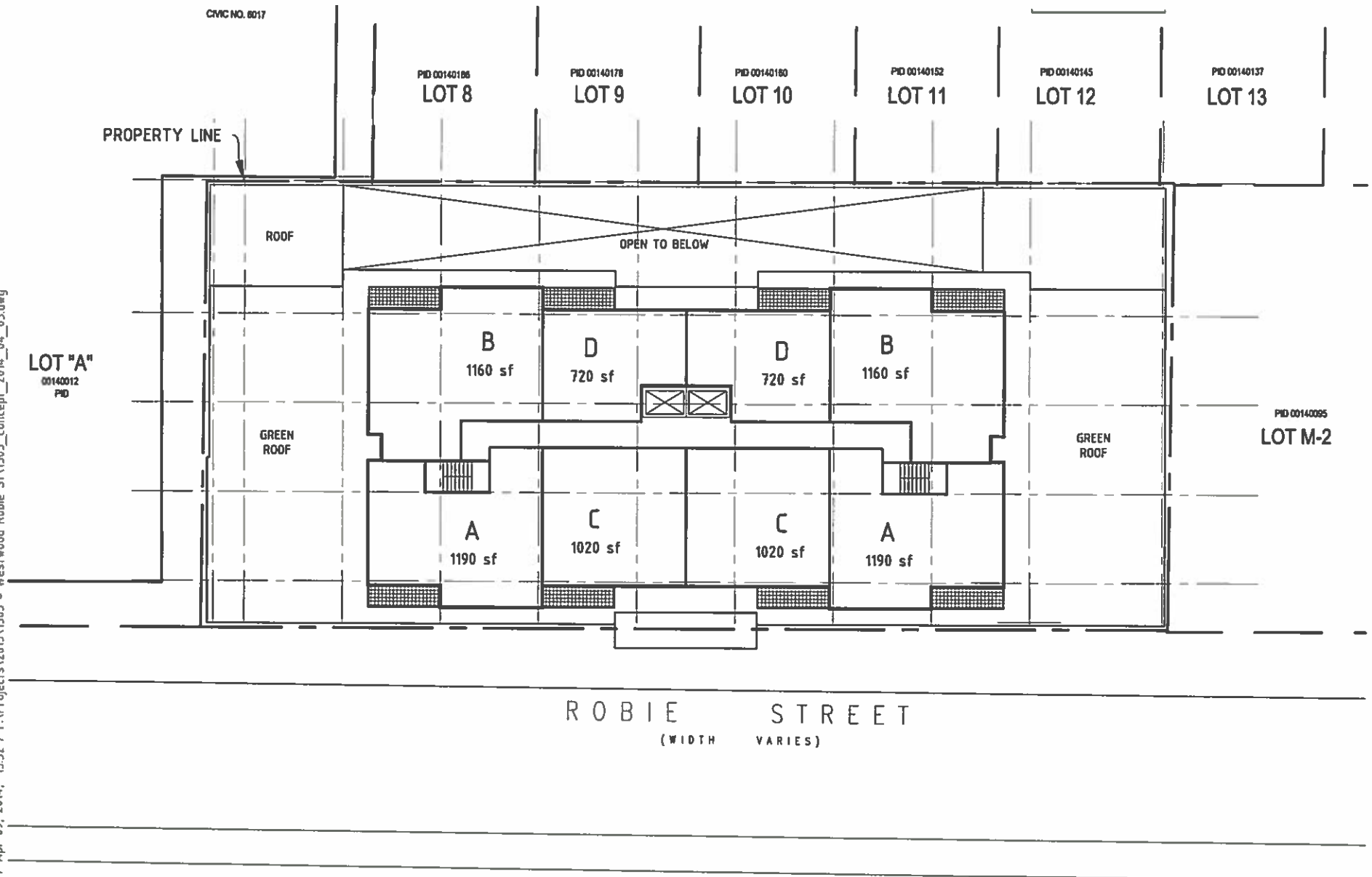


Kassner Goodspeed Architects Ltd.

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tel 902 422 1557 | fax 902 422 8685 | www.kgarch.ns.ca

SCALE 1"=30'

Apr 09, 2014



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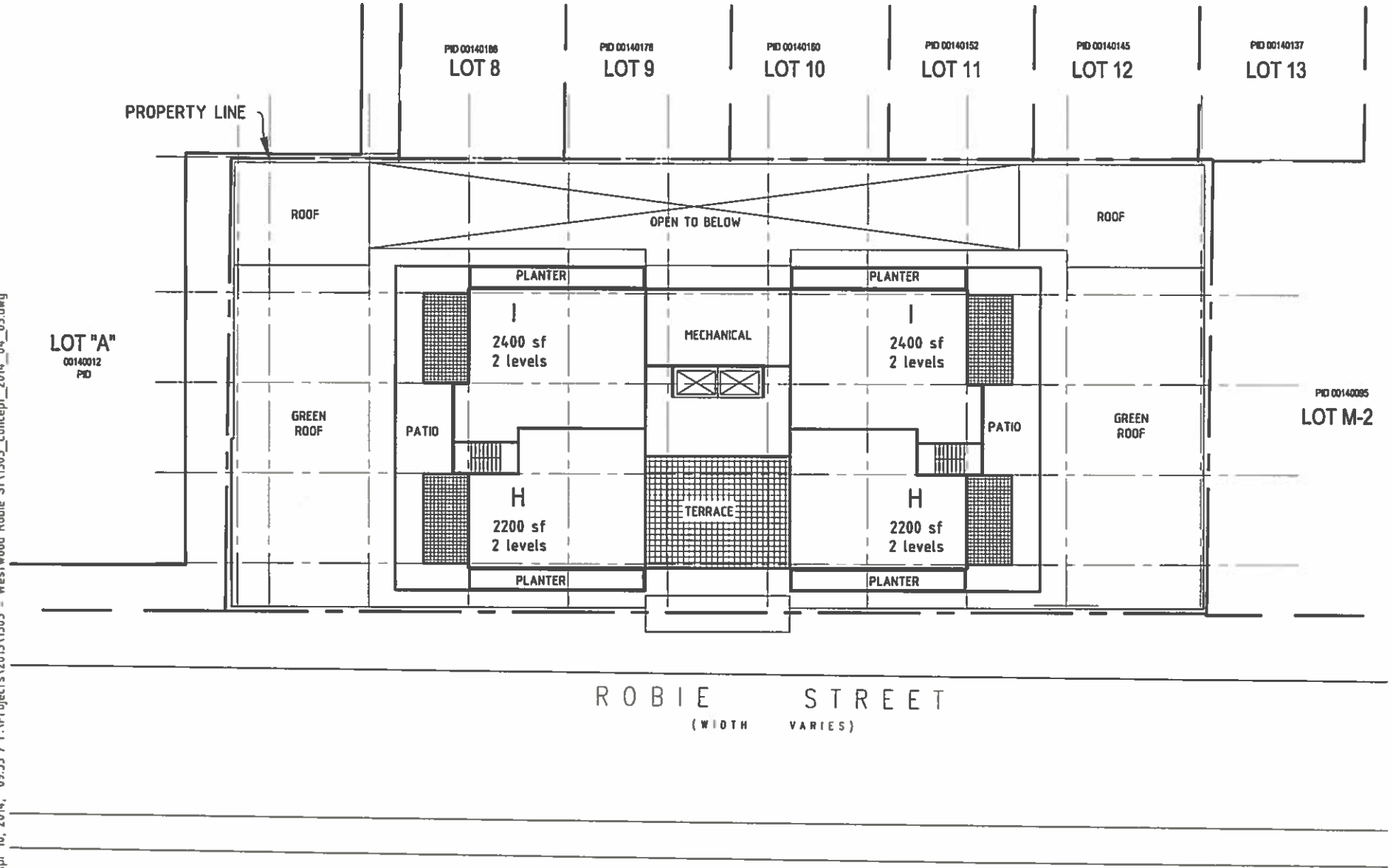
2032/2050 ROBIE STREET
 PROPOSED RE-DEVELOPMENT

CONCEPTUAL DESIGN

LEVEL 5-16

SCALE 1"=30'

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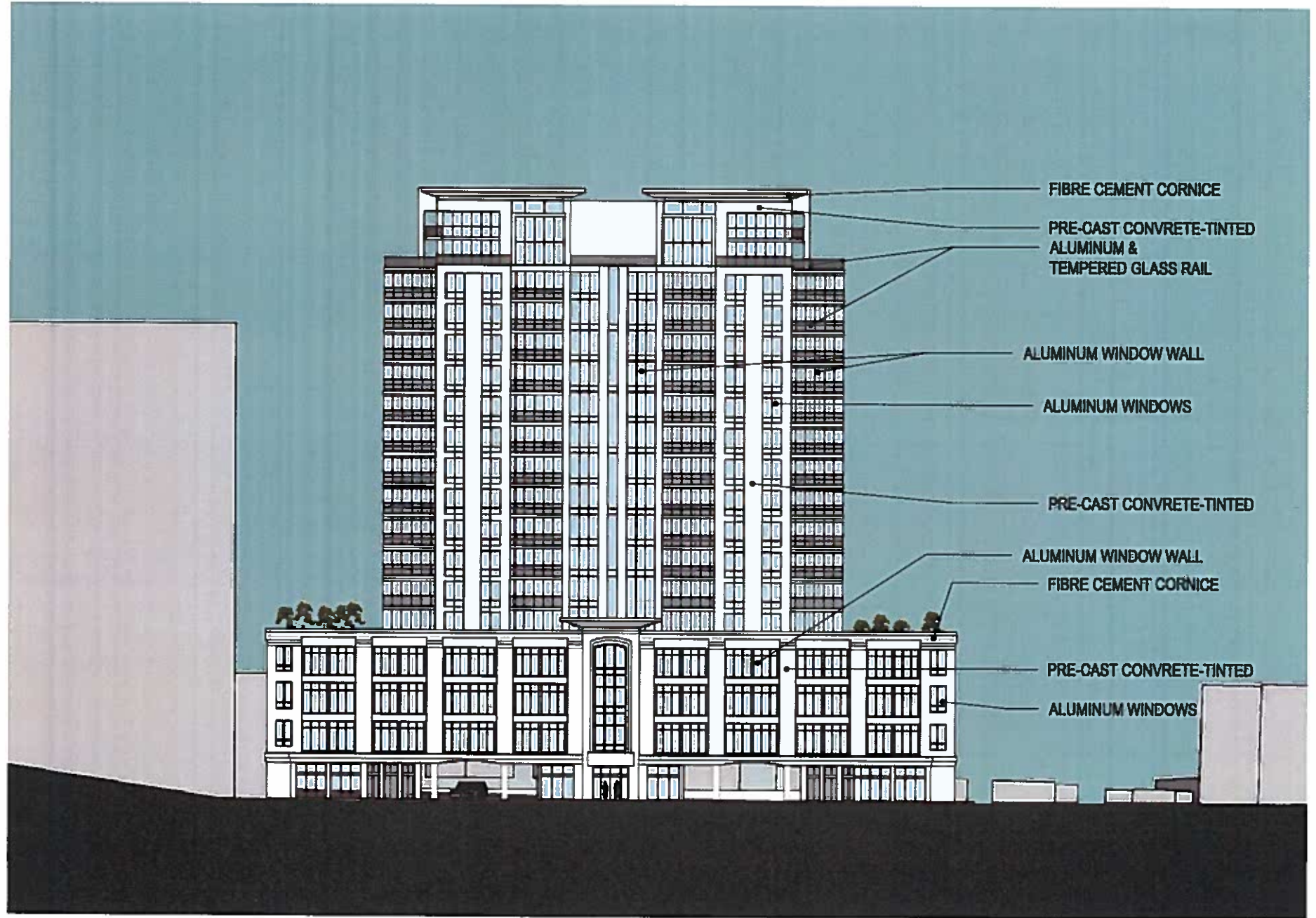
2032/2050 ROBIE STREET
 PROPOSED RE-DEVELOPMENT

CONCEPTUAL DESIGN

LEVEL 17-18

SCALE 1"=30'

Apr 10, 2014



2032/2050 ROBIE STREET
PROPOSED RE-DEVELOPMENT

CONCEPTUAL DESIGN
ROBIE ELEVATION

SCALE 1"=40'

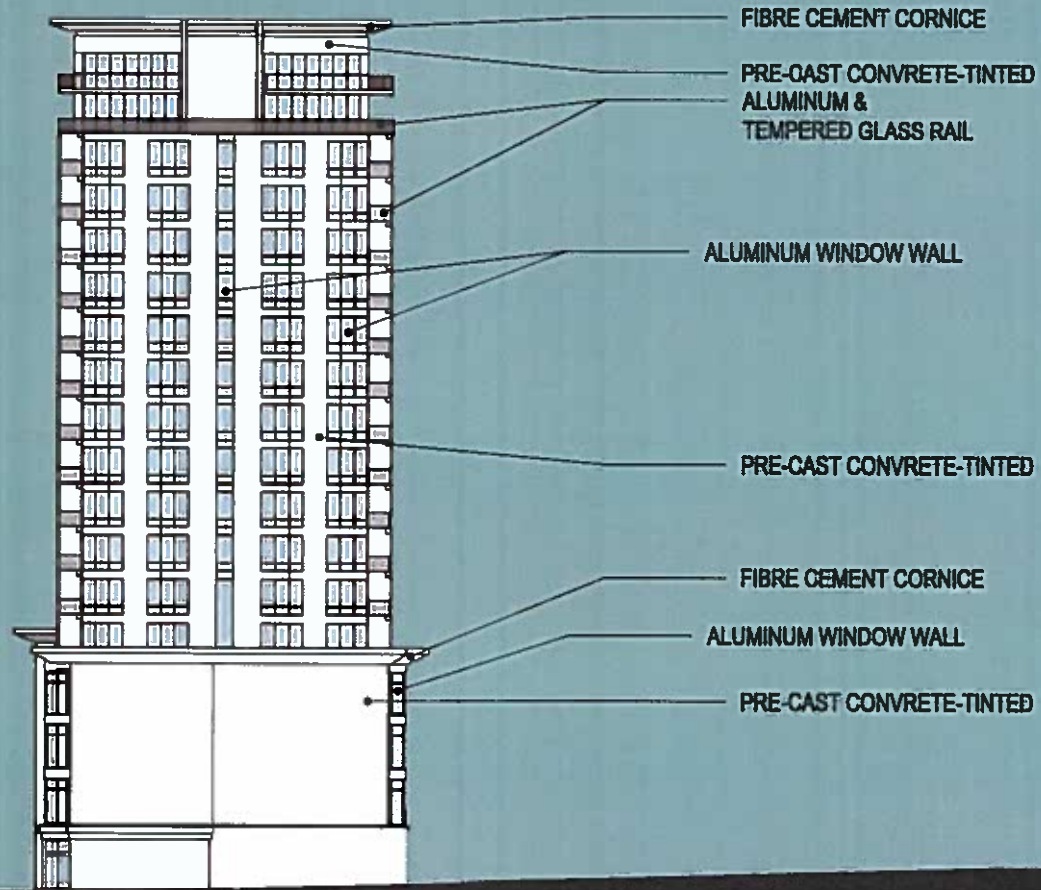
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2032/2050 ROBIE STREET
PROPOSED RE-DEVELOPMENT

CONCEPTUAL DESIGN
SIDE ELEVATIONS

SCALE 1"=40'

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2032/2050 ROBIE STREET
PROPOSED RE-DEVELOPMENT

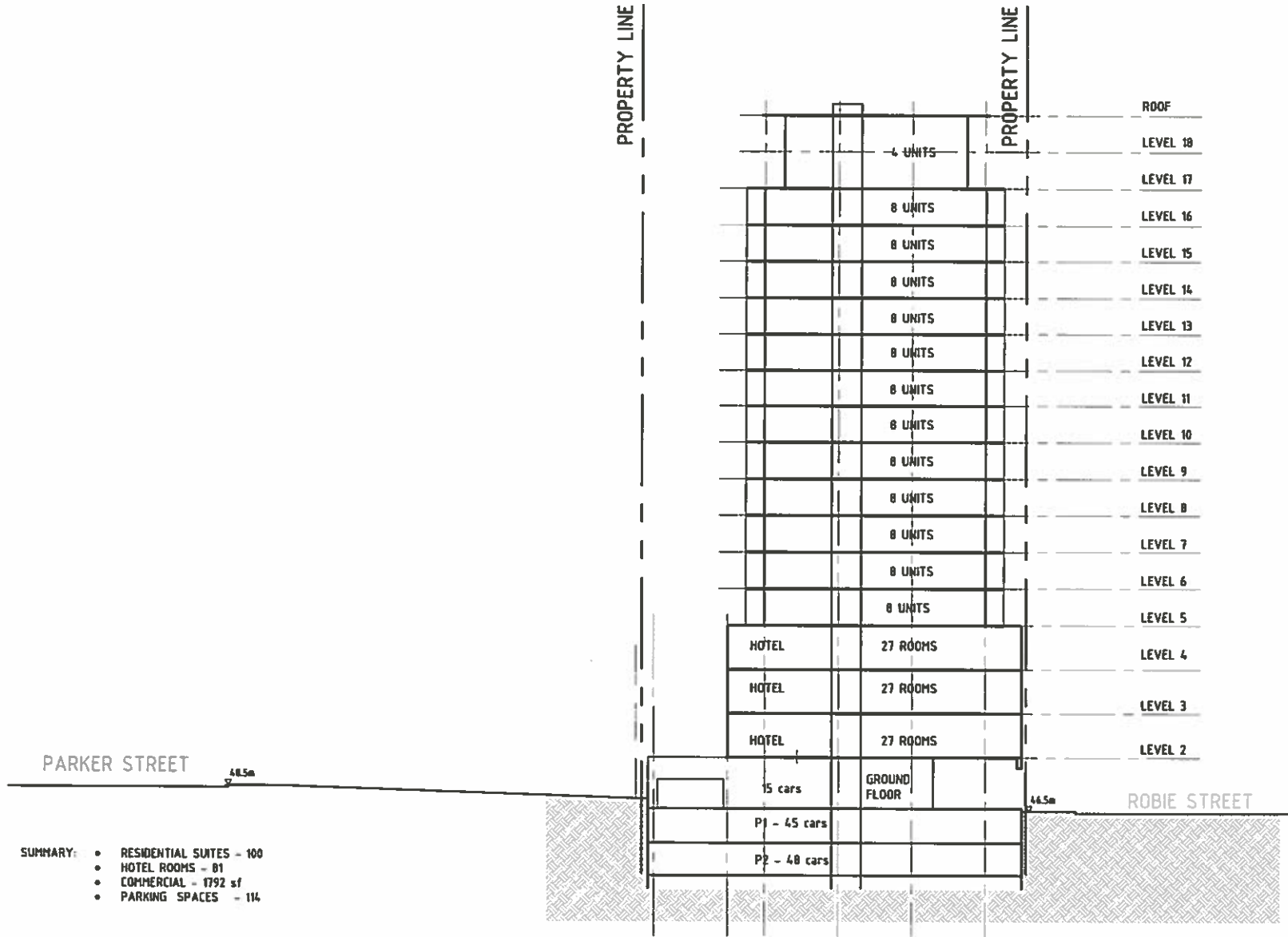
CONCEPTUAL DESIGN
REAR ELEVATION

SCALE 1"=40'

Apr 09, 2014

ATTACHMENT B - Westwood Construction Ltd. Proposal

Juliana / Apr 09, 2014, 15:35 / F:\Projects\2013\1305 - Westwood Robie S1\1305_Concept_2014_04_03.dwg



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2032/2050 ROBIE STREET
 PROPOSED RE-DEVELOPMENT

CONCEPTUAL DESIGN
 SECTION

SCALE 1"=40'

Apr 09, 2014

Development summary 2032-2050 Robie Street

Site area 21,760 sf
Gross site area 28,240 sf = 0.65Ac

	Unit type		gross fl area sf	comm. sf	hotel room	int amenity sf	ext amenity sf	pkg
	1br	2br						
18			5564					
17 2st		4	5564				1594	
16	2	6	9188				480	
15	2	6	9188				480	
14	2	6	9188				480	
13	2	6	9188				480	
12	2	6	9188				480	
11	2	6	9188				480	
10	2	6	9188				480	
9	2	6	9188				480	
8	2	6	9188				480	
7	2	6	9188				480	
6	2	6	9188				480	
5	2	6	9188				480	
4	-	-	16200	16200	27	750		
3	-	-	16200	16200	27	750		
2	-	-	16200	16200	27	750		
1	-	-	8700	7000				13
P1			21200					45
P2			21200					48
<hr/>								
Totals	24	76	221084	55600	81	2250	7354	106
<hr/>								
Units	100				100 units			
People	48	228	276		276 people		density 425 people/acre	



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2032/2050 ROBIE STREET
PROPOSED RE-DEVELOPMENT

CONCEPTUAL DESIGN
SECTION

SCALE 1"=40'

Apr 09, 2014