

Andrew Bone, MCIP, LLP

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Halifax Regional Municipality
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October 3, 2017

**RE: CASE # 19110
DEVELOPMENT AGREEMENT FOR 592 BEDFORD HIGHWAY, HALIFAX, NS**

Dear Mr. Bone,

We are pleased to submit a submission for the above noted Development Agreement application that includes proposed design revisions in response to feedback received to previous submissions. As previously communicated, Lydon Lynch Architects are now the Architect-of-Record for this project and as such have prepared the enclosed re-design for the proposed development.

The re-design is based upon several key considerations that will hopefully result in a development that is determined to be consistent with the ambitions for Bedford Highway and its surrounding communities. These considerations include, but are not limited to, the following:

- Create a development that is of a scale, height and massing that is appropriate for its location.
- Create a development that is situated on that portion of the property that is feasible to construct upon without disruption or risk to adjacent properties and buildings.
- Create a development that consists of an appropriate number of residential units that does not add undue stress to the property and street in terms of density and traffic.
- Create a development that is architecturally aware of its surroundings and sense of place.
- Create a development that is viable.

SUMMARY OF DESIGN REVISIONS

Compared to the previous design submission and its associated revisions, the current re-design makes several revisions that directly respond to comments received through the Development Agreement process. In general, these include:

- Reduction in building height from 8 to 7 storeys.
- 20% reduction in gross floor area from 91,320 to 73,159 square feet.
- 30% reduction in residential units from 50 to 35.
- Significant reduction in lot coverage from 70% to 50%.
- Reduction in indoor parking spaces from 45 to 35 providing a 1:1 ratio of parking spaces to units.
- Significant increase in outdoor landscape areas.
- Reduction from two driveway and parking garage entrances to a single driveway and parking garage entrance.
- Greater variety in building shape and massing with the addition of north facing units.

DESIGN DESCRIPTION

The re-design of the building is largely based on a less aggressive approach to the development of the property.

Fundamentally, the building is placed towards the eastern portion of the site in order to avoid the steeper slopes located at the western end, which is also where adjacent buildings and foundations are in close proximity to the property. This will enable construction to occur using realistic means and methods while avoiding costly site excavation that could potentially threaten the viability of the project and add risk to adjoining properties.

The design utilizes traditional architectural techniques that are based on the concept of base-middle-top. A two-storey brick base is established that contains the parking garage and main entrance. Its two-storey presence against Bedford Highway, it diminishes in its entirety as it recedes into the rising grade towards the west. A four-storey middle contains the majority of the residential units, each designed to provide views towards Bedford Basin. A one-storey top is setback from the lower floors so that it has less visual impact while providing an architectural top to the building.

The massing and scale of the building is broken down in order to create a rhythm to each facade as opposed to creating a monotonous or relentless appearance. By situating residential units along the north, east and south sides, the building provides a pleasant combination of massing and materials consisting of walls, windows and balconies. High quality materials are chosen in order to provide visual interest in a manner that is consistent with the architectural styles along the Bedford Highway. Materials are located to reinforce the massing and rhythm of the design and create a composition that is both orderly and visually stimulating.

Vehicular access is from a single driveway entrance from Bedford Highway. This leads to a recessed overhead door that provides access to a 2-storey parking garage with internal ramp. Please refer to the revised Traffic Impact Statement for further commentary.

Pedestrian access is provided by a main entrance along Bedford Highway that is accentuated by the use of colour and glass. A plaza is situated immediately in front of the entrance, which is accessed by a new public sidewalk that will extend pedestrian access from the existing bus stop located directly across Charlottes Lane.

Landscaping will include hard and soft landscaping along Bedford Highway as illustrated on the drawings. As per recommendations provided in the previous wind study, deciduous trees are proposed along the northern edge of the site in order to provide protection from northerly winds that may otherwise impact pedestrian access to the main entrance. In addition, the western portion of the site contains numerous existing trees that will be maintained. Existing ground cover will be cleared and new landscaping will be provided to create a park-like setting for residents while also providing a pleasing view from adjoining properties.

Overall, the design provides a much more modest approach to the development of the property while being more considerate of its surroundings and realistic in its construction.

ATTACHMENTS

The following documents are contained herein to form our re-design submission:

- Project calculations.
- Drawings consisting of site plan, floor plans, exterior elevations and building section.
- Exterior renderings (4 in total).
- Shadow studies.
- Site servicing drawings prepared by SDMM civil engineers.
- Traffic Impact Statement addendum prepared by WSP.



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We look forward to our ongoing discussions regarding this application. Please confirm next steps in this ongoing application so we may prepare accordingly.

Sincerely,

Lydon Lynch Architects Ltd.

Original Signed

Eugene Pieczonka, FRAIC, NSAA
Principal