

# 383 Herring Cove Road - MPS Amendment Rationale and Changes

## Submission 1 - April 21, 2015



### Specifics:

- 7 storeys/70' high, with a 24' streetwall
- 82 residential units
- 5,790 sqf of commercial space
- 21,405 sqf of amenity space
- 82 residential parking spaces, 23 commercial parking spaces
- 0' setback at commercial level, 15' setback at level 2 residential
- Lot Coverage: 66.23%

### Planning Rationale as submitted:

- The site is well connected to the Halifax Transit network. With a high frequency network planned in the *Moving Forward Together Plan* the site will become a short ride to downtown Halifax and other major transit connections
- The site is in the Spryfield village centre. The Captain Spry Community Centre is immediately to the south of the site, there is a mall directly north of the site and Herring Cove Road offers many additional services. The McIntosh Run trail is directly south of the site which connects to other active transportation opportunities. Development of this site will contribute to a more dense, walkable, vibrant village centre
- The site formerly held a gas station and needs to be remediated. This development would allow that to take place, contributing to a safe environment
- The community is in need of a diverse range of housing types, which this building aims to provide with 1, 2 and 3 bedroom units
- The site is located within the Spryfield Urban District Growth Centre as identified within the 2014 Regional Plan. This high level policy designation envisions the area as having concentrated commercial and residential

densities. This project supports both objectives

- The project offers opportunities for streetscaping on Herring Cove Road, providing a more pleasant pedestrian atmosphere. The base is permeable, with transparent street front commercial space adding to a walkable streetscape. The 15' residential setback along all sides helps to reduce the scale of the building along the street front

#### Other Comments:

- In a meeting with David Lane on September 15, 2016 we were informed we will need to address the issues of height and massing, as per council's direction. One possible way to do this is to increase the overall height of the building to maintain density, but reduce its height next to the neighbours. David Lane proposed to allow for an "up to ten storey" building to be considered in order to avoid further delays to the project. This is reflected on the MPS amendment sign on the site, as requested by David Lane.



# Submission 2 - November 21, 2016



## Specifics:

- 10 storeys at the intersection of Herring Cove Road and Sussex Street, with a reduction in height to 4 storeys next to the neighbours
- 86 residential units (increase of 4)
- 9,500 sqf of commercial space
- 21,405 sqf of amenity space, including 8,850 outdoor amenity space
- 74 residential parking spaces, 27 commercial parking spaces, 8 visitor
- 0' setback at commercial level, 1 storey streetwall along majority of Herring Cove Road with a 20' stepback, a small section of the Herring Cove Road streetwall is 4 storeys
- Lot Coverage: 67.2% (73% with podium)

## Planning Rationale as submitted:

- The overall profile of the building was slimmed to reduce the impact on the neighbours, while maintaining density of units
- The highest portions of the building are near the intersection of Sussex and Herring Cove Road. This takes advantage of a prominent site and view terminus to create a landmark building, and keeps the height as far as possible from the neighbours
- Transitions to the neighbouring properties were re-examined. The building was pulled in from the lot lines against the south side, the height was reduced to 4 storeys, and on the west it transitions from 10, to four to one storey next to the neighbours

## Other Comments:

- This version was presented at the PIM on January 12, 2017. Much of the feedback provided by the public focused on reducing the height and mass of the building.

# Submission 3 - March 14, 2017



## Specifics:

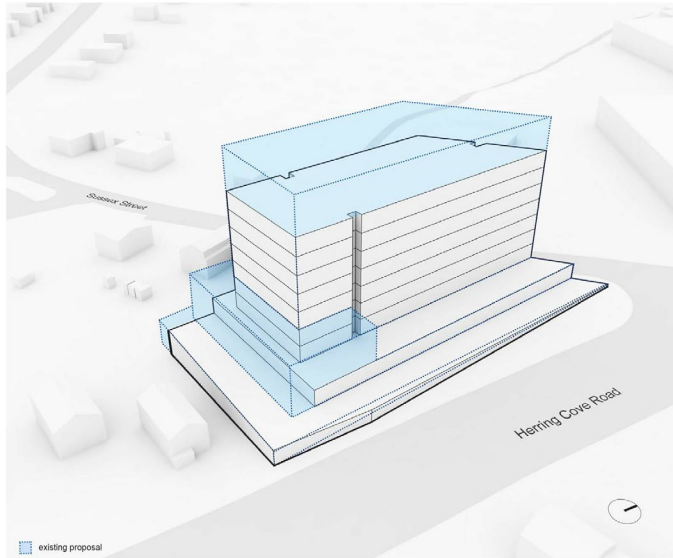
- 9 storeys at the intersection of Herring Cove Road and Sussex Street. Streetwalls and other heights remain the same
- 78 residential units (decrease of 8)
- 11,100 sqf of commercial space
- 21,405 sqf of amenity space, including 8,850 sqf outdoor amenity space
- 78 residential parking spaces, 33 commercial parking spaces, 8 visitor
- 0' setback at commercial level, 1 storey streetwall along majority of Herring Cove Road with a 20' stepback, a small section of the Herring Cove Road streetwall is 4 storeys (no change since last submission)
- Lot Coverage: 67.2% (73% with podium)

## Planning Rationale as submitted:

- The overall height was reduced by one storey and the density decreased in order to address concerns expressed at the PIM on January 12.
- In a meeting with David Lane and Kate Greene on May 3, 2017, David suggests the building still needs to address issues of height and mass and transitioning to the neighbouring properties.



# Submission 4 - May 23, 2017



## 383 Herring Cove

383 Herring Cove

Cover Sheet	A000
Building Data Sheet	A001
Architectural Site Plan	A100
Level P1 Floor Plan	A102
Level 1 Floor Plan	A103
Levels 2-8 Floor Plans	A104
Building Section	A301



### Specifics:

- 8 storeys at the intersection of Herring Cove Road and Sussex Street, stepping down to two storeys and then stepping down again to one storey adjacent to all neighbouring properties and the street. One small section of the southern portion of the building is at 2 storeys next to the neighbouring properties
- 63 residential units (decrease of 15)
- 9,465 sqf of commercial space
- The first floor now contains no residential space. Instead it contains mostly commercial space but also includes a lobby, common room and gym.
- 21,405 sqf of amenity space, including 8,850 sqf outdoor amenity space
- 72 car parking spaces total
- 0' setback at commercial level, 1 storey streetwall along all of Herring Cove Road with a 20' stepback
- The first storey stepback next to the neighbouring properties has been doubled from 20' to 40'
- Lot Coverage: 61.1% (87% with podium)

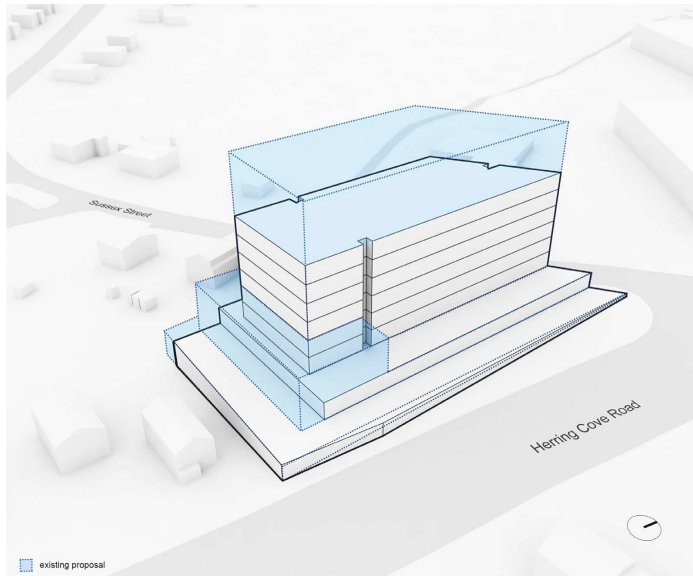
### Planning Rationale as submitted:

- The building has been pulled back again from the neighbouring properties. The maximum height directly next to any neighbouring property is 2 stories, but most sections of the build next to neighbouring properties is 1 storey in height. The building transitions from two stories up to 8 storeys. The streetwall and the majority of adjacent walls to neighbouring properties is one storey in height.

### Other Comments:

- In a meeting with Miles Agar and Leah Perrin on June 13 planners suggest we should again reconsider height and massing to address original council concerns, as cited in staff report dated July 26, 2016. Particularly, focus should be given to transition to neighbours, and the planning rationale.

# New Submission 5 - June 23, 2017



## 383 Herring Cove

383 Herring Cove

Cover Sheet	A000
Building Data Sheet	A001
Architectural Site Plan	A100
Level P1 Floor Plan	A102
Level 1 Floor Plan	A103
Levels 2-7 Floor Plans	A104
Building Section	A301



### Specifics:

- 7 storeys at the intersection of Herring Cove Road and Sussex Street, stepping down to 2 storeys and then stepping down again to 1 storey adjacent to all neighbouring properties and the street. One small section of the southern portion of the building remains at 2 storeys next to the neighbouring properties
- 60 residential units (decrease of 3). Density of habitable rooms is 86 - only 18 more than the density permitted under the current C2A zone.
- No change in commercial space
- No change to amenity space
- No change in parking
- No change in setbacks or stepbacks
- Lot Coverage: 61.1% (87% with podium)

### Planning Rationale:

- The density is 62% of the ten storey proposal, reduced from a maximum of 86 residential units down to 60. The density is only slightly more than the current density permitted under the land use by-law. Considering the site is located in an Urban District Growth Centre this density will contribute to the Spryfield Village Centre while the form of the building will not negatively impact neighbours due to the significantly reduced mass and setbacks.
- The maximum height directly next to any neighbouring property is 2 stories, but most sections of the build next to neighbouring properties is 1 storey in height. The building transitions from two stories up to 7 storeys. The streetwall and the majority of adjacent walls to neighbouring properties is 1 storey in height.
- The overall building mass has been significantly reduced since submission 3.
- The height is 7 storeys, matching the original submission, but the massing has been significantly reworked. Most importantly, transitions to neighbouring properties have been reduced from a maximum of 4 storeys down to mostly 1 storey, with a small section of 2 storeys next to neighbouring properties.