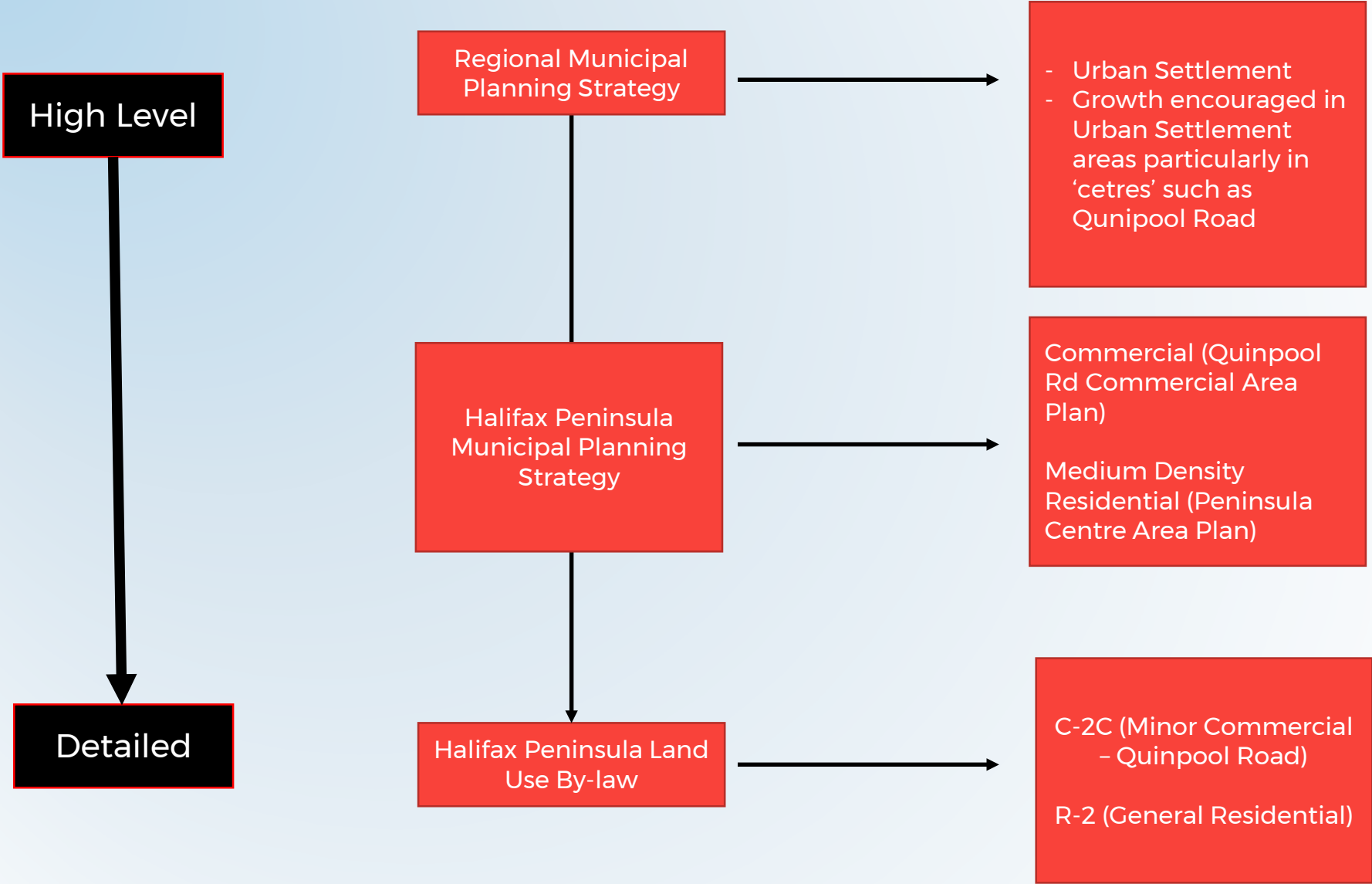


Case 21081: Quinpool Road

Plan Amendment and Development Agreement Application: Mixed-Use Building Proposal



Existing policy and Regulation



Current Use



Proposal Details:

2 storey podium Quinpool
6 storey above, 4 midblock
townhouses Pepperell

67 multi-units + 6 townhouses

6,433 s.f. Ground Floor Retail

67 vehicle spaces underground

38 bike spaces



Proposal Details:

Indoor amenity space =
3,000 sq. ft.

Outdoor amenity

Green roof



Proposal Details:

Patio space

Balconies



Proposed Site Plan



Proposed Site Plan






Proposed Site Plan



Commercial access



Proposed Site Plan

-  Commercial access
-  Residential multi-unit access
-  Townhouse access



Proposed Site Plan

-  Commercial access
-  Residential multi-unit access
-  Townhouse access
-  Parking garage access



JANUARY 16 2018

Council's Motion

“Continue to process the requests for site-specific SMPS amendments
.... subject to the proposals:

A. Generally aligning with the June 13, 2017 Centre Plan document relative to:

- Urban Structure;
- Height; and
- Floor Area Ratio

B. Addressing the planning principles of:

- Transition;
- Pedestrian-orientation;
- Human-scale;
- Building Design; and
- Context-sensitive.”

Urban Structure

- Quinpool is classified as a 'Centre' in Centre Plan Framework.
- 'Centre' classification supports mixed-use developments should accommodate significant growth.
- Existing C-2C zone on Quinpool encourages mixed use development.
- Existing R-2 zone on Pepperell encourages lower scale residential forms.
- Transitions appropriately to surrounding residential areas with a mid-block reduction in height and stepping down to townhome forms on Pepperell.
- Quinpool is a major commercial street with high capacity municipal services, transit and proximity to downtown.

FAR

Currently Proposed

3.99 FAR (gross)

3.27 FAR(net)



Height & Transition

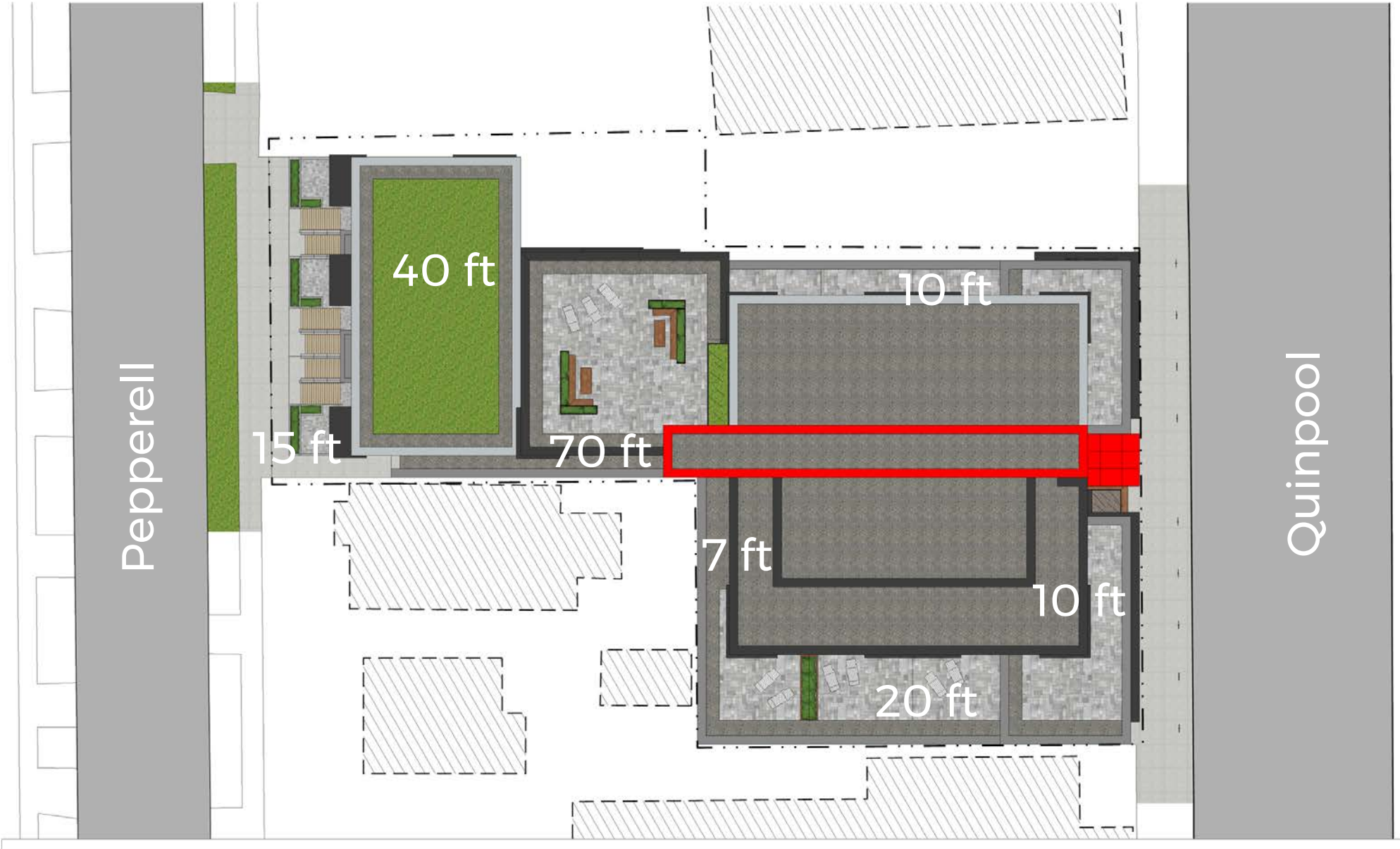


Transition



Transition

Approx.
Setbacks and
stepbacks



Pedestrian-orientation + Human Scale

Shadow Review

- Short spring/autumn
- Short summer, no impact on north side of Quinpool
- Longer winter (as typical), building design to move shadow quickly

TED

A | 49

wsp



Pedestrian-orientation + Human Scale

Wind Review

- Podium design significantly improves comfort
- Existing street trees on Pepperrell mitigate effects
- New street trees on Quinpool encouraged

TED

A | 49

wsp



Pedestrian-orientation + Human Scale

Continuous Streetwall



Pedestrian-orientation + Human Scale

Active Frontages

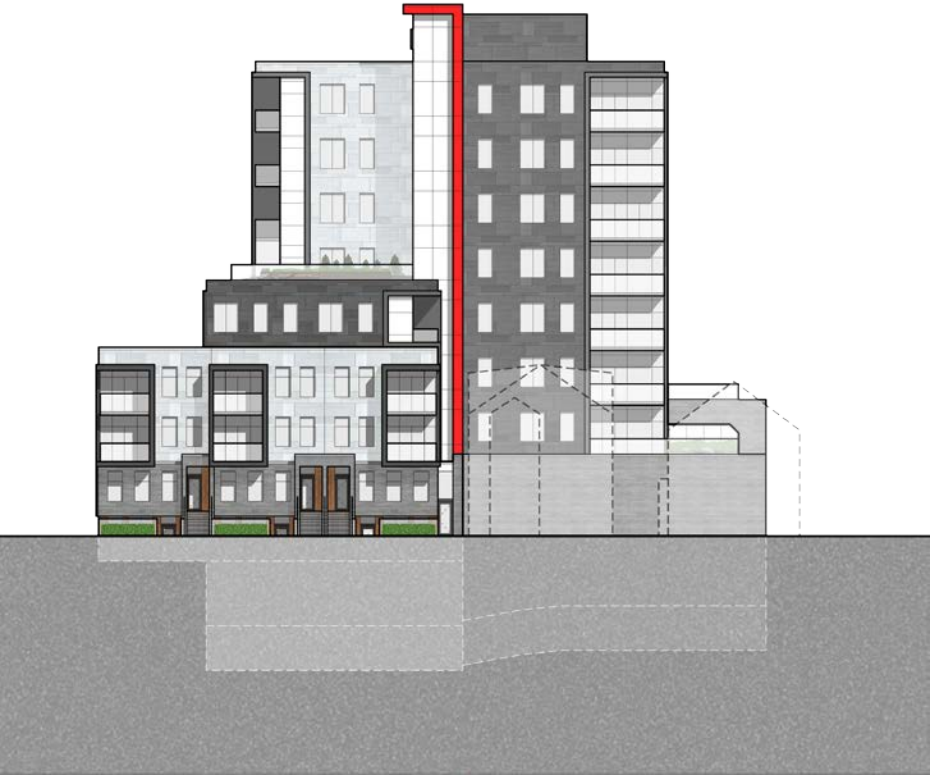


Pedestrian-orientation + Human Scale

Sidewalk & Pedestrian Experience



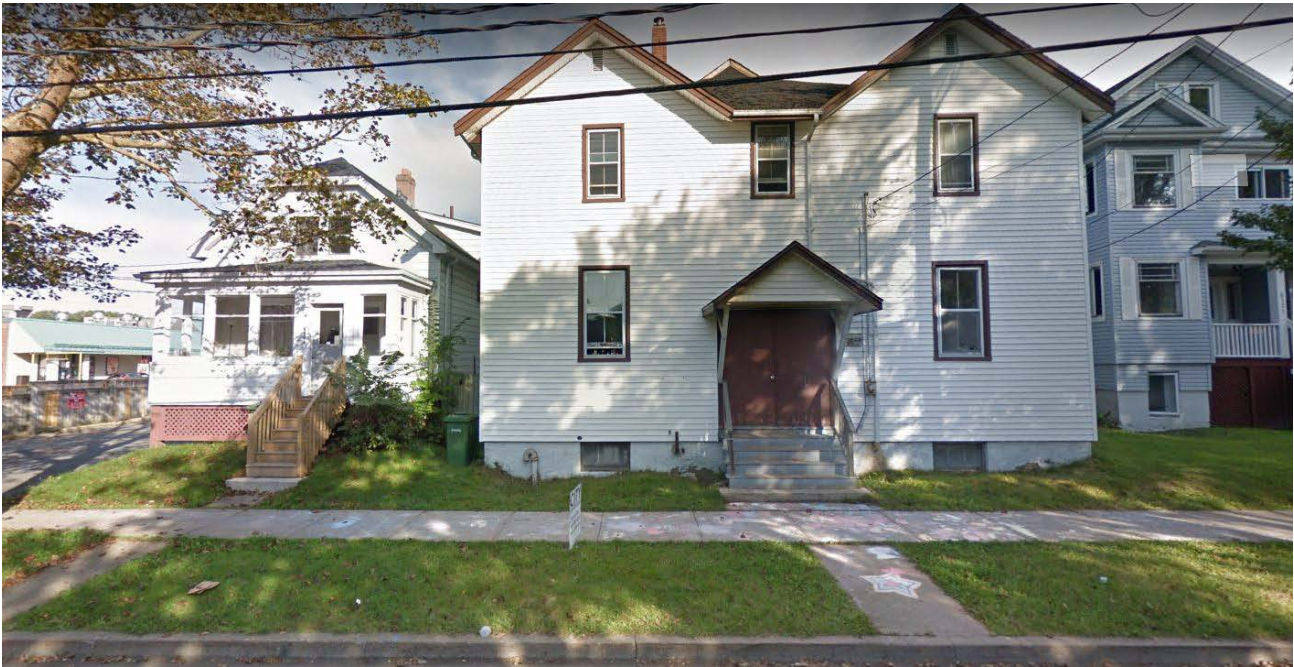
Building Design



Context-sensitive



Current



Possible



Current



Possible



Current



Possible



Thank You

Joe Nahas and Mark Nahas
Façade Developments
nahas99@hotmail.com

Christina Lovitt, MCIP, LPP
WSP Canada Inc.
Christina.Lovitt@wsp.com

Michael Christian
Architecture49
Michael.christian@architecture49.com



TRAFFIC IMPACT STATEMENT (Vehicle Impact Statement)

- Site generation trips are not expected to have any significant impact on levels of performance on adjacent streets and intersections or to the regional street system.
- Trip generation:
 - 24 two-way trips (9 entering and 15 exiting) during AM peak hour
 - 32 two-way trips (19 entering and 13 exiting) during AM peak hour