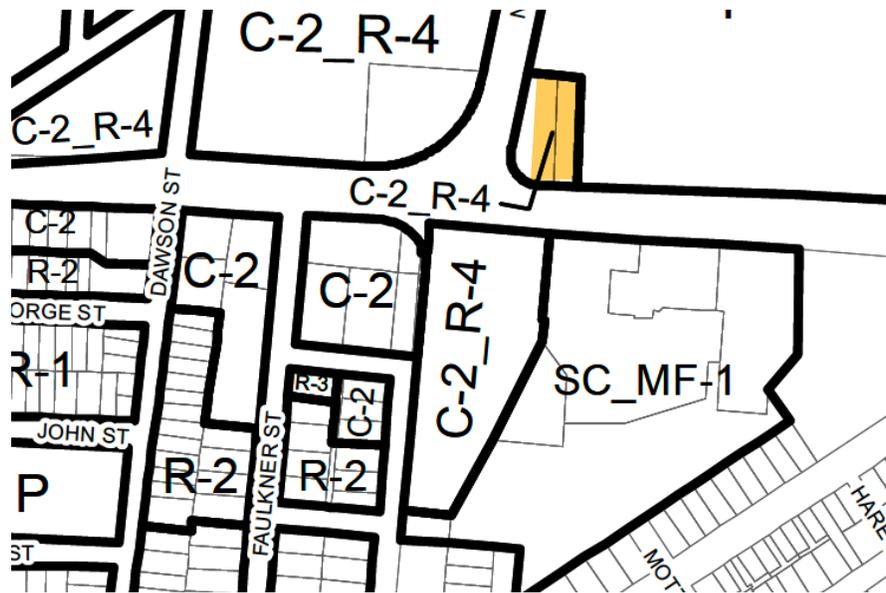


Re: 112-114 Wyse Road Planning Assessment

To Whom it May Concern,

Issued
July 29, 2019

This letter outlines the planning process and assumptions for this project to advance under a development agreement. The land is currently zoned as C2_R4 (GENERAL BUSINESS and MULTIPLE FAMILY RESIDENTIAL Zones) and all multi-unit developments like this are done through a development agreement. In advance of the Centre Plan coming into law, which will eventually supersede the development agreement process, current DA's within the Centre Plan area generally follow the intent of the current draft of the Centre Plan.



The current draft Centre Plan built form criteria include the following:

Zone.....	CEN-2
FAR.....	5.0
Max Height.....	90m
Lowrise (11m), Midrise (<20m), Tall Midrise (20-26m), Highrise >26m	
Ground Floor Height.....	3.5m
Grade Porches.....	1.5m deep x 3m wide
Front-yard Setbacks.....	3.0m (min) - 4.5(max)
Tall Midrise Sideyard Setback.....	6.0m

Highrise Side/Rear Yard Setback....	12.5m
Streetwall Height.....	8.0 min - 11.0m max
Midrise Stepback.....	2.5m (no setback for 20% of frontage)
Tall Midrise Stepback.....	3.0m (no setback for 20% of frontage)
Highrise Stepback.....	4.5m (no setback for 20% of frontage)
Tall Midrise rear yard setback.....	4.5m (when over 20m high)
Lowrise Max Dimension.....	64m
High Rise Max Dimension.....	35m AND 750 sq.m.
Building Articulation.....	Required
Grade Oriented Premises.....	3m min - 24m max frontage

A building massing was developed for these criteria in advance of a meeting with HRM (Carl Purvis and Maggie Holm) on May 1st to discuss a strategy for advancing the project. At the meeting we noted the challenges of the site's narrow width (28m) as it relates to the sideyard setback (6m), the highrise setbacks (12.5m), and the highrise tower dimension limitations as a result of the sideyard setbacks. Namely, that a 4.5m front yard setback and a 12.5m sideyard setback only left 11m for the highrise tower width. This dimension would not be feasible to construct and so we discussed the relaxation of the 12.5m setback since the neighbouring property, part of the Dartmouth Common, would likely never have a tower built next to this property. We also discussed slightly relaxing the 35m max tower dimension in favour of some additional length to move the plate size closer to the maximum size of 750 sq.m. Lastly, we discussed the FAR limit of 5.0 which is far lower than the 8.0 which is available on the other 3 corners of the Nantucket and Wyse Road intersection. Again, staff seemed to be receptive to additional FAR since there are no nearby residential uses.

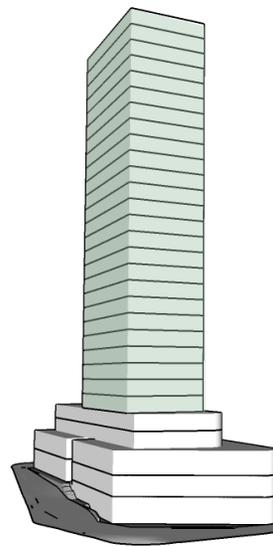
Our design team has coordinated the design as much as possible with HRM to ensure we are generally following the intent and spirit of the latest draft of the Centre Plan.

We also spent some time with HRM discussing the future use or sale of Lot-2A which lies between Lot-1 and Lot-2. Technically speaking, we assume this is part of the road right-of-way as part of this application and we have made inquiries into HRM through Real Property to purchase this lot or at the very least allow it to be developed by the property owner as part of the development. We have shown no plans for this HRM owned lot but the developer would be very receptive to buying it or leasing it in order to add urban patios and streetscaping at his expense. The project has been designed however without any changes to this property and we have shown no plans for it at this time.

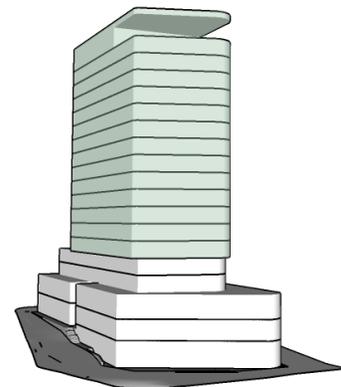
THE DEVELOPMENT PROPOSAL

Following the Built Form requirements of 2019 draft Centre Plan, our team has crafted a building plan that meets all facets of the Draft CP with the following exceptions:

- » To build a tower on this site, the plan cannot reasonably meet the 12.5m sideyard setback (due to the narrow lot width) so we have proposed a 6m sideyard setback since it is highly unlikely that another high rise will be built east of this site on Dartmouth Common land that is in public reserve. Under the "Halifax Regional Municipality Act" the municipality cannot develop the Dartmouth Common, nor charge a fee to use the ball fields. The Dartmouth common section of "Halifax Regional Municipality Act" reads: 529 (1) In this Section, "Dartmouth common" means the common of Dartmouth so far as it was vested in the City of Dartmouth on April 22, 1986. (2) The Halifax Regional Municipality shall not sell, lease, license or otherwise alienate the Dartmouth common. (3) Subject to subsection (4), no person shall build on the Dartmouth common. (4) A person may build an addition to a building located on the lands described in the Schedule to Chapter 87 of the Acts of 1994, An Act to Amend Chapter 68 of the Acts of 1986, the Dartmouth Common Act, if the building and the addition are both totally located on those lands. (5) The Dartmouth common is held by the Halifax Regional Municipality in trust for the inhabitants of the municipality. 1998, c. 18, s. 529.
- » We have reduced the highrise stepback from 4.5m to 3.0m at Nantucket to gain a more reasonable tower floor plate and reduce overall building height.



FAR 8
90m Height
+/- 4200sqft Tower Plate



FAR 8
65m Height
7990sqft Tower Plate

- » We propose a FAR of 8.0 instead of the 5.0 to match the other 3 corners of this intersection.

- » We have proposed a maximum tower length of 43.5m instead of 35m in order to be closer to the maximum 750 sq.m. plate size.
- » We have assumed Lot-2A can be used as the road frontage rather than as a shared lot line.
- » In setting the frontyard setbacks, our building design negotiates between bringing the building closer to Nantucket despite the barrier of Lot-2A, as well as creating strategic buffers along Wyse Road where heavy traffic is a concern. We are proposing to reduce the front yard setback to 1.5m along Nantucket, and increase portions of the Wyse Road setback to a maximum of 6.5m. The increased setback on Wyse Road is not only necessary to avoid stepping the slabs and creating continuous barrier free access to the grade-level retail, but it also creates a public plaza at the front of the building that allows a more comfortable and safe space for people to gather without fear or discomfort of sitting beside the heavy traffic at the Macdonald Bridge tolls.

The access locations off of Nantucket Avenue and Wyse Road were assumed to be maintained in the design due to the setback requirements from intersections. The main entry will still use the lights on Nantucket Avenue and no access is being proposed from Wyse Road.

We are confident that HRM will generally be satisfied with the approach taken in this massing plan. We have designed the massing to satisfy HRM's desire for a transit oriented development in this area of the downtown. This development's adjacency to the Metro Transit terminal would likely mean a reduction in vehicle parking demand. We have included significant class A and class B bike parking as part of this plan recognizing the transit oriented nature of this site.

DESIGN RATIONALE

- » Our site is uniquely situated on the corner of Wyse Road and Nantucket Avenue at a critical hinge point for vehicle and pedestrian transport. On the south, there is the MacDonald Bridge, at the north is the Metro Transit terminal, one of the largest pedestrian terminals in the HRM. Our site is also close to downtown Dartmouth and the new Sportsplex.
- » The nearest neighbouring R1 homes are almost 300m away from the site; over 5 times further away than the building is tall.
- » Our building has been designed as a landmark feature to welcome people to Dartmouth. We have responded to the shape and location of the site by giving the building a flatiron form that carries through the podium to the top of the tower. The podium includes angles throughout that draw you into the ground level commercial/retail and frame landscape terraces and plazas along the majority of the ground level. We have chosen masonry as the podium cladding in response to the traditional language of the city.

- » In order connect with the Metro Transit terminal, we have oriented one of the two main commercial/retail units to face the terminal. We have also placed our residential entrance at this end of the building. The residential entrance includes a grand two-story covered terrace that stamps this side of the building as a feature while also providing covered bike storage under the canopy. On Nantucket Avenue, we have added an at-grade entrance for residents with room for 79 Class-A bike storage units to encourage cyclists coming from both the bus terminal as well as the MacDonald Bridge.
- » Our building design aims to maximize street frontage along Wyse Road and Nantucket Avenue, while also accommodating as much barrier-free access as possible along the 14' grade change across the site. In order to avoid stepping our floor slabs continuously along both street frontages, we instead prioritized at-grade access from Wyse Road and the Halifax Transit oriented parking entry, as well as one access from the center of the site on Nantucket. This allows for a better flow of foot traffic from the two most prominent ends of the building, as well as easier and more continuous barrier free access to all commercial/retail program.

DESIGN PROGRAM SUMMARY

The following summary of the building program, area and yield conveys the intent of the plan attached in this DA submission. We are showing a 19 storey tower with a FAR of 7.81, 104 parking spaces for the 129 units (0.8 ratio), almost 16,000 sq.ft. of commercial (some of which could be office), and a wide range of unit sizes including 25% 2-bedroom or more units.

Site Area (sq.ft) 20900
 Max Floor Area (FAR 8) 167200

	Commercial (sq.ft.)	Residential (sq.ft.)	Parking (Stalls)	Bachelor (500-600 sq.ft.)	1 Bedroom (600-850 sq.ft.)	2 Bedroom (950-1200 sq.ft.)	Total Units
P3			32				
P2			30				
P1			28				
Floor 1	5620	2155	14				0
Floor 2	10368	4657					8
Floor 3		15092		0	5	3	6
Floor 4		9349		0	4	2	11
Floor 5		9349		3	6	2	8
Floor 6		7800		2	4	2	8
Floor 7		7800		2	4	2	8
Floor 8		7800		2	4	2	8
Floor 9		7800		2	4	2	8
Floor 10		7800		2	4	2	8
Floor 11		7800		2	4	2	8
Floor 12		7800		2	4	2	8
Floor 13		7800		2	4	2	8
Floor 14		7800		2	4	2	8
Floor 15		7800		2	4	2	8
Floor 16		7800		2	4	2	8
Floor 17		7800		2	4	2	8
Floor 18		7800		2	4	2	8
Floor 19		5190					8
Total (sq.ft.)	15988	147192	104	29	67	33	129
Total Floor Area	163180		0.81	22%	52%	26%	100%
FAR	7.81						

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We are confident our design team has faithfully addressed the intent of the new Centre Plan bylaw requirements with a few minor exceptions. The new tower will provide a welcome urban entry into Dartmouth from the MacDonald bridge and the development will add hundreds of new transit users and possibly as many new members at the Sportsplex next door. The mixed use nature of the building being proposed will improve the stature of an already improving image of downtown Dartmouth. We will be meeting with the councillor in the coming weeks to brief him of this application.

If you have any questions, please feel free to contact me at your convenience.

Sincerely,

Original Signed

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