

QUINPOOL 6067

BACKGROUND REPORT

March 2016

HALIFAX A | 49

WSP

TABLE OF CONTENTS

1.BACKGROUND : PAGE 7



Background Analysis



Technical Analysis

2. COMMUNITY ANALYSIS : PAGE 23



Connectivity



Land Use



Street & Transit Network



Open Spaces

3. SITE ANALYSIS : PAGE 45



Wind



Sun



Density



Scale

4. DESIGN OBJECTIVES, PRINCIPLES & GUIDELINES: PAGE 55



Design Objectives



Design Principles



Design Guidelines

5. SITE DESIGN DIRECTIONS : PAGE 67

Design Directions
The Square
The Grid
The Plaza

6. PUBLIC CONSULTATION I : PAGE 79

Consultation Summary
Engagement Methods
Results

7. OPTIONS FOR REGULATION TO ACHIEVE THE BEST SITE DESIGN : PAGE 93


Human Scale


Variety of Real Estate


Creativity in Design


Open Space


CONNECTIVITY


Neighbourhood Character

8. PUBLIC CONSULTATION II : PAGE 105

Engagement Methods
Results

9. TECHNICAL ANALYSIS & FINAL RECOMMENDATIONS : PAGE 115

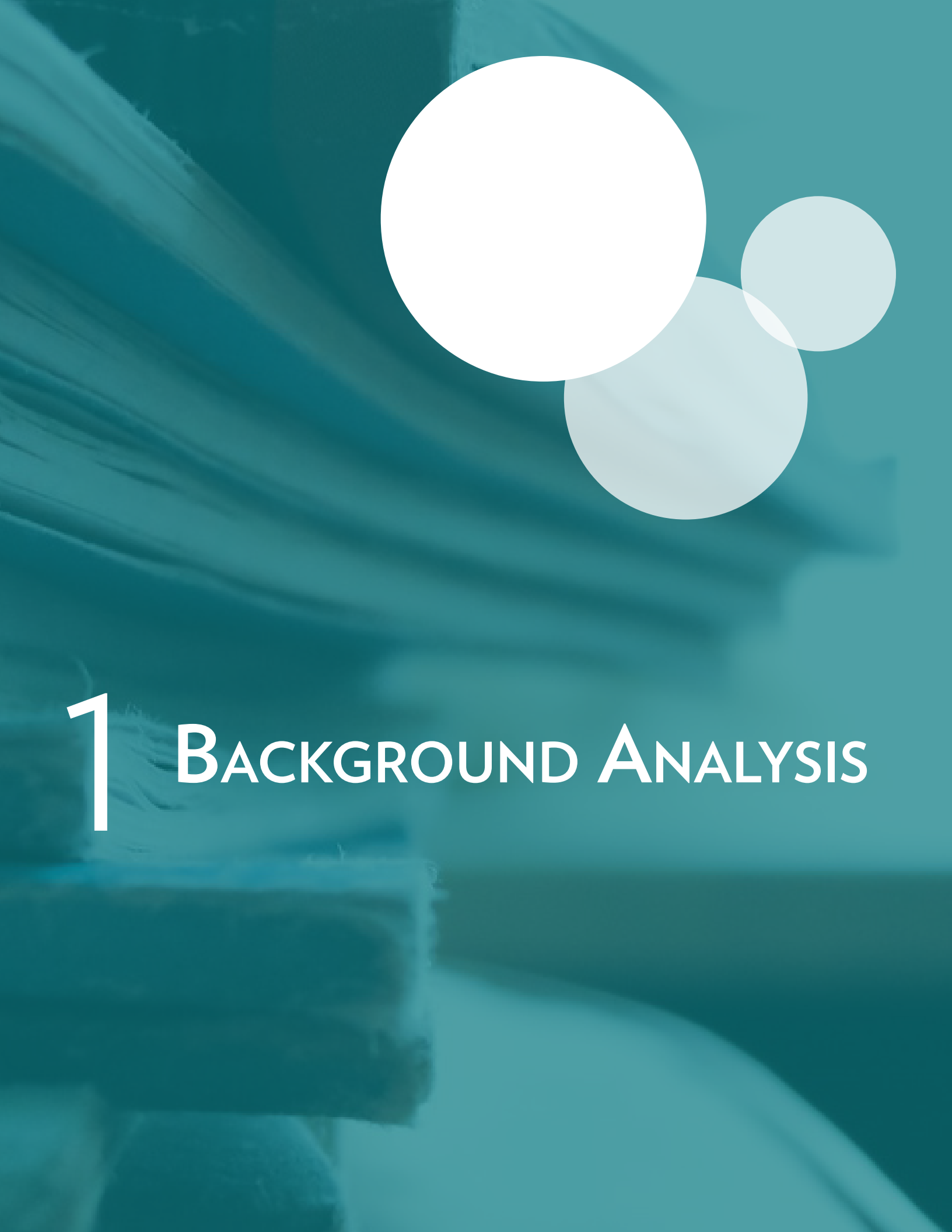
Traffic Impact Statement
Preliminary Servicing Schematics
Recommendations

INTRODUCTION

The information outlined herein has been summarized from various background reports, technical studies, Council minutes, public comments, design standards, and other material for 6067 Quinpool Road, Halifax, also referred to as Quinpool 6067 in this report. This report also entails information regarding site plan, area map, and 3D model for the site.

A broad urban design and architectural context of the neighbourhood has been reviewed and included in this report. Site specific analyses have also been conducted. These serve to provide guidelines for future design considerations for Quinpool 6067. All design concepts proposed by WSP/Architecture49 will be informed by the analysis in this report.





1 Background Analysis

A/O50

BACKGROUND ANALYSIS

According to Halifax Regional Municipality's Request For Proposals # P15-001, the Consulting Services to Support a Plan Amendment for Quinpool 6067 are intended to consider the 3.5 acre site for future mixed-use development through rezoning, after which time the Municipality will prepare the site for sale as vacant land ready for development. The following subsections, therefore, provide a brief summary of the background documents as they relate to the site.

BACKGROUND

Quinpool 6067 is the site of the former St. Patrick's High School, a prominent educational institution in Halifax's urban core for over 50 years. Since the closure of the school in 2007, this space has been underutilized and on July 22, 2014, Regional Council declared Quinpool 6067 as surplus property under Administrative Order 50.

ADMINISTRATIVE ORDER 50 (A/O50)

In July 2014, municipal staff completed a report to inform Council of the condition of the school and to provide recommendations for future uses at the site. As stated by the report, the degradation of the building condition did not allow for occupancy of the site. Preserving the building in its current condition costs the Municipality over $400,000 per year and revitalizing the building to a safe and usable condition would be prohibitively expensive. In October 2014, Regional Council approved Staff's recommendation for demolishing and repurposing the site under the Economic Development category of Administrative Order 50 (A/O50). According to A/O50:

Strategic properties having Economic Development potential ought be sold to

I. Maximize use or value;
II. Achieve the attraction of targeted industries and employment or the regeneration of neighborhoods;
III. To advance development opportunities; and
IV. To generate financial return to the Municipality.

Properties under this category are required by the Charter to be sold at market value and can include partnership models between private developers and non-profits and municipally defined public uses or service delivery components. Reviewing existing public amenities in the Municipality, staff recommended that additional public uses such as a gymnasium and auditorium were not required at this site. While such uses will not be prohibited in future development of the site, it is not part of the Municipality's strategic planning to create a new gymnasium or auditorium on this property.

A/O50

BACKGROUND ANALYSIS

PUBLIC CONSULTATION TO DATE

On May 21, 2014, Councillor Jennifer Watts hosted a Public Meeting during which public comments were received on the proposed reuse of the subject property. Comments ranged in theme, but generally supported mixed-use development with active pedestrian spaces and open green spaces promoting connectivity. The main two points of possible contention, however, centred on the reuse or reintroduction of the gymnasium and auditorium for community use.

These points were echoed by Councillor Watts during the July 22, 2014 Public Hearing to authorize the demolition of the subject property and categorize it as 'Economic Development' as per A/O50:

"Councillor Watts...provided the history around Quinpool 6067 as a school and resource centre, and landmark on the Peninsula...Councillor Watts raised two concerns on behalf of residents around the demolitions of the gym and auditorium..."

PLANNING AND ADMINISTRATIVE FRAMEWORK

Regional Plan

The subject property is designated Urban Settlement under the Regional Municipal Planning Strategy (RMPS) and is located within the Regional Centre. According to the RMPS, the Regional Centre shall be developed through both large and small initiatives and be guided by the following Guiding Principles:

- Sustainable (Economic, Environmental, Social and Cultural)
- High Quality (Urban Design)
- Heritage and Culture (Recognize, Protect, and Enhance)
- Movement (Land Use Planning and Transportation Planning Integration)
- Complete Neighbourhoods (Mixed-Use)
- Growth and Change (Directed Intensification)
- Process (Public Input)
- Connected (Promote Prominent Built Features)

A/O50

BACKGROUND ANALYSIS

Secondary Plan

According to the Quinpool Road Commercial Area Secondary Planning Strategy (SPS), the subject property is designated Community Facility (CF), and is subsequently zoned Park & Institutional under the Halifax Peninsula Land Use Bylaw (LUB), both of which support recreational, educational, religious and other civic and public uses. However, since the subject property has been approved for demolition and repurposing under Administrative Order Number 50 (A/O50), future development should support Regional Centre and Economic Development objectives (as generally outlined above) that aim to maximize the use or value of the land. Furthermore, future development should support the SPS objective which encourages:

"...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."

This Secondary Plan also establishes a height precinct under Commercial Facilities section of the Plan. This height precinct is 45 ft for the area that the subject property is located at.

In addition to the above outlined Planning and Administrative framework, the subject property should be developed according to background neighbourhood (public) consultation, studies and reports and ongoing and recently approved planning applications.

A/050

BACKGROUND ANALYSIS

PLANNING AND DESIGN CONTEXT

In order to provide planning and design context for the project, an analysis of a number of relevant planning documents was completed. This review included 2012 Centre Plan, Downtown Halifax Design Guidelines, and recent development proposals in the neighbourhood.

Corridor Study & Centre Plan

A study of the development potential of the Quinpool Road corridor in 2012 included public consultation considering urban design standards and building forms suggested for consideration along the length of Quinpool Road from Robie Street to Connaught Avenue. At the time, there was neighbourhood consultation regarding a number of commercial corridors in the Regional Centre, included Quinpool Road. This work was not concluded, but is included as part of a larger Regional Centre Plan process. The Centre Plan process is targeting completion date of late 2016/early 2017. It is likely that Quinpool Road will remain a primary focus for urban intensification in any future Land Use policy and as such, the spirit of the 2012 proposals for urban design standards are being used as an input to the process for the Quinpool 6067 Project.

The following parameters are extracts from the Centre Plan:

- Building Streetwall:
    - 18.5 metres (5 storeys) along Quinpool Road and Windsor Street
- Land Uses:
    - Mixed-use residential and commercial (first two floors retail and/office, with residential above)
- Design:
    - Similar design standards to the Downtown Halifax Plan

Downtown Halifax Design Guidelines

Schedule S-1 of the Downtown Halifax Secondary Municipal Planning Strategy has provided architectural and urban design context for many projects in Downtown Halifax. While the subject property is located outside Downtown Halifax, some of the principles set out under the Guidelines may be used as guiding design principles for buildings that will be proposed for the site. These include, but will not be limited to: street wall, building orientation and placement, retail uses, residential uses, materials, entrances, roof line and roofscapes, corner sites, parking, services and utilities, surface parking, and lighting.

A/050

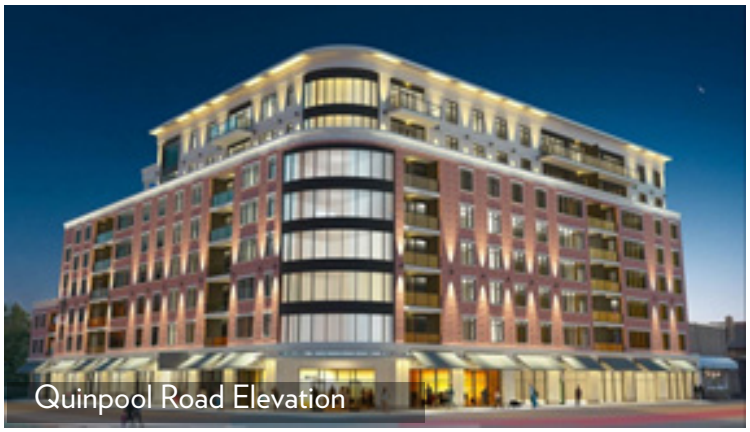
BACKGROUND ANALYSIS

OTHER PROJECTS

It is important to analyse approved and proposed developments in the neighbourhood in order to understand the type of projects developers are interested in for the area. While this may not lead to specific guidance for the design of Quinpool 6067, it will provide context for the site.

Case 17195 (former Cyclesmith property)

Approved in 2013, Case 17195 is an 8-storey (90 feet) mixed-use development located at 6112 Quinpool Road. The development supports first and second floor commercial uses with residential above. The building form tapers down to the residential properties to the rear on Pepperell Street.



Quinpool Road Elevation



Pepperell Street Elevation

Case 18966 (APL Properties)

Located at 6009 to 6017 Quinpool Road, this development proposes mixed uses within two towers on a shared podium. The development application proposes approximately 171 residential units, first and second floor commercial space, tenant amenity space, and underground parking facilities.
Note: a revised proposal is anticipated for this site; further detail about development proposals are found here: http://www.halifax.ca/planning/Applications/index.php

Case 19281 (Westwood Construction)

Located at 2032 to 2050 Robie Street, this development proposal seeks mixed-use development approval for a single tower supported on a 4-storey podium. The development proposes approximately 120 residential units, commercial retail and hotel uses within the podium structure, interior amenity space, and underground parking facilities.
Note: a revised proposal is anticipated for this site; further detail about development proposals are found here: http://www.halifax.ca/planning/Applications/index.php

A/050

BACKGROUND ANALYSIS

NEIGHBOURHOOD CHARACTERISTICS

With respect to building and neighbourhood characteristics on Quinpool Road, the following points provide a lead-in to an in-depth site and neighbourhood analysis that will be presented in the subsequent sections of this report:

- The surrounding community offers a mix of uses including multi-unit residential, low rise mixed development, single detached houses, large scale commercial stores, and a 14 storey hotel.
- High density residential buildings are located along Quinpool Road and on the same side as Quinpool 6067. The heights vary between 6 and 12 storey.
- Low-rise mixed-use developments are a common feature along Quinpool Road. This type of development, along with the diversity of services available, contribute to Quinpool Road's healthy pedestrian experience.
- The uses behind Quinpool Road are typically single family dwellings and flats. Windsor Street is characterized by two-to-three storey flats, apartments, and small commercial storefronts.

The in-depth site and neighbourhood analysis will include planning, architecture, and urban design considerations, discussion, and direction that is appropriate for this site given the overall context.

TECHNICAL ANALYSIS

This chapter provides preliminary review and observations with regards to potential utility and infrastructure challenges and opportunities for the site. Once a preferred development scenario is chosen, detailed technical analyses will be undertaken, including a Traffic Impact Statement, a Lot Grading Plan, and Servicing Schematics. A Shadow Analysis and a Qualitative Wind Study will also be undertaken at a later date. Wind and shadow impacts will be considered in all preliminary design directions with a more thorough quantitative analysis to be completed at a later date, as the preferred development scenario is developed.

MUNICIPAL INFRASTRUCTURE

Quinpool 6067 is bound by three existing streets: Quingate Place, Quinpool Road and Windsor Street. These streets contain various existing services: water, sewer, storm water, power, communications etc. The following sections will provide information about existing services in the area, will outline possible opportunities for service connections, and will identify potential servicing issues.

POTABLE WATER

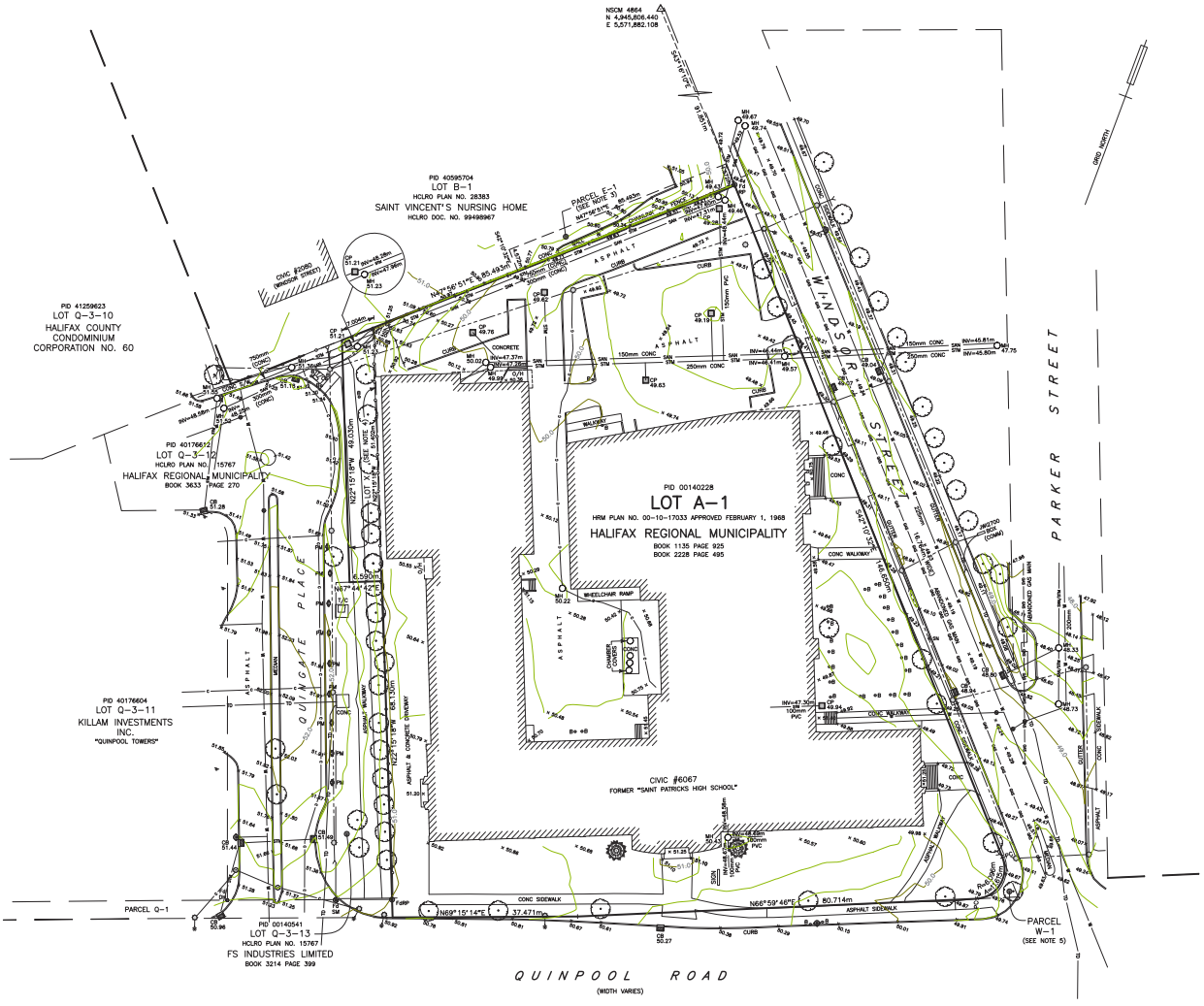
All three streets surrounding the site contain water service. Two large diameter water mains (375mm and 600mm diameters) are located on the South side of Quinpool Road, and Windsor Street contains a 225mm water main. The size of the water main located within Quingate Place is currently unknown. In order to determine the available fire flows and existing pressures in the area, it is recommended that a fire flow analysis be completed for the site; this analysis will provide the designer with the required information to determine the ideal water service connection. As noted above, once the preferred development scenario is selected, a servicing schematic will be prepared showing potential connection points to the water system.

STORM AND WASTEWATER SEWER

The site currently has an existing 150mm diameter wastewater lateral and 250mm diameter storm water lateral with a connection to the existing sewer on Parker Street (as shown on the survey plan prepared by SDMM on the next page). The condition of the existing laterals is unknown and with the proposed increase in density on the site, it is unlikely that the existing laterals will have sufficient capacity. There is an existing combined sewer located within Quinpool Road, and separate sanitary and storm water sewers are located on the northwestern boundary of the site.

TECHNICAL ANALYSIS

The sewer on the northwestern boundary would be the preferred connection point as it would not require excavation into one of the existing streets, and would avoid having to connect to the combined sewer on Quinpool Road. The capacity of these existing sewers is currently not known, and Halifax Water will likely require a downstream capacity analysis prior to allowing a connection to this area. Further discussion with Halifax Water will be required prior to preparation of the servicing schematic for the development. As this site is currently fully developed, it is not anticipated that any additional storm water management measures will be required unless a downstream capacity issue is identified by Halifax Water. If storm water retention-detention is required, this could likely be achieved through the use of flow control roof drains, parking lot storage or the use of an underground retention-detention system.



Survey Plan for all existing site features, including services (Survey by SDMM)

TECHNICAL ANALYSIS

TRAFFIC AND TRANSPORTATION

Traffic

Key streets and intersections in the vicinity of the subject site include the following:

Quinpool Road is a 4-lane arterial street that runs east-west on the Halifax Peninsula approximately 2.5km between Robie Street and the Armdale Roundabout. In the vicinity of the proposed site, sidewalks are present on both sides. While on-street parking is prohibited directly in front of the site, time limited parking is permitted on the opposite side of the street. Traffic counts completed by HRM Traffic & Right-of-Way Services during July 2014 indicate annual average weekday traffic (AAWT) volume adjacent to the site of approximately 26,000 vehicles per day.



Windsor Street is a 2-lane collector street running north-south approximately 2.8km between Quinpool Road and Connaught Avenue. There are sidewalks on both sides of the street, and reserved bicycle lanes extend north from the site's driveway to just north of Young Street. Time-limited, on-street parking is permitted on the east side of the street between Quinpool Road and the site's driveway; north of the site's driveway, parking is prohibited due to the bicycle lanes.



TECHNICAL ANALYSIS

Quingate Place is a two-lane local street that extends north from Quinpool Road approximately 100m along the western edge of the site. It provides access to the parking for the adjacent mixed use development that includes significant commercial and residential uses. It includes a centre median, and a combination of private parking and metered on-street parking spaces. There is a wide sidewalk that runs along the east side of the street adjacent to the site which is partially located on private property.



The Quinpool Road - Windsor Street intersection, located at the southeast corner of the site, is stop-controlled. Left turns to and from the Windsor Street southbound approach are prohibited and blocked by a centre median on Quinpool Road.



TECHNICAL ANALYSIS

The Quinpool Road – Quingate Place / Vernon Street intersection is a signalized intersection located at the southwest corner of the site. Through movements from the Quingate Place approach (southbound) to Vernon Street are prohibited, expect for bicycles.



The Robie Street – Quinpool Road / Cogswell Street / Bell Road intersection – commonly referred to as the 'Willow Tree' – is a major signalized intersection located approximately 100m east of the site.



Transit

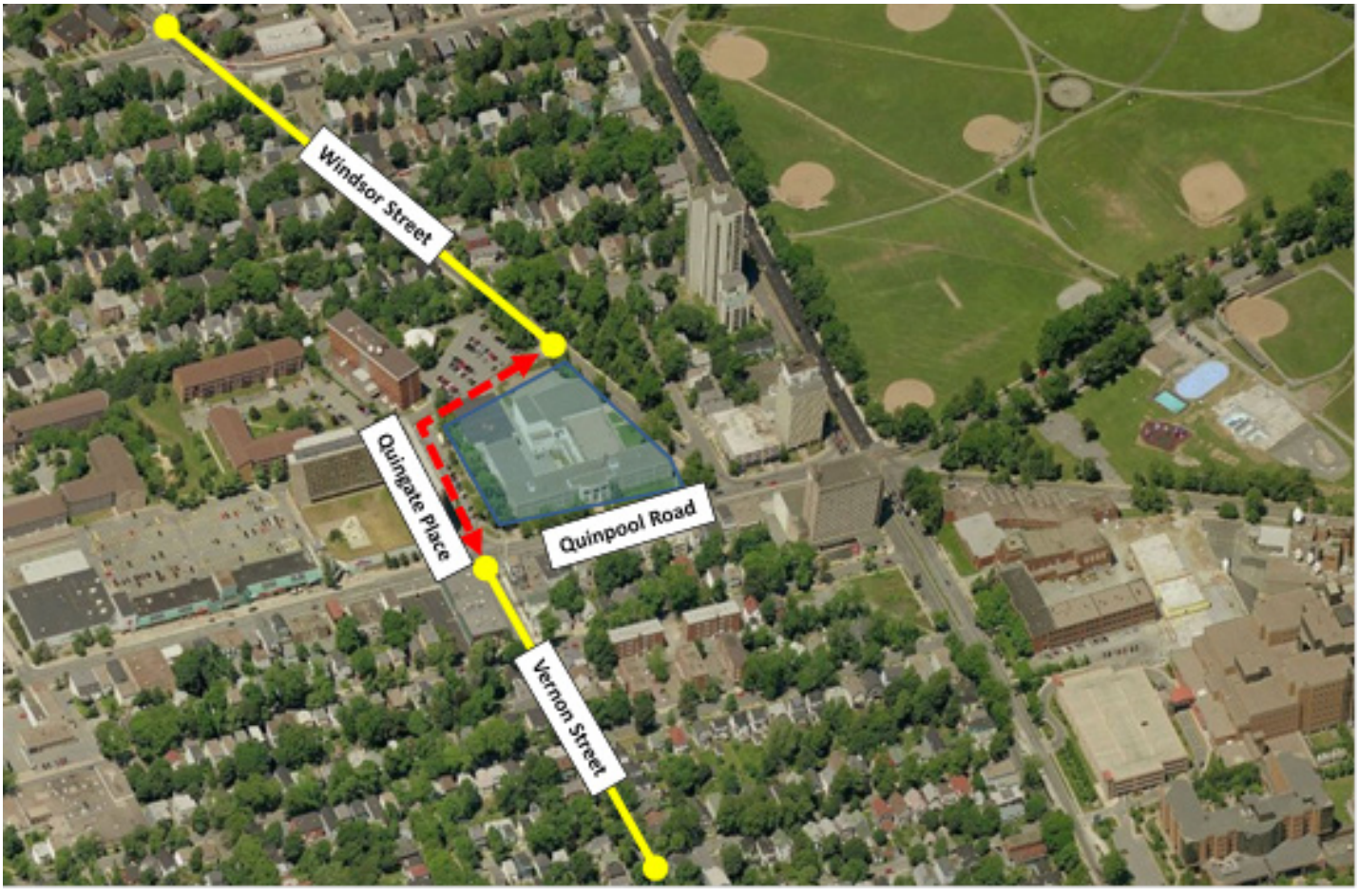
The site is served exceptionally by public transportation. Metro Transit operates Routes 6, 20, and 32 directly past the site on Quinpool Road. Robie Street – located approximately 100m to the east – provides access to Routes 7, 17, 18, 42, 80, 81, and 90, and Routes 82 and 23 are available approximately 300m north of the site on Windsor Street (north of Cunard Street). These high levels of service are expected to continue following the roll-out of Halifax Transit's new plan resulting from their recent service study.

TECHNICAL ANALYSIS

Active Transportation

The site is accessible by active transportation (AT) modes, with good adjacent pedestrian and cycling links and close proximity to the North Common. Reserved bicycle lanes on Windsor Street extend north from the site's rear driveway on Windsor Street. Though the on-street bicycle lanes terminate at the rear driveway, the driveway itself (as well as the adjacent St. Vincent's Nursing Home) serves as a very well used unofficial off-street connection for cyclists traveling to and from the south. For this reason, HRM intends to retain a portion of the property at the rear of the subject site in order to install a formal AT corridor (summer 2015) running between Windsor Street and Quingate Place.

Vernon Street is a relatively low volume local street opposite the site, running south to the Institutional District that is well used for cycling. HRM Staff envisions Vernon Street as a potential candidate for a formal 'Local Street Bikeway' facility that could eventually incorporate treatments that give increased priority to cyclists including traffic calming features, access restrictions, and intersection modifications (i.e. curb extensions, median refuge areas, etc.).



TECHNICAL ANALYSIS

Environmental Site Assessment Report, Dillon, 2015

Based on Dillon's environmental site assessment activities conducted in the fall of 2014 and winter/spring of 2015, Quinpool 6067 is suitable for residential and commercial uses. Additional site mitigation activities may be required during demolition, although any residual environmental impacts are unlikely to create an unacceptable level of risk to future development.



2 Community Analysis

CONNECTIVITY



LAND USE



STREET & TRANSIT NETWORK



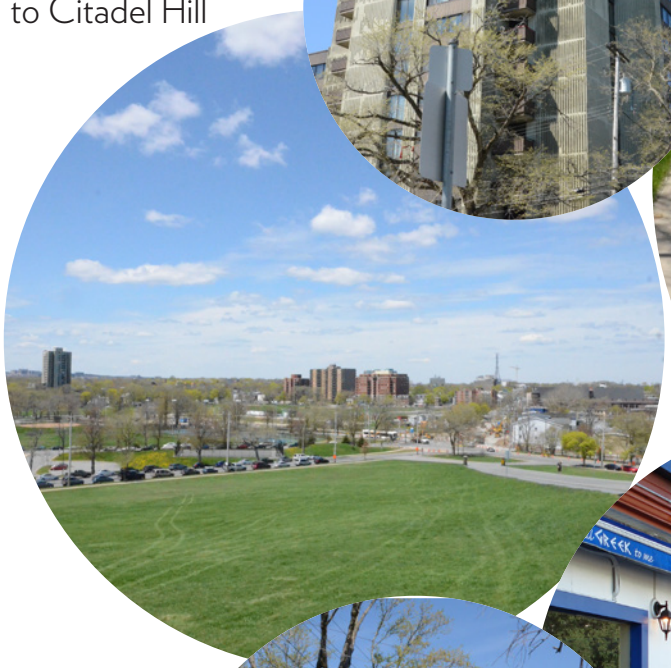
OPEN SPACES



Street & Transit Network
on Windsor Street



Connectivity
to Citadel Hill







Land Uses
Along Quinpool Road



Street & Transit Network
on Windsor Street

CONNECTIVITY

The site is centrally located on the peninsula, separating the north and south ends of Halifax, dividing these two distinct neighbourhood. It is located on an important arterial street providing both a transition from the Armdale roundabout and a gateway to the downtown core. It is also well connected to many of Halifax's prominent landmarks. This includes popular public spaces such as the Halifax Common, schools, universities, auditoriums, gymnasiums and other public and institutional uses.

Being located at the intersection of Quinpool Road and Windsor Street make this site an opportunity to become **a meeting place**, **connecting both north and south end neighbourhood**, and **drawing local residents to the site**. Any future development at the site should therefore respect the site location and its central role in the connectivity network of the Peninsula. The site design must **enhance urban fluidity and create porosity (see section, Design Objectives, Principles & Guidelines page 49).**





Citadel Hill



The Commons provides a number of sports fields including the skate park, Emera Oval, tennis courts, and ball diamonds.



Halifax Infirmary



Citadel High School hosts over 1,000 students. The school complex includes a community hall, a gymnasium and a auditorium with 780 seats.

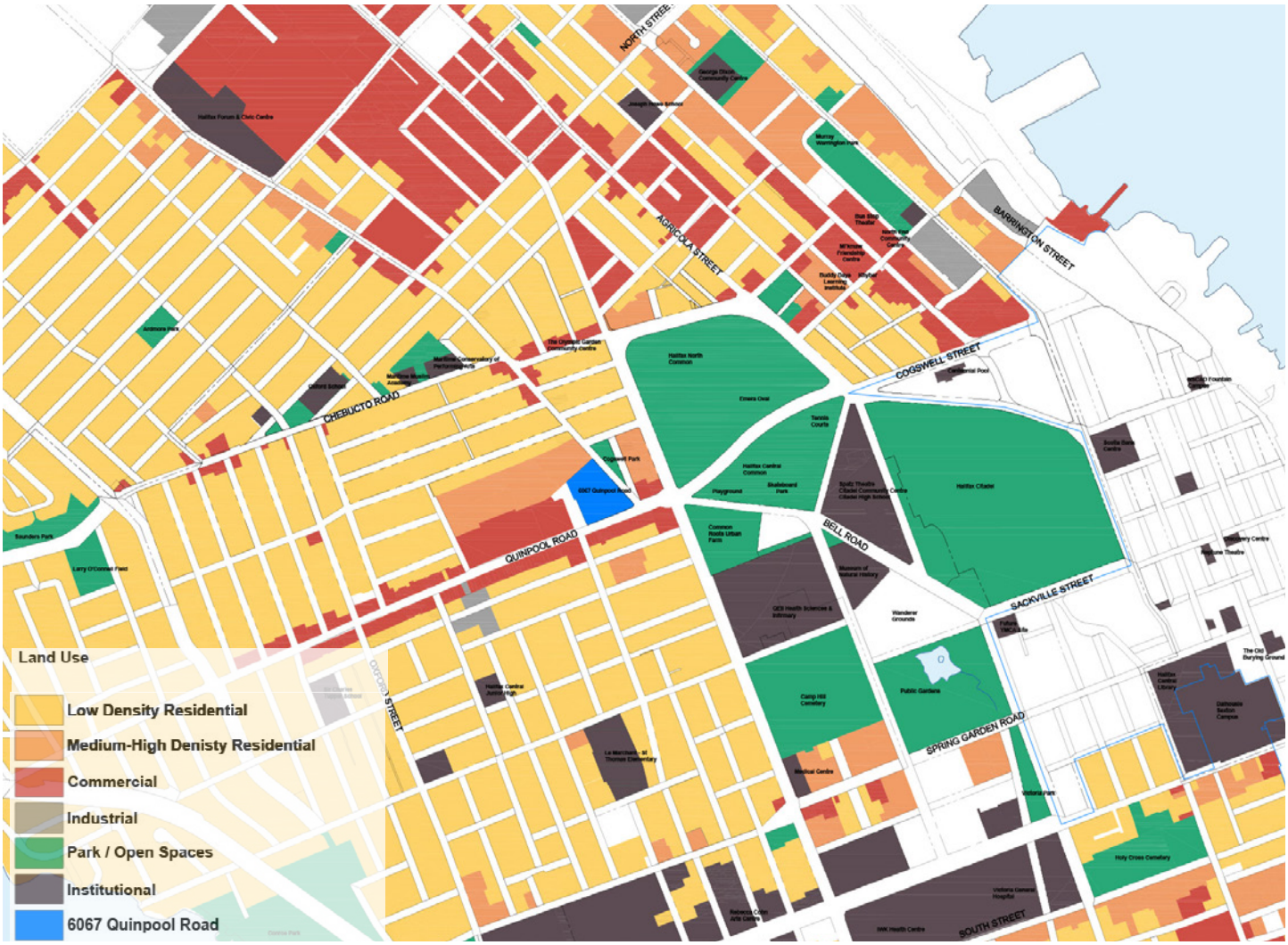


Maritime Conservatory of Performing Arts

LAND USE

The surrounding community is a vibrant destination that is supported by active residential, commercial, and institutional activities. Surrounded by predominantly residential uses, nearby residents make up a large portion of the people using the services and amenities of Quinpool Road and Windsor Street. The neighbourhood is also well situated in the proximity of major institutional uses such as hospitals and universities.

While small mixed use developments are fairly common within the surrounding area, the commercial, residential, institutional and open space uses are generally separated along defined boundaries. This separation suggests a need for a **large scale and well designed, mixed use development** at the site that will **respect and add to the existing character of the neighbourhood**. This is supported by the **strong appetite and great success of mixed use developments** in and around the Peninsula.



Single family dwelling units off Windsor Street



18 Storey residential building on Robie Street



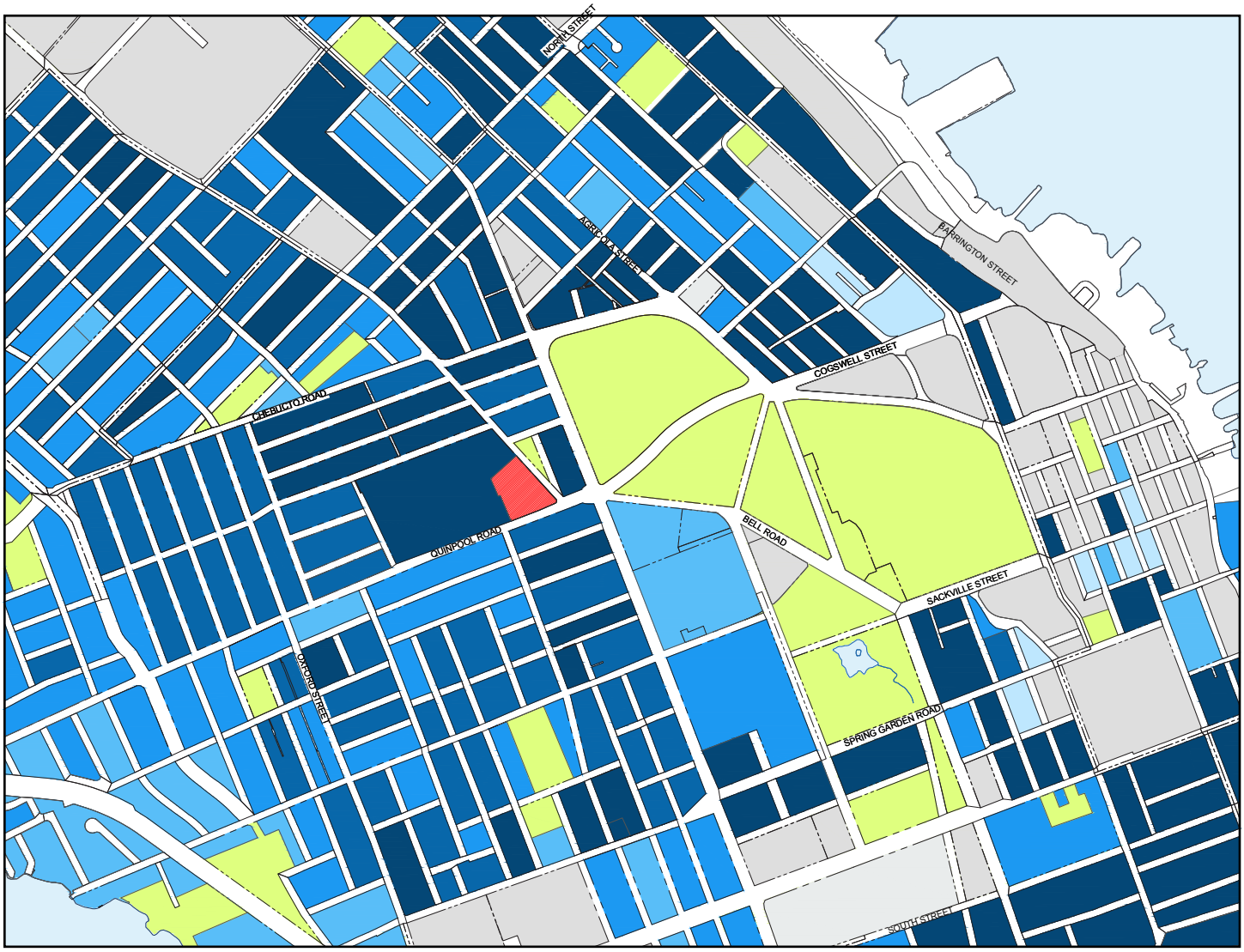


Mixed-use development along Windsor Street



Commercial store fronts along Quinpool Road

DENSITY



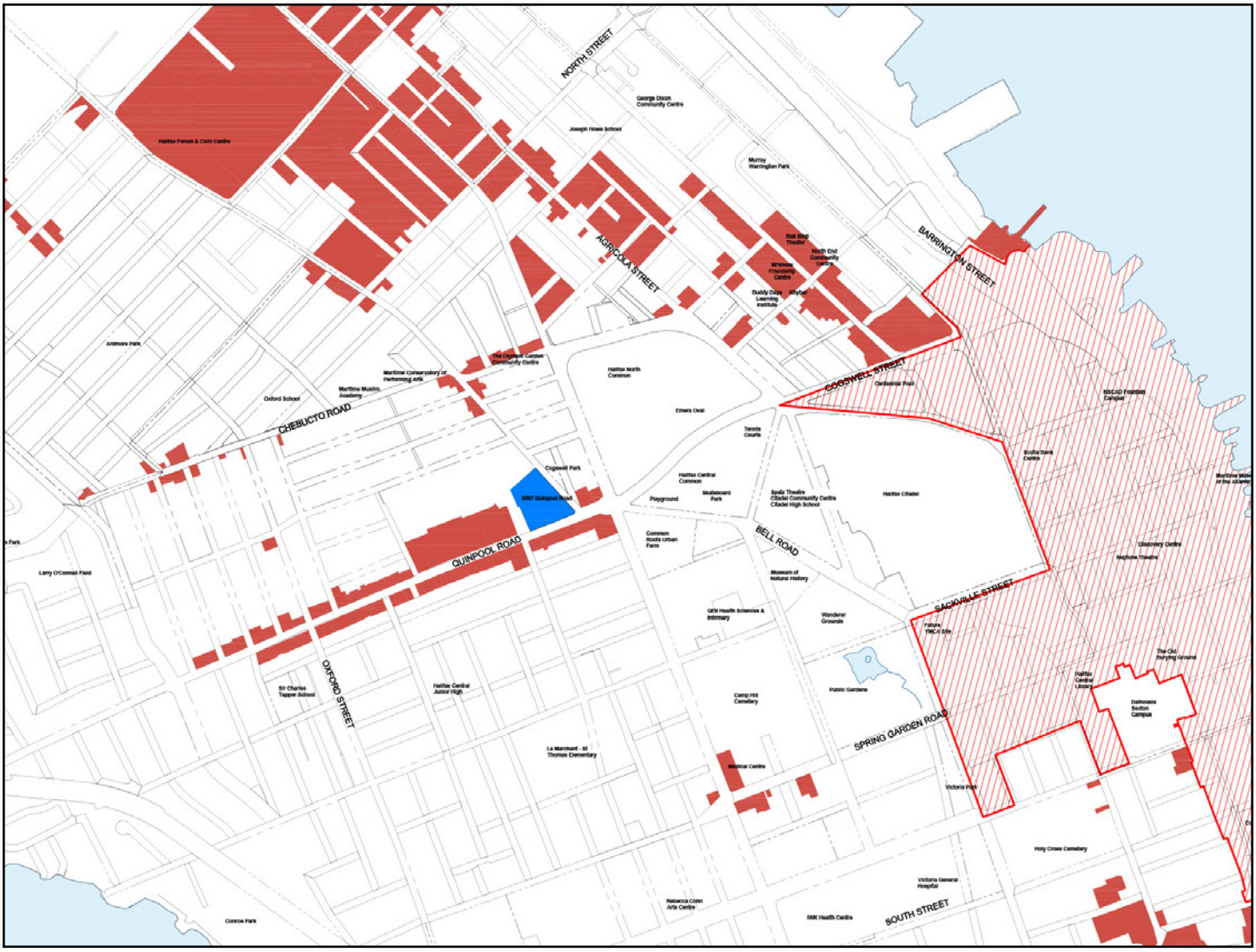
Density (persons/acre 2011)

- < 2
- 2 - 4
- 4 - 10
- 10 - 20
- 20 - 30
- > 30
- 6067 Quinpool Road

The density of the neighbourhood varies from block to block. More dense areas are concentrated along Quinpool Road while low density areas are within the inner streets of the community.



COMMERCIAL



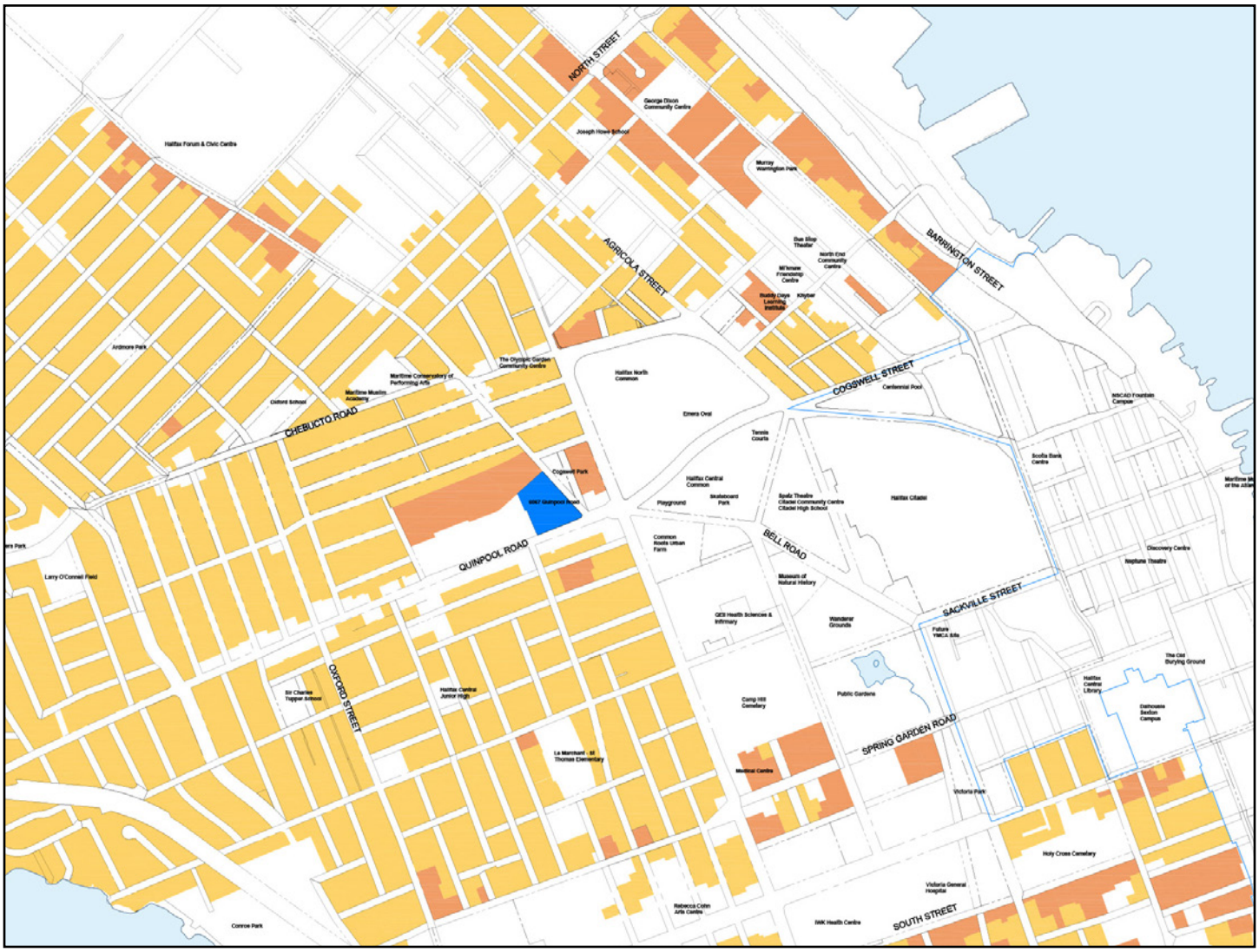
Land Use

- Commercial
- 6067 Quinpool Road
- Downtown

Commercial uses are concentrated along Quinpool Road and Windsor Street. The **vibrancy of the businesses** in the area can be attributed to the diverse mix of owner-operated restaurants, coffee shops, grocery stores, and a variety of services and retail uses that add to the character of the streets. There are also a number of big box commercial uses along these two streets that provide essential services.



RESIDENTIAL



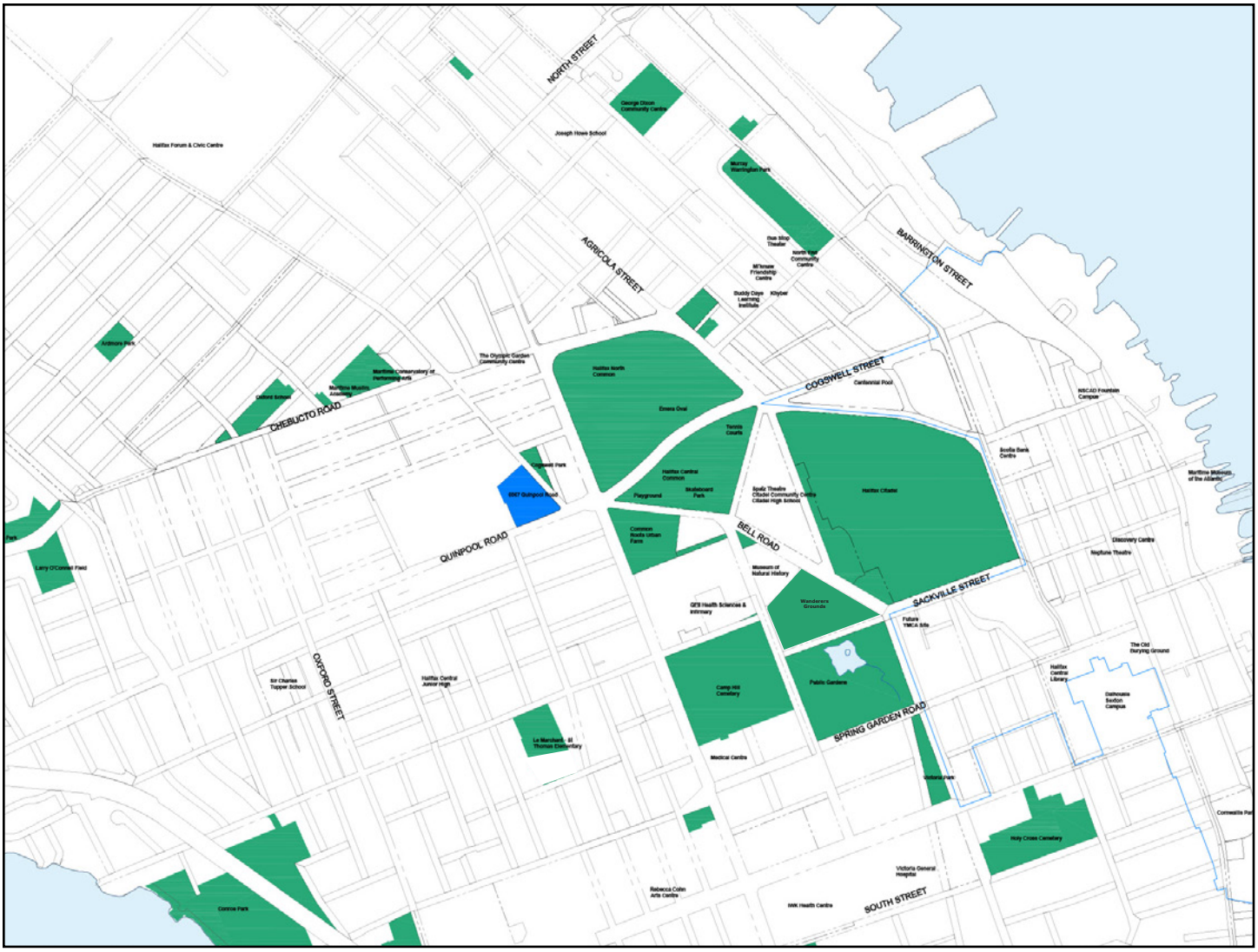
Land Use

- Low Density Residential
- Medium-High Denisty Residential
- 6067 Quinpool Road

The community is defined by a **hybrid of small, medium, and large scale residential uses**. Single and double family residential dwellings tend to be concentrated on the inner blocks while medium density buildings can be found along Windsor Street. High density residential uses can be found in and around Quinpool Road.



OPEN/PUBLIC SPACES



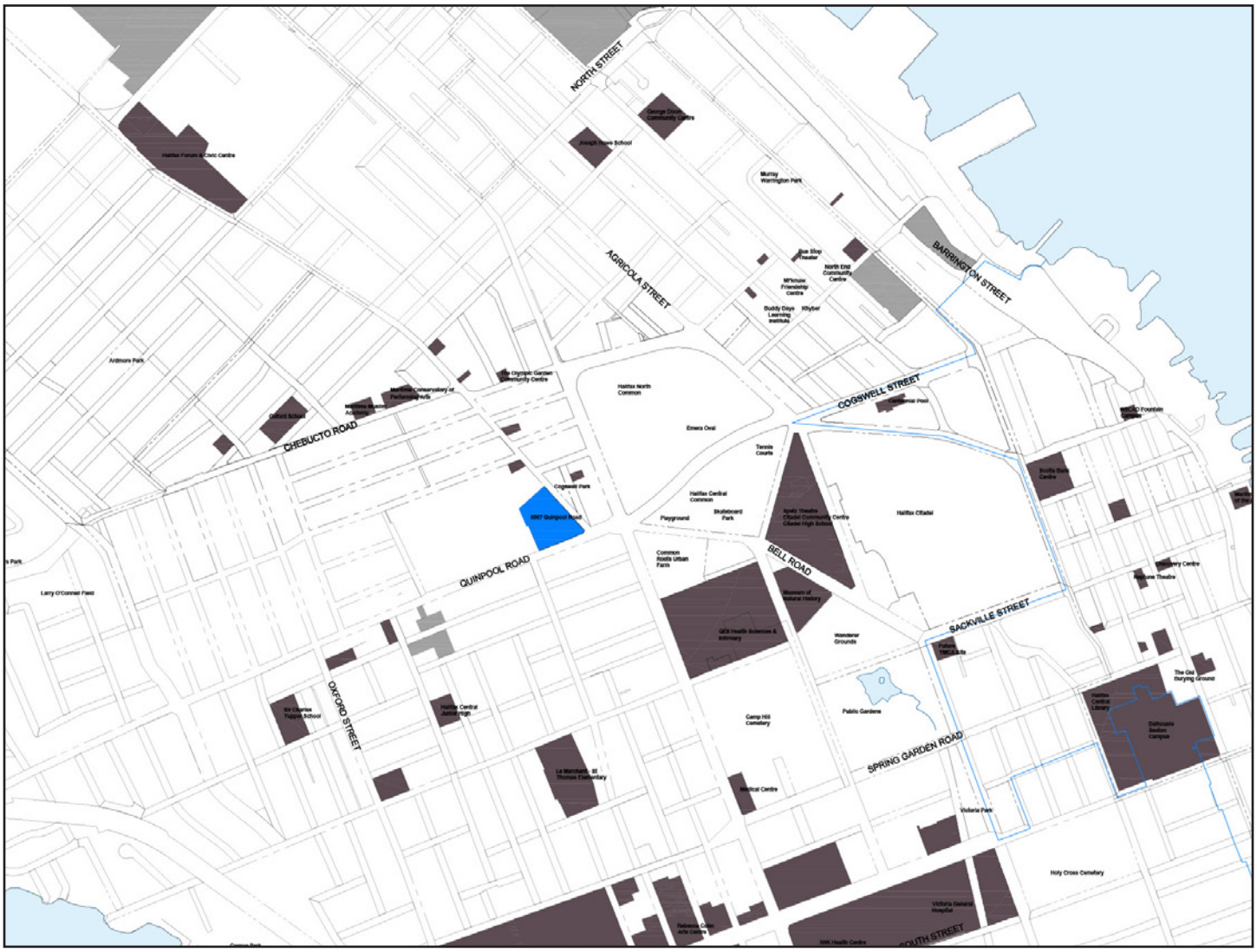
Land Use

- Park / Open Spaces
- 6067 Quinpool Road

Open Spaces are scattered around the site. There is easy **access to large open and public spaces** such as the Commons. The site also benefits from adjacency to a small park along Windsor Street known as Cogswell Park.



OTHER USES



Land Use

- Industrial
- Institutional
- 6067 Quinpool Road

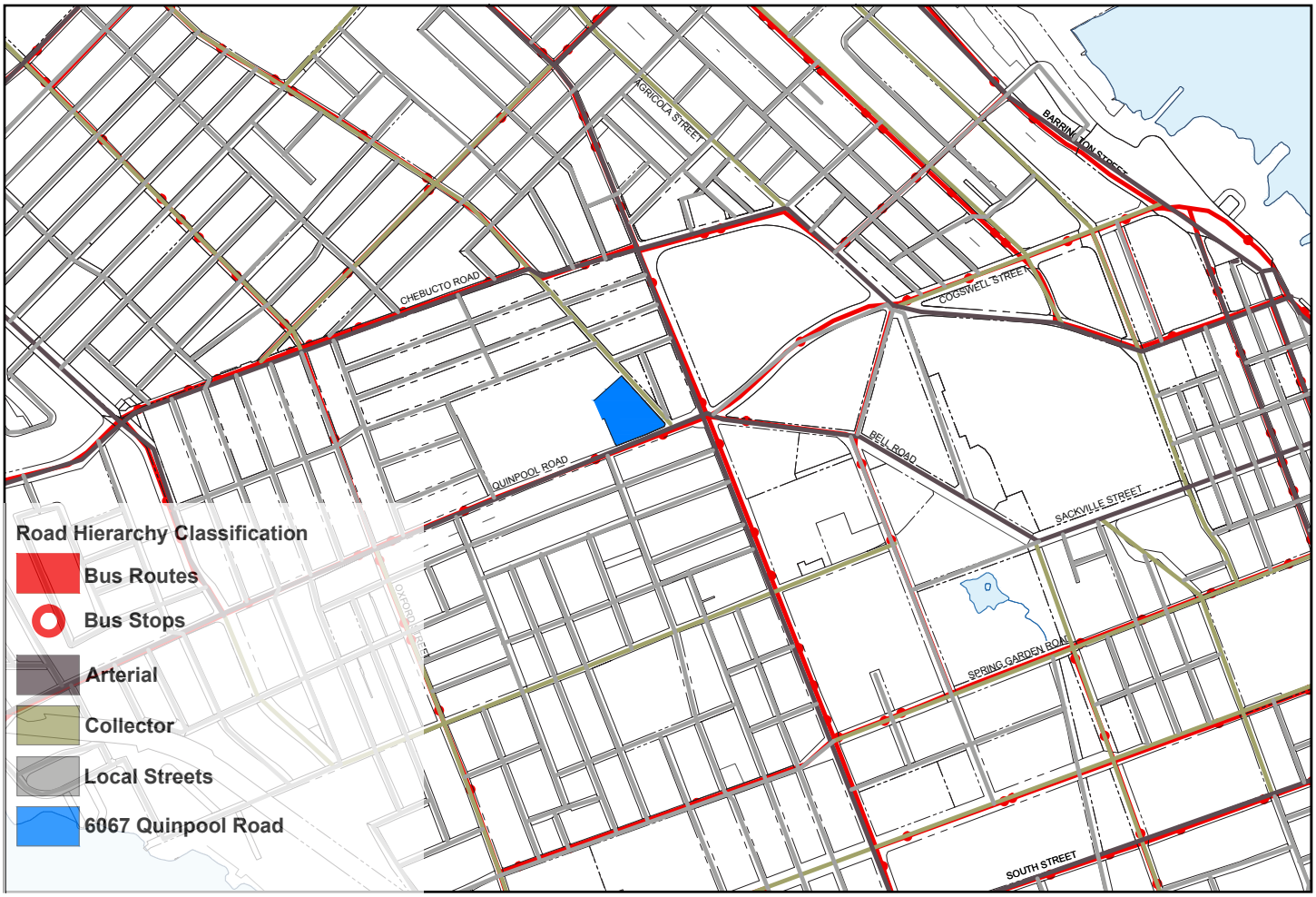
Institutional uses are all within **walking distance** of the site. Most important institutional uses include Halifax Infirmary and Dalhousie University. These sites are well connected to the site and as such many of the residents in the neighbourhood are those accessing these locations on a routine basis.



STREET & TRANSIT NETWORK

Quinpool Road is an arterial road and Windsor Street is a collector street; both serve as east-west and north-south connectors, respectively, for the peninsula. These two roads play an important role in vehicular traffic and bicycle traffic. The project site is located at their intersection. Over 45% of the population in the area walks or bicycles to work, supporting the continued creation of pedestrian and cycle-friendly environments around the site (Statistics Canada, 2008). Also, transit services around the site make it easily accessible to other parts of the City. Overall, the site is accessible and popular for pedestrians, cyclists, transit users, and drivers.

The site is part of a large and connected street and transit network. The **intersection of Windsor and Quinpool** requires rethinking to allow for a **better pedestrian, bicycle, and traffic flow**.



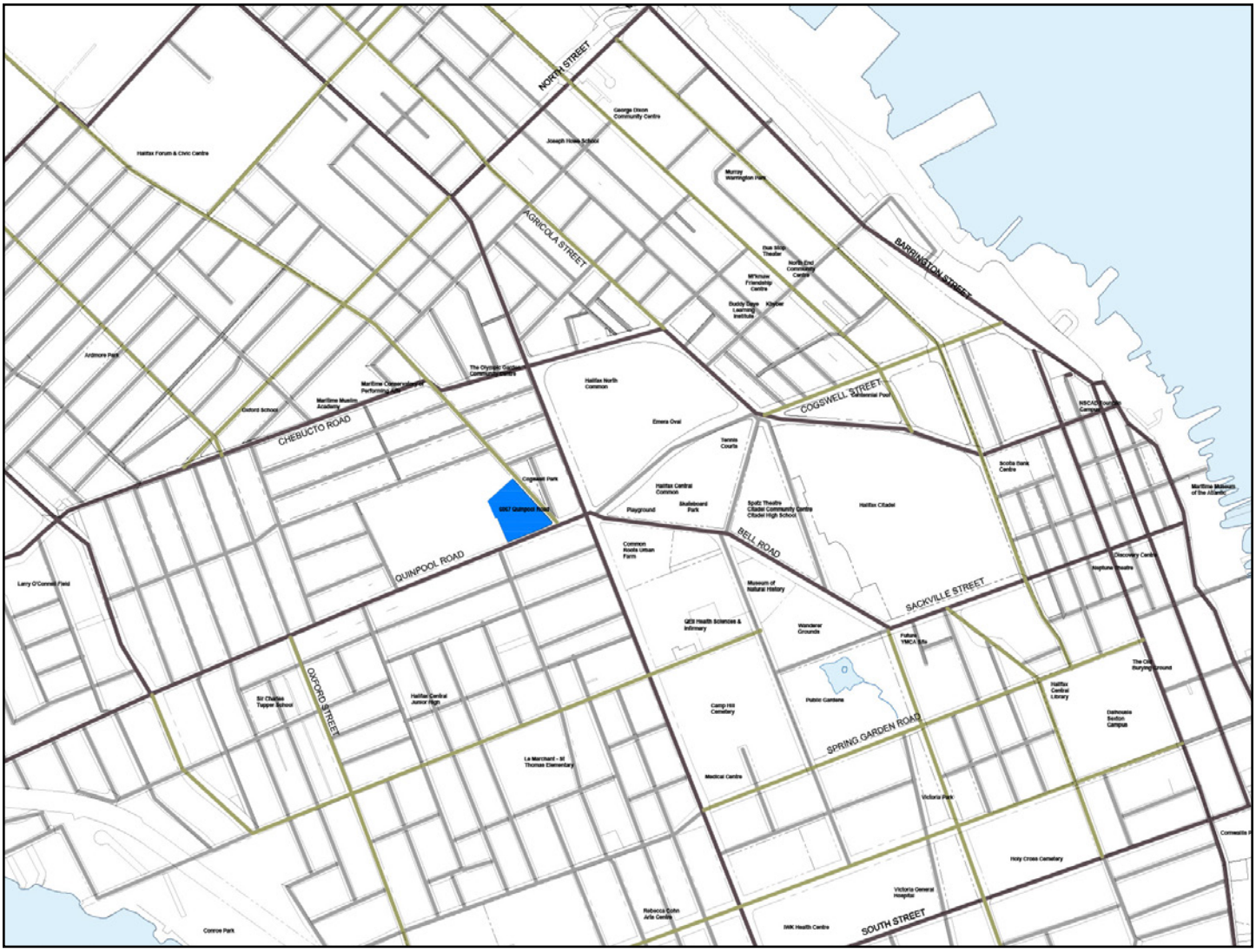
Sidewalk and Bike Lane on Windsor Street





Better Pedestrian Infrastructure is Needed

ROAD HIERARCHY



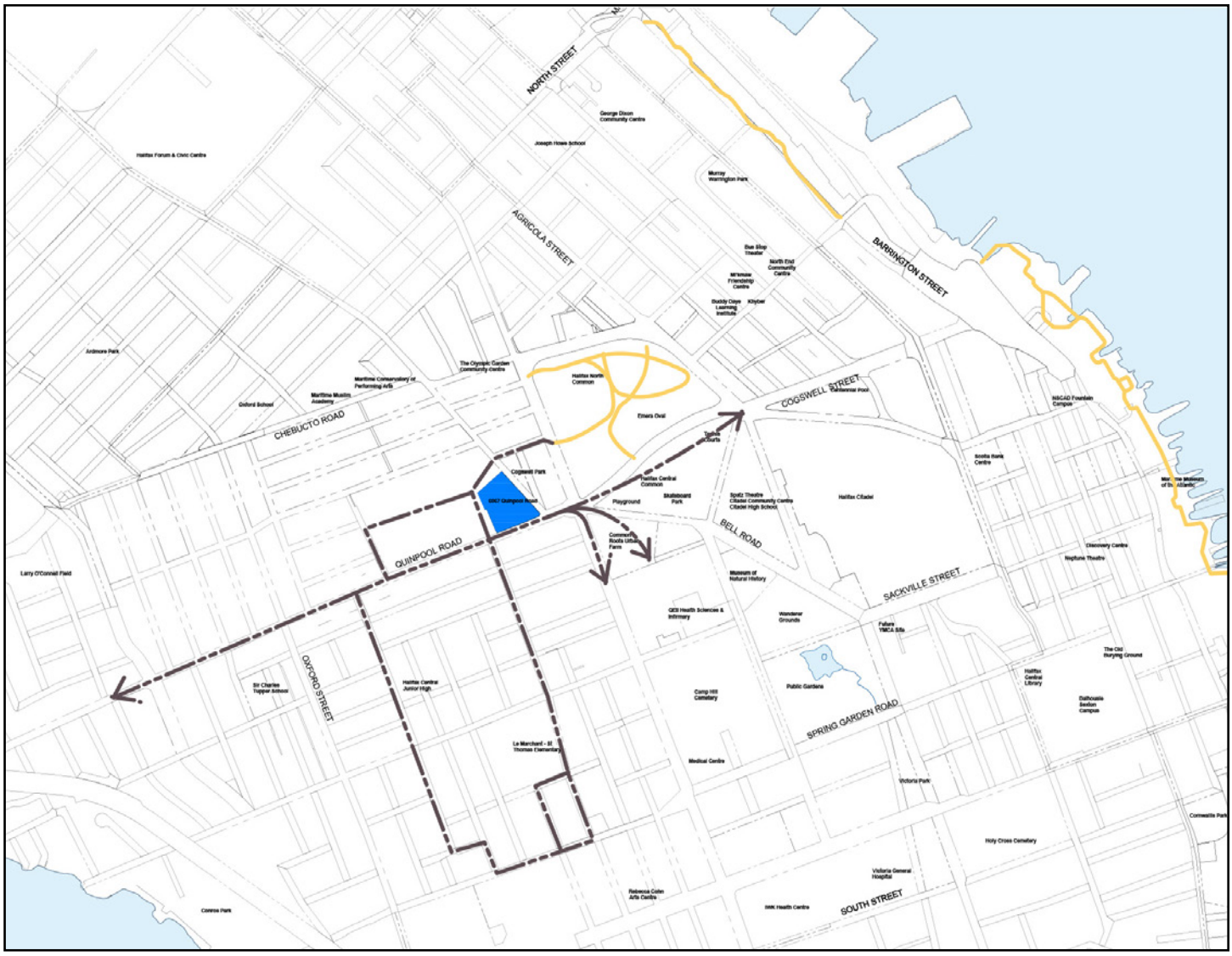
Road Hierarchy Classification

- Arterial
- Collector
- Local Streets
- 6067 Quinpool Road

The site is bounded by an arterial and a collector road and is accessible through local streets. However, there are no left-turns permitted from Quinpool-to-Windsor, as well as no left turns from Windsor-to-Quinpool due to the proximity of the Willow Tree Intersection at Robie, Quinpool, Cogswell, and Bell. Other than pedestrian and bicycle traffic, no automobiles are permitted to cross Quinpool Road through the intersection connecting Vernon Street (south) to Quingate Place (north).



PEDESTRIAN ROUTES

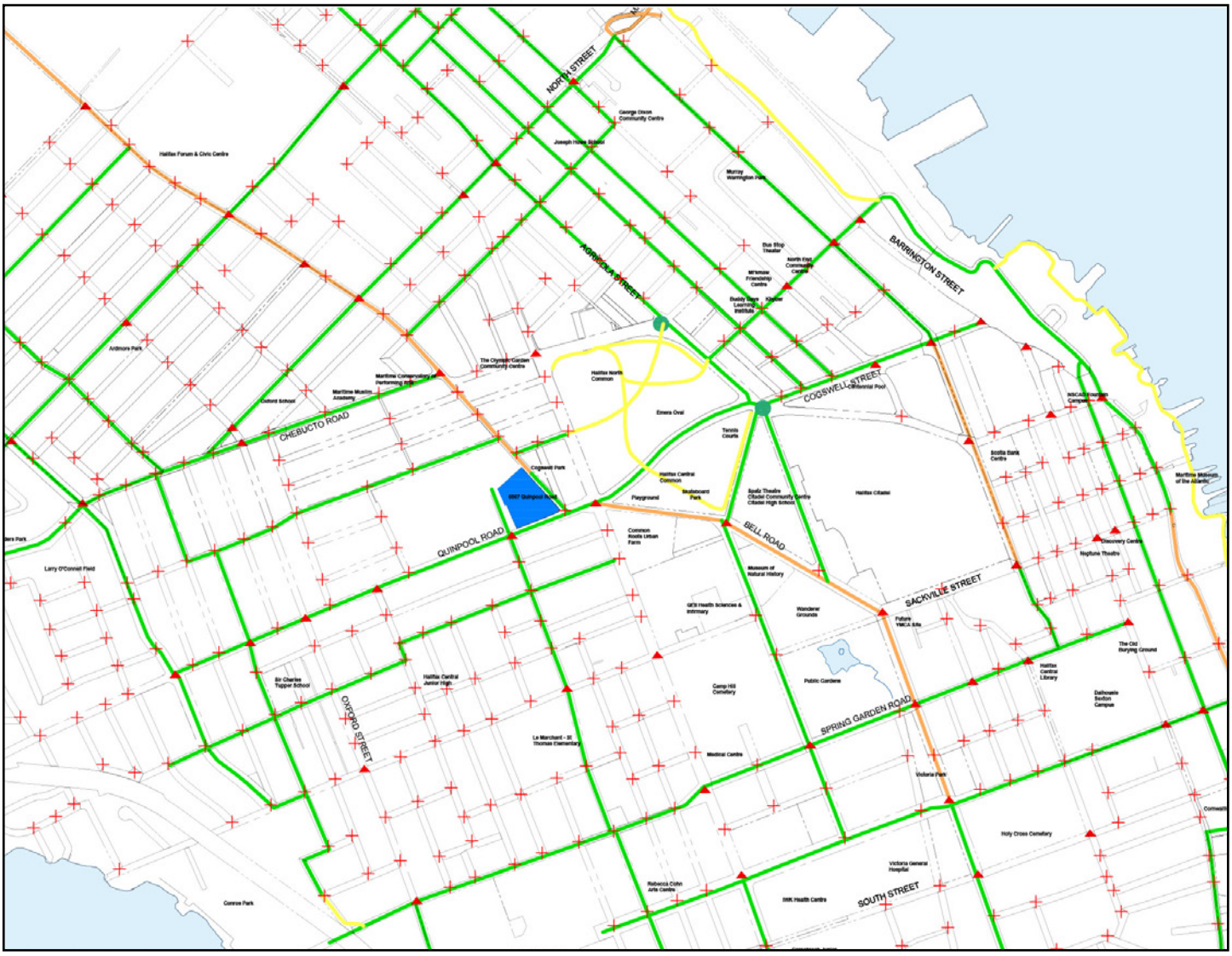


Pedestrian Routes

- **Green Walks & Trails**
- **Desirable Walking Route**
- **6067 Quinpool Road**

Quinpool Road, Windsor Street and most other local streets in the area are popular for pedestrians. The site has a walk score of 89% (walkscore.com). Popular pedestrians routes identified include the **space behind the site** used to access Cogswell Park and the Commons. Another popular route for pedestrians are the **local roads that connect Quinpool Road to Dalhousie University**.

STREET & CYCLING NETWORKS



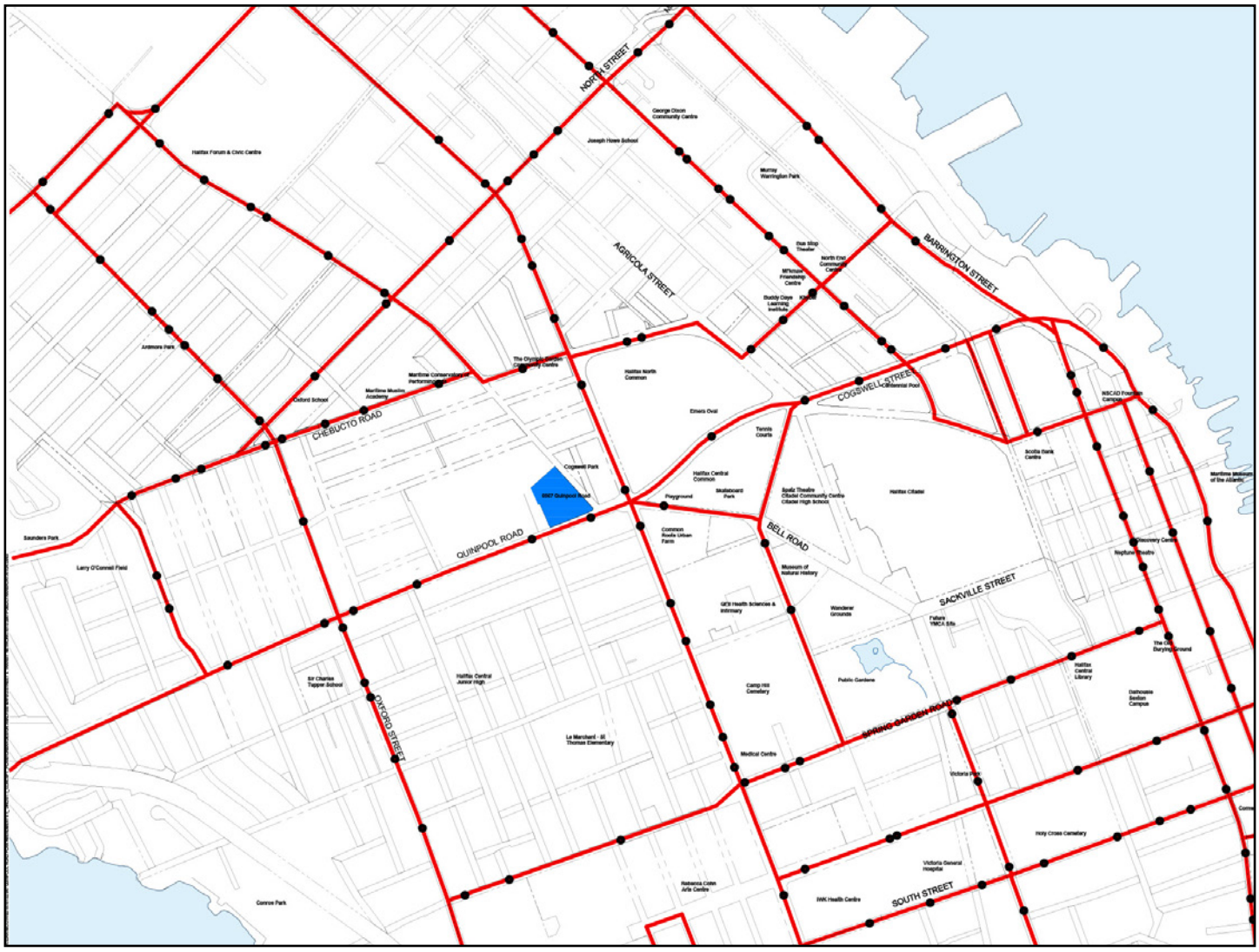
Traffic Flow & Bike Routes

- Roundabout
- Intersection
- Traffic Lights
- Dedicated Bike Routes
- Suggested Bike Routes
- Active Transportation
- 6067 Quinpool Road

The area is organized in a **grid street pattern** and therefore there are a number of intersections around the site. Some of the popular intersections for vehicular traffic include Robie and Quinpool, Quinpool and Windsor, and Windsor and Welsford.

The roads in and around the site are **popular among cyclists.** The current Halifax cycling map identifies both Windsor Street and Quinpool Road as areas suggested for dedicated bike lanes. Additionally, Halifax is constructing a connector between Quingate and Windsor through the back of the project site. Walkscore.com gives a score of 100% to the bikablity of the site.

TRANSIT



Public Transportation

- **Bus Routes**
- **Bus Stops**
- **6067 Quinpool Road**

Transit service is easily accessible through Quinpool Road and Robie Street at several nearby bus stops. The service connects the site to many areas of Halifax, particularly to Herring Cove, Downtown Halifax, the South End, the North End, Larry Uteck, Bedford, and Sackville. There is also a car share station within a kilometer of the site.

OPEN SPACES

The site has easy access to public open spaces that are located around the site. These open spaces are public, for the most part. These include popular destinations such as the Central Commons, Emera Oval, Citadel Hill, North Common, and Cogswell Park. There are also other open spaces that are part of institutional uses such as the hospitals.

An overview of the Open Spaces map indicates that the site program may **consider providing easy pedestrian access to open spaces** through the site. While additional **publicly owned open spaces are not necessary** for the site, providing **privately owned open spaces** may be considered. This is a **response to the existing neighbourhood character** and its **generous open spaces program** around the site.



Cogswell Park





The Commons





3 Site Analysis

Wind

Sun

Scale

Density



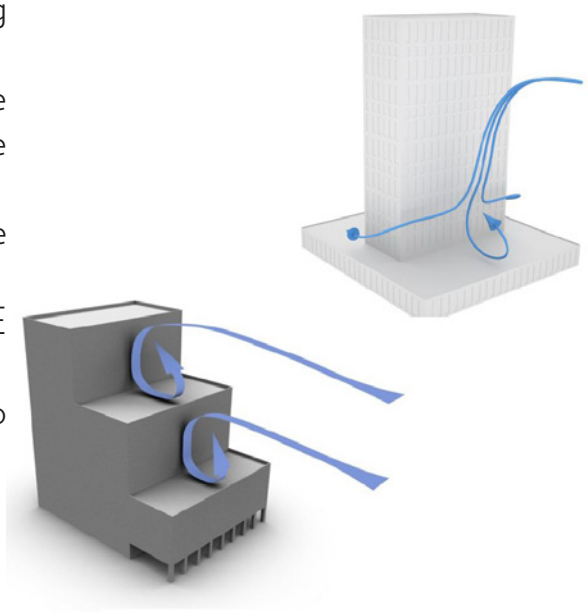
Analyzing the site in context of the community provided necessary insight as to how the future development at the site will respect and enhance the neighbourhood. This section is an analysis of site specific attributes at a micro level. The final section of this chapter will combine all the findings to-date to identify design guidelines that will form the basis for the design of the site.

WIND

RWDI Engineering completed a preliminary analysis of the site and provided the following design directions:

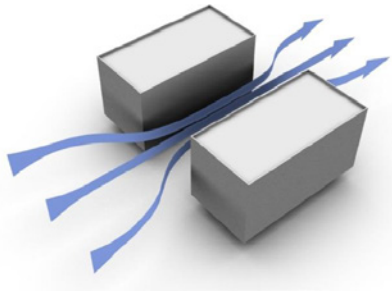
Tower Massing

- For wind control, the ideal massing includes a tower at the centre of the site and a large, low podium along public streets;
- If wind conditions along Quinpool and Windsor are of importance, the proposed tower(s) should not be placed along these streets;
- Terraced buildings towards the NW may also reduce the wind impact on street level;
- If there are two towers, align the gap in a SW-NE direction; and
- If possible, do not locate any taller elements close to street intersections (or site corners).

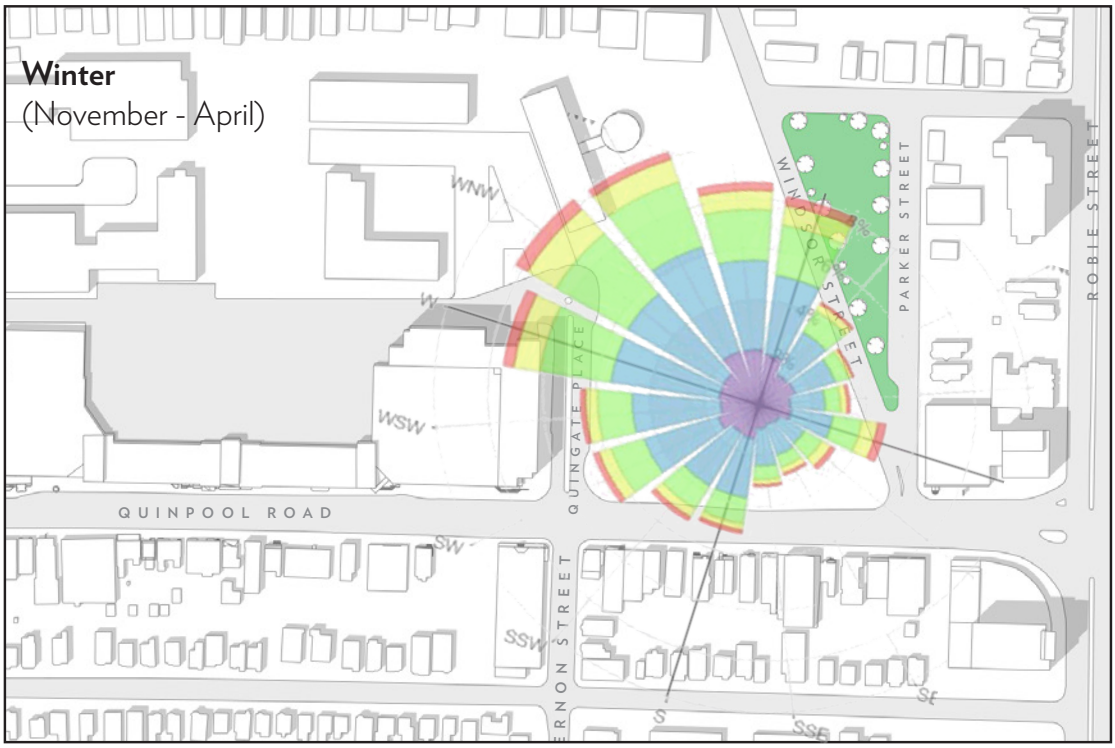


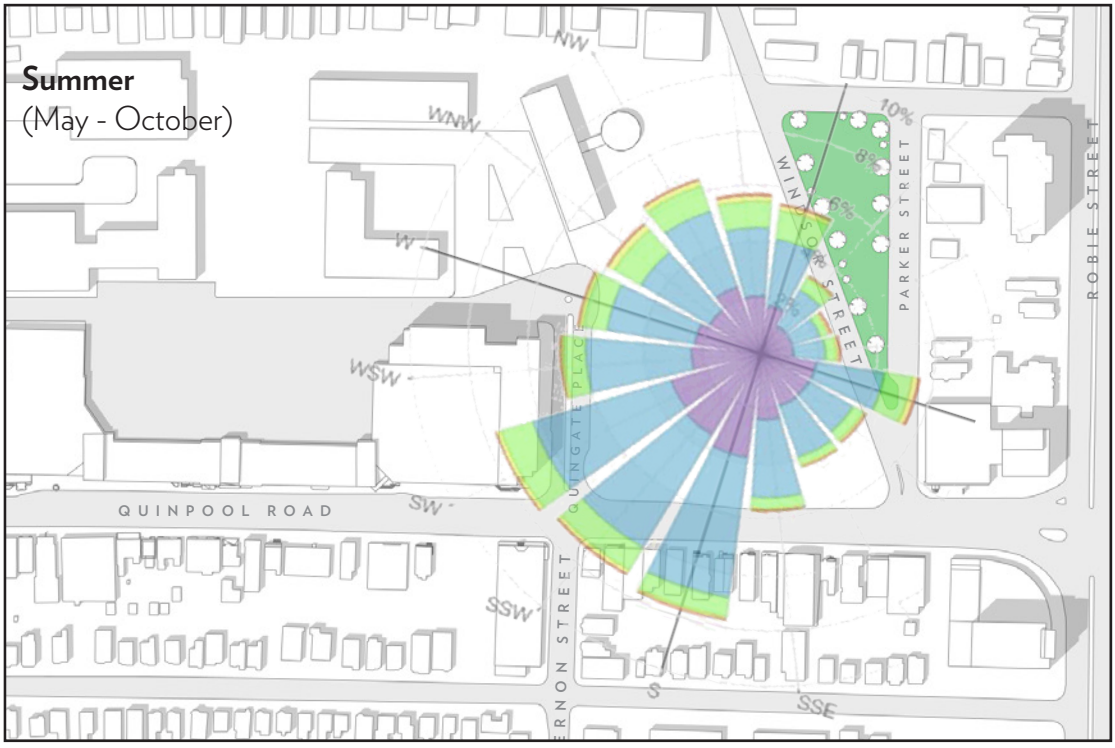
Surroundings

- Any developments of 8 to 18 storeys would have limited wind effects on adjacent streets;
- It would not have any measurable impact on the wind conditions on the park to the east;
- Two future towers on Robie Street are located between the Quinpool 6067 site and this park. While they may affect the wind conditions on the park, their effects on our site will not be significant, due to relative locations and local wind directionality.



LOCAL WIND DIRECTIONALITY IN HALIFAX





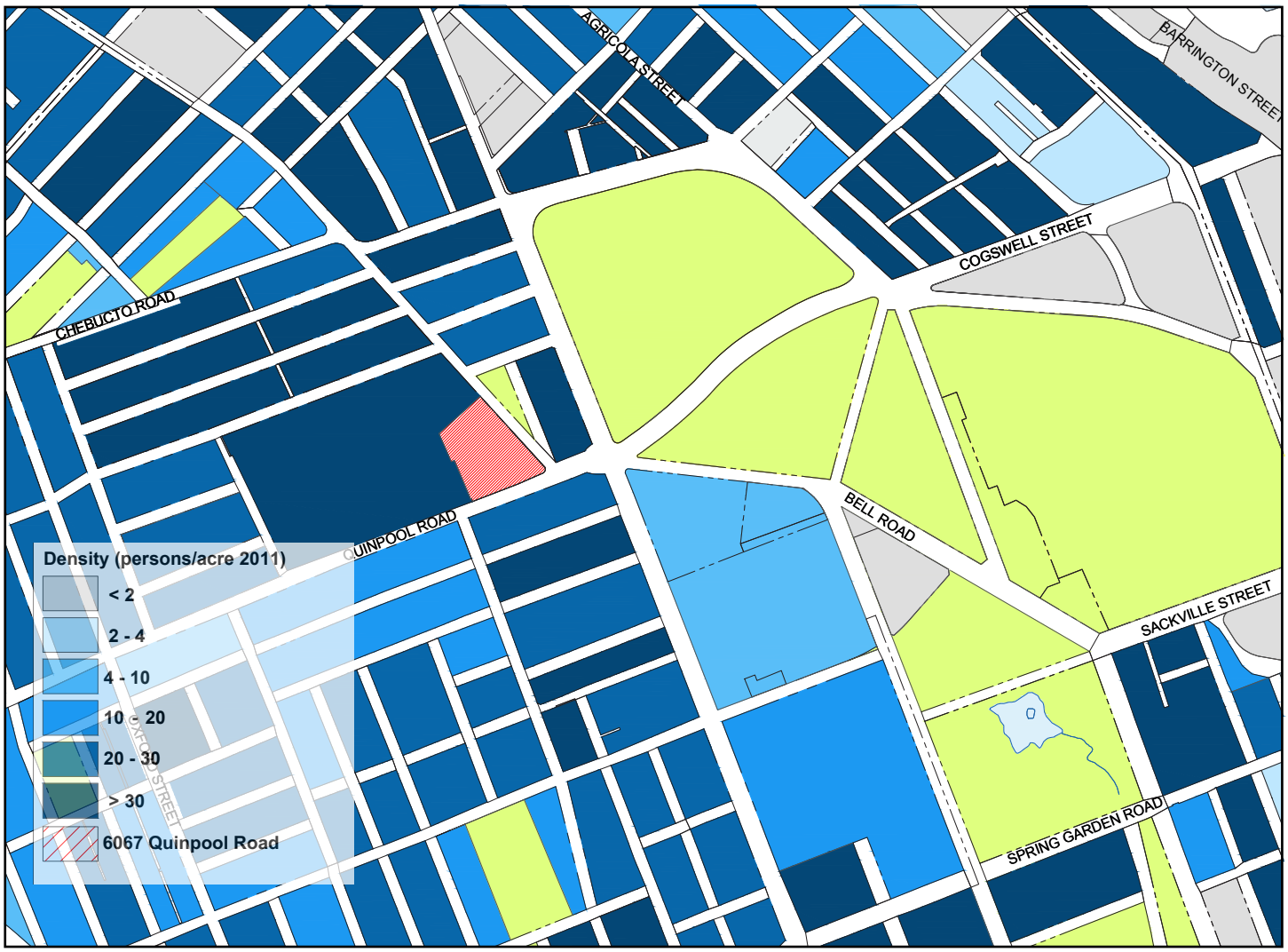
SUN

As shown in the diagram below, the large frontage along Quinpool Road benefits from south facing sun exposures. Considering height limitations on the buildings across the street, this exposure is expected to remain unaffected in the future. Quingate Place frontage is expected to be affected by shadows cast by Quinpool Tower. Windsor Street frontage is on a north by northeast angle and is expected to receive less direct sunlight.



DENSITY

The Schedule A of the Peninsula Land Use By-Law allows for a density of 250 persons per acre. While the site is outside of Schedule A of the LUB, this density is considered appropriate comparator due to the proximity of the site to the boundary of Schedule A at Robie Street. This density yields a total of 388 residential units at the site based on a 2.25 persons per unit calculation. While this number is offered for discussion around appropriate density, the final density at this location will be determined through the design exercise. The factors that will influence the final density for the site are architectural and urban design guidelines as well as the financial feasibility of the project based on Administrative Order 50 requirements.



SCALE

The buildings located in and around the intersection of Robie Street and Quinpool Road are larger in scale, the largest being 18 storeys high. Atlantica Hotel and Quingate Tower are at 14 storey heights. Given the age of these buildings, there is no noticeable setback and stepbacks to help mitigate the height of the buildings along the street.

There are also a number of mid-rise buildings that are in the six-to-eight storey range. This includes the Saint Vincent's Nursing Home.

The majority of the buildings in the neighbourhood, particularly those located in the inner parts and along local roads, are two and three storey residential buildings. These buildings are mostly single and double family dwellings.















SCALE

The commercial scale of the neighbourhood is also varied. While there are some large scale commercial units along Quinpool Road, a majority of commercial uses in the neighbourhood are small shops and restaurants. Examples of such stores can be found along both Quinpool Road and Windsor Street.



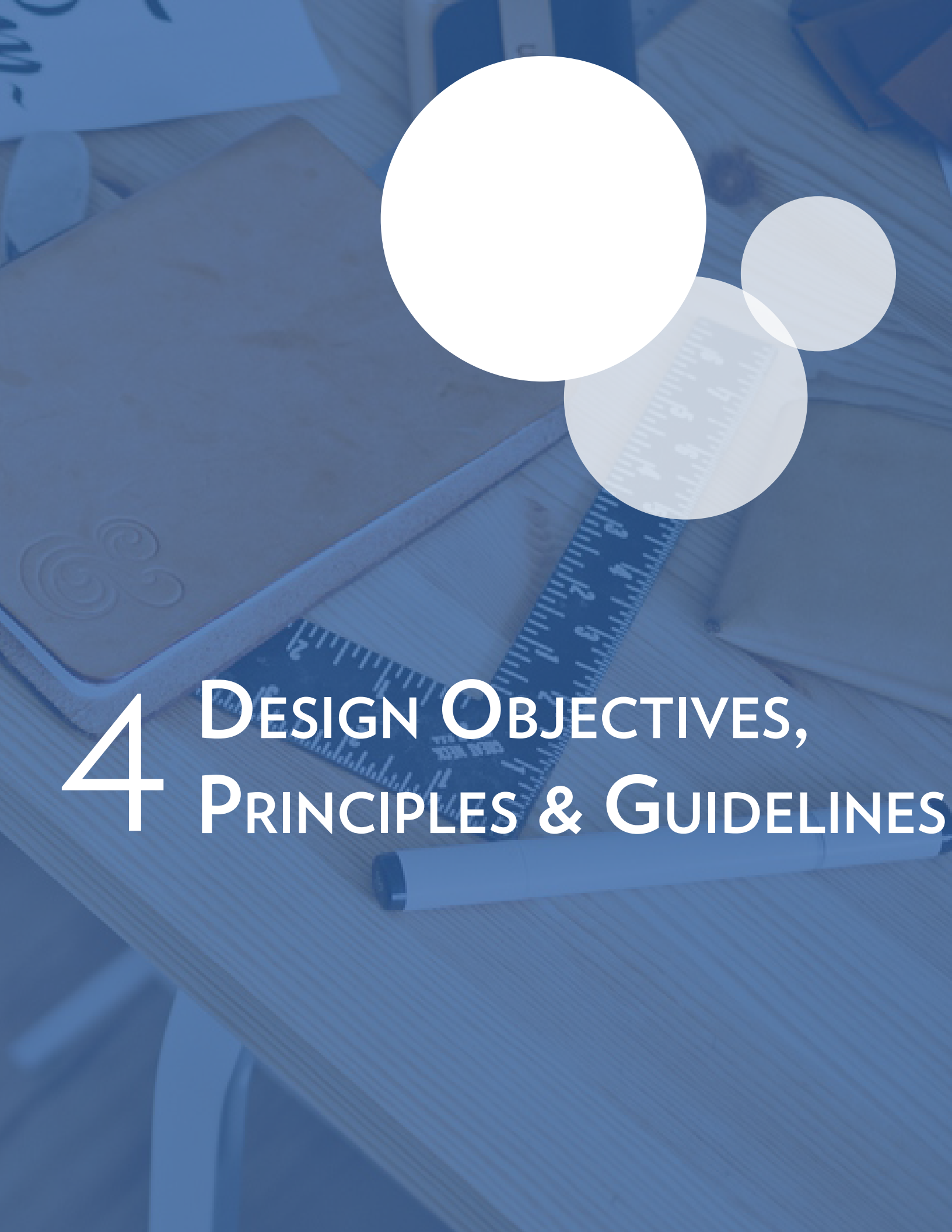












4 Design Objectives, Principles & Guidelines

DESIGN OBJECTIVES

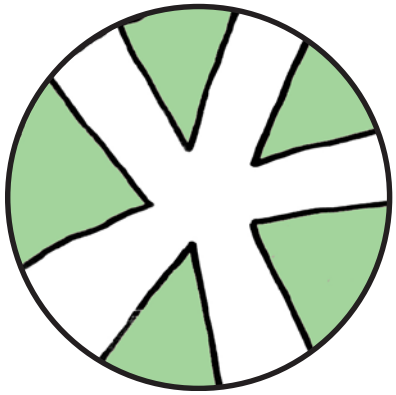
This section serves to provide design principles and guidelines for the site based on detailed analysis conducted to this point.

We recognize the following objectives for the project, based on the analysis completed to-date. These objectives are taken from various documents reviewed for this site.

VALUE	To maximize use or value
NEIGHBOURHOOD	To achieve the regeneration of neighbourhoods
QUALITY OF LIFE	To advance development opportunities
	To generate financial return for the municipality
	To create active pedestrian spaces
	To create open green spaces
	To promote connectivity
	To integrate spaces for community use
	To promote sustainability at all levels
	To achieve high quality urban design
	To complete neighbourhoods
	To strengthen the community function of the area
	To keep with the scale and character of the neighbourhood



DESIGN PRINCIPLES



CONNECTIVITY

Connectivity, or Porosity, is the concept of providing visual and/or physical penetration in spaces that are otherwise considered private. It provides uninterrupted filtration of light, air, and view through built form and is a space designed for movement. To enable porosity, the site design should promote neighbourhood connectivity and encourage pedestrians crossing the site.



HUMAN SCALE

The impression of a building when seen in relation to its surroundings, or the size and proportion of parts of a building or its details, that relate in a positive way to the visual and physical experience of a pedestrian.



OPEN SPACES

Open spaces are essential for any healthy neighbourhood. Offering a greater diversity of open spaces and social devices such as playgrounds, fountains, art, bicycle racks, and seating areas can make a mixed use development more attractive.

DESIGN PRINCIPLES



VARIETY OF REAL ESTATE

A healthy social environment involves people from all walks of life. Offering different residential typologies will make the future development at this site more lively.
Commercial spaces are a great part of a neighbourhood's spirit. Just as much as open spaces, they are a prime spot for people to socialize. Commercial spaces at this site should be carefully intertwined with the open spaces in order to make them truly attractive.



NEIGHBOURHOOD CHARACTER

Character manifests itself in many ways, from authenticity to originality, and the neighbourhood surrounding the project site certainly has plenty. Capturing the spirit of the neighbourhood, and adding to it through this development, are essential for this project.



CREATIVITY IN DESIGN

The recent construction of the Halifax Library is a great example of how good design can have a positive impact on a community, and infuse it with optimism. Creativity in design to create a new landmark through architecture will be a defining principle for this project.

DESIGN GUIDELINES

This section provides an analysis of all the background review and how the information gathered will affect the site design.



DESIGN GUIDELINES



Cogswell Park is recognized as one of the most significant assets available for the site. It acts both as a public open space that can be better utilized, and acts as a connector between the site and the Commons, and other parts of the Peninsula.



While the scope of work does not include the neighbouring properties, it is important to acknowledge and include them in the site programming. As such, Saint Vincent's building, Quinpool Tower, commercial and residential buildings near the site, are recognized as important site attributes whose potential redevelopment may be influenced by the success of Quinpool 6067.

DESIGN GUIDELINES



Overlaying key shots of the shadow analysis on the site indicates that the Quingate Place frontage is the darkest area of the site. It is also the area of the site with an existing row of mature trees.

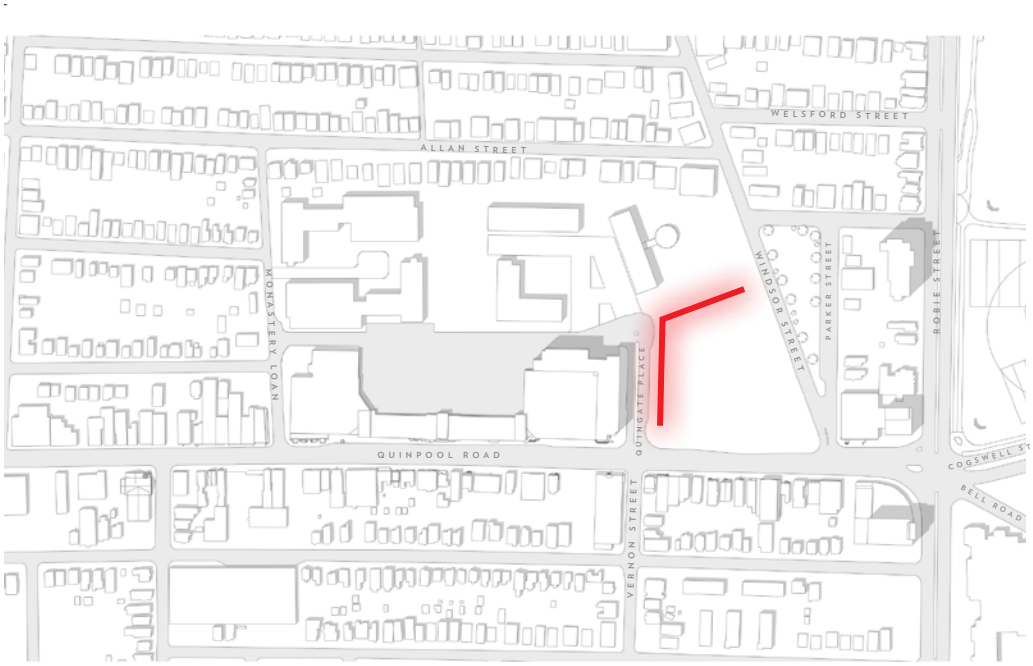


It is therefore recommended that future development at the site be located with a setback from Quingate Place. Other smaller setbacks are recommended along the other three frontages.

DESIGN GUIDELINES

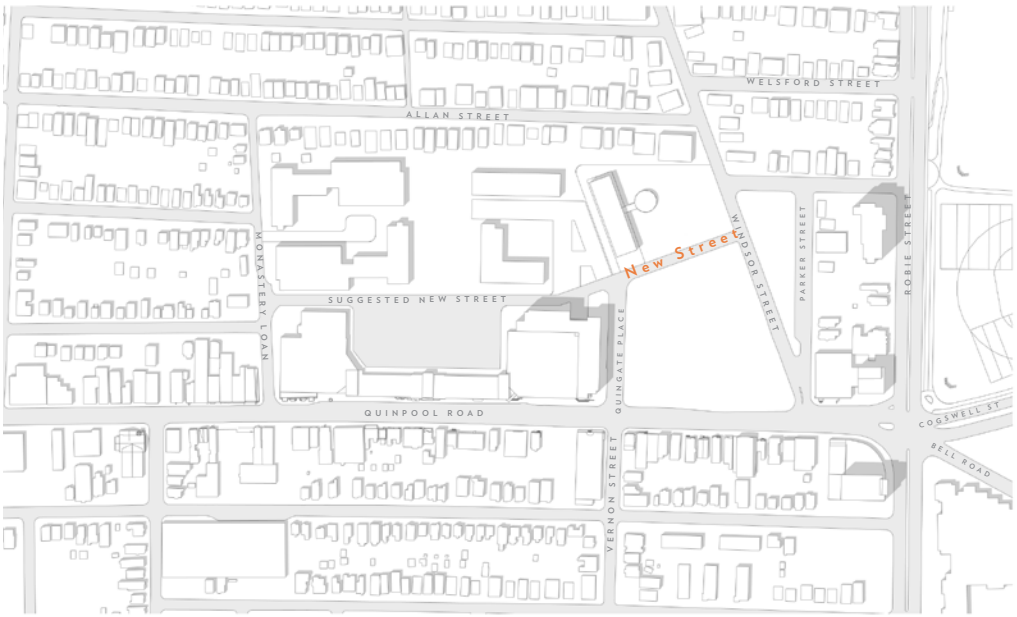


The site currently benefits from two healthy frontages along Quinpool Road and Windsor Street.



The frontage along Quingate Place is not activated and requires attention. Considering the size and location of the site, and its relationship to the St. Vincent's site, there is an opportunity to create new frontage along the back of the property.

DESIGN GUIDELINES



It is recommended that a new street be created along the back of the site. This new street will formalize the popular walkway/bikeway along the back of the site and enhance the existing frontage along Quingate Place. The new street will provide an opportunity to make Windsor Street one-way at this location, and diverting traffic going to Quinpool Road through this proposed street into Quingate Place.



A new street will create an opportunity for a public active transportation (AT) corridor connecting Windsor Street to Quingate Place and from there to Vernon Street.

DESIGN GUIDELINES



The proposed street will create a new frontage for St. Vincent's Nursing Home, enabling future development at this site. This street may also be an incentive for formalizing the private lane in the back of the commercial areas. This may also encourage further development in the parking lot to make it a more attractive addition to the neighbourhood.



All-in-all, the creation of a new street will create a prime real estate development opportunity with four healthy frontages and great connections to Windsor Street and Quinpool Road. It will also enhance the intersection of Windsor Street and Quinpool Road by reducing the amount of road required to get two lanes of traffic through.

DESIGN GUIDELINES



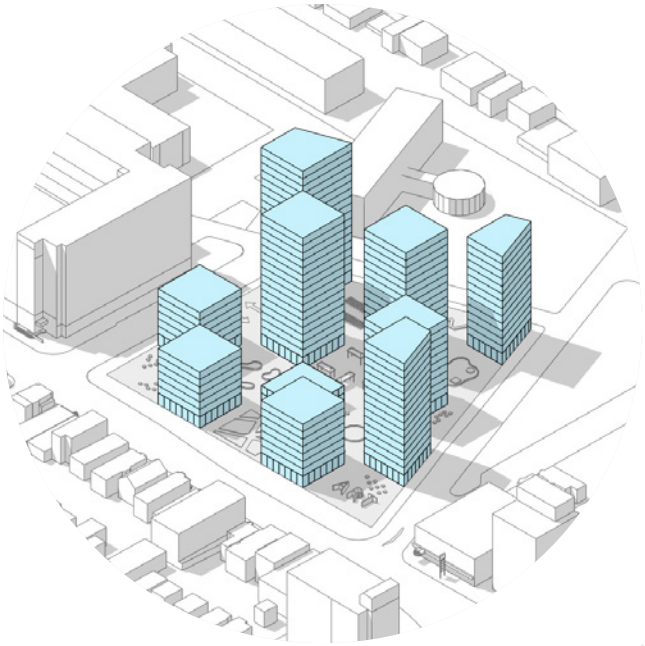
Finally, to further address crossing and traffic issues at the intersection of Windsor Street and Quinpool Road, an extension of the sidewalk across from Quinpool 6067 is recommended. This sidewalk extension will reduce the width of the Windsor Street entrance and allow for a safer pedestrian crossing at this location. It will also allow for a more formalized access to Parker Street that will enhance traffic flow. Overall, this extension will help enhance the network of connections between Quinpool 6067, Cogswell Park, and Windsor Street.



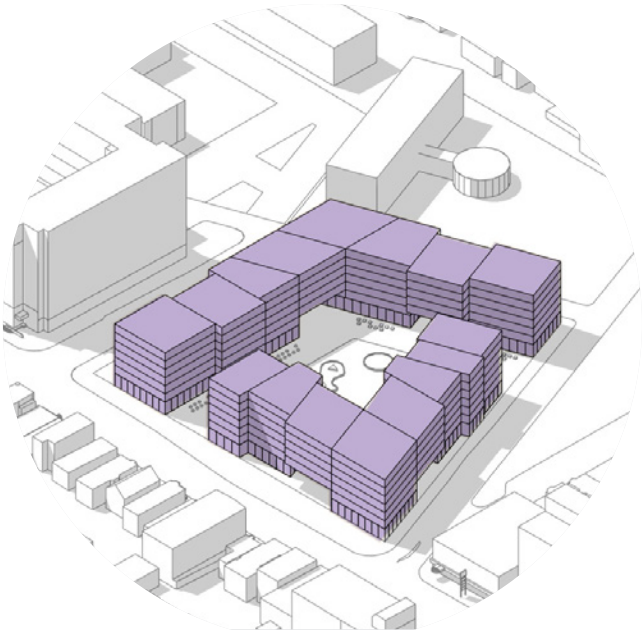
5 Design Directions

DESIGN DIRECTIONS

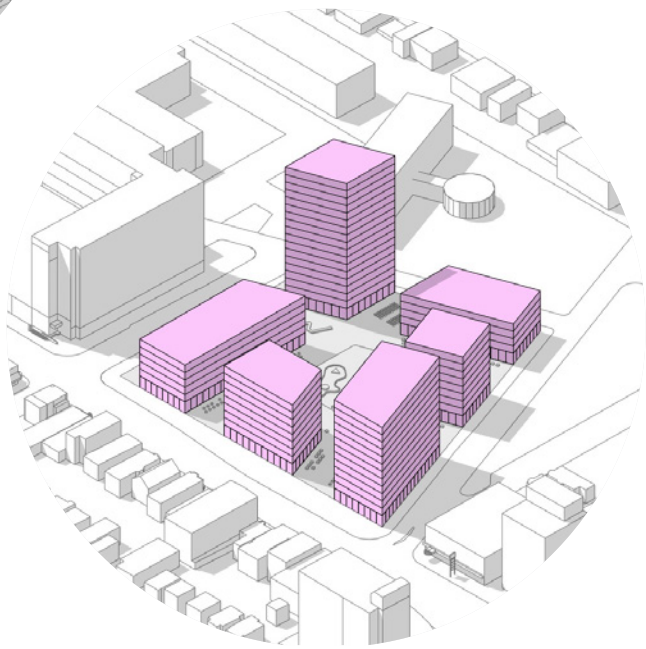
According to the design guidelines for the project, three design directions were developed: The Grid, The Plaza and The Square.



THE GRID



THE SQUARE



THE PLAZA

THE SQUARE

The main intention of this scheme is to offer a high density project that has the lowest height possible. The buildings form an almost continuous band all around the site that is occasionally interrupted by pedestrian pathways that take the form of gates. The continuous mass of the building is broken down by a playful variety of recesses that allow greater privacy for both residents and terraces at the ground floor.

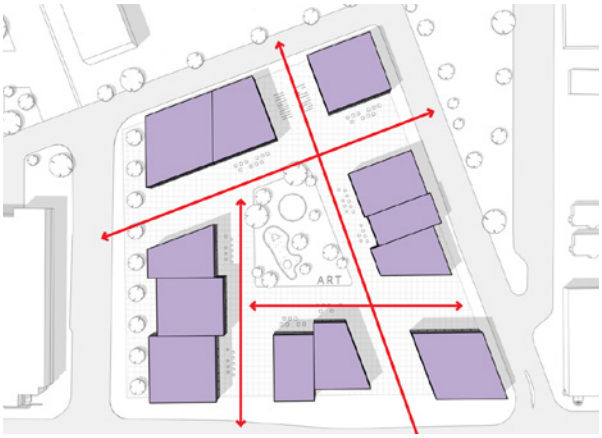


AERIAL VIEW

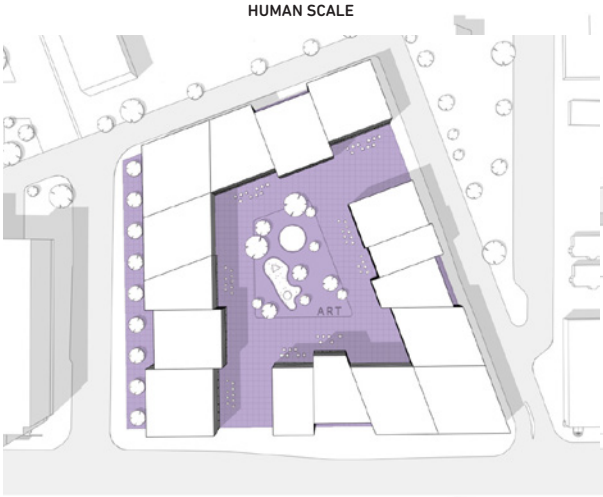
THE SQUARE



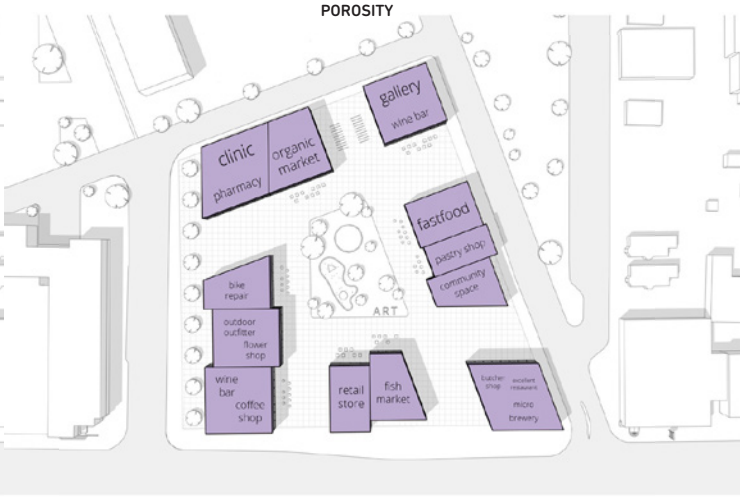
HUMAN SCALE



POROSITY



PUBLIC SPACES

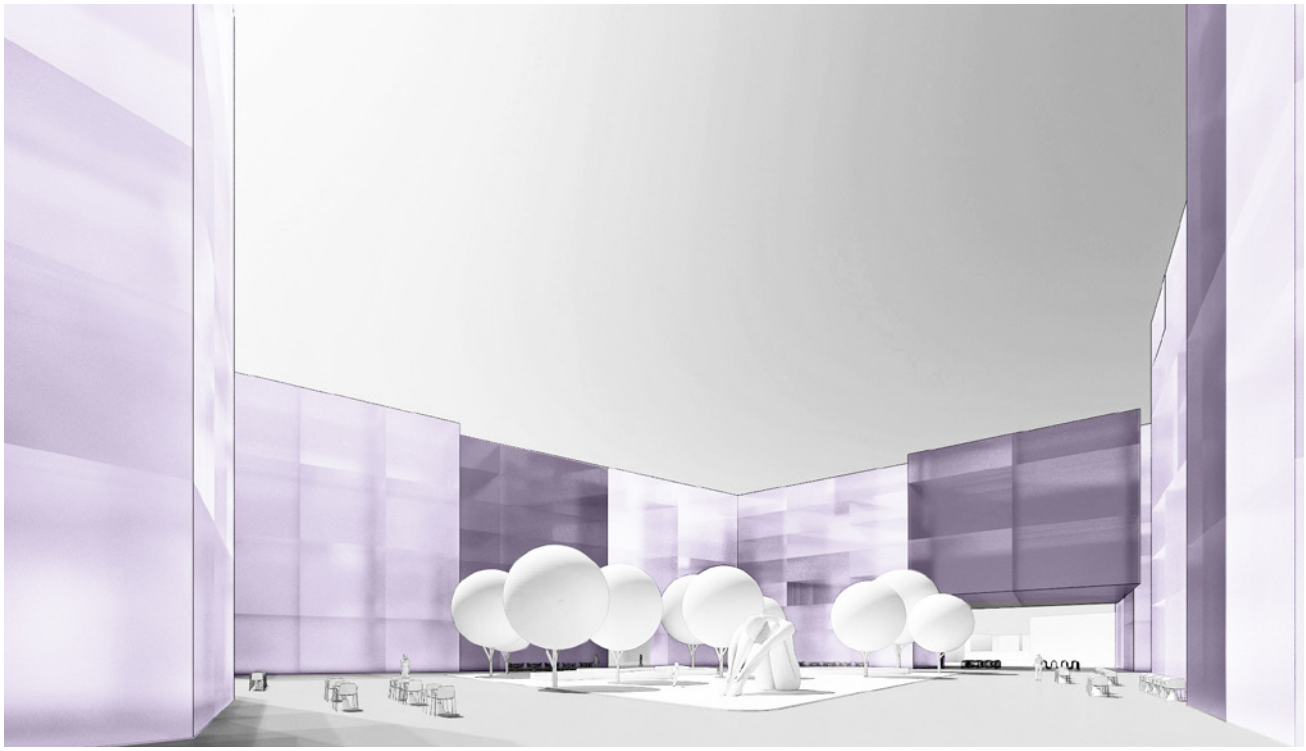


COMMERCIAL

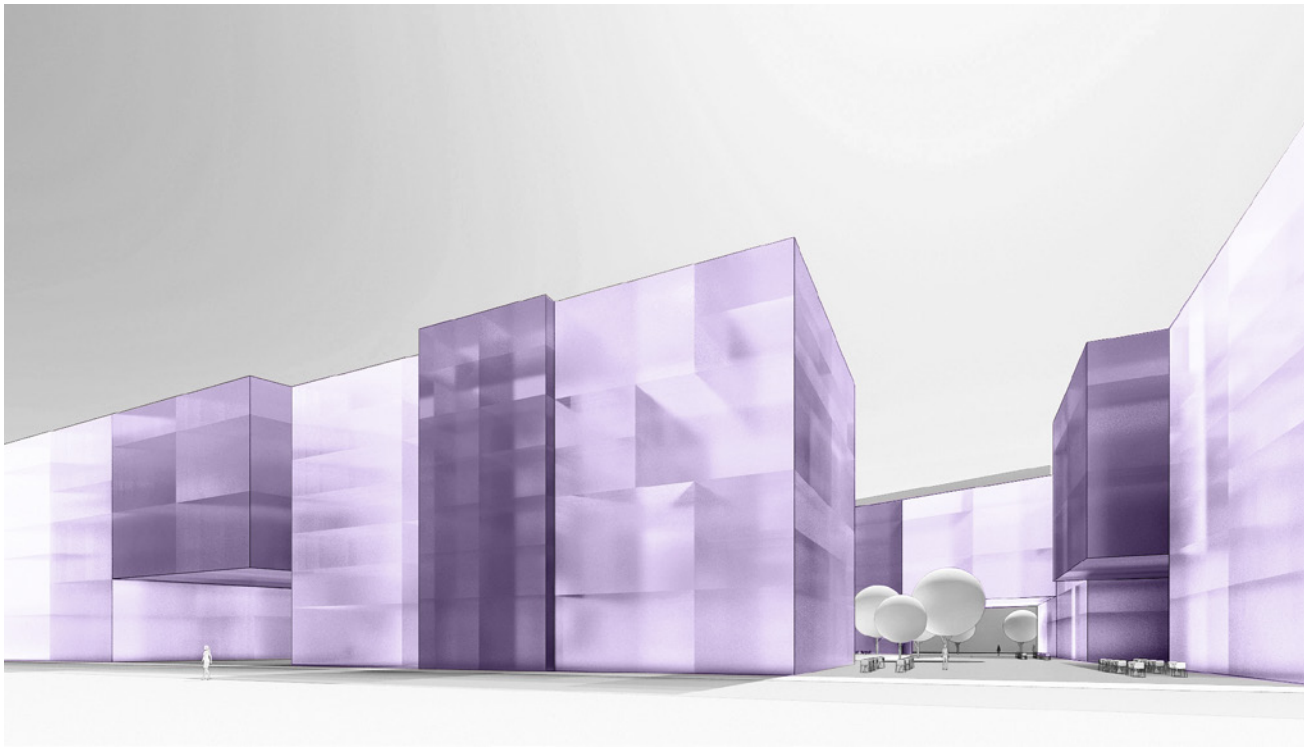


RESIDENTIAL

THE SQUARE



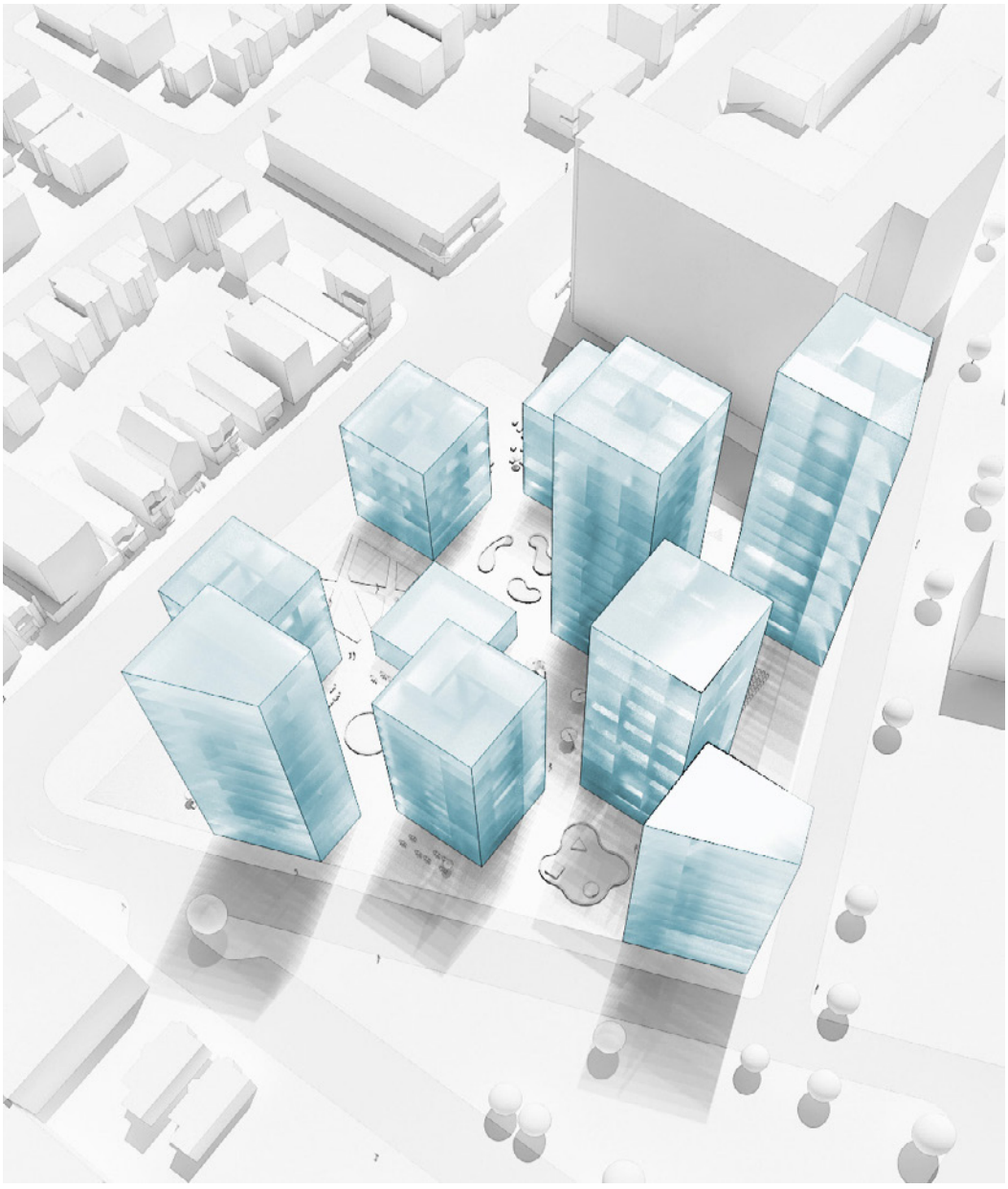
PUBLIC REALM



VIEW FROM COGSWELL PARK

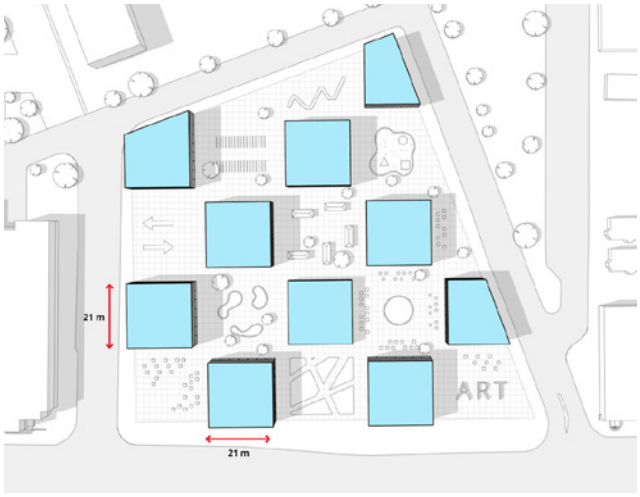
THE GRID

The main intention of this scheme is to recreate the liveliness of a village.
While the small footprints of the buildings make it very easy for pedestrians to wander through the site, the grid-like arrangement provides continuous views through the site for both residents and pedestrians and creates an array of public space typologies at the ground floor.

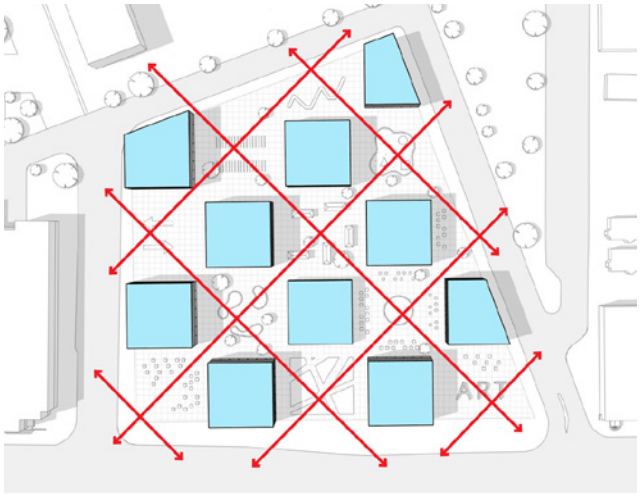


AERIAL VIEW

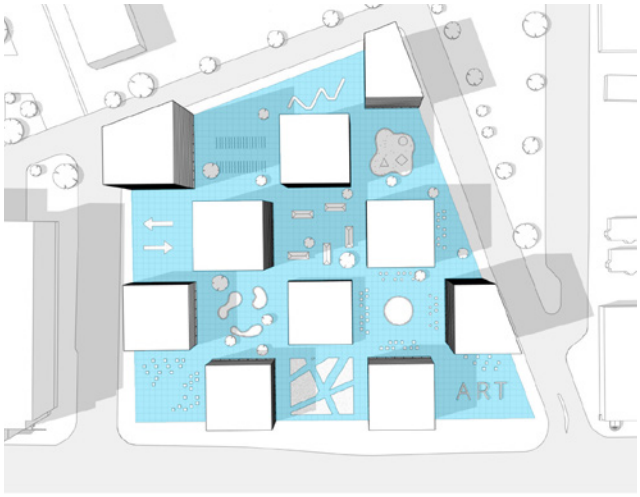
THE GRID



HUMAN SCALE



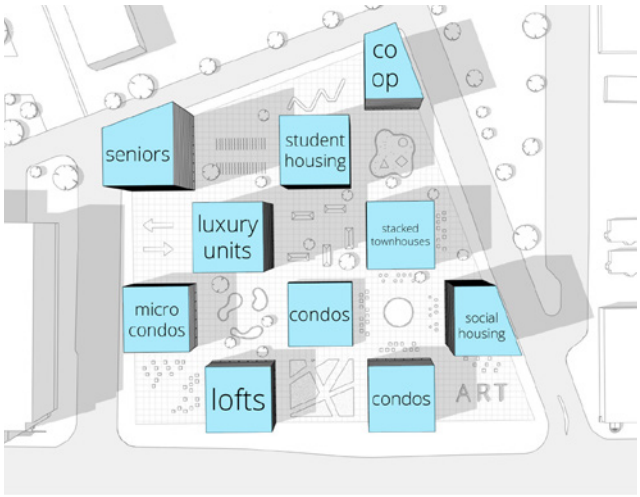
POROSITY



PUBLIC SPACES

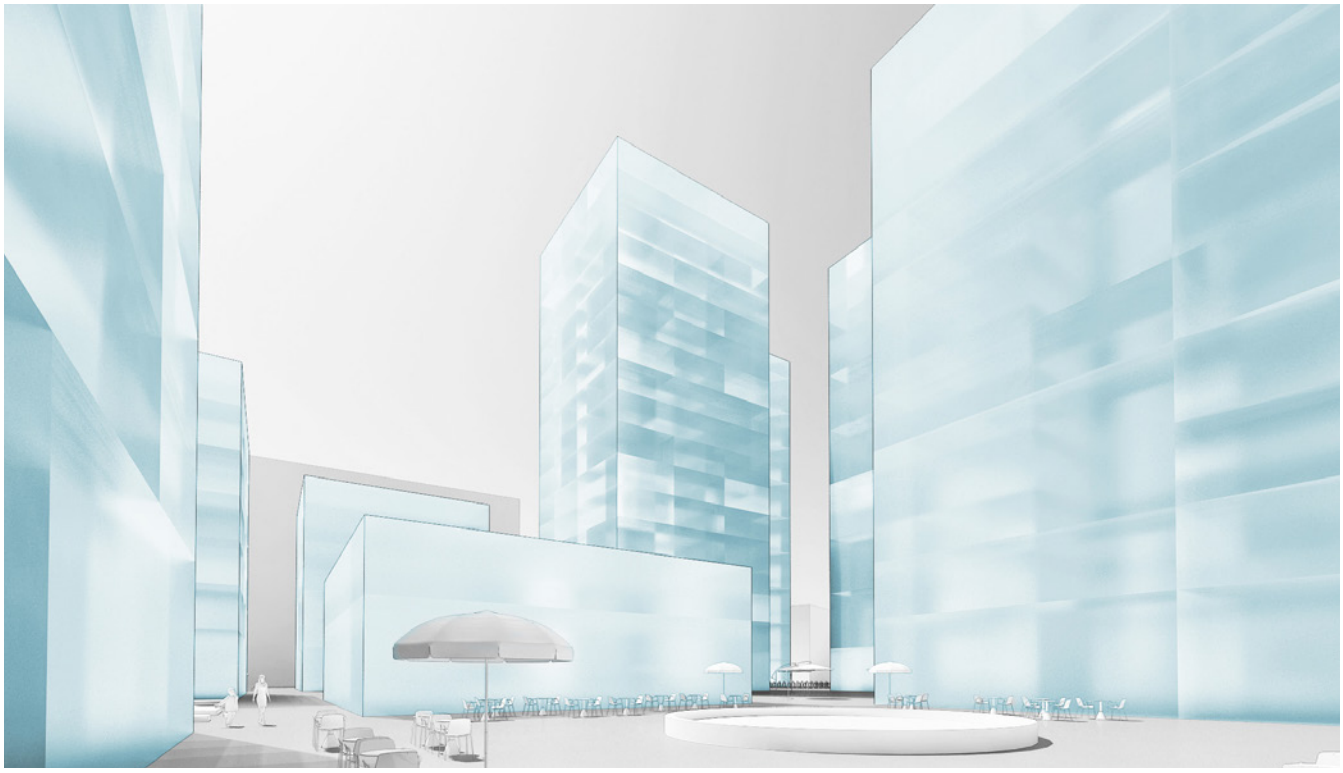


COMMERCIAL

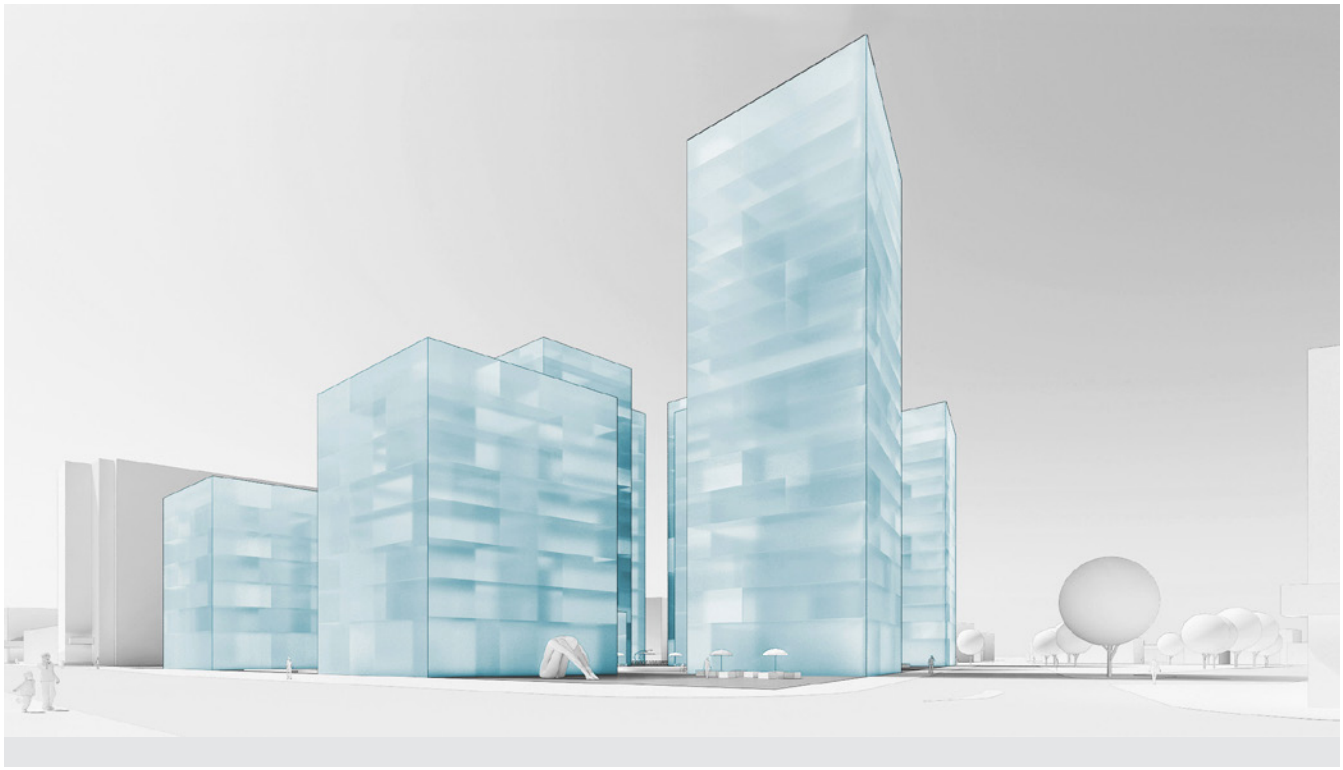


RESIDENTIAL

THE GRID



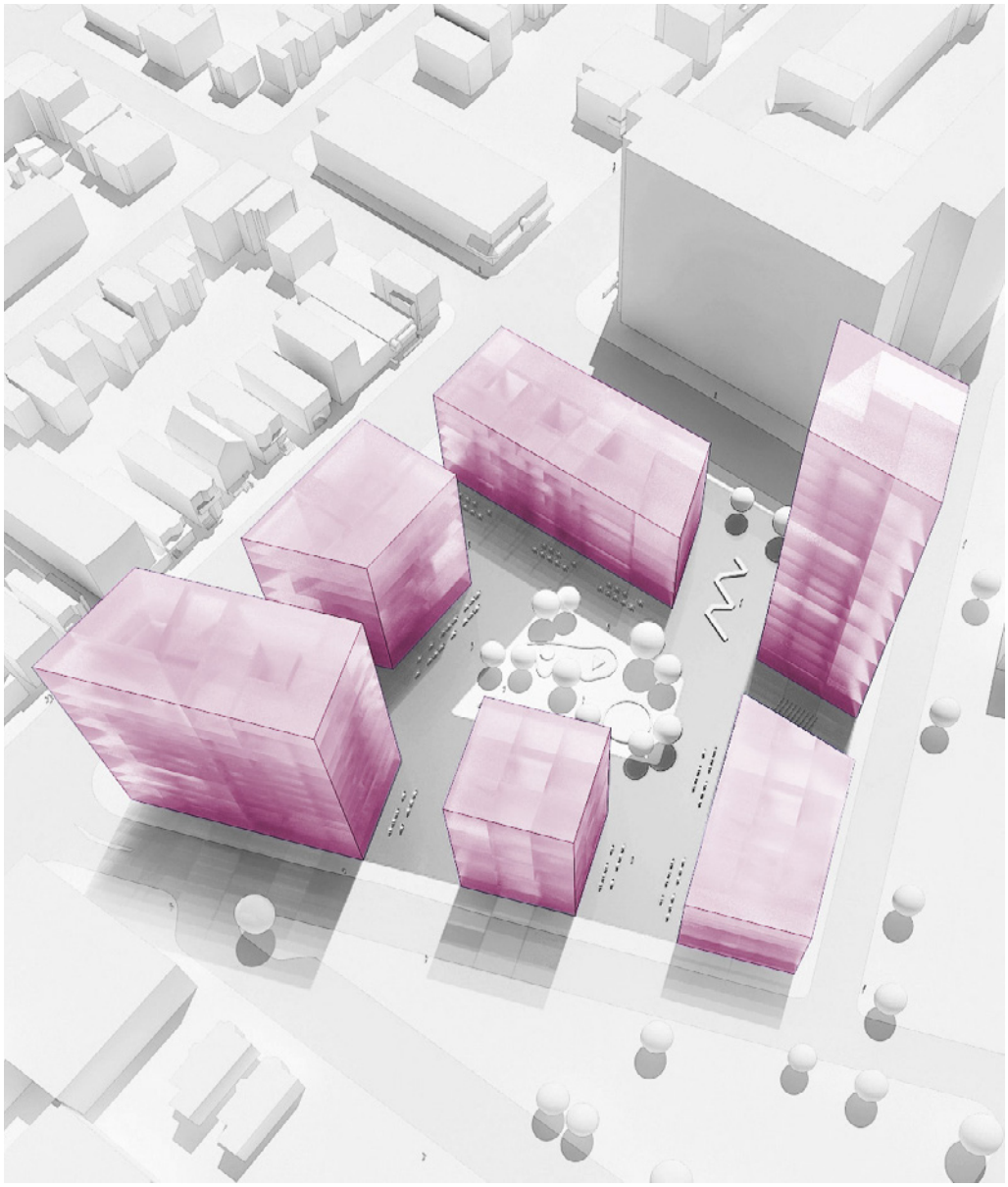
PUBLIC REALM



CORNER OF QUINPOOL ROAD AND WINDSOR STREET

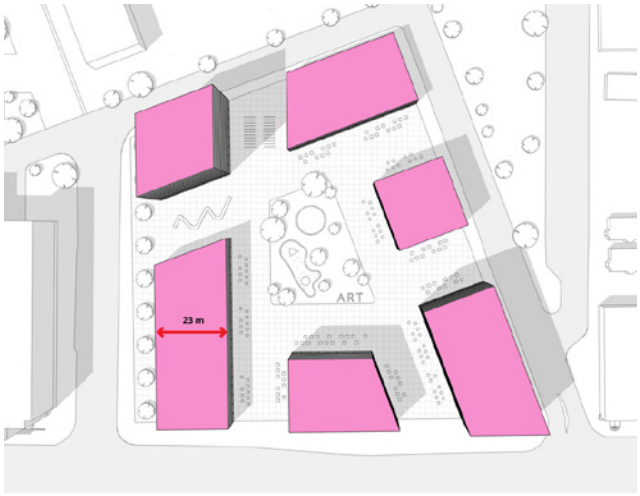
THE PLAZA

The main intention of this scheme is to provide the community with a central public space of civic proportions.
The project is divided into six buildings of varying heights and proportions that are distributed around the periphery of the site, creating a public space of civic proportions at the centre.

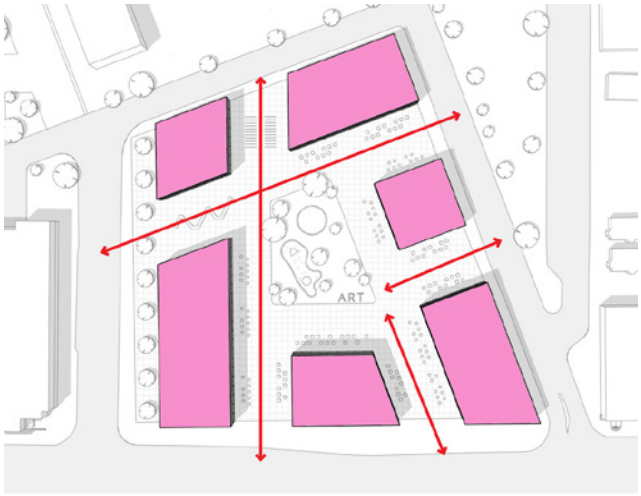


AERIAL VIEW

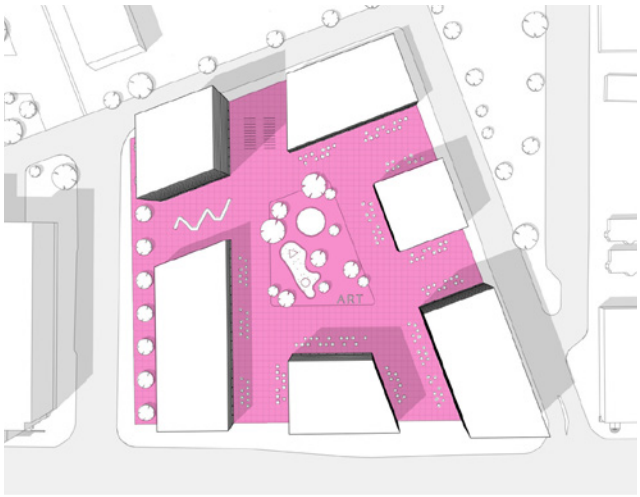
THE PLAZA



HUMAN SCALE



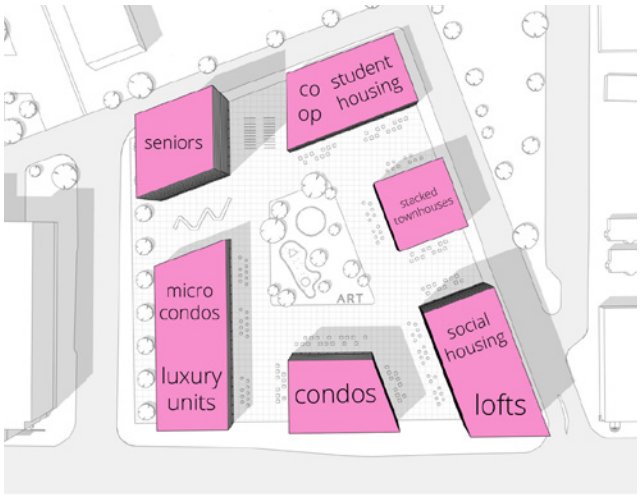
POROSITY



PUBLIC SPACES

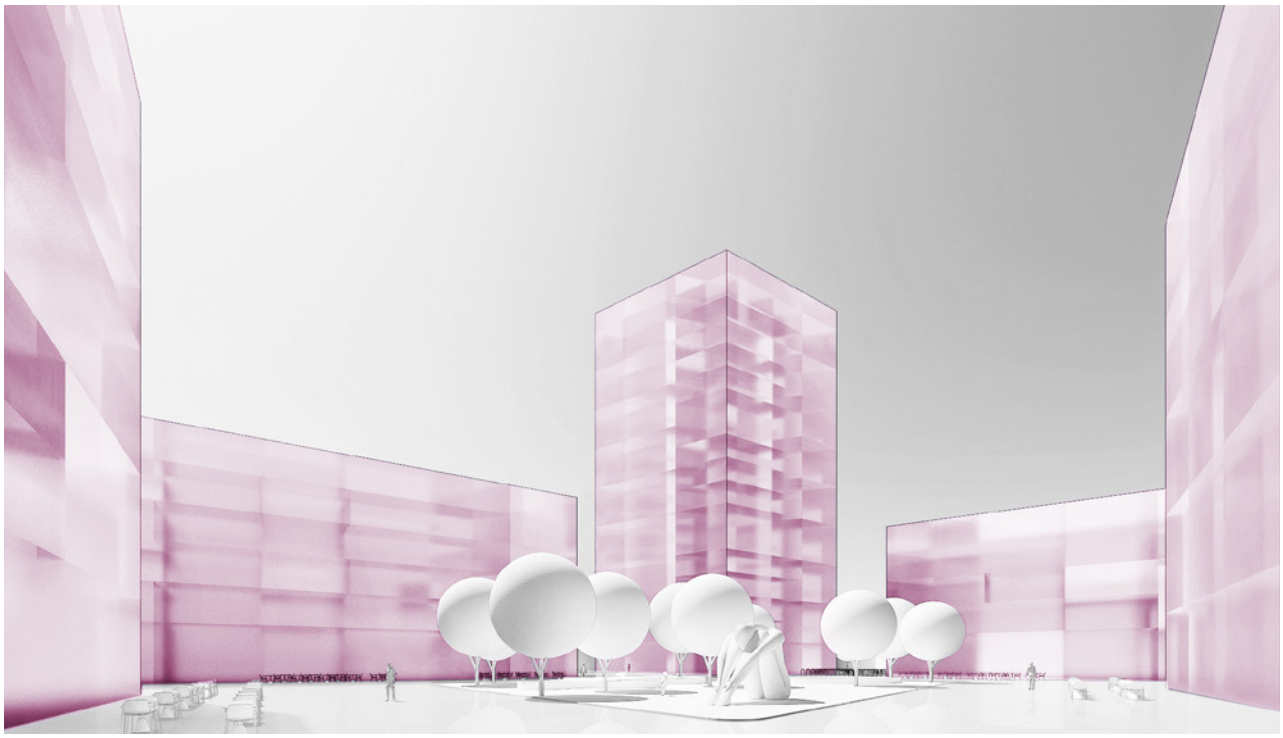


COMMERCIAL



RESIDENTIAL

THE PLAZA



PUBLIC REALM



VIEW FROM COGSWELL PARK

6 Public Consultation

CONSULTATION SUMMARY

As part of the 6067 Quinpool Road Plan Amendment project, the consultant team and HRM project team, created a public consultation strategy in order to gather meaningful public input on the project. The strategy involved a comprehensive plan to engage the public on key aspects of the project.

The public consultation was conducted in a manner that sparked a dialogue beyond just this project and about good urban design and architecture practices. It was an educational process that set the stage for more informed discussions about built environment at this site and beyond. The consultation was not focused on density and height as such topics are informed by the comprehensive background analysis. The public discussions were rather focused on the quality of the concepts based on good design practices.

The consultation for this project began Online approximately two weeks prior to the public open house on July 23, 2015 and remained open until mid-august 2015. The material Online helped facilitate discussions about the following key Design Principles as they relate to the site:

1. Connectivity
2. Human Scale
3. Open Spaces
4. Variety of Real Estate
5. Neighbourhood Character
6. Creativity in Design



ENGAGEMENT METHODS

The following is a summary of the first round of public engagement:

SHAPE YOUR CITY WEBSITE

The municipality launched a web-page for the Quinpool 6067 project at the end of June and uploaded some of the project information. On July 9, 2015, a comprehensive background analysis completed by the consultants was published on the site. The web page provided a Q/A (Question/Answer) section to enable direct communication between the public and the project team. Within the first two weeks of publication, over 300 questions and comments were reviewed and answered through the web-page.

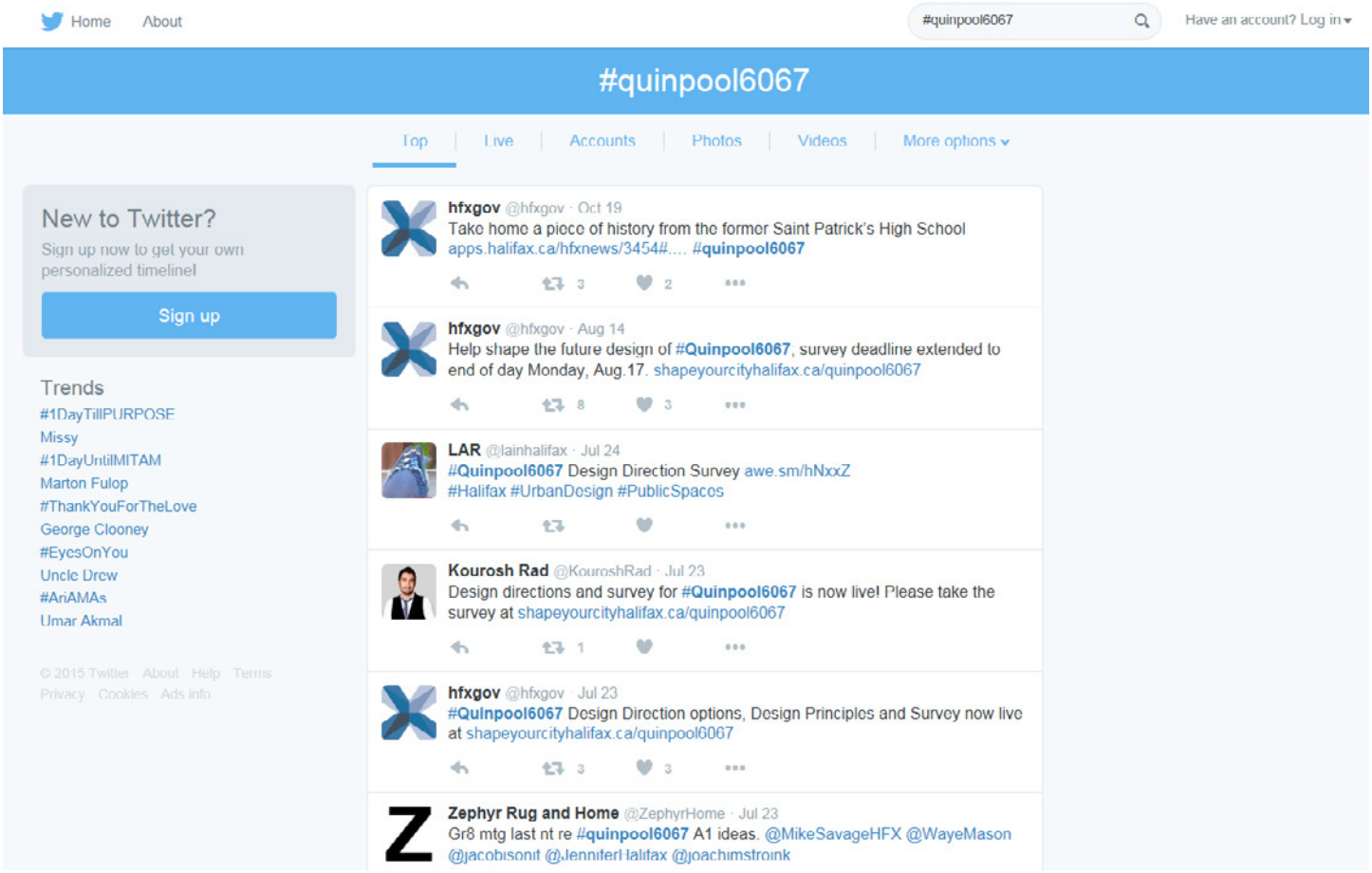
The questions and comments resulted in a revision to the background analysis that was later republished on the website on August 5, 2015.



ENGAGEMENT METHODS

SOCIAL MEDIA

On July 9, 2015, a social media campaign was also launched. Many of the project updates were amplified via @hfxgov with official project hashtag #Quinpool6067. Using the hashtag assisted the team to keep track of Online discussions around the project.



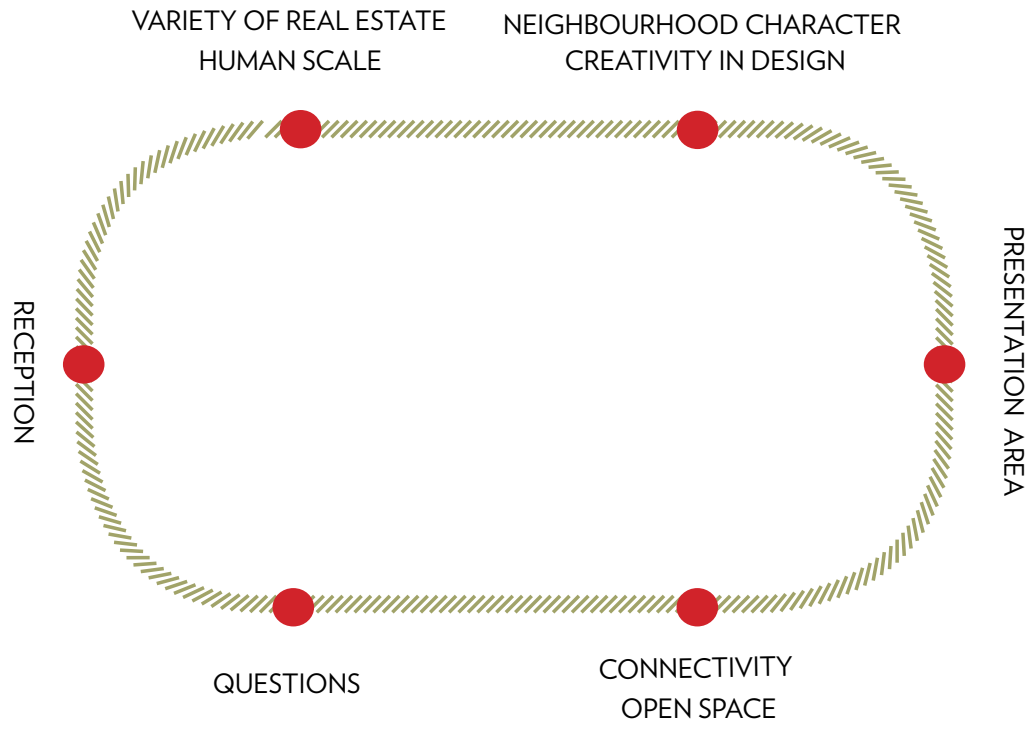
PUBLIC OPEN HOUSE

A public open house was held on July 22, 2015, to provide residents with the opportunity to review and comment on three preliminary design directions for this landmark site. Through close collaboration between the project team and the municipality, a unique structure for the open house was set up to increase residents' engagement in the consultation.

ENGAGEMENT METHODS

The venue was setup to collect feedback about each Design Direction based on the Design Guidelines. Instead of presenting the three Design Directions and asking the public to choose one, the consultants focused on gathering input on what people specifically liked or disliked about each option in the context of the Design Principles. This allowed for a more comprehensive consultation that resulted in a better outcome.

The structure of the public open house involved a short presentation at the beginning about the overall intent of the plan amendment exercise (as directed at Regional Council through AO50), background analysis to date, and the six Design Principles. Following that, the three Design Directions were presented. At the end of the presentation, the public was encouraged to walk around the room and provide feedback on each of the Design Directions based on the Design Principles presented. The meeting room was setup in the following manner:



The following boards were used at each station. Project team members (consultants and the municipal staff) were in attendance at each station to answer questions and gather detailed feedback with regards to each topic. Over 150 people attended the public open house and provided feedback on various aspects of the project. The following depicts some of the materials used for the consultation:

Connectivity

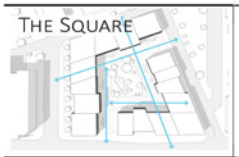
How do you rate each of the following design directions?

'Connectivity' (or 'Porosity', as used in planning and urban design professions) is the idea of providing visual and/or physical space between buildings. These spaces are open to the public but may be located on private land. These spaces allow for the passage of light, air, and views between buildings. They also provide an opportunity for movement through or around a site and permit walking from one point to another. To enable this design principle, the site design should promote neighbourhood connectivity and encourage pedestrian access through the site.

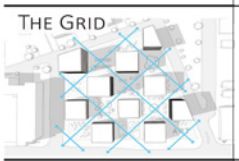


Low — High

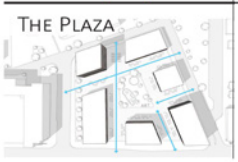
1 2 3 4 5 6 7 8 9 10



THE SQUARE



THE GRID



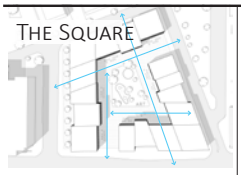
THE PLAZA

Connectivity

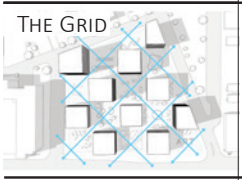
How do you rate each of the following design directions?

'Connectivity' (or 'Porosity', as used in planning and urban design professions) is the idea of providing visual and/or physical space between buildings. These spaces are open to the public but may be located on private land. These spaces allow for the passage of light, air, and views between buildings. They also provide an opportunity for movement through or around a site and permit walking from one point to another. To enable this design principle, the site design should promote neighbourhood connectivity and encourage pedestrian access through the site.

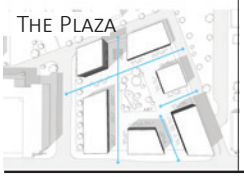
Comments:



THE SQUARE



THE GRID



THE PLAZA

OTHER

Open Space

How do you rate each of the following design directions?

Open spaces are essential for any healthy neighbourhood. Offering a greater diversity of open spaces and social devices such as playgrounds, fountains, art, bicycle racks, and seating areas can make a mixed use development more attractive.



Low — High

1 2 3 4 5 6 7 8 9 10



THE SQUARE



THE GRID



THE PLAZA

Open Space

How do you rate each of the following design directions?

Open spaces are essential for any healthy neighbourhood. Offering a greater diversity of open spaces and social devices such as playgrounds, fountains, art, bicycle racks, and seating areas can make a mixed use development more attractive.

Comments:



THE SQUARE



THE GRID



THE PLAZA

OTHER

Human Scale

How do you rate each of the following design directions?

The impression of a building when seen in relation to its surroundings, or the size and proportion of parts of a building or its details, that relate in a positive way to the visual and physical experience of a pedestrian.



Low — High

1 2 3 4 5 6 7 8 9 10



THE SQUARE

1 2 3 4 5 6 7 8 9 10



THE GRID

1 2 3 4 5 6 7 8 9 10



THE PLAZA

Human Scale

How do you rate each of the following design directions?

The impression of a building when seen in relation to its surroundings, or the size and proportion of parts of a building or its details, that relate in a positive way to the visual and physical experience of a pedestrian.

Comments:



THE SQUARE



THE GRID



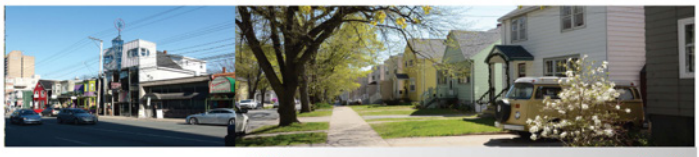
THE PLAZA

OTHER

Neighbourhood Character

How do you rate each of the following design directions?

Character manifests itself in many ways, from authenticity to originality, and the neighbourhood surrounding the project site certainly has plenty. Capturing the spirit of the neighbourhood, and adding to it through this development, are essential for this project.



Low — High

1 2 3 4 5 6 7 8 9 10



THE SQUARE

1 2 3 4 5 6 7 8 9 10



THE GRID

1 2 3 4 5 6 7 8 9 10



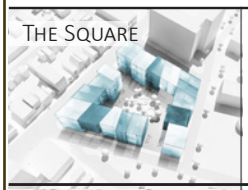
THE PLAZA

Neighbourhood Character

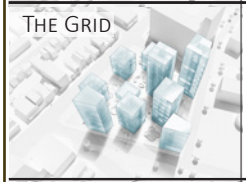
What do you think of the following design directions?

Character manifests itself in many ways, from authenticity to originality, and the neighbourhood surrounding the project site certainly has plenty. Capturing the spirit of the neighbourhood, and adding to it through this development, are essential for this project.

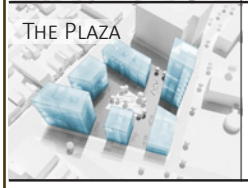
Comments:



THE SQUARE



THE GRID



THE PLAZA

OTHER

Variety of Real Estate

How do you rate each of the following design directions?

A healthy social environment involves people from all walks of life. Offering different residential typologies will make the future development at this site more lively. Commercial spaces are a great part of a neighbourhood's spirit. Just as much as open spaces, they are a prime spot for people to socialize. Commercial spaces at this site should be carefully intertwined with the open spaces in order to make them truly attractive.



Low — High

1 2 3 4 5 6 7 8 9 10







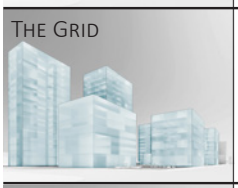
Variety of Real Estate

How do you rate each of the following design directions?

A healthy social environment involves people from all walks of life. Offering different residential typologies will make the future development at this site more lively. Commercial spaces are a great part of a neighbourhood's spirit. Just as much as open spaces, they are a prime spot for people to socialize. Commercial spaces at this site should be carefully intertwined with the open spaces in order to make them truly attractive.

Comments:







Other

Creativity in Design

How do you rate each of the following design directions?

The recent construction of the Halifax Library is a great example of how good design can have a positive impact on a community, and infuse it with optimism. Creativity in design to create a new landmark through architecture will be a defining principle for this project.



Low — High

1 2 3 4 5 6 7 8 9 10







Creativity in Design

How do you rate each of the following design directions?

The recent construction of the Halifax Library is a great example of how good design can have a positive impact on a community, and infuse it with optimism. Creativity in design to create a new landmark through architecture will be a defining principle for this project.

Comments:







Other

ONLINE PUBLIC CONSULTATION

Included in the consultation strategy was an Online survey through Halifax is Shape Your City website, which was available from July 23, 2015 to August 14, 2015. Due to the high volume of public involvement, the deadline for participation was extended to August 17, 2015. A total of 485 people participated in the survey.

Similar to the strategy for the public open house, the Online survey presented the three Design Directions. The survey participants were asked to score each of the three Design Directions in relation to the six Design Principals identified. For each of the six categories, survey participants were also given the opportunity to provide comments on all aspects of the three Design Directions.



RESULTS

The public consultation provided interesting insights into the project. The following two tables show the weighted scoring results from the public open house and the survey. "The Plaza" Design Direction received the highest score on most of the Design Principles at the public open house and the highest score on all of the items in the surveys, followed by "the Square."

PUBLIC OPEN HOUSE - WEIGHTED AVERAGE SCORES						
	CONNECTIVITY	HUMAN SCALE	OPEN SPACE	REAL ESTATE	CHARACTER	CREATIVITY
SQUARE	5.1	5.7	5.8	5.2	6.2	5.7
GRID	7.8	5.0	6.2	4.8	4.7	6.2
PLAZA	7.3	6.1	6.8	5.9	6.1	5.8

SURVEY RESULTS - WEIGHTED AVERAGE SCORES						
	CONNECTIVITY	HUMAN SCALE	OPEN SPACE	REAL ESTATE	CHARACTER	CREATIVITY
SQUARE	4.7	5.8	5.7	5.3	5.3	4.9
GRID	5.7	4.6	5.0	5.3	4.4	5.0
PLAZA	6.9	6.3	6.9	6.5	6.2	6.0

The next step of public feedback analysis was reviewing over 600 detailed comments on the project. The scoring above was also reflected in the comments provided with more insight into the specifics of the Design Directions in the context of Design Principles. The following is a summary of the comments received for each Design Direction:

RESULTS

THE PLAZA

Overall, the Plaza received more positive feedback in comparison to the Square and the Grid. Out of the feedback provided, the Plaza appears to be the most connected to the neighbourhood, allowing freedom of movement and providing an inviting central open space. While some comments indicate the open space is undefined, it is noted on various occasions that the Plaza provides the most usable open space and the greatest possibility for variety of open spaces. The building height variations, form and façade received positive feedback, indicating this design complements the existing neighbourhood character; although, some residents raised questions about the shadow effects of the tallest building in this design, located in the back corner of the site.



THE SQUARE

While some comments indicate higher buildings are needed for increased density in the area, the Square concept received most of its positive feedback for its lower scale buildings. Feedback indicates the buildings in this design are most similar to the existing neighbourhood character and the design is not a new concept to the city. It is also noted the offset of the interior building fronts provides a pleasing level of variety from within the Square. Should retail and coffee shops be incorporated into the ground floor uses of the buildings, the idea of a 'Town Square' is well liked.

Some of the comments received indicate the Square was respectful of the Connectivity Design Principle. With minimal, narrow entry points, the Square appears to give the impression of being a private courtyard and could discourage the public from passing through. One of the most common themes within comments regarding this design is the concern for safety; with the open space isolated from the surrounding streets, passing though at night could be intimidating. Contrary to this, some of the comments indicate the protection for pedestrians from street traffic, as well as from the natural elements such as wind, as a positive aspect of the Square.



RESULTS

THE GRID

Overall, the Grid received the most negative feedback in comparison to the Plaza and the Square. Majority of comments received under the Connectivity category indicate that although the grid is the most accessible and connected to the surrounding community from a design perspective, these pathways do not appeal to the public. Overall, feedback implies the pathways are too narrow with too many corners, creating an unsafe environment; the narrow pathways along with the height of the buildings would cause shadows and wind tunnels, making the area unpleasant; and, although the smaller open spaces provide an opportunity for variety, they are disjointed and provide no central gathering point. The Grid received some positive feedback for its creativity in design, indicating it is both unique to the city and would provide opportunity for a variety of building structures on site. However, it is more often noted that the Grid follows the 'towers in the park' concept and will create an unpleasant environment.



RESULTS

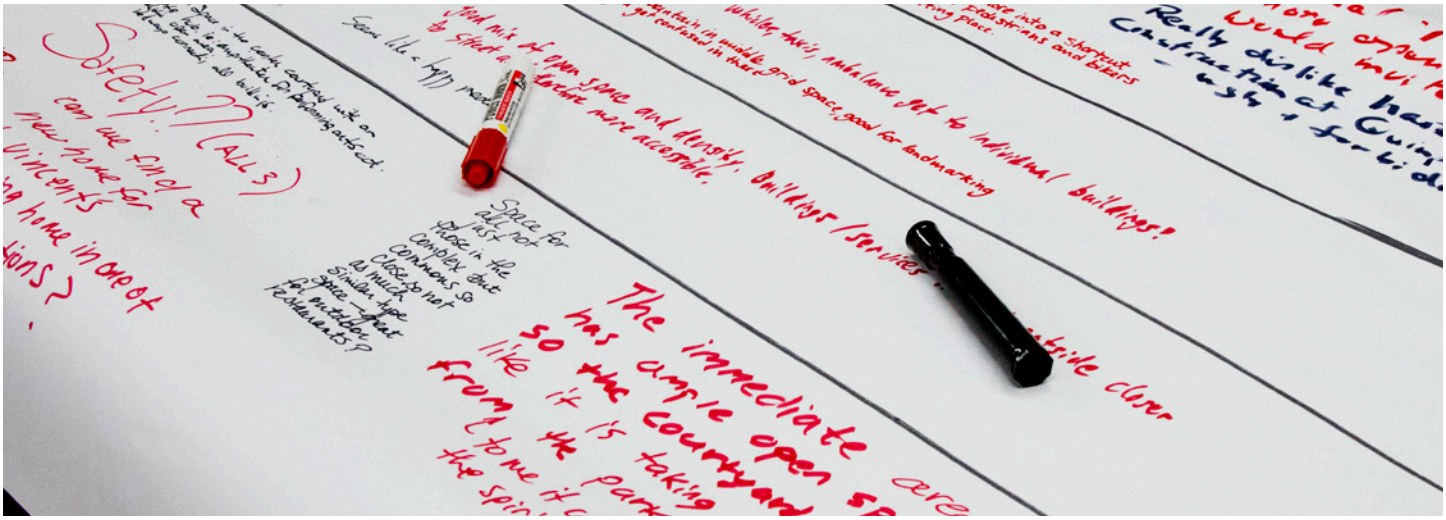
OTHER DESIGN CONSIDERATIONS

A concern for public safety when passing through the site was mentioned for all three Design Directions. Clear sight lines from the main streets, along with night time lighting is suggested throughout the survey results. Generally, the Plaza as presented perceived to provide the highest level of safety for people passing though or utilizing the open space.

Natural elements are a common concern mentioned throughout many of the survey categories. Wind tunnels and shadow effects are identified as being points of concerns for both the site itself and the surrounding community. Generally, the Square as presented is perceived as the best design for protection from these elements.

A focus on the ground level is a common design factor mentioned for all three Design Directions. Overall, it is expressed that high rise buildings would be acceptable given that adequate setbacks from the main streets, architecture and landscaping is incorporated. It is noted throughout many of the survey categories that the success of any design highly depends on the architectural design of the buildings, the use of the ground floor design and the landscaping of the open space.

The next step of the process was to prepare a Land Use By-Law and Design Guidelines for future development at the site. Based on the information gathered during the first round of public consultation, the consultants started preparation of a by-law and guidelines using the Plaza as the desired Design Direction. At the same time, the comments provided for each and every Design Principle and Direction were used to enhance the quality of the future design for the project.





7 Options for Regulation to Achieve the Best Site Design



HUMAN SCALE



VARIETY OF REAL ESTATE



CREATIVITY IN DESIGN



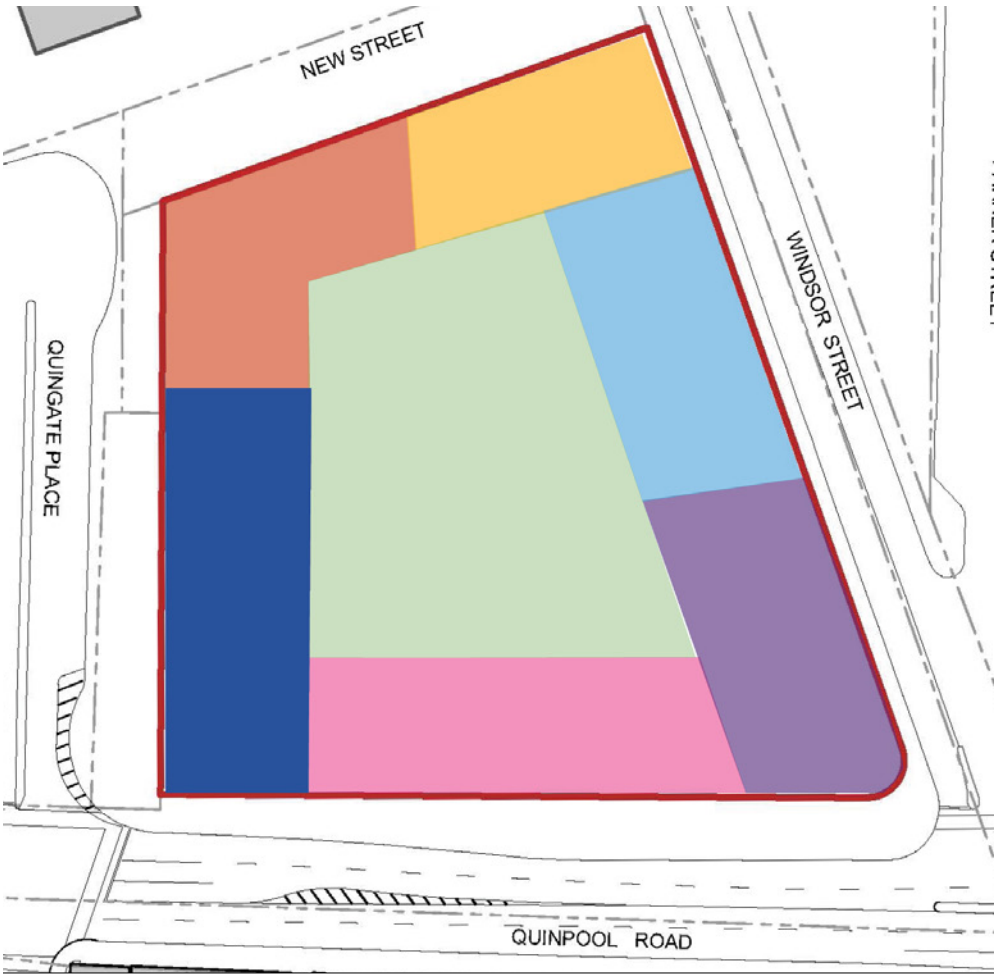
CONNECTIVITY



OPEN SPACES



NEIGHBOURHOOD CHARACTER



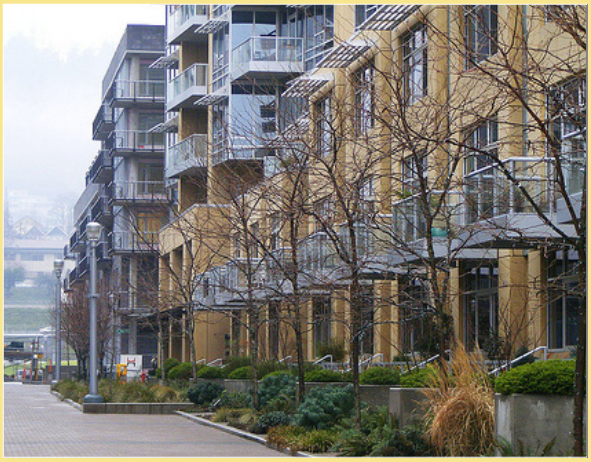
Based on the comments received from the public on the Design Directions, a draft Land Use By-Law (LUB) zone was created for the site. This draft LUB was a reflective of the aspects of the design directions that were important to the public and that would meet the intent of the six design principles for the site. The following are the draft LUB regulations that were prepared at this stage.

HUMAN SCALE

THE IMPRESSION OF A BUILDING WHEN SEEN IN RELATION TO ITS SURROUNDINGS, OR THE SIZE AND PROPORTION OF PARTS OF A BUILDING OR ITS DETAILS, THAT RELATE IN A POSITIVE WAY TO THE VISUAL AND PHYSICAL EXPERIENCE OF A PEDESTRIAN.

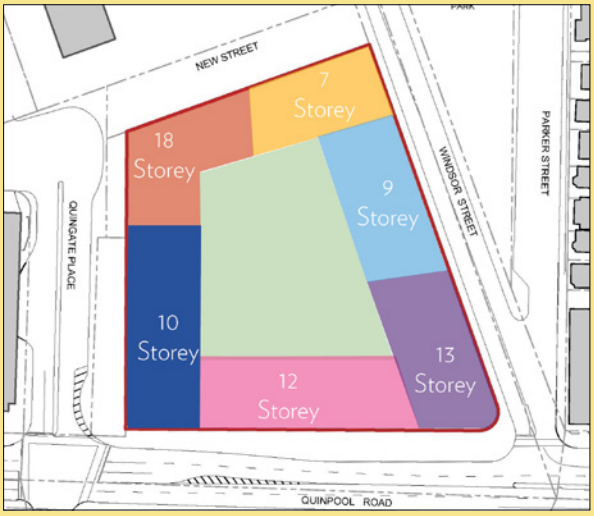
FOR BUILDINGS ABOVE 6 STOREYS

1. Min. 75% of any residential units on the ground floor fronting on Windsor Street to have individual access
2. Min. 50% of any residential units on the ground floor fronting on Quingate Place to have individual access



HEIGHT AND DENSITY LIMITATIONS

1. Height Limitations based on the Height Map
2. Not all heights can be achieved. Heights are also regulated by a maximum floor area ratio requirement of 3.32 (total 47,000 sq m gross floor area)



SETBACKS

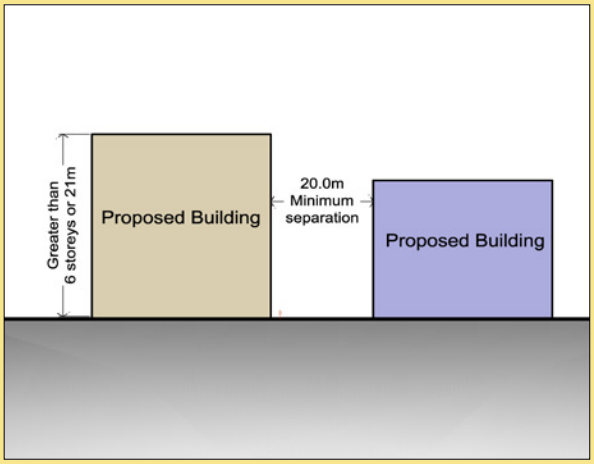
1. Quinpool Road: 1m
2. Windsor Street: 3m - 4.5m
3. Quingate Place: 3m - 4.5m
4. New Street: 3m - 4.5m

HUMAN SCALE

THE IMPRESSION OF A BUILDING WHEN SEEN IN RELATION TO ITS SURROUNDINGS, OR THE SIZE AND PROPORTION OF PARTS OF A BUILDING OR ITS DETAILS, THAT RELATE IN A POSITIVE WAY TO THE VISUAL AND PHYSICAL EXPERIENCE OF A PEDESTRIAN.

FOR BUILDINGS ABOVE 6 STOREYS

1. Minimum separation distance of 20m to be provided between buildings



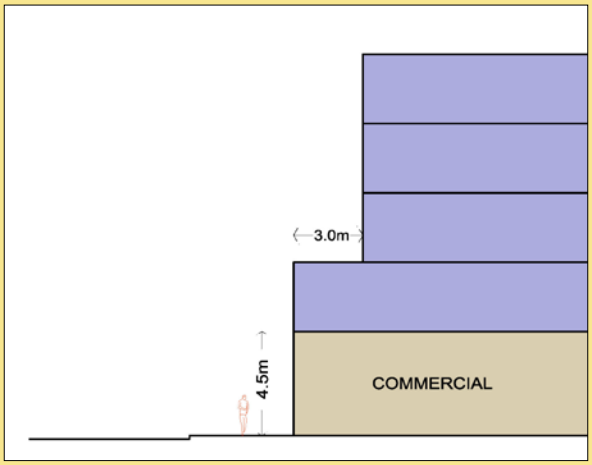
STREETWALL HEIGHT

1. Buildings along Quinpool Road above 6 storeys must have a streetwall with the height of 16.5m
2. For all other buildings above 6 storeys, a maximum streetwall height of 14.5 m is required



GRADE RELATED RETAIL & RESIDENTIAL

1. Min. 4.5m height for retail and other non-residential uses on the ground floor
2. Min. 3m stepback above the streetwall

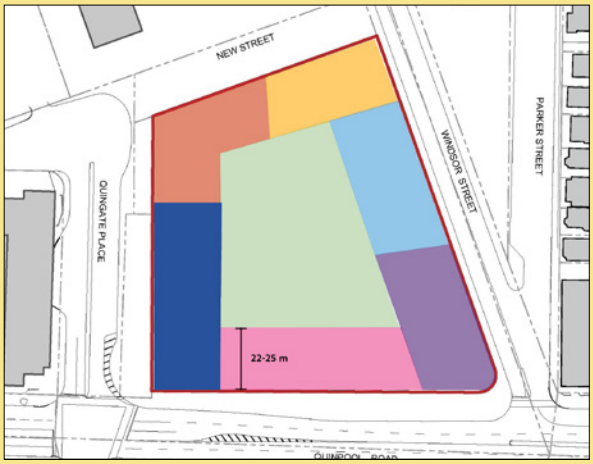


HUMAN SCALE

THE IMPRESSION OF A BUILDING WHEN SEEN IN RELATION TO ITS SURROUNDINGS, OR THE SIZE AND PROPORTION OF PARTS OF A BUILDING OR ITS DETAILS, THAT RELATE IN A POSITIVE WAY TO THE VISUAL AND PHYSICAL EXPERIENCE OF A PEDESTRIAN.

BUILDING DEPTH

1. Building depth less than 25m for buildings above 6 storeys
2. Building depth less than 22m for buildings below 6 storeys



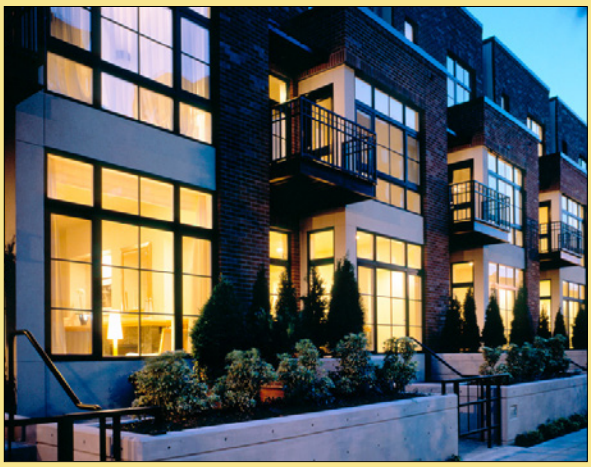
LENGTH

1. Max 60m length of a building for buildings above 6 storeys
2. To avoid blank walls, wall articulation and other design elements are required



AT GRADE USES

1. No blank walls to be permitted for 90% of the frontage of at-grade uses

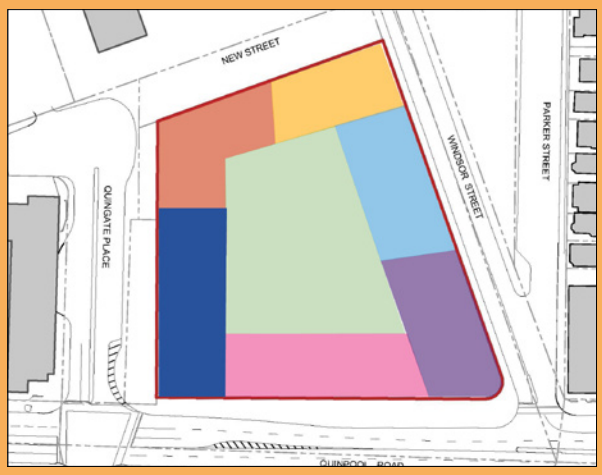


VARIETY OF REAL ESTATE

A HEALTHY SOCIAL ENVIRONMENT INVOLVES PEOPLE FROM ALL WALKS OF LIFE. OFFERING DIFFERENT HOUSING TYPES WILL MAKE THE FUTURE DEVELOPMENT AT THIS SITE MORE LIVELY. COMMERCIAL SPACES ARE A GREAT PART OF A NEIGHBOURHOOD'S SPIRIT. JUST AS MUCH AS OPEN SPACES, THEY ARE A PRIME SPOT FOR PEOPLE TO SOCIALIZE. COMMERCIAL SPACES AT THIS SITE SHOULD BE CAREFULLY INTERTWINED WITH THE OPEN SPACES IN ORDER TO MAKE THEM TRULY ATTRACTIVE.

LAND USES

1. High, medium and low rises
2. Townhouses
3. Small and large commercial units
4. Open spaces
5. Institutional uses.



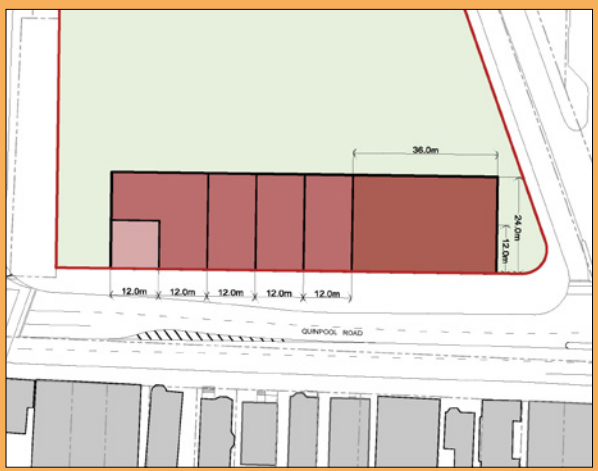
FAMILY SIZE UNITS

1. 1/3 to 1/4 of the total number of residential units in an apartment building are required to include two or more bedrooms and to be a minimum of 84 sq m



COMMERCIAL

1. Min 50% of all commercial frontage along Quinpool Road to be comprised of individual commercial spaces no wider than 12m

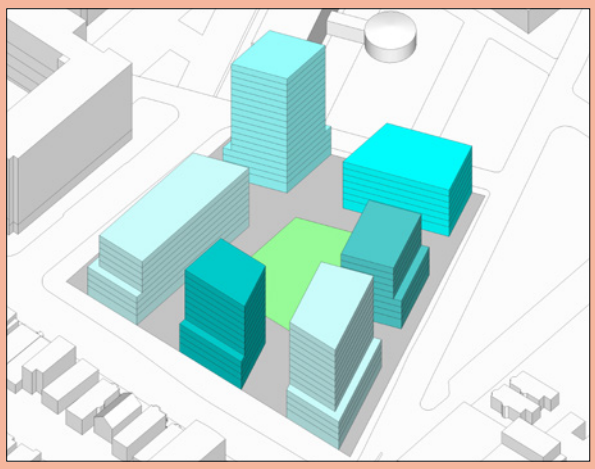


CREATIVITY IN DESIGN

The recent construction of the Halifax Central Library is a great example of how good design can have a positive impact on a community, and infuse it with optimism. Creativity in design to create a new landmark through architecture is a defining principle for this project. The proposed by-law enables creative design that respects good architectural and urban design practices. The following examples are some variations of potential built form at this site.

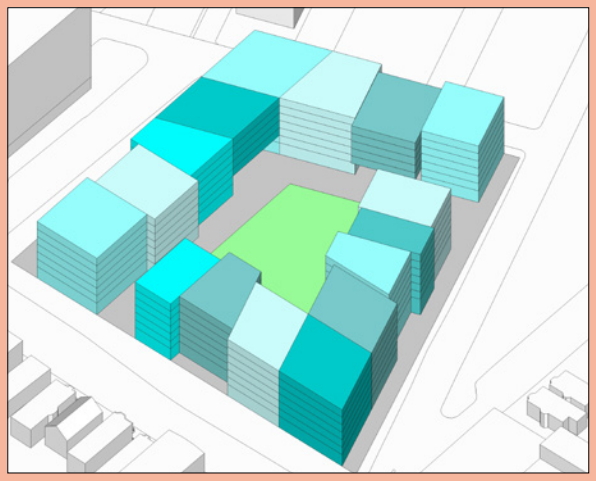


ACTIVE FAÇADES



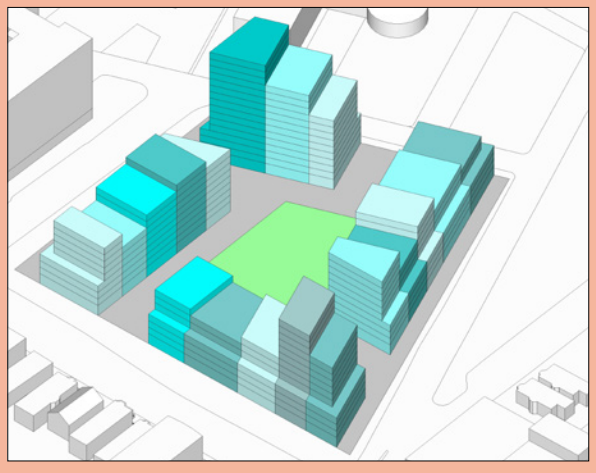


MIX OF OPEN SPACE AND BUILDINGS



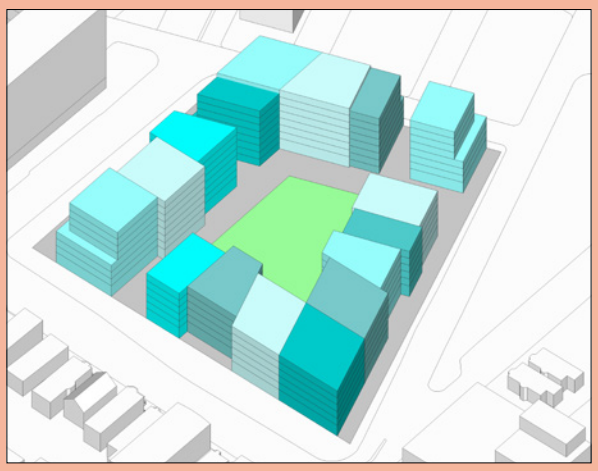


TOWNHOUSES



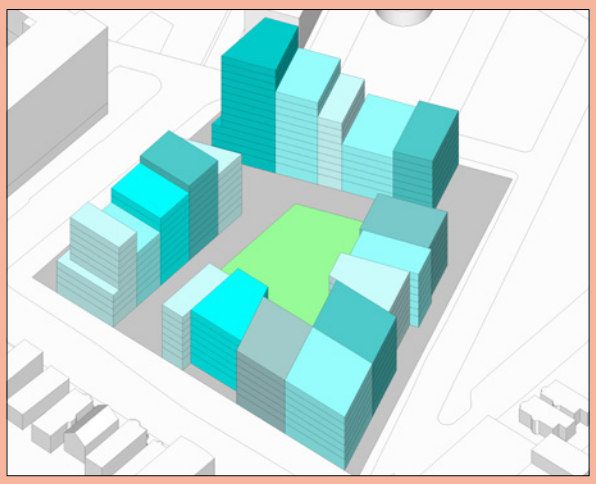
CREATIVITY IN DESIGN

The recent construction of the Halifax Central Library is a great example of how good design can have a positive impact on a community, and infuse it with optimism. Creativity in design to create a new landmark through architecture is a defining principle for this project. The proposed by-law enables creative design that respects good architectural and urban design practices. The following examples are some variations of potential built form at this site.

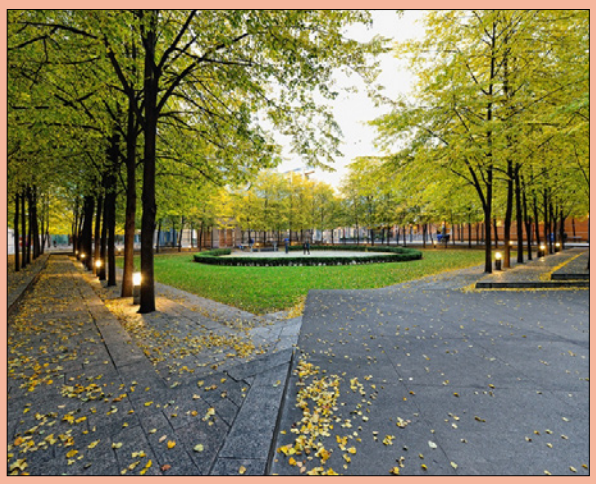


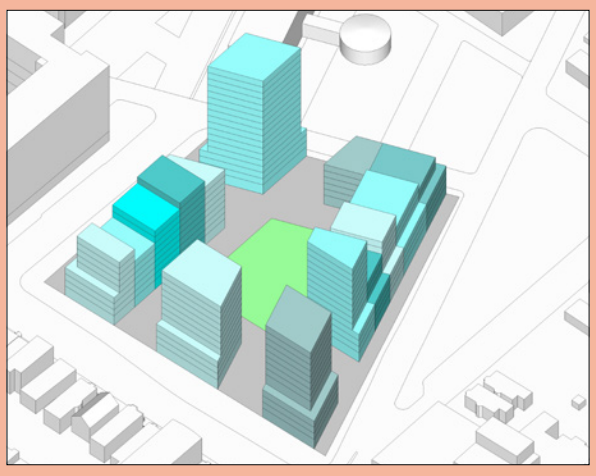
MIXED USES





OPEN SPACES





MULTI-FAMILY BUILDINGS

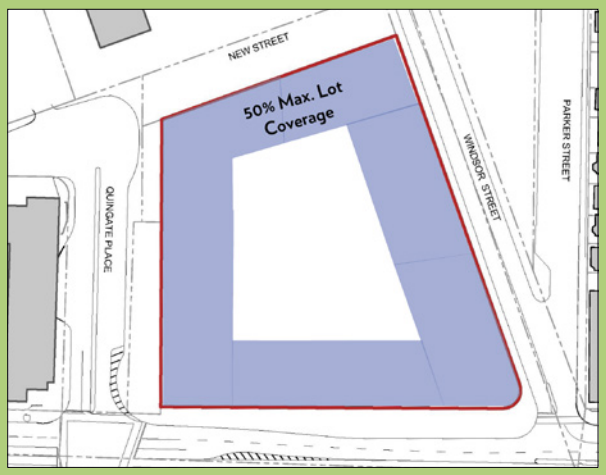


OPEN SPACE

Open spaces are essential for any healthy neighbourhood. Offering a greater diversity of open spaces such as playgrounds, fountains, art, bicycle racks, and seating areas make a mixed use development more attractive.

LOT COVERAGE

1. Maximum lot coverage of 50 percent



OPEN SPACE

1. A minimum of 2,000 sq m of the lot area must be landscaped open space
2. One building of 7.5m in height with a maximum footprint of 250 sq m is allowed at the centre
3. Temporary and mobile commercial uses permitted at the centre in the open space



ROOFTOP

1. All roofs are to be landscaped



CONNECTIVITY

Connectivity is the concept of providing visual and/or physical access into spaces. It provides filtration of light, air, and views through buildings and is a space designed for movement. To enable connectivity, the site design should promote neighbourhood connectivity and encourage pedestrians crossing the site.

PEDESTRIAN CONNECTION

1. Min. 10.5m wide open landscaped pedestrian connection between New Street and Quinpool Road
2. Min. 10.5m wide open landscaped pedestrian connection between Windsor Street and Quingate Place
3. Connection between Quingate and Windsor Street will be improved by creating the New Street



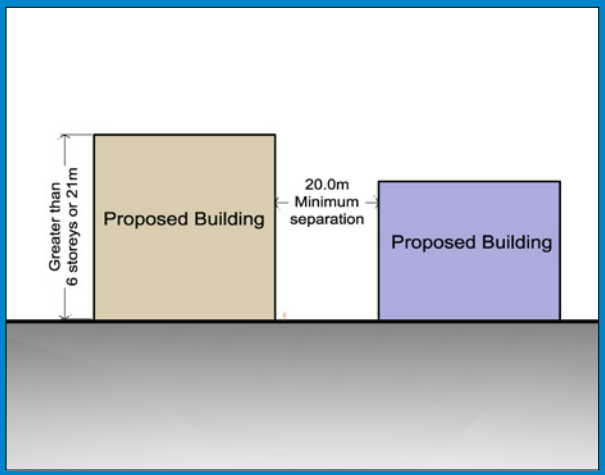
STREETWALL FRONTAGE

1. Buildings fronting a street cannot comprise more than 80% of the length of each property line



SEPARATION DISTANCE

1. For buildings above 6 storeys, a minimum separation distance of 20m is required between exterior façade of the building and the adjacent building(s)



NEIGHBOURHOOD CHARACTER

Character manifests itself in many ways, from authenticity to originality, and the neighbourhood surrounding the project site certainly has plenty. Capturing the spirit of the neighbourhood, and adding to it through this development, are essential for this project.

GENERAL POLICIES

1. A maximum of 47,000 sq m of floor area (Floor Area Ratio of 3.32) to be permitted
2. Variety of Real Estate
3. Family size units
4. Townhouses for families
5. Underground parking, more open spaces
6. No vehicular access along Quinpool Road or Windsor Street



MATERIALS

1. The following external cladding materials to be prohibited:
2. Vinyl;
3. Plastic;
4. Plywood;
5. Concrete block;
6. Exterior insulation and finish systems where stucco is applied to rigid insulation; and
7. Darkly tinted or mirrored glass



COMMERCIAL GROUND FLOOR

1. The commercial ground floor of the streetwall to be comprised of min. 75 percent clear glazing





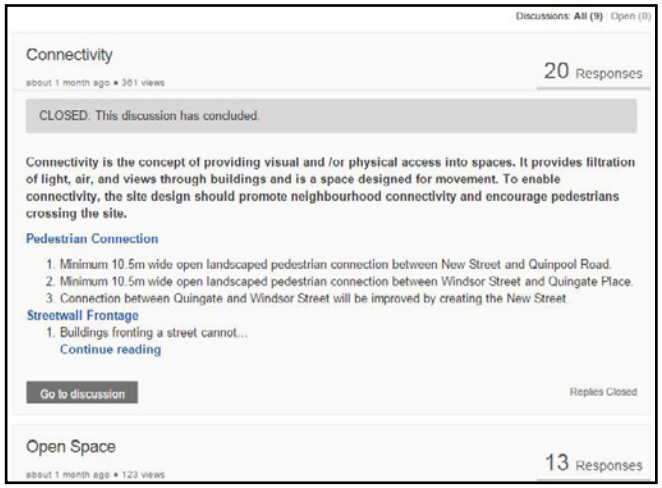
8 Public Consultation

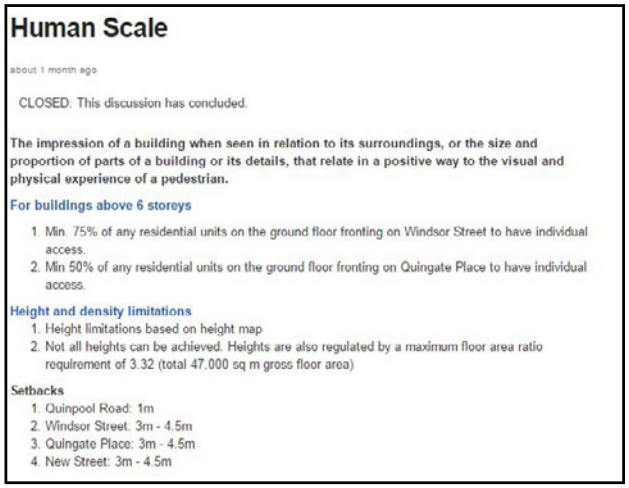
ENGAGEMENT METHODS

Similar to the first Public Open House, several engagement methods were deployed to receive feedback on the Draft LUB material. On December 09, 2015 a Public Open House was hosted were 85 residents attended. A summary of the work to date was provided. From there, the LUB clauses were discussed with the residents one on one and their feedback on each of the categories were captured.

On December 10, 2015 an Online discussion in the same format as the Open House was also initiate on Shape Your City website. The residents had an opportunity to discusses each of the proposed LUB considerations and have an ongoing dialogue Online. The discussion was open to the public until January 4, 2016. A total of 209 discussion comments were received at this time.

This section outlines a summary of the feedback that was received from the public at the Open House and Online.





Online Engagement at Shape Your City web page

RESULTS

CONNECTIVITY

Online Comments:

Pedestrian Connections: Received mostly negative feedback. Majority of responses indicate mid-block connections are unnecessary. One comment indicates the min. of 10.5m for the pedestrian connections should be a max of 10.5m.

Streetwall Frontage, 80% of property line maximum: Received mixed feedback. Majority of comments related to this requirement indicate there should be additional requirement for the other 20% to be located in the middle of the block rather than at each end. Contrary to this, one comment indicates there should be a continuous edge with a minimum of 80% up to a max of 100% of the property line.

Public Open House:

- The traffic impacts that this development along with other developments on Quinpool will have appears to be a common concern.
- Underground parking: received positive feedback.
- The courtyard: feedback indicates the courtyard appears somewhat private; penetrations through the street front are suggested; requiring commercial space to have ground floor frontage to the courtyard is suggested.

HUMAN SCALE

Online Comments:

Building Height: Received mixed feedback. Majority of comments related to this topic indicate that low to mid-rise buildings would be preferred on this site. It is suggested that density could be maintained with a low to mid-rise development by increasing the lot coverage. A concern for wind tunnels created by high rise buildings is expressed. Contrary to this, roughly a quarter of comments related to this topic indicate high rise would be preferable for this site since density is needed. Another quarter of the comments related to this topic suggest a mix of low and high rise buildings would be best; this would achieve density within the high rise towers while also providing the desired townhouse style facing the interior of the site.

Grade Level Commercial: All comments related to this topic focus on the need for grade level uses to

be "active uses" in order to provide for the streets as well as the open space remain active. It is suggested to restrict any non-activating uses for the grade level commercial, such as office space or Physiotherapy clinics (anything with "closed blinds").

Setbacks: Majority of responses related to this topic indicate there should be an adequate setback to allow the development to integrate with the streets in order to drive street activity. Examples include outdoor patios, planter boxes, bike racks, and street furniture. In addition, there appears to be a strong desire for tree lined streets. To achieve this, a setback of 3m may not be enough. Contrary to this, one comment indicates that setbacks are not necessary is a dense urban environment.

Individual access on Windsor and Quingate: Received mixed feedback. One comment indicates this is a positive aspect in keeping with the general character of the neighbourhood, while another comment indicates ground floor residential units are undesirable due to the lack of privacy; recommends walk up units rather than truly ground level.

Building Length, 60m maximum: Received mostly negative feedback. All comments related to this requirement indicate 60m would be too long and monolithic; however, some comments indicate that variation in roof height as well as a variety of architectural styles would help prevent the monolithic look as well as help to distinguish the different businesses from each other.

Public Open House:

- Building Height: would like to see low rise buildings or low streetscape along the building frontage. Townhouses are suggested.
- Varied set backs are suggested
- A continued streetscape is suggested for Quinpool Road

RESULTS

OPEN SPACE

Online Comments:

Landscaped Rooftops: Received mostly positive feedback. Majority of responses related to this topic indicate a desire for landscaped rooftops, as long as they are adequately maintained. One response suggests that rooftops be used for renewable energy installations rather than landscaping.

Open Space: Received mixed feedback. Majority of responses related to this topic indicate an internal open space will not get used as it is cut off from the street and provides no reason to enter into the space. Safety appears to be a concern for this space; especially at night. Multiple comments highlight a desire to have private back yards (to accompany townhouses) instead of a shared open space. One comment suggests that a street side public space would be more vibrant than an internal public space. A minority of comments appear to support an internal open space; most of these comments suggest a playground for children.

Public Open House:

- Landscaped rooftops: received positive feedback; would like to see it naturalized and maintained; would like a supporting regulation which requires regular maintenance.
- 50% open space requirement: received positive feedback; would like to see the open space naturalized (trees, gardens); would like to see a requirement for children friendly aspects (playgrounds); other recommendations include a sheltered structure and a water feature.
- Safety: safety of the open space appears as a concern; how will the safety of the open space be maintained?

RESULTS

VARIETY OF REAL ESTATE

Online Comments:

Residential Space: Throughout comments relating to this topic, a strong desire is expressed for a variety of housing needs provided on this site: students, seniors and families; market and affordable units; apartments and condos. The majority of comments relating to this topic indicate the minimum requirement for units with 2 or more bedrooms (1/4 minimum) is not high enough; one comment suggests this minimum should be at least 50%. Some comments relating to this topic highlight a desire for seniors housing on the site. One comment recommends a requirement for units to have a universal design. It is suggested that residential at grade be kept to minor streets; Quingate Place and New Street.

Commercial Space: It is suggested within comments relating to this topic that condominium ownership of the commercial spaces should be encouraged to prevent one owner of the entire block. Also suggested is to add a requirement, in addition to the requirement for 50% to be individual small scale commercial, for a percentage of commercial space to be medium scale in order to prevent the other 50% of being one "big box" store. It is suggested to keep street level retail on Quinpool Road.

Public Open House:

- A desire for a mix of generations is expressed (seniors, families and youth)
- Underground parking: concern is expressed for a lack of variety in real estate caused by a limited pool of interested developers due to high expenses related to the development of underground parking

RESULTS

NEIGHBOURHOOD CHARACTER

Online Comments:

Materials: It is suggested that heat retaining windows should be encouraged for the 75% of clear glazing on ground floor commercial. Other suggestions include the use of mirrored glass and to prohibit the use of cast concrete.

Density: Received mixed feedback. Majority of comments related to this topic suggest that density should be the main goal since this site is located within the center of Halifax. Contrary to this, some comments suggest the proposed density is not needed in Halifax as our current issue is growing our population and there are already too many empty apartment / condo buildings throughout the city.

Traffic: Received mixed feedback. Majority of comments related to this topic highlight a concern for the traffic generated by this development. One comment notes Quingate is currently congested and having no vehicular access off Quinpool will add to this. Contrary to this, one comment indicates traffic should not be a concern as the neighbourhood is easy to get around without a car.

Underground Parking: Received positive feedback. Majority of comments related to this topic indicate a desire for underground parking, both for tenants as well as to support the commercial units. It is suggested that a parking structure under the center open space would be a good use of otherwise unused space. Contrary to this, one comment suggests a limitation on parking to encourage residents to choose a car fee lifestyle as this neighbourhood is highly walkable.

Public Open House:

- Building Height received mixed feedback; some would like to see height (such as the new developments on Quinpool) while some would like to see low rise with tree lined streets such as the surrounding area.
- Parking received mixed feedback; some would like to see reduced parking to discourage cars while some would like to see added parking for the commercial space.
- Many people brought up this site as an opportunity for affordable housing.

RESULTS

CREATIVITY IN DESIGN

Online Comments:

- The key here is not to render this design in-ward looking, cutting it off from the street.
- This development should help re-build Quinpool, which has suffered from many previous bad design decisions/developments
- Sherbrooke and Prince Arthur neighbourhoods in Montreal were provided as examples of creative designs
- Active façades should be encouraged through similar pictures in this section.
- As a prototype for future development along Quinpool Road, it deserves good, solid, thoughtful design, not extraordinary, creative design.
- Creativity in design on the development site should be mirrored in the public realm. The development should not turn its back to the street and has to be integrated with the street. In lieu of standard brushed concrete, hydrants and no parking signs, the public realm will be complete with interesting hard and soft surfaces, street furniture for sitting, resting and meeting, additional trees to provide protection and canopy, attractive lighting and more.
- Nodes can be developed at the 'penetration' points, where the buildings part and the public realm connects with internal open space.
- There should be ample space on the Quinpool frontage, lesser on Windsor, to execute a very creative design.
- With the acquisition of the lands which contain the trees adjacent to Quingate Place, the design on Quinpool can be wrapped around the west side. It may also continue on the north side.
- All this can be done consistent with the Quinpool Road streetscape design, if it is current, or with updates. In consideration of Halifax requiring creativity in design on the site, Halifax should contribute creativity in its public realm design and deliver it coincident with the development timing.

Public Open House:

- Would like to see a variety of architecture; no blank walls or glass boxes.
- Selling the site as smaller individual lots is suggested.

RESULTS

GENERAL COMMENTS

- The impacts on traffic are a concern. (This development along with the others on Quinpool)
- More open sessions are desired; would like to have materials available in advance for more opportunity to review; would like to see more interactive set up with opportunities to speak / ask questions in front of the group (entire group rather than breakout sessions).
- Concern for lack of regulations in the Bylaws or lack of power to enforce them.



9 Technical Analysis & Final Recommendations

TRAFFIC IMPACT STATEMENT

RE: Traffic Impact Statement - Proposed Multi-Unit Residential and Commercial Development, 6067 Quinpool Road (Former St. Patrick's High School Site), Halifax

Dear Mr. Vodicka:

St. Patrick's High School building on Quinpool Road has been demolished and it is understood that HRM will soon be requesting development proposals for the site (Figure 1). This is the Traffic Impact Statement to consider potential impacts of residential and commercial developments that may be considered for the site.

Site Description - The site (Figure 1) is bounded by St. Vincent's Nursing Home to the north, Windsor Street to the east, Quinpool Road to the south and Quingate Place to the west. While site accesses will be subject to development proposals, public consultations have determined that the the total allowable space on the site should be limited to 47,000 square meters. It has been assumed that the site will accommodate up to 420 residential units and approximately 54,000 square feet of commercial space.

Windsor Street is a two lane major collector street that abuts the east side of the site and intersects with Quinpool Road at the south east corner of the site. Traffic movements at the Windsor - Quinpool intersection are restricted to right-in / right-out. A machine count adjacent to the site obtained by HRM Traffic and Right-of-Way section during mid-June 2015, included two-way weekday volumes of 380 vehicles per hour (vph) during the AM peak hour and 570 vph during the PM peak hour.

Quinpool Road is a four lane arterial street that runs generally east - west adjacent to the site. A turning count at the Quinpool Road / Quingate Place / Vernon Street intersection obtained by HRM during September, 2015, included two-way weekday volumes of 1,715 vph during the AM peak hour and 1,485 vph during the PM peak hour on Quinpool Road east of Vernon Street.

Quingate Place, a private driveway along the west property boundary that provides access to Quinpool Towers and Quinpool Road Shopping Centre, intersects with Quinpool Road at the Vernon Street signalized intersection at the south west corner of the site. Traffic control that was installed when the Centre was constructed about 40 years ago prohibits through traffic in both directions between Quingate Place and Vernon Street. A count obtained by HRM during September, 2015, included two-way weekday volumes of 190 vph during the AM peak hour and 290 vph during the PM peak hour.

Transit Service - Halifax Transit provides service for Routes 6, 20, and 32 on Quinpool Road with many addition routes on Robie Street, one block east of the site.


HALIFAX
6067 Quinpool Road
Regional Context Map
PROPERTY SUMMARY
LEGEND
Subject Site
Development Approved
Development Proposed
Adjacent Property Boundaries
Adjacent Park
Existing Trees
HALIFAX NORTH COMMON
QUINPOOL ROAD
WILLIAMS STREET
WELLFORD STREET
PARKER STREET
ROBIE STREET
GLADSTONE PLACE
HOWARD AVENUE
PEPPERELL STREET
SHIRLEY STREET
ATLANTICA HOTEL
COMMON ROOTS URBAN FARM
SOURCES:
WSP

Figure 1

TRAFFIC IMPACT STATEMENT

Trip Generation - Trip generation estimates for the site development, assumed to include up to 420 residential units and approximately 54,000 square feet of commercial space, have been prepared using published trip generation rates from *Trip Generation,9th Edition,* and are included in Table 1. Site generated trips have been reduced by 30% to account for high pedestrian and transit use that is expected for this location. It is estimated that the site will generate about 139 two-way vehicle trips (56 entering and 83 exiting) during the AM peak hour and 217 two-way vehicle trips (111 entering and 106 entering) during the PM peak hour.

Table 1 - Trip Generation Estimates for Proposed Development

Land Use [1]	Units [2]	Trip Generation Rates [3]				Trips Generated [3]			
		AM Peak		PM Peak		AM Peak		PM Peak	
		In	Out	In	Out	In	Out	In	Out
Mid-Rise Apartment (Land Use 223)	420 units	0.09	0.21	0.23	0.16	39	87	95	69
Specialty Retail (Use Code 826) [4]	54.000 KGLA	0.76	0.60	1.19	1.52	41	32	64	82
Trip Generation Estimates for Proposed Development						80	119	159	151
30% Reduction for Non-Vehicle Trips						24	36	48	45
Adjusted Trip Generation Estimates for the Poroposed Development						56	83	111	106

NOTES:
1. Rates are for the indicated Land Use Codes, *Trip Generation*, *9th Edition*, Institute of Transportation Engineers, 2012.
2. Number of Apt Units; KGLA is 'Gross Leasable Area x 1000 square feet'.
3. Rates are 'vehicles per hour per unit'; trips generated are 'vehicles per hour for peak hours'.
4. The Speciality Retail (Land Use 826) rate for 'Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 PM' has been used. Since there is no published rate for the AM peak hour of adjacent street for this Land Use, and since AM peak hour trips to Speciality Retail are generally low, AM trip rates have been assumed to be 50% of the PM rate with reversal of the directional split.
5. Trip generation estimates have been reduced by 30% to account for the high pedestrian and transit usage in the Quinpool Road area..

TRAFFIC IMPACT STATEMENT

Summary -

1. The proposed development on the former St. Patrick's High School site has been limited to 47,000 square meters. It has been assumed that the site will accommodate up to 420 residential units and approximately 54,000 square feet of commercial space.

2. The site is bounded by St. Vincent's Nursing Home to the north, Windsor Street to the east, Quinpool Road to the south and Quingate Place to the west. Information for site accesses will be included in future site development plans.

3. It is estimated that the site will generate about 139 two-way vehicle trips (56 entering and 83 exiting) during the AM peak hour and 217 two-way vehicle trips (111 entering and 106 entering) during the PM peak hour. The number of peak hour trips expected from development of this site is expected to exceed the general threshold of 100 two-way trips where a Traffic Impact Study should be considered.

4. The following 2015 peak hour two-way traffic volumes for streets adject to the site are:
   - Windsor Street AM 380 vph PM 570 vph
   - Quinpool Road AM 1,715 vph PM 1,485 vph
   - Quingate Place AM 190 vph PM 290 vph .

Recommendations -

5. Once a site development plan has been prepared, a Traffic Impact Study should be completed to review internal and site access traffic designs, and to complete analysis of potential impacts of site generated traffic on adjacent streets and intersections.

If you have any comments or require additional information, please contact me by Email to greg.obrien@wspgroup.com or telephone 902-835-9955.

Sincerely:

Greg O'Brien, P. Eng.
Atlantic Practice Manager, Traffic Engineering & Transportation Planning
WSP Canada Inc.



PRELIMINARY SERVICING SCHEMATICS

APPROXIMATE WASTEWATER CALCULATIONS

PROPOSED BUILDING (MULTI–USE COMMERCIAL/RESIDENTIAL SPACE)

COMMERCIAL SPACE – 5,000 m^2
ASSUMED FLOW* – 6L/m^2–day (AVERAGE DAY)
Q=5,000 m^2* 6L/m^2–day *$\frac{24}{12}$ *4.0 (PEAKING FACTOR)*1.25(SF)= 300,000 L/DAY
Q(PEAK) = 3.4 L/s

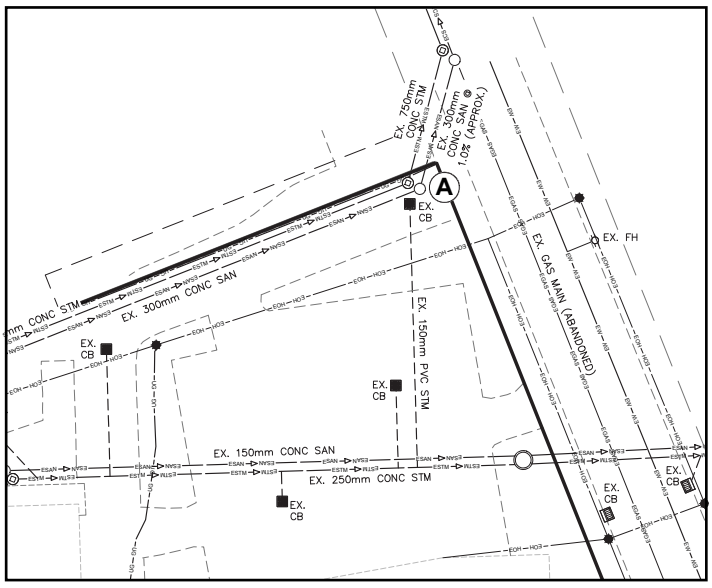
RESIDENTIAL SPACE – 42,000 m^2
ASSUMED FLOW* – 330L/person
ASSUMED UNIT AREA – 93 m^2 (1,000 sq. ft.)
ASSUMED PERSONS PER UNIT – 2.25
Q=[1.25 * (330*1017) * 3.8] + 1.4Ha * 24,000 L/Ha/day = 1,627,747.5 L/DAY
Q(PEAK) = 18.84 L/s

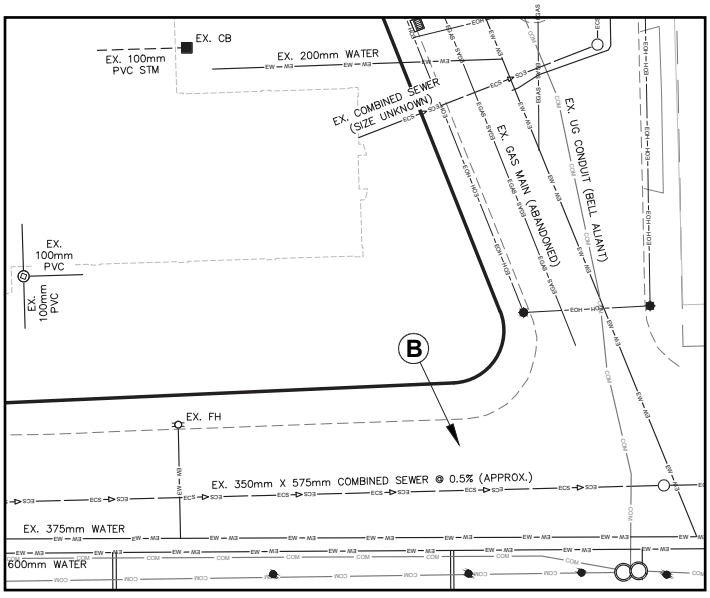
TOTAL PEAK WW FLOW = (3.4 L/s + 18.84 L/s) = 22.24 L/s

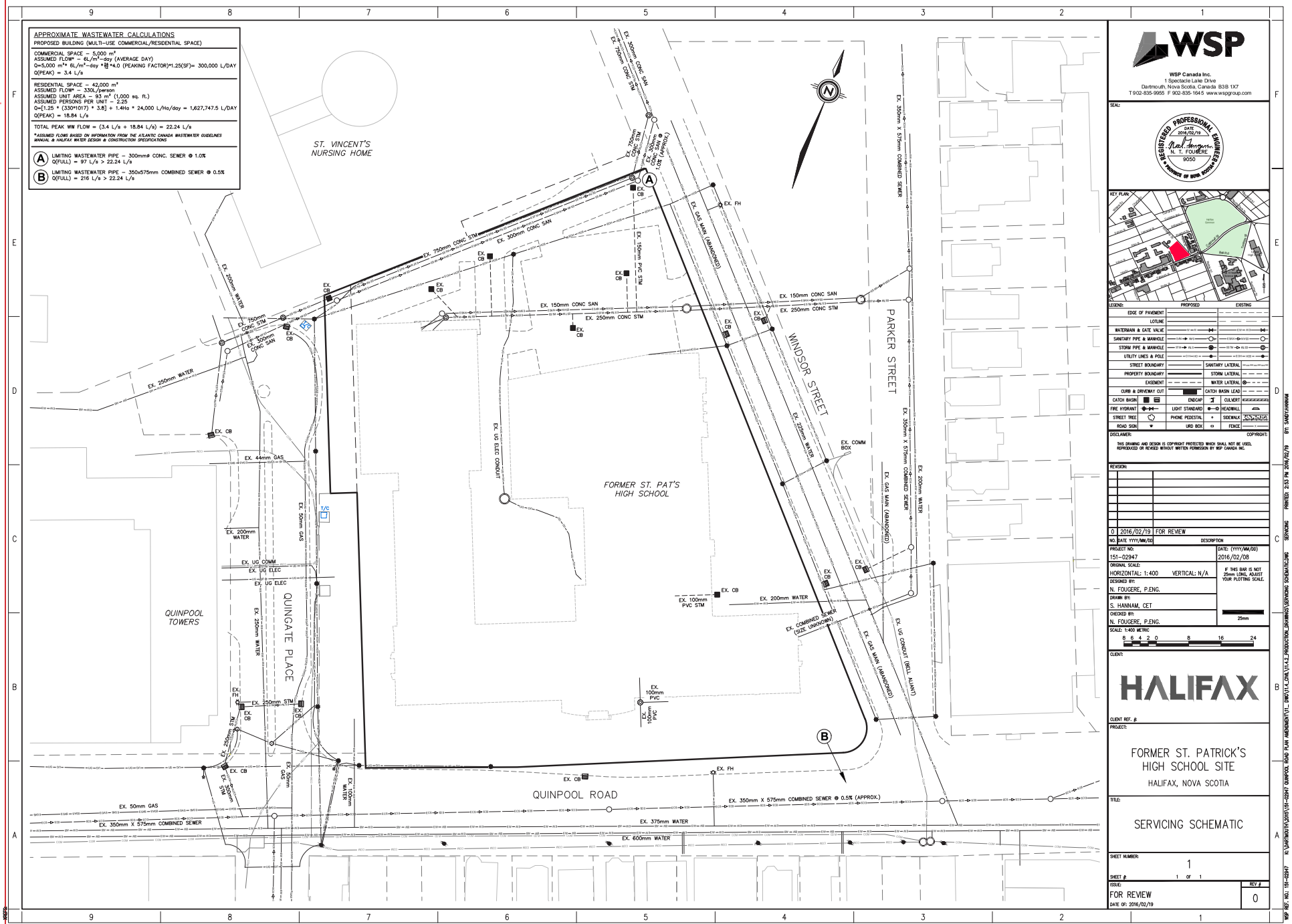
**ASSUMED FLOWS BASED ON INFORMATION FROM THE ATLANTIC CANADA WASTEWATER GUIDELINES MANUAL & HALIFAX WATER DESIGN & CONSTRUCTION SPECIFICATIONS*

A LIMITING WASTEWATER PIPE – 300mmø CONC. SEWER @ 1.0%
Q(FULL) = 97 L/s > 22.24 L/s

B LIMITING WASTEWATER PIPE – 350x575mm COMBINED SEWER @ 0.5%
Q(FULL) = 216 L/s > 22.24 L/s







WSP Canada Inc.
1 Spectacle Lake Drive
Dartmouth, Nova Scotia, Canada B3B 1X7
T 902-835-9955 F 902-835-1645 www.wspgroup.com

SEAL:
REGISTERED PROFESSIONAL ENGINEER – PROVINCE OF NOVA SCOTIA
DATE 2016/02/19
N. T. FOUGERE
9050

KEY PLAN:

LEGEND:

	PROPOSED	EXISTING
EDGE OF PAVEMENT		
LOTLINE		
WATERMAIN & GATE VALVE		
SANITARY PIPE & MANHOLE		
STORM PIPE & MANHOLE		
UTILITY LINES & POLE		
STREET BOUNDARY	SANITARY LATERAL	
PROPERTY BOUNDARY	STORM LATERAL	
EASEMENT	WATER LATERAL	
CURB & DRIVEWAY CUT	CATCH BASIN LEAD	
CATCH BASIN	ENDCAP	CULVERT
FIRE HYDRANT	LIGHT STANDARD	HEADWALL
STREET TREE	PHONE PEDESTAL	SIDEWALK
ROAD SIGN	URD BOX	FENCE

DISCLAIMER:
COPYRIGHT:
THIS DRAWING AND DESIGN IS COPYRIGHT PROTECTED WHICH SHALL NOT BE USED, REPRODUCED OR REVISED WITHOUT WRITTEN PERMISSION BY WSP CANADA INC.

REVISION:

NO.	DATE YYYY/MM/DD	DESCRIPTION
0	2016/02/19	FOR REVIEW

PROJECT NO: 151-02947
DATE: (YYYY/MM/DD) 2016/02/08
ORIGINAL SCALE: HORIZONTAL: 1:400 VERTICAL: N/A
IF THIS BAR IS NOT 25mm LONG, ADJUST YOUR PLOTTING SCALE.
DESIGNED BY: N. FOUGERE, P.ENG.
DRAWN BY: S. HANNAM, CET
CHECKED BY: N. FOUGERE, P.ENG.
25mm
SCALE: 1:400 METRIC
8 6 4 2 0 8 16 24

CLIENT: HALIFAX
CLIENT REF. #:

PROJECT:
FORMER ST. PATRICK'S HIGH SCHOOL SITE
HALIFAX, NOVA SCOTIA

TITLE:
SERVICING SCHEMATIC

SHEET NUMBER: 1
SHEET # 1 OF 1

ISSUE: FOR REVIEW
DATE OF: 2016/02/19
REV # 0

WSP REF. NO.: 151-02947 | K:\DARTMOUTH\JOBS\151-02947 QUINPOOL ROAD PLAN AMENDMENT\1_DWG\11-4_CIVIL\11.4.2_PRODUCTION_DRAWINGS\SERVICING SCHEMATIC.DWG | SERVICING | PRINTED: 2:53 PM, 2016/02/19 | BY: SAMUEL HANNAM

RECOMMENDATIONS

This report compiles information from a number of sources to give recommendations on the Quinpool 6067 site. The ideas were developed through background analysis, forged by the public during different consultation sessions and validated by industry best practices. The sources and concepts that inform the recommendations are as follows:

- Comprehensive background analysis
- Neighbourhood study
- Urban design best practices review
- Public feedback from a series of Online and face to face consultation sessions
- Consultations with stakeholders
- Urban design best practices: creativity in design, human scale, access and connectivity, variety of real estate, neighborhood character, open spaces
- Access to air, light, and open spaces
- Pleasant site to live, work, and play

WSP is pleased to offer the following recommendations for Quinpool 6067 site:

USES

The following uses are recommended for the site:

1. Residential: Considering the strong demand for residential uses in the neighborhood, we recommend enabling all types of residential uses including townhouses, stacked townhouses and multi-unit residential units at the site.

a. To encourage family size units, we recommend requiring a minimum of a quarter of the residential units to be two or more bedrooms with a minimum unit size of 84 sq. m.

2. Commercial: Quinpool Road is one of the major commercial corridors in Halifax. As such, we recommend enabling local commercial uses.

3. Other uses: As the site is a former school site, enabling public and/or private uses such as recreational, community facilities, cultural, institutional, daycare and public park uses are recommended.

RECOMMENDATIONS

HUMAN SCALE

To enhance the human scale of developments along all four street frontages of the project, the following considerations are recommended:

1. Gross Floor Area: It is recommended that a total gross floor area of 47,000 sq. m be permitted at the site. This recommendation is based on many factors including human scale, neighbourhood character, public consultation, and architectural massing exercises at the site.

2. Height: Depending on the location of the lot we recommend a mixture of heights that vary from 7 to 18 storeys.

3. Lot Coverage: It is recommended to have maximum 50% lot coverage and 100% coverage for below grade parking structures. This will allow for balanced uses, between built form and open spaces.

4. Townhouse Uses Windsor Street: For buildings above 6 storeys or 21 m in height, a minimum of 75% of residential units on the ground floor fronting Windsor Street are to have individual access directly to the public right of way. This requirement maintains a low residential scale along Windsor Street.

5. Townhouse Uses Quingate Place: For buildings above 6 storeys or 21 m in height, a minimum of 50% of residential units on the ground floor fronting Quingate Place are to have individual access directly to the public right of way. This requirement will help generate a low residential scale along Quingate Place.

6. Ground Floor Uses: All at-grade commercial uses are recommended to have individual entrances. Furthermore, we recommend 4.5 m floor-to-floor height for ground floor non-residential uses.

7. Small Businesses along Quinpool: To maintain the traditional look of the small businesses along Quinpool Road, it is recommended that 75% or more of a building's ground floor bordering Quinpool shall be for commercial uses. In addition, half of the commercial frontage along Quinpool is recommended to consist of individual commercial spaces with a frontage no wider than 12 m.

8. Streetwall Setbacks: Continuing an established streetwall is important in providing a cohesive pedestrian experience. Taking this into account, our recommendations are a 1 m maximum setback for Quinpool, a 3 m maximum setback for Quingate Place and New Street, and between a 3 and 4.5 m setback for Windsor Street.

RECOMMENDATIONS

9. Streetwall Height: We recommend a continuous streetwall height of 16.5 m along Quinpool Road and a maximum height of 14.5 m for all other streetwalls.

10. Streetwall Length: We recommend the streetwall be maximum 80% of the length of the lot abutting the streetline.

11. Streetwall Stepbacks: a minimum stepback of 3 m above the streetwall is recommended.

OPEN SPACE AND PUBLIC ACCESS

To create a sense of place and to provide a community gathering space for the neighborhood, we recommend the following for open spaces:

1. Open Space: We recommend allocating a minimum 2,000 sq. m of publicly accessible landscaped open space

2. Central Building: We recommend enabling the creation of a 250 sq. m commercial or institutional use at the centre of the Landscaped Open Space area with maximum height of 7.5 m and a maximum building footprint of 250 sq. m.

3. Temporary Uses: To keep the site lively and encourage social gatherings during all seasons, temporary uses are recommended to be permitted on the areas designated as Landscaped Open Space.

4. Wind Mitigation: We recommend that all facades facing the common open spaces have a minimum stepback of 3 m above the streetwall to a maximum of 66% of the building width.

5. Green Roofs: We recommend that all buildings with a flat roof provide a landscaped areas. Solar panel and other green roof features are also recommended to be enabled.

RECOMMENDATIONS

PEDESTRIAN ACCESS

Maximizing connectivity within the site and providing access to amenities and commercial spaces on Quinpool Road is important to the public and guides the following recommendations:

1. Pedestrian Path: We recommend creation of a publicly accessible pedestrian path between New Street and Quinpool Road, and between Windsor Street and Quingate Place. This area is recommended to include landscaping features such as trees, shrubs, concrete pavement, and outdoor furniture.

2. Underpass: If a building underpass is required for a pedestrian path, we recommend a minimum width and height of 7.5 m with active facades along the interior of the underpass. This is to emphasis the safety of the underpasses.

BUILDING FORM

To preserve the accessibility of buildings, air, sunlight, and privacy for all residences as well as creating an aesthetically pleasing place, the following recommendations are made:

1. Separation: We recommend a minimum separation distance of 20 m between buildings of six or more storeys. This recommendation would provide a buffer between buildings.

2. Depth: For buildings above 6 storeys we recommend a maximum building depth of 25 m. For buildings below 6 storeys, we recommend a maximum building depth of 22 m. These recommendations will allow for the penetration of sunlight and easy pedestrian access and also does not allow for creation of podium towers.

3. Length: We recommend that buildings above 6 storeys to have a maximum length of 60 m. Where there is a continuous street frontage, wall articulation and plane changes are recommended to help break up the façade. This reduces mass and provides an improved human scale.

4. Roof Features: We recommend elevator enclosures and mechanical penthouses are setback from the facing front yard roofline by a minimum 5 m, or be incorporated into the building design

RECOMMENDATIONS

MATERIALS

The following recommendations are rooted in urban design principals and environmental sustainability:

1. Building Materials: To encourage local and environmentally friendly materials we recommend prohibition of following cladding materials: vinyl, plastic, plywood, concrete block, exterior insulation and finish systems where stucco is applied to rigid insulation, and darkly tinted or mirrored glass (not including spandrel panels).

2. Transparent Glazing: To distinguish the commercial ground floor from residential uses and to provide an active storefront, we recommend a minimum 75% transparent glazing on the commercial ground floor.

3. Blank Walls: To create a lively and appealing neighborhood we discourage any blank walls at grade level.

VEHICULAR ACCESS AND PARKING

Vehicular access and parking should be provided, but not at the experience of the pedestrian. The following recommendations consider safety and aesthetics:

1. Vehicular Access: To reduce traffic, and any hazards for the residences within the neighborhood, it is recommended to require vehicular access from New Street and Quingate Place. One vehicular access point is permitted for each street with a maximum length of 20 m.

2. Surface Parking: Surface or above grade parking is not recommended for this zone, except for bicycle parking and emergency vehicle access.

3. Safety: For the safety of residents, we recommend all driveways have a minimum 50 m distance from the intersection of Quingate Place and Quinpool Road.

4. Traffic Impact Study: We recommend undertaking a traffic impact study for the site and the surrounding area once a development plan for the site is available.

WSP Canada Inc.
1 Spectacle Lake Drive
Dartmouth, NS, B3B 1X7
T 902.835.9955
www.wspgroup.com