

2032-2050 Robie Street Development Agreement Application Case #: 22927

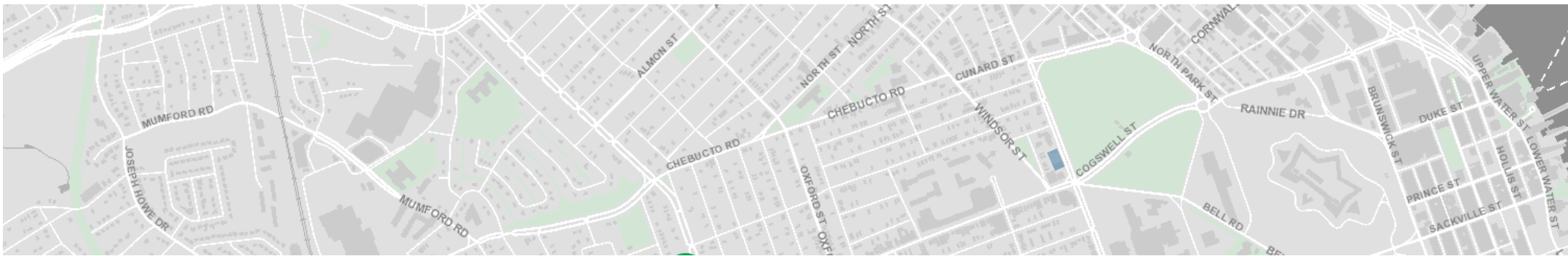
September 7, 2021



- Joint application with APL Properties Ltd.'s 6009-6017 Quinpool amendment application (Case 18966) from 2015
- 2032-2050 Robie Street specific policy created within the Regional Centre Secondary Municipal Planning Strategy (SMPS) in 2019
- Existing DAs on the property for a parking lot and funeral home (to be discharged)

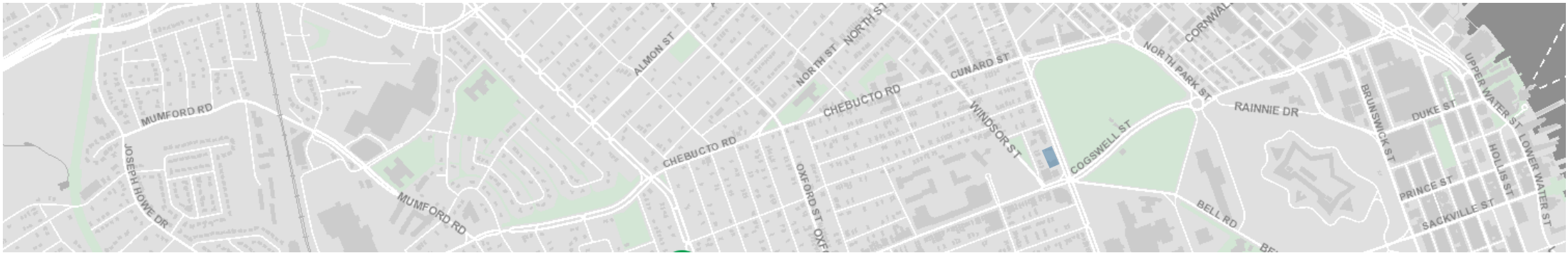


Source: Google Streetview, 2019.



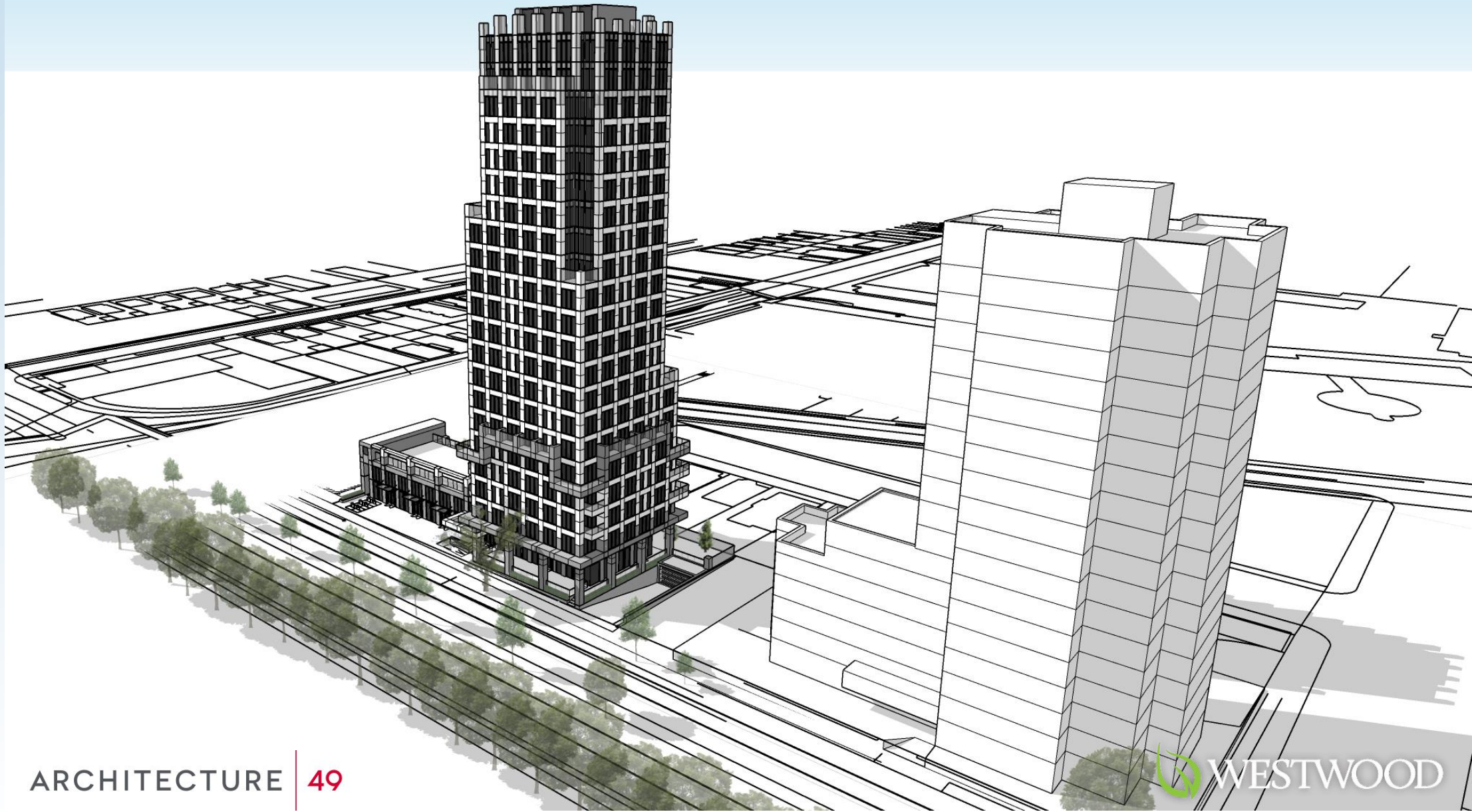


Source: Google Streetview, 2009.

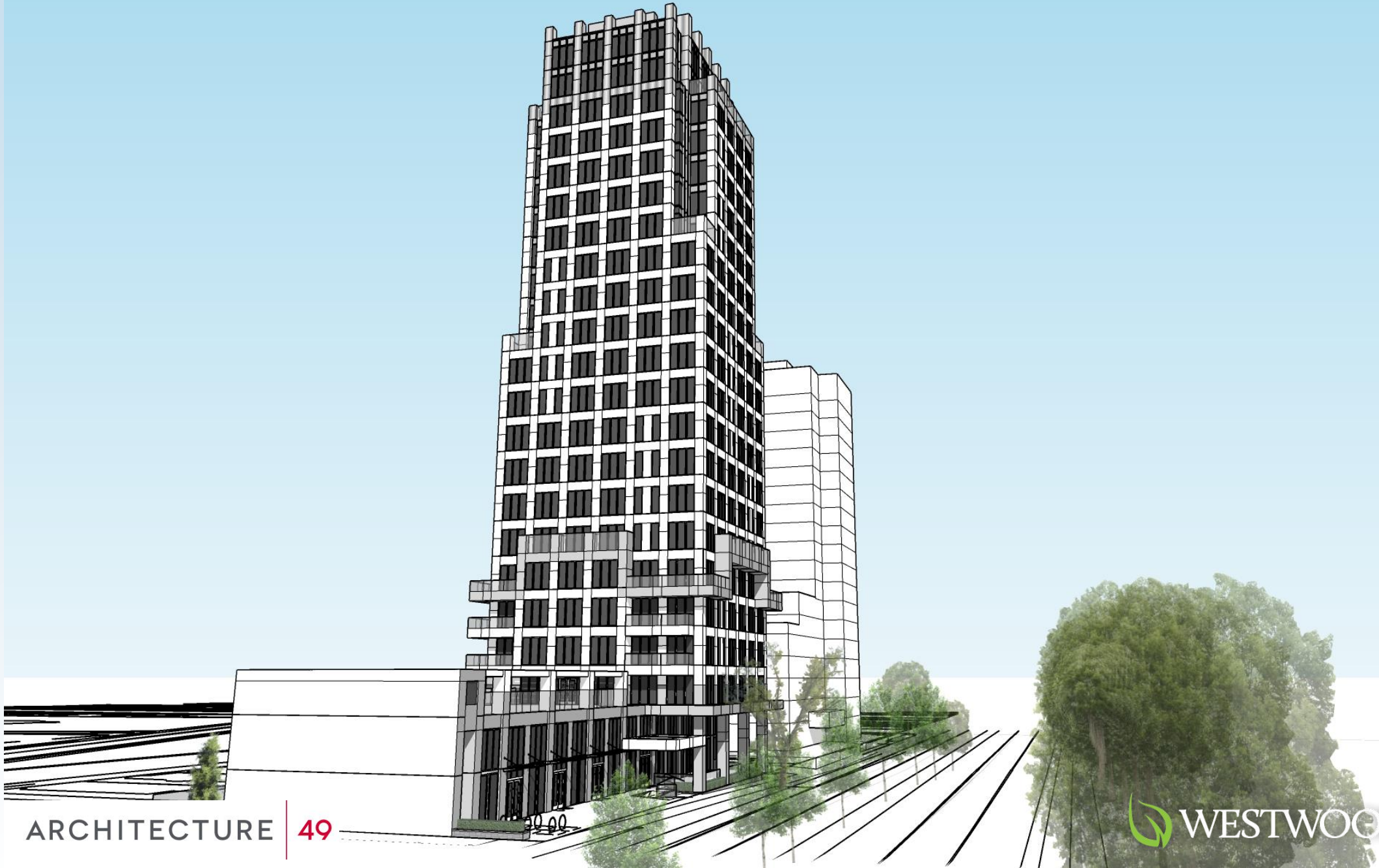


FEATURES	PROPOSED
Floor Area Ratio (FAR)	Maximum 5.0
Building Height	22 storeys (+ mech penthouse); 85m
Tower Floorplate	Max. 676 sq. m. for all floors above podium; max. 523 sq. m. above 26m
Residential Units	102 Total (58 1-bdrm, 44 2-bdrm)
Commercial Area	5,970 sf (555 sq. m.)
Amenity Space	255 sq. m. indoor; 487 sq. m. outdoor
Bicycle Parking	53 stalls (41 Class A; 12 Class B)
Vehicle Parking	Approx. 84 spaces









ARCHITECTURE | 49





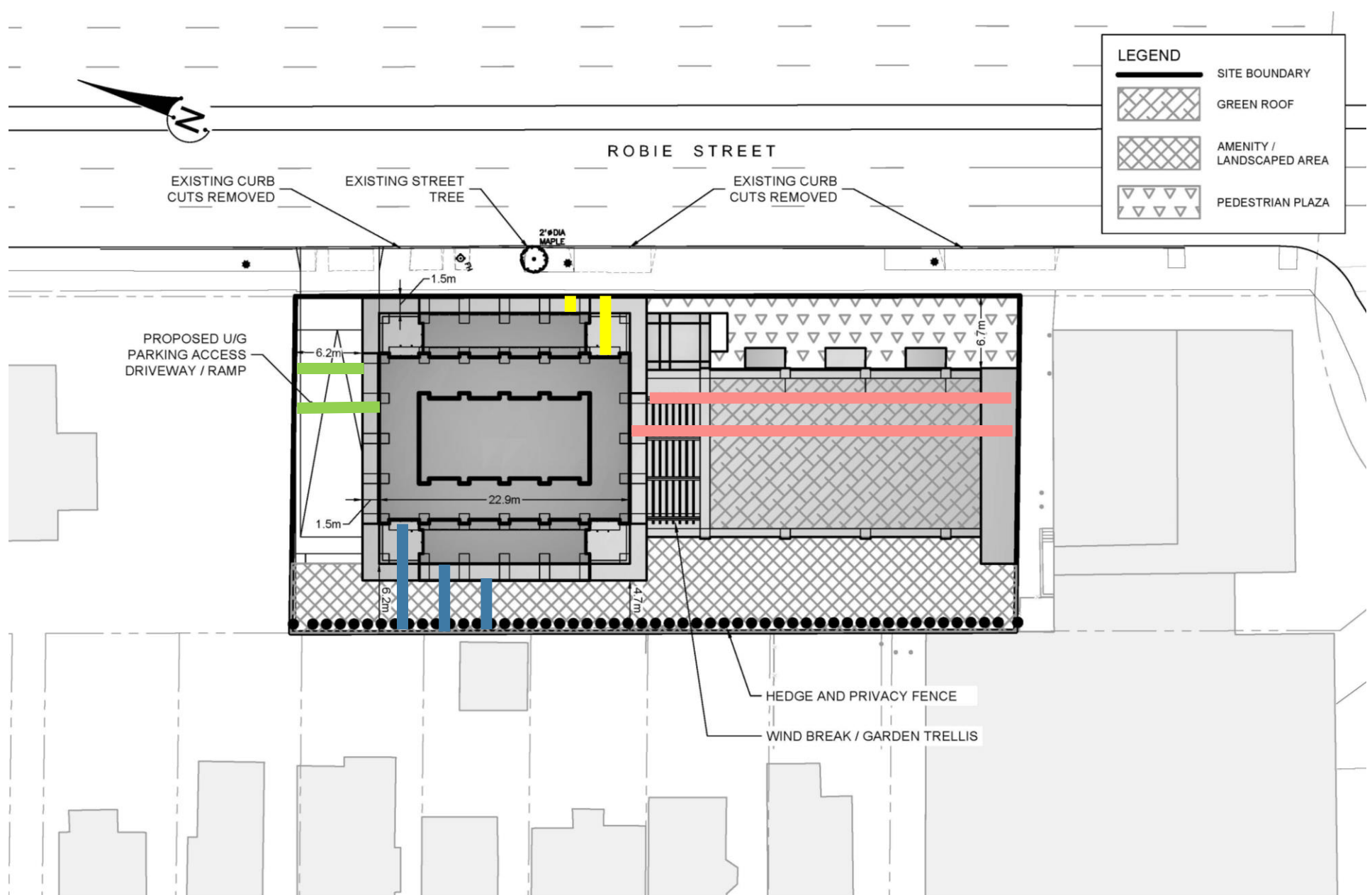


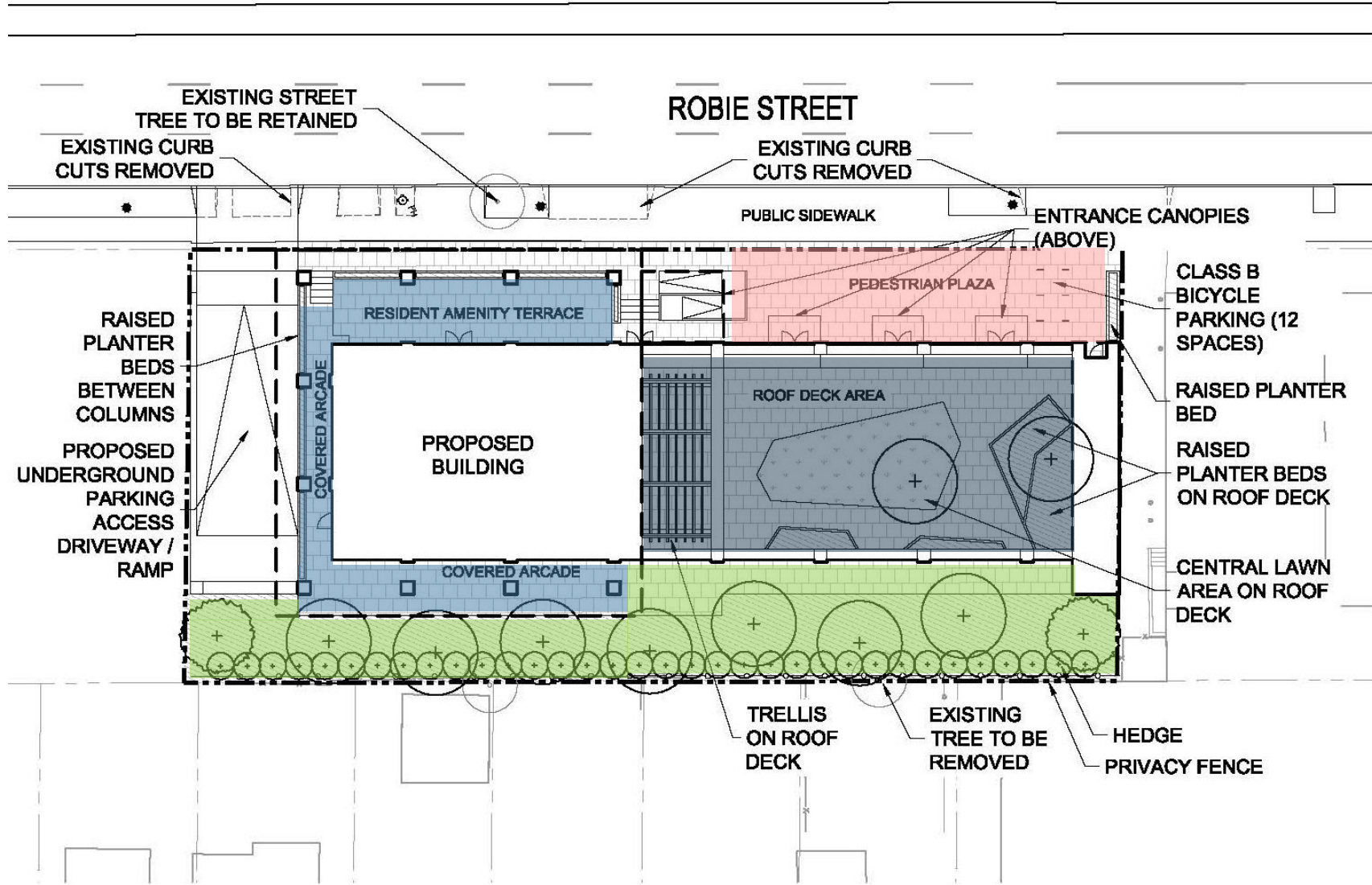


View north on Robie Street



View south on Robie Street



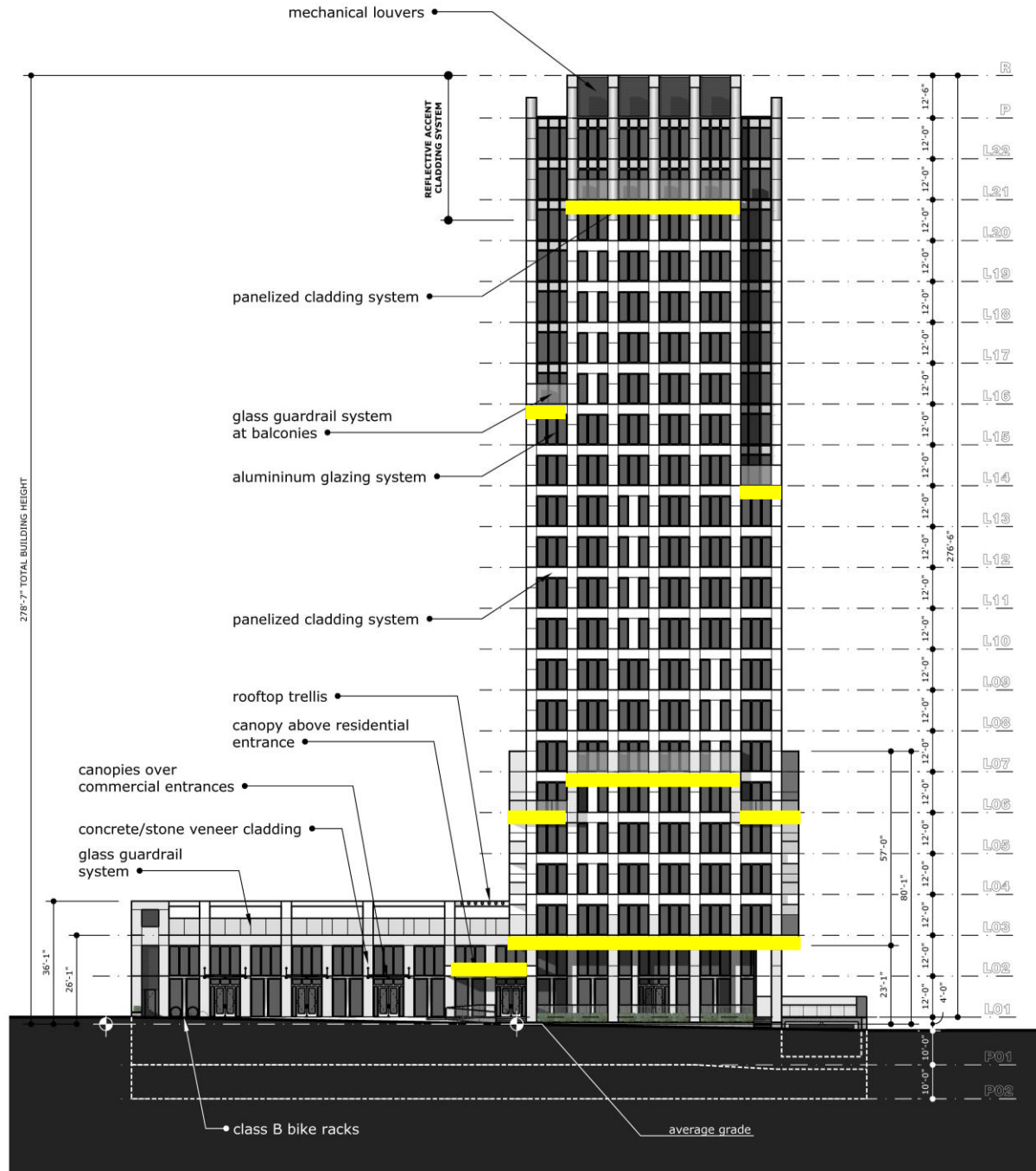


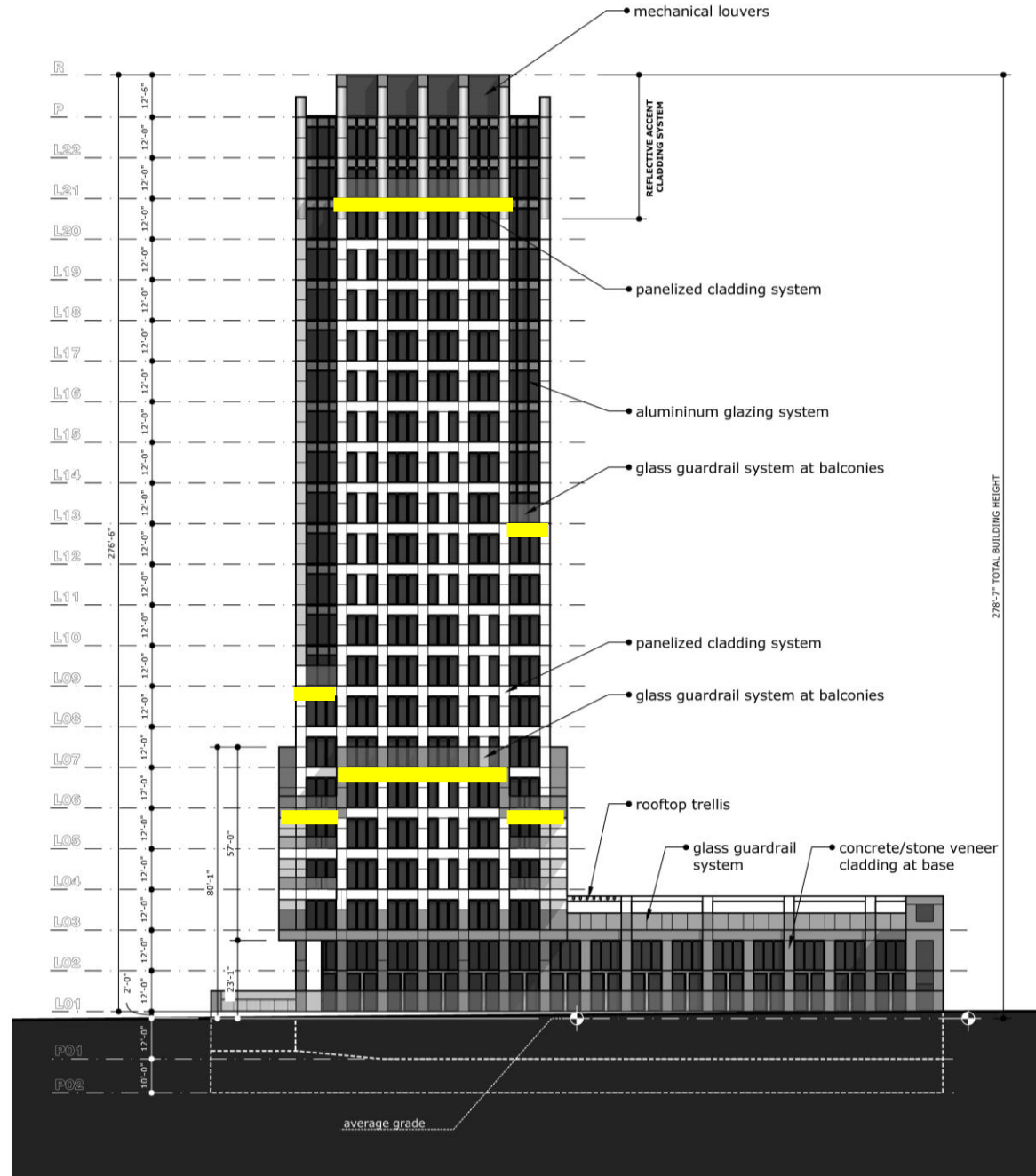
LEGEND:

- SOFTSCAPE (TOPSOIL AND SOD)
- HARDSCAPE (PAVING)
- SOFTSCAPE (PLANTING BED)
- PROPERTY LINE
- BUILDING FOOTPRINT
- BUILDING OVERHANG
- EXISTING TREE
- PROPOSED DECIDUOUS TREE
- PROPOSED CONIFEROUS TREE

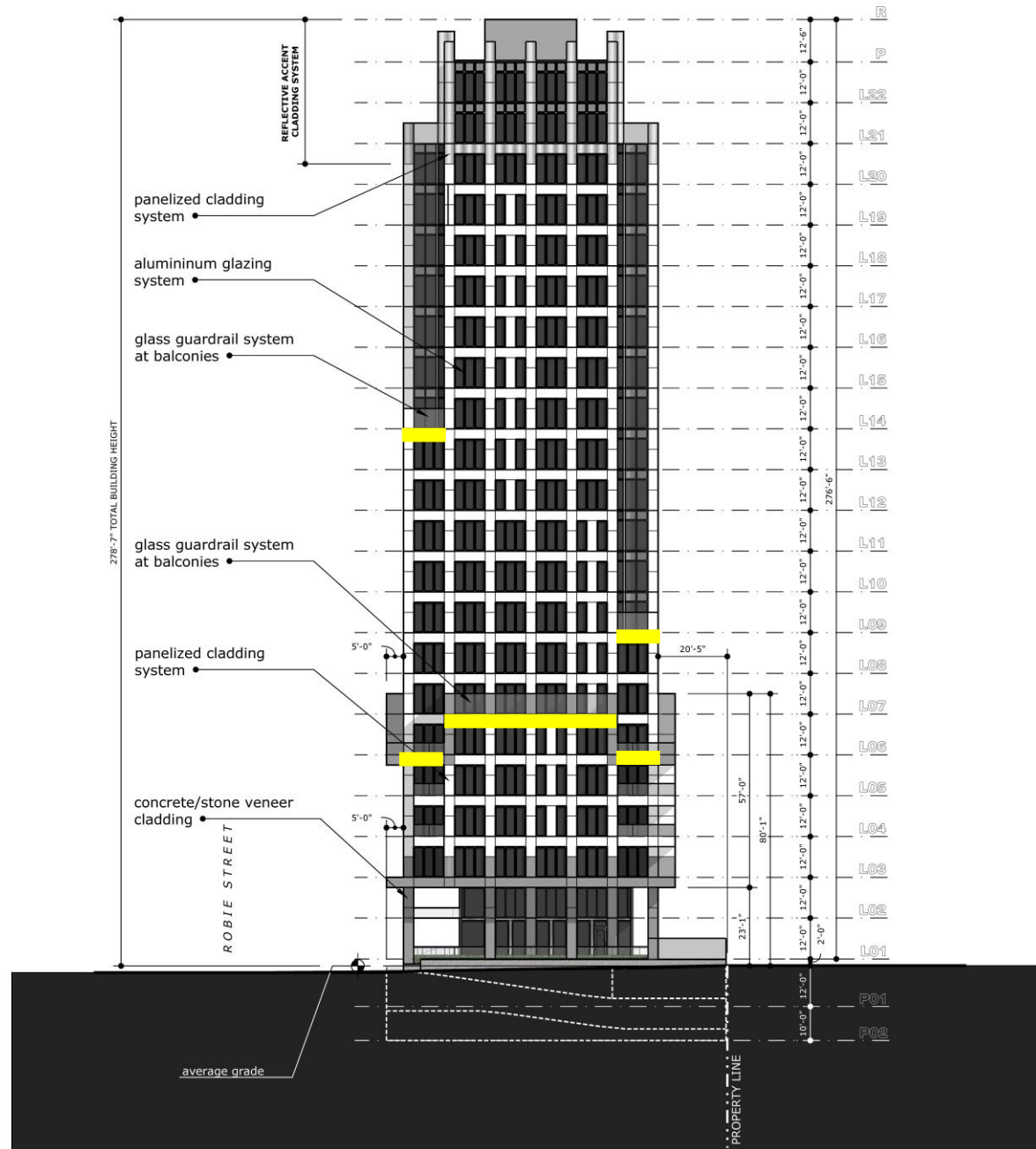
NOTE:
 TREE PROTECTION FOR EXISTING TREES TO BE MAINTAINED TO BE IN ACCORDANCE WITH HRM STANDARD DETAIL FOR TREE PROTECTION ZONE & BARRIER.

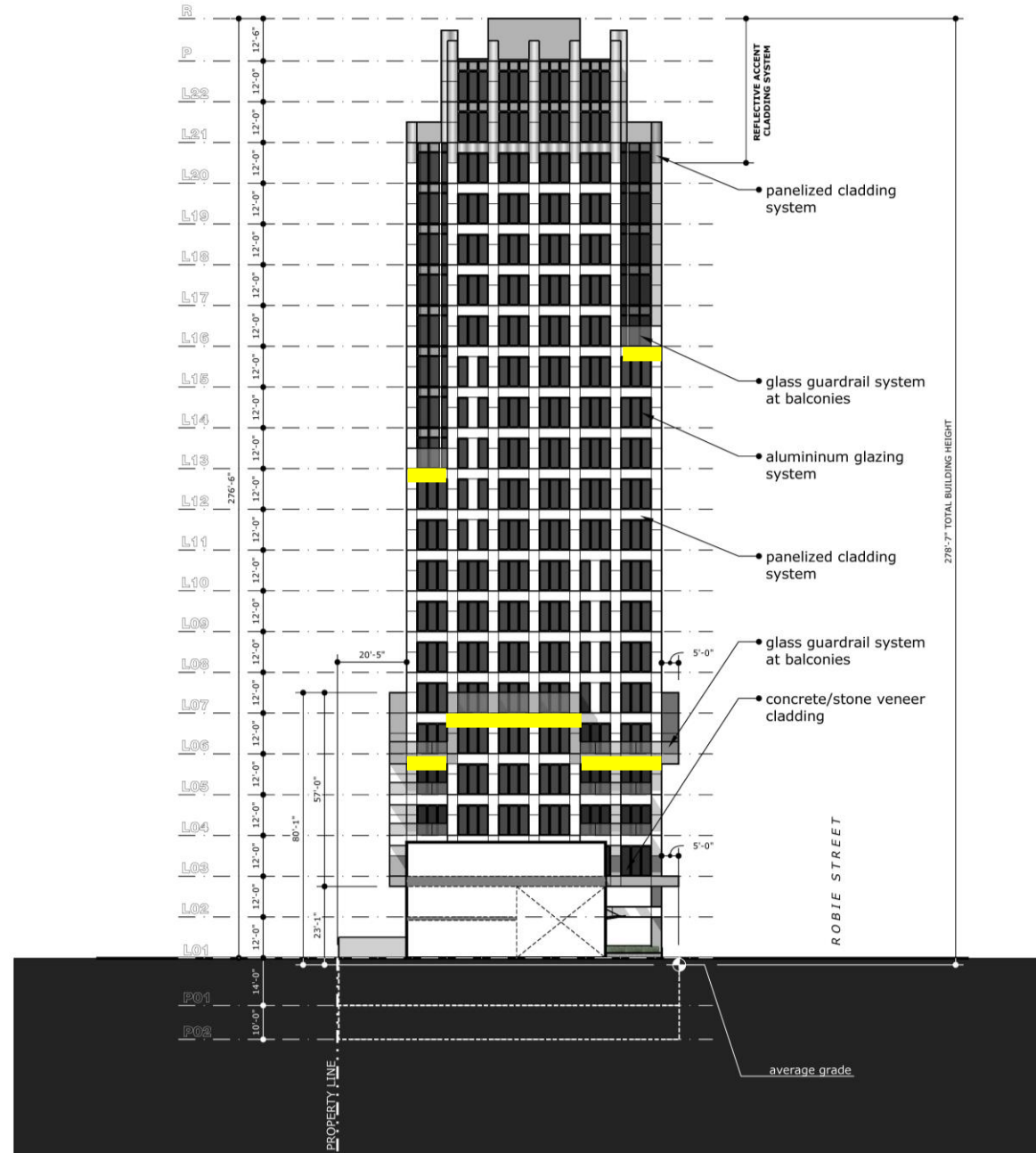
East Elevation





North Elevation





Request

- *Consideration of design enhancements to improve pedestrian safety and flow of traffic at building access on Robie St., including the use of a courtyard or layby as a potential improvement to building access.*

Consideration

- *Considered 'drop off' loop in front plaza along Robie St. (included 2 added curb cuts, totaling 3). Not supported by HRM Planning Staff or HRM Engineering staff.*
- *Layby area was also considered, which was not supported by Staff.*
- *Applicants therefore have not pursued these options/agree the safest and most pedestrian-focused option is to have 1 access for vehicles/deliveries off Robie St.*
- *Site as currently exists has 3 curb cuts. Proposal has 1 curb cut on Robie. This is supported by the TIS.*
- *Non-substantive amendment clause for changes to access. May look to pursue this off Parker Street (Westwood owned properties).*

Quantitative Wind Study

- *Concludes the proposed development will have a generally neutral influence on grade-level wind conditions, with a few minor exceptions.*
- *Halifax Common and the sidewalk areas east of the subject site are predicted to be somewhat calmer.*
- *Portions of the landscaped spaces, sidewalk areas, and parking spaces north of the site are predicted to be somewhat windier conditions nevertheless remain acceptable for the intended uses.*
- *Wind Study Addendum accounted for modifications to the front façade to meet Nova Scotia Power Inc. (NSPI) requirements and the conclusion was found to be consistent.*

Traffic Impact Statement

- *Original Traffic Impact Statement - 2014*
- *Traffic Impact Statement addendum 2018*
- **Conclusion:**

With excellent access to several existing transit routes as well as nearby active transportation links along Windsor Street, Vernon Street, and Allan Street, the trips generated by this development are not expected to have any significant impact on levels of performance on adjacent streets and intersections or to the regional street system.

Consistent with:

- FAR 5.0 (Policy 3.10)
- CEN-2 uses (Policy 3.11)
- Adequate transportation infrastructure, pedestrians, cyclists (Windsor St. bike lane), public transit on Robie (Policy 10.6)
- **Robie Street Special Area Policy** - fully consistent with all terms (e.g., unit mix/count, tower dims and floorplate size, height, ground floor uses, setbacks, and stepbacks, Pedestrian Wind Impact Assessment, visual architectural interest, vehicle and bicycle parking, indoor and outdoor amenity space) (Policy 10.29)
- Public benefit required as per LUB (funds for affordable housing) (Policy 10.16)

Thank you

Christina Lovitt, MCIP, LPP
WSP Canada Inc.



Danny Chedrawe
Westwood Construction Ltd.

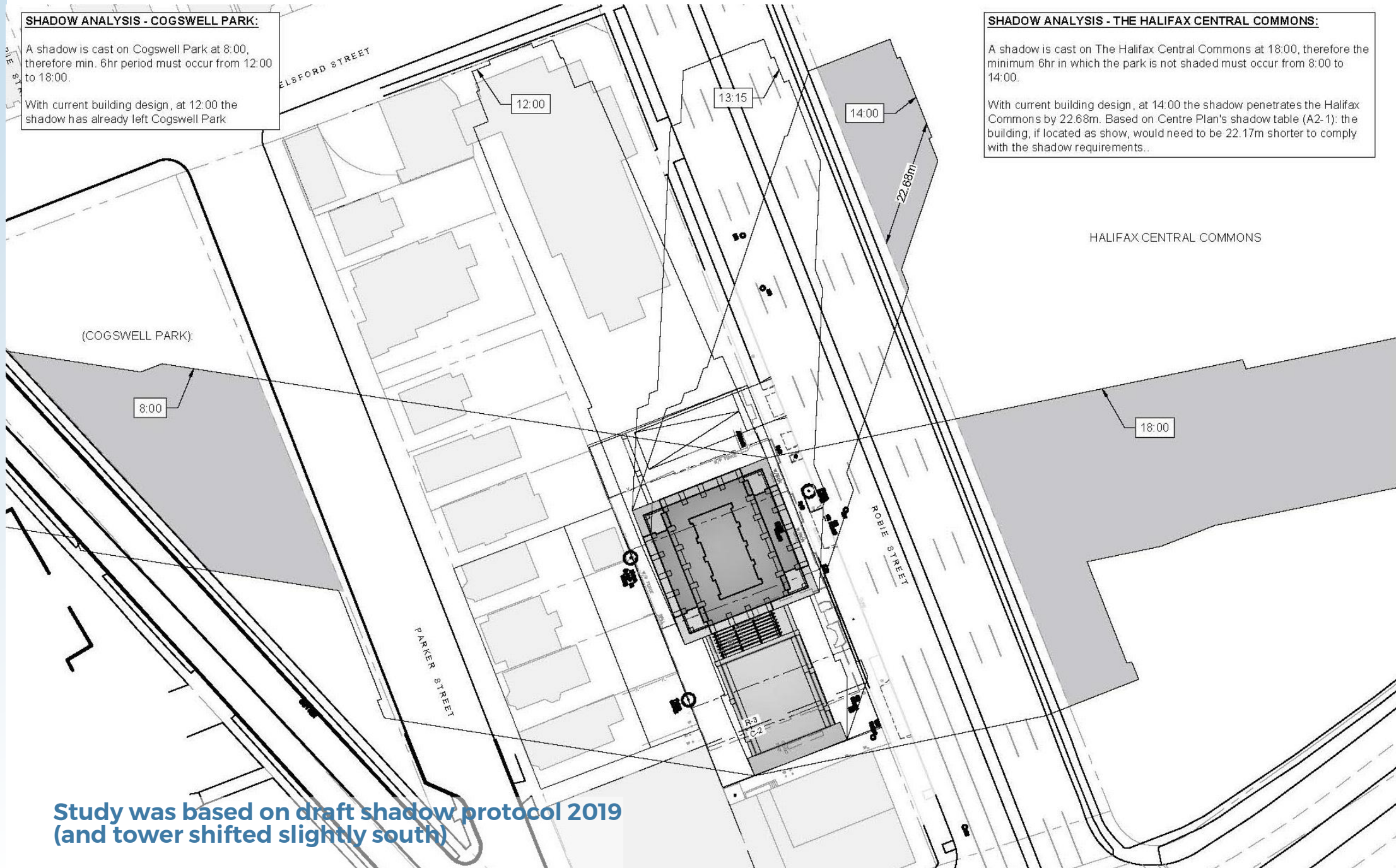


Shadow Consideration

SHADOW ANALYSIS - COGSWELL PARK:

A shadow is cast on Cogswell Park at 8:00, therefore min. 6hr period must occur from 12:00 to 18:00.

With current building design, at 12:00 the shadow has already left Cogswell Park



SHADOW ANALYSIS - THE HALIFAX CENTRAL COMMONS:

A shadow is cast on The Halifax Central Commons at 18:00, therefore the minimum 6hr in which the park is not shaded must occur from 8:00 to 14:00.

With current building design, at 14:00 the shadow penetrates the Halifax Commons by 22.68m. Based on Centre Plan's shadow table (A2-1): the building, if located as show, would need to be 22.17m shorter to comply with the shadow requirements..

(COGSWELL PARK):

8:00

12:00

13:15

14:00

22.68m

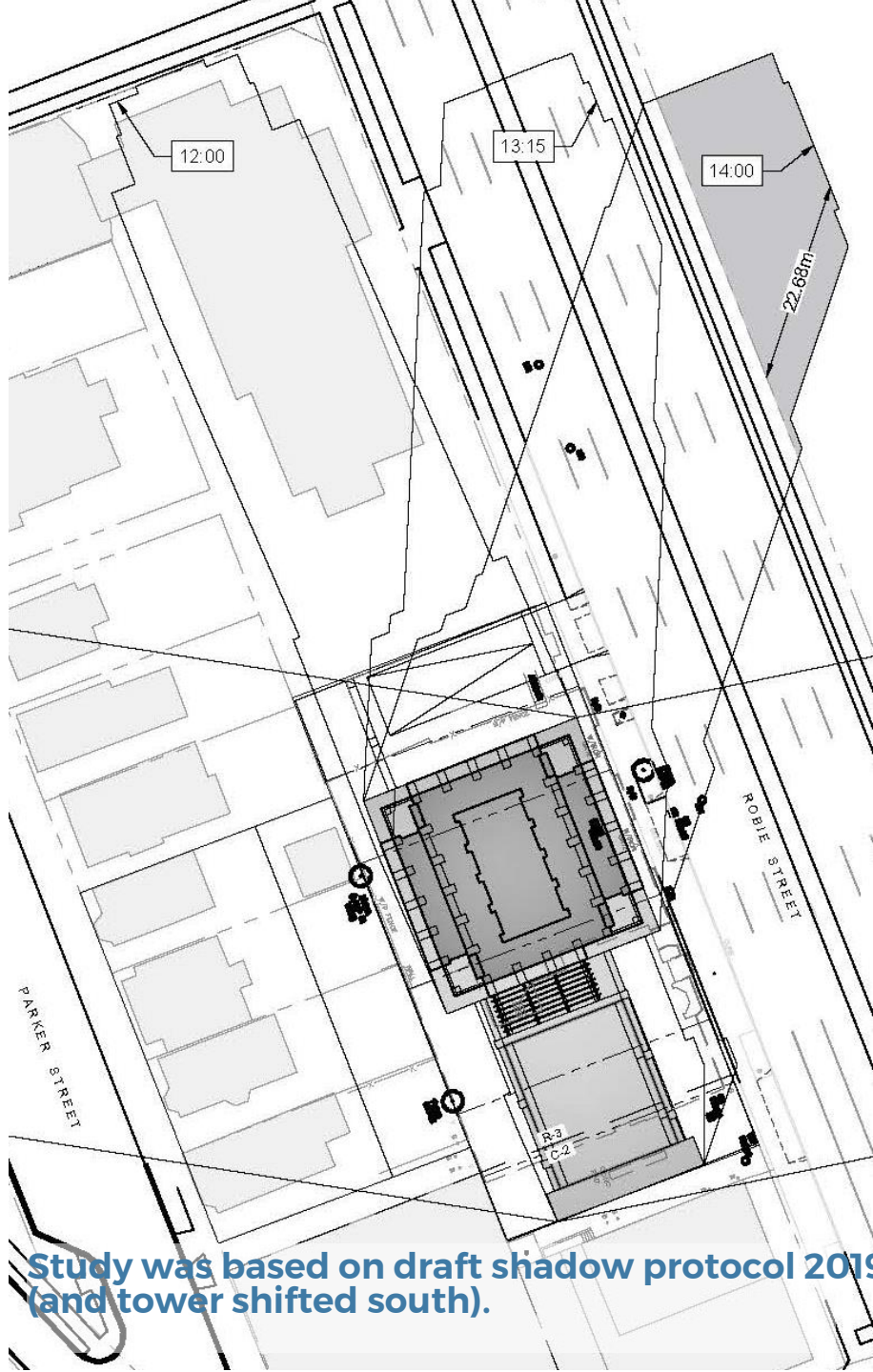
HALIFAX CENTRAL COMMONS

18:00

Study was based on draft shadow protocol 2019
(and tower shifted slightly south)



Shadow Consideration



Study was based on draft shadow protocol 2019 (and tower shifted south).



Shadow Consideration

