

PENHORN

Future Growth Node
Development Agreement
Planning Application



Crombie
REIT



Clayton

December 8, 2020

Mr. Carl Purvis
Planning Applications Program Manager
Planning and Development
HALIFAX

Dear Mr. Purvis,

Re: Penhorn Application for Development Agreement PIDs 00222844 & 41331281

Clayton Developments Limited and Crombie REIT have formed a partnership to develop the Penhorn Property. We are pleased to submit the following package in support of our application for development agreement.

- Attachment A: Concept Plan & Massing Model images
- Attachment B: Centre Plan, Map 12 Comparison
- Attachment C: Parks and Open Space Plan
- Attachment D: Active Transportation Network Plan
- Attachment E: Street Network Plan & Cross Sections
- Attachment F: Site Servicing Brief & Plans
- Attachment G: Traffic Impact Study
- Attachment H: Stormwater Management Plan and Report
- Attachment I: Shadow Study
- Attachment J: Landscape Plan and Summary
- Attachment K: Retracement Plan

1. Background

The Penhorn Future Growth Node presents a brownfield redevelopment opportunity in HRM's Regional Centre with significant access to transit, parkland, and commercial amenities. A former shopping centre, the site is now partially vacant, with the rest having been redeveloped as a retail and office complex adjacent Portland Street. The recently developed commercial area is active and well used, with the newest building having been constructed within the last year, and with many long term leases held by successful businesses. Therefore, the retail and office complex area is expected to remain in place, and maintain development rights that exist today, until such a time as it is ready to be redeveloped. The future redevelopment of this area should be planned in greater detail at a later date than the currently vacant lands which demand immediate attention. These vacant areas provide a near-term development opportunity of approximately 25.2 acres, to be reimagined into a residential development.

In October 2009, a Community Vision for the Penhorn site was approved in principle by Regional Council as a mixed-use area clustered around the transit terminal on Portland Street. The approval came following a significant community consultation process, which generated a community vision including pedestrian and transit-oriented spaces and corridors, as well as a range of medium to high density housing choices.

This community vision was integrated into the Regional Centre Secondary Municipal Planning Strategy (SMPS), enabling future development at the site through a development agreement process. Development agreement applications are to be reviewed, assessed, and approved in accordance with Future Growth Node Policies 3.35 and 3.32. At a high level, these policies require:

1. Site and building design to support a compact, mixed-use neighbourhood
2. Environmental protection and water quality protection
3. A range of parks and open spaces to serve the densely populated community
4. A transportation network that prioritizes walking, the easy use of mobility devices, cycling, and transit.

2. Development Brief

The proposed new development of the Penhorn lands incorporates a decidedly urban feel with focus on important pedestrian connections to existing parkland (Brownlow Park and Penhorn Lake), commercial, and transit amenities. The near-term concept plan is shown on Attachment 2 – Concept Plan with designed building footprints, and is rationalized into eight multi-residential development blocks bounded by 45 sixteen-foot-wide townhomes as a transition to the existing low-rise neighbourhood of Manor Park. Future, long term, development blocks I through M are shown as mixed use—incorporating commercial and office uses at the ground floors, with residential above.

The recently adopted Regional Centre SMPS supports a density figure of 3,500 – 4,000 people for this Future Growth Node of 42 acres, which equate to between 83 and 95 people per acre. In the near-term approximately 25 of the 42 acres are proposed to be developed. The remaining 17 acres is existing retail and office and is intended to remain in its current state indefinitely, with the exception of proposed upgrades to the road network, pedestrian connections and AT connections.

The near-term development plan includes 905 units within the approximate 25 acre area where new residential development is proposed. This equates to a total of 2086 people and a population density of 83 PPA, and sits within the policy’s target. A population of 1912 is allocated to the future redevelopment of the 17-acres of active commercial lands. As the development agreement process progresses, the plans will be fine-tuned. The unit yield may vary as the most effective layout is agreed upon to fulfill the intent of all Future Growth Node policies.

The absorption rate for the multi-residential units are expected to be strong with all blocks being sold within a four to five year time horizon following the first year of infrastructure development. Vacancy rates in HRM hit an all-time low in 2019 falling below 2%, while fill rates of newly constructed buildings have averaged between 10-12 months per 100 units completed.

The pedestrian environment is a priority of this development. Enhanced streetscapes, ornamental street lighting, decorative plantings, and general site landscaping are significant elements of the plan to ensure a fine grained, attractive look and feel to the neighbourhood.

Efficient and creative use of infrastructure is important to the success of the development. The proposed road cross sections coupled with storm water management techniques will innovatively cater to the needs of the site. The selective use of hardscaping and narrower travel ways will contribute to pedestrian safety and traffic calming. Performance based road design will link seamlessly with the existing and proposed land use patterns to ensure minimal disruption to existing tenants within the commercial district of Penhorn. These, and other strategic environmental and infrastructure approaches, will contribute to the end objective of developing this community to its greatest potential, in a manner that is attractive and complete.

3. Applicable SMPS Policies

This section will address the applicable policies. SMPS text will be italicized for clarity.

3.1 Objectives

The Regional Centre SMPS includes several objectives within section 3.8, for the future development of lands designated 'Future Growth Node', which includes the Penhorn lands.

- F1 Provide for diverse and inclusive opportunities for public engagement during the comprehensive planning process;*
- F2 Preserve and recognize significant environmental and cultural aspects and provide for a variety of open space uses;*
- F3 Comprehensively plan and develop each Future Growth Node for a mixed-use neighbourhood with a range of housing opportunities, places of employment and services where daily needs of residents can be met;*
- F4 Design a transportation network that includes transit services and facilities, prioritizes pedestrians, cyclists, and public transit over auto-oriented uses, and is connected to other communities;*
- F5 Effectively integrate new developments with surrounding neighbourhoods;*
- F6 Design and build attractive, pedestrian-oriented healthy places, which consider human scale design, food security, urban agriculture, and the use and conservation of energy;*
- F7 Design to mitigate flooding, including coastal flooding, and to manage stormwater on-site; and*
- F8 Create a safe, attractive and accessible public realm for people of all ages and abilities.*

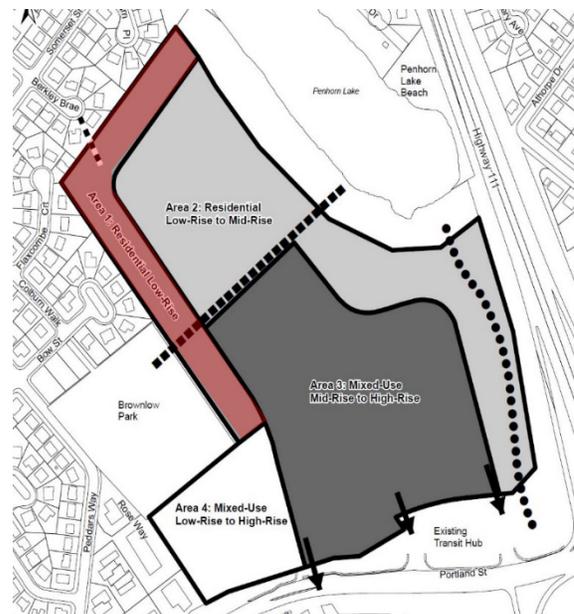
The proposed development includes a variety of private open spaces and enhanced connections to public open spaces abutting the development site. The concept includes a mix of land uses, housing choices and built forms, creating an environment where residents have direct, convenient, walkable connections to private and public amenities and services such as public transit. The proposed transportation network prioritizes active transportation users through enhanced streetscaping, traffic calming design elements, and multi-use trails. Land uses and built forms transition appropriately to surrounding neighbourhoods in accordance with provisions of Policy 3.67 and Map 12 of the SMPS, as seen in Attachment B. Objectives F1 – F8 above are acknowledged throughout this proposal, within the attachments, and will be specifically addressed in response to policies particular to the Penhorn Site, in section 3.8.3.2 of the SMPS.

3.2 Four Areas of the Penhorn Future Growth Node

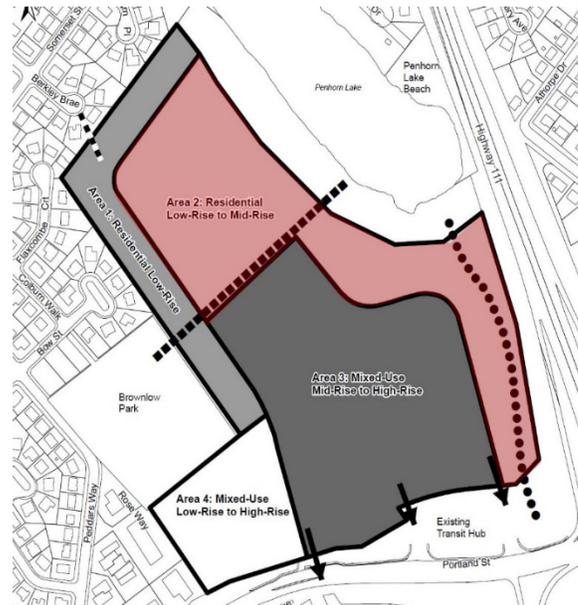
The Regional Centre SMPS, including Map 12, outline four separate ‘Areas’ for the Penhorn Lands within Section 3.8.3.2.

Area 1: this area abuts the Manor Park Neighbourhood and Penhorn Lake Park and Brownlow Park. Future development will maintain and enhance the existing vegetative buffer. Low-rise residential buildings are supported in this area due to its proximity to an existing low-rise residential neighbourhood.

As shown on Attachment A: Concept Plan and massing model imagery, there is an existing vegetative buffer along the outer edge of this area where it abuts the Manor Park Neighbourhood and Brownlow Park. Low-rise residential townhouses are proposed within this area, providing an appropriate scale and form of residential development in proximity to the abutting low-rise neighbourhood.

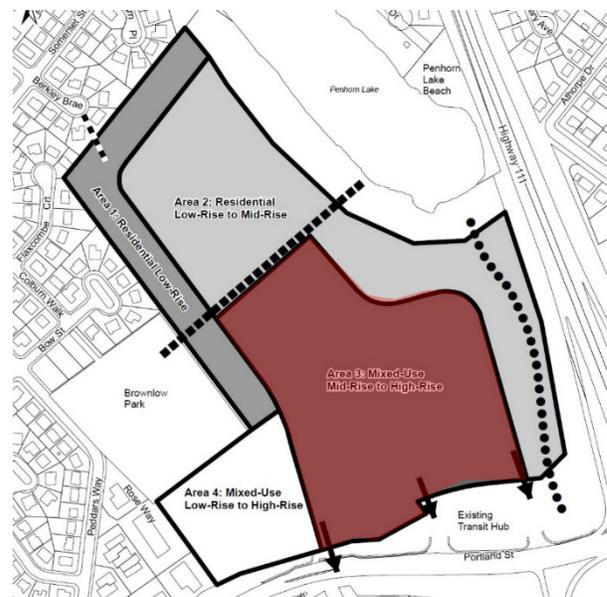


Area 2: this area abuts Area 1 and the Penhorn Lake Parkland. Future development will maintain and enhance the existing vegetative buffer. Predominantly residential low-rise buildings and mid-rise buildings will be established in this area to provide transition between the low-rise residential of Area 1, and the more dense and mixed-use Area 3. Part of this area also abuts the Circumferential Highway where a multi-use trail is to connect the transit facility to Area 3, and Penhorn Lake Park.



The proposed development includes mid-rise, multi-unit residential development ranging from 4-6 storeys within the portion of Area 2 adjacent to Area 1 and Penhorn Lake. These mid-rise building forms provide an appropriate transition between the established and planned low-rise residential areas, and the denser, high rise forms in Areas 3 and 4. A multi-use trail and parkland is proposed adjacent to the Circumferential Highway, connecting the transit terminal to Area’s 3, 2 and Penhorn Lake.

Area 3: this area is intended to be the mixed-use centre of the Penhorn Future Growth Node. Mid-rise buildings, tall-mid-rise buildings and high-rise buildings in a transit-oriented development is supported in this area. A main-street pedestrian-oriented development is envisioned for this area, providing a focal point for commercial activity and supporting public amenities for this dense community. A multi-modal active transportation greenway connects and provides a transition between this area, and Area 2 and connects the two key parks which exist on the site.

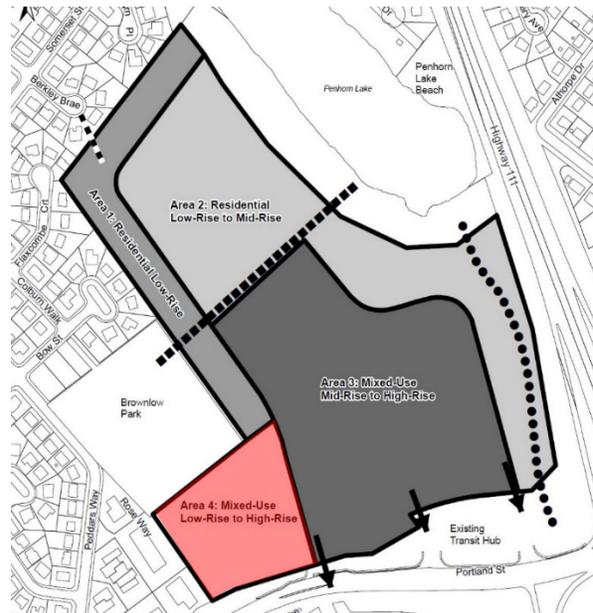


The majority of Area 3 is currently occupied by recently developed retail and office uses, with the northern portion of the area being vacant. The proposed concept plan includes mid-rise to high-rise residential development in this vacant portion, adjacent to Area 2. A multi-modal greenway is proposed to connect Penhorn Lake parkland to Brownlow Park, as detailed in Attachment C. The lands which are currently developed will need to maintain their existing development rights, as per the Centre Plan CDD zone, for the foreseeable future (30+ years). As such, the redevelopment of this area cannot be planned in great detail at this point in time, but is identified on the concept plan as mixed use with a grid block structure to support a future, pedestrian

oriented development patten. The population of this area is intended to be approximately 1912 people, varying with the finalization of detailed plans for the currently vacant area. This population is intended to be distributed amongst commercial lands and multiple residential units.

Area 4: this area is nestled between Manor Park low-rise residential area, Brownlow Park, low-rise Area 1, and the mixed-use centre of Area 1. This area is facing Portland Street and is in close proximity to the transit facility. This area may develop into low-rise to high-rise mixed-use development, and additional park space adjacent to Brownlow Park may also be considered for this area.

The proposed concept for Area 4 includes high-rise residential development and open space to create appropriate transition and compatibility with Brownlow Park. The design also proposes an expansion of Brownlow park through the inclusion of a dedicated parking area. Residential development is oriented towards Portland Street, within proximity to the transit terminal.



3.3 Penhorn Future Growth Node Policies

Policy 3.67 - When considering a development agreement for the Penhorn Lands Future Growth Node, Council shall consider Policy 3.64, and:

- a) *That the general location of proposed land uses, road network connections, parks, and multi-use trails is reasonably consistent with Map 12;*

As outlined in section 3.2 of this letter and shown in Attachment B, the proposed land uses and building forms within the development concept are reasonably consistent with the four areas identified on Map 12. The concept proposes two separate public street connections to Portland Street, a multi-use trail along the Circumferential Highway connecting Penhorn Lake to the Transit Terminal, a multi-use trail connecting Penhorn Lake to Brownlow Park and a walkway connecting Area 1 of the development to the existing low-rise neighbourhood to the north. All of these details within the concept plan are consistent with the elements of Map 12.

- b) *That site and building design supports a compact, mixed-use neighbourhood by:*

- i. *planning for a mix of low-rise buildings, mid-rise buildings, tall mid-rise buildings and high-rise buildings as illustrated on Map 12;*

The development concept includes a mix of low-rise, mid-rise and high-rise buildings that are distributed across the site in a manner that is consistent with Map 12. Please refer to the concept plan and massing model imagery (Attachment A).

- ii. *planning for low-rise residential buildings in Area 1; low-rise to mid-rise buildings predominantly residential forms in Area 2; mixed-use mid-rise, tall mid-rise and high-rise buildings in Area 3; and low-rise to mid-rise buildings and open space in Area 4;*

As outlined in section 3.2 of this letter, and in Attachments A and B, the proposed land building forms within the development concept are consistent with the four areas. The existing retail commercial area encompasses the majority of Area 3 and this application is seeking to enable the continuation of these uses. In the long term, mixed use development will be developed within Area 3 in a manner consistent with applicable SMPS policies.

- iii. *transitioning new development down to existing low-rise residential buildings, and to municipal parks,*

The development concept maintains a vegetative buffer along the outer edge of Area 1 that abuts the Manor Park Neighbourhood and Brownlow Park. The Low-

rise residential townhouses proposed along this edge provide an appropriate scale and form of residential development in proximity to the abutting low-rise neighbourhood and Brownlow Park. Mid-rise building forms are proposed adjacent to Penhorn Lake, however they are located on the opposite side of a public street providing appropriate separation and transition to the municipal parkland. Area 4 includes high-rise residential development and a significant amount of open space to create appropriate transition and compatibility with Brownlow Park. Residential development is oriented towards Portland Street to create separation and appropriate transition from the existing low-to-mid-rise multiple unit dwellings to the west.

- iv. *locating commercial and institutional uses within mixed use buildings up to the third floor, and primarily along the ground floor of pedestrian-oriented commercial streets;*

The majority of Area 3 is currently occupied by a recently developed retail and office complex that includes a variety of commercial amenities within short walking distance of the proposed residential developments. Further development of Area 3 may occur in the future, at which time mixed use buildings will be considered that contain commercial and institutional uses within the ground-oriented levels.

- v. *providing pedestrian-oriented building facades and designs;*

The proposed residential developments places the buildings close to the street, with human scaled streetwalls that include ground oriented residential units and variation in design elements. The majority of vehicular parking areas are proposed to be located underground with landscaped podiums at grade, with a limited amount of surface parking located away from public streets. The concept strikes an appropriate balance of high density, human scaled residential development and landscaped open space within the public realm. The balance of these elements aims to create a walkable, pedestrian-oriented environment.

- vi. *prohibiting new drive-through facilities;*

No new drive-through facilities are proposed within the development

- vii. *providing substantial landscaping around the perimeter of the site, and adjacent to all buildings; and*

The proposed development includes landscaped vegetative buffers along the outer edges of the site, abutting existing low-rise neighbourhoods and municipal parks. Enhanced streetscapes, ornamental street lighting, planter boxes, and general site

landscaping are provided throughout the development concept. Please refer to Attachment J: Landscape Plan and Summary statement

viii. *providing a mix of units, including ground orientated units.*

The concept includes 45 ground oriented (16' wide) townhouses, with rear lane access, along the northwestern edge of the site adjacent to the low-rise residential neighbourhood of Manor Park. The total number of residential units is proposed to range between 800 and 905, and will include a variety of unit sizes and types within the low, medium and high rise structures.

c) *That environmental protection, water quality and Urban Forest Master Plan objectives are supported by:*

i. *designing on-site stormwater management that emphasizes low impact development measures as a means to maintain water quality in Penhorn Lake, with consideration given to the Analysis of Regional Lakes Water Quality Data (2006- 2011) prepared by Stantec in 2012*

The Master Storm Water Management Plan found in Attachment H demonstrates that the site is balanced and gives consideration to the referenced Stantec Data. Site pre and post development balancing of storm water is achieved by the application of a wide range of Low Impact Development strategies and Best Management Practices as outlined Conceptual Stormwater Plan within Attachment H.

ii. *considering a water quality monitoring program during and following development to ensure that the water quality objectives of the Regional Plan are satisfied;*

As the development strategy progresses, a water quality monitoring program will be established in collaboration with Halifax Regional Municipality in order to ensure that the water quality objectives of the Regional Plan are satisfied.

iii. *preparing a landscaping and vegetation plan as part of site development to support the canopy target for the Manor Park Neighbourhood as referenced in the Urban Forest Masterplan.*

The initial Landscape Plan can be found in Attachment J, along with a summary document which explains how the plan supports the canopy targets of the Urban Forest Masterplan.

d) *Parks and open spaces provide the full range of recreation and open spaces needed to serve the dense community by:*

i. locating public amenity spaces near the transit terminal on Portland Street,

Land directly to the north-east of the transit terminal will be developed as public parkland. This corridor of land provides amenity space near the transit services, and also offers connectivity to further recreation opportunities. The corridor continues behind the existing commercial uses adjacent to the Circumferential Highway and connects the transit terminal to Penhorn Lake Beach and the existing trail around the West side of Penhorn Lake with a multi-use trail.

ii. retaining, and where feasible, enhancing vegetative buffers around Penhorn Lake,

The existing vegetative buffer surrounding Penhorn Lake ranges between 40m and 60 m in width, and will be maintained in its entirety. An additional linear portion of land, ranging from 4m to 24 metres wide, will be added to the existing buffer area between the proposed development and Penhorn Lake.

iii. establishing setbacks from municipally-owned lands around Penhorn Lake,

In addition to expanding the existing municipally-owned lands, development will not occur on the North-east side of the road (the same side as Penhorn Lake) to ensure that setbacks are maintained, and provide visibility and ease of access to the parklands.

iv. providing that only pervious landscaping surfaces or materials are permitted within the setbacks from municipally-owned lands around Penhorn Lake, and

The landscaping materials within the setbacks from municipally-owned lands are intended be grass or will remain as existing natural vegetation.

v. planning for a public park or parks to be aligned with, and to be visible from existing parks and the multi-modal pathway linking Penhorn Lake area and Brownlow Park; and

The plan establishes a multi-modal linear park aligned to connect Brownlow Park and the Penhorn Lake area. The linear park is 18 m in width and continues the full 147m length of the residential block. A direct and legible connection is made across the public street, to the existing parks on either end.

The Parkland Plan, found in Attachment C, provides detail on the vision for this space. The linear park is intended to be used as both an active and a passive recreational area; providing a means of moving between existing parks, as well as a place to linger. A 3m wide multi-use trail provides a direct route through the park for bikers and joggers, while a meandering adjacent pathway and landscaped

area is suitable for more leisurely movement. Seating will be available throughout the linear park, with a set of landscaped steps that overlook the central connection towards the commercial area. These steps will be a key view terminus from the commercial area, and will draw shoppers to this activated space, where they can enjoy a snack from a nearby shop, rest, or people watch, at their leisure.

e) *That the transportation network prioritizes walking, the easy use of mobility devices, cycling, and transit use by:*

i. *providing a minimum of two street accesses to Portland Street as illustrated on Map 12;*

The proposed concept plans includes two separate street accesses to Portland Street at existing controlled intersections, as illustrated on Map 12.

ii. *planning for a multi-modal greenway that links Penhorn Lake area and Brownlow Park, is hard surfaced and no less than 3 metres wide to accommodate public spaces, trees and an off-road active transportation route;*

The concept plan includes a hard surfaced, tree lined, 3m wide multi-modal path for off-road active transportation through the centre of the development. This is shown in detail in Attachment C.

iii. *designing wide pathways to access the back half of the site and intersect with the greenway to give priority to pedestrians and active transportation,*

A central, active transportation-only pathway connects the commercial area to the North-west portion of the site, as shown in Attachment D. The path begins at the edge of the existing commercial area, and passes through an 18m wide corridor between residential blocks. The pathway comes to an end as it intersects with the multi-modal linear park. This pathway provides a direct connection to the amenities at the back of the site. While pedestrians and bikes can access the back half of the site by way of sidewalks, this direct route provides a more pedestrian friendly option, as it is not accessible to motorized vehicles. Landscaping details and an attractive view terminus towards the multi modal linear park will incite a natural movement towards the back half of the site.

iv. *designing pedestrian pathways to connect the transit facility, existing neighbourhoods, Brownlow Park, Penhorn Park, and the proposed Penhorn Lake trails, and*

The Active Transportation Plan (Attachments D) and the Street Network Plan (Attachment E) depict the variety of connections and pathways. In addition to the trail connecting the transit terminal to the Penhorn Lake, the multi-modal linear

park area, and the connector pathway, which have been described above, the site design also provides various other connection and enhancements to complement the existing pedestrian network, including:

- The maintenance and improvement of the existing connection from the site to the Manor Park Neighbourhood through Berkley Brae
- 1.8m wide sidewalk along the entirety of Local Road 1 which provides pedestrian connectivity throughout Areas 1 and 2
- 3m wide asphalt trail along Local Road 3 which solidifies the link between the multi-modal linear park and Brownlow Park, as well as providing pedestrian connectivity between Areas 1, 3 and 4, and out towards Portland street
- The design ensures that Penhorn Lake is accessible from throughout the neighbourhood, offering a trail connection from the back, midpoint and front of the site.

v. *planning for pedestrian pathways and open spaces.*

The site has been designed to have high internal pedestrian permeability and to access surrounding areas by direct and convenient pathways. The longest pedestrian connection across the site is a route of approximately 670 metres from the transit terminal on Portland Street, to the most distant townhouses within Area 1. This distance is within norms for walkable access to public transit.

In addition to providing pedestrian pathways to access open spaces, and providing the multi-modal linear park area, this plan also provides enhancements and expansions of existing parkland.

Brownlow Park is a well-used existing recreational area, however it lacks dedicated parking. Users currently park along the adjacent public residential street, and the park is primarily accessed from Peddars Way. This plan proposes a direct means of access from Portland Street, and provides 40 off-street parking stalls dedicated for park use.

Penhorn Lake's trails and beach area are also primarily accessed from the adjacent residential street. This plan proposes the development of a 20-stall parking area for beach and trail users. Combined with the new trails surrounding the lake, as shown on the concept and pedestrian network plans, this parking lot will greatly increase usability and access to the green space and beach area of Penhorn Lake.

In total, this plan includes 5.4 acres of new parkland area, which support and connect the existing network, and provide upgraded accessibility. These 5.4 Acres represents 12% of the entire project area. The plan also proposes upgrades, including 950 m of crusher dust trails, and 633 m of 3 m wide asphalt multi use

trail. The multi modal linear park will include a variety of enhancements, such as sitting steps, hammocks, bike racks, and plantings.

3.4 General Development Agreement & Land Use By-Law Amendment Policies

Policy 3.64 The Maximum Building Height Precincts illustrated on Map 6 shall not apply to a development agreement within a CDD zone. In considering development agreement for any lands zoned CDD, Council shall consider the following:

- a) *the Urban Design Manual contained in Appendix 2 of this Plan;*

Please see Section 4 of this letter, which provides the Urban Design Manual Rationale.

- b) *the applicable site specific CDD requirements set out in Section 3.8.3 of this Plan;*

Please see Section 3.2 and 3.3 of this letter, which respond to specific policies applicable to the Penhorn Mall Site.

- c) *all applicable policies of the Regional Plan and of this Plan;*

The Regional Plan identifies this area as a Regional Local Growth Centre. The Plan outlines future characteristics of these growth centres:

- Includes a mix of medium to high density developments with pedestrian oriented facades
- Transit service availability with connections to developments through enhanced pedestrian linkages
- High quality streetscaping and interconnected private and public open spaces.

The characteristics are translated into policy within the Regional Centre SMPS, which guided the creation of the proposed development concept for the Penhorn lands. The proposed development includes a mix of housing types and built forms with pedestrian oriented facades and streetscaping design. Private development lots include significant landscape open spaces to further enhance the public realm. A variety of direct pedestrian connections are proposed, connecting new developments to the existing transit terminal.

- d) *the subdivision of land;*

The proposed development includes a variety of building types and building forms. New residential buildings are proposed to be located on their own individual lots, some of which may have interconnected parking structures below grade. As the development agreement process progresses, the requirements for subdividing the land will be contemplated in greater detail.

e) *the phasing of infrastructure;*

The proposed development will be broken up into eight phases. Development will begin along Portland Street and will progress along Local Road 1, towards the middle of the site and then along Local Road 2. The order will be, Block H, B, A, and C-G will be divided into two parts and represent the final two phases of the near-term development. The existing commercial redevelopment will follow in the distant future, in four final phases.

f) *the proposed road network and the location of transit facilities;*

The proposed concept plan includes a road network that is consistent with the land use concept in Map 12. The network of streets and multi-use trails provide a variety of direct pedestrian connections to the existing transit terminal.

g) *the provision of open space that meets the objectives of this Plan and the requirements of Regional Subdivision By-law;*

The proposed development concept includes a variety of open spaces which are, in aggregate, equivalent to 12% of the development, as well as additional upgrades described above. These spaces are integrated seamlessly with the existing municipal parks (Brownlow Park and Penhorn Lake), and enhanced with multi-use trails that connect to the existing transit terminal and commercial amenities.

h) *the proposed built form and land use requirements reference the appropriate zones and sections of Land Use By-law with limited variations considered as needed to meet Urban Design Manual;*

i) *the agreement may identify Pedestrian-Oriented Commercial Streets, View Corridors, and View Terminus Sites;*

The sitting steps located in the centre of the multi-modal linear park will act as a view terminus from the pedestrian connection from the commercial area to the back portion of the site. The right of ways through the existing commercial areas will be enhanced based on feedback received from staff, committees, and the community. Over time, as the existing commercial area becomes beneficial to redevelop as a mixed use node, the opportunity will be taken to explore the integration of pedestrian-oriented commercial designs.

j) *provisions to comply with the Pedestrian Wind Impact Assessment Protocol and Performance Standards, and the Shadow Impact Assessment Protocol and Performance Standards of the Land Use By-law;*

Please refer to Attachment I: Shadow Study regarding shadow impacts. With regards to Pedestrian Wind Impact Assessment Protocol, we proposed to include a clause within the development agreement that requires proposed buildings adhere to the provisions of Appendix 1 of the Regional Centre Land Use By-law. We propose the development of future buildings to be subject to the same standards and protocols.

k) *provisions for incentive or bonus zoning;*

We proposed to include a clause within the development agreement that requires proposed buildings adhere to the provisions of Part XII of the Regional Centre Land Use By-law.

l) *impacts to Municipal infrastructure and the need, if any, to concurrently approve by-laws to pay for growth related municipal infrastructure; and*

Please refer to Attachments E through I, including the Traffic Impact Study, Street Network Plan, Site Servicing Brief and Plans, and Storm Water Management Plans and Concepts, which collectively provide a summary of how municipal infrastructure is proposed to be integrated into the development.

m) *the agreement to enable the agreement to be discharged when all terms and obligations are fulfilled.*

The proposed development approach will enable the development agreement to be discharged when all terms and obligations are fulfilled. The creation of private lots with frontage on public right of ways allows a typical zoning model and built form provisions to be incorporated within the existing land use by-law.

4. Urban Design Manual Rationale

The Regional Centre Urban Design Manual contains urban design criteria which represent objectives for how projects can best achieve the urban design goals of Regional Centre SMPS, and best practices for creating a positive relationship between proposed buildings and the open spaces, communities and neighbourhoods. The document is divided into four categories: Site Context, Site Planning and Design, Open Space Design, and Building Design.

Site Context: The proposed development concept for the Penhorn lands was created to support community identity and enable a complete community. In the past, these lands have primarily served as a commercial node for surrounding residential neighbourhoods. This function of the lands, in combination with highly accessible transit node, is preserved and enhanced within the proposed development. Built form patterns, such as street layout, sidewalks, pathways, bike routes, block structure and building massing are designed to preserve and enhance the context of

the site while enabling more residents to live within this area of the city. Community assets surrounding the site, such as Brownlow Park and Penhorn Lake are preserved with enhanced connections to the existing surrounding neighbourhoods and newly proposed developments within the site.

Site Planning and Design: The proposed development organizes new building massing, open spaces and uses to emphasize and enhance the pedestrian environment. Buildings will have ground oriented units and private landscaped open spaces. An active streetwall will be achieved by locating buildings close to street lines, occupying the majority of street frontages, strategically locating open spaces to break up large lots and providing a fine grained block pattern. The development also proposes mobility connections within the site that support a pedestrian friendly environment and promote interconnectivity between residences, private open spaces, public open spaces, commercial amenities, and public transit services. Parking and utility aspects of private developments are located underground or within the rear yards and interior portions on private development lots in order to minimize the impact on the public realm.

Open Space Design: The proposed development includes a network of public and private open spaces that were strategically located to provide positive experiences for people and support a pedestrian friendly and human-scaled public realm. These spaces are planned to be designed with accessibility in mind by including barrier free access points, careful surface material selection and appropriate seating. Enhanced streetscapes, ornamental street lighting, planter boxes, and general site landscaping are significant elements of the concept plan that are compatible and consistent with open spaces abutting the site and within surrounding neighbourhoods.

Building Design: The proposed development includes a variety of building types and forms that are strategically sited in order to provide appropriate transition to surrounding neighbourhoods. The building designs will support a pedestrian-friendly and human-scaled public realm through the following:

- Designing buildings that are taller than wide, with human scaled streetwalls
- Providing breaks in streetwalls to emphasize fine-grained neighbourhood character
- Including multiple entrances and grade-related units to enhance the streetscape and pedestrian experience
- Locating parking away from the streetline, either underground, inside, or to the rear of the building with access doors not visible from the public realm

5. Closing

We trust that the enclosed materials satisfy the application requirements, and look forward to working with staff, the community, committees, and council throughout the application process. Please do not hesitate to contact the undersigned at any time.

Yours truly,

Clayton Developments Limited

Original Signed

Kevin Neatt, MA (GEOG)
Vice President of Planning and Development

Original Signed

Stephanie Mah, BSc, MES Planning, MCIP, LPP
Planner, Urban Designer