



The City of Saint John

**Date:** December 10, 2021  
**To:** Planning Advisory Committee  
**From:** Growth & Community Services  
**Meeting:** December 14, 2021

**SUBJECT**

**Applicant:** Fundy Harbour Group  
**Landowner:** Fundy Quay Developments Inc. and the City of Saint John  
**Location:** 35 Water Street  
**PID:** 55235113, 55235105 and 55221881  
**Plan Designation:** Primary Centre  
**Existing Zoning:** Waterfront Commercial (CW) and Uptown Commercial (CU)  
**Proposed Zoning:** Waterfront Commercial Integrated Development (CWID)  
**Application Type:** Zoning By-Law Amendment, Section 59 Amendment and Variance  
**Jurisdiction:** The *Community Planning Act* authorizes the Planning Advisory Committee to give its views to Common Council concerning proposed amendments to the Zoning By-law or amendments to Section 59 conditions imposed on a property. Common Council will consider the Committee's recommendation at a public hearing on **Monday, January 10, 2022**.

The *Community Planning Act* authorizes the Planning Advisory Committee to grant reasonable variances from the requirements of the Zoning By-law. The Committee can impose conditions.

### **EXECUTIVE SUMMARY**

The Fundy Quay project is a catalytic project for the City involving a key waterfront development site which has been actively pursued for many years, identified as one of the Big Moves in the Central Peninsula Secondary Plan (CPSP), and identified as a catalytic project by the City, the multi-phase mixed use development will include five buildings having a total floor area of 69,700 square metres plus an internal parkade including a minimum of 400 parking spaces and 677 dwelling units. The mix of uses will bring additional residential density to the Central Peninsula, which aligns with the goals of the Municipal Plan and the Secondary Plan and will bring additional animation to waterfront on a 24/7 basis through increased density and public space improvements including an extension of Harbour Passage, publicly accessible open space and through leveraging improvements to the adjacent market slip public space.

A phased approach to the approvals is recommended which provides approvals for the first phase of the project along with the overall massing and height for the entire development, while ensuring future phases are subject to a full public review and Council approval. This provides certainty for the developer but allows for control over the detailed design aspects of future phases of the project to ensure a high-quality project and thoughtful integration with the surrounding Public Realm and waterfront given the prime waterfront location.

Staff have assessed the proposal against the applicable policies of the Municipal and Secondary Plans and are recommending approval of the application to rezone the site, which is currently vacant, from Waterfront Commercial (CW) and Uptown Commercial (CU) to Waterfront Commercial Integrated Development (CWID), subject to a series of Section 59 conditions. Committee approval of variances related to building setbacks are also recommended.

### **RECOMMENDATION**

1. That Common Council rezone a parcel of land having an area of approximately 2.5 hectares, located at 35 Water Street, also identified as PID Number 55235105 and 55235113, from **Waterfront Commercial (CW)** to **Waterfront Commercial Integrated Development (CWID)**.
2. That Common Council rezone a parcel of land having an area of approximately 531 square metres, located at 35 Water Street, also identified as PID Number 55221881, from **Uptown Commercial (CU)** to **Waterfront Commercial Integrated Development (CWID)**.
3. That Common Council rescind the Section 39 conditions imposed on the May 7, 2012, rezoning of the property located at 35 Water Street, also identified as PID 55235105.

4. That Common Council rescind the Section 39 conditions imposed on the December 2, 2019, rezoning of the property located at 35 Water Street, also identified as PID 55235113.
5. That the City, upon third reading at Common Council, pursuant to the provisions of Section 59(1)(b) of the *Community Planning Act*, impose the following conditions on the parcel of land having an area of approximately 3.0 hectares, located at 35 Water Street, also identified as PID Numbers 55221881, 55235105 and 55235113 (collectively the “Rezoned Properties”):
  - a. That the development of the site be limited to the applicant’s proposal for a mixed-use development having a maximum floor area of 69,700 square metres plus an internal parkade including a minimum of 400 parking spaces and a maximum of 677 dwelling units as generally outlined on the plans submitted with the application.
  - b. That only Phase 1 (the southeast building) of the development be permitted on the basis of this resolution and that prior to beginning construction on any future phases of this development, that the City shall grant further approvals and impose any additional conditions on such future phases of this development through an amendment to these conditions.
  - c. That the heights of the proposed buildings be between 6 storeys (25 metres) to 19 storeys (70 metres) as outlined on the plans submitted with the application.
  - d. That the massing of the proposed development be generally as outlined on the plans submitted with the application.
  - e. That the uses within the proposed development be limited to the following:
    - Commercial Uses, including but not limited to a Business Office, Retail, Commercial Entertainment, Personal Service, Restaurant, and Accommodation/Hotel
    - Multiple Unit Dwelling(s)
    - Community Centre
    - Cultural Establishment
    - A Parking Garage
    - Surface Parking as outlined in the applicant’s proposal for the site
    - Publicly Accessible Greenspace
    - The following as interim uses of undeveloped areas of the site as the phased development of the overall site is occurring:
      - o a farmers’ market or seasonal retail use;
      - o special events and festivals held on the site on a temporary basis;

- o work associated with the replacement of the existing seawall along the waterfront frontage of the site and siteworks including the associated placement of fill on the site; and
  - o a recreational use
- f. That the design considerations outlined in the Wind Study for the development to mitigate the wind impacts on the pedestrian environment around the building entrances and for the proposed upper-level terraces be implemented through the detailed design of the development and that confirmation of the effects of these mitigative measures be provided to the Development Officer with the Building Permit application.
- g. That the detailed design of the angled parking area and raised sidewalk along the west side of Water Street be subject to the review and approval by the City to ensure appropriate design measures are employed for aspects including landscaping, wayfinding, accessibility, parking operations and pedestrian circulation.
- h. That the following cladding materials be prohibited in the development:
  - Vinyl siding,
  - Plywood,
  - Exterior insulation and finish systems where stucco is applied to rigid insulation
  - Vinyl windows
  - Cinder block
- i. That the development incorporates the following minimum glazing percentages:
  - Minimum Allowable glazing percentages - Ground floor retail: 50-80%.
  - Minimum Allowable glazing percentages - Above-grade: 25-60%.
- j. That the development of the Rezoned Properties be in accordance with the provided Phasing Plan and proposed water and sewer demands provided per phase. Any proposed changes to the master Phasing Plan must be provided to and approved by the City, including any proposed changes to the water and sewer demands. Prior to the start of each Phase of development, the developer's engineering team shall confirm that the next phase of development corresponds to the submitted master Phasing Plan and the estimated water and sewer demands proposed for the site (all phases). If the proposal has changed (phasing or demands), the Developer shall not proceed to the next proposed phase until they have re-submitted their engineered water and sewer demands to the City to compare against the overall master site development plan. Prior to proceeding with each phase, the developer's engineering team must confirm the proposed flows are within the proposed master development plan submitted to the City during this re-zoning.

- k. That the developer grant any easements and/or rights-of-way requested by the City at the City's sole discretion, for all municipal infrastructure within the Rezoned Properties of and the relocated sidewalk along the west side of Water Street. The suitability of the width of the easements are subject to the review and acceptance of Saint John Water and the City.
  - l. That the recommendations from the Traffic Impact Study prepared by CBCL Limited be completed. These improvements include:
    - o That a subsequent traffic assessment be completed following the initial phases of construction and the return of normal traffic conditions (after Phase 2 and before Phase 3) to verify the results of the submitted study.
    - o Study recommendations related to the installation of Traffic Signals in conjunction with Phase 4 of the proposed development be updated based on the updated traffic assessment.
    - o Construction of the elevated sidewalk during Phase 1 to remove the need for pedestrians to walk adjacent to Water Street traffic from the angled Water Street parking spaces and the adjacent sidewalk.
  - m. If any municipal infrastructure improvements are required to service this proposal, it will be the developer's full responsibility and cost to complete. Prior to determining this, detailed engineering plans and a design brief must be submitted by the owner/developer's engineering consultant to the City for review and approval by the City.
6. That Common Council amend Schedule G of the Zoning By-law and increase the maximum building height from 28 metres and 42 metres to 70 metres for the parcel of land having an area of an area of approximately 3.0 hectares, located at 35 Water Street, also identified as PID Numbers 55221881, 55235105 and 55235113.
7. That the Planning Advisory Committee grant a variance to Section 15.2(a) of the Central Peninsula Building Height and Massing Overlay (CPO) zone to allow for the proposed building to be developed without the provision of 3-metre façade step backs at the 14 metre and 24 metre elevations.

### **DECISION HISTORY**

On December 2, 2019, Common Council amended existing Section 59 conditions imposed on PID 55235113 for the purposes of expanding the list of permitted uses in order to permit a commercial parking lot to operate in the interim prior to the sea wall upgrades, site preparation, and redevelopment of the site.

On May 7, 2012, Common Council gave third reading to rezone the subject property from "ID" Integrated Development and Transportation "T" to "ID-W" Integrated Development – Waterfront. Council further resolved, pursuant to Section 39 (now Section 59) of the *Community Planning Act*, that the development and use of the property be subject to the following conditions:

- a. The use of the site shall consist of a mixture of residential, retail, commercial/office and/or hospitality uses as generally described in the submitted proposal of the Saint John Development Corporation dated March 9, 2012, and entitled “Rezoning Application – Fundy Quay Development, City of Saint John, Saint John, New Brunswick.”
- b. No portion of the site shall be developed except in accordance with detailed plans including, but not limited to, a context plan, a site plan, typical building floor plans, building elevations, a landscape plan, and a grading plan, all of which are to be prepared by the proponent of the development and subject to the approval of Common Council, as a statutory amendment to these conditions.

The 2012 application was made following Saint John Development Corporation securing the property from the Government of Canada (Department of Fisheries and Oceans) between 2011-2012 and was intended to aid in attracting developers by rezoning the property for a mixed-use development opportunity. The 2012 development concept included a residential, retail, commercial/office and hospitality uses and a 25’ Harbour Passage extension around the perimeter. This approach provided the Saint John Development Corporation with sufficient zoning approvals to market the site to interested parties, with the ultimate project design subject to City approval through a Section 59 Amendment.

## **ANALYSIS**

### **Proposal**

Formerly a series of tidal slips, the Fundy Quay site was created in the 1950s through infill to provide for Coast Guard operations. These operations continued until 2019, when the Coast Guard fully relocated to other areas of the city. With decline in Coast Guard operations and the fact that most of the peninsula’s waterfront has been occupied by Port or industrial uses, the Fundy Quay site has long been identified as a strategic waterfront redevelopment site. After several informal proposals in the 1990s, a call for proposals through the Saint John Development Corporation was first issued in 2005 to redevelop the site. The two major challenges facing the site throughout this time have been soil conditions and the condition of the seawall. There have been several false starts for redevelopment of the site since 2005. One of these resulted in the subdivision and sale of a portion of the site to the Province for a proposed New Brunswick Museum, which was later cancelled. In 2019, the Elias Management Group (EMG) was selected as the successful proponent in response to a call for expressions by Envision Saint John (formerly Develop Saint John).

In conjunction with the selection of EMG, significant federal/provincial funding was secured, more than \$18 million, to address the major challenges in redeveloping the site. In addition to the repair and raising of the seawall and site remediation activities, tri-lateral funding will provide for a complete refurbishment of the adjacent Market Slip public space and extension of Harbour Passage around the perimeter of the Fundy Quay site. In addition, a possible pedway link to the Fundy Quay site from Market Square was included in the funding proposal. These public spaces and the pedway are illustrated in the conceptual renderings prepared by Lydon Lynch of the

Fundy Quay site. EMG has been working with the landscape architect of these two public spaces to ensure coordination of public/private activities. The Market Slip public space refurbishment is scheduled to be completed by early 2023 and the Harbour Passage extension before the end of 2023. Through the lease agreement, EMG is required to purchase the property by no later than the 25th year of the lease. Subdivision of the Harbour Passage extension lands will be required to ensure these lands are maintained under city ownership. Five buildings are proposed for the site, with four of the buildings (referred to as the SE, SW, NW, and NE buildings) incorporating a mix of uses including residential, office, retail, personal service, restaurant, and accommodation. A fifth building, located proximate to the Waterfront, is envisioned to house uses such as a community centre, cultural establishments, and commercial entertainment. Structured parking will be incorporated into the buildings and publicly accessible green space will be provided. The proposed total gross floor area of the buildings is 69,700 sq. m. (750,000 sq. ft) including residential, commercial, and cultural uses, not including parkade areas of 23,250 sq. m. (250,000 sq. ft.) which will incorporate 440 parking spaces.

The development is anticipated to be constructed in five phases as follows.

<b>Table 1. Development Phasing</b>			
Phase	Building	Estimated Build Out Date	Building Use
1	SE Building	2024	165 Apt. Units + 11,384 ft <sup>2</sup> Retail
2	SW Building	2026	111 Apt. Units + 18,875 ft <sup>2</sup> Retail
3	NW Building	2028	173 Apt. Units + 16,653 ft <sup>2</sup> Retail + 66,613 ft <sup>2</sup> Office
4	NE Building	2030	188 Apt. Units + 10,799 ft <sup>2</sup> Retail + 52,891 ft <sup>2</sup> Office
5	Community/Cultural	2032	34,657 ft <sup>2</sup> Cultural Space (Potential for 40 units <sup>1</sup> )
Totals	637-677 Apartment Units 57,711 ft <sup>2</sup> Retail 119,504 ft <sup>2</sup> Office 34,657 ft <sup>2</sup> Cultural Space		

Building heights will range from 6 storeys (25 metres) for the SW building to 19 storeys (70 metres) for the NE building.

The first building constructed will be the SE building which will incorporate commercial at grade along Water Street. The SE building will have a gross floor area of 15,515 square metres, with 1,115 square metres of commercial floor space and 14,400 square metres of residential floor space providing 165 units. A total of 168 parking spaces will be provided in conjunction with the first building, with 15 spaces located along Water Street and 153 spaces within the building.

<sup>1</sup> Should no public entity come forward with interest in this site, a small mixed-use building is proposed to take its place.

The two easternmost buildings will have direct street access to Water Street, with the three buildings on the waterfront side of the development accessed via an internal drive aisle which also provides access to parking and loading areas.

The development further proposes to donate public diagonal parking along the West edge of Water Street. An easement may be considered for below-grade services running under the central drive aisle.

### **Site and Neighbourhood**

The subject site is in the Uptown area of Saint John, abutting Water Street and a slip controlled by Port Saint John. A portion of the site was occupied by a four-storey office building and garage, used by the Coast Guard as an administration building. Following the City's acquisition of the site from the Federal Government, portions of the site were used for parking. The majority of the 2.6-hectare site is currently zoned Waterfront Commercial (CW) with a 531 square metre portion in the northeast corner of the site zoned Uptown Commercial (CU).

A slip is located south of the site with Port lands further to the south along Water Street being developed into a container village for future event programming including the Area 506 Festival. Market Square, Market Slip, and Loyalist Plaza are located north of the site, with Public Space improvements planned for Loyalist Plaza and the Market Slip area. A mix of residential and commercial uses are located along the west side of Water Street and in the surrounding Uptown area.

### **Municipal Plan and Rezoning**

#### **Municipal Plan and Central Peninsula Secondary Plan (CPSP)**

The site, and the surrounding area is located within the Uptown Primary Centre as designated by the Municipal Plan. This area is the City's highest intensity mixed-use development area and contains a mix of uses including major office and government developments and a wide range of other commercial uses, including specialty retail and the region's arts, cultural, and entertainment facilities. Development of high-density residential uses are also strongly encouraged in this area.

Development on the site is also governed by the Central Peninsula Secondary Plan (CPSP) adopted in 2020. The CPSP guides development and investment to ensure the area continues to function as the Greater Saint John Region's major mixed-used centre.

With regards to the Secondary Plan, the site is in the Uptown Core and Central Waterfront area, with the CPSP establishing key directions for development in this area including the following:

- Mid-rise and tall buildings to accommodate full build-out and to capitalize on market and zoning provisions for commercial and residential density.
- Where appropriate, buildings will incorporate non-residential ground floor uses to maintain and enhance a vibrant, pedestrian-oriented urban environment, animating the public realm.



- Street wall heights are regulated through setbacks and stepbacks to maintain a comfortable, human-scaled built environment.
- Existing civic spaces are strengthened to support green space and recreation amenities in the core; new civic spaces along the waterfront will support increased access to the waterfront.
- New infill development will feature a mix of uses and high-quality design which will maintain and enhance urban form.
- A mix of structured and dense, on-street parking to accommodate residents, employees, and visitors.

Big Moves are also identified over the horizon of the CPSP for catalytic projects that would define key areas of the Central Peninsula. Two Big Moves relate to the proposed development:

- *Develop the Central Waterfront as a key mixed use educational and cultural destination:* Key components of this are the incremental development of the Coast Guard Site as a mixed-use cultural destination on the waterfront, and an enhanced streetscape along Water Street between King Street and the south end of the Marco Polo cruise terminal.
- *Reinforce east-west connections between the two core anchors of the Waterfront and King's Square:* This includes enhancing Loyalist Plaza as a contemporary public space through the installation of imaginative seating, planting, and other landscaping elements.

A detailed assessment of the proposal with respect to the policies of the Municipal Plan and CPSP is provided in Attachment 2. This was also informed by a Third-Party Design Review of the proposed site layout and building.

The proposed development introduces a mixed-use concept on a key waterfront development site on the City's Central Peninsula. The increased residential density and commercial uses provide additional development and population within one of the City's key Primary Centres and conform to many key directions and policies in the Municipal Plan and Central Peninsula Secondary Plan. Based on the assessment provided in Attachment 2, Staff are of the opinion the proposed development conforms to the Municipal Plan and Secondary Plan.

### Rezoning

The applicant has requested a rezoning from the current zoning of the site, Waterfront Commercial (CW) and Uptown Commercial (CU) to Waterfront Commercial Integrated Development (CWID). This zone accommodates mixed-use waterfront development primarily located on large, brownfield sites such as the subject site.

The CWID zone does not provide for a prescriptive list of permitted uses and detailed design standards such as height and setbacks. Instead, a specific development proposal, such as the one proposed for the site, would be accommodated through a suite of Section 59 conditions and agreements that would outline the permitted uses and standards for the proposal including setbacks, height, built form and parking.

Staff note the ability to review future phases of the design is an important consideration in the approvals of a multi-phase development. While the detailed design of Phase 1 has been provided, along with an overall concept outlining the height and massing for the development along with information on cladding materials and overall window proportions on upper storeys, future phases will involve detailed design of key interfaces with the Public Realm surrounding the site. These public spaces include Harbour Passage and Market Slip, which are important open spaces within the Uptown and the City. To provide a degree of certainty with the ultimate design of the future phases including building materials, landscaping, and the design of the public space interfaces beyond the initial phase, Staff recommend that the detailed design of the future phases be adopted through a Section 59 amendment. This will provide an avenue to review the detailed design of these phases with the overall approval of key design parameters such as height, massing, floor areas and uses within the development provided with this initial application, providing a degree of certainty to the proponent. The approval continued in this report provides for the approval of the ultimate design of the first building and the massing and height concept for the overall site.

This approach of requiring additional review for the detailed design of future phases of the development also allows for urban design considerations related to the public realm components of the overall development, such as pedestrian circulation areas, the interior courtyard, and interfaces with Loyalist Plaza and Harbour Passage to be assessed. Staff note that the City-led design of the adjacent Loyalist Plaza redevelopment and Harbour Passage extension is ongoing. As the design of these external components have yet to be finalized, the overall integration of the pedestrian edges of the proposed development with the ultimate design of the adjacent City-owned public spaces cannot effectively be assessed. Given this, future design approval of the areas of the proposed development that interface with adjacent City open space areas provides for a better degree of control to achieve integration of the private development and adjacent public spaces.

Plans for the proposed site development show an elevated, enclosed pedway between Market Square and the northwest building in the development. As additional details relating to the pedway design and placement have yet to be finalized and involve adjacent lands that are not the subject of this application, Staff recommend that approval of the pedway not be given at this time, but instead be subject to a future approval. This will provide for additional review of the ultimate design for the pedway connection by Staff, the Public, the Planning Advisory Committee and Common Council and could be incorporated with the approval of a future phase of development on the subject site.

### *Massing and Shadows*

The Northeastern and Southeastern buildings incorporate five-storey podium heights, which creates a street wall that generally matches that found along the east side of Water Street. Relief is provided to the podiums to reduce the scale of the podiums, reflecting the scale found in the historic district along the east side of Water Street. This includes differentiation of the commercial ground floors from the upper stories vertically and the use of variations in cladding

materials and window patterns to break the podiums down to a human scale and provide relation to the Public Realm.

The proponent has considered the effects the building will have on shadows cast onto adjacent public spaces including Water Street, Harbour Passage and Loyalist Plaza. Renderings (see submission 4) were provided for June 21st, September 21st and December 21st and track the shadows during different periods of the day. The proposed development will cast a shadow on a variety of public spaces at different times throughout the three scenarios. The largest impacts are seen in the December scenario, which will largely impact Loyalist Plaza and Water Street.

To minimize shadow impacts the tower floorplates have been kept small and their scale massing impacts have been further reduced through the placement of balconies and cladding strategies. The overall massing of the buildings is terraced from the northeast of the site to the southwest. The tallest building in the northeast of the site is of comparable height to the City Hall building and Brunswick House. From this building, the northwest and southeast buildings stepdown to the lowest building at the southwest corner of the site. This terracing approach maintains views from further into the site, and daylight the centre court of the development.

The design of the podium of the northwest building includes a clipping of the northwest corner to the podium to provide a visual connection between Market Slip and the proposed cultural building while maximizing the evening sun exposure to the Market Square patios. The three towers are offset to the eastern edge of their podiums to minimize shading on the Market Slip Plaza to the north of the site and concentrating the massing close to the adjacent developed areas east of the site.

The proposed approach to the height and massing seeks to limit the impacts of shadows on the adjacent Loyalist Plaza and Market Slip areas. Staff note shadow impacts are less prevalent during the summer months when higher levels of pedestrian activity would be expected in these areas. Design of the redevelopment of Loyalist Plaza and Market Slip is progressing, and it is expected that lighting will be retained to provide for this space to accommodate activities in the nighttime hours which also provides for low light levels associated with shadow conditions, particularly during the winter months to be mitigated.

### Parking

The development is proposing to provide a total of 440 parking spaces which are largely provided through internal parkades within the podiums of the proposed buildings. Above-ground parkades are held to the middle of the site and are generally wrapped by residential suites or commercial offices along the Water Street and key external facades of the proposed development which provides animation to key external faces of the development. Although the applicant has noted exposed parkade facades will be seamlessly integrated with the rest of the building and will be clad with high quality materials, Staff note however, facades along the internal access could use additional animation to prevent the presence of a blank wall because of the parking placement. The provision of the structured parking within the podiums allows for structured parking to be provided without excavation below critical flood plain levels.

The site is within the Uptown Parking Exemption Area, so no parking is required to be provided in conjunction with the development. Given this, the 440 spaces provided is acceptable and Staff note the amount of parking provided by the proponent generally conforms to the requirements of the Zoning By-Law if the development was not exempt from parking provisions. The applicant notes parking dimensions will be in conformance with By-Law requirements. Staff recommend the requirement to provide a minimum of 440 parking spaces be incorporated into the proposed Section 59 conditions for the site. While the site is exempt from providing parking, the inclusion of parking spaces by the proponent meets the ultimate requirements of future tenants with the provision of the majority of the parking as structured parking meeting the intent and policies of the Municipal Plan.

#### *Amenity Space*

Amenity space for the residents of the development will include balconies, podium rooftop space, and internal space to satisfy By-Law requirements. In addition, the development will include publicly accessible green space and benefit from a location adjacent to an extended Harbour Passage and a redesigned Loyalist Plaza.

#### *Amendment to the Height Map/Wind Impacts*

The Zoning By-Law provides a framework for building heights on the Central Peninsula through the height map in Schedule G of the Zoning By-Law. This approach limits building heights on the site to 28 metres over most of the site and 42 metres in the northeast portion of the site.

The proponent has requested additional height to respond to the relatively low geodetic grade of the site and rising flood levels associated with Climate Change. The low elevation of the site and proximity to the waterfront affects the ability to provide structured parking below grade as the structured parking would be below the adjacent water level which is forecast to increase due to Climate Change impacts. This consideration, combined with considerations related to areas of contaminated soil on the site provide constraints on the provision of underground parking. To provide for a sufficient amount of parking within the development, structured parking will be located above grade which adds approximately 23,336 square metres (250,000 square feet) of floor areas within the building podiums which results in the occupied areas of the building such as residential and office space being above this requiring additional storeys and height.

Building heights are proposed as follows:

- NE Building - 19 Storeys/70 metres
- SE Building - 16 Storeys/60 metres
- NW Building - 16 Storeys/60 metres
- SW Building – 6 Storeys/25 metres (no amendment required)

These heights are comparable to the 60-metre maximum height permitted in the Uptown Commercial (CU) zone which is found in areas adjacent to the site. To reflect the surrounding neighbourhood context, the height and massing of the development decreases from northeast to southwest on the site. The tallest building in the development is at the northeast corner of the site which is comparable in height to City Hall and Brunswick House found to the northeast of

the site. The proposed design strategically locates the highest buildings to minimize the impact to the public plaza to the North, and Harbour Passage to the West. Staff also note the proposed design has buildings which step down to the water's edge preserving views to the water. A Section 59 condition is also recommended requiring the detailed design of future buildings to be adopted through the Section 59 amendment process to provide for the review of the detailed design with respect to considerations such as cladding and materials, landscaping and relationship to the surrounding Public Realm.

Staff are supportive of the proposed map amendment, given the general conformance with the maximum height permitted in the Uptown Commercial Zone. The applicant has also completed shadow and wind studies which have identified no impact from the additional height beyond that permitted.

A Wind Study, entitled "Pedestrian Wind Assessment – Orbital Stack", was prepared and submitted by the applicant as part of the application package. Due to the size of the development site, its location on the waterfront and the proposed height, staff requested the wind study to assess the potential impact the development might have on the pedestrian experience. A wind study is intended to assess a proposed development and suggest methods to improve any areas that are identified as having problematic wind conditions. The goal of a windy study is not to require a large-scale revision of a design, but to provide reasonable recommendations that target specific areas of the development site.

The submitted document provides a summer and winter comparison of the existing wind conditions with the proposed wind conditions being based on the complete build-out of the site. This ensures that the study focuses on the wind conditions that are directly altered due to the proposed development.

The summer assessment indicates that the proposed configuration will impact the wind conditions as follows:

- Decrease the wind levels located at the water's edge of the development site.
- Eliminate existing wind issues at the base of King Street and along Chipman Hill.
- Will create incremental increases to the wind conditions at the following locations:
  - Water Street
  - Waterfront portion of Loyalist Plaza.

The winter assessment indicates that the proposed configuration will impact the wind conditions as follows:

- Decrease the wind levels located at the water's edge of the development site.
- Decrease the existing wind issues at the base of King Street and along Chipman Hill.
- Will create incremental increases to the wind conditions at the following locations:
  - Water Street
  - Waterfront portion of Loyalist Plaza.

The Wind Study indicates that the proposed development will not create unsafe wind conditions for pedestrians. The site development will generally improve existing wind conditions on the development site and the surrounding area. Some areas will see an increase in the wind conditions; however, the Wind Study has outlined some design considerations which will serve to improve some of the impacted areas located along the building's perimeter, along the adjacent sidewalks, around the building entrances and the proposed upper-level terraces. Staff recommends that these design considerations be incorporated as part of the detailed design for the buildings through recommended Section 59 conditions.

### *Design Review*

The City secured an independent architectural firm to undertake a Third-Party Design Review of the submitted design. The Design Review focused on the urban design aspects of the proposal including compatibility with the surrounding built form and public realm and the ability of the design to minimize the impact of the project scale on the pedestrian realm.

As the City does not have dedicated internal architectural or urban design staff, larger projects are often reviewed by a third party as part of the planning approvals process. It is important to note that the design review report is only a component of the overall Staff Recommendation associated assessment upon which the recommendation is formed, constituting a review of just one aspect of the overall design proposal akin to a traffic or servicing study or policy or by-law analysis and just represents one of the interrelated aspects that must integrate to result in a viable development.

Key findings of the design review were:

- A variance for additional building height proposed in the masterplan is acceptable because the building design maintains a consistent street wall, which makes the height of a tower of little consequence to the pedestrian experience.
- The 2.5m stepback, proposed for the tower from the podium, creates the necessary separation of the tower massing from the street wall. This will create the perceived consistent pedestrian experience of the built form, between the new and old building. Therefore, the towers in their proposed locations do not create a problem for the perspective of the pedestrian experience.
- Portions of the internal circulation areas are largely surrounded by parking garage structures and blank walls. The resulting pedestrian experience of the interior courtyard area may not be positive or benefit from "eyes on the street".
- The Water Street pedestrian experience will be improved greatly with the addition of the proposed buildings, in essence completing the street with retail and commercial functions on the ground floor.
- Raised pedways attract pedestrian traffic off the street below. This decrease in foot traffic is detrimental to retail and hospitality businesses on the ground floor. Pedestrian movement should be drawn down to street level to give these businesses a better opportunity for success.
- Concerns with wind impacts were identified. Staff note a Section 59 condition is included relating to mitigation measures for wind impacts along Water Street. With respect to

wind impacts along the western side of the development, Staff note that this area will be subject to a further detailed design approved by a subsequent Section 59 amendment providing the designers and developer with the opportunity to further review and design mitigation in this area and also on the private amenity areas on the podium rooftops.

- The design review notes underground parking could be considered; however City Staff note the potential for parking below the water level of the Harbour and contaminated soils pose significant challenges to economically providing underground parking on the site.
- Means of mitigating shadow impacts were proposed in the design review, however Staff note the greatest shadow impacts occur during the winter solstice when pedestrian activity on the surrounding public spaces would be expected to be lower than during months with more favourable weather conditions, which arguably reduces the impacts of the shadows.

A copy of the design review has been provided to the applicant for their information and the findings and recommendations will guide the detailed design of the buildings and subsequent phases.

Staff note that to ensure a high-quality development, the applicant has proposed that the following cladding materials be prohibited:

- Vinyl siding,
- Plywood,
- Exterior insulation and finish systems where stucco is applied to rigid insulation
- Vinyl windows
- Cinder block

Staff note the prohibition of a set of cladding materials provides the proponent and their design team with a degree of flexibility to complete the detailed design with a palette of cladding materials that provide an acceptable level of quality from an urban design perspective while meeting the requirements of the building code. The proponent's architectural team has also recommended the following allowable glazing percentages, which conform to or exceed the standards of the Uptown Commercial (CU) zone:

- Allowable glazing percentages - Ground floor retail: 50-80%
- Allowable glazing percentages - Above-grade: 25-60%.

Staff recommend the list of prohibited materials and glazing percentages be incorporated as a Section 59 condition for the site.

### *Servicing and Traffic*

A Transportation Impact Study<sup>2</sup> was prepared for the development. The site will be accessed from Water Street, approximately 80 metres south of the intersection of St. Patrick Street and King Street. The development is anticipated to generate the following traffic volumes on a phase-by-phase basis.

	<b>AM Peak</b>		<b>PM Peak</b>	
	<b>Trips In</b>	<b>Trips Out</b>	<b>Trips In</b>	<b>Trips Out</b>
Phase 1	17	23	35	29
Phase 2	13	17	49	31
Phase 3	49	30	71	81
Phase 4	40	29	51	49
Phase 5	13	4	7	15

These trip generation values account for the location of the development in the urban core as Institute of Transportation Engineer's trip generation data for land uses within a city centre, or central business district were used.

The proposed site access driveway and Water Street intersection is expected to exhibit significant PM peak period congestion during the 2037 build condition. Given this, traffic signals are recommended to be installed in conjunction with the development of Phase 4. The consultant notes the driveway should be monitored prior to this phase and if queues for traffic exiting the site driveway become 30 metres to 40 metres long frequently prior to the completion of Phase 4, a formal assessment should be completed by an independent professional engineer, as required by the City, to determine if traffic signals should be installed at the site access driveway.

A review of the site plan was also a component of the Traffic Impact Study. The consultant suggested exploring an option to create a shared pedestrian and vehicular space in the central area of the development. This approach would be similar to the recent approach taken on Argyle Street in Halifax, where all hard surfaces are flush and there are no barrier curbs to physically separate cars from pedestrians and cyclists. Instead, vehicle lanes and parking spaces are delineated, and positive guidance is provided to drivers through contrasting surface colours, street furniture, and landscaping. This approach would provide sufficient space for vehicles at the internal intersections while also maximizing space for pedestrians, seating, lighting, and other amenities. The consultant also identified one-way circulation around the internal outdoor parking area as a design option.

The consultant also reviewed the site plan with respect to the ability of larger vehicles such as fire apparatus and delivery and service vehicles to access the site. The proposed layout is generally not expected to present significant issues with access for larger vehicles. Planning

<sup>2</sup> Fundy Quay Development Transportation Impact Study, CBCL Limited November 2021



staff note this is an issue to be addressed in the detailed design stage with respect to the placement of street trees and furnishings. In addition, stairs associated with the proposed elevated pedestrian zone along the Water Street frontage appear to restrict the ability of larger vehicles to access the site. Staff note the proponent's design proposes an elevated sidewalk along the western portion of Water Street adjacent to the development along with additional angled parking. Staff recommend a Section 59 condition requiring review and approval of the detailed design for this specific component of the proposed development to ensure appropriate design measures are employed for aspects including landscaping, wayfinding, accessibility, parking operations and pedestrian circulation.

Infrastructure Development has reviewed the servicing requirements related to the development and is supportive of the application. Servicing flows were modelled to confirm downstream infrastructure can accommodate the anticipated flows as a result of the development. The following items are recommended for inclusion as Section 59 conditions:

- That the development of the parcel of land be in accordance with the provided Phasing Plan and proposed servicing demands provided to date.
- That the developer provides to the City any easements and/or rights-of-way for all municipal infrastructure within the lands of the application and the relocated sidewalk along the west side of Water Street.
- That the recommendations from the Traffic Impact Study prepared by CBCL Limited be completed by the developer. These improvements include:
  - That a subsequent traffic assessment be completed following the initial phases of construction and the return of normal traffic conditions (after Phase 2 and before Phase 3) to verify the results of the submitted study.
  - Study recommendations related to the installation of Traffic Signals in conjunction with Phase 4 of the proposed development be updated based on the updated traffic assessment.
  - Construction of the elevated sidewalk during Phase 1 to remove the need for pedestrians to walk adjacent to Water Street traffic from the angled Water Street parking spaces and the adjacent sidewalk.
- If any municipal infrastructure improvements are required to service this proposal, it will be the owner/developer's full responsibility and cost to complete. Prior to determining this, detailed engineering plans and a design brief must be submitted by the owner/developer's engineering consultant to the City for review and approval by the City.

### *Active Transportation*

The City of Saint John's Active Transportation (AT) network provides a high level of connectivity across several facilities, including sidewalks and multi-use trails, which are all accessible immediately adjacent to the Fundy Quay development. The proximity of these facilities would allow pedestrians to walk or bike to several major trip attractors in the area, including commercial offices, retail stores, and businesses in the city center.

Furthermore, the extension of the Harbour Passage along the perimeter of the site will provide a welcomed link for north-south travel along the uptown peninsula for pedestrians and cyclists. Due to the proximity of existing and planned AT facilities, it is expected that a significant portion of trips generated by the Fundy Quay will be made via AT modes.

#### *Environmental Issues/Climate Change Impacts*

The site is located proximate to the Saint John Waterfront/Bay of Fundy which presents concerns with the potential for impacts associated with storm surge and sea level rise. To adapt to forecasted climate change impacts, work is underway to raise the seawall around the site and raise the overall elevation of the site. The risk of flooding from the waterfront location and the presence of impacted soils places significant constraints on the provision of underground parking and the placement of buildings in the overall design concept. The site design seeks to adapt to future climate change impacts and environmental constraints on the site while providing a development that is feasible from an economic perspective.

#### *Affordable Housing*

The applicant has indicated they are currently looking into the inclusion of an affordable housing component within Phase 1 and will also investigate the provision of affordable housing in the subsequent phases of the development.

#### *Economic Impacts*

The Fundy Quay public space improvements are part of a broader project to transform Saint John's urban waterfront, with an agreement for private sector development on the Fundy Quay site, creating a strong business case for the project. The Ground Lease with the developer is based on a maximum value of \$6.45 million and will generate initial lease payments of \$250,000 annually until purchased. The development of the site is anticipated to generate between \$2 million to \$3 million in annual property tax revenue at full build out.

#### *Stepback Variance*

The Zoning By-Law requires a 3-metre stepback of the building façade at an elevation of 14 metres. The proponent is seeking a variance from this standard. In support of the variance, the proponent's architect has noted a street wall height is proposed along the Water Street façades that relates to the existing street wall along the east side of Water Street. Staff note the street wall height along the east side of Water Street, within the Trinity Royal Heritage Conservation Area, is also regulated through the Zoning By-Law.

The applicant is requesting the location of the 3-metre step back be varied from 14 metres to the following elevations:

- NE Building: 21.5 metres to match the 21.5 metre Maximum Street Wall Heights shown for the Eastern side of Water Street within the Trinity Royal Heritage Conservation Area
- SE Building: 21.5 metres to match the 21.5 metre Maximum Street Wall Heights shown for the Eastern side of Water Street within the Trinity Royal Heritage Conservation Area

- NW Building: 21.5 metres to match the 21.5 metre Maximum Street Wall Heights shown for the Eastern side of Water Street within the Trinity Royal Heritage Conservation Area
- SW Building: 16 metres to allow enough above-ground parking to service the building.

Also, in lieu of a 3-metre step back depth, the applicant is proposing a 2.5 metre step back at the above locations. This 0.5-metre reduction would enable the towers to remain as close to the eastern edge of the site as possible and minimize their afternoon shading and impact on the public plaza to the North. In addition to the 2.5 metre proposed step back, to further mitigate the effects of 'downwash' wind effects, street trees will be integrated at grade to increase pedestrian wind comfort. Staff are supportive of the proposed variance to increase the location of the step back from 14 metres elevation to 21.5 metres for the NE, SE, and NW buildings and to 16 metres for the SW building and to reduce the setback from 3 metres to 2.5 metres.

Staff are also supportive of the variance to eliminate the 3-metre step back at the 24-metre elevation, given the building design elements which respect the Trinity Royal Heritage area on the east side of Water Street and the building design which incorporates balconies and cladding on the upper storeys.

### **Conclusion**

Staff recommend approval of the application as it conforms to the overall intent of the Municipal Plan and Secondary Plan and supports mixed-use intensification of a strategic development site in the Central Peninsula. Design elements are proposed which minimize the impacts of the additional height.

Given the analysis provided in this report, the rezoning is recommended along with an amendment to the Maximum Height map. A suite of Section 59 conditions is recommended relating to site and building design and servicing.

### **ALTERNATIVES AND OTHER CONSIDERATIONS**

No alternatives were assessed.

### **ENGAGEMENT**

#### **Proponent**

On September 27, 2021, the proponent presented the development concept, in conjunction with a public engagement event held in the Market Square Atrium on the refurbishment of the adjacent Market Slip public space.

#### **Public**

In accordance with the Committee's Rules of Procedure, notification of the proposal was sent to landowners within 100 metres of the subject property on December 1, 2021. Notice of the Public Hearing will be posted on the City of Saint John website prior to December 20, 2021.

**APPROVALS AND CONTACT**

Author	Manager/Senior Planner	Commissioner
<b>Mark Reade</b> , P.Eng., MCIP, RPP	<b>Jennifer Kirchner</b> , MCIP, RPP	<b>Jacqueline Hamilton</b> , MCIP, RPP

**Contact:** Mark Reade  
**Telephone:** (506) 721-0736  
**Email:** Mark.Reade@saintjohn.ca  
**Application:** 21-0186

**APPENDIX**

Map 1: **Aerial Photography**

Map 2: **Future Land Use**

Map 3: **Zoning**

Attachment 1: **Site Photography**

Attachment 2: **Municipal Plan Policy Review**

Attachment 3: **Design Review of the Fundy Quay Development Masterplan**

Submission 1: **Site Plan**

Submission 2: **Renderings and Elevations**

Submission 3: **Phasing Plan**

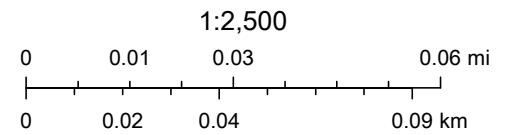
Submission 4: **Shadow Study**

# 35 Water Street - Airphoto



2021-11-22

-  Subject Site
-  Primary Development Area
-  Property Parcels

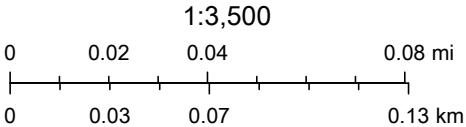


# 35 Water Street - Future Land Use



2021-11-22

- Subject Site
- Property Parcels
- Primary Development Area
- Future Land Use**
- Medium to High Density Residential
- Primary Centre

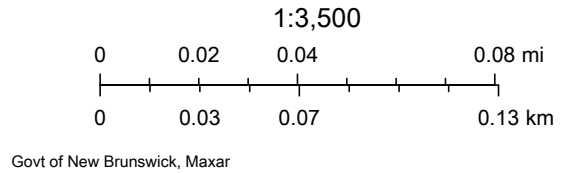


# 35 Water Street - Zoning



2021-11-22

- ☆ Conditional Zoning
- Subject Site
- Property Parcels
- Zoning
- RH
- RC
- CU
- CW
- T
- CFM
- Primary Development Area





South-East Corner of Site from Princess Street



South-East Corner of Site facing Princess Street



South-East Corner of Site from Pugsley Wharf



South Side of Fundy Quay





Fundy Quay Redevelopment Site facing Southeast



Harbour Passage extension (North)



Harbour Passage extension (South)



North seawall and Market Slip from Market Square



## 35 Water Street: Central Peninsula Secondary Plan and PlanSJ Review

### Central Peninsula Secondary Plan

Relevant Policy	Rationale
<p><b>2.1.1 The Uptown Design Characteristics:</b></p> <ul style="list-style-type: none"> <li>• Mid-rise and tall buildings to accommodate full build-out and to capitalize on market and zoning provisions for commercial and residential density.</li> </ul>	<p>The proposed buildings range in height from 6-storeys (25m) to 19-storeys (70m) and will require an amendment to the height map. The height of the buildings will enable the site to accommodate a mixture of commercial and residential uses, therefore, increasing the residential density. The entire development is proposing to include approximately 677 housing units with the lower floors dedicated to parking, commercial and community/cultural spaces.</p> <p>The applicant has indicated that an affordable housing component for the Phase 1 Building is currently being explored. They intend to assess the viability of affordable housing during each subsequent building phase.</p>
<ul style="list-style-type: none"> <li>• Prominent heritage buildings to inform new, contemporary built form elements and infill opportunities.</li> </ul>	<p>The applicant has submitted a full coloured rendering for the Phase 1 building, located at the southeast corner of the site. The development site is located adjacent to the Trinity Royal Heritage Conservation Area, which is located on the opposite side of Water Street.</p> <p>The design of the initial building acknowledges the prominence of the surrounding brick heritage construction through utilizing it as the primary façade material choice for the podium façades. The podium façade will feature a selection of brick colours, which will help establish visual breaks in the street wall and promote a more positive pedestrian experience. The street wall height of the podiums in the proposed development are the same as the street wall heights on the opposite side of Water Street.</p>
<ul style="list-style-type: none"> <li>• Where appropriate, buildings will incorporate non-residential ground floor uses to maintain and enhance a vibrant, pedestrian-oriented urban environment, animating the public realm.</li> </ul>	<p>The development will incorporate ground floor commercial and community/cultural uses, which will help ensure an active streetscape.</p>
<ul style="list-style-type: none"> <li>• Street wall heights are regulated through setbacks and step backs to maintain a comfortable, human-scaled built environment.</li> </ul>	<p>The development site is located between Loyalist Plaza to the north and a vacant parcel to the south. Due to this location, there is not an established setback or street wall pattern for the western side of Water Street. The proposed</p>

## 35 Water Street: Central Peninsula Secondary Plan and PlanSJ Review

	<p>development will feature a setback that supports the establishment of an elevated pedestrian zone, public parking stalls and connection to the public realm (Loyalist Plaza and Harbour Passage).</p> <p>The proposed building design for the overall site will feature the use of podiums to establish a consistent 5-storey street wall for the entire site. As proposed for the Phase 1 building, the podium portion of the building will feature brick style cladding, which is inspired by the established neighbourhood. The use of a 5-storey street wall is in keeping with the context of the existing Water Street massing.</p>
<ul style="list-style-type: none"> <li>• New infill development will feature a mix of uses and high-quality design which will maintain and enhance urban form.</li> </ul>	<p>The development will include a mix of uses including residential, commercial, and community/cultural spaces. The upper storeys incorporate a contemporary design and a neutral colour palette, which is subordinate to the traditional brick style design of the buildings' podiums.</p>
<ul style="list-style-type: none"> <li>• A mix of structured and dense, on-street parking to accommodate residents, employees, and visitors.</li> </ul>	<p>The building includes structured, interior parking and surface parking which will accommodate the various users of the space. On-street parking spaces are being developed on the adjacent portion of Water Street and will be owned and operated by the City's Parking Commission as public parking stalls. Nearby public parking lots will provide additional parking for employees, residents, and visitors to the building.</p>
<p><b>Growth Concepts</b>  <b>U-2 Develop the Central Waterfront as an educational and cultural destination</b>          4. Promote the incremental development of Fundy Quay as a mixed-use cultural destination on the waterfront.</p>	<p>The proposed development of Fundy Quay aligns with the vision for the site established within the Neighbourhood Plan. The proposed development of the site features active ground floor commercial uses including patios, a hotel, office space, substantial residential units and has identified a five-storey building to be developed as a Community/Cultural space. The mixed-uses proposed for the site will establish the area as a place people can live, work, and play within Uptown Saint John.</p>
<p><b>U-3 Improve the east-west connections between the Central Waterfront and King's Square</b>          7. Enhance Loyalist Plaza as a contemporary public space through the installation of</p>	<p>7. The proposed development is located adjacent to Loyalist Plaza which is undergoing a transformation into a contemporary and vibrant community space. The site design for Fundy Quay</p>

## 35 Water Street: Central Peninsula Secondary Plan and PlanSJ Review

<p>imaginative seating, planting, and other landscaping elements.</p> <p>11. Reconfigure the King Street right-of-way to enhance the public realm and reinforce the connection between King’s Square and the Central Waterfront.</p>	<p>will acknowledge its connection to Loyalist Plaza and has incorporated design elements to ensure that their private pedestrian zone will be connected and functional with the adjacent public space.</p> <p>11. Fundy Quay is located at the base of King Street and represents the most western destination on this east-west corridor. This proposed development will enhance the Central Waterfront as a prime destination and will coincide with development of 99 King Street at the eastern portion of the corridor.</p>
<p><b>3.0 Building Design Goals</b></p> <p>2. Use design to reinforce the human scale and sense of place.</p> <p>3. Drive density to the neighbourhoods of the Central Peninsula to realize the growth targets.</p> <p>5. Recognizing the importance of the Uptown Neighbourhood as the City’s Central Business District by ensuring high quality architecture and design elements in new and adaptive-reuse developments.</p>	<p>2. Due to the location of the subject site, there is not an established setback or street wall pattern for the western side of Water Street. The proposed development will feature a setback that supports the establishment of an elevated pedestrian zone and connection to the public realm (Loyalist Plaza and Harbour Passage).</p> <p>The proposed building design for the overall site will feature the use of podiums to establish a consistent 5-storey street wall for the entire site. As proposed for the Phase 1 building, the podium portion of the building will feature brick style cladding, which is inspired by the established neighbourhood. The use of a 5-storey street wall is in keeping with the context of the existing Water Street massing.</p> <p>3. The entire development is proposing to include 677 housing units. This will contribute to the goal established in the CPSP to establish 1,200 to 1,500 new residential units within the Central Peninsula. The applicant has indicated that an affordable housing component for the Phase 1 Building is currently being explored. They intend to assess the viability of affordable housing during each subsequent building phase.</p> <p>5. The design of the building acknowledges the prominence of the surrounding red brick heritage construction located in the adjacent Trinity Royal Heritage Conservation Area through utilizing a variety of brick materials as the primary façade material on the street wall portion of the buildings.</p>

## 35 Water Street: Central Peninsula Secondary Plan and PlanSJ Review

<p>6. Bolster an animated public realm by dictating active ground floor uses in appropriate areas.</p>	<p>The upper storeys, which are set back from the street, will feature a contemporary style of architecture that is subordinate in colours and textures to the design of the buildings' podiums.</p> <p>6. The building will feature ground floor commercial uses which will help ensure an active and animated public realm.</p>
<p>7. Conserve and improve public waterfront access through ensuring development is responsive and contextually appropriate.</p>	<p>7. The proposed development will be occurring during a time when the City is undertaking a revitalization of Loyalist Plaza and is establishing an extension of Harbour Passage along the waterfront portion of the development site.</p> <p>The design of the building incorporates ground floor commercial uses which will activate the space and will provide a connection between the public realm (waterfront and Harbour Passage) and the private commercial spaces.</p>
<p><b>3.1 Built Form</b> BD-1 Ensure development is consistent with and respects the established historic block and street grid pattern that defines the built character of the Central Peninsula.</p>	<p>Due to the location of the subject site, there is not an established setback or street wall pattern for the western side of Water Street. The proposed development will feature a setback that supports the establishment of an elevated pedestrian zone and connection to the public realm (Loyalist Plaza and Harbour Passage).</p> <p>The proposed building design for the overall site will feature the use of podiums to establish a consistent 5-storey street wall for the entire site. As proposed for the Phase 1 building, the podium portion of the building will feature brick style cladding, which is inspired by the established neighbourhood. The use of a 5-storey street wall is in keeping with the context of the existing Water Street massing.</p>
<p>BD-2 Protect public views to the water along key public streets and open spaces.</p>	<p>The proposed development will be occurring during a time when the City is undertaking a revitalization of Loyalist Plaza and is establishing an extension of Harbour Passage along the waterfront portion of the development site.</p> <p>The design of the building incorporates ground floor commercial uses which will activate the space and will provide a connection between the</p>

## 35 Water Street: Central Peninsula Secondary Plan and PlanSJ Review

	<p>public realm (waterfront and Harbour Passage) and the private commercial spaces.</p> <p>The development site is located between the view corridors of both King Street and Princess Street, which serve as east-west corridors in the area. The buildings are setback from the north and south property lines, providing space for the expansion of Harbour Passage (along the southern boundary), and establishing space for a pedestrian zone and loading/emergency access area. In addition, the buildings feature a podium design which will step back the upper storeys, thus enhancing the view plane to the waterfront.</p>
<p><b>3.2 Building Height</b>          BD-4 Consider proposals for development that exceed the Zoning Bylaw provisions for height on the Central Peninsula through an amendment to the Zoning Bylaw. In evaluating such proposals consideration shall be given to the following criteria:</p> <ul style="list-style-type: none"> <li>• The proposed height variance does not negatively impact pedestrian street conditions and sun exposure and wind impacts are considered through the design.</li> <li>• The general intent and purpose of Plan SJ, this Secondary Plan, and supporting Bylaws is maintained.</li> </ul>	<p>The proposed development will require an amendment to Schedule G (Central Peninsula Maximum Building Height Map) of the Zoning By-law to increase the overall building height. The Height Map currently allows building heights from 28 metres to 42 metres on the subject property. The request is to allow for an approximate height of 25 to 70 metres.</p> <p>The proponent has considered the effects the building will have on shadows cast onto adjacent public spaces including Water Street, Harbour Passage and Loyalist Plaza. Renderings (see submission 4) were provided for June 21<sup>st</sup>, September 21<sup>st</sup> and December 21<sup>st</sup> and track the shadows during different periods of the day. The proposed development will cast a shadow on a variety of public spaces at different times throughout both scenarios. The largest impacts are seen in the December scenario, which will largely impact Loyalist Plaza and Water Street.</p> <p>In addition, a Wind Study was completed and submitted to assess any impact the new construction will have on the pedestrian realm, including Loyalist Plaza, Harbour Passage, and the surrounding streets/sidewalks. The Wind Study indicates that the proposed development will not create unsafe wind conditions for pedestrians. The site development will generally improve existing wind conditions on the development site and the surrounding area. Some areas will see an increase in the wind conditions; however, the Wind Study has outlined some design</p>

## 35 Water Street: Central Peninsula Secondary Plan and PlanSJ Review

	<p>considerations which will serve to improve some of the wind locations located along the building’s perimeter, along the adjacent sidewalks, around the building entrances and for the proposed upper-level terraces. Staff recommends that these design considerations be incorporated as part of the detailed design for the buildings.</p>
<p>BD-5 Direct new tall buildings to areas where height currently exists, where height can be accommodated seamlessly, or where height is insulated from existing neighbourhoods due to topography or other site conditions.</p>	<p>The proposed development is located on Water Street between Loyalist Plaza and a parking lot. On the eastern side of Water Street, the buildings largely align with the proposed height of the 5-storey podiums that will feature in the new development.</p> <p>The proposed development is located within proximity to other tall buildings which are largely centred at the intersection of King Street and Chipman Hill, and south of the Princess Street and Water Street intersection. Of note is the Saint John City Hall Building which is a 16-storeys, the Brunswick House Office Tower which is 14-storeys, the Hilton Saint John which is 11-storeys and Market Square Tower which is 12-storeys.</p>
<p><b>3.3 Building Envelope and Massing</b>          BD-7 Ensure the massing of buildings considers and protects the pedestrian street level experience, including sky views and sunlight penetration to the street while minimize wind.</p>	<p>The proposed development will establish 5 new mixed-use buildings that will range in height from 25 to 70 metres. The proponent has considered the effects the building will have on shadows cast onto adjacent public spaces including Water Street, Harbour Passage and Loyalist Plaza. Renderings were provided for June 21<sup>st</sup>, September 21<sup>st</sup> and December 21<sup>st</sup> and track the shadows during different times of the day. The proposed development will cast a shadow on a variety of public spaces at different times throughout both scenarios. The largest impacts are seen in December, which will impact Loyalist Plaza and Water Street.</p> <p>In addition, a Wind Study was completed to assess any impact the new construction will have on the pedestrian realm, including Loyalist Plaza, Harbour Passage, and the surrounding streets/sidewalks. The Wind Study indicates that the proposed development will not create unsafe wind conditions for pedestrians. The development will generally improve existing wind conditions on the development site and the</p>

## 35 Water Street: Central Peninsula Secondary Plan and PlanSJ Review

	<p>surrounding area. Some areas will see an increase in the wind conditions; however, the Wind Study has outlined some design considerations which will serve to improve some of the wind locations located along the building’s perimeter, the adjacent sidewalks, around the building entrances and the proposed upper-level terraces.</p>
<p>BD-8 Provide transitions in scale to Heritage Conservation Areas, low-rise residential areas, and the waterfront.</p>	<p>The proposed development site benefits from the open spaces uses located on the adjacent properties. The proposed site design incorporates design elements which will seek to mitigate the height of the proposed development. The establishment of 5-storey podiums will seek to tie the pedestrian realm and street wall to the patterns established on the east side of Water Street. The upper storeys will feature a step back, which will push the height away from the property lines and away from the pedestrian realm.</p>
<p><b>3.4 Street Wall</b> BD-11 Outside of the Trinity Royal Heritage Conservation Area, ensure street wall heights maintain a comfortable, human scaled street enclosure, generally a maximum of five storeys in commercial areas and two storeys in residential neighbourhoods.</p> <p>And</p> <p><b>3.5 Setbacks</b> BD-12 Establish provisions in the Zoning By-law to ensure the street wall of new development continue the prevailing setback pattern of the block face.</p>	<p>Due to the location of the subject site, there is not an established setback or street wall pattern for the western side of Water Street. The proposed development will feature a setback that supports the establishment of an elevated pedestrian zone and connection to the public realm (Loyalist Plaza and Harbour Passage).</p> <p>The proposed building design for the overall site will feature the use of podiums to establish a consistent 5-storey street wall for the entire site. As proposed for the Phase 1 building, the podium portion of the building will feature brick style cladding, which is inspired by the established neighbourhood. The use of a 5-storey street wall is in keeping with the context of the existing Water Street massing.</p>
<p><b>3.6 Pedestrian-Oriented Streets</b> BD-13 Designate primary commercial corridors in the Zoning By-law where non-residential uses will be encouraged at the ground floor in order to foster active ground-floor uses. Establish provisions in the Zoning By-law to allow flexibility in considering residential uses in designated commercial corridors where appropriate.</p>	<p>Schedule I: Active Ground Floor Use, of the City’s Zoning By-law, indicates that this site is required to have an active ground floor use along its Water Street Frontage.</p> <p>The proposed development will incorporate active ground floor uses for all exterior facing portions of the buildings including Water Street, Loyalist Plaza and Harbour Passage.</p>



## 35 Water Street: Central Peninsula Secondary Plan and PlanSJ Review

### PlanSJ

<b>Applicable Policy</b>	<b>Rationale</b>
<p><b><u>Uptown Primary Centre</u></b>  <b>Policy LU-13</b>                      Council shall encourage the following land uses to locate in the Uptown Primary Centre:</p> <p>b. Major arts, culture, leisure and entertainment facilities;</p> <p>c. Medium &amp; high density residential, particularly in mixed-use developments;</p> <p>e. Specialty retailing;</p> <p>f. Restaurant and related establishments, including bars;</p>	<p>The proposed development will incorporate 5 buildings that will range in height from 6-storeys (25m) to 19-storeys (70m). The development is proposed to be mixed-use and accommodate commercial, community/cultural, and residential uses within the waterfront development site.</p> <p>The development will include active ground floor uses that will benefit from the connection to both Loyalist Plaza and Harbour Passage. This will help activate the area year-round and will provide multiple uses for both residents and visitors within this prominent location.</p> <p>The entire development is proposing to include approximately 677 housing units with the lower floors dedicated to parking, commercial and community/cultural uses.</p>
<p><b>Policy LU-18</b>                      Ensure the Uptown is a vibrant urban environment that welcomes entertainment, dining opportunities, arts and cultural venues and events, and other people-oriented uses.</p>	<p>The proposed development will incorporate active ground floor commercial uses, which will provide a variety of people-oriented uses that will be attractive for both residents and visitors. In addition, the building located in the northwestern portion of the site has been identified for future community/cultural uses.</p>
<p><b>Policy LU-19</b>                      Ensure the Uptown maintains a compact urban form. This can be achieved by developing supportive land use regulations in the Zoning Bylaw to direct high intensity mixed-use development to areas that can support it, while maintaining the character of established lower intensity areas.</p>	<p>The development site will feature a variety of uses within the development footprint. The uses will include active commercial spaces, office space, accommodations, community/cultural spaces and 677 residential units.</p>
<p><b>Policy LU-20</b>                      Ensure new construction in the Uptown is sensitive to its historic surroundings and neighbourhood context; however, modern expressions of architecture in the Uptown will also be encouraged.</p> <p>And</p> <p><b>Policy LU-23</b>                      Encourage the application of high-quality urban design standards for development within the Uptown</p>	<p>The development site is located adjacent to the Trinity Royal Heritage Conservation Area, which is located on the opposite side of Water Street. The design of the initial building acknowledges the prominence of the surrounding brick heritage construction through utilizing it as the primary façade material choice for the podium façades. The podium façade will feature a selection of brick colours, which will help establish visual breaks in the street wall and promote a more positive pedestrian experience.</p>

## 35 Water Street: Central Peninsula Secondary Plan and PlanSJ Review

<p>Primary Centre by incorporating the Urban Design Principles, established in the Municipal Plan, which support mixed-use urban forms of development.</p>	<p>The upper storeys incorporate a contemporary design and a neutral colour palette, which is subordinate to the traditional brick style design of the buildings' podiums.</p>
<p><b>Policy LU-24</b> Encourage and facilitate commercial development opportunities at the street level by creating active and transparent storefronts, where appropriate.</p>	<p>The proposed development will incorporate active ground floor commercial uses, which will provide a variety of people-oriented uses that will be attractive for both residents and visitors.</p>
<p><b>Policy LU-25</b> Ensure major new development provides opportunities for improved pedestrian connections at the street level. Pedway extensions may be considered, only where appropriate.</p>	<p>The proposed development is situated within the Uptown area, where extensive pedestrian connections have been established including the sidewalk network, pedway system and harbour passage.</p> <p>The City is currently working on a redevelopment of the Loyalist Plaza site and will include the extension of Harbour Passage along the waterfront portion of the development site. A pedway connection between the development and Market Square has also been included in the overall workplan.</p>
<p><b><u>Uptown Waterfront</u></b> <b>Policy LU-32</b> Establish a Waterfront Zone in the Zoning Bylaw to ensure high quality development and public realm experience for the Uptown Waterfront area. Proposals for major development will be considered through a rezoning process to ensure development occurs comprehensively and in keeping with the principles of the Inner Harbour Land Use Plan. In evaluating such proposals Council shall give consideration to the following:</p> <ul style="list-style-type: none"> <li>a. Providing increased public access to the Uptown Waterfront within development sites and to and along the water's edge;</li> <li>b. Permitting uses which position the Uptown Waterfront as a catalyst for new economic development and employment creation opportunities across the City;</li> <li>c. Creating a diverse and interesting waterfront offering a mix of land uses and a range of unique year-round activities and experiences;</li> <li>d. Creating the potential for new residential development to accommodate population growth in</li> </ul>	<p>The proposed development of Fundy Quay aligns with the vision for the site established within the Neighbourhood Plan. The proposed development of the site includes active ground floor commercial uses including patios, a hotel, office space, substantial residential units and has identified a 5-storey building to be developed as a Community/Cultural space. The mixed-uses proposed for the site will establish the area as a place people can live, work, and play within Uptown Saint John.</p> <p>The entire development is proposing to develop approximately 677 housing units. This will contribute to the goal established in the CPSP to established 1,200 to 1,500 new residential units within the Central Peninsula.</p> <p>The development will be occurring during a time when the City is undertaking a revitalization of Loyalist Plaza and is establishing an extension of Harbour Passage along the waterfront portion of the development site.</p> <p>The design of the building incorporates ground floor commercial uses which will activate the space and will provide a connection between the public realm</p>

## 35 Water Street: Central Peninsula Secondary Plan and PlanSJ Review

<p>the Uptown Waterfront, the Uptown and the South End areas;</p> <p>k. Promoting design excellence to create inviting places and high-quality landmark buildings;</p> <p>o. Conforming to the principles, objectives and design guidelines outlined in the Urban Design Chapter of the Municipal Plan;</p>	<p>(waterfront and Harbour Passage) and the private commercial spaces.</p> <p>The development site is located adjacent to the Trinity Royal Heritage Conservation Area, which is located on the opposite side of Water Street. The design of the initial building acknowledges the prominence of the surrounding brick heritage construction through utilizing it as the primary façade material choice for the podium façades. The podium façade will feature a selection of brick colours, which will help establish visual breaks in the street wall and promote a more positive pedestrian experience.</p> <p>The upper storeys incorporate a contemporary design and a neutral colour palette, which is subordinate to the traditional brick style design of the buildings’ podiums.</p>
<p><b>4.1 Urban Design Goals</b></p> <p>1. Ensure all development and significant redevelopment within the City contributes positively to the structure and urban form of the City through all aspects of its design.</p> <p>And</p> <p>3. Encourage attention to civic design, architectural quality and excellence to foster the creation of distinctive, contemporary development and redevelopment that is well-suited to its time and place.</p>	<p>The proposed development is situated on the Uptown Waterfront, adjacent to the Trinity Royal Heritage Conservation Area, which is located on the opposite side of Water Street.</p> <p>The design of the initial building acknowledges the prominence of the surrounding brick heritage construction through utilizing it as the primary façade material choice for the podium façades. The podium façade will feature a selection of brick colours, which will help establish visual breaks in the street wall and promote a more positive pedestrian experience.</p> <p>The upper storeys incorporate a contemporary design and a neutral colour palette, which is subordinate to the traditional brick style design of the buildings’ podiums.</p>
<p><b>4.2 The Public Realm</b> <b>Policy UD-9</b></p> <p>Consider the following guidelines for the development and enhancement of the public realm in the Uptown Waterfront:</p> <p>a. Maximize opportunities to provide direct public access or proximity to the water. Areas that are currently accessible will be protected and enhanced for public use. Harbour Passage will continue to be reinforced and enhanced as the spine of the public realm system. While it should be clear that Harbour Passage is a continuous trail, its character can vary in</p>	<p>The City is currently working on a redevelopment of the Loyalist Plaza site and will include the extension of Harbour Passage along the waterfront portion of the development site. A pedway connection between the development and Market Square has also been included in the overall workplan.</p>

## 35 Water Street: Central Peninsula Secondary Plan and PlanSJ Review

<p>keeping with the quality and identity of the various sites it passes through. Over time, the majority of the Harbour Passage route will follow the water’s edge;</p>	
<p>f. The quality and character of public spaces, landscapes and buildings in the Uptown Waterfront are essential to creating a memorable experience. Design buildings and open space projects to a very high standard with the use of quality materials and site furnishings to achieve durability and minimize maintenance costs, while also characterizing the Waterfront as an evocative and unique place;</p> <p>And</p> <p>q. Demonstrate a well-articulated building façade with a regular pattern of windows and a highly transparent ground floor façade on both the street and waterfront edges for all waterfront development.</p>	<p>The design of the initial building acknowledges the prominence of the surrounding brick heritage construction through utilizing it as the primary façade material choice for the podium façades. The podium façade will feature a selection of brick colours, which will help establish visual breaks in the street wall and promote a more positive pedestrian experience.</p> <p>The upper storeys incorporate a contemporary design and a neutral colour palette, which is subordinate to the traditional brick style design of the buildings’ podiums.</p> <p>The cladding identified for the initial building will include a variety of materials such as masonry (brick, stone or pre-cast concrete) and composite metal panel/architectural panel.</p> <p>The applicant has also provided a list of prohibited cladding materials:</p> <ul style="list-style-type: none"> <li>• Vinyl siding</li> <li>• Plywood</li> <li>• Exterior insulation and finished systems where stucco is applied to rigid insulation</li> <li>• Vinyl windows</li> <li>• Cinder block</li> </ul>
<p><b>4.3 Urban Design &amp; Built Form</b> <b>Policy UD-9</b> Ensure all development proposals generally conform to the following General Urban Design Principles:</p> <p>a. That new development respect and reinforce the existing and planned context in which it is located through appropriate setbacks, landscaping, buildings entrances, building massing, architectural style and building materials. Specifically, the built-form of new development shall be designed to achieve the following objectives for specific areas of the City:</p>	<p>The design of the initial building acknowledges the prominence of the surrounding brick heritage construction through utilizing it as the primary façade material choice for the podium façades. The podium façade will feature a selection of brick colours, which will help establish visual breaks in the street wall and promote a more positive pedestrian experience.</p> <p>The upper storeys incorporate a contemporary design and a neutral colour palette, which is subordinate to the traditional brick style design of the buildings’ podiums.</p>
<p>b. Locating building entrances facing the public street;</p>	<p>Due to the number of buildings proposed on the site, and the potential layout of ground floor commercial units, the locations of building entrances will vary, with some of the entrances facing Water Street.</p>

### 35 Water Street: Central Peninsula Secondary Plan and PlanSJ Review

<p>c. Designing sites to incorporate existing natural features and topography;</p>	<p>The development site is located on the Uptown Waterfront. The overall site design proposes active ground floor commercial uses will be located along the extension of Harbour Passage and will provide a direct connection between the public and private realms.</p>
<p>e. Incorporating innovations in built form, aesthetics and building function to encourage high quality contemporary design that will form the next generation of heritage;</p>	<p>The design of the initial building acknowledges the prominence of the surrounding brick heritage construction through utilizing it as the primary façade material choice for the podium façades. The podium façade will feature a selection of brick colours, which will help establish visual breaks in the street wall and promote a more positive pedestrian experience.</p> <p>The upper storeys incorporate a contemporary design and a neutral colour palette, which is subordinate to the traditional brick style design of the buildings’ podiums.</p>
<p>f. Where appropriate and desirable, encouraging active pedestrian-oriented uses and a high level of transparency at grade to reinforce and help animate the public realm;</p>	<p>The proposed development will incorporate active ground floor commercial uses, which will provide a variety of people-oriented uses that will be attractive for both residents and visitors.</p>
<p>h. Using quality, durable building materials and a consistent level of design and detail for all elements of the building;</p>	<p>The cladding identified for the initial building will include a variety of materials such as masonry (brick, stone, or pre-cast concrete) and composite metal panel/architectural panel.</p> <p>The applicant has also provided a list of prohibited cladding materials:</p> <ul style="list-style-type: none"> <li>• Vinyl siding</li> <li>• Plywood</li> <li>• Exterior insulation and finished systems where stucco is applied to rigid insulation</li> <li>• Vinyl windows</li> <li>• Cinder block</li> </ul>
<p>i. Designing for visual interest by incorporating well-articulated building façades, landscaping, local history, public art and/or culture into sites and buildings;</p>	<p>The design of the initial building acknowledges the prominence of the surrounding brick heritage construction through utilizing it as the primary façade material choice for the podium façades. The podium façade will feature a selection of brick colours, which will help establish visual breaks in the street wall and promote a more positive pedestrian experience.</p> <p>The upper storeys incorporate a contemporary design and a neutral colour palette, which is</p>

### 35 Water Street: Central Peninsula Secondary Plan and PlanSJ Review

	<p>subordinate to the traditional brick style design of the buildings' podiums.</p> <p>The development will establish active ground floor uses that intersect with the public realm including the waterfront, Loyalist Plaza, and the extension of Harbour Passage. A detailed landscaping plan, required at a future phase, will be required to enhance the connection between the active ground floor uses and the adjacent public pedestrian realm.</p>
<p>j. Directing high-rise buildings to appropriate areas and ensuring their design is sensitive to the neighbourhood and/or heritage context;</p>	<p>The proposed development is located on Water Street between Loyalist Plaza and a parking lot. On the eastern side of Water Street, the buildings largely align with the proposed height of the 5-storey podiums that will feature in the new development.</p> <p>The proposed development is located within proximity to taller buildings which are largely centred at the intersection of King Street and Chipman Hill, and south of the Princess Street and Water Street intersection. Of note is the Saint John City Hall Building which is 16-storeys, the Brunswick House Office Tower which is 14-storeys, the Hilton Saint John which is 11-storeys and Market Square Tower which is 12-storeys.</p>
<p>l. Designing sites and buildings according to the Crime Prevention through Environment Design (CPTED) principles to promote safety and security, in balance with other urban design goals; and</p>	<p>The 3<sup>rd</sup> Party Design Review provides commentary and suggested improvements regarding the site design's alignment with CPTED principles.</p>
<p>m. Locating and screening parking and loading facilities so they are generally not visible from the street, particularly in Centres and Neighbourhood Intensification Areas;</p> <p>And</p> <p>n. Limit surface parking between the front of a building and the public street or sidewalk;</p>	<p>The building includes structured, interior parking and surface parking which will accommodate the various users of the space. On-street parking spaces are being developed on the adjacent portion of Water Street and will be owned and operated by the City's Parking Commission as public parking stalls.</p> <p>The proposed site design strategically locates the service areas, including surface parking and loading zones, to less visible areas of the site. The surface parking is concealed by the buildings on the eastern, northern, and southern boundaries and part of the western boundary. The loading zone is co-located with the emergency access along the southern property boundary of the site.</p>

## 35 Water Street: Central Peninsula Secondary Plan and PlanSJ Review

<p>p. Design sites and building accesses that are barrier-free, convenient and have clear signage; and</p>	<p>The building will be constructed to meet the requirements of the National Building Code of Canada.</p>
<p>q. Generally locating surface parking, outdoor storage, loading and other service areas at the rear or side of the property and buffering or screening these functions from adjacent properties and the public realm.</p>	<p>The proposed site design strategically locates the service areas, including surface parking and loading zones, to less visible areas of the site. The surface parking is concealed by the buildings on the eastern, northern, and southern boundaries and part of the western boundary. The loading zone is co-located with the emergency access along the southern property boundary of the site.</p>
<p><b>4.3.4 Urban Design Principles for the Uptown Waterfront</b>  <b>Policy UD-13</b>  Encourage waterfront locations within the Uptown Waterfront to be reserved for those uses that require, or benefit from, a waterfront setting. In considering waterfront development projects, Council shall give consideration to the following built form principles:</p> <p>a. Wherever appropriate, development proposals will demonstrate opportunities for the site to be intensified over time. The objective is to promote the highest and best use of waterfront lands so that a critical mass of activity is achieved;</p> <p>b. A mix of uses will be provided in new development proposed on larger site(s) and/or where more than one building is proposed. Appropriate uses include: residential, business or commercial, institutional, Port-related, and community facility or public uses;</p>	<p>The proposed buildings range in height from 6-storeys (25m) to 19-storeys (70m). The height of the buildings will enable the development site to accommodate a mixture of commercial and residential uses, therefore, increasing the residential density in the area. The entire development is proposing to include approximately 677 housing units with the lower floors dedicated to parking, commercial, and community/cultural spaces.</p>
<p>c. Active public uses will be located at grade in new buildings which demonstrate a well-articulated building façade with a regular pattern of windows and a highly transparent ground floor façade on both the street and waterfront edges to provide an animated edge to public areas and an enhanced pedestrian atmosphere. Wherever possible, these uses will front onto Harbour Passage and pedestrian promenades as well to enhance their animation and safety;</p> <p>And</p> <p>d. The provision of retail, restaurant and other service-oriented uses within the Uptown Waterfront</p>	<p>The proposed development will incorporate active ground floor uses on all portions of the buildings that front onto Water Street, the Waterfront including the extension of Harbour Passage, Loyalist Plaza, and the adjacent property to the south. These are intended to include service-oriented uses, retail, and restaurants, amongst other compatible uses.</p> <p>The incorporation of active commercial ground floor uses will attract visitors and residents to the space and help animate the surrounding public spaces. In addition, through the use of these spaces, in addition to other uses placed on the upper storeys, it will provide a sense of safety to the public space users, as</p>

### 35 Water Street: Central Peninsula Secondary Plan and PlanSJ Review

<p>will be balanced with and complementary to those of the Uptown;</p>	<p>the private spaces will look-out on the public spaces. This aligns with CPTED principles.</p>
<p>e. Residential development within the Uptown Waterfront will provide a variety of housing options that are attractive to people of all ages and incomes;</p>	<p>The proposed development will include 677 housing units. The size and type of units will be established during the detailed design of each building. The applicant has indicated that an affordable housing component for the Phase 1 Building is currently being explored. They intend to assess the viability of affordable housing during each subsequent building phase.</p>
<p>g. That new buildings will be strategically positioned to frame significant outdoor public spaces, helping to reduce the impact of waterfront climatic conditions, including sun, wind and fog;</p>	<p>The proposed development is located on the Uptown Waterfront directly adjacent to Harbour Passage and Loyalist Plaza.</p> <p>The proponent has considered the effects the building will have on shadows cast onto the adjacent public spaces. Renderings (see submission 4) were provided for June 21<sup>st</sup>, September 21<sup>st</sup> and December 21<sup>st</sup> and track the shadows during different periods of the day. The proposed development will cast a shadow on a variety of public spaces at different times throughout both scenarios. The largest impacts are seen in the December scenario, which will largely impact Loyalist Plaza and Water Street.</p> <p>In addition, a Wind Study was completed and submitted to assess any impact the new construction will have on the pedestrian realm. The Wind Study indicates that the proposed development will not create unsafe wind conditions for pedestrians. The site development will generally improve existing wind conditions on the development site and the surrounding area. Some areas will see an increase in the wind conditions; however, the Wind Study has outlined some design considerations which will serve to improve some of the wind locations located along the building's perimeter, along the adjacent sidewalks, around the building entrances and for the proposed upper-level terraces.</p>
<p>h. That important public views to and from the Inner Harbour will be maintained and enhanced by organizing new development to frame existing public views and sight lines, towards the Harbour as well as back into the City, and to open up new public views and sight lines not currently available;</p>	<p>The proposed development will be occurring during a time when the City is undertaking a revitalization of Loyalist Plaza and is establishing an extension of Harbour Passage along the waterfront portion of the development site.</p>



### 35 Water Street: Central Peninsula Secondary Plan and PlanSJ Review

	<p>The design of the building incorporates ground floor commercial uses which will activate the space and will provide a connection between the public realm (waterfront and Harbour Passage) and the private commercial spaces.</p> <p>The development site is located between the view corridors of both King Street and Princess Street, which serve as east-west corridors in the area. The buildings are setback from the north and south property lines, providing space for the expansion of Harbour Passage (along the southern boundary), and establishing space for a pedestrian zone and loading/emergency access area. In addition, the buildings feature a podium design which will step back the upper storeys, thus enhancing the view plane to the waterfront.</p>
<p>i. That new development incorporates appropriate transitions in building heights, stepping down to the water’s edge where appropriate;</p>	<p>The proposed development site benefits from the open spaces uses located on the adjacent properties. The proposed site design incorporates design elements which will seek to mitigate the height of the proposed development. The establishment of 5-storey podiums will seek to tie the pedestrian realm and street wall to the patterns established on the east side of Water Street. The upper storeys will feature a step back, which will push the height away from the property lines and away from the pedestrian realm.</p>
<p>j. Landmark or iconic buildings will be developed at strategic locations throughout the Uptown Waterfront. All such buildings with direct frontage onto the waterfront will be designed as evocative waterfront icons, identifiable from the water or from the City;</p>	<p>The proposed development will become a landmark on the waterfront due not only to its scale and height, but due to the role it will play in shaping the neighbourhood for future generations. The development is considered a Big Move or a Catalytic project within the Neighbourhood Plan due to its prominence, impact on the established neighbourhood and its mixture of uses including commercial, residential, and community/cultural spaces.</p> <p>The design of the first building acknowledges and honours the history of the City, by using varying brick materials on the podium of the building. The podium, through its scale and materials, directly connects with the adjacent Trinity Royal Heritage Conservation Area. The podium is designed to establish compatible street wall, a welcoming pedestrian experience and to establish the active ground floor spaces as</p>

### 35 Water Street: Central Peninsula Secondary Plan and PlanSJ Review

	<p>compatible in scale to the existing neighbourhood context.</p> <p>The upper storeys, stepped back on the podiums, will feature a contemporary design that will be visible from both the water and other locations within the city. The placement and scale of the four primary buildings will make the site easily identifiable and will establish a new liveable community within the Uptown core.</p>
<p>k. The architectural vernacular of the Uptown will be respected in development along the Waterfront, through compatibility in character and quality, materials, massing and scale;</p>	<p>The design of the initial building acknowledges the prominence of the surrounding brick heritage construction through utilizing it as the primary façade material choice for the podium façades. The podium façade will feature a selection of brick colours, which will help establish visual breaks in the street wall and promote a more positive pedestrian experience.</p> <p>The upper storeys incorporate a contemporary design and a neutral colour palette, which is subordinate to the traditional brick style design of the buildings’ podiums.</p>
<p>m. Uses that draw or serve the public, at many times of day and across seasons will be provided;</p> <p>And</p> <p>n. ‘Active building faces’ are achieved by strategically locating public and/or private uses capable of animating public routes and spaces;</p>	<p>The proposed development will incorporate active ground floor uses on all portions of the buildings that front onto Water Street, the Waterfront including the extension of Harbour Passage, Loyalist Plaza, and the adjacent property to the south. These are intended to include service-oriented uses, retail, and restaurants, amongst other compatible uses.</p> <p>The incorporation of active commercial ground floor uses will attract visitors and residents to the space and help animate the surrounding public spaces. All uses that provide a visual connection between the private and public spaces will provide a sense of safety to the public space users.</p>
<p>p. Buildings will be highly transparent at grade in order to permit public views from the street side through to the Harbour side; and</p>	<p>The active ground floor spaces will incorporate glazing that ranges from 50-80% and all above grade floors will feature a glazing range of 25-60%. The final composition of glazing areas will be based on the uses allocated for the portion of the building and will be established during the detailed design for each building.</p>
<p>q. Parking areas will not be permitted between the public street and the building front.</p>	<p>The development of new on-street parking spaces has been proposed, which will not remain as private</p>

## 35 Water Street: Central Peninsula Secondary Plan and PlanSJ Review

	<p>parking dedicated to the development. All private parking spaces are located to the interior of the site and/or are included in the buildings' parkades.</p>
<p><b>Policy UD-14</b> Encourage new waterfront development to actively promote environmental sustainability, taking into account changes in sea level caused by climate change. New development will also demonstrate leadership in the reduction of greenhouse gas emissions, and sustainable planning, design, building systems and construction practices.</p>	<p>The site is included in a City project which will raise the seawall in order to provide additional protections against sea level changes associated with climate change.</p>
<p><b>5.1 Neighbourhoods &amp; Housing Goals</b></p> <ol style="list-style-type: none"> <li>1. Provide an appropriate range of housing types, unit sizes, affordability and form of ownership at various densities and scales that meet the needs and income levels of current and future residents of the City.</li> <li>2. Promote building designs and densities for new housing which efficiently use land, resources, infrastructure and public facilities, and support and contribute to safe, vibrant and pedestrian-friendly streetscapes and neighbourhoods.</li> <li>3. Support opportunities to increase the quality of available housing, particularly with respect to the existing rental stock available in core neighbourhoods.</li> </ol>	<p>The proposed mixed-use building is an infill development which utilizes existing city infrastructure including streets and water and sewer line. The development site is also located in close proximity to public transit, community spaces (Loyalist Plaza, Harbour Passage), and other public facilities (e.g. Public Library, New Brunswick Museum, and Canada Games Aquatic Centre).</p> <p>The proposed development will incorporate commercial and community/cultural space with 677 residential units. The ground floor commercial uses will help ensure a vibrant and active streetscape. The introduction of new residential units will continue to support the growth of the Uptown neighbourhood.</p> <p>The applicant has indicated that an affordable housing component for the Phase 1 Building is currently being explored. They intend to assess the viability of affordable housing during each subsequent building phase.</p>
<p><b>8.7 Parking</b> <b>Policy TM-61</b> Encourage the construction of underground parking and multi-level parking structures for new developments, and where possible such parking facilities should provide publicly accessible parking as well. Council shall encourage facilities facing public streets and/or Harbour Passage to have active uses or well-designed façades at grade to ensure an attractive pedestrian atmosphere.</p>	<p>The building will feature interior parking that will not be visible to the public. The parking provided will be for the use of the building tenants. A variety of public parking options are available within the vicinity of this development including on-street parking and public parking lots.</p>

# Design Review of the Fundy Quay Development Masterplan

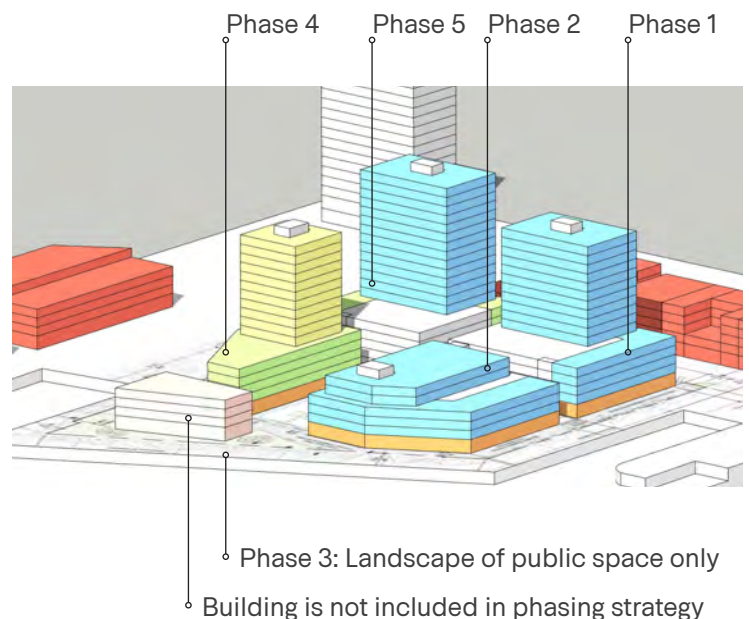
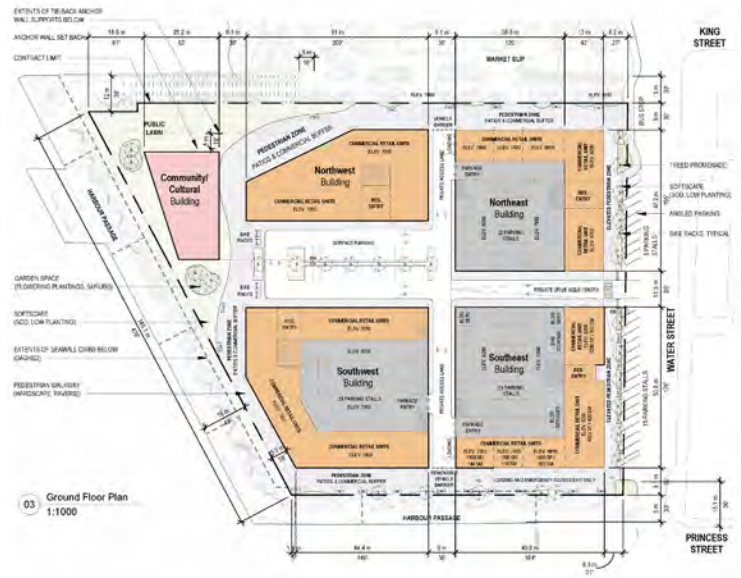
# Design Review Summary

The following document provides review, comments and suggestions of the Fundy Quay Masterplan developed by Lydon Lynch Architects for Elias Management Group.

The masterplan proposes the construction of 5 buildings, developed in five separate phases. The duration between the start of each phase will be determined by market demand. The developer is not held accountable to the programs or occupancy type, only massing and other specific items that may be suggested in this document, nor would there be any penalty for not completing all phases.

This review is divided into 3 chapters.

- 1. Full Masterplan:** A review of the completed 5 phase development in terms of massing, shadow study, building heights, site landscaping plan, public realm integration and impacts on adjacent public property (Water Street, Harbour Passage, Market slip).
- 2. Phase 1 Building:** A review of architectural and urban design elements of the building, (i.e. massing, materials, appropriate access and public realm integration) and building design in the context of the surrounding built environment, with a particular emphasis on the pedestrian experience. Recommendations associated with design elements include cladding materials and step backs to ensure the building is designed to complement the existing context and achieve a positive public realm.
- 3. Full Masterplan Recommendations:** Proposed site design/parking strategy.

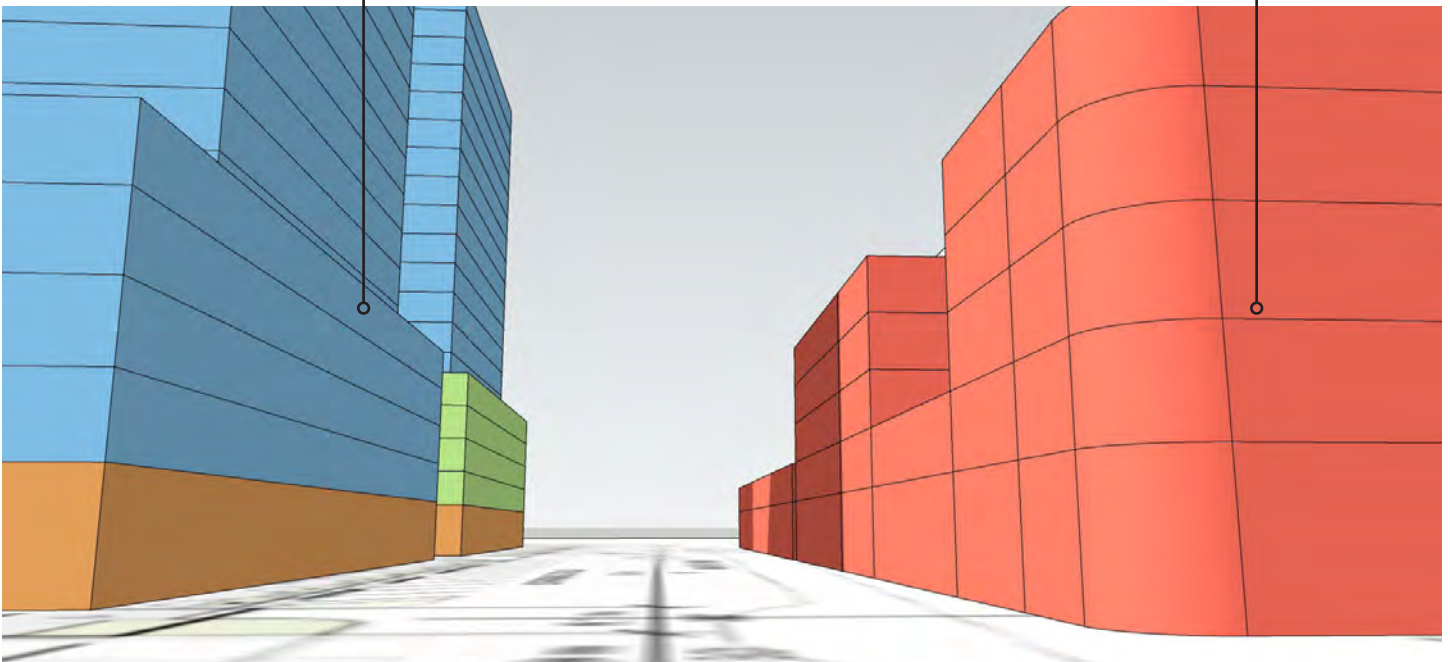
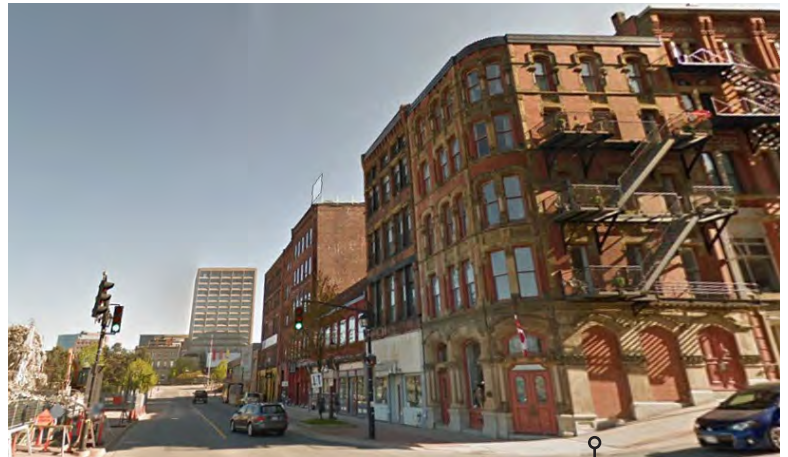


# Full Masterplan

## Massing:

The masterplan proposes a variance from current by-laws, to increase the allowable height of the podium facades along Water Street. The intention is to match the existing (east side) Water Street facades.

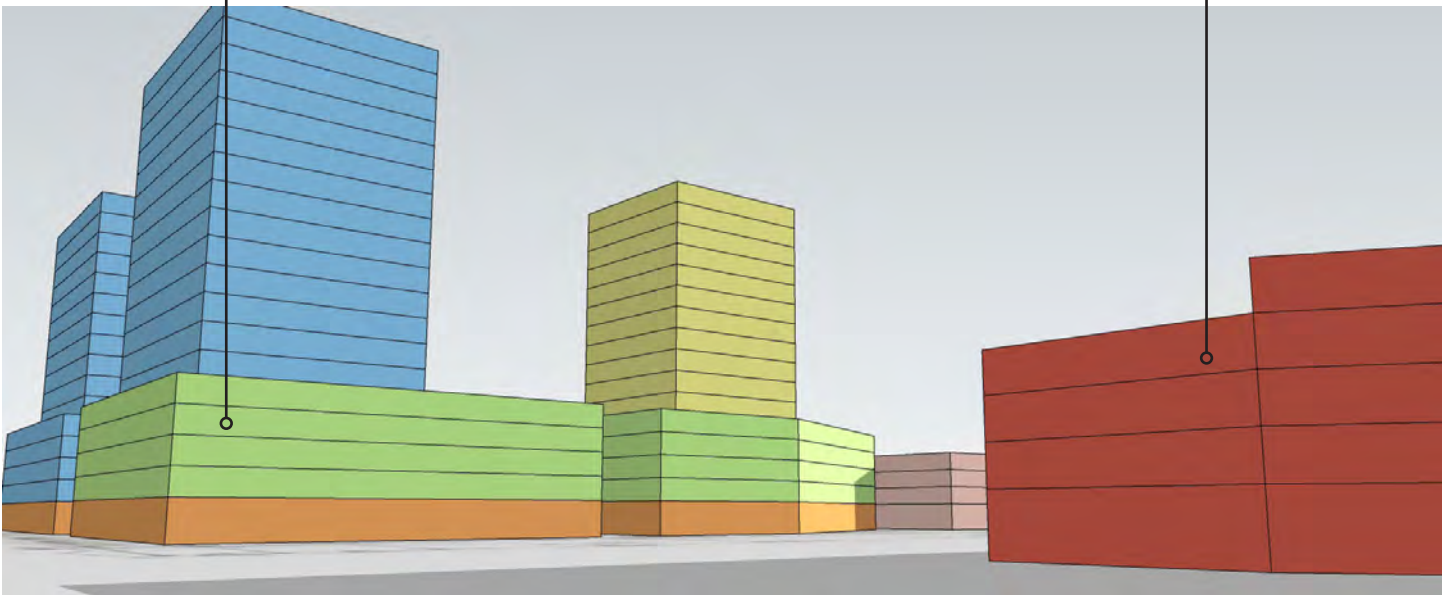
The proposed street wall of the podium along Water Street is in keeping with the context. However, if additional floor to floor height be requested, it is recommended that the total podium height match the existing East side of Water Street of 25m, +/- 1m. It is more important that the overall street wall height the same, rather than the number of storeys.



# Full Masterplan

## Massing:

The street wall next to North Market Wharf- 5 storey: is in keeping with the context of the existing built form. Though North Market Street buildings are a floor lower than the proposed masterplan buildings from phase 3, 4, and 5, the distance is far enough away that they will feel similar enough. The 3 new buildings will create a new street wall, resulting in a comfortable sense of enclosure around the new park. In addition, activating the ground floor will provide a positive pedestrian experience support the retail and hospitality businesses.



# Full Masterplan

## Massing:

A variance for additional building height proposed in the masterplan is acceptable because the building design maintains a consistent street wall, which makes the height of a tower of little consequence to the pedestrian experience.

Three towers on one urban block, as designed is not consistent with the surrounding context. However the 2.5m set back, proposed for the tower from the podium, creates the necessary separation of the tower massing from the street wall. This will create the perceived consistent pedestrian experience of the built form, between the new and old buildings. Therefore, the towers in their proposed locations do not create a problem for the perspective of the pedestrian experience.

The proposed towers however may create undesirable wind speeds in specific locations of the masterplan. This is discussed further the following page: **Wind Study**.





# Full Masterplan

## Wind Study:

The wind study provided by RWDI does indicate a few problem areas that have uncomfortable wind speed as a result of the proposed design.

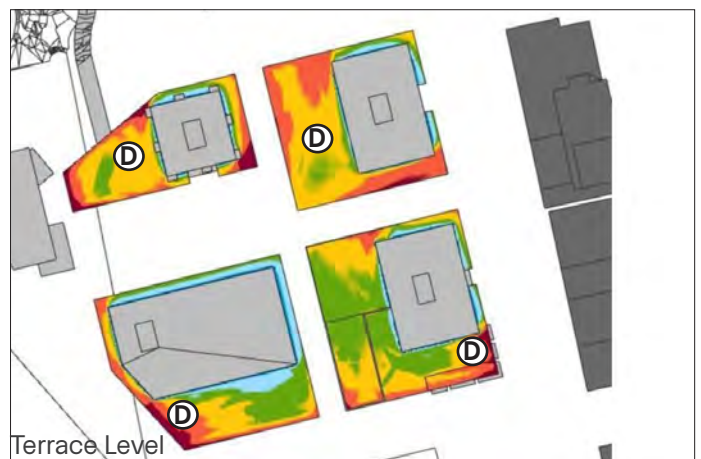
(A) Channeling generated by the new street wall along Water Street will increase the average wind speed at street level. While this is not necessarily problematic, on average it is however likely to increase the number of uncomfortable days for pedestrians sitting on street side patios. Additional trees and landscaping conducive to reducing wind speed should be implemented here.

(B) Channeling winds at the South East retail/commercial entrances for Phase 1 will be uncomfortable, on average, for pedestrians. The high winds are not largely a result of down drafts so the canopies shown in the design will not significantly reduce wind speed. However, recessed entries and other vertical obstructions would be advisable. Further testing following design resolution will be needed to validate and prove the design is reducing wind speeds to a comfortable norm.

(C) The landscape area, surrounding the Phase Three building is programmed to be a leisure, public outdoor space, but the building in its current design has sharp corners which increases wind speeds and discomfort. Rounding the building's corners, in addition to other design strategies outlined in the RWDI study will be important in this area.

(D) The close proximity of the towers to one another generates a severe down draft onto the podium terraces, which will not create the desired design intention of these spaces. As written by Lydon Lynch as design rationale for the terraces: *"Atop the podium rooftops, each building will provide its residents with high quality indoor and outdoor amenity spaces. A portion of the roofs will be*

*green roofs in order to provide residents with green space, leisure activities..."* Additional canopies are likely the only potential solution to reduce wind speed, but likely not to the degree of comfort, as required for the program intended. Further design iteration and testing is required.



# Full Masterplan

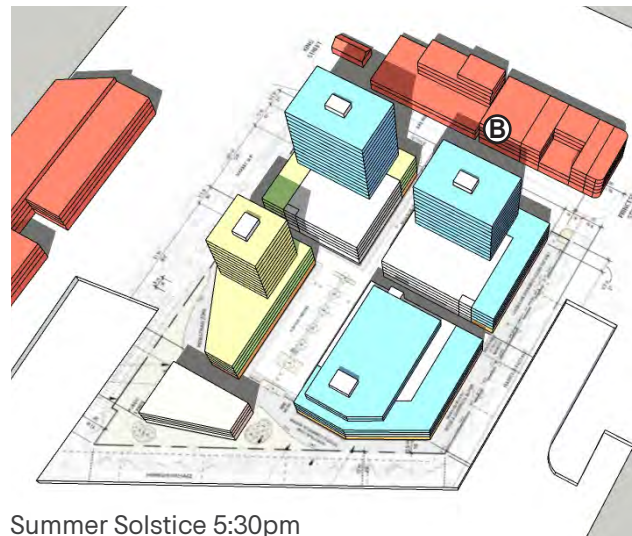
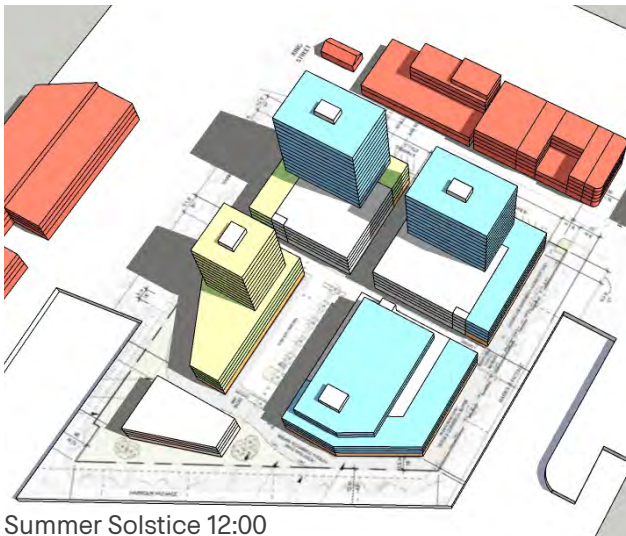
## Shadow Study:

The towers located on the northern edge of the site provide minimal shadow throughout the day onto the internal courtyard space, but create extensive shadows over the public park to the north.

An argument could be made that the commercial tower located over the Phase 4 block would work better if located over the phase 2 building (A), casting a shadow over the interior parking lot instead of the public park. Preferably, the interior courtyard area would be sunny in the winter, but the low 6 storeys

would cast a full shadow over the courtyard in the winter anyway. Therefore, building the tower there instead would not change the sun loss in the area dramatically over the winter, but would allow more sun for the public park.

(B) Shadows will be cast over Water Street. The existing buildings and ground floor uses will be impacted by both an increase in shadow through the later afternoon and increased wind speeds, as mentioned in the Wind Study.



# Full Masterplan

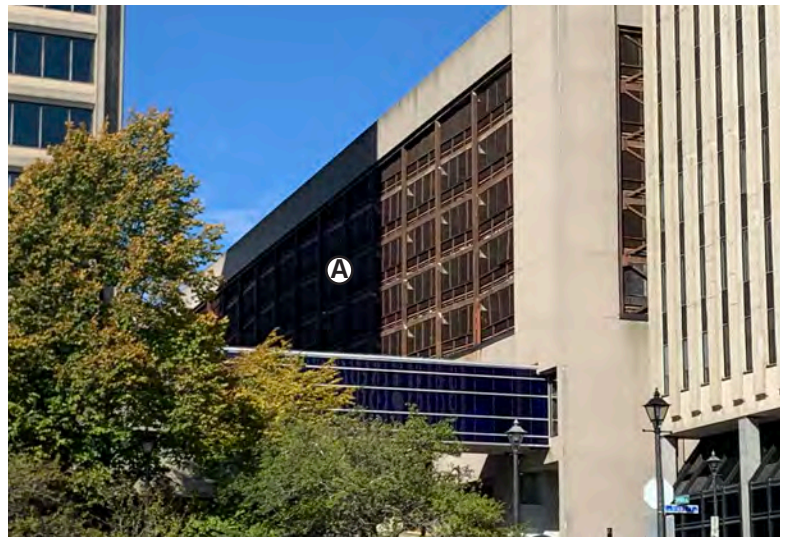
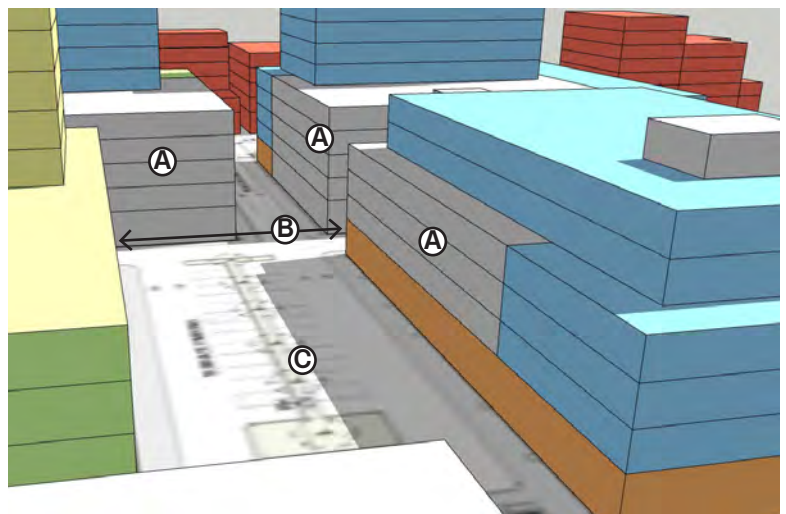
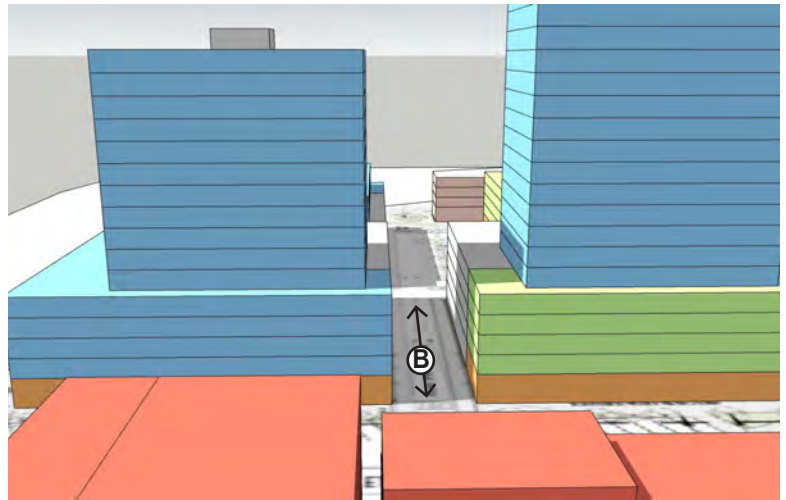
## Pedestrian Experience:

The interior courtyard is largely surrounded by parking garage structures. (A) The resulting pedestrian experience of the interior courtyard (C) will not be positive or create a feeling of safety in the evenings.

This area (C) has proposed retail, which needs high pedestrian traffic to be successful. However, getting to the courtyard space from Water Street and the Harbour Passage Trail means traveling through passageways that have 5 storey parking garage facades (B) - undesirable and uninviting to walk in. These narrow passages require pedestrians to travel in one direction for the length of each podium, which when unsupervised will commonly lead to an uneasy and unsafe pedestrian experience.

Mitigation and design responses to improve this include surrounding the interior courtyard with residential occupancy. Parking would go underground, or the entire courtyard level (C) raised to accommodate a level of parking. Alternatively, the space between the buildings offer alternative paths of travel or are populated by commercial/retail and residential occupancies.

The resulting pedestrian traffic from the design, will be that the most commonly, people will enter the courtyard will the river side (West End). In the evenings / after working hours, the area will not be visible from the street and only a very small section of residential apartment units, leaving no “eyes on the park” which also adds to a very unsafe and unpleasant space. (C)

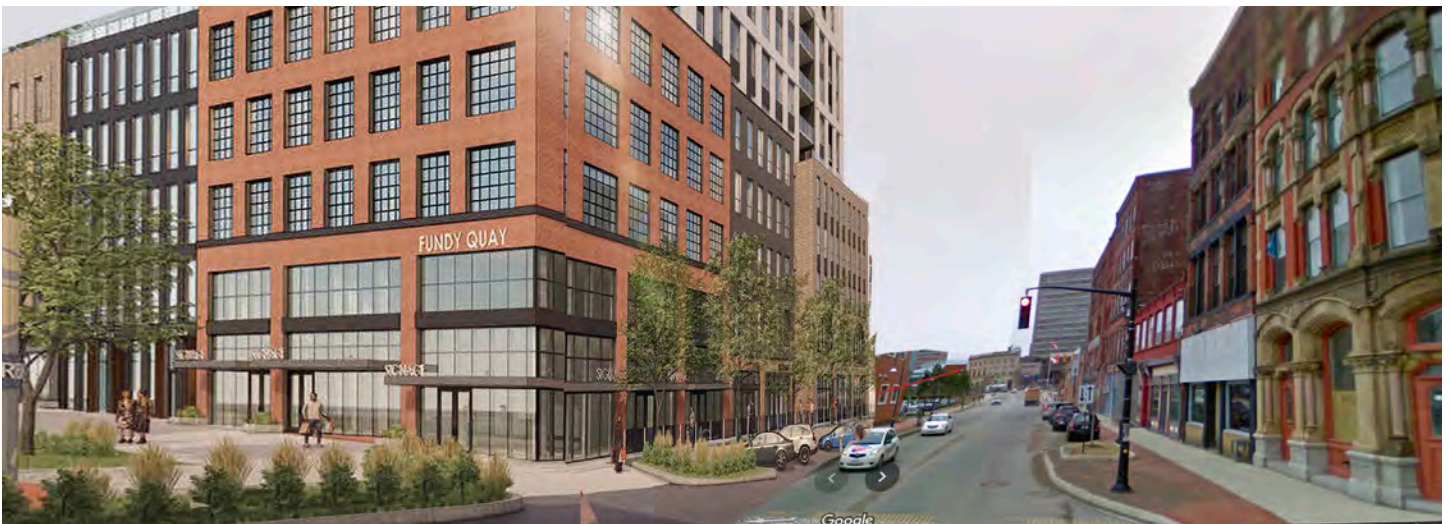


Example, upper level parking garage along Chipmanhill, Saint John.

# Full Masterplan

## Pedestrian Experience:

The Water Street pedestrian experience will be improved greatly with the addition of the proposed buildings, in essence completing the street with retail and commercial functions on the ground floor.



Concept image (not by Lydon Lynch Architects)

Illustration of proposed street wall from the Phase 1 development on Water Street.

# Full Masterplan

## Pedestrian Experience:

Raised pedways attract pedestrian traffic off of the street below. This decrease in foot traffic is detrimental to retail and hospitality businesses on the ground floor. Pedestrian movement should be drawn down to street level to give these businesses a better opportunity for success. Though extremely convenient to pedestrians, the urban repercussions of pedways are damaging enough to businesses that they should not be used in this development.

Purdy's Wharf (A) in Halifax is a good example of the challenges that come with pedways. The result of the successful traffic corridor has removed all retail, hospitality and commercial uses from the ground floor. Although the buildings are close to the water and enclose the largest privately-owned public space in the city, tenants of the building describe the ground floor as a basement. These spaces have been the most difficult to rent because so few travel there. Mitigation is currently underway to increase pedestrian traffic by redesigning pedestrian access points to the ground floor in efforts to increase traffic to the ground floor.

Raised Pedway ○



Purdy's Wharf pedway system. (above)

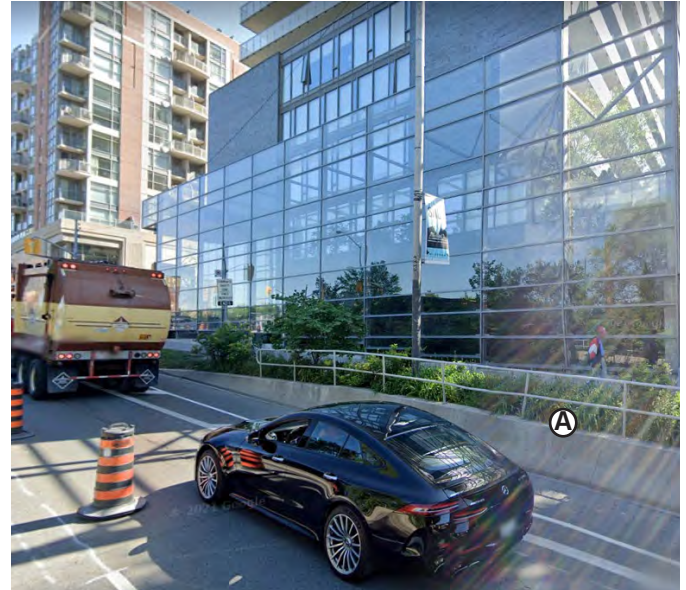


# Full Masterplan

## Site Landscaping:

Elevated sidewalks increase vehicular traffic speed which decreases pedestrian safety. The example included is from Toronto (A). It does not have parking along the edge of the raised level, however it shows the separation of pedestrian and vehicular traffic. From the designs illustrated, it is unclear how pedestrians will move from the parking spot safely to the elevated sidewalk. However increased division of spaces, having a vehicular zone next to pedestrian zone increases vehicular speed, and does not result in increased safety.

Further, barrier-free access from the parking spots is not clear from the proposal and may cause safety concerns.



# Full Masterplan

## Site Landscaping:

Harbour Passage trail continuation could be a big success. If bordered by retail spaces and residential areas, this will create a safe and appropriately scaled pedestrian friendly experience.

The wind study as performed by RWDI and comments provided by Breakhouse suggest a need for some landscape items and design changes to the southwestern point (A) to increase comfort levels resulting from high winds.



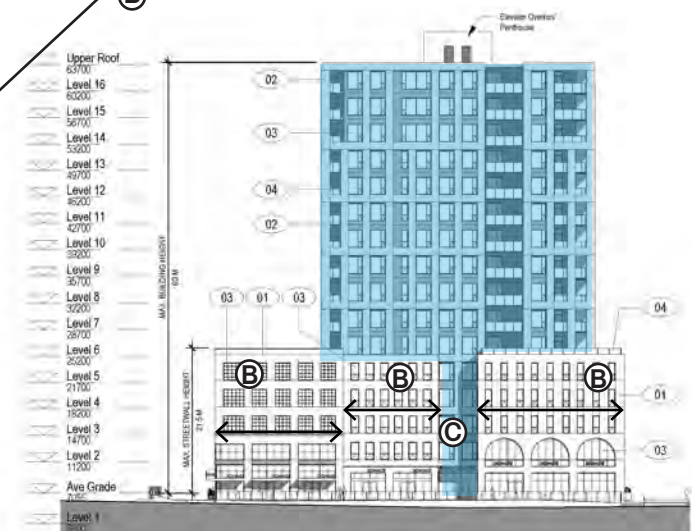
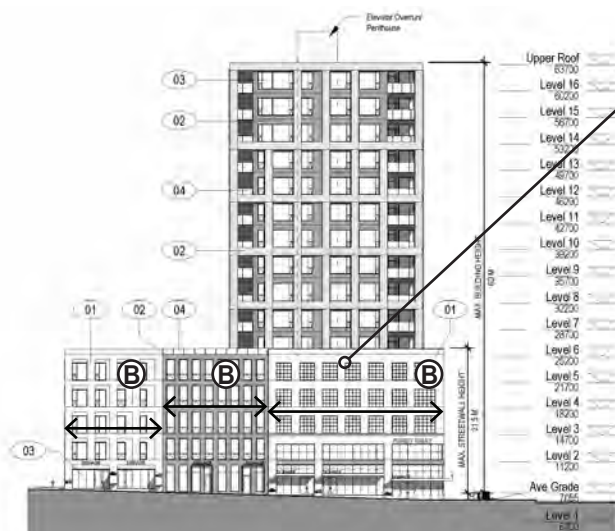
# Phase 1 Building

## Architectural Design:

- Material choices, using a variety of brick on the podium facades compliments the surrounding context (A)
- Facade variety and proportions fit in with existing context very well. (B)
- The small section of the tower that connects directly to the grade by the break in the street wall (highlighted in blue) is not in keeping with the surrounding context but is a strong successful formal strategy. It creates an awareness of the tower entrance location in a modern language within the existing older/traditional formal language. (C)
- There isn't a singular language for windows except that all of the existing buildings have punched windows which vary in size and design. This variety has been carried over well in the proposed building.



Materiality and proportions





# Full Masterplan

## Recommendations:

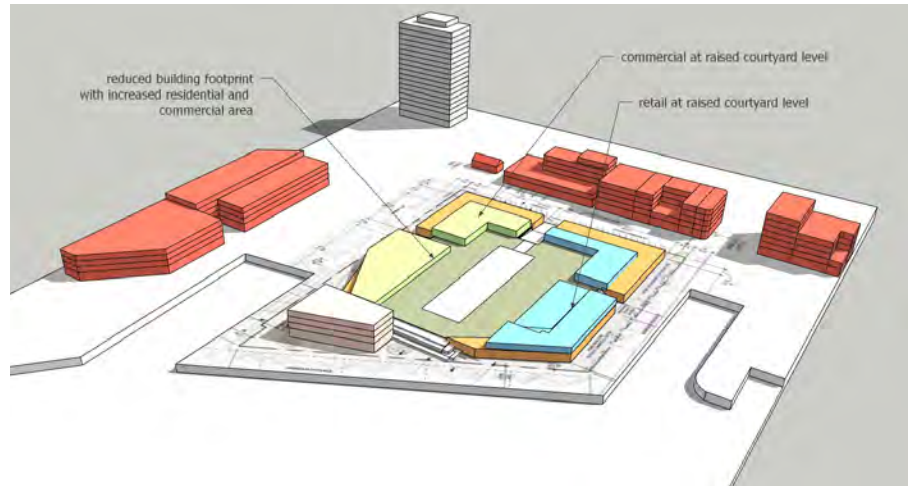
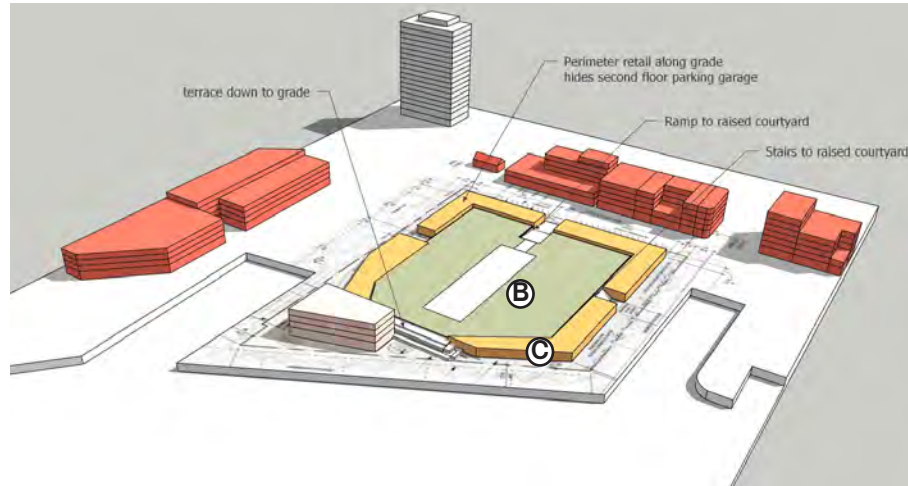
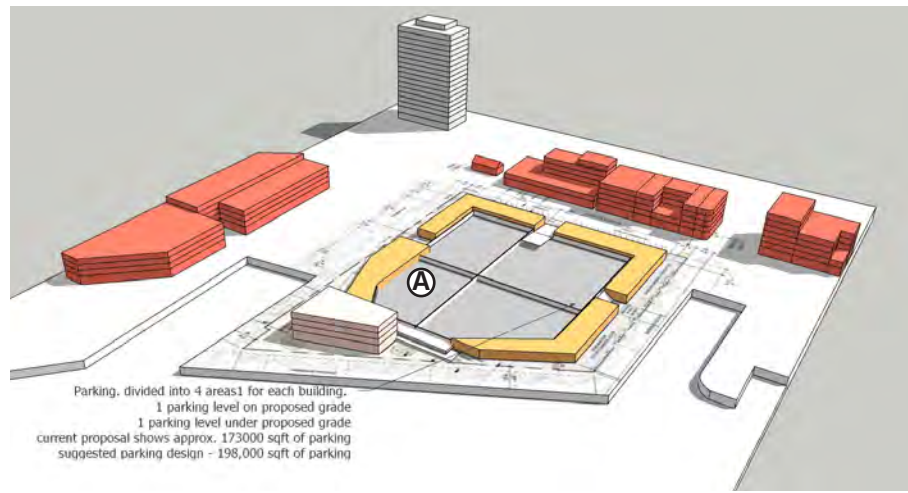
There are a significant number of challenges resulting from the design and placement of the parking structure which create a negative pedestrian experience. Such as:

1. Significant parking area 3 and 4 storeys above grade decrease “eyes on the park” therefore reducing perceived safety.
2. The entrance into the courtyard space from Water Street and the two side entrances are between two long parking garage facades, which creates a perceived level of risk to pedestrians walking through.
3. The interior courtyard, though accessible at grade in its current design, will have little pedestrian traffic in shoulder seasons and no visibility from Water Street. This creates a perceived barrier to pedestrians and decreases the area’s foot traffic.

**The proposed suggestion:** Two levels of parking over the entire site (A). The first is below grade and the second above grade, creating a raised courtyard (B). The retail spaces around the perimeter cover the parking garage, creating a continuous retail experience. (C)

Removing parking from the building podiums creates a smaller building footprint, increasing publicly accessible spaces with direct access into residential and commercial areas. At the same time, because the parking is below grade, there is an increased area of residential units and commercial floor area to each of the four buildings surrounding the courtyard.

Sub-grade parking below water levels is not uncommon in areas bordering large bodies of water. Bishop’s Landing in Halifax is a good example worth studying.

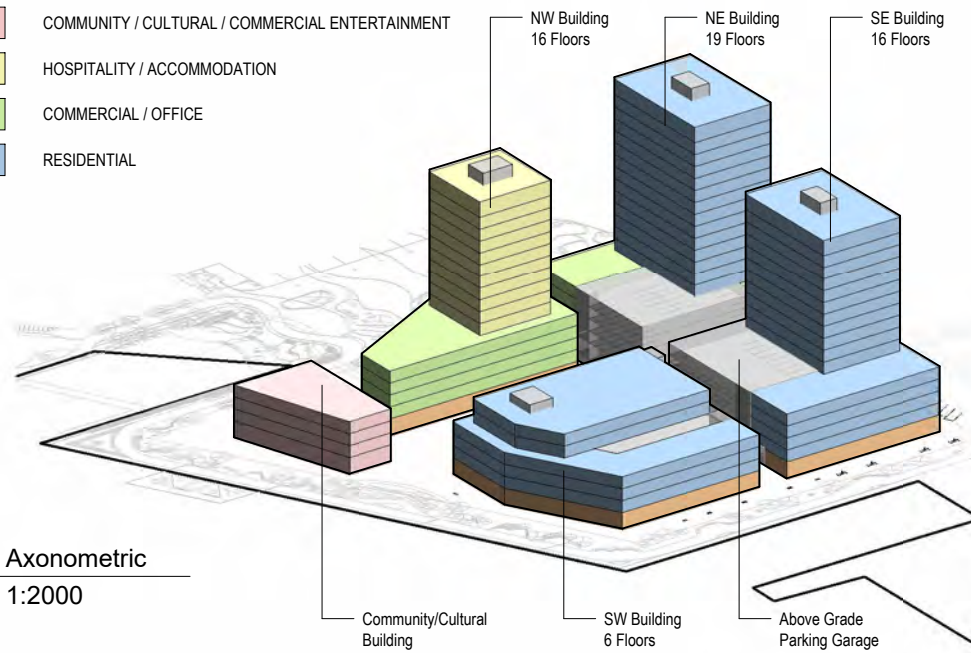


Breakhouse®

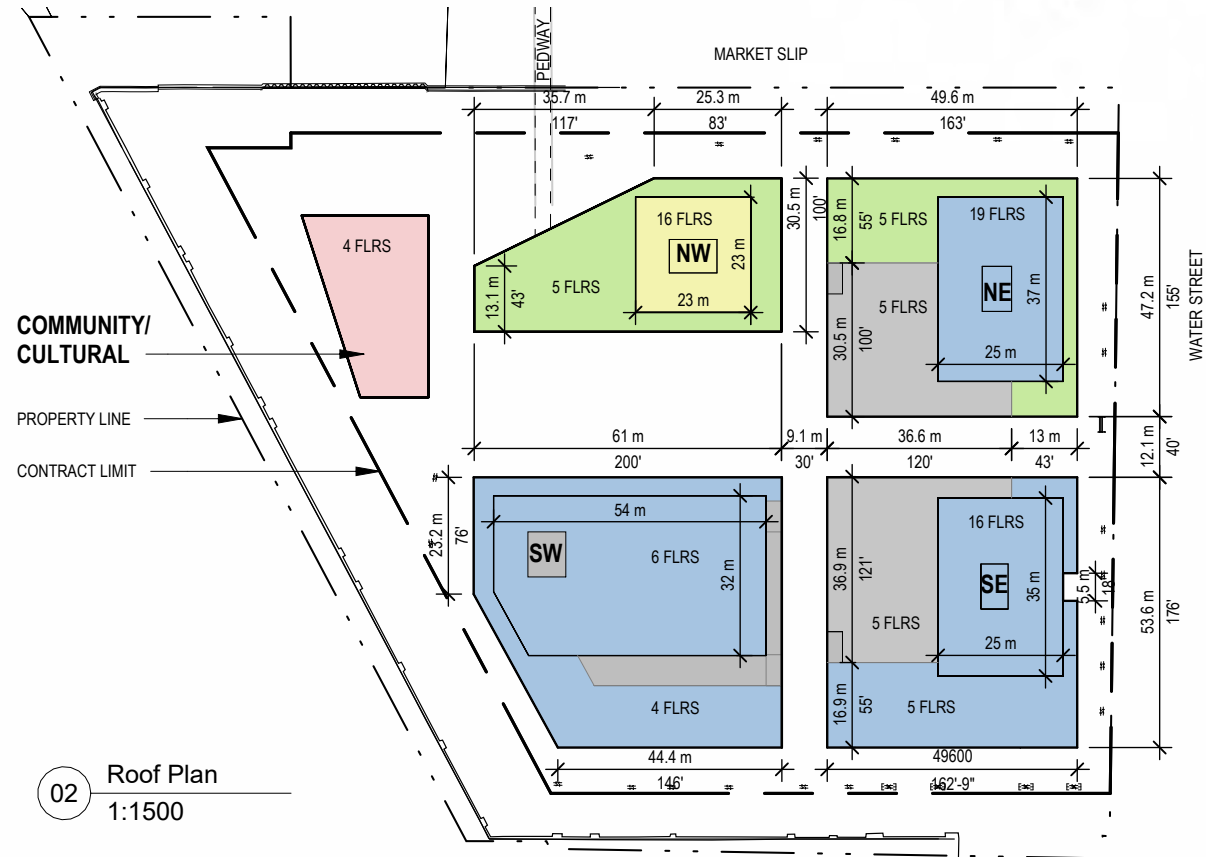
**PROPOSED PROGRAM TYPES**

\*Exact locations of program types subject to change.

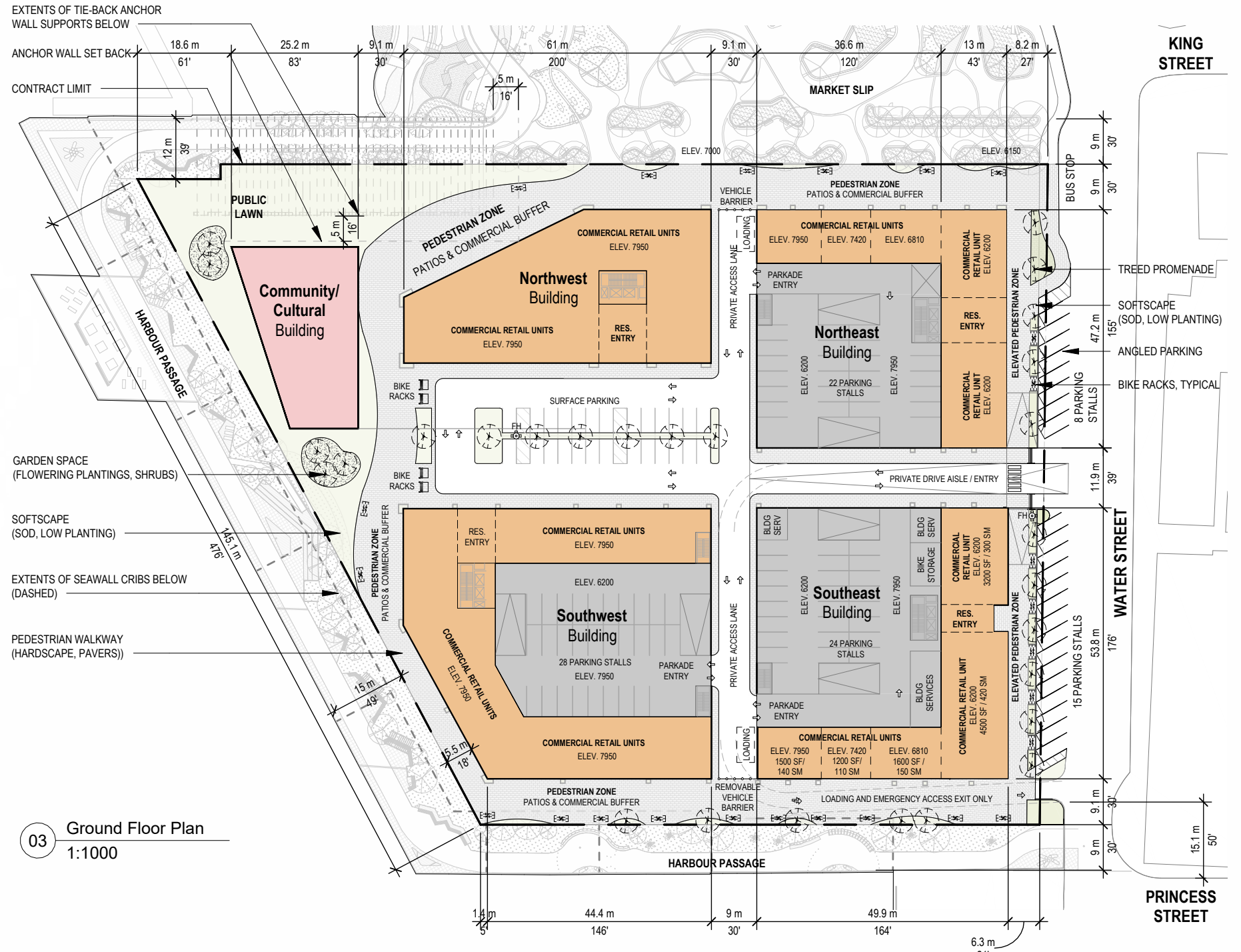
- COMMERCIAL RETAIL / RESTAURANT / PERSONAL SERVICE
- COMMUNITY / CULTURAL / COMMERCIAL ENTERTAINMENT
- HOSPITALITY / ACCOMMODATION
- COMMERCIAL / OFFICE
- RESIDENTIAL



01 Axonometric  
1:2000



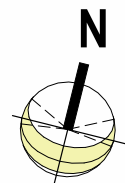
02 Roof Plan  
1:1500



03 Ground Floor Plan  
1:1000

**LYDON LYNCH**

401-1668 BARRINGTON ST  
HALIFAX, NOVA SCOTIA B3J 2A2  
TEL: 902 422-1446  
www.lydonlynch.ca



DATE	09/30/21	PROJECT	Fundy Quay	SCALE	As indicated
PROJECT No.	21018	DRAWING TITLE	Master Plan for ReZoning	DRAWING No.	A-1



**LYDON LYNCH** ARCHITECTURE  
 Sun Angle | 4:00 pm | September 21

**LYDON LYNCH**

401-1668 BARRINGTON ST  
 HALIFAX, NOVA SCOTIA B3J 2A2  
 TEL: 902 422-1446  
 www.lydonlynch.ca

DATE	09/17/21	PROJECT	Fundy Quay	SCALE
PROJECT No.	21018	DRAWING TITLE	Aerial 3D View - South West	DRAWING No.
				<b>A-2</b>



**LYDON LYNCH** ARCHITECTURE  
 Sun Angle | 6:00 pm | September 21

# LYDON LYNCH

401-1668 BARRINGTON ST  
 HALIFAX, NOVA SCOTIA B3J 2A2  
 TEL: 902 422-1446  
 www.lydonlynch.ca

DATE	09/17/21	PROJECT	Fundy Quay	SCALE
PROJECT No.	21018	DRAWING TITLE	Pedestrian View - North West	DRAWING No.
				<b>A-3</b>



**LYDON LYNCH** ARCHITECTURE  
Sun Angle | 6:00 am | September 21

# LYDON LYNCH

401-1668 BARRINGTON ST  
HALIFAX, NOVA SCOTIA B3J 2A2  
TEL: 902 422-1446  
www.lydonlynch.ca

DATE	09/17/21	PROJECT	Fundy Quay	SCALE
PROJECT No.	21018	DRAWING TITLE	Aerial 3D View - North East	DRAWING No.
				<b>A-4</b>



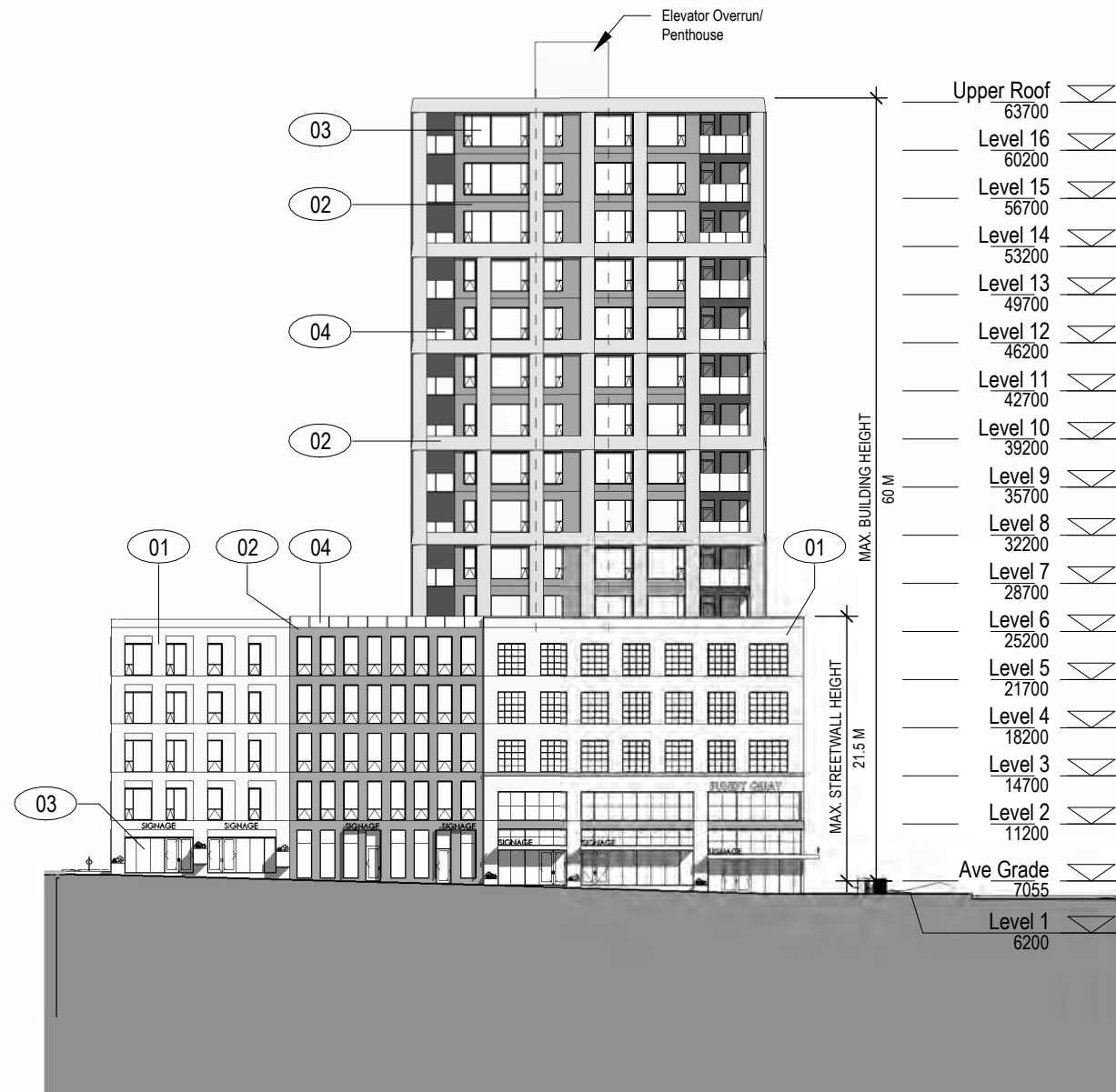
# LYDON LYNCH

401-1668 BARRINGTON ST  
 HALIFAX, NOVA SCOTIA B3J 2A2  
 TEL: 902 422-1446  
 www.lydonlynch.ca

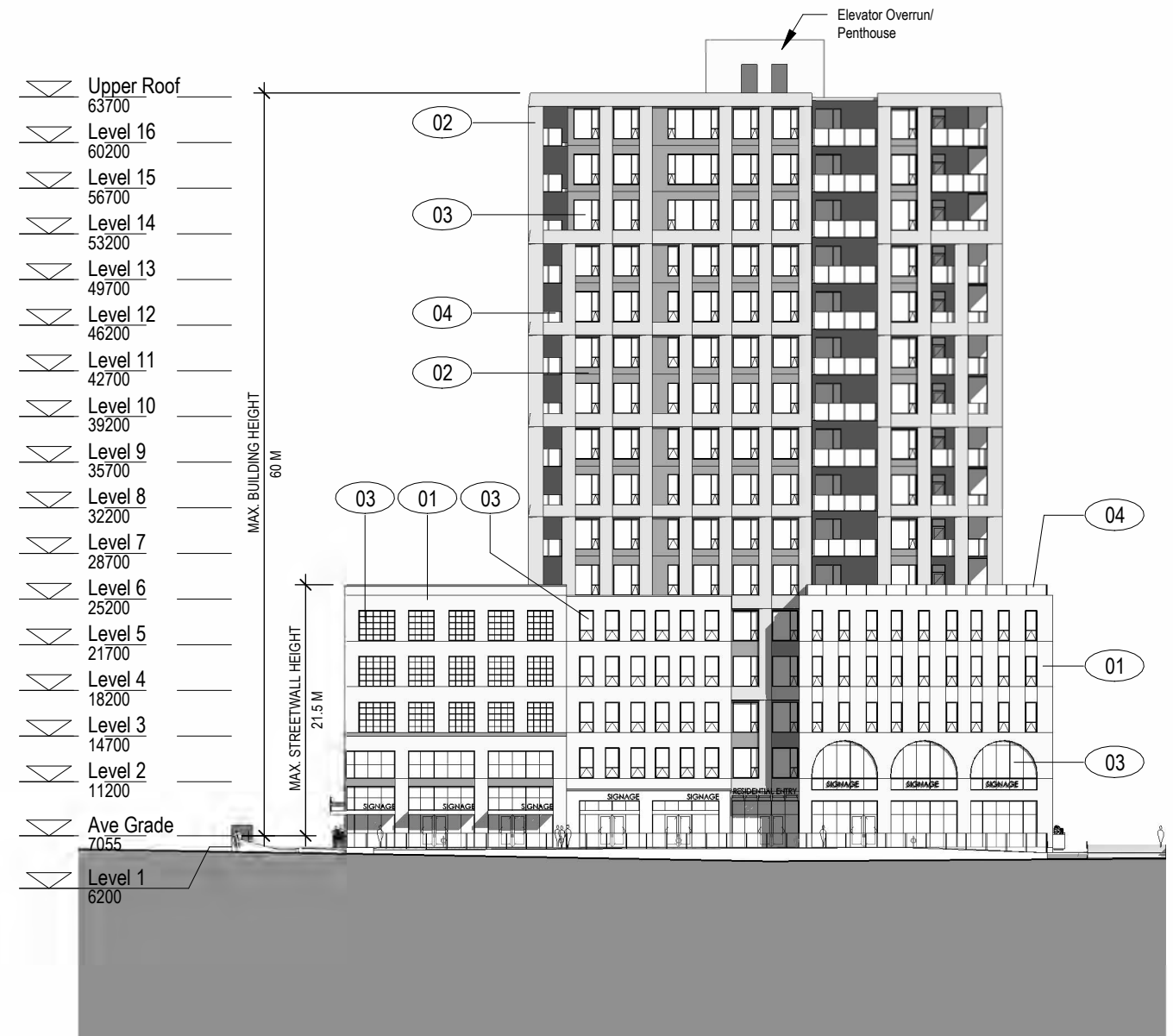
DATE	09/17/21	PROJECT	Fundy Quay	SCALE
PROJECT No.	21018	DRAWING TITLE	Pedestrian View - South East	DRAWING No.
				<b>A-5</b>

**CLADDING LEGEND**

- 01 MASONRY: BRICK, STONE, OR PRE-CAST CONCRETE
- 02 COMPOSITE METAL PANEL OR ARCHITECTURAL PANEL
- 03 ALUMINUM OR FIBREGLASS GLAZING C/W SPANDREL AS APPROPRIATE
- 04 GLASS GUARDRAILS
- 05 OPENINGS TO ABOVE-GRADE, OPEN-AIR PARKADE WITH MASONRY, PRECAST, OR METAL SCREENING



1 South Elevation  
1 : 500



2 East Elevation  
1 : 500

**LYDON LYNCH**

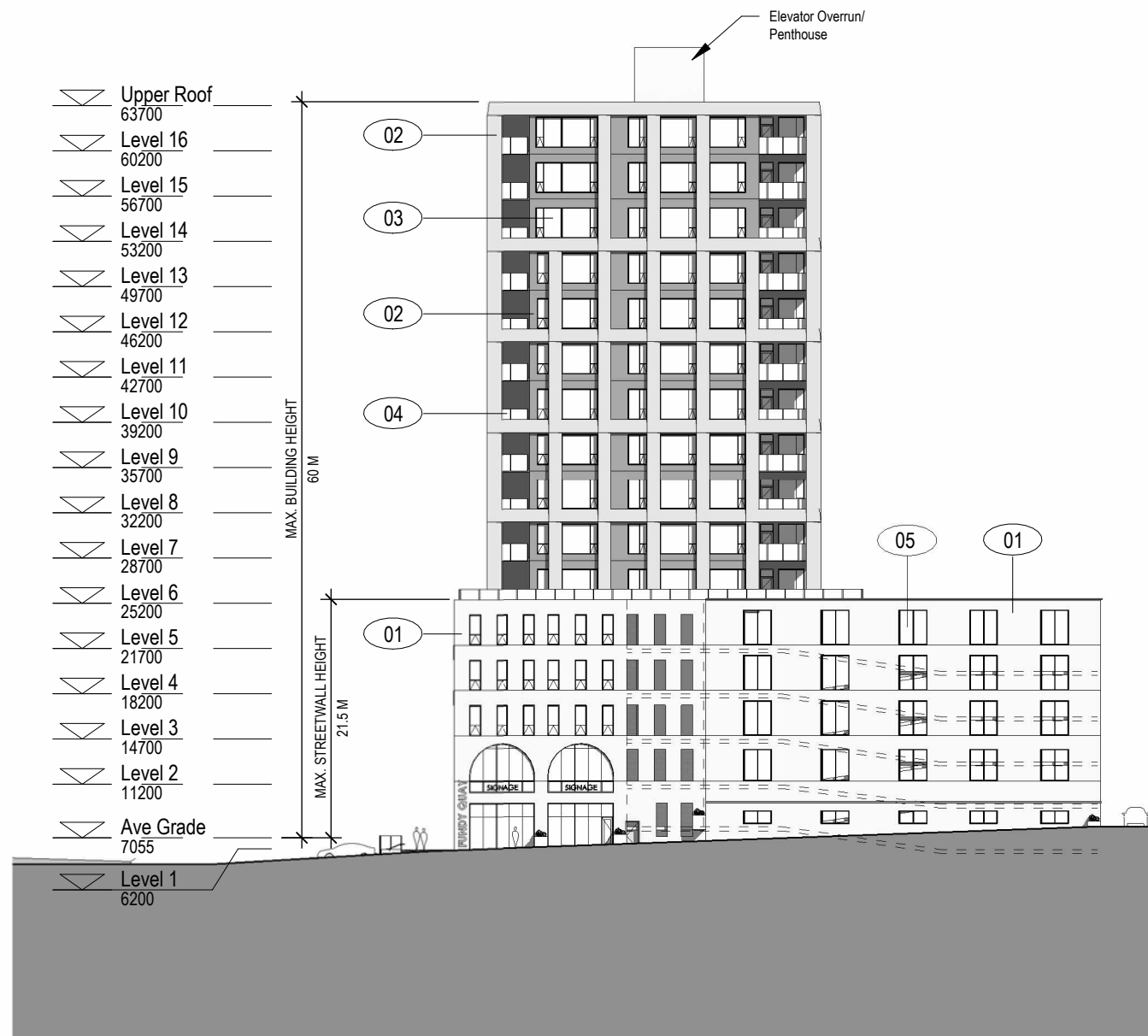
401-1668 BARRINGTON ST  
HALIFAX, NOVA SCOTIA B3J 2A2  
TEL: 902 422-1446  
www.lydonlynch.ca

DATE	09/30/21	PROJECT	Fundy Quay	SCALE	As indicated
PROJECT No.	21018	DRAWING TITLE	Building 1 South & East Elevations	DRAWING No.	A-300

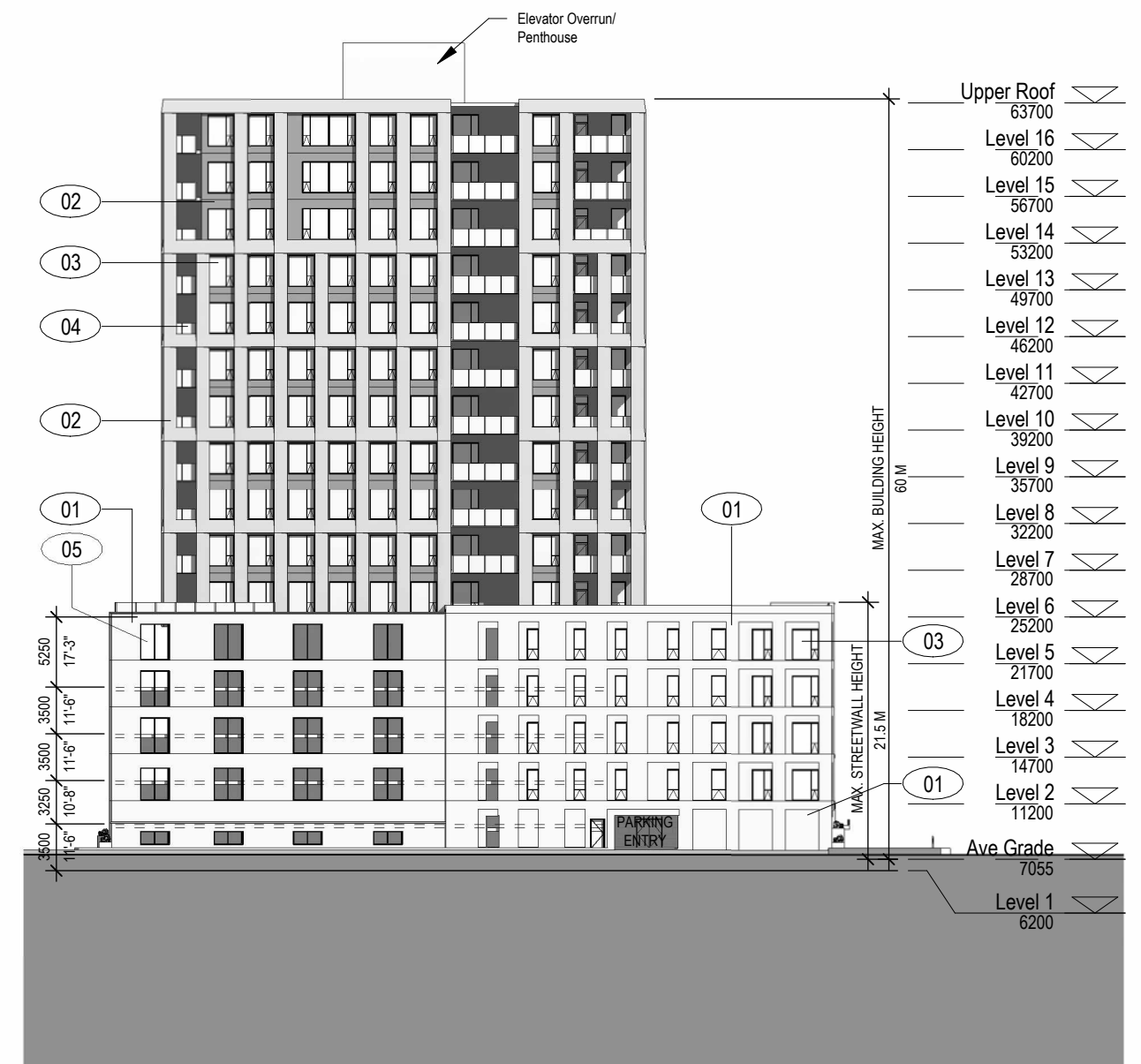


**CLADDING LEGEND**

- 01 MASONRY: BRICK, STONE, OR PRE-CAST CONCRETE
- 02 COMPOSITE METAL PANEL OR ARCHITECTURAL PANEL
- 03 ALUMINUM OR FIBREGLASS GLAZING C/W SPANDREL AS APPROPRIATE
- 04 GLASS GUARDRAILS
- 05 OPENINGS TO ABOVE-GRADE, OPEN-AIR PARKADE WITH MASONRY, PRECAST, OR METAL SCREENING



1 North Elevation  
1 : 500



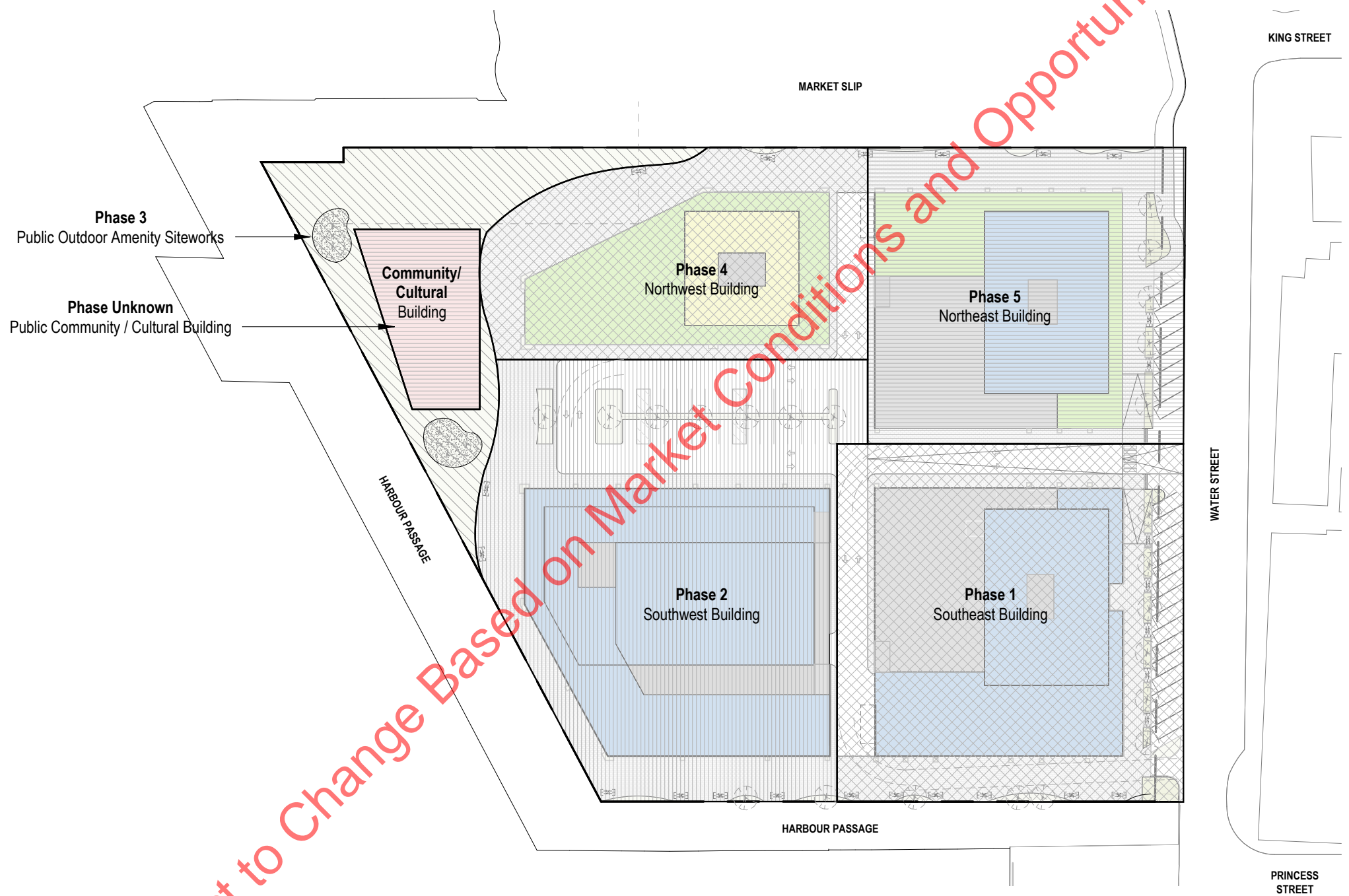
2 West Elevation  
1 : 500

**LYDON LYNCH**

401-1668 BARRINGTON ST  
HALIFAX, NOVA SCOTIA B3J 2A2  
TEL: 902 422-1446  
www.lydonlynch.ca

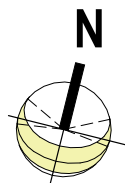
DATE	09/30/21	PROJECT	Fundy Quay	SCALE	As indicated
PROJECT No.	21018	DRAWING TITLE	Building 1 North & West Elevations	DRAWING No.	A-301

Phasing Subject to Change Based on Market Conditions and Opportunities



**LYDON LYNCH**

401-1668 BARRINGTON ST  
 HALIFAX, NOVA SCOTIA B3J 2A2  
 TEL: 902 422-1446  
 www.lydonlynch.ca



DATE	09/30/21	PROJECT	Fundy Quay	SCALE	As indicated
PROJECT No.	21018	DRAWING TITLE	Phasing Plan	DRAWING No.	ASK-2



① June 21 - Shadow Impact 9AM  
1 : 4000



② June 21 - Shadow Impact 12PM  
1 : 4000

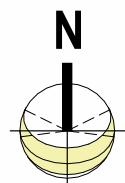
NOTES:

- + The buildings are geolocated and the shadows are calculated based on a Latitude of 45.2666 North and 66.066 West.
- + Test times are expressed in Atlantic Daylight Time UTC-3:00.
- + A shadow study is required by the City of St. John for a Building Height Amendment/Rezoning Application.

Building massing has been designed to minimize shadow impact on adjacent public spaces. Tower floor plate sizes have been minimized to ensure access to daylight and view penetrate between towers. Further, tower height has been concentrated towards the Eastern edge of the site. This puts the proposed height closer to the tall buildings across King Street, while also ensuring shadow impact is minimized on the new Harbour Passage and Market Slip Plaza, particularly in the afternoons when the greatest public presence is expected in those spaces.

**LYDON LYNCH**

401-1668 BARRINGTON ST  
HALIFAX, NOVA SCOTIA B3J 2A2  
TEL: 902 422-1446  
www.lydonlynch.ca



DATE	PROJECT	SCALE
10/13/21	Fundy Quay	As indicated
PROJECT No.	DRAWING TITLE	DRAWING No.
21018	Shadow Impact Study June 21st ADT - SAINT JOHN, NB	<b>ASK-1.1</b>



① June 21 - Shadow Impact 3PM  
1 : 4000



② June 21 - Shadow Impact 5PM  
1 : 4000

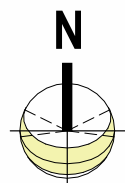
NOTES:

- + The buildings are geolocated and the shadows are calculated based on a Latitude of 45.2666 North and 66.066 West.
- + Test times are expressed in Atlantic Daylight Time UTC-3:00.
- + A shadow study is required by the City of St. John for a Building Height Amendment/Rezoning Application.

Building massing has been designed to minimize shadow impact on adjacent public spaces. Tower floor plate sizes have been minimized to ensure access to daylight and view penetrate between towers. Further, tower height has been concentrated towards the Eastern edge of the site. This puts the proposed height closer to the tall buildings across King Street, while also ensuring shadow impact is minimized on the new Harbour Passage and Market Slip Plaza, particularly in the afternoons when the greatest public presence is expected in those spaces.

**LYDON LYNCH**

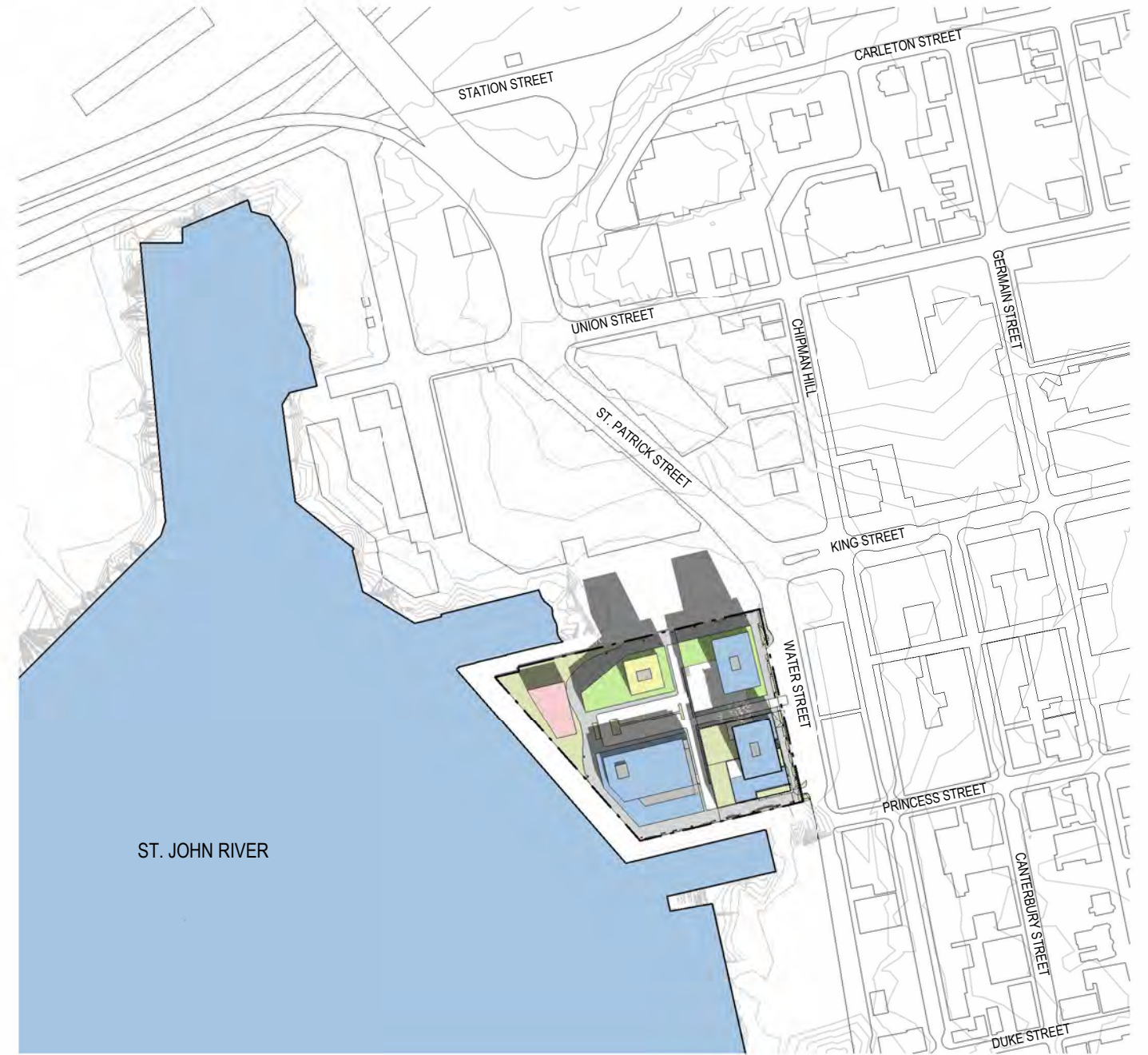
401-1668 BARRINGTON ST  
HALIFAX, NOVA SCOTIA B3J 2A2  
TEL: 902 422-1446  
www.lydonlynch.ca



DATE	PROJECT	SCALE
10/13/21	Fundy Quay	As indicated
PROJECT No.	DRAWING TITLE	DRAWING No.
21018	Shadow Impact Study June 21st ADT - SAINT JOHN, NB	<b>ASK-1.2</b>



① September 21 - Shadow Impact 9AM  
1 : 4000



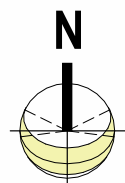
② September 21 - Shadow Impact 12PM  
1 : 4000

NOTES:  
 + The buildings are geolocated and the shadows are calculated based on a Latitude of 45.2666 North and 66.066 West.  
 + Test times are expressed in Atlantic Daylight Time UTC-3:00.  
 + A shadow study is required by the City of St. John for a Building Height Amendment/Rezoning Application.

Building massing has been designed to minimize shadow impact on adjacent public spaces. Tower floor plate sizes have been minimized to ensure access to daylight and view penetrate between towers. Further, tower height has been concentrated towards the Eastern edge of the site. This puts the proposed height closer to the tall buildings across King Street, while also ensuring shadow impact is minimized on the new Harbour Passage and Market Slip Plaza, particularly in the afternoons when the greatest public presence is expected in those spaces.

**LYDON LYNCH**

401-1668 BARRINGTON ST  
 HALIFAX, NOVA SCOTIA B3J 2A2  
 TEL: 902 422-1446  
 www.lydonlynch.ca



DATE	PROJECT	SCALE
10/13/21	Fundy Quay	As indicated
PROJECT No.	DRAWING TITLE	DRAWING No.
21018	Shadow Impact Study September 21st ADT - SAINT JOHN, NB	<b>ASK-1.3</b>



① September 21 - Shadow Impact 3PM  
1 : 4000



② September 21 - Shadow Impact 5PM  
1 : 4000

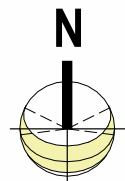
NOTES:

- + The buildings are geolocated and the shadows are calculated based on a Latitude of 45.2666 North and 66.066 West.
- + Test times are expressed in Atlantic Daylight Time UTC-3:00.
- + A shadow study is required by the City of St. John for a Building Height Amendment/Rezoning Application.

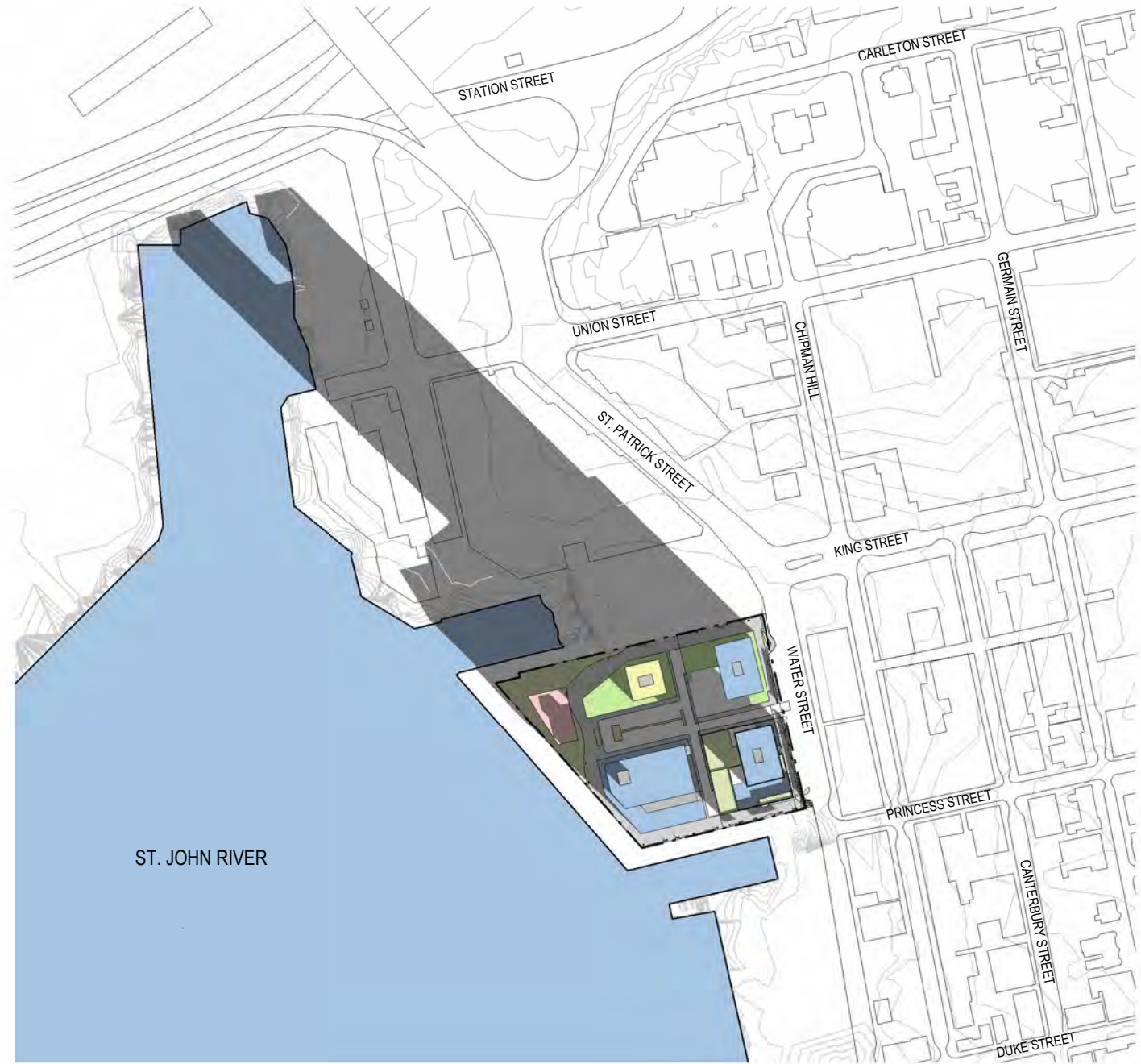
Building massing has been designed to minimize shadow impact on adjacent public spaces. Tower floor plate sizes have been minimized to ensure access to daylight and view penetrate between towers. Further, tower height has been concentrated towards the Eastern edge of the site. This puts the proposed height closer to the tall buildings across King Street, while also ensuring shadow impact is minimized on the new Harbour Passage and Market Slip Plaza, particularly in the afternoons when the greatest public presence is expected in those spaces.

**LYDON LYNCH**

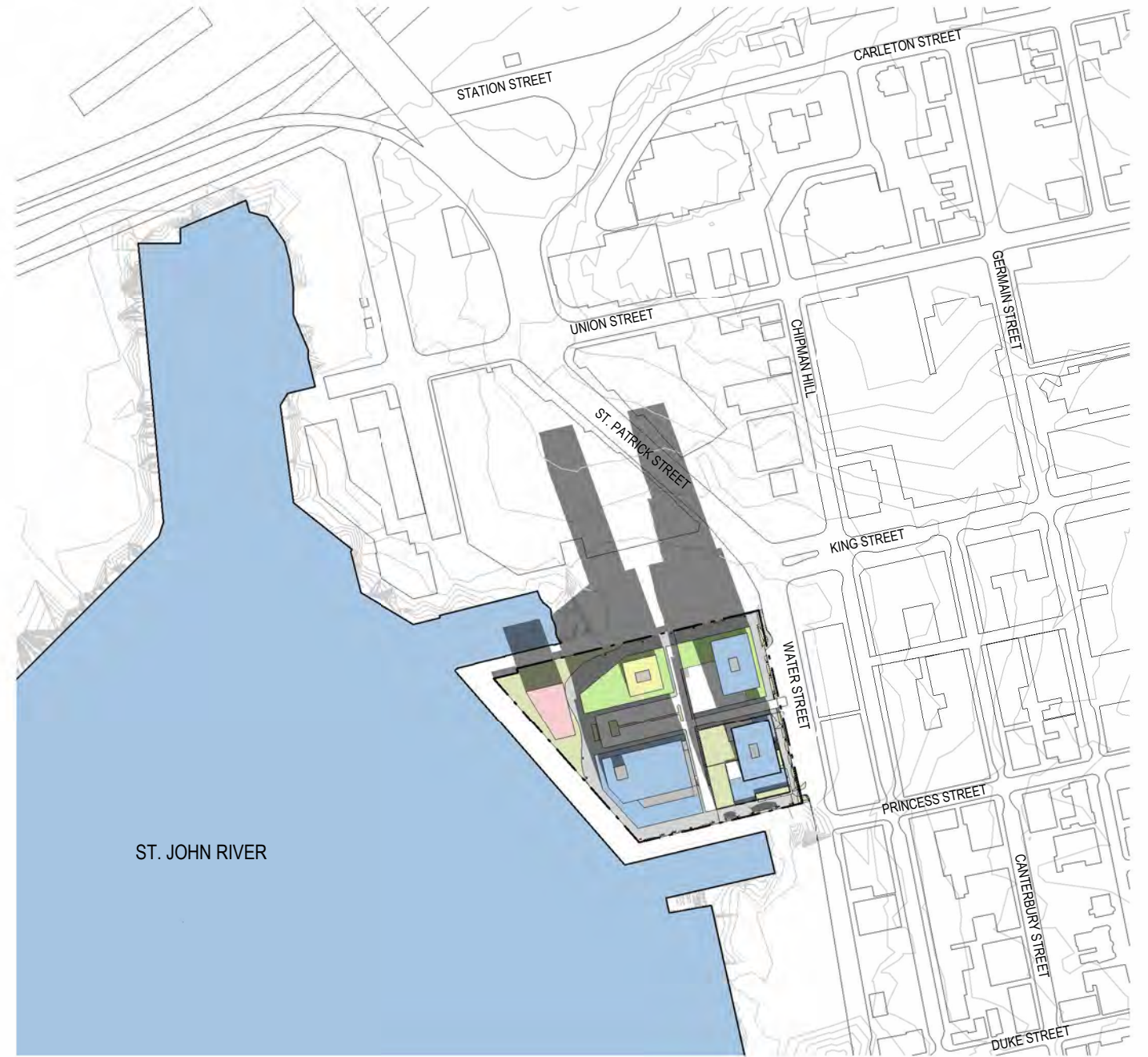
401-1668 BARRINGTON ST  
HALIFAX, NOVA SCOTIA B3J 2A2  
TEL: 902 422-1446  
www.lydonlynch.ca



DATE	PROJECT	SCALE
10/13/21	Fundy Quay	As indicated
PROJECT No.	DRAWING TITLE	DRAWING No.
21018	Shadow Impact Study September 21st ADT - SAINT JOHN, NB	<b>ASK-1.4</b>



① December 21 - Shadow Impact 10AM  
1 : 4000



② December 21 - Shadow Impact 12PM  
1 : 4000

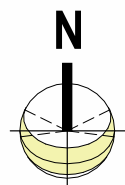
NOTES:

- + The buildings are geolocated and the shadows are calculated based on a Latitude of 45.2666 North and 66.066 West.
- + Test times are expressed in Atlantic Daylight Time UTC-3:00.
- + A shadow study is required by the City of St. John for a Building Height Amendment/Rezoning Application.

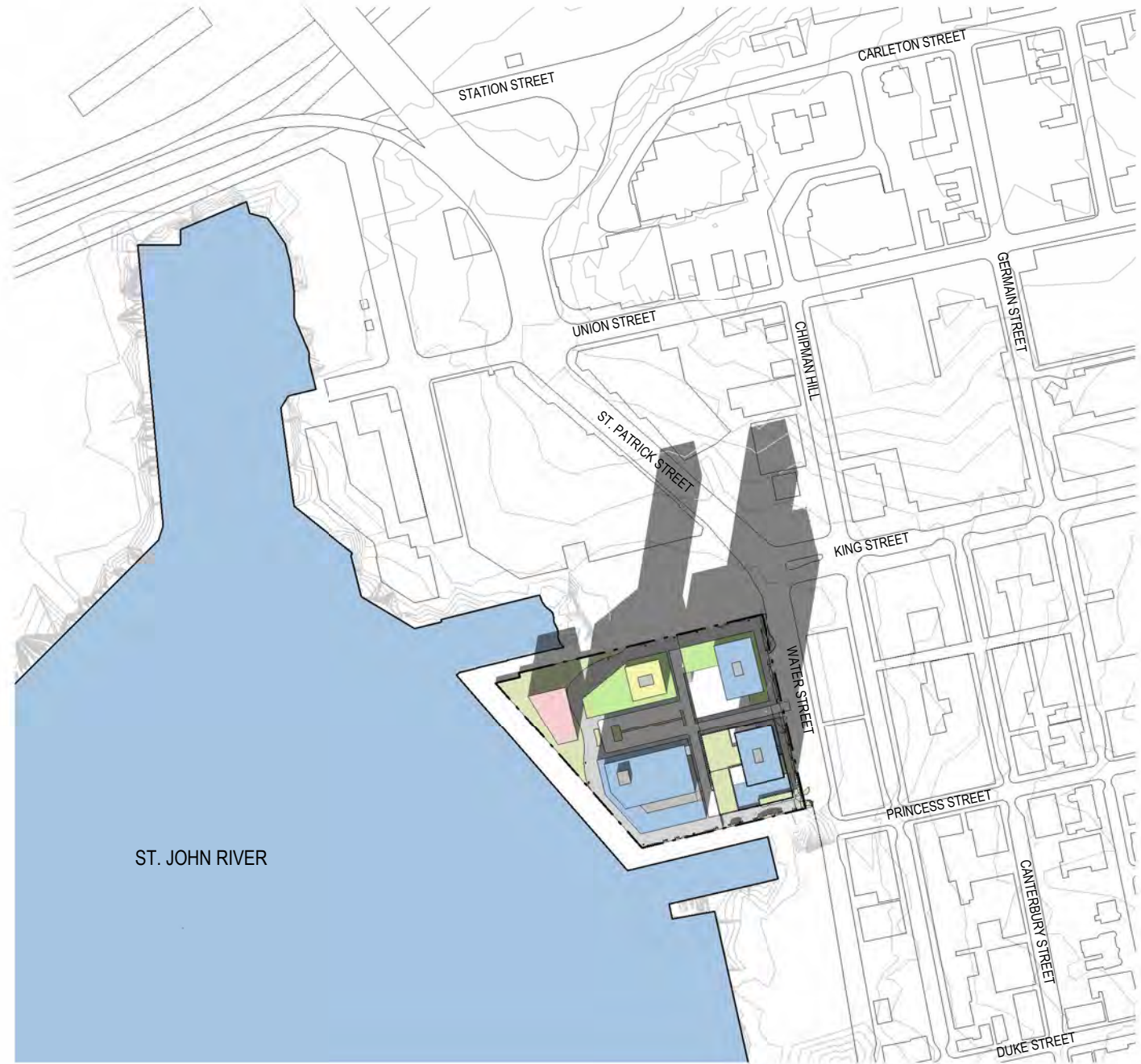
Building massing has been designed to minimize shadow impact on adjacent public spaces. Tower floor plate sizes have been minimized to ensure access to daylight and view penetrate between towers. Further, tower height has been concentrated towards the Eastern edge of the site. This puts the proposed height closer to the tall buildings across King Street, while also ensuring shadow impact is minimized on the new Harbour Passage and Market Slip Plaza, particularly in the afternoons when the greatest public presence is expected in those spaces.

**LYDON LYNCH**

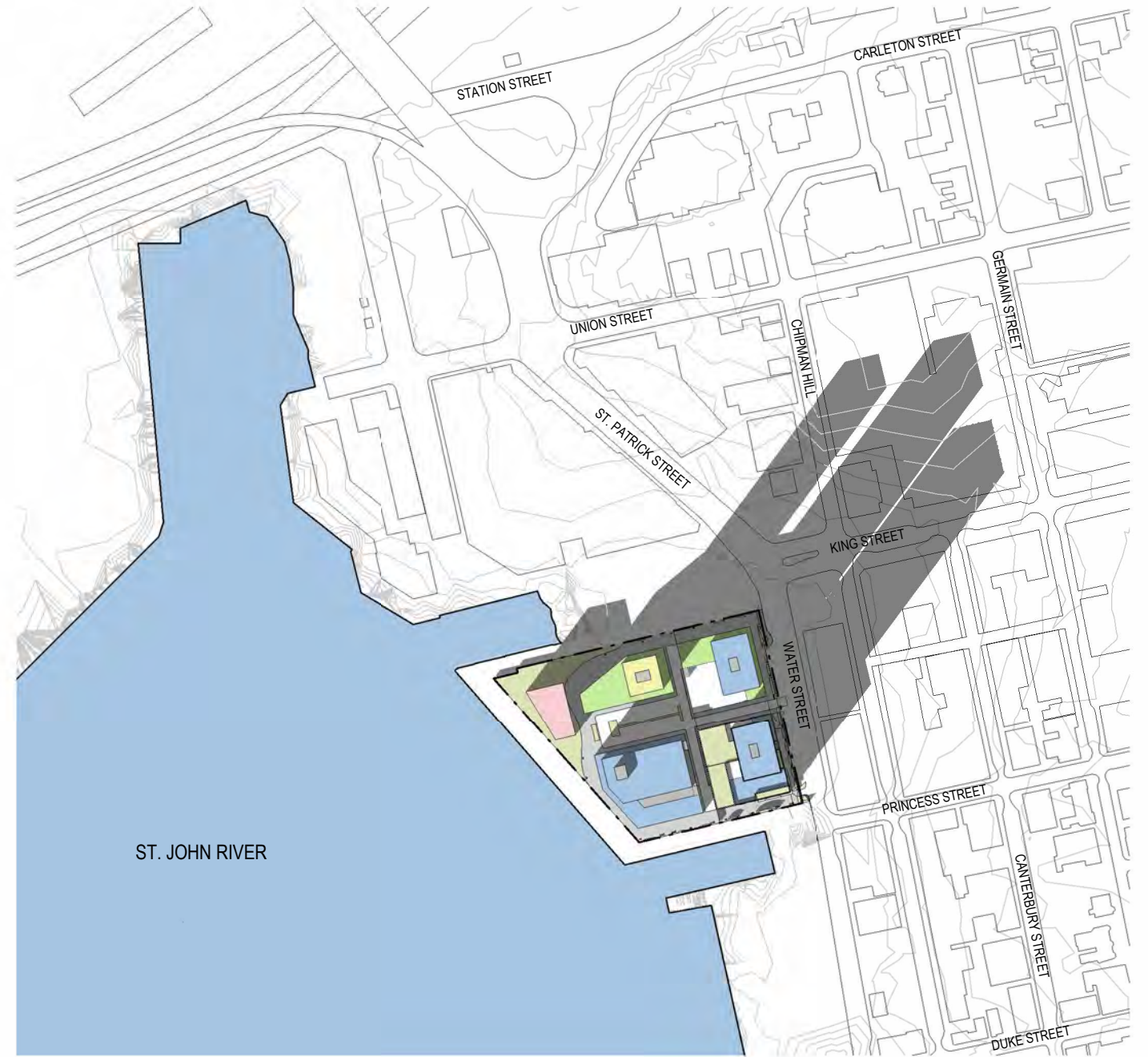
401-1668 BARRINGTON ST  
HALIFAX, NOVA SCOTIA B3J 2A2  
TEL: 902 422-1446  
www.lydonlynch.ca



DATE	PROJECT	SCALE
10/13/21	Fundy Quay	As indicated
PROJECT No.	DRAWING TITLE	DRAWING No.
21018	Shadow Impact Study December 21st ADT - SAINT JOHN, NB	<b>ASK-1.5</b>



① December 21 - Shadow Impact 2PM  
1 : 4000



② December 21 - Shadow Impact 4PM  
1 : 4000

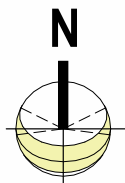
NOTES:

- + The buildings are geolocated and the shadows are calculated based on a Latitude of 45.2666 North and 66.066 West.
- + Test times are expressed in Atlantic Daylight Time UTC-3:00.
- + A shadow study is required by the City of St. John for a Building Height Amendment/Rezoning Application.

Building massing has been designed to minimize shadow impact on adjacent public spaces. Tower floor plate sizes have been minimized to ensure access to daylight and view penetrate between towers. Further, tower height has been concentrated towards the Eastern edge of the site. This puts the proposed height closer to the tall buildings across King Street, while also ensuring shadow impact is minimized on the new Harbour Passage and Market Slip Plaza, particularly in the afternoons when the greatest public presence is expected in those spaces.

**LYDON LYNCH**

401-1668 BARRINGTON ST  
HALIFAX, NOVA SCOTIA B3J 2A2  
TEL: 902 422-1446  
www.lydonlynch.ca



DATE	PROJECT	SCALE
10/13/21	Fundy Quay	As indicated
PROJECT No.	DRAWING TITLE	DRAWING No.
21018	Shadow Impact Study December 21st ADT - SAINT JOHN, NB	<b>ASK-1.6</b>