

Peninsula Community Council
December 13, 2010

TO: Chair and Members of Peninsula Community Council

SUBMITTED BY:


Paul Dunphy, Director, Community Development

DATE: November 22, 2010

SUBJECT: **Case # 16248: Amendments to Development Agreement, Gladstone Ridge, Gladstone and Almon Streets, Halifax**

ORIGIN

Application by Westwood Developments Limited to amend the development agreement for 2723 - 2753 Gladstone Street, Halifax to include additional property at 6136 Almon Street (former CNIB site) in order to permit a mixed-use, residential / commercial building.

RECOMMENDATION

It is recommended that Peninsula Community Council:

1. Give Notice of Motion to consider an application by Westwood Developments Limited to amend the development agreement for 2723 - 2753 Gladstone Street, Halifax, and schedule a public hearing;
2. Approve the Amending Agreement, included as Attachment A of this report, to include additional property at 6136 Almon Street (former CNIB site) in order to permit a mixed-use, residential / commercial building; and
3. Require that the Amending Agreement be signed by the property owner within 120 days, or any extension thereof granted by Council on request of the property owner, from the date of final approval by Council and any other bodies as necessary, including applicable appeal periods, whichever is later; otherwise this approval will be void and obligations arising hereunder shall be at an end.

EXECUTIVE SUMMARY

Westwood Developments Limited has requested an amendment to the development agreement for 2723 - 2753 Gladstone Street, Halifax to include additional property at 6136 Almon Street (former CNIB site). The revised building design on the larger site proposes an apartment building containing approximately 109 apartments, 22,000 square feet of ground floor commercial space, a minimum of 100 underground parking spaces to be accessed from Almon Street and varying building height which is not to exceed 8 storeys. Two semi-detached dwellings (4 units) on Gladstone Street would remain unchanged as part of the new proposal.

Staff have reviewed the proposal with regard to compliance with the objectives and policies of the Regional MPS and the Halifax MPS, particularly the Peninsula North Secondary Planning Strategy (PNSPS), with regard to matters including land use compatibility, population density/ servicing capacity, open space provisions, traffic and micro-climate conditions. It is staff's view that the proposal is in keeping with these objectives and policies.

BACKGROUND

Development Agreement History:

In July 2004, Peninsula Community Council approved a development agreement with Westwood Developments Ltd. to allow for a mixed-residential development, known as Gladstone Ridge, on 6.7 acres of land fronting on Gladstone and Clifton Streets in Halifax's north end (Case #00620). That agreement provided for the following:

- two 12-storey condominium towers,
- one 6-storey apartment building,
- 17 single family dwelling lots,
- a total of 342 residential dwelling units and parking for 395 cars.

The agreement has been amended twice. In August of 2006, Peninsula Community Council approved an amendment to the development agreement (Case #00915) to allow for minor changes to the 6-storey apartment building (the Berkeley). Most recently, Regional Council approved amendments to the Municipal Planning Strategy (MPS) and Land Use By-law (LUB) in late 2009 to allow for the inclusion of the former Corkum Construction properties at 2751-2761 Gladstone Street and changes to four single family lots in order to permit a 5-storey mixed use building and 2 semi-detached dwellings (Case #01240). Following the MPS/LUB amendments, Peninsula Community Council approved the development agreement for that project in February of 2010 (refer to Attachment B).

Location and Land Uses:

There are five existing properties involved in the current proposal. These include civic # 2723-2731 Gladstone Street (land which was included in the original 2004 agreement), 2747-51 Gladstone Street (former Corkum Construction) and 2761 Gladstone Street/ 6136-6150 Almon Street (former CNIB property).

The land is currently vacant. However, HRM has issued construction permits for the underground parking and the main (commercial) floor levels which are permitted by the LUB, and site excavation has commenced.

Synopsis of the Proposal:

Westwood's current request is to amend the agreement which was approved in February of this year in order to include land located at 2761 Gladstone Street/ 6136-6150 Almon Street (the former CNIB property). The additional land would be utilized for multiple-unit residential purposes and would essentially complete the Gladstone Ridge development. The details of the proposal include:

- one 8-storey apartment building containing approximately 109 apartments and 22,000 square feet of ground floor commercial space, and a minimum of 100 underground parking spaces.
- two semi-detached dwellings totalling 4 units (this remains unchanged from the previous approval granted earlier this year).

The private driveway access to the underground parking is proposed to be off Almon Street instead of Gladstone Street which was previously approved, resulting in minor changes to the surface parking and traffic circulation of the existing Gladstone Ridge development.

Designation and Zoning:

The zoning of the property is C-2 (General Business)(see Map 1). The property lies within the Peninsula North Secondary Planning Strategy (PNSPS) and the corresponding land use designation is Major Commercial on the Generalized Future Land Use Map.

This application is made pursuant to Policies 2.3.1 through 2.3.3 of the PNSPS, Halifax Municipal Planning Strategy (MPS) and Section 92 (Schedule "Q") of the Peninsula Land Use By-law (LUB), which allows for comprehensive site planning and gives Council the ability to consider the proposal through the development agreement process (refer to Attachment C).

DISCUSSION

Regional MPS

HRM's Regional Plan encourages new residential growth in the Regional Centre (Halifax Peninsula and Dartmouth inside the Circumferential Highway). The growth potential for low density development on the Halifax Peninsula is very limited due to the high cost of land and the lack of large, undeveloped land holdings. Consequently, to achieve the regional growth projections outlined by the Regional Plan it is necessary to utilize new strategies that support medium to high density housing alternatives. To assist in achieving this, the Regional Plan directs growth to "opportunity sites" on the Peninsula with the intention of creating compact, mixed-use, walkable communities. The Gladstone Ridge lands are identified in the Plan as one such opportunity site.

Halifax MPS

In areas which are designated Major Commercial within Halifax's "Peninsula North", the MPS provides for comprehensive site planning for residential and mixed commercial-residential development proposals (with more than 4 dwelling units) through the development agreement process (refer to Attachment C). This procedure was originally established in order to promote reinvestment while addressing the challenge of introducing new residential uses into existing commercial and industrial areas by minimizing the potential for conflicts between dissimilar land uses. In doing so, this process provides for the continued operation of adjacent commercial and industrial uses without being encumbered by the un-managed expectations of new residential neighbours. The agreement process also allows for the modification of some LUB requirements for multiple unit residential uses within these major commercial areas. The following section and Attachment C provide an evaluation of the proposed development and agreement for the subject lands in relation to applicable policies of the Halifax MPS.

Land Use Compatibility

The abutting property to the rear (Civic 6116 Almon Street) is developed with a 5-storey apartment building which was approved by development agreement in 1999 under the same policy context as the current proposal. That agreement provided for a reduced setback distance (relaxation of vertical angle control) from the side property lines, one of which is in common with the subject land. In other words, the building was constructed closer to the lot line than normally would be permitted under the R-3 controls of the LUB. Other variations of LUB requirements which were granted through the agreement were for minimum lot frontage and for an increase in population density of the project. Similarly, the current proposal by Westwood Developments requires variations to population density, setbacks from some (internal) property lines and a reduction in ground-level landscaped open space. Therefore, these two projects are mutually compatible and are adequately separated from one another for such an urban setting.

There are no abutting commercial land uses. Directly across Gladstone Street, there are existing commercial uses and a legion. Across Almon Street is the Canada Post facility. There are no anticipated land use conflicts as a result of the current proposal.

Population Density

As-of-right residential population densities are controlled through the LUB. In this area of Peninsula Halifax, the maximum permitted population density is 125 persons per acre (PPA) in the R-3 (Multiple Unit Dwelling) zone. Other areas of the Peninsula closer to downtown allow up to 250 PPA. Within the Downtown MPS (former Central Business District) and Gottingen Street commercial areas, there is no upper limit on density. Under the R-3 zone requirements, density is calculated based on the theoretical number of persons that can occupy a unit given the number of bedrooms and other "habitable rooms". Therefore, a typical one-bedroom unit would be calculated to accommodate 2 persons, a typical two-bedroom unit would equate to 3 persons, etc. This method of calculating residential population tends to over-estimate, in some cases by more than two times, the actual population derived from census statistics.

In contrast, the development agreement process has provided the ability to vary the LUB method of calculating density in order to more closely reflect the actual population numbers of finished development projects. For example, within residential and mixed-use subdivisions in the Mainland area of Halifax (Clayton Park West, Glenbourne and Stanley Park/ Stoneridge subdivisions), larger apartment units (2 bedrooms or more) have been calculated on the basis of 2.25 persons per unit instead of 3 or 4 persons under the LUB calculation. This same calculation method has also been utilized over the past few years in development agreements throughout Halifax which were enabled through site-specific MPS amendments.

In this case, Policy 2.3.3 of the PNSPS calls for “residential and commercial densities consistent with municipal services”. This differs from the residential density controls found within the R-3 zone of the LUB by providing greater flexibility within major commercial areas, and is consistent with density allowances found in other commercial areas of the Peninsula indicated above. As indicated in the Background section of this report, the applicant considers the proposal to be the next and final phase of the Gladstone Ridge development. On that basis, density calculations were submitted for the proposal combined with those for the overall Gladstone Ridge development, with larger dwelling units calculated on the basis of 2.25 persons per unit.

The applicant has submitted a sewer capacity analysis which has been reviewed by staff of Halifax Water. The proposed development poses no concerns with regards to the capacity of municipal services. Based on the above factors, the proposed population density is consistent with the MPS, specifically policy 2.3.3 of the PNSPS.

Provision of Open Space

As indicated above, the proposal involves a reduction in the amount of ground-level landscaped open space normally required by the LUB. However, this is tempered by the provision of usable rooftop landscaped space, private balconies for each unit, a ground-level commercial plaza in front of the building and an abundance of public and private landscaped open space which was provided in the existing Gladstone Ridge development.

Traffic

A Traffic Impact Statement (TIS) was submitted by the applicant and reviewed by staff. This statement indicates that street improvements are required to the intersection of Gladstone and Almon Streets in order to provide for an exclusive lane for vehicles turning left from Almon Street onto Gladstone Street and separate left and right turn lanes for vehicles turning from Gladstone Street onto Almon Street. As such, the amending agreement requires that the applicant carry out the improvements prior to receiving an occupancy permit. In addition, the applicant has temporarily relocated the crosswalk on Almon Street during construction and will be responsible for its relocation once construction is complete.

Micro-climate: Wind/ Shadow

HRM's practice has been to examine wind and shadow effects of development proposals which involve tall buildings on a site-by-site basis by requiring the proponent to submit impact assessments/ studies. Generally, the assessment of wind impacts takes into account the effect on both public open spaces (parks, boardwalks, plazas) and sidewalks. Shadow impacts are assessed with regard to effects on public open spaces only, since relatively low buildings can cast significant shadows on sidewalks. Therefore, in this case it was not necessary to conduct a shadow analysis. With regard to wind effects, the architect has provided a written statement which indicates that wind control measures have been incorporated into the building design and as a result, there will be minimal wind effects at sidewalk level.

Conclusion

Staff feel that the proposal is in keeping with the policies and objectives of the Halifax MPS and the Regional MPS. The proposal is both appropriate for and compatible with the surrounding area. As such, staff recommend approval of the attached draft amending agreement.

BUDGET IMPLICATIONS

There are no budget implications. The Developer will be responsible for all costs, expenses, liabilities and obligations imposed under or incurred in order to satisfy the terms of this Agreement. The administration of the Agreement can be carried out within the proposed budget with existing resources.

FINANCIAL MANAGEMENT POLICIES / BUSINESS PLAN

This report complies with the Municipality's Multi-Year Financial Strategy, the approved Operating, Project and Reserve budgets, policies and procedures regarding withdrawals from the utilization of Project and Operating reserves, as well as any relevant legislation.

COMMUNITY ENGAGEMENT

The community engagement process is consistent with the intent of the HRM Community Engagement Strategy. The level of community engagement was consultation, achieved through a Public Information Meeting held on July 7, 2010. A public hearing has to be held by Council before they can consider approval of any amendments.

For the Public Information Meeting, notices were posted on the HRM website, in the newspaper and mailed to property owners within the notification area as shown on Map 1. Attachment D contains a copy of the minutes from the meeting. Should Council decide to proceed with a Public Hearing on this application, in addition to the published newspaper advertisements, property owners within the notification area will be notified as shown on Map 1.

The proposed amending development agreement will potentially impact the following stakeholders: local residents, property owners.

ALTERNATIVES

1. Council may approve the amending development agreement. This is the recommended course of action.
2. Council may refuse the amending agreement and, in doing so, must provide reasons based on conflict with existing MPS policy.
3. Council may approve the amending agreement with modifications which are acceptable to the applicant. Such modifications may require further negotiations with the applicant and/or revisions to the attached agreement.

ATTACHMENTS

Map 1	Zoning and Area of Notification
Attachment A	Draft Amending Agreement with Schedules
Attachment B	Relevant Sections of Existing Agreement
Attachment C	Review of Relevant MPS Policies
Attachment D	Minutes of Public Information Meeting

A copy of this report can be obtained online at <http://www.halifax.ca/commcoun/cc.html> then choose the appropriate Community Council and meeting date, or by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

Report Prepared by : Paul Sampson, Planner 1, 490-6259





Report Approved by: Austin French, Manager, Planning Services, 490-6717



Map 1 - Location and Zoning

2723 - 2753 Gladstone Street
Halifax

 Area of development agreement


 Area of notification

Halifax Peninsula
Land Use By-Law Area

Zone

R-1 Single Family Dwelling
R-2 General Residential
R-3 Multiple Dwelling
C-2 General Commercial
C-2A Minor Commercial
P Park and Institutional

HALIFAX
REGIONAL MUNICIPALITY
COMMUNITY DEVELOPMENT
PLANNING SERVICES

0 20 40 m


This map is an unofficial reproduction of a portion of the Zoning Map for the Halifax Peninsula Land Use By-Law Area.

HRM does not guarantee the accuracy of any representation on this plan.

ATTACHMENT A

THIS AMENDING AGREEMENT made this day of [Insert Month], 20__,

BETWEEN:

[Insert Name of Corporation/Business LTD.]
a body corporate, in the Province of Nova Scotia
(hereinafter called the "Developer")

OF THE FIRST PART

- and -

HALIFAX REGIONAL MUNICIPALITY
a municipal body corporate, in the Province of Nova Scotia
(hereinafter called the "Municipality")

OF THE SECOND PART

WHEREAS the Developer is the registered owner of certain lands located at 2723-2731 Gladstone Street and 2751-2761 Gladstone Street/ 6136-6150 Almon Street, Halifax and which said lands are more particularly described in Schedule A-1 hereto (hereinafter called the "Lands");

AND WHEREAS the Peninsula Community Council of the Municipality, at a meeting held on February 8, 2010, approved an application by the Developer to enter into a development agreement to allow for a mixed commercial-residential development on the lands (referenced as Municipal Case Number 01240), the said agreement being recorded at the Land Registry Office in Halifax on September 17, 2010 as Document # 96800694 (hereinafter called the "Existing Agreement");

AND WHEREAS the Developer has requested amendments to the provisions of the Existing Agreement;

AND WHEREAS the Peninsula Community Council of the Municipality approved this request at a meeting held on , 2010, referenced as Municipal Case Number 16248;

THEREFORE in consideration of the benefits accrued to each party from the covenants herein contained, the Parties agree as follows:

The Existing Agreement is amended as follows:

1. Subsection 2.1 shall be deleted and replaced with the following:

“2.1 Schedules

The Developer shall develop the Lands in a manner, which, in the opinion of the Development Officer, conforms with the following Schedules attached to this Agreement and filed in the Halifax Regional Municipality as Case Number 16248:

Schedule A-1	Legal Description of the Lands
Schedule B-1	Site Plan
Schedule C-1	Southwest Elevation
Schedule D-1	Northwest Elevation
Schedule E-1	Northeast Elevation
Schedule F-1	Southeast Elevation
Schedule G-1	Level 1 Plan
Schedule H-1	Level 2-5 Plan
Schedule I-1	Level 6&7 Plan
Schedule J-1	Penthouse Plan
Schedule K-1	Parking Level P1
Schedule L-1	Parking Level P2
Schedule M-1	Semi-detached Plans
Schedule N-1	Elevation - Semi-detached”

2. Schedules A through L shall be replaced with Schedules A-1 through N-1 attached hereto.
3. In Section 2.0, the word “five” shall be replaced with the word “eight”;
4. In Subsection 2.2.1, the word “five” shall be replaced with the word “eight” and the number “40” shall be replaced with the number “109”;
5. Subsection 2.2.2 shall be deleted and noted as follows:

“2.2.2 *Deleted*”;
6. Subsection 2.3.1 shall be deleted and replaced with the following:

“The Developer agrees that the residential population for the eight storey mixed use commercial residential apartment building shall not exceed 234 persons.”
7. The following clause shall be added to Subsection 2.3.2:

“(d) The population for any units containing dens shall be calculated based on the number of bedrooms within the unit as indicated in clauses (a), (b) and (c) above.”
8. In Section 2.4, the number “five” shall be replaced with the number “eight”.

9. The portion of Subsection 2.7.1 immediately preceding clause (a) shall be deleted and replaced with the following:

“2.7.1 The exterior architectural appearance and building materials shall conform with Schedules C-1, D-1, E-1, F-1 and N-1, and the following:”
10. In Subsection 2.7.2, the number “5” shall be replaced with the number “8” and the number “55” shall be replaced with the number “90”.
11. In Subsection 2.8.1, the text “Schedules K, L” shall be replaced with “Schedules M-1, N-1”.
12. In Subsection 2.8.1, clause (d), the number “7” shall be replaced with the number “0”.
13. In Subsection 2.9.1, the text “Schedule B and Schedule I” shall be replaced with “Schedules B-1, G-1 and I-1”.
14. In Section 2.10, subsection (a), the text “Schedule J - Commercial Plan (Level 1)” shall be replaced with “Schedules B-1 and G-1”.
15. In Section 2.10, subsection (b), clause (i), the text “one (1) level” shall be replaced with “two (2) levels” and the number “25” shall be replaced with “100”.
16. In Section 2.10, subsection (b), clause (ii), the text “Schedules H and Schedule I” shall be replaced with “Schedules B-1, K-1 and L-1”.
17. In Section 2.10, subsection (b), clause (iii), the text “underground parking” shall be replaced with “the size of underground parking spaces”.
18. Section 3.1, subsection (a), clause (i) shall be deleted and replaced with the following:

“(i) changes to the internal floor plans of the building and the number of dwelling units, provided that the maximum population (number of persons) in Subsection 2.3.1 is not exceeded, the building size has not increased and the exterior appearance of the building is not affected;”
19. In Section 3.1, subsection (a), clause (ii), the word “level” shall be replaced with the word “levels”;

20. Section 3.1, subsection (a), clauses (iii) and (iv) shall be deleted and noted as follows:

“(iii) *Deleted*
(iv) *Deleted*”

21. The following section shall be added immediately following Section 4.3:

“4.4 Street Improvements

The traffic impact statement by O'Halloran Campbell Consultants Ltd. dated September 1, 2010 indicates that street improvements are required to the intersection of Gladstone and Almon Streets in order to facilitate this development. HRM has approved an exclusive lane for vehicles turning left from Almon Street onto Gladstone Street and separate left and right turn lanes for vehicles turning from Gladstone Street onto Almon Street. Prior to the issuance of an occupancy permit for the development, the Developer shall be responsible for the widening of Almon Street travelled way from 9 metres to 12 metres and associated lane markings on Gladstone and Almon Streets to the satisfaction of the Development Engineer. The detailed design of these improvements shall be submitted to the Municipality with the application for construction permit. The Developer will be responsible for all costs associated with road widening design and construction, lane marking and reinstallation of the RA-5 crosswalk (temporarily relocated to facilitate construction), the location of which shall be approved by the Development Engineer.”

22. Section 5.2, clause (d) shall be deleted and replaced with the following:

“(d) An increase of up to ten percent (10%) in the maximum population (number of persons), provided the building size has not increased and the exterior appearance of the building is not affected;”

All other terms and conditions of the Existing Agreement shall remain in full force and effect. This Amending Agreement shall be binding upon the Parties hereto and their heirs, successors and assigns.

December 13, 2010

WITNESS that this Agreement, made in triplicate, was properly executed by the respective Parties on this _____ day of _____, 20____.

SIGNED, SEALED AND DELIVERED
in the presence of:

=====

**SEALED, DELIVERED AND
ATTESTED** to by the proper signing
officers of Halifax Regional Municipality,
duly authorized in that behalf, in the
presence of:

(Insert Registered Owner Name)

Per: _____

Per: _____
=====

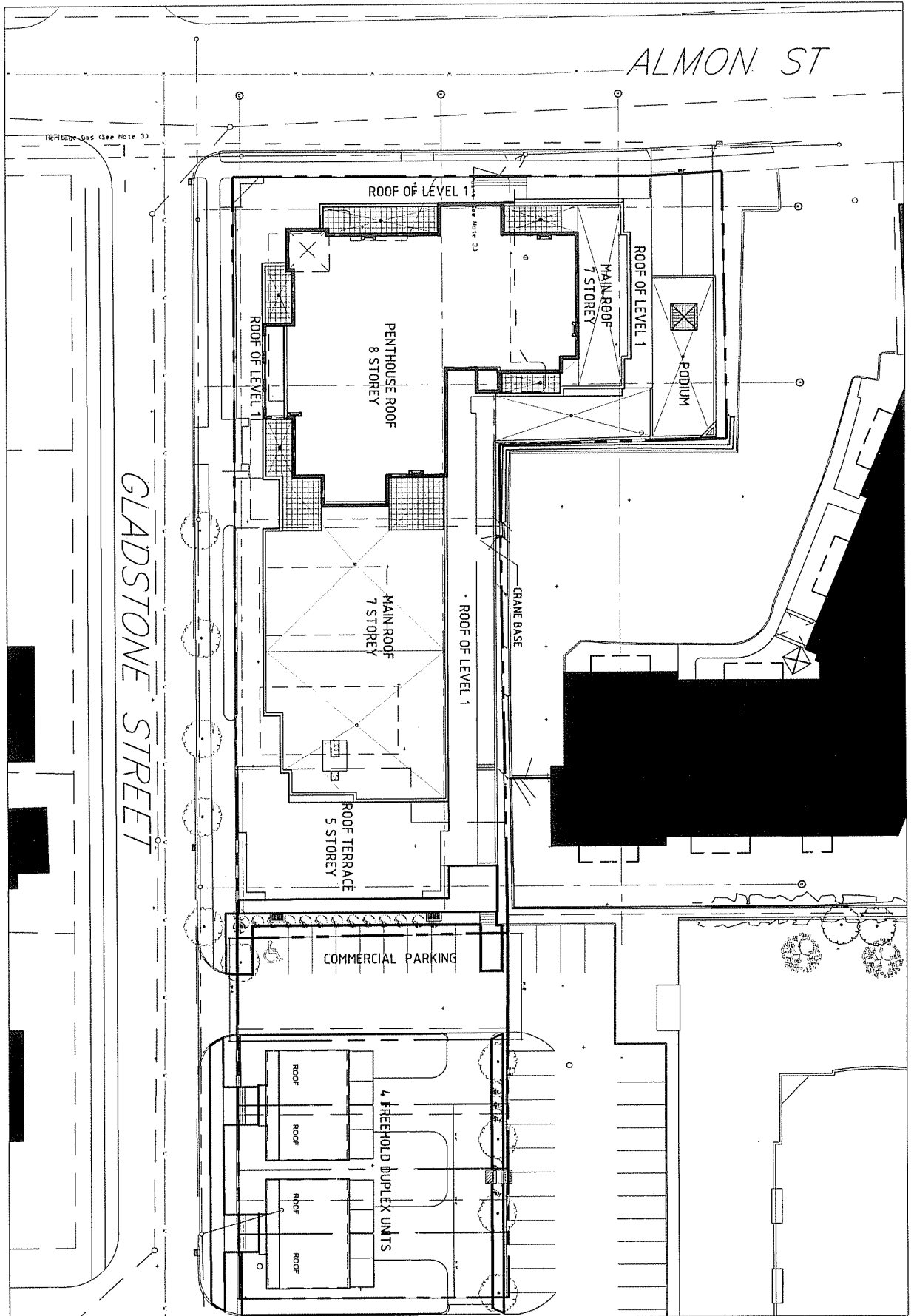
**HALIFAX REGIONAL
MUNICIPALITY**

Per: _____

Mayor

Per: _____

Municipal Clerk



KASSNER/GOODSPEED ARCHITECTS

SUITE 200, 5663 CORNWALLIS ST.
HALIFAX, N.S. B3K 1B6 (902) 422-1557

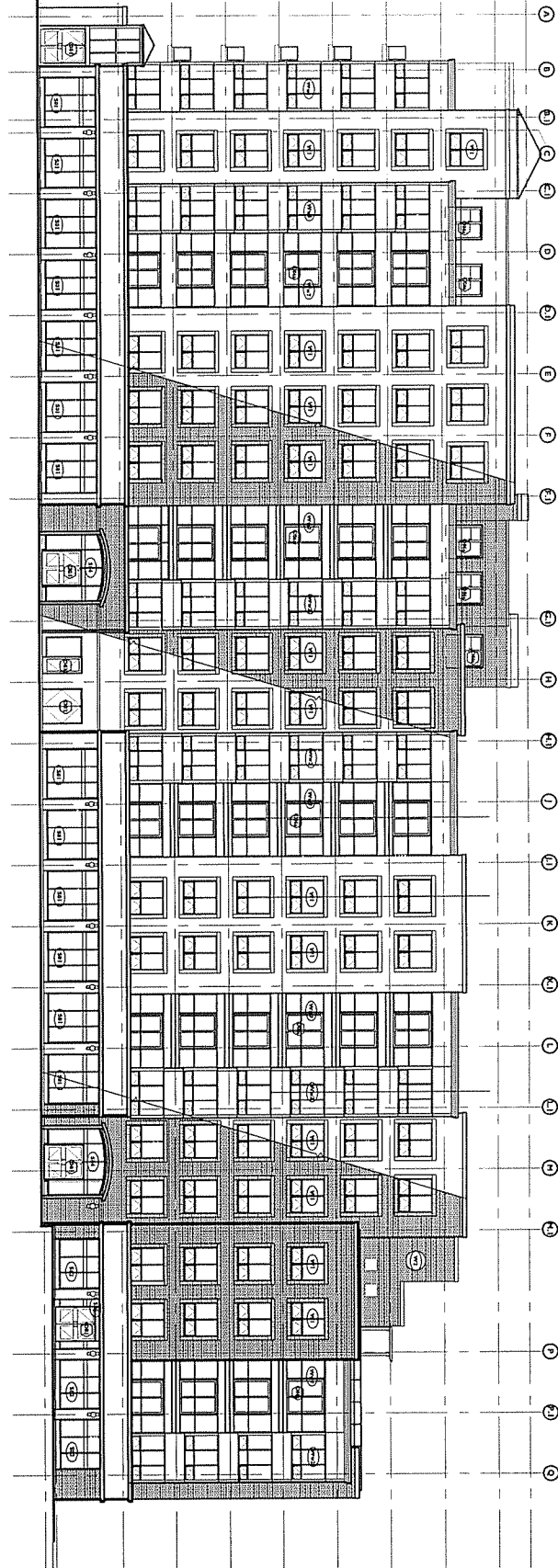
GLADSTONE NORTH
GLADSTONE at ALMON STS, HALIFAX NS

GLADSTONE NORTH

SCHEDULE B1

SITE PLAN

SCALE 1"=50'
Oct 15, 2010



GLADSTONE NORTH

SCHEDULE C-1

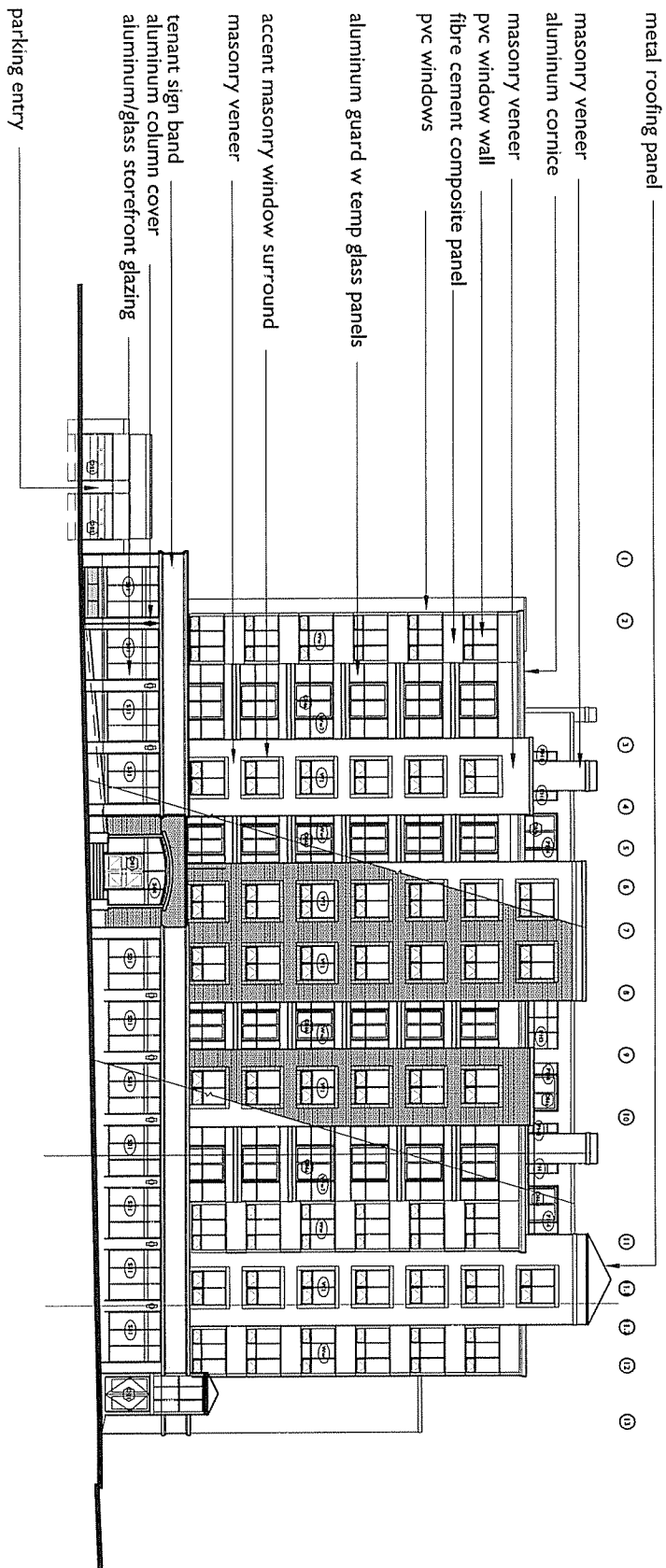
GLADSTONE at ALMON STS, HALIFAX NS

SOUTHWEST ELEVATION

KASSNER/GOODSPEED ARCHITECTS

SUITE 200, 5663 CORNWALLIS ST.
HALIFAX, N.S. B3K 1B6 (902) 422-1557

SCALE 1"=30'
Oct 15, 2010



GLADSTONE NORTH

SCHEDULE D-1

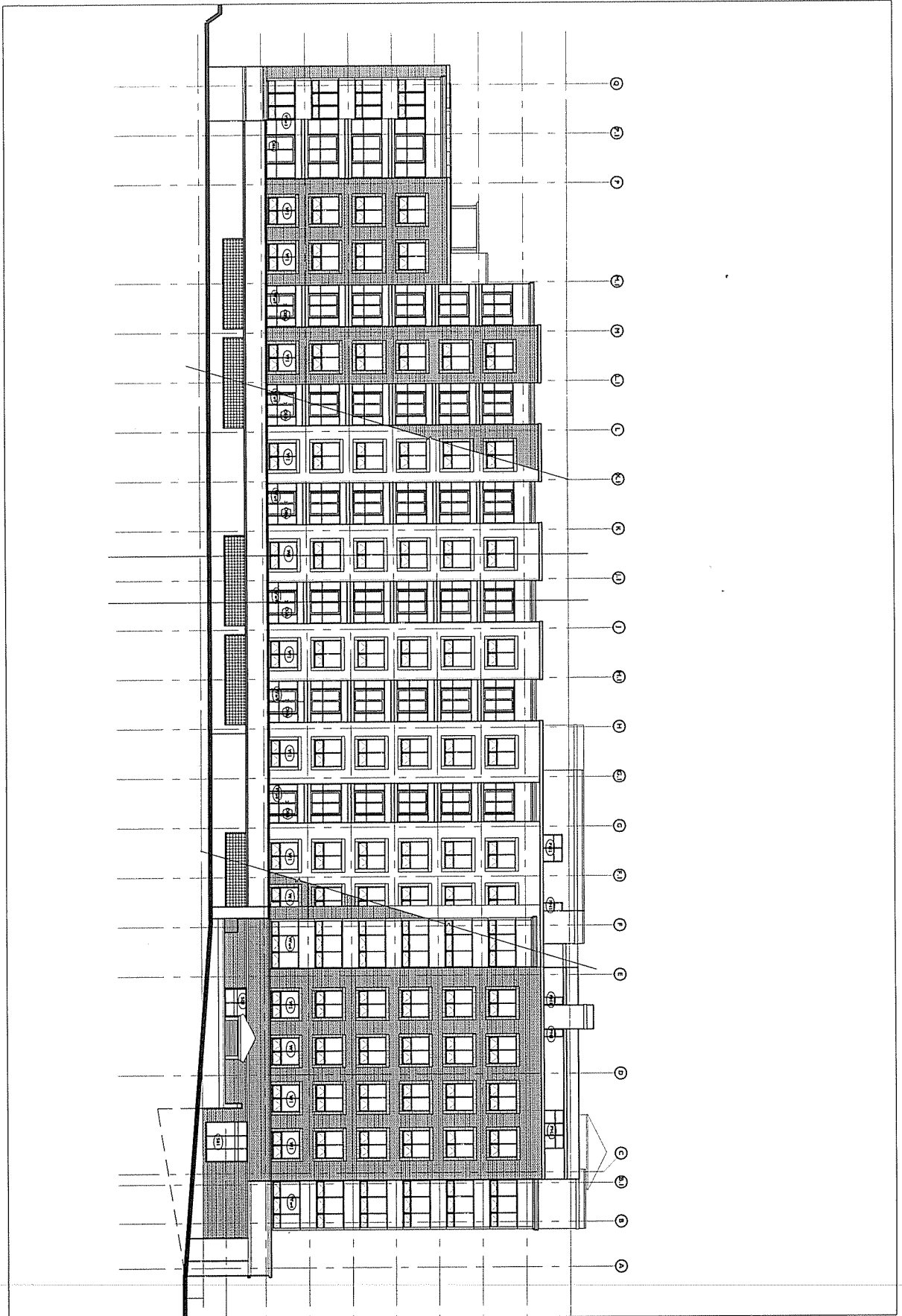
GLADSTONE at ALMON STS, HALIFAX NS

NORTHWEST ELEVATION

KASSNER/GOODSPEED ARCHITECTS

SUITE 200, 5663 CORNWALLIS ST.
HALIFAX, N.S. B3K 1B6 (902) 422-1557

SCALE 1"=30'
Oct 15, 2010



GLADSTONE NORTH

SCHEDULE E-1

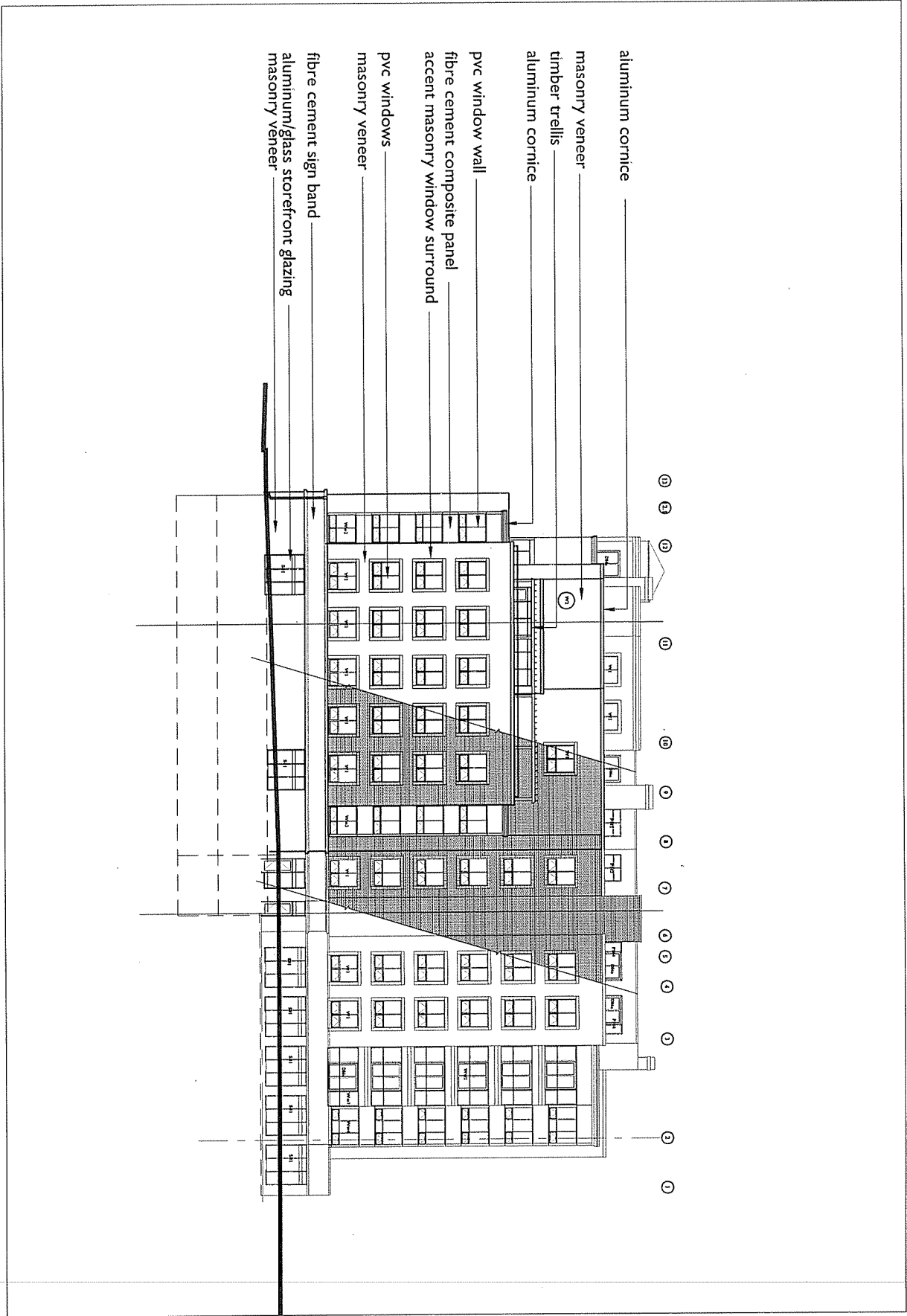
GLADSTONE at ALMON STS, HALIFAX NS

NORTHEAST ELEVATION

KASSNER/GOODSPEED ARCHITECTS

SUITE 200, 5663 CORNWALLIS ST.
HALIFAX, N.S. B3K 1B6 (902) 422-1557

SCALE 1"=30'
Oct 15, 2010



GLADSTONE NORTH

SCHEDULE F-1

GLADSTONE at ALMON STS, HALIFAX NS

SOUTHEAST ELEVATION

KASSNER/GOODSPEED ARCHITECTS

SUITE 200, 5663 CORNWALLIS ST.
HALIFAX, N.S. B3K 1B6 (902) 422-1557

SCALE 1"=30'
Oct 15, 2010

KASSNER/GOODSPEED ARCHITECTS

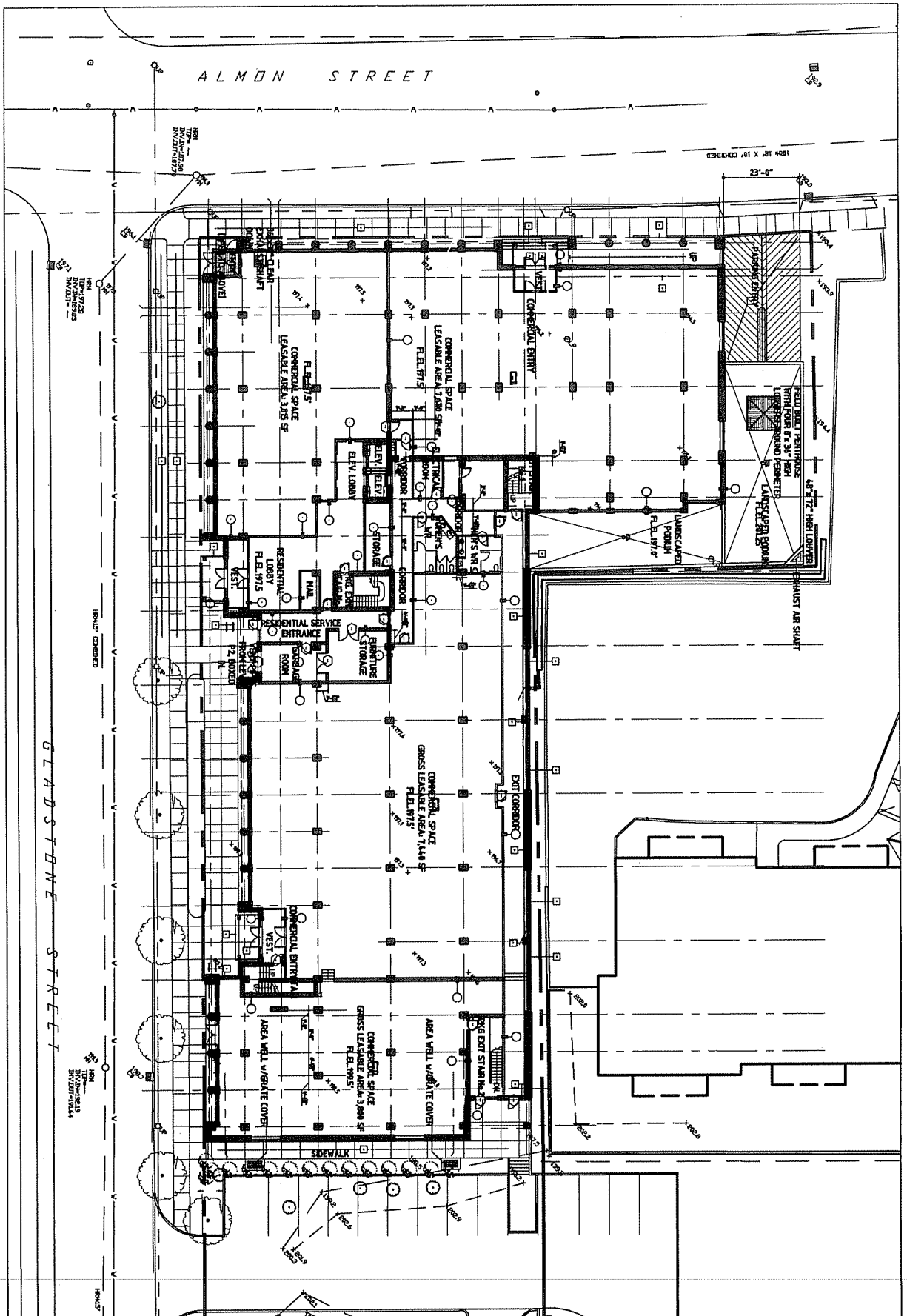
GLADSTONE NORTH

GLADSTONE at ALMON STS, HALIFAX NS

SCHEDULE G-1

LEVEL 1 PLAN

SCALE 1"=40'
Oct 15, 2010



SCALE 1"=40'
Oct 15, 2010

KASSNER/GOODSPEED ARCHITECTS
SUITE 200, 5663 CORNWALLIS ST.
HALIFAX, N.S., B3K 1B6 (902) 422-1557

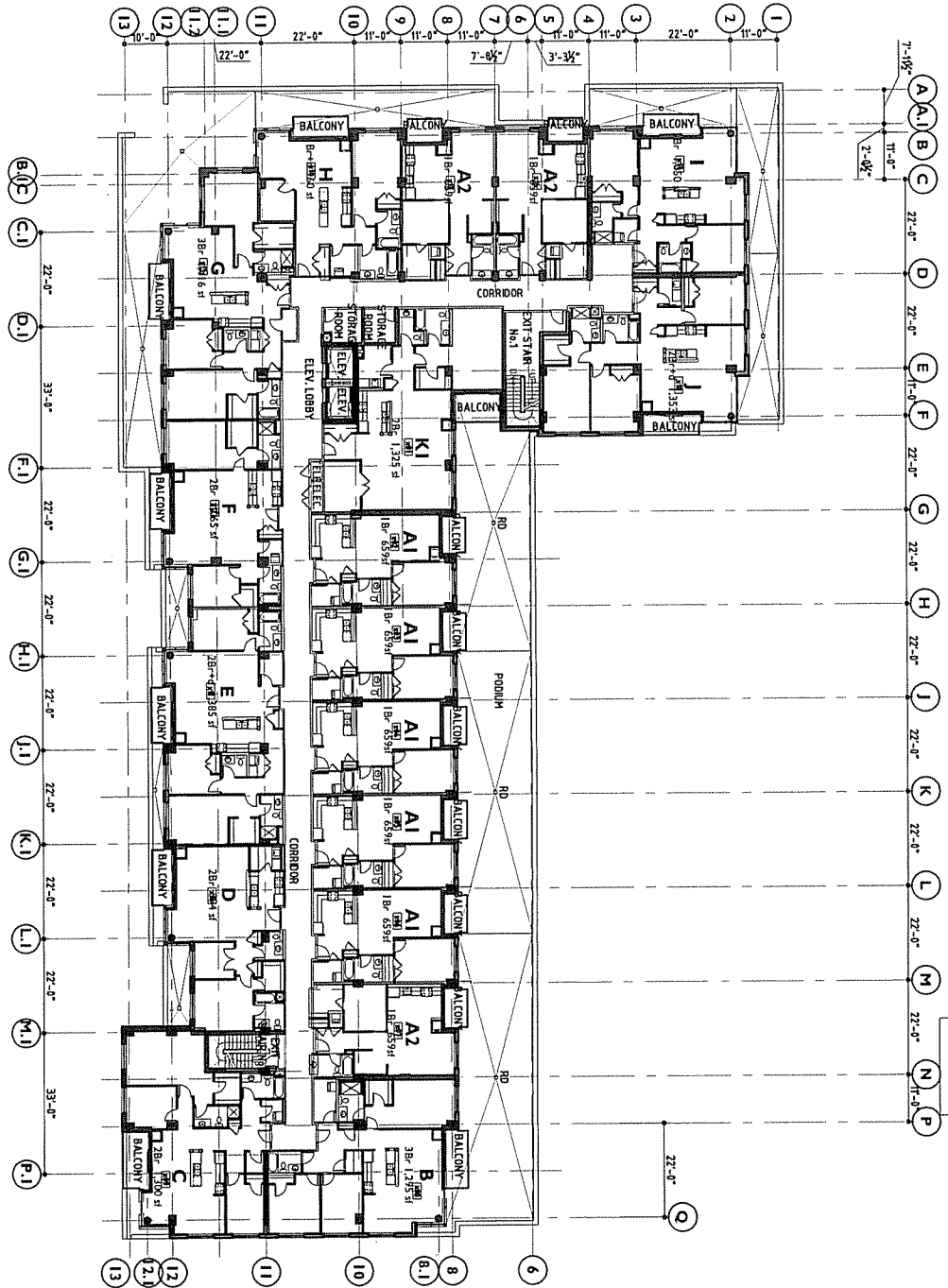
GLADSTONE at ALMON STS, HALIFAX NS

GLADSTONE NORTH

SCHEDULE H1

LEVEL 2-5 PLAN

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Nov 18, 2010

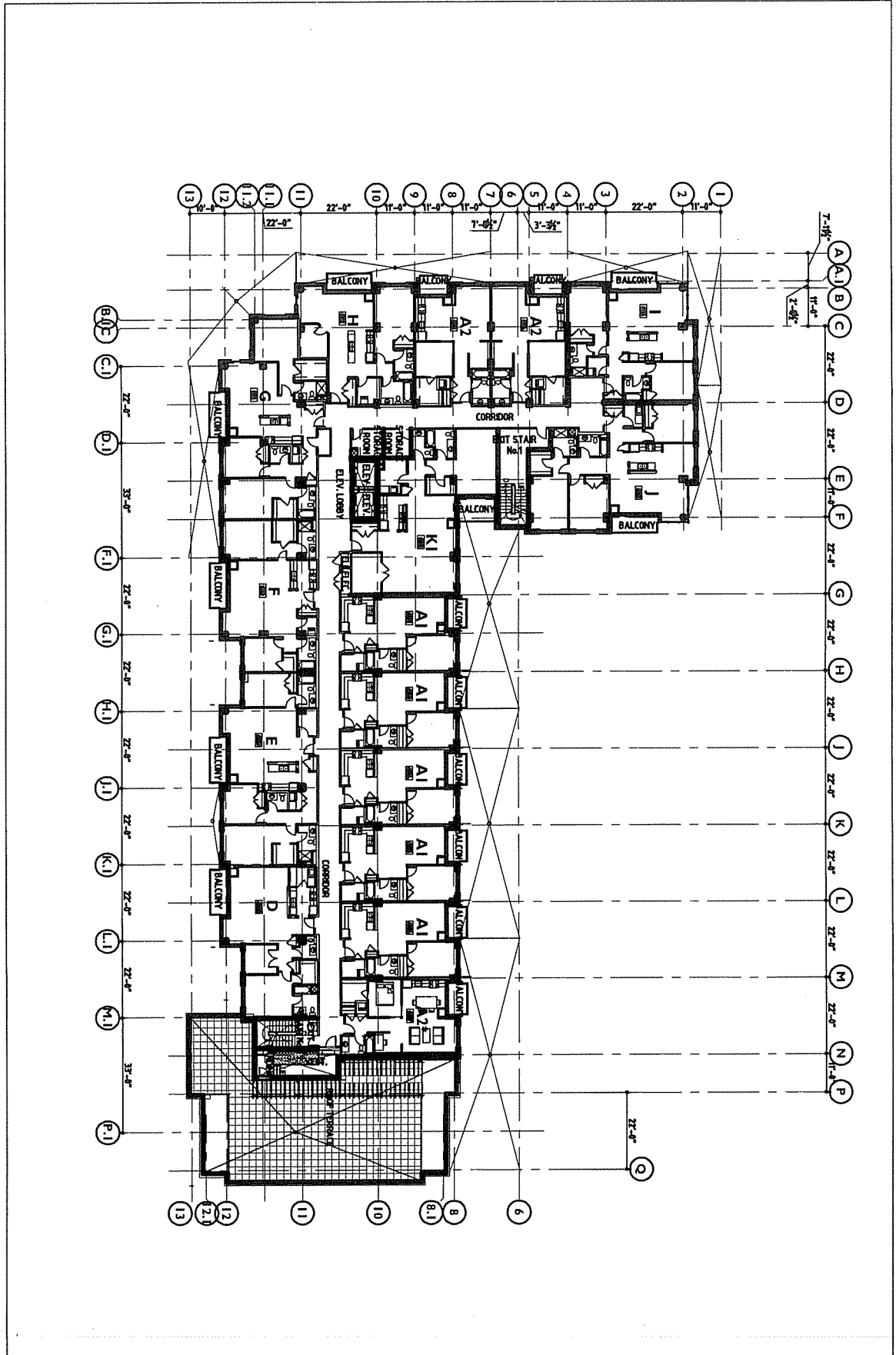


KASSNER/GOODSPEED ARCHITECTS
SUITE 200, 5663 CORNWALLIS ST.
HALIFAX, N.S., B3K 1B6 (902) 422-1557

GLADSTONE NORTH
GLADSTONE at ALMON STS, HALIFAX NS

SCHEDULE I-1
LEVEL 6-7 PLAN

SCALE 1"=40'
Oct 15, 2010



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SUITE 200, 5663 CORNWALLIS ST.
HALIFAX, N.S. B3K 1B6 (902) 422-1557

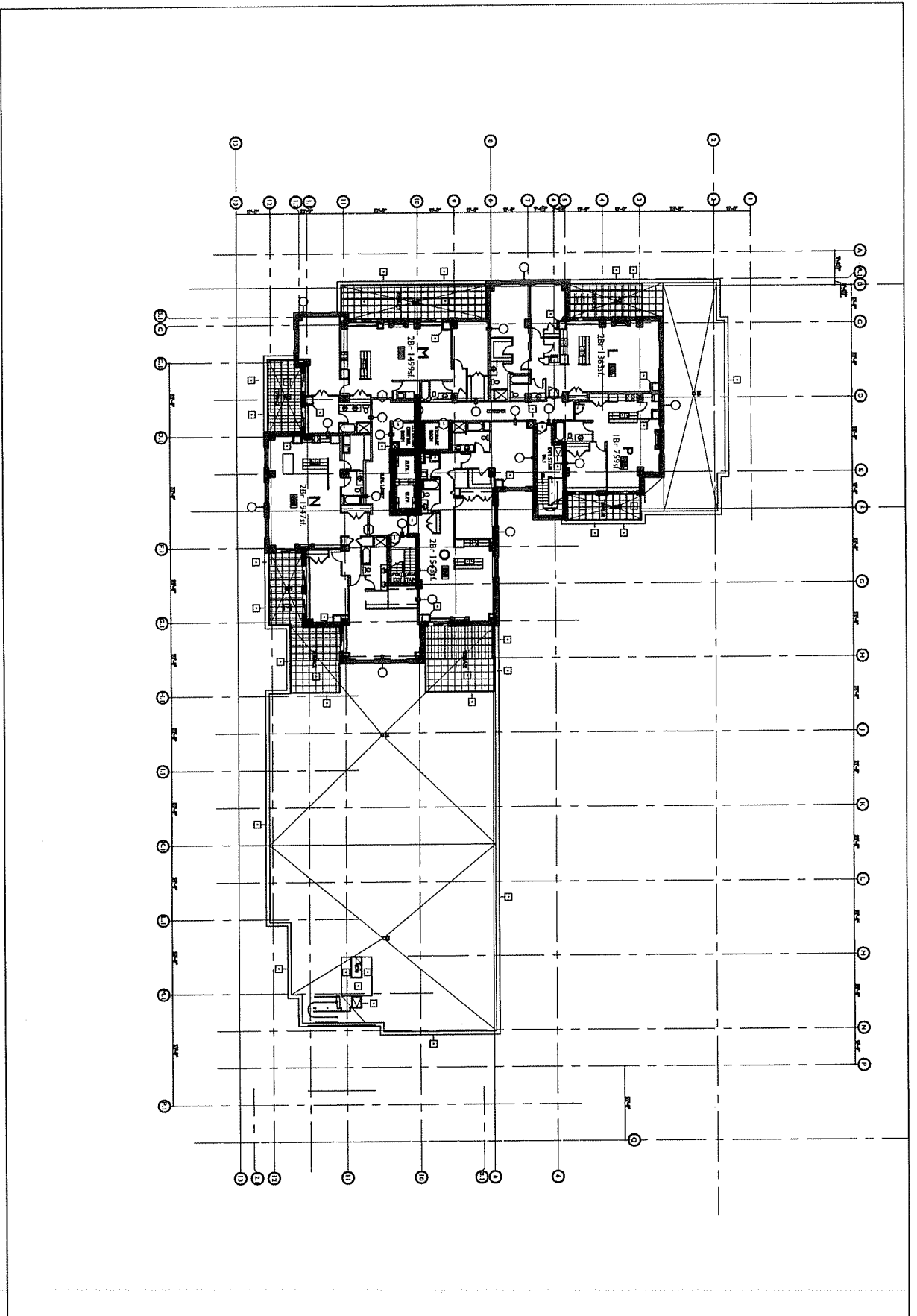
GLADSTONE at ALMON STS, HALIFAX NS

GLADSTONE NORTH

SCHEDULE J-1

PENTHOUSE PLAN

SCALE 1"=40'
Oct 15, 2010



KASSNER/GOODSPEED ARCHITECTS
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HALIFAX, N.S., B3K 1B6 (902) 422-1557

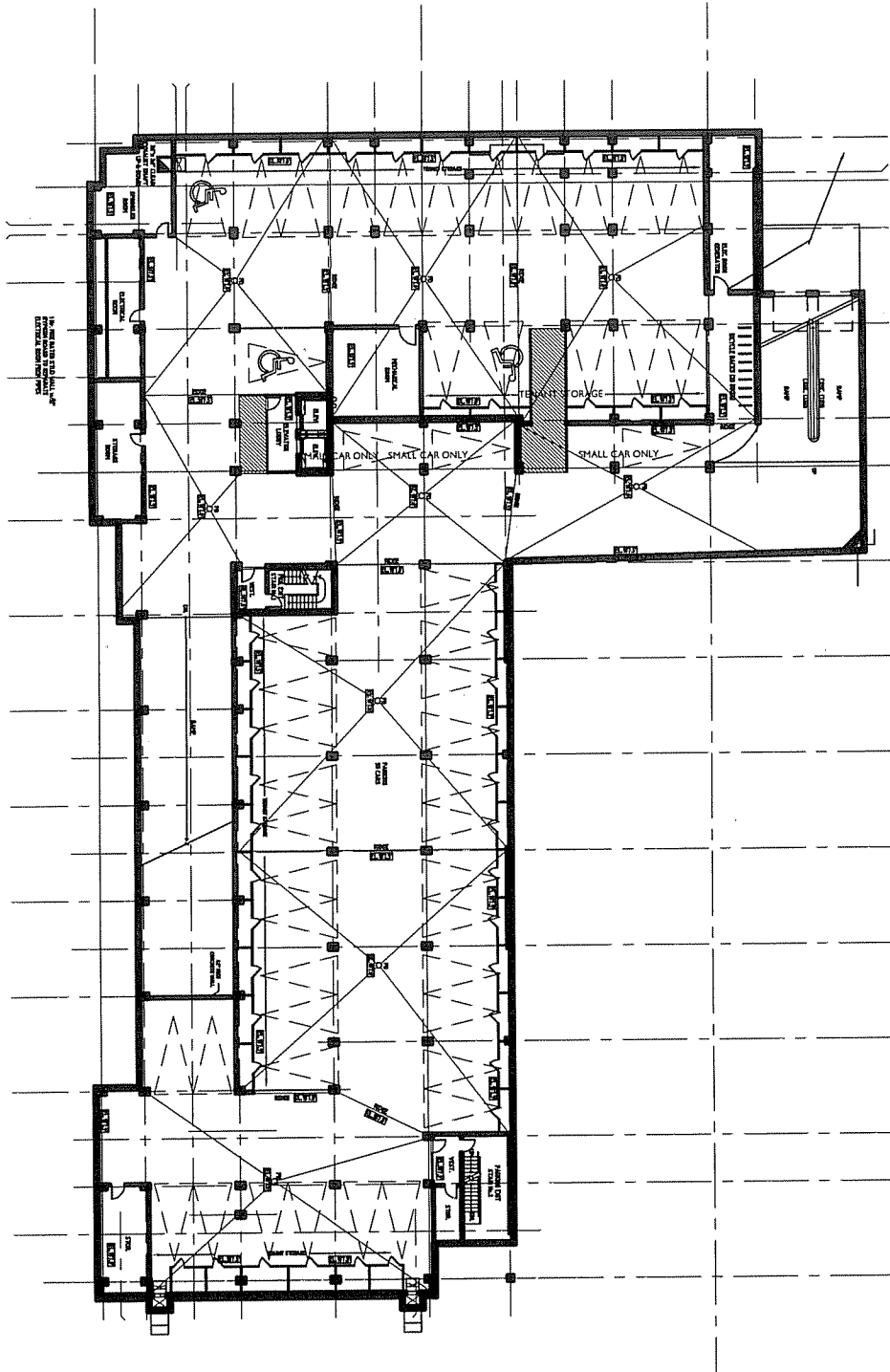
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Parking Level P1 Plan

SCALE 1"=40'
Oct 15, 2010

GLADSTONE NORTH

SCHEDULE K-1

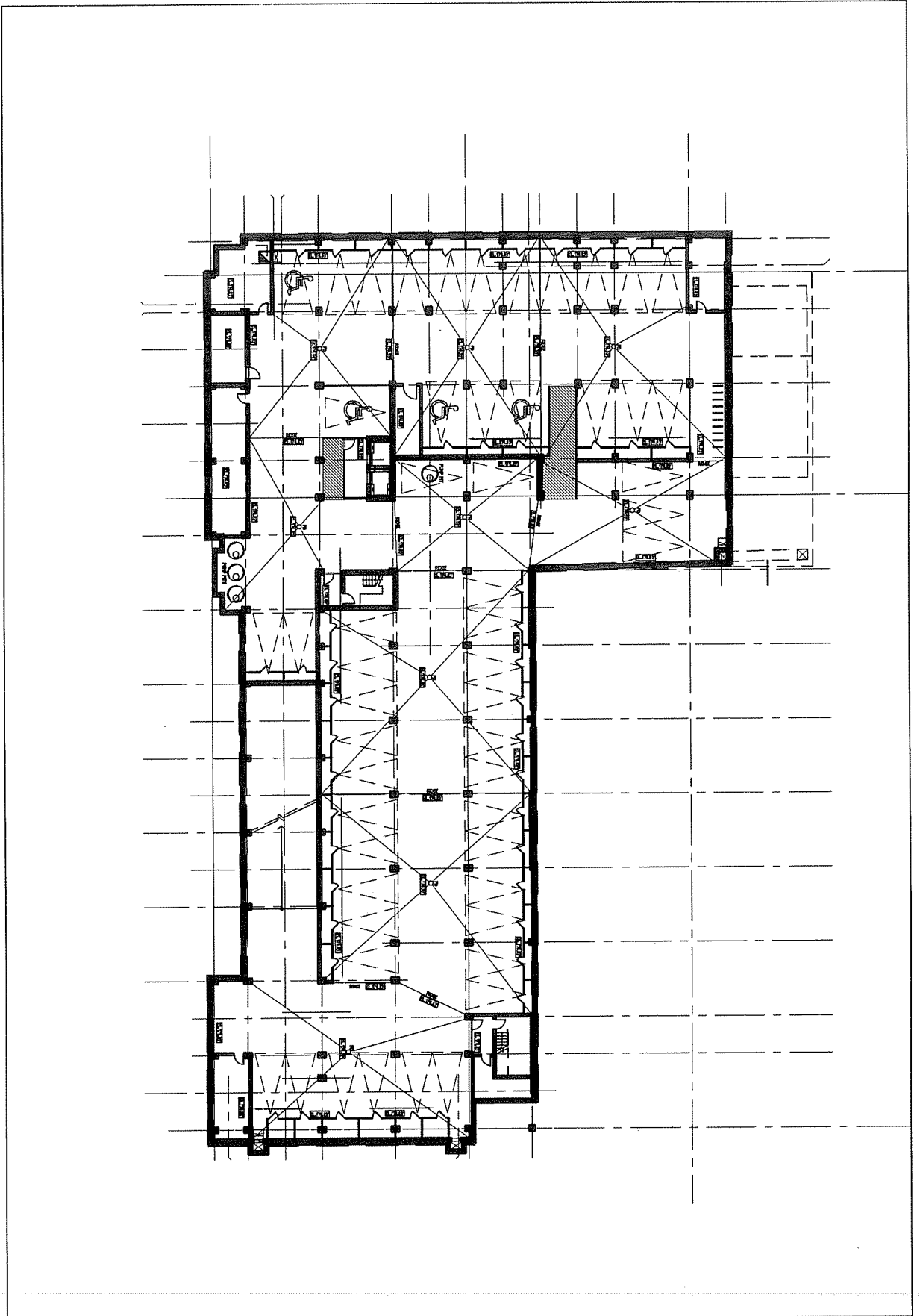


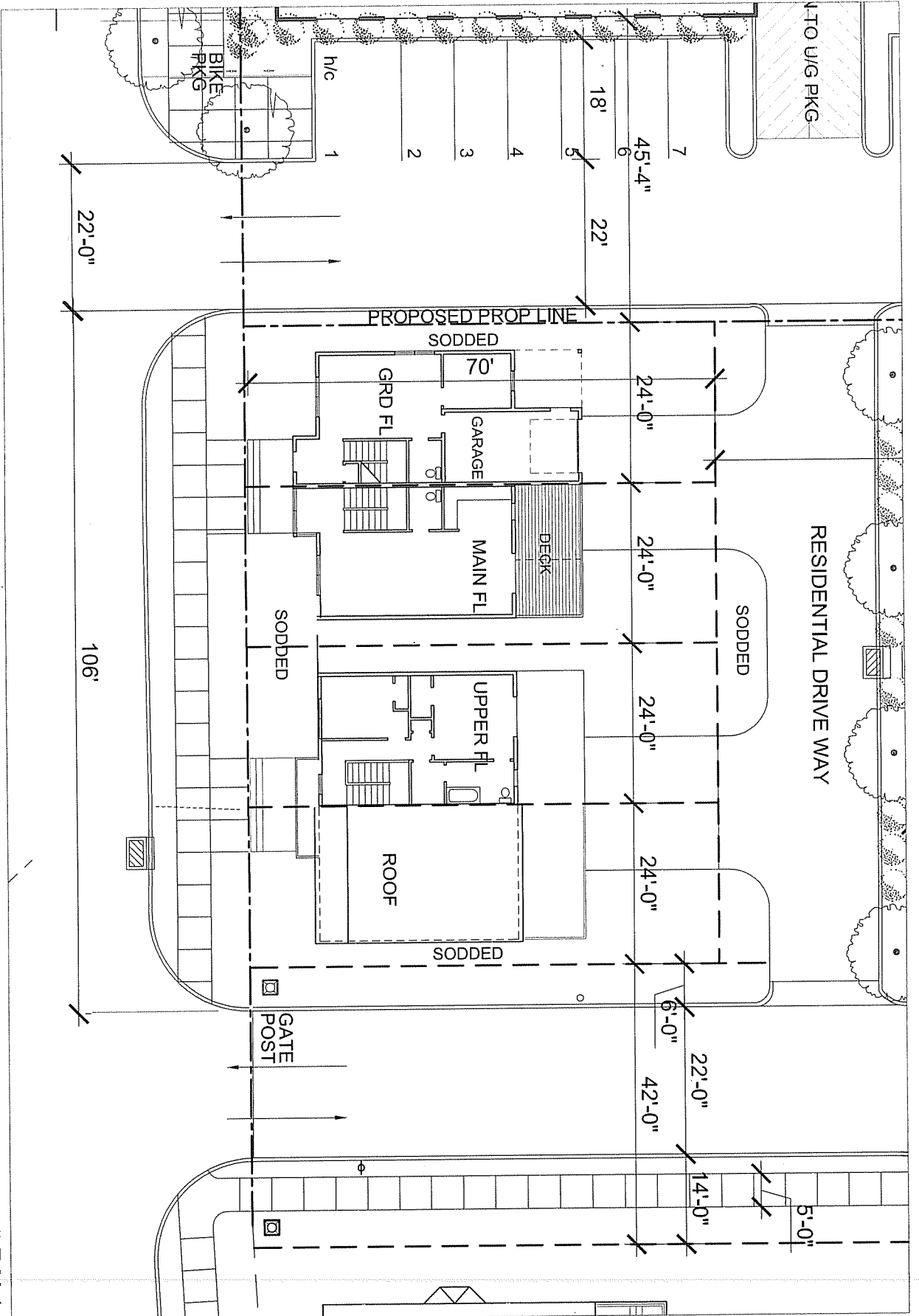
KASSNER/GOODSPEED ARCHITECTS
SUITE 200, 5663 CORNWALLIS ST.
HALIFAX, N.S. B3K 1B6 (902) 422-1557

GLADSTONE NORTH
GLADSTONE at ALMON STS, HALIFAX NS

SCHEDULE L-1
PARKING LEVEL P2 PLAN

SCALE 1"=40'
Oct 15, 2010





GLADSTONE RIDGE NORTH

SCHEDULE M-1

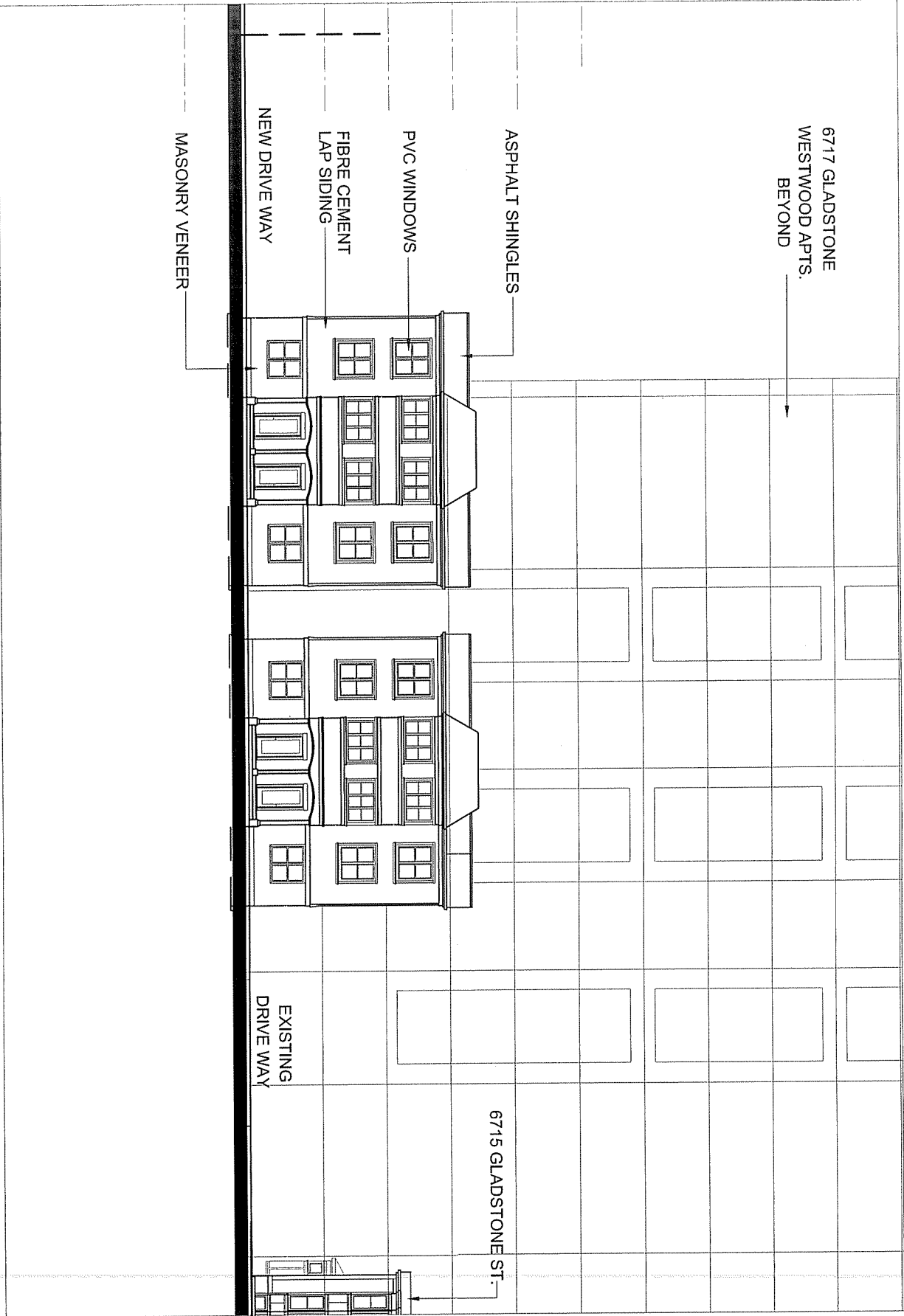
GLADSTONE STREET, HALIFAX NS

SEMI-DETACHED - FLOOR PLANS

KASSNER/GOODSPEED ARCHITECTS

SUITE 200, 5663 CORNWALLIS ST.
HALIFAX, N.S. B3K 1B6 (902) 422-1557

SCALE 1"=20'
Oct 26, 2010



GLADSTONE RIDGE NORTH

SCHEDULE N-1

GLADSTONE STREET, HALIFAX NS

SEMI-DETACHED - ELEVATIONS

KASSNER/GOODSPEED ARCHITECTS

SUITE 200, 5663 CORNWALLIS ST.
HALIFAX, N.S. B3K 1B6 (902) 422-1557

SCALE 1"=20'
Oct 26, 2010

ATTACHMENT B

Relevant Sections of Existing Agreement

PART 2: USE OF LANDS AND DEVELOPMENT PROVISIONS

2.0 GENERAL DESCRIPTION OF LAND USE

The use of the Lands permitted by this Agreement is a five storey mixed use commercial residential apartment building and two semi-detached dwellings.

2.1 SCHEDULES

The Developer shall develop and use the Lands in a manner, which, in the opinion of the Development Officer, is generally in conformance with the following Schedules attached to this agreement, unless further specified under the Agreement, referenced as Municipal Case Number 01240:

Schedule A	Legal Description of the Lands
Schedule B	Concept Plan
Schedule C	North Elevation
Schedule D	East Elevation
Schedule E	South Elevation
Schedule F	West Elevation
Schedule G	Partial Elevation
Schedule H	Basement Level
Schedule I	Ground Floor Plan
Schedule J	Typical Floor Plan
Schedule K	Semi-detached Plans
Schedule L	Elevation - Semi-detached

2.2 Multiple Unit Apartment Unit Mix

2.2.1 The Developer agrees that the maximum number of residential units permitted within the five storey mixed use commercial residential apartment building shall be 40 and may include bachelor, one bedroom, two bedroom, and three bedroom units.

2.2.2 The Developer agrees that the unit mix shall be substantively in conformance with the following:

- (a) 10 two bedroom units;
- (b) 15 one bedroom units; and
- (c) 15 bachelor units.

2.3 Maximum Population - Multiple Unit

2.3.1 The Developer agrees that the population for the five storey mixed use commercial residential apartment building shall not exceed 90 persons.

2.3.2 For the purpose of calculating the maximum population on the Lands, the following shall apply:

- (a) bachelor units shall be assigned 1 person per unit;
- (b) one bedroom units shall be assigned 2 person per unit; and
- (c) two bedroom and three bedroom units shall be assigned 2.25 persons per unit.

2.4 MICI Project Review

The Developer shall complete HRM's Multi-unit Residential, Institutional, Commercial, and Industrial (MICI) project review process for the five storey mixed use commercial residential apartment building permit applications including compliance with Section 2.5 of this agreement prior to the issuance of any municipal Permits.

2.7 Materials and Architectural Requirements

2.7.1 The Developer shall construct a five storey mixed use commercial residential apartment building on the Lands, which, in the opinion of the Development Officer, is substantively in conformance with architectural details shown on the following:

- Schedule C North Elevation
- Schedule D East Elevation
- Schedule E South Elevation
- Schedule F West Elevation
- Schedule G Partial Elevation

(a) The predominant exterior building material for the mixed use commercial residential apartment building shall be high quality exterior masonry materials, including, but not limited to, brick, sandstone, other native stone and architectural precast concrete building stones. Masonry panel systems, unfinished concrete block or poured-in place concrete are not acceptable materials.

(b) Belt courses, string courses, cornices, corbels, lintels, spandrels, sills and other architectural facade elements shall be constructed of materials and colours complementary, as determined by the Development Officer, to the masonry exterior.

(c) Each residential unit shall include a balcony, 'french' balcony, or terrace. Balconies shall have a concrete floor and include pre-finished metal rails, balustrades, glass panels or equivalent. Wooden lumber is not an acceptable construction material.

(d) Exposed foundations or parking garage faces in excess of 0.5 metres (1.6 feet) shall be architecturally detailed, veneered with stone or brick, painted, parged, stucco, or a complementary equivalent;

(e) All vents, down spouts, flashing, electrical conduits, meters, service connections, and other functional elements shall be treated as integral parts of the design. Where appropriate these elements shall be painted to match the colour of the adjacent surface, except where used expressly as an accent.

(f) Roof mounted mechanical and telecommunications equipment shall be visually integrated into the roof design or screened.

2.7.2 Building Height

The Developer agrees that the mixed use commercial residential apartment building shall not exceed a maximum of 5 storeys above grade and a maximum height of 55 feet.

2.8 Semi-detached Units

2.8.1 The Developer agrees that the semi-detached units shall substantially conform with Schedules K, L and the requirements of the R-2 (General Residential) Zone except for the following:

- (a) Minimum Lot Frontage - 48 feet
- (b) Minimum Lot Area - 3360 square feet
- (c) Minimum Side Yard - 4 feet
- (d) Minimum Front Yard - 7 feet
- (e) Maximum Lot Coverage - 50%
- (f) Where each unit of a semi-detached dwelling is to be or has been subdivided so that each unit is on its own lot, there shall be a minimum lot frontage of 24 feet per unit and a minimum lot area of 1,680 square feet per unit. There shall be no setback required from the common lot boundary.
- (g) No detached accessory buildings shall be permitted.

2.9 Landscaping

2.9.1 Prior to the issuance of a Development Permit and Building Permit for the construction of the building, the Developer shall provide the Municipality with a detailed landscape plan, prepared by a Landscape Architect, which shall include design specifications and cost estimates for landscaping on the Lands. Landscaping shall be in general conformity with the landscaping shown on Schedule B and Schedule I and shall be subject to the approval of the Development Officer.

2.9.2

Prior to issuance of the first Occupancy Permit, the Developer shall submit to the Development Officer a letter prepared by a Landscape Architect or other qualified professional certifying that all landscaping has been completed on the Lands according to the terms of this Agreement

2.9.3

Notwithstanding clause 2.9.2, the first Occupancy Permit may be issued provided that the weather and time of year does not allow the completion of the outstanding landscape works and that the Developer supplies a security deposit in the amount of 10 percent of the estimated cost to complete the landscaping. The security shall be in favour of the Municipality and shall be in the form of a certified cheque or automatically renewing, irrevocable letter of credit issued by a chartered bank. The security shall be returned to the Developer only upon completion of the work as described herein, and as approved by the Development Officer. Should the Developer not complete the landscaping within 12 months of issuance of the first Occupancy Permit, the Municipality may use the deposit to complete the landscaping as set out in this Section of the Agreement. The Developer

shall be responsible for all costs in this regard exceeding the deposit. The security deposit or unused portion of the security deposit shall be returned to the Developer upon completion of the work and its certification by a Landscape Architect.

2.9.4

It is the responsibility of the Developer to ensure that the underground parking structure and rooftop terraces are capable of supporting the loads from all landscaping as well as the anticipated mature weight of the plant material.

2.10 Parking, Circulation and Access

(a) The Developer agrees that the driveway layout and entrance to the underground parking on the Lands shall be as generally illustrated on Schedule J - Commercial Plan (Level 1).

(b) Parking, Circulation and Access shall be substantively in conformance with the following:

- (i) provision of one (1) level of underground parking containing a minimum of 25 parking spaces;
- (ii) underground parking shall be as generally shown on Schedules H and Schedule I;
- (iii) underground parking shall comply with the requirements of the Land Use By-law;
- (iv) notwithstanding the foregoing, up to one third of the individual parking spaces may be reduced in size to 8 feet by 17 feet minimum; and
- (v) provision of designated bicycle parking as per the Land Use By-law.

PART 3: APPROVAL BY DEVELOPMENT OFFICER

3.1 The Development Officer may approve the following modifications provided such changes are in general conformance with and further the intent of this Agreement as follows:

(a) The following variations to the building:

- (i) changes to the internal floor plans of the building provided the number of dwelling units and building size has not increased and the exterior appearance of the building is not affected;
- (ii) changes to the interior layout of the underground parking level provided the changes do not reduce the minimum number of parking spaces required by the Agreement;
- (iii) changes to the unit mix of Section 2.2 provided the building size has not increased and the exterior appearance of the building is not affected; and

- (iv) a maximum increase of 10% to the total number of units and permitted density provided the building size has not increased and the exterior appearance of the building is not affected.

PART 5: AMENDMENTS

5.1 Substantive Amendments

Amendments to any matters not identified under Section 5.2 shall be deemed substantive and may only be amended in accordance with the approval requirements of the *Halifax Regional Municipality Charter*.

5.2 Non-substantive Amendments

The following items are considered by both Parties to be non-substantive and may be amended by resolution of Council:

- (a) The granting of an extension to the date of commencement of development, as identified under Subsection 7.3.3 of the Agreement;
- (b) The granting of an extension to the length of time for the completion of the development, as identified under Section 7.4 of the Agreement;
- (c) A reduction in the number of floors in the building;
- (d) An increase of more than ten percent (10 %) of the total number of dwelling units provided the building size has not increased and the exterior appearance of the building is not affected;
- (e) Changes to the exterior architectural appearance of the building, including materials, colours, architectural treatments and fenestration pattern, provided that plans are submitted for any changes to the building design and that such changes, in the opinion of Council, are an improvement over the design detailed in the Agreement;
- (f) Changes to the signage requirements detailed under Section 2.11 of the Agreement; and
- (g) A change to a Schedule of this agreement that is specifically required to accommodate management recommendations or land use restrictions as may be required to comply with the *Environment Act*, "Guidelines for Management of Contaminated Sites in Nova Scotia."

ATTACHMENT C

Review of Most Relevant Policies/ Objectives - Halifax MPS

SECTION XI - PENINSULA NORTH SECONDARY PLANNING STRATEGY

2. COMMERCIAL FACILITIES

Objective A variety of appropriately located commercial facilities to serve the needs of both the resident and working populations of Peninsula North and the City as a whole.

Policy Criteria	Staff Comments
2.3 In areas designated major commercial, uses consistent with Section II, Policy 3.1.3 shall be permitted.	The subject properties are designated major commercial. Proposed land uses are consistent with Section II.
2.3.1 In order to promote investment in commercial and residential redevelopment and to prevent conflict between new and existing uses the city may, through the land use by-law, identify areas that provide an opportunity for and will benefit from comprehensive site planning.	The subject properties are identified in the LUB as being within Schedule "Q" (LUB Section 92).
2.3.2 In those areas identified in the land use by-law pursuant to Policy 2.3.1 all residential and mixed residential-commercial development over four units shall be by agreement.	Draft amending agreement is included in report as Attachment A.
2.3.3 In considering agreements pursuant to Policy 2.3.2, Council shall consider the following:	
(i) the relationship of new development to adjacent properties and uses; and, the mitigation of impacts on the amenity, convenience and development potential of adjacent properties through effective urban design and landscape treatment;	The abutting property to the rear (6116 Almon St.) contains a 5-storey apartment building which was approved through the same process and policy context. The proposed building's residential levels above the ground floor (commercial) are adequately set back from the property lines which abut 6116 Almon St. The other property lines abut streets. Therefore, there will be minimal impact.

(ii)	the appropriate integration of the development into the traditional grid street system of the Peninsula;	There are no changes to the street grid. The site abuts existing streets.
(iii)	the design and layout of the development should encourage vehicular traffic to use Principal Streets and discourage traffic from infiltrating through existing neighbourhoods;	The nearest Principal Streets designated by the MPS are Robie and North Streets. The driveway access to the residential parking is to be off Almon Street, which has direct connection to Robie Street. Alternatively, Gladstone Street directly connects to North Street. Vehicular traffic is unlikely to utilize local streets (eg. Windsor Terrace).
(iv)	the creation of high quality design detail at street level through attention to such matters as landscaping, signs, building entrances, and vehicle layby areas;	The proposal includes a landscaped plaza at street level in front of the commercial and abutting the sidewalk. Multiple building entrances are proposed, including one for each commercial space and a residential lobby. The agreement includes controls on signage. There is no vehicular lay-by proposed, however the agreement does include off-street parking in close proximity to commercial entrances.
(v)	the provision of high quality open space and leisure areas of a size and type adequate for the resident population;	The proposal includes a landscaped podium above portions of the parking garage, a rooftop terrace (level 6), balconies for each unit and the ground-level commercial plaza. The Gladstone Ridge development also includes public open space in close proximity and private landscaped areas which exceeded the LUB requirement.
(vi)	residential and commercial densities consistent with municipal services;	Staff have reviewed the proposed density with regard to the capacity of municipal services and are satisfied that there is sufficient system capacity.
(vii)	encouraging high quality exterior construction materials such as masonry; and	Brick is proposed for the exterior. The proposed agreement requires that exterior building materials be high quality and may include brick, sandstone, other native stone and architectural precast concrete building stones. Pre-cast masonry panel systems, unfinished concrete block or poured-in place concrete are prohibited.

SECTION II - CITY-WIDE OBJECTIVES AND POLICIES

8. ENVIRONMENT

Objective The preservation and enhancement, where possible, of the natural and man-made environment, and especially of those social and cultural qualities of particular concern to the citizens of Halifax.

Policy Criteria	Staff Comments
8.6 The City should make every effort to ensure that developments do not create adverse wind and shadow effects. The means by which this policy shall be implemented shall be considered as part of the study called for in Part III.	HRM examines wind and shadow effects of tall building proposals on a site-by-site basis by requiring the proponent to submit impact assessments/ studies. Generally, shadow impacts are assessed with regard to effects on public open spaces only while the assessment of wind impacts also takes into account the effect on sidewalks. In this case, the architect has provided an assessment which indicates that wind control measures have been incorporated into the building design and as a result, there will be minimal wind effects at sidewalk level.

ATTACHMENT D

HALIFAX REGIONAL MUNICIPALITY
PUBLIC INFORMATION MEETING
CASE # 16248

7:00 p.m.

Wednesday, July 7, 2010
Bloomfield Centre, Halifax

IN ATTENDANCE: Paul Sampson, Planner, HRM Planning Services
Hilary Campbell, Planning Technician, HRM Planning Services
Sharlene Seaman, Planning Controller, HRM Planning Services
Councillor Jennifer Watts
Applicant, Danny Chedrawe, Westwood Developments
Applicant, Dan Goodspeed, Architect

PUBLIC

IN
ATTENDANCE: Approximately 9

The meeting commenced at approximately 7:00 p.m.

1. Opening remarks/Introductions/Purpose of meeting - Paul Sampson

Paul Sampson opened the meeting by introducing himself as a planner for the Western Region with Halifax Regional Municipality (HRM). He introduced HRM staff and the Councillor present. He welcomed everyone and thanked them for coming.

He stated that the reason for the meeting was to review an application that HRM received from Westwood Developments Limited. The application was to amend the development agreement for 2723 - 2753 Gladstone Street, Halifax, that was approved earlier this past year, to include additional property at 6136 Almon Street (former CNIB site) in order to permit a mixed-use, residential / commercial building on the entire site.

2. Overview of planning process/Presentation of Proposal - Paul Sampson

Mr. Sampson reviewed the planning process. He showed the site on the corner of Gladstone and Almon. He stated that there is an existing approval for a five storey building and this amendment would allow for approximately double the space, this would let them then include the CNIB site. The process requires the approval of Community Council. He advised that the site runs from Windsor Terrace to Almon Street, along Gladstone. He noted that there are a number of properties involved. The existing buildings on the site were demolished. It is zoned C-2 (Commercial zone that allows some residential uses. It allows commercial uses as-of-right. Through a permitting process, a permit can be obtained for a commercial building. In this case, apartment or multiple unit residential units are not allowed. The development agreement process, which is a legal agreement between the municipality and the developer, is required for multi unit residential buildings.

Mr. Sampson stated that the municipal planning strategy has a policy that requires the development agreement process. This was designed to promote redevelopment in commercial areas, allow for residential uses and minimize impacts or conflicts between new people moving into a development and the commercial uses that are surrounding and part of the development.

He noted that the existing development agreement was approved by Peninsula Community Council(PCC). There was a process that involved an amendment to the planning strategy. This was done through 2008 and 2009. The culmination at the end of that process was the approval of the development agreement by PCC. That was approved in February of 2010. This allowed for two semi detached dwellings, totalling four units and a five storey mixed use building. This included forty apartments, ground floor commercial and one level of underground parking.

Mr. Sampson showed some images of the development that was already approved, in terms of building material, etc. The semi detached buildings are off Gladstone and are vacant.

He stated that following the meeting, there would be detailed review by HRM of the drawings and servicing requirements. That is done by staff and external departments, such as the Water Commission. Then planning staff would draft amendments to the development agreement. This would be called an amending agreement. Staff would write a report that would go to PCC. They would decide if they would hold a Public Hearing (PH). The report will be staffs opinion of the proposal. The minutes from the Public Information Meeting (PIM) will be attached to the report. Following that, there is an appeal process through the Nova Scotia Utility and Review Board (NSUARB). That process allows the developer to appeal, in the case that it is refused. In the event of council's approval, it allows any person or group to appeal.

Mr. Sampson turned the floor over to the developer, Danny Chedrawe.

3. Presentation of Proposal - Danny Chedrawe

Mr. Chedrawe introduced himself as one of the principles of Westwood Developments, the company that has been developing the former DND property and the stores lands. He stated that they are now planning to develop the former Corkum and CNIB properties.

He gave some background on his company. They developed Gladstone ridge, starting back in 2006. Within thirty months, they had developed the two towers, the houses and the Berkley. In 2008, they had the opportunity to purchase the Peter Corkum property, which is abutting the development that used to be owned by the Department of National Defence (DND). At that time, they approached CNIB to sell their property. There was no sidewalk on the east side of Gladstone at that time, Westwood Developments was responsible, because of the DA, for putting in the park, sidewalk and trees between the condominium building and the Berkley. They would like to continue the street scape all the way to Almon to complete the street. They took advantage of purchasing the Peter Corkum property. CNIB had expressed no interest at that time to sell their property, so they moved forward with the plans that were approved by council. In the summer of 2009, CNIB decided that twenty thousand feet of office space was not needed and they could live with less. They declared the property surplus. It was brought out to tender and Westwood Developments was awarded the tender. Part of the tender package was to include moving the CNIB into the existing second tower. Their temporary office is on the second floor, with the plan to move back into a new development

on the corner of Almon and Gladstone Street. They wondered how they could best fit their vision for the neighbourhood by bringing the two properties together. They felt that they should bring back their architect, Dan Goodspeed, to complete the second phase of this project (Gladstone North) because they felt he had done a wonderful job on the first phase.

Mr. Chedrawe advised that the process for the second phase is slightly different than the process for the first phase because the original development agreement was zoned C-2, which allows commercial as-of-right. There was also a portion of the property that was zoned R-2. The process was a lengthy because they had to go through a plan amendment to get the R-2 lands changed to build what they required. This property is zoned C-2 so his company can build an office tower without going through a public process but if they would like to build any residential, he would have to go through this process.

He always felt that commercial was a much more intensive use of a property and it should be more scrutinizing than residential. However, that is not the case. The company has already applied for a building permit. People may ask how they can apply for that without being approved for the development. They are not cutting any corners because the land is zoned as a C-2. They can apply for a building permit to develop commercial. Residential building would require this approval process. They are hoping to have a permit issued within the next three to four weeks to begin construction.

Mr. Chedrawe stated that when they bought the CNIB building, it was not their intention to tear it down as the building was well built in the 1970's. The problem was parking. There were only twelve parking spaces for almost twenty thousand square feet of space. There is an issue in the neighbourhood with parking and traffic. A commercial use building would require the need for a lot of parking. He did not want to create more issues regarding parking so they tore the building down. The process, starting with the meeting tonight, will take about four to six months to complete. They have taken out a permit to start the two levels of underground parking and the first level of commercial, which can be done as-of-right. He wanted to clarify this because he doesn't want anyone to think that they've started anything, on this site, that they are not allowed to do.

Mr. Chedrawe stated that he had an informal meeting with the neighbourhood about four weeks ago. He presented the plans before proceeding. He felt it was a very positive meeting. The neighbourhood, as well as the company, was thrilled to see what was going to happen on the site. In the last four weeks, the company had run into a few stumbling blocks and needed to address it. In regards to putting the second level of underground parking, the original development agreement only had twenty-five parking spaces for forty units. This less than a one to one ratio. It was approved that way but in listening to the neighbourhood and the fact that they tore down the CNIB building down, which gave them a bigger footprint to deal with, the company would have the ability to put in a second level of parking. This would place one hundred and eight spots underground comfortably.

He stated that more parking is a bonus because it moves more cars off of Gladstone. The entrance will be off of Almon Street. The first issue was that the underground parking was going to cost a lot more money than they had budgeted for. The cost actually doubled. Secondly, the company really wanted to do a rooftop garden. This would be the first of its type in Halifax, that he was aware of. People talk about rooftop terraces and garden terraces, where you would plant a little sod

and trees but he would like to have enough soil and a greenhouse so the people in the building can access and plants things. He believes this is futuristic and may become more popular in the next five to ten years.

Mr. Chedrawe stated that in dealing with problems that might arise for the rooftop garden (snow loads and weight of soil), the price has increased and is now up to, two hundred to two hundred, twenty five thousand dollars, just for the rooftop garden. The third issue is that now that the building is bigger, there is more flexibility to do more things. It is now a very prominent building now that they have the corner lot. It will be able to be seen from the intersection of Windsor and Almon Streets. He believes that they need to up the scale of the exterior of this building as it is a very prominent building.

He talked about another building that they had built back in 2000. Dan Goodspeed was also the architect for that building. The building is on the corner on Dresden Row and Sackville Street. It is one of his favourite buildings because of the detail of the brick and the lighting. He stated that those are the kinds of details that they want to put on the new development. The building should get the respect it deserves. He believes you have only one chance to build a building, so you better do a great job of it.

This building should become a very prominent building that they want to do all in brick. They would like a combination of detailed brick and aluminum panel. They want to pay respect to the detail in the brick. He reiterated on the problems which caused the budget to double, stating that they would have liked to start the rent at a little below one thousand dollars. It is not feasible with all the added costs. Parking must remain and he would love to keep the rooftop garden as it would be the perfect spot and he would like to be the first person to do it in this city. He does not want to dress the building down because it is important to the people who live there.

Because of these factors, they have decided to add another storey to the building. The building will have three different heights because of the additional layer. He noted that closest to houses, further to Gladstone, the building will be five stories high. It will come in forty feet and step up another storey and then have a penthouse at the very top. It will then be a total of seven stories at the corner and five stories at Gladstone Street. With the penthouses, it will be eight stories at the corner of Almon and Gladstone.

He advised that there are big green boxes on top of the buildings. They house the mechanical systems for the building. Even without putting units on the eighth floor, there would still be a box there. They want to face the mechanical penthouse with the five units. This should conceal the big metal box. They have added sixteen more units and most of the cost will remain the same. The economic model will be more feasible which means the rent would be starting just below one thousand dollars per month.

He noted that beyond North Street the rent seems to be more affordable. He hopes that the public will understand why they have chosen this route. He stated that he always looks at his projects and wonders what the minimum work that they can do, not the maximum. He likes to keep it fit well in the neighbourhood. He thinks the proposal for the site will be a welcome addition to the neighbourhood. He passed the floor to Dan Goodspeed to talk about the building design.

4. Presentation of Proposal - Dan Goodspeed

Mr. Goodspeed introduced himself as an architect with Kassner Goodspeed Architects. He stated that he lives in the area and has a paternal sense for the neighbourhood. He showed the sites on which he has worked and stated that he was excited to be able to finish the block. He gave a brief tour of the building. He noted that there were a couple of things he really liked about the proposal. He liked the idea that they could have a set back from the sidewalk, with the idea of making it an open terrace.

He is also happy with the redesign to include the CNIB site. This gave them the opportunity to solve a few problems. One being that the driveway entry to the underground parking was off of Gladstone backyard. It will now be off Almon. This is about one hundred fifty feet back from the intersection. This is a more workable arrangement. He was anxious to get some rich colour into this new building as he really liked it on the Berkley. It is a similar scale and height. He also felt it was important to address and really make a statement about the corner.

They decided to keep the last two bays of the building the same height as the previous approval. The building is all ground floor commercial and residential above that. There is also a seven storey block that begins to flush out the rest of the property. Focussed on the corner, there is one more storey that includes four penthouse units, clustered around the mechanical equipment that will be needed. He felt that this had some sympathy to the Berkley, located at the other end.

He noted that the building has rental apartments. It has almost fifteen percent of one bedrooms and one bedrooms and dens, in contrast to the buildings behind. The development will be open to a wide range of people to rent. There is a total of one hundred and eight suites. There is about twenty thousand square feet of commercial space on the ground floor. CNIB will reoccupy the piece of the building that enters off Almon Street. They were able to maintain the plaza area in front of the building. They are hoping to have a nice sidewalk café there.

He showed on a chart where the roof garden will be and believes it will be a serious, workable roof garden. The four town houses have a garage and home office potential on the ground floor. They have three bedrooms on the top floor and the middle floor is living space. They will also have private decks on the back side. It is a different concept but it opens the development up for more options in housing.

He stated that the principle materials on the exterior are brick (reddish-brown) with some accent detail. They are still looking into that. The windows are large. Every unit will have a small balcony of about eighty square feet or so. The ground floor has a precast looking band across the top that really separates the commercial from the residential. This will help the issue of signs for retail.

He stated that if he looks at the land as a whole, they are dealing with a piece that is just over one acre. The gross area is about one point six acres. There are one hundred and twelve suites. That would be roughly around one hundred fifty eight people per acre. This compares to a lot of the approvals that happen in the same area. His point being that the density they are proposing is in line with the pattern that has evolved in the neighbourhood. Aside from the one hundred and eight cars that can go under the building, there is also room for another fifteen cars on the property. He showed entry area on chart. He turned the floor back to Mr. Sampson.

5. Questions/Comments

Mr. Sampson advised of the ground rules and opened the floor for questions and comments.

Pete Smith, Halifax, stated that he welcomes development for the area. He feels that the CNIB building looked like a bunker. He asked about the setbacks from Almon and Gladstone.

Dan Goodspeed stated that the commercial level comes to the sidewalk on the Almon Street side and the setback for the residential side will be setback about eleven feet. He referred to the chart and showed setbacks for each side.

Mr. Smith asked about access from the back.

Mr. Goodspeed stated that the back will allow entry for the commercial level from the north side.

Danny Chedrawe talked about the setbacks and referred to the chart. They are trying to emphasize it on the chart by making the concrete white. The property line along Gladstone has more than ten feet already. It is back further than your typical property line.

Mr. Smith asked about widening the street.

Mr. Chedrawe stated that there is no plan to widen the street. He believes that it adds a lot to the building to have that kind of plaza feeling. They will do intensive landscaping on either side to add to the street. The property line is back further on Gladstone than a normal street. He stated that they are mandated by HRM to put a sign saying that the property is being considered by development agreement but in the next three to four weeks they will be posting more details, in colour, on a billboard at the site so people can take a closer look at what will be happening.

6. Closing comments

Paul Sampson advised that the drawings would be posted on the HRM website, as well as the traffic study. He asked for any other questions, gave his contact information and thanked everyone for attending the meeting.

7. Adjournment

The meeting adjourned at approximately 8:00 p.m.