



PO Box 1749
Halifax, Nova Scotia
B3J 3A5 Canada

MEMORANDUM

TO: Chair and Members of District 7 and 8 Planning Advisory Committee

FROM: Darrell Joudrey, Planner II

DATE: June 20, 2016

SUBJECT: Case 20183 - Application by WSP Canada Inc for lands at 2710 Agricola Street and May Street to amend the Halifax Peninsula Land Use Bylaw by adding the properties to Schedule Q and for approval of a development agreement to enable a seven storey, mixed use development with 68 units and a separate 3 storey 3 unit building on Fern Lane.

The proposal is for a seven storey 68 unit building with ground floor commercial space at the corner of Agricola Street and May Street and a separate three storey, three unit building fronting on Fern Lane. To enable the proposal, the applicant has requested that Schedule Q of the Halifax Peninsula Land Use By-law (LUB) be applied to the site and that a development agreement be approved. The applicant's submission materials are attached to this memo (Attachment B)

Location

The subject property:

- Is located at the intersection of Agricola Street and May Street in North End Halifax (Maps 1 & 2);
- is comprised of 6 properties, with a seventh property on Fern Lane;
- contains commercial space and 68 apartment units at Agricola Street and May Street and 3 residential units at Fern Lane;
- is 1624.04 square metres (17,481 square feet) in area, with 45.72 metres (150 feet) of frontage on Agricola Street and 30.48 metres (100 feet) of frontage on May Street; also 213.68 square metres (2300 square feet) in area and 10.67 metres (35 feet) of frontage on Fern Lane.

Planning Policy

The subject property is located in Area 5 of the Peninsula North Secondary Planning Strategy (PNSPS), and is designated Major Commercial (MJC) (Map 1). Properties within the MJC commercial designation in Area 5 are zoned General Business (C-2) under the LUB (Map 2). The PNSPS includes two approaches for considering development within the MJC designation of Area 5 – as of right development under the C-2 zone or by development agreement under Schedule Q. Attachment A of this memo outlines the applicable MPS policies.

CURRENT PLANNING | DEVELOPMENT APPROVALS

Urban Enabled Applications – Planning and Development

Tel: (902) 490-4181 Fax: (902) 490-3976
E-mail: joudred@halifax.ca Web Site: www.halifax.ca

Land Use Bylaw

Development can proceed under the provisions of the C-2 Zone, which allows for commercial and multi-unit residential development through an as-of-right-process. This process does not include provisions for the design of buildings, does not establish height controls and may result in large buildings in close proximity to low density housing

The second approach involves applying a LUB Schedule (Schedule Q) to properties that will benefit from comprehensive site planning. Where Schedule Q is applied, the design and overall integration of redevelopment proposals containing more than 4 dwelling units may only be considered by development agreement.

Proposal

The applicant is proposing to develop a 7 storey mixed-use building consisting of:

Commercial Space

- ± 7,895 square feet on Agricola Street

Residential Units

- 26 x 2 & 3 BR @ ± 800 square feet
- 42 x 1 BR @ ± 626 square feet
- 3 x 2 & 1 BR Apartments @ ± 900, 900 and 640 square feet on Fern Lane

The full submission detailing the proposal is provided as Attachment B.

Public Meeting

A public meeting to allow for community input on the proposed building was held on June 6, 2016. Minutes of this meeting are included as Attachment C.

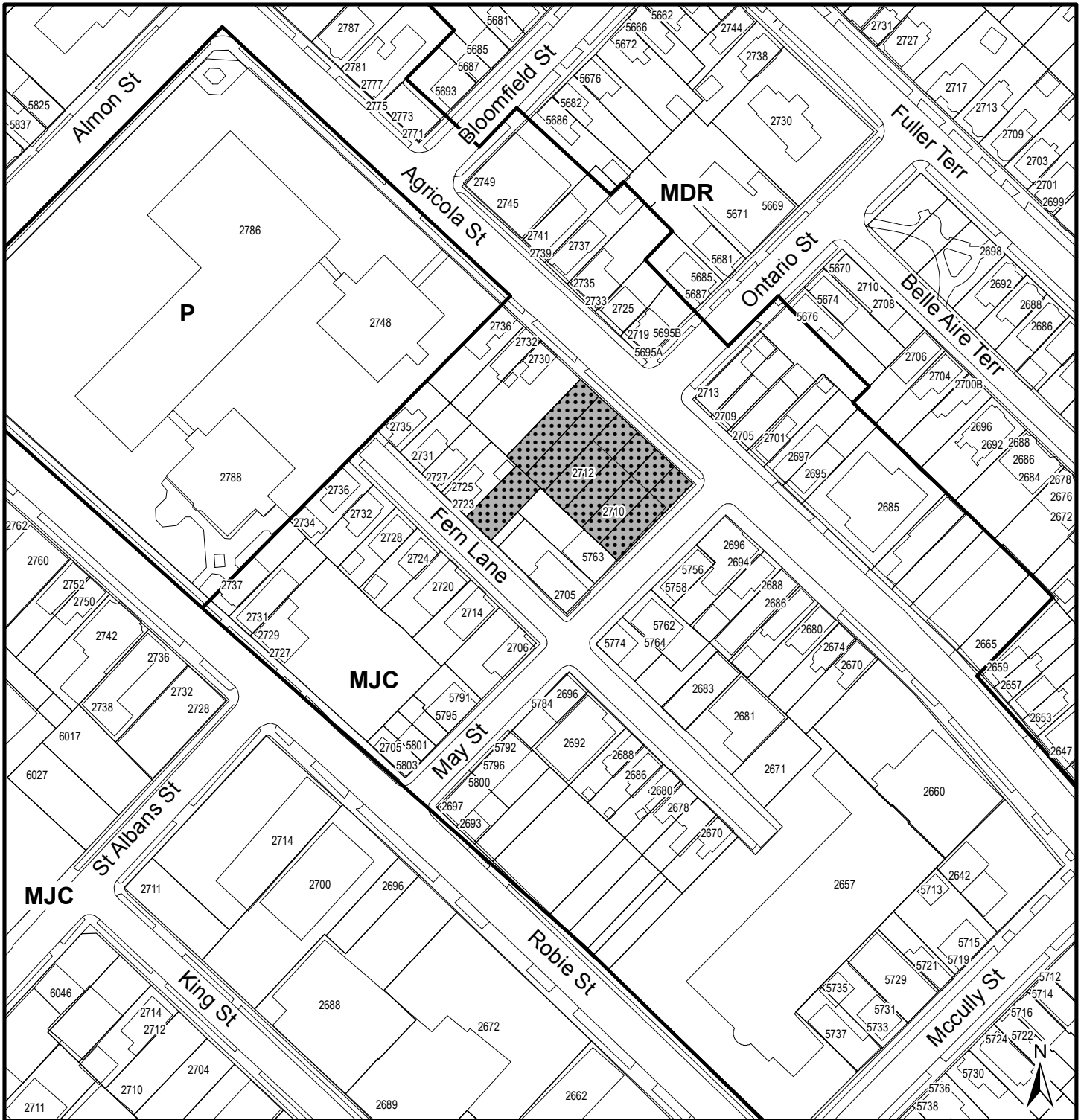
Input Sought from the Committee

Pursuant to the Committee's Terms of Reference, feedback is sought from the Committee relative to the proposed development. The recommendation will be included in the staff report to Halifax and West Community Council. Specific items that the Committee may wish to address include the following:

- the height and mass of the building;
- the setbacks from interior property lines;
- stepbacks of upper floors;
- the design and exterior materials of the building;
- the location and size of the proposed commercial space;
- the mix of residential unit types;
- on-site parking and parking garage access.


Attachments

- Map 1: Generalized Future Land Use Map
Map 2: Zoning Map
Attachment A: Excerpts from the Halifax Municipal Planning Strategy
Attachment B: Application Submission
Attachment C: Public Information Meeting Minutes (June 6, 2016)



Map 1 - Generalized Future Land Use

2710 Agricola Street, Halifax
 (PIDs 00161497, 40346314, 40346322,
 40346330, 40346348, 40346355, and 40346363)

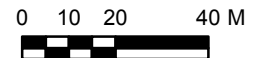
 Area of Proposed
 Policy Amendments

Halifax Plan Area
 Peninsula North Secondary Plan Area

Designation

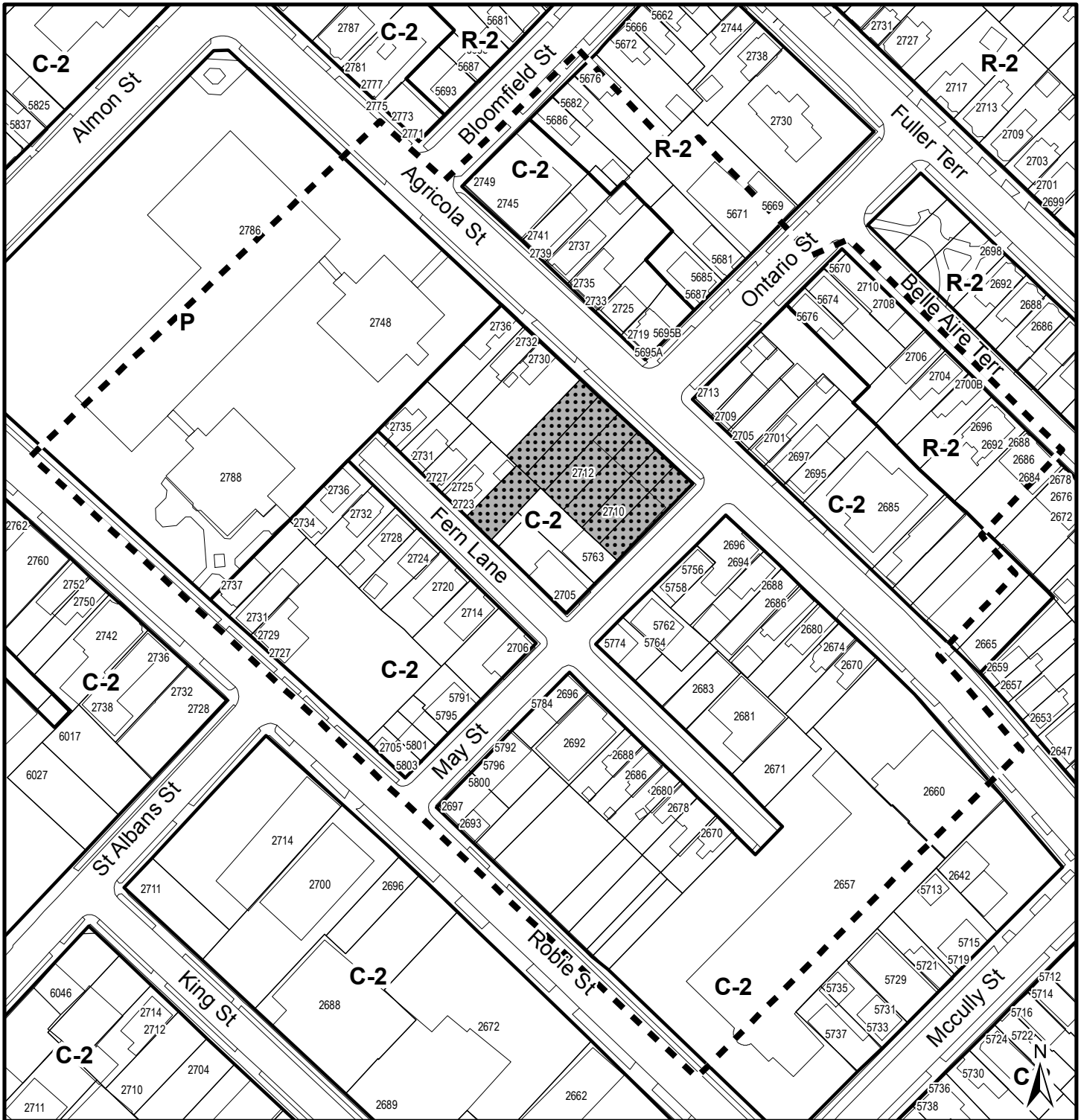
MDR Medium Density Residential
 MJC Major Commercial
 P Park and Institutional

HALIFAX



This map is an unofficial reproduction of a portion of the Generalized Future Land Use Map for the plan area indicated.



The accuracy of any representation on this plan is not guaranteed.



Map 2 - Zoning and Notification

2710 Agricola Street, Halifax
 (PIDs 00161497, 40346314, 40346322,
 40346330, 40346348, 40346355, and 40346363)

HALIFAX

-  Area of Proposed Policy Amendments
-  Area of Notification

- Zone**
- R-2 General Residential
 - C-2 General Business
 - P Park and Institutional



This map is an unofficial reproduction of a portion of the Zoning Map for the plan area indicated.
 The accuracy of any representation on this plan is not guaranteed.

Halifax Peninsula Land Use By-Law Area

Attachment A

Excerpts from the Halifax Municipal Planning Strategy (MPS)

Section XI - Peninsula North Secondary Planning Strategy (PNSPS)

2.3 In areas designated major commercial, uses consistent with Section II, Policy 3.1.3 shall be permitted.

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.

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.

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;

(ii) the appropriate integration of the development into the traditional grid street system of the Peninsula;

(iii) the design and layout of the development should encourage vehicular traffic to use Principal Streets and discourage traffic from infiltrating through existing neighbourhoods;

(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;

(v) the provision of high quality open space and leisure areas of a size and type adequate for the resident population;

(vi) residential and commercial densities consistent with municipal services;

(vii) encouraging high quality exterior construction materials such as masonry; and

(viii) other relevant land use considerations which are based on the policy guidance of this Section.

151-01163

AGRICOLA 2710 – PROPOSED DEVELOPMENT

BYLAW AMENDMENT & DEVELOPMENT AGREEMENT APPLICATION



APRIL 2016

—
WSP Canada Inc.
1 Spectacle Lake Drive
Dartmouth, NS B3B 1X7

Phone: 902-835-9955
Fax: 902-835-1645
www.wspgroup.com





April 13, 2016

Mr. Mitch Dickey MCIP LPP
Major Projects Planner
Development Approvals
PO BOX 1749
Halifax NS B3J 3A5

Subject: Planning Application – Bylaw Amendment & Development Agreement, Proposed Mixed Use Development (Residential/Commercial) – 2710 Agricola Street, Halifax, (PIDs 00161497, 40346314, 40346322, 40346330, 40346348, 40346355, and 40346363)

Dear Mr. Dickey,

On behalf of our client, Persimmon Properties, WSP is pleased to make an application for a map amendment to the Halifax Peninsula Land Use Bylaw to enable a development agreement of a new multiple-unit residential building. The project is located at 2710 Agricola Street, Halifax, NS (PID 00161497, 40346314, 40346322, 40346330, 40346348, 40346355, 40346363).

It is our understanding that the proposed development project requires an amendment to Map ZM-2 of the Halifax Peninsula Land Use Bylaw to apply a Schedule Q to the subject lands. Schedule Q allows Council to consider areas that would benefit from comprehensive site planning through a development agreement process. WSP is seeking to undertake the required bylaw amendment and development agreement processes concurrently.

To assist with the application, the following supporting materials are enclosed:

- Completed Planning Application Form
- \$2,600 Application Fee
- Site Plan
- Building Drawings including Building Elevations and Floor Plans
- Servicing Schematic/Municipal Services Analysis
- Traffic Impact Statement

A summary of the proposed development, site characteristics, and LUB and MPS requirements are provided below for your reference.

We look forward to your comments and moving ahead through the public planning process on this application.

Yours truly,

WSP Canada Inc.

Original Signed

Kourosh Rad, MCIP, LPP
Urban Planner

WSP Canada Inc.
1 Spectacle Lake Drive
Dartmouth, NS B3B 1X7

Phone: 902-835-9955
Fax: 902-835-1645
www.wspgroup.com

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3	SITE CHARACTERISTICS	3
4	DEVELOPMENT PROPOSAL	4
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APPENDICES

A	Site Plan
B	Building Drawings
C	Preliminary Servicing Schematic
D	Traffic Impact Statement
E	Legal Property Descriptions

1

PROJECT BACKGROUND

The proposed development is a multi-unit mixed use building that respects the changing nature of the community. In recent years, residential/commercial projects have been proposed to redevelop some of the area's major commercial properties. To help understand this ongoing transition, and to collect public feedback at early stages of the design process, we held a Developer's Open House on June 09, 2015. Preliminary drawings of the building were presented at this meeting for public feedback. We invited local residents and businesses to participate in a discussion focused on understanding the community. Their comments were a valuable factor in designing the building. Key findings included:

- Reflect the character of the neighbourhood in the building's design
- Pursue the "Passive House" concept for the project
- Improve the sidewalks with trees and additional planting areas
- Build residential units that offer an opportunity for additional children to live in the area and support the local schools
- Build residential units that offer opportunities for retirees and seniors
- Considering affordability in the project
- Concerns with regards to the building height and its sensitivity to the neighbourhood character
- Concerns with flow of traffic and availability of parking

In response to our dialogue with community members, we developed the following goals for the building:

- Generate a distinctive design that incorporates aspects of the residential character of the neighbourhood.
- Enhance the streetscape with trees, vegetation and a design element that alludes to the corner commercials
- Be sensitive in designing the building massing and concentrate architectural detail on the lower levels.
- Design for all, including families and seniors
- Be sensitive to environmental sustainability standards
- Provide high quality urban living with generous and well-designed open spaces

We are pleased to introduce 2710 Agricola, a well-designed and unique environmentally sensitive building that meets the project goals. This was possible through the property owners' enthusiasm for a high quality development and the participation from the residents.

2

PASSIVE HOUSE CONCEPT

One of the major goals of this project is to create a Passive House building. According to Canadian Passive House Institute (CanPHI), Passive House is an “approach to building design and construction that allows for energy savings of 80 – 90%, compared to conventional Canadian construction. This revolutionary energy performance demands a rigorous and scientific approach to design and construction and results in a highly efficient and sustainable development.” (CanPHI),

The proposed development is intended for a Passive House concept that will have the following benefits over regular National Building Code construction:

- Better indoor air quality
- Increased thermal comfort
- Superior sound insulation
- Energy efficiency up to 80-90% better than standard construction
- More durable
- Minimal mechanical maintenance
- Resilient
- Sustainable
- Versatile (location and building type)

This will be one of the first mixed use developments in the country that are designed with Passive House standards. This is particularly appropriate for the Agricola neighbourhood given the environmental awareness in the community and the adjacency of the project to Ecology Action Centre.

3

SITE CHARACTERISTICS

Location

The site is at the intersection of Agricola and May Street with frontage along Fern Lane. The surrounding properties are a mixture of predominately commercial, residential and mixed-use land uses.

Physical Characteristics

The property is approximately 17,481 square feet in size (subject to survey), with approximately 150 feet of frontage on Agricola Street, 100 feet of frontage on May Street, and 35 feet on Fern Lane. The lot was formally used as a car rental location that was recently repurposed for use by two tenants: a not for profit group, and a specialty lounge. There is also an office currently rented by U-Haul.

Property Access

Existing access to the site is from Agricola Street and May Street.

Existing Land Uses

The subject site currently consists of a single building with a thrift shop commercial use. The site was previously used for a car rental facility.

Existing Planning Designations & Zoning

The subject properties are designated Regional Centre (Urban Core) under the HRM Regional Plan, and Major Commercial under the Peninsula North Planning Area (Area 5) of the Halifax Peninsula Planning Strategy. High density residential and commercial uses are permitted and encouraged in the Major Commercial designation as-of-right under the current General Business (C-2) Zone. In order for Council to consider promoting investment in commercial and residential redevelopment at greater densities, these properties require a Schedule Q designation which enables a development agreement.

Subject Properties

The following subject properties will be consolidated once the development agreement is granted.

PID	Area (sf)
00161497	2500
40346314	2500
40346322	2500
40346330	2500
40346348	2500
40346355	2500

The following subject property on Fern street will remain a separate parcel.

PID	Area (sf)
40346363	2300

Please see Appendix E for the all legal property descriptions

4

DEVELOPMENT PROPOSAL

We understand that the Schedule Q was established to address challenges with introducing new residential uses into existing commercial and industrial areas on a site by site basis. The existing area around Agricola and May did not generate the commercial-type development at the level the planning strategy had originally envisioned. The surrounding land uses are mostly residential and, in our opinion, the proposed development will create an appealing and desirable living environment for future residents with proximity to commercial uses/amenities.

The proposed development consists of two separate buildings that combine to have a total of 68 residential units. The proposed building at the corner of Agricola Street and May Street reaches a height of seven storeys (77') and consists of 65 residential units and approximately 7,895 sq. ft. of commercial space. The second proposed building that fronts on Fern Lane reaches height of three storeys (33') and consists of three residential units. The existing buildings and structures on the site are to be demolished and replaced with the proposed development.

The breakdown of the proposed development is as follows:

Unit Composition

	Unit Count	Average Unit Size (ft ² approximate)
One bedroom	42	626
Two & Three Bedroom	26	800
Total Residential	68	695
Total Commercial	7,895	

Parking

The proposed building has a total of 26 underground parking spaces.

Bicycle Parking

Provision for Class A bicycle parking spaces is provided in the proposed development. There are also facilities for bicycle repair and storage in the underground parking.

Amenity Space

Amenity space is provided with balconies, terraces, and a rooftop patio.

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POLICY

In order to address Policies 2.3.1, 2.3.2 and 2.3.3 of the MPS, we note the following:

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.*

This property consists of several PIDs that are all part of 1 property with an old one storey building previously used for a car rental business. This property is one of the few large parcels of land available for redevelopment along Agricola Street that does not require tear down of multiple existing houses or buildings with character. Further, the current rental market in the area demonstrates a shortage of options in the neighbourhood. This lot offers an opportunity to provide housing and commercial options without disturbing the stable residential areas. This is achieved through providing a mid-rise mixed-use building. The goal of the project is to provide a development that respects the fabric of the community while making this area more residential in nature with services being oriented to Agricola. This site is a great opportunity for comprehensive site planning.

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.*

The proposed development will provide via Schedule Q and a development agreement and is consistent with this policy.

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;

In addition to the lower level and streetscape design considerations outlined under Policy 2.3.2 section (iv), the following setbacks and stepbacks make the design sensitive to adjacent properties:

- A setback of 2 feet along Agricola Street will provide a wider sidewalk and better pedestrian experience
- Large setbacks from adjacent property lines are provided to mitigate the use on the property
- Stepbacks of 18 ft and 5 ft at the fourth floor also assists in mitigating potential wind impacts.
- A second stepback at the seventh floor to reduces the visual impact of this floor.
- Use of colours that are represented in the community
- Commercial uses along the ground floor

- Providing residential access through Agricola Street while parking access is from May Street

(ii) the appropriate integration of the development into the traditional grid street system of the Peninsula.

The proposed development respects the existing grid system of the Peninsula.

(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 attached Traffic Impact Statement highlights that the low numbers of additional vehicle trips generated by the project are not expected to have any significant impact to adjacent streets of the regional street network. The Statement considers the trips being generated by the existing land uses, including employee arrival/departures.

As noted above, all new parking will be internal to the building. We also recognize the high level of transit, cycling and walkability in the area and anticipate some residents will prefer the convenience of other modes over owning a vehicle.

(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;

As both the building elevations and site plan indicates, strong architectural detailing on the first two storeys, combined with new landscaping, will significantly improve the existing streetscape and public realm. Proposed details include:

- Contemporary glazing on the first floor that highlights the commercial uses and creates an inviting street interface
- A setback of two (2) feet along Agricola enables planters in front of the commercial spaces
- A deep corner building entrance that visually diminishes the impact of the building at the corner and improves the streetscape. This design aspect also brings appropriate emphasis to the main entrance
- A corner commercial space with a large patio space improves the pedestrian experience

This proposed detailed residential and commercial frontage should increase the visual interest on the street and bring more “eyes on the street” during all hours of the day. Signage will be sensitively handled and respect the detailing shown in the elevations. The parking entrance will consider visibility and encourage safety for users and pedestrians.

(v) the provision of high quality open space and leisure areas of a size and type adequate for the resident population;

The proposed development will provide additional landscaped spaces on Agricola with the corner entrance and a two (2) foot setback with planters. In addition, a backyard space of 1350 SF, 450 SF of common space on the top floor, and approximately 1,500 SF of rooftop patio will be available to all residents of the building. This will be comprised of an internal amenity space for use by residents and an outdoor terrace with seating and a play area for children.

Also, 29 of the 68 units will have a balcony suitable for chairs and outdoor enjoyment. All other units will have French style balconies. Units on the fourth and seventh floors will enjoy larger outdoor terraces. In addition, there are many local parks spaces available to residents such as Fort Needham Park, children's playground at the corner of Ontario and Fuller Terrace, Africville Park, Halifax Commons and nearby pocket parks on Bilby Street and Fowler Road.

(vi) residential and commercial densities consistent with municipal services;

Based on our experience with other projects in the area, WSP undertook a Downstream Sanitary Capacity Analysis of the proposed development. Based on the enclosed analysis and servicing schematic, we understand that the existing trunk wastewater sewer downstream of the proposed development has sufficient capacity. Please refer to the enclosed servicing schematic.

(vii) encouraging high quality exterior construction materials such as masonry;

Although the final materials by Architecture49 and our client have not yet been chosen, the façade detailing is proposed to be constructed of high quality glazing on the main floor. The upper floors will also incorporate components of quality glazing with fibre cement material with multiple textures and patterns.

(viii) other relevant land use considerations which are based on the policy guidance of this Section.

Our proposal is sensitive to the transformation taking place in the North End. The community surrounding the proposed development is unique and we intend to offer a residential building that can become part of this dynamic and vibrant area. Technically, our Traffic Impact Statement and Municipal Servicing Analysis consider other proposed projects for the area.

6

CONCLUSION

We are excited to introduce the Agricola 2710 development proposal that incorporates a high quality of environmental urban design, and architectural standards. These standards are based on and will build upon the existing strong neighbourhood character of the Agricola area.

This development is aiming to achieve Passive House certification, which is one of the most advanced environmentally sensitive building design practices in the world. The building's shape, orientation, and materials have been carefully considered to fully benefit from the existing conditions of the site. The energy efficiency of this building is expected to be far superior to typical buildings of the same size and scale.

While Passive House standards are of great importance, the quality of architecture was equally important to the Design Team. The Team spent time to understand the architectural context of the neighbourhood and focused on identifying qualities that make Agricola a special place in Halifax. The building design is therefore influenced by colours, textures, and architecture styles already present in the neighbourhood.

Agricola is a great street that demonstrates high quality urban design practices such as appropriate human scale, pedestrian experience, and coexistence of vehicles and bicycles. It is important for this project to build upon these existing urban design characteristics. As such, the development offers setbacks along the sidewalk on Agricola Street to provide room for street furniture and a wider sidewalk. The building provides appropriate stepbacks at the fourth and seventh floors to actively address human scale. Furthermore, the building along Fern Lane elevates to only three floors to respect the neighbouring properties. A prominent commercial entrance with a patio is placed at the corner of May Street and Agricola Street. The residential entrance is also placed directly onto Agricola Street with underground parking access on May Street.

Recognizing the accessibility of pedestrian, cycling, transit and car sharing network in the neighbourhood, the project proposes a total of 26 underground parking stalls. The project is designed to attract people with less dependency on private vehicle. The building will also provide facilities for bike repair and wash as well as adequate storage areas. These features are consistent with the goal of creating an environmentally friendly building.

This project focuses on providing a living space that is accessible to different age and income levels and helps with the rental market needs in the neighbourhood. The project considers affordability through introduction of small units that are ideal for young professionals. At the same time, introduction of large three bedroom units allows families to live here. Empty nesters and seniors would also find comfort in the variety of unit sizes available. Additionally, quality private open spaces and shared amenity areas make this project a unique and attractive location to live. All in all, this project provides for a diverse group of residents that are a reflection of the existing demographics in the Agricola community.

Finally, we would like to extend our gratitude to the community members for attending the Developer's Open House. The comments received during and after this meeting were important in better understanding the site context and to fine-tune the details that matter the most in a development project.

We look forward to Halifax's comments as we move ahead with the public planning process. Should you have any comments or questions, please do not hesitate to contact the undersigned.

Yours truly,

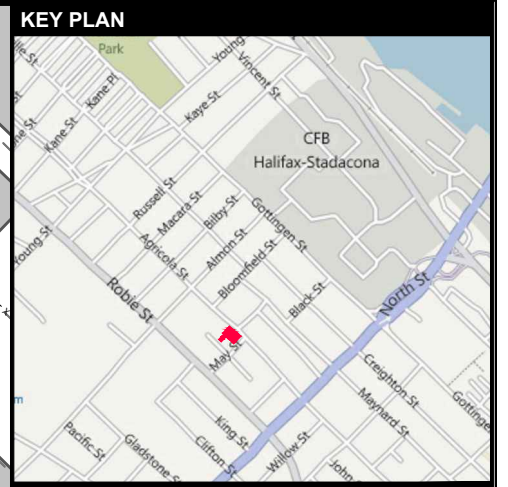
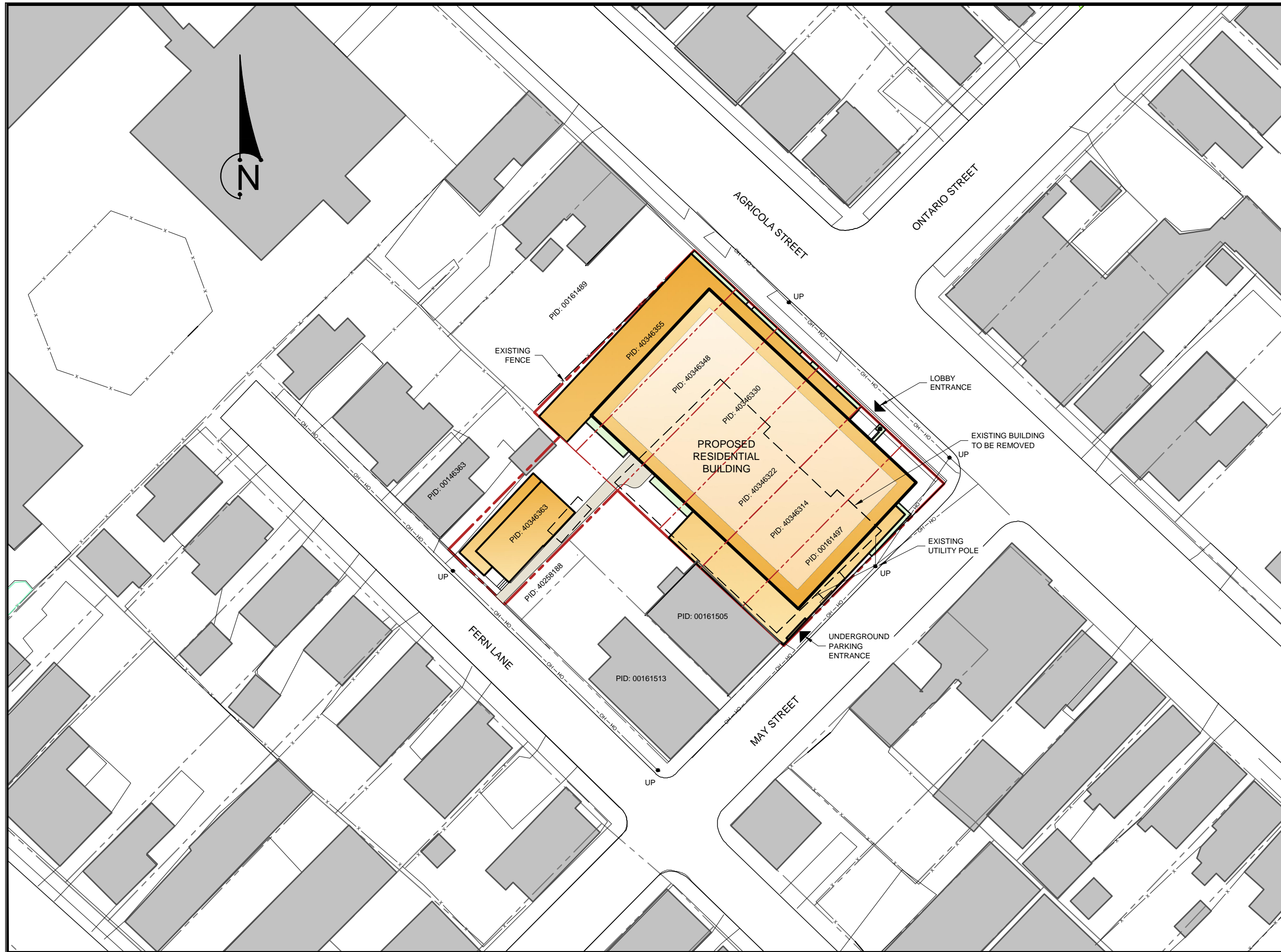
WSP Canada Inc.

Original Signed

Kourosh Rad, MCIP, LPP
Urban Planner, Sustainable Development Consultant

Appendix A

Site Plan



- LEGEND**
- Site Boundary
 - Adjacent Property Boundary
 - Existing Internal Property Boundary
 - ▶ Point of Entry

- SITE SUMMARY:**
- Land Area: 1,624 m² / 17,481 SF
 - Existing Zone: C-2
 - Proposed Parking - 23 Stalls Underground

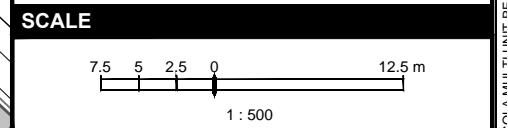
- NOTES:**
- Adjacent property lines approximate only.

- SOURCES:**
- Adjacent property lines and topographic features from provincial mapping
 - Plan based on WSP survey '151-01163-580_2.dwg'
 - Building footprint from A49 sketchup file '2015-08-5_Agricola-Neighbourhood-MR.skp'

Designer: KWATTERS **VERSION**
 Planner: KRAD **1.0**

**CONCEPT PLAN
 AGRICOLA AND MAY STREET
 HALIFAX, NOVA SCOTIA**

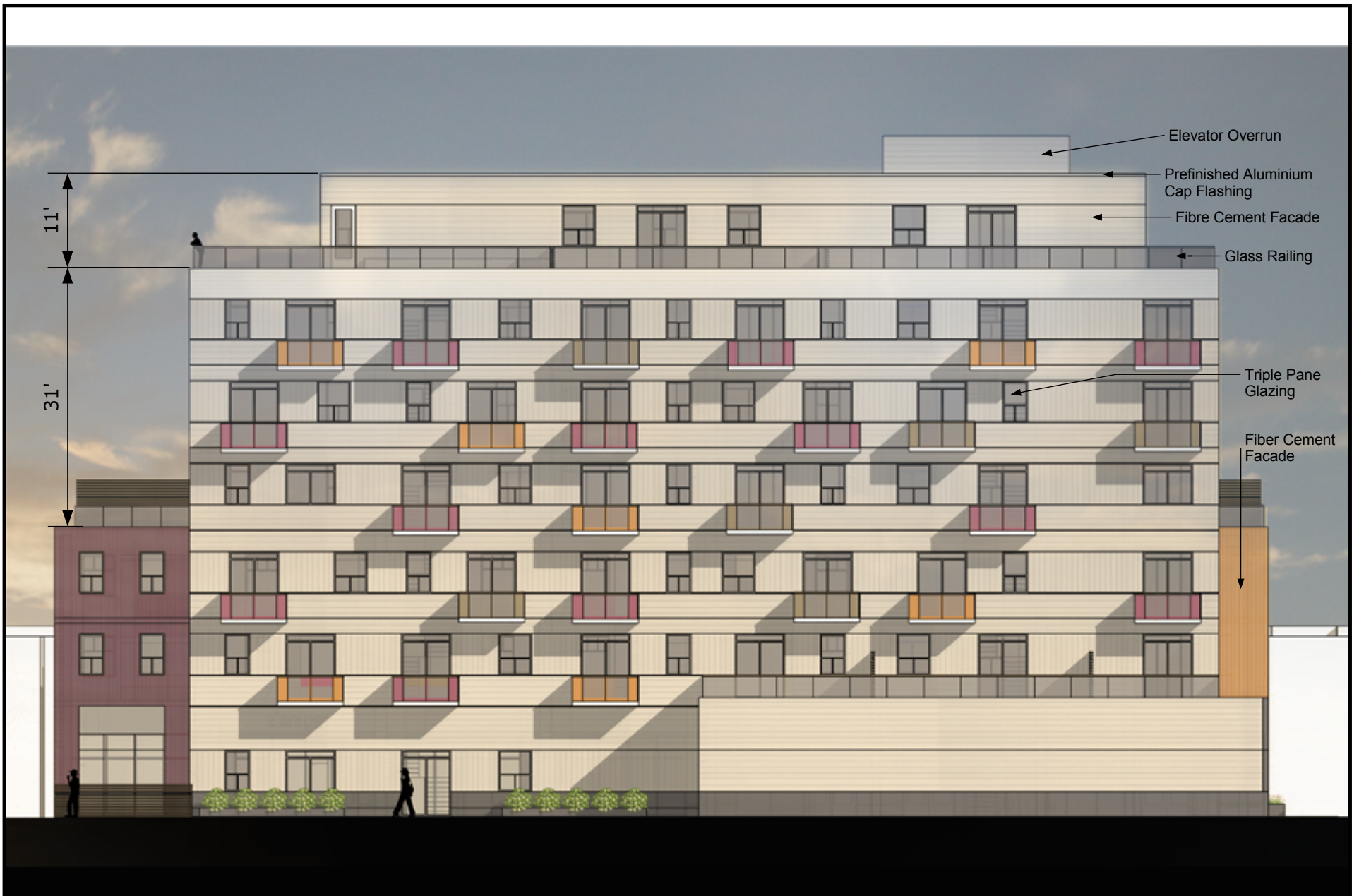
PERSIMMON PROPERTIES
 AUGUST 06, 2015 151-01163100_V10



1 SPECTACLE LAKE DRIVE
 DARTMOUTH, NOVA SCOTIA CANADA, B3B 1X7
 PHONE: 902 835-9955 - FAX: 902 835-1645 - WWW.WSPGROUP.COM

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Appendix B
Building Drawings

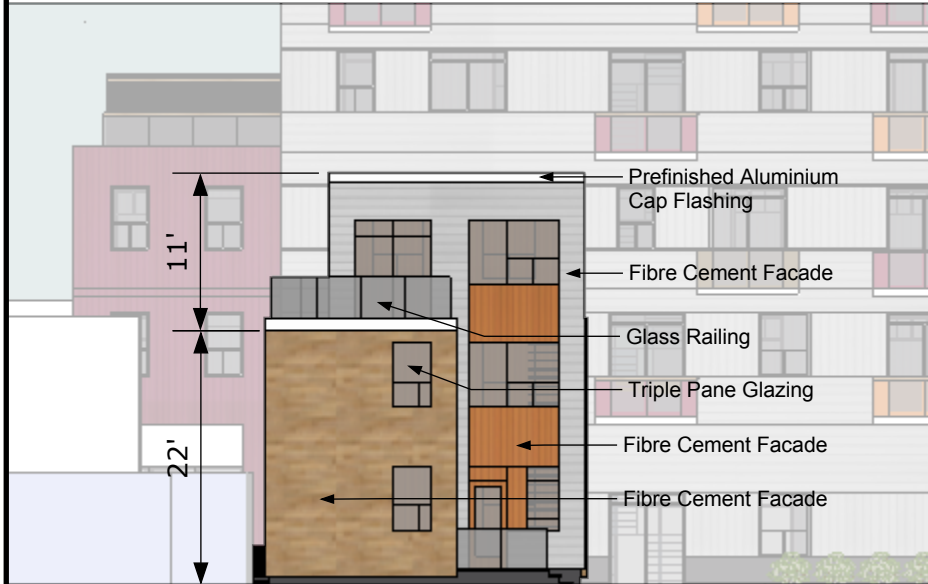


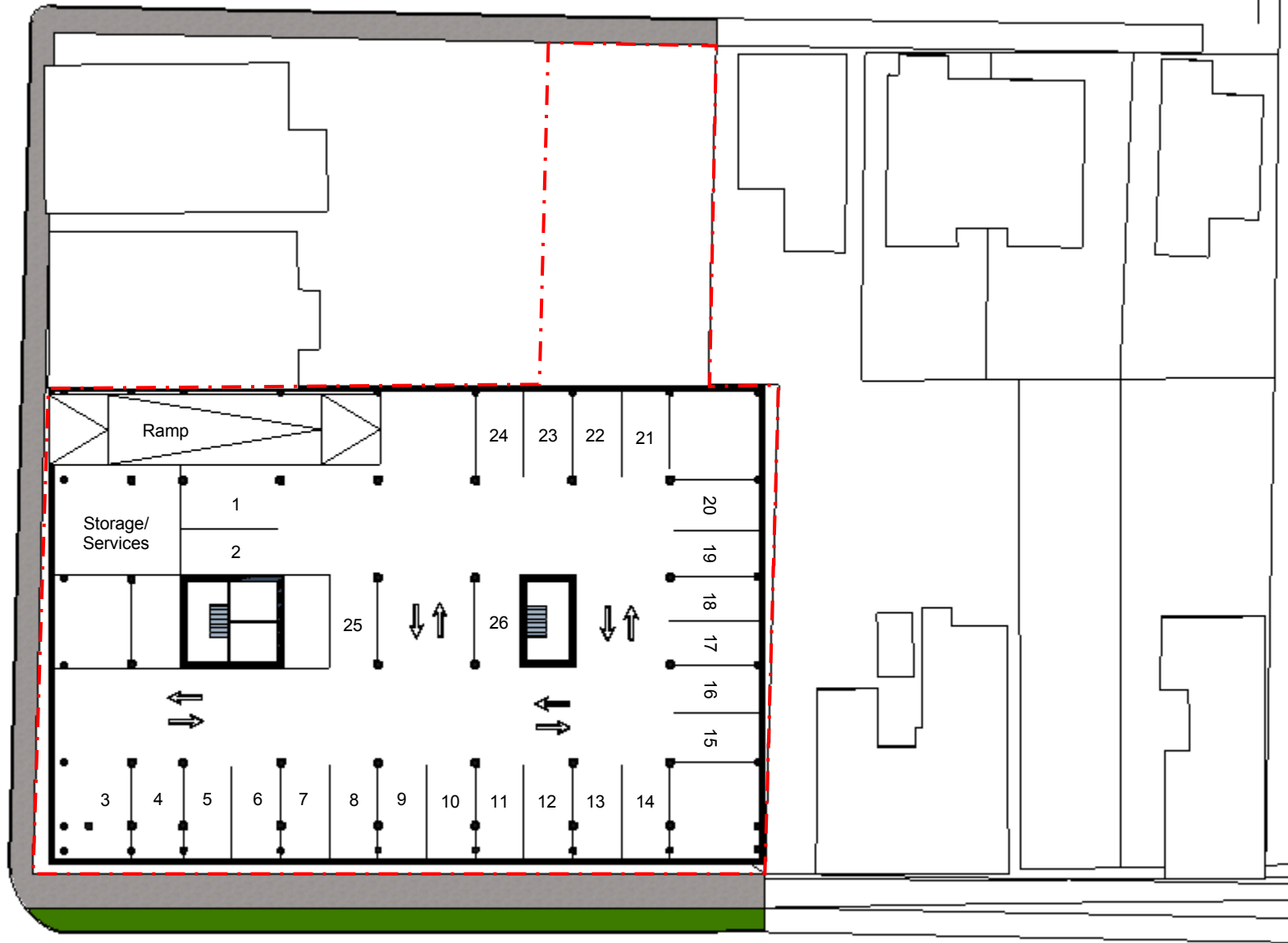






































ARCHITECTURE | 49



Agricola 2710 - Proposal Development
Render - Agricola Street View

SCALE

Not To Scale

DATE: March 23, 2016

File: K:\Dartmouth

Appendix C
Servicing Schematic



WSP CONSULTING INC.
15000 Woodbine Ave. Suite 107
Markham, Ontario L3R 0Y5
Tel: (905) 477-9700 Fax: (905) 477-9701
www.wspconsulting.com



2014-06-10

NO.	DESCRIPTION	DATE
1	PROPOSED DEVELOPMENT	2014-06-10
2	REVISED LAYOUT	2014-06-10
3	REVISED LAYOUT	2014-06-10
4	REVISED LAYOUT	2014-06-10
5	REVISED LAYOUT	2014-06-10
6	REVISED LAYOUT	2014-06-10
7	REVISED LAYOUT	2014-06-10
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29	REVISED LAYOUT	2014-06-10
30	REVISED LAYOUT	2014-06-10

NO.	DESCRIPTION	DATE
1	PROPOSED DEVELOPMENT	2014-06-10
2	REVISED LAYOUT	2014-06-10
3	REVISED LAYOUT	2014-06-10
4	REVISED LAYOUT	2014-06-10
5	REVISED LAYOUT	2014-06-10
6	REVISED LAYOUT	2014-06-10
7	REVISED LAYOUT	2014-06-10
8	REVISED LAYOUT	2014-06-10
9	REVISED LAYOUT	2014-06-10
10	REVISED LAYOUT	2014-06-10
11	REVISED LAYOUT	2014-06-10
12	REVISED LAYOUT	2014-06-10
13	REVISED LAYOUT	2014-06-10
14	REVISED LAYOUT	2014-06-10
15	REVISED LAYOUT	2014-06-10
16	REVISED LAYOUT	2014-06-10
17	REVISED LAYOUT	2014-06-10
18	REVISED LAYOUT	2014-06-10
19	REVISED LAYOUT	2014-06-10
20	REVISED LAYOUT	2014-06-10
21	REVISED LAYOUT	2014-06-10
22	REVISED LAYOUT	2014-06-10
23	REVISED LAYOUT	2014-06-10
24	REVISED LAYOUT	2014-06-10
25	REVISED LAYOUT	2014-06-10
26	REVISED LAYOUT	2014-06-10
27	REVISED LAYOUT	2014-06-10
28	REVISED LAYOUT	2014-06-10
29	REVISED LAYOUT	2014-06-10
30	REVISED LAYOUT	2014-06-10

CHERRYTREE PROPERTIES

PROPOSED DEVELOPMENT
AGRICOLA & MAY STREET
HAUFAK, NS

PRELIMINARY
SERVICING PLAN

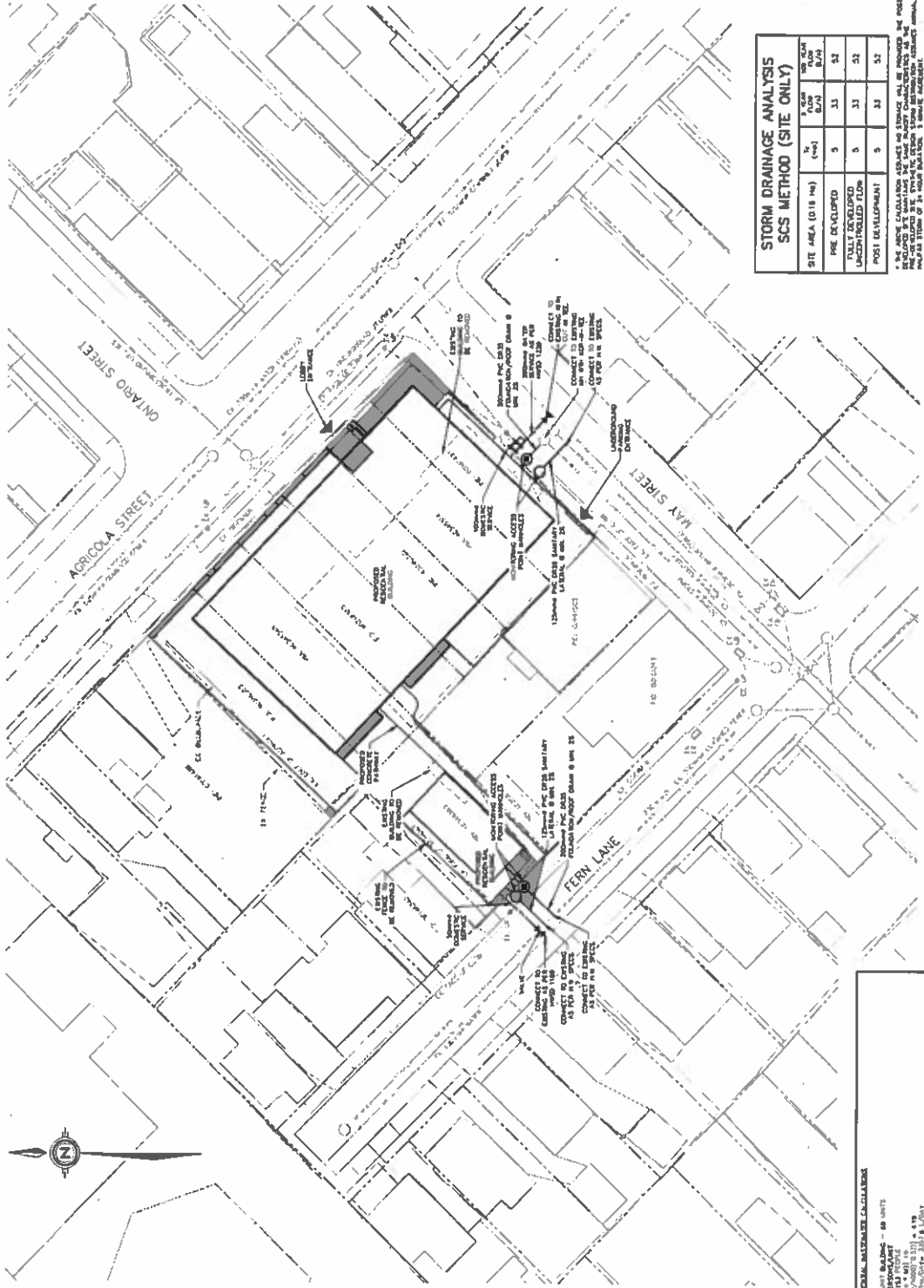
REVENUE UNIT COUNT

DATE: 2014-06-10

SCALE: 1:100

PROJECT NO: 14-0001

CLIENT: CHERRYTREE PROPERTIES



**STORM DRAINAGE ANALYSIS
SCS METHOD (SITE ONLY)**

SITE AREA (0.18 ha)	% IMP.	SCS III CN	SCS III Q ₁₀ (L/s)
PRE DEVELOPED	5	3.5	5.2
FULLY DEVELOPED	10	3.1	5.8
POST DEVELOPMENT	5	3.5	5.2

SUBCATCHMENT AREAS & CURVE NUMBERS (SITE ONLY)

SUBCATCHMENT AREA	SCS CURVE NUMBER	DESCRIPTION
PRE-DEVELOPMENT	3.5	AGRICOLA/MAJ
POST DEVELOPMENT	3.5	SCS

UNITS: METRIC
SCALE: 1:100
DATE: 2014-06-10
PROJECT NO: 14-0001
CLIENT: CHERRYTREE PROPERTIES
LOCATION: HAUFAL, NS

Appendix D
Traffic Impact Study



Ref. No. 151-01163

March 29, 2016

Mr. Hugh Morrison
Development Engineer
HRM Development Engineering
PO Box 1749
Halifax, NS B3J 3A5

**RE: Traffic Impact Statement
Agricola Multi-Unit Residential & Commercial Development
May Street, Halifax, Nova Scotia**

Dear Mr. Morrison:

Plans are being prepared for the redevelopment of an existing commercial property at 2710 Agricola Street in Halifax, NS (PID # 40346363, 403436355, 40346348, 40346330, 40346322, 40346314, and 00161497). The site, presently occupied by a thrift store, will be redeveloped as a seven storey, 68-unit apartment building with 26 underground parking spaces and 7,895 square feet of ground floor retail. The underground parking lot will be accessed from a driveway on May Street, approximately midblock between Agricola Street and Fern Lane. This is the Traffic Impact Statement (TIS) required to accompany the development application.

Site Description– The site is located on the northwest corner of the intersection of Agricola and May Streets (See Figure 1). Currently the site is occupied by a thrift store with a small paved parking area and site access from Agricola and May Street. (See Photo 1 and Photo 2).



Photo 1 – Existing site from May Street at Agricola Street

Description of Site Access– Vehicular access to the proposed development will be a single driveway to May Street, with an access to the underground parking lot. (See Photos 3 and 4).



Photo 2 - Looking south on Agricola Street at May Street; the site is to the right of the photo

Street Descriptions– May Street is a 2-lane local street that runs approximately 125m between Agricola Street and Robie Street. May Street has sidewalks on both sides and time restricted parking on the north side. The speed limit is not posted and is therefore 50km/h.

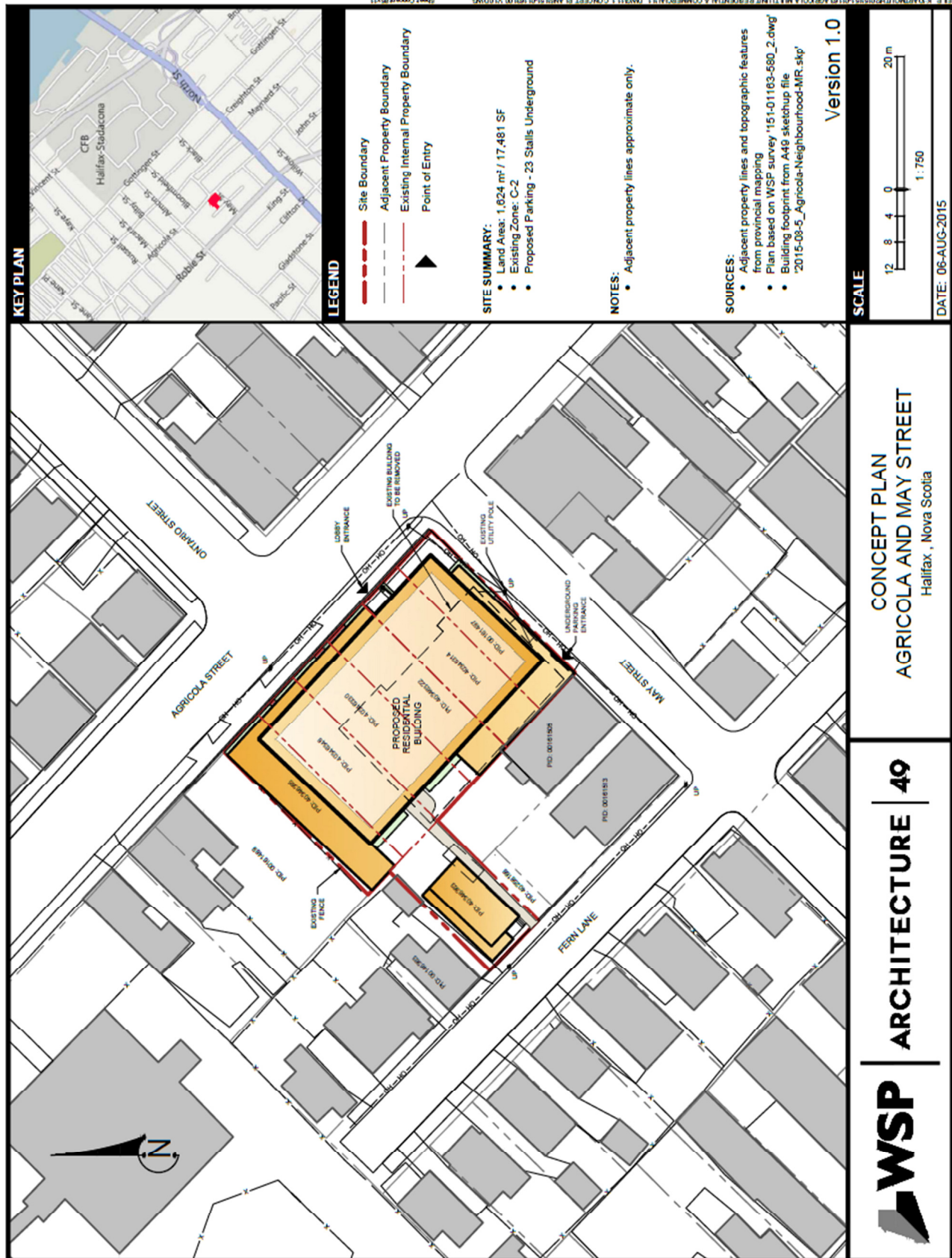


Figure 1 - Concept Plan

Fern Lane is a 2-lane, local street that runs approximately 150m between two dead end points north and south of May Street. There is time restricted parking on the west side. The speed limit is not posted and is therefore 50km/h.

Agricola Street in the area of the site is a collector roadway with sidewalks and time restricted parking on both sides. Traffic counts collected in 2014 by HRM Traffic Management at the intersection of Agricola Street and North Street south of May Street show that there are 646 vph in the AM peak hour and 839 vph in the PM peak hour on Agricola Street in the vicinity of the site. Agricola Street has a 50 km/h speed limit.

Robie Street is a 2-lane arterial roadway with concrete sidewalks on both sides and time restricted parking on the east side. Robie Street is an important north-south corridor on the Halifax Peninsula that provides access to the hospitals and universities and serves as a key link for several bus routes. Traffic volume data collected by HRM Traffic Management shows that in 2012 Robie Street in the vicinity of the site had a two-way traffic volume of approximately 17,000 vehicles per weekday. Data collected at the intersection with St. Albans Street, just north of May Street, in 2014 by HRM shows that there were 1130 two-way vehicles per hour (vph) in the AM Peak Hour and 1240 vph between 3 PM and 4 PM. Robie Street has a 50 km/h speed limit.



Photo 3 – Looking east (toward Agricola Street) from proposed access at May Street



Photo 4 – Looking west (toward Fern Lane and Robie Street) from proposed access at May Street



Photo 5 - Looking east on May Street at Robie Street



Photo 6 - Looking south on Robie Street at May Street

The intersection of Agricola Street and May Street is a T-intersection with stop control on May Street (See Photo 2).

The intersection of Robie Street and May Street is a T-intersection with stop control on May Street (See Photos 5 and 6).

Connectivity– The site has good connectivity to higher order roads. The vehicular access to the site is from May Street with good connectivity to Agricola Street and Robie Street which are collector and arterial roadways, respectively. From these roadways, the site generated traffic will have very good access to amenities throughout HRM and beyond.

Transit– Halifax Transit operates Route Numbers 7 (Robie), 42 (Lacewood/ Dalhousie), 80 (Sackville), and 81 (Hemlock Ravine) on Robie Street, with northbound and southbound stops at the intersection with May Street, approximately 100 metres from the site (See Photo 6). These bus routes provide connection to many facilities including the downtown core, the Halifax Shopping Centre, Dalhousie University, and the local hospitals. Additional transit service within 500 m is available on North Street (Routes 2, 4, 52) and Gottingen Street (Routes 21, 31, 33, 34, 35, 86).

Trip Generation– The proposed development is a 7 storey apartment building with 26 spaces of underground parking, 7,895 square feet of ground floor specialty retail, and 68 apartment units. The existing development on the site is a thrift store with approximately 6,300 square feet of commercial space.

Trip generation estimates, prepared using published trip generation rates from *Trip Generation, 9th Edition* (Washington, 2012), are included in Table 1. Since the thrift store that presently occupies the site will no longer be operational, trip generated by the existing development have been considered as a reduction when determining additional vehicle trips that will be generated by the redeveloped site. It is estimated that the redeveloped site will generate a total of 31 two-way vehicle trips (12 entering and 19 exiting) during the AM peak hour and 47 two-way vehicle trips (24 entering and 23 exiting) during the PM peak hour. However, when trips generated by the existing land use are considered, it is estimated that the redeveloped site will generate 22 additional two-way vehicle trips (7 entering and 15 exiting) during the AM peak hour and 30 two-way vehicle trips (17 entering and 13 exiting) during the PM peak hour.

Table 1 – Trip Generation Estimates

Land Use ¹	Units ²	Trip Generation Rates ³				Trips Generated ⁴			
		AM Peak		PM Peak		AM Peak		PM Peak	
		In	Out	In	Out	In	Out	In	Out
Trip Generation Estimates for the Proposed Development									
Mid-Rise Apartment (ITE 223)	69 Apts	0.09	0.21	0.23	0.16	6	14	15	11
Specialty Retail ⁵ (ITE 826)	7.9 KGLA	0.76	0.60	1.19	1.52	6	5	9	12
Total Estimated Trips Generated by the Proposed Site						12	19	24	23
Trip Generation Estimates for the Existing Development									
Specialty Retail ⁵ (ITE 826)	6.3 KGLA	0.76	0.60	1.19	1.52	5	4	7	10
Total Estimated Net Site Trips⁶						7	15	17	13
<p>Notes: 1. Land use codes are from <i>Trip Generation, 9th Edition, Institute of Transportation Engineers, 2012</i>.</p> <p>2. Residential units are the number of dwelling units. KGLA is '1000 square feet gross leasable area'</p> <p>3. Trip generation rates are 'vehicles per hour per unit'</p> <p>4. Trips generated are 'vehicles per hour for AM and PM peak hours.'</p> <p>5. The Specialty Retail (ITE Land Use 826) rate for 'Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 PM has been used. Since there is no published rate for the AM peak hour of adjacent street traffic for this land use, and since AM peak hour trips to specialty retail are generally low, AM trip rates have been assumed to be 50% of the PM rate with reversal of the directional split.</p> <p>6. These are the estimated additional vehicle trips that will be generated by the redeveloped site after consideration of the reduction for trips generated by the existing land use on the site.</p>									

Other Proposed Residential and Commercial Properties in the Study Area– When this Traffic Impact Statement letter was prepared in March, 2016, TISs had been prepared for seven other developments within a short distance of the study site. All of the proposed developments involve sites with existing residential and commercial developments, or sites that have recently been demolished because of fires. The eight proposed developments include a total of approximately 380 apartment units and 24,857 square feet of commercial space. The net additional trips estimated to be generated by the eight developments (Table 2) are not expected to have any significant cumulative effect on traffic operations on area intersections or streets, or the regional street network.

Table 2 – Cumulative Developments near Proposed Development Site

Site	Traffic Impact Statement		Development Details		Vehicle Trips AM Peak ¹		Vehicle Trips PM Peak ¹	
	Consultant	Date	Apartment Units	Commercial Sq. Ft.	Exit	Enter	Exit	Enter
1. PFK Properties Ltd. SE Corner Isleville St. @ Bilby St. ²	WSP	September 2011	56	-	-3	9	10	-
2. Michael Napier Architecture NW Corner Almon St. @ Isleville St. ³	WSP	January 2012	42	3700	7	11	13	13
3. Michael Napier Architecture NW Corner Gottingen St. @ Bilby St. ³	WSP	July 2012	39	3200	7	11	14	12
4. North End Beverage Room SW Corner Gottingen St. @ Almon St. ³	exp Services Inc.	October 2012	70	6847	6	11	26	17
5. ONYX Holdings Ltd. NE Corner Isleville St. @ Bilby St. ²	WSP	April 2013	37	-	-3	5	5	0
6. F.H. Construction Ltd. Bilby St. b/w Gottingen St. and Isleville St. ²	WSP	April 2013	32	-	-1	5	3	1
7. Michael Napier Architecture NE Corner Almon St. @ Isleville St. ²	WSP	February 2015	35	3315	5	6	9	9
8. Agricola Multi-Unit NW Corner Agricola St. at May St. ^{2,4}	WSP	August 2015	69	7895	7	15	18	13
TOTALS for Eight Projects			380	24957	25	73	98	65
<p>Notes: 1. Vehicle trips are 'net additional vehicles per hour' generated by each site considering credit for trips generated by existing development on the site.</p> <p>2. These sites had existing residential / commercial developments when Traffic Impact Statements were prepared.</p> <p>3. While these sites were vacant when Traffic Impact Statements were prepared, they were occupied by residential and / or commercial buildings which would have generated vehicle trips before buildings were destroyed by fire or removed for other reasons.</p> <p>4. This is the site that has prompted this Traffic Impact Statement. Since the existing Building will be removed from this development, trips generated by this building have been considered as a reduction when estimating additional trips that will be generated by the development.</p>								

Summary–

1. Plans are being prepared for the redevelopment of an existing commercial property at 2710 Agricola Street in Halifax, NS. The proposed redevelopment includes demolition of an existing thrift store and construction of a 7 storey building with 68 apartment units and 7,895 square feet of ground floor retail.
2. Vehicular access to the proposed development will be from a single driveway to May Street, which will access the 26 stall underground parkade.
3. It is estimated that the redeveloped site will generate a total of 31 two-way vehicle trips (12 entering and 19 exiting) during the AM peak hour and 47 two-way vehicle trips (24 entering and 23 exiting) during the PM peak hour.
4. When trips generated by the existing thrift store are considered, it is estimated that the redeveloped site will generate 22 additional two-way vehicle trips (7 entering and 15 exiting) during the AM peak hour and 30 two-way vehicle trips (17 entering and 13 exiting) during the PM peak hour.
5. The site is well served by Halifax Transit, with several bus routes running on Robie Street and nearby on Gottingen Street and North Street.
6. As of March 2016, there are a total of eight proposed developments (including the proposed development considered in this TIS letter) within a short distance of the Study site that include a total of approximately 380 apartment units and 24,957 square feet of commercial space. It is estimated that the eight redeveloped sites will generate an additional 98 two-way vehicle trips (25 entering and 73 exiting) to the area during the AM peak hour and an additional 163 two-way vehicle trips (98 entering and 65 exiting) during the PM peak hour.

Conclusion–

7. Redevelopment of the site as a 68-unit apartment building with 7,895 square feet of ground floor retail is expected to result in only a slight increase in the number of trips generated relative to the existing commercial development. Given that the increase in site generated trips is low and that the site has excellent access to transit, site generated trips are not expected to have any significant impact on levels of performance on adjacent streets and intersections or to the regional street system.
8. The net additional trips estimated to be generated by the eight developments in the area are not expected to have any significant cumulative effect on traffic operations on adjacent streets and intersections or to the regional street system.

If you have any questions or comments, please contact me by email at patrick.hatton@wspgroup.com or by telephone at 902-835-9955.

Sincerely:

Original Signed

Patrick Hatton, P. Eng.
Traffic Engineer
WSP Canada Inc.



Appendix E
Legal Property Descriptions

PID 00161497

All that piece or parcel of land situate, lying and being in Halifax and marked on a plan of the Bell Field, filed in the Crown Land Office as Lot No. 10 Hornsbys subdivision and described as follows:

BEGINNING at the corner formed by the Western side of Agricola Street and the Northern side of May Street;

THENCE Northerly along Agricola Street twenty-five feet;

THENCE Westerly at right angles one hundred feet;

THENCE Southerly parallel to Agricola Street twenty-five feet to May Street;

THENCE Easterly along May Street one hundred feet to the place of beginning.

PID 40346314

All that lot and land adjoining the below described lot on the North and fronting Agricola Street;

COMMENCING at the Northerly boundary of the below described lot on Agricola Street

THENCE running North on said Street twenty-five feet;

THENCE Westerly one hundred feet;

THENCE South twenty-five feet;

THENCE Easterly one hundred feet to the place of beginning. Being the same land and premises that were conveyed to one Thomas J. McGrath deceased, by Matilda Downs et al by Deed bearing date the 30th day of November, A.D. 1894 and recorded at the office of the Registry of Deeds at Halifax, in Book 302, Page 568.

PID 40346322

All that lot of land on the West side of Agricola Street in the City of Halifax, being marked on a plan of B.H. Hornsby's subdivision of the Bell Field Lot No. 8 and described as follows:

BEGINNING at a point on the west side of Agricola Street distant fifty feet in a northerly direction from the corner formed by the north side of May Street and the west side of Agricola Street;

THENCE northerly along Agricola Street twenty-five feet to the Southeast angle of Lot No. 7;

THENCE Westerly along the Southern line of Lot No. 7 one hundred feet to the property of Norman Ritchie;

THENCE Southerly parallel with Agricola Street twenty-five feet to the Northwest corner of Lot No. 9;

THENCE westerly along the northerly line of Lot No. 9 one hundred feet to the place of beginning. Being the same land and premises that were conveyed to one Andrew Downs by Indenture dated twenty-first of August 1874 and recorded at Halifax in Book 194, Page 410.

PID 40346330

ALL that lot of land situate in the north suburbs of the City of Halifax, being lot number seven, Block letter A marked on plan of the Bell field and described as follows:

BEGINNING on Agricola Street at the north-east angle of lot number eight;

THENCE Westerly along the northern line of said lot number eight, one hundred feet, more or less;

THENCE northerly at right angles twenty-five feet to the south-west corner of lot number six;

THENCE easterly parallel with the first mentioned line one hundred feet more or less to Agricola Street;

THENCE southerly along the western side of said street twenty-five feet more to the place of beginning.

PID 40346348

ALL that lot of land being lot number six, on Hornsby subdivision of the Bell Field, filed in the Crown Land Office at Halifax, and described as follows:

Commencing on Agricola Street at the north-east angle of lot number seven;

THENCE in a westerly direction along the northern line of lot number seven, one hundred feet to the north-west angle of lot number seven;

THENCE northerly at right angles twenty-five feet to the south-western angle of lot number five;

THENCE easterly along the southern lines of lot number five, one hundred feet to Agricola Street;

THENCE along the west line of Agricola Street to the place of beginning.

PID 40346355

ALL that certain lot of land and premises situate, lying and being on the west side of Agricola Street in the said City of Halifax, known as No. 214 Agricola Street being Lot No. 5 on Hornsby's plan of the subdivision of the Bell Field filed in the Crown Land Office in Halifax and bounded and described as follows: that is to say:

BEGINNING at the northeast corner of Lot No. 6 on said plan being property owned by the late W.D. Fisher at a point on the line dividing a double house on Agricola Street aforesaid situate partly on Fishers property and partly on property hereby conveyed;

THENCE running westerly along said division line and a line in continuation thereof being the northern boundary of said Fishers property one hundred feet to the property owned by the late J. Norman Ritchie;

THENCE northerly along the east side line of J. Norman Ritchie property twenty-five feet;

THENCE easterly along the south side line of property now or formerly owned by Joseph McNeil one hundred feet to Agricola Street aforesaid;

THENCE south along the west side line of said Agricola Street twenty-five feet to the place of beginning.

PID 40346363

ALL that certain lot, piece and parcel of land situate, lying and being on the eastern side of Fern Street, in the City of Halifax, more particularly describes as follows:

BEGINNING at a point on the eastern side of Fern Street, said point of beginning being distant northerly one hundred feet from the intersection formed by the northern line of May Street with the eastern line of Fern Street;

THENCE northerly along the eastern line of Fern Street thirty-three feet more or less, or to the southern boundary line of the property now or formerly owned by James W. Niles;

THENCE easterly along the southern boundary line of the Niles property seventy-two feet more or less to the southeastern corner of the Niles property;

THENCE southerly and parallel to Fern Street thirty-three feet, more or less, to the north-eastern corner of the property now or formerly owned by Robert S. Fisher;

THENCE westerly along the northern boundary line of the Robert S. Fisher property and the northern boundary line of the property now or formerly owned by Mrs. Johanne Evans seventy-two feet, more or less, to the place of beginning, being the same lot of land and premises sold by the City of Halifax at a tax sale to George Cole, the same having been assessed by the City of Halifax to the Halifax Pattern Works.

ATTACHMENT C: Public Information Meeting Minutes

HALIFAX REGIONAL MUNICIPALITY
Public Information Meeting
Case 20183

The following does not represent a verbatim record of the proceedings of this meeting.

Monday, June 6, 2016
7:00 p.m.
Halifax Forum (Maritime Hall)

STAFF IN

ATTENDANCE:

Darrell Joudrey, Planner II, HRM Development Approvals
Iain Grant, Planning Technician, HRM Development Approvals
Cara McFarlane, Planning Controller, HRM Development Approvals

ALSO IN

ATTENDANCE:

Councillor Jennifer Watts, District 8
Kourosh Rad, WSP Canada Inc.
Anna Sampson, Architecture 49

PUBLIC IN

ATTENDANCE:

Approximately 30

The meeting commenced at approximately 7:03 p.m.

1. Call to order, purpose of meeting – Darrell Joudrey

Mr. Joudrey introduced himself as the Planner and Facilitator for the application; Kourosh Rad, WSP Canada Inc.; Anna Sampson, Architecture 49; Councillor Jennifer Watts, District 8; and Iain Grant and Cara McFarlane, HRM Development Approvals.

Case 20183 - Application by WSP Canada to amend the Land Use By-law for Halifax Peninsula by applying Schedule Q to lands located at 2710 Agricola Street, Halifax and for approval of a development agreement to enable a 7 storey mixed use building with 68 units.

The purpose of the Public Information Meeting (PIM) is to: a) identify the proposal site; b) look at the current planning approach in the neighbourhood; c) highlight the proposal; d) explain the process from the Municipal Planning Strategy (MPS) that allows this to be considered; e) give the applicant an opportunity to present the proposal; and f) receive public feedback and input regarding the proposal that will be used to prepare the staff report and go forward with this application. No decisions are made at this PIM.

2. Presentation of Proposal – Darrell Joudrey

Mr. Joudrey presented the proposal outlining the site (17,481 square feet) and the relevant planning policies [MJC (Major Commercial) within the Halifax MPS, Peninsula North Secondary Plan - Area 5] and zoning [C-2 (General Commercial) Zone – allows Schedule Q to be applied). The Centre Plan for the Regional Centre was explained to the audience. Mr. Joudrey reviewed the planning process.

Presentation of Proposal – Anna Sampson, Architecture 49 and Kourosh Rad, WSP Canada Inc.

The proposal started in June 2015 with a public open house which resulted in a new application submitted to HRM. The orientation of the site and its surroundings were reviewed: commercial, residential, mixed use, and the Bloomfield site. An overview of the planning context/existing rights was given and the reason why the applicant is asking for a by-law change. The building would be built to Passive House standards (Ms. Sampson explained and referenced the website and the display at the Discovery Centre). The design ideas and differences between the original proposal and revised one were reviewed and included things like setbacks/stepbacks, building mass materials, layout, etc. A shadow study showing results for the months of December, March, September and June was presented.

3. Questions and Comments

Marvin Moore, May Street, reiterated from the first public meeting he attended that the building is too big for the neighbourhood and the setback is not large enough especially on May Street. There is no space for the public. As wonderful as the passive house design is, it's too big and tall and takes up too much space. Isleville Street has new larger buildings but all of them are set back from the sidewalk more so than this one. **Mr. Rad** – The sidewalk is setback a little bit (location shown) and space is provided for people to walk. The idea is to have an active storefront on the street. The height was brought up at the last meeting. Compared to the height of the buildings to the north and south on Agricola Street, this proposal falls in between and the seven storeys seems appropriate for the area. **Mr. Moore** believes four or five storeys would be high enough. The answer regarding height a year ago was that it wasn't economically feasible to make the building that small.

Anthony Kawalski, Brunswick Street – Is any of the mixed residential use affordable housing? This might be an opportunity for the developer to lead by example for the city. **Mr. Rad** - Affordable housing is a Provincial matter and without a mechanism that is workable, it is extremely difficult to provide affordable housing on a scale like this. Affordable housing is needed especially in the north end of Halifax. **Mr. Kawalski** – If this moves forward, with the mass of the building and the little setback, he believes the building should be broken up more than just with the occasional panel of wood. Also, if approved, it would be somewhat an iconic for the location both in terms of mass and presence. Will there be an opportunity to create a European style commercial space with more setback from the street with a covered arcade strip allowing a greater egress of people to access that retail space? Will the commercial space be divided into more affordable units? **Mr. Rad** – There is an interest in dividing the commercial space into smaller units to allow room for more affordable commercial spaces. **Ms. Sampson** – The idea is to have a free-standing structure and with the larger mass to keep the more neutral color with some accents of wood so that we would help accentuate the scale of the building at the lower level.

Darrell Maxon, Agricola Street, was under the impression that there is a hold on the Bloomfield School site; therefore, there are no plans. **Mr. Rad** – The plan that was shown in the presentation was the latest official plan on that site. **Mr. Maxon** – The shadow analysis shows until 4:00 p.m. but by 5:00 p.m. his house will be in total darkness. **Mr. Rad** – The full study shows analysis from 8:00 a.m. to 8:00 p.m. **Mr. Maxon** - Regarding the parking, there are 24 spaces proposed to accommodate 68 residential units. Parking is already difficult in this area and some residents have a parking permit to park on the street. Parking for 40 extra units will be a nightmare. **Ms. Sampson** strongly believes that this building is for the future and will attract

people who are not car dependent and will use other methods of transportation.

Deborah Gillis, Bedford, wondered why the lot on Fern Lane is being lumped in with the Agricola and May Streets development if it is not being consolidated as pointed out in the presentation. This is concerning as traffic will increase on that narrow street and parking will be a nightmare, both for residents and the commercial patrons. She agrees that the development is too large for the neighbourhood. **Mr. Rad** – All seven lots are connected. The Fern Lane lot could be either consolidated or subdivided but discussions are not at that point yet. The detail analysis is the next step.

Jane Hart, Fuller Terrace, was at the meeting a year ago. A lot of people at that meeting thought the building was too big for the neighbourhood and certainly were not happy with it being right on the sidewalk on both sides. The building is still too big and she doesn't see any big differences stylistically. Many buildings being constructed in the area include groundfloor commercial. Halifax doesn't currently have a lot of commercial activity. Does the developer or City have a Plan B in case these units remain empty? **Mr. Rad** – The development agreement includes a standard clause to allow the commercial units to be converted to residential. **Ms. Hart** - What will the price range of the units be? **Mr. Rad** – The price is hard to say at this point but it has to be accepted in the market. **Ms. Hart** sees this proposal as too big and too high and would consider a four storey, maybe five, with a bigger setback.

Heather Maxon, Agricola Street, will be greatly impacted as she lives directly across the street. The proposal is too high but she would consider a maximum of four storeys. What kind of space is available for family get-togethers? **Ms. Sampson** showed an area of open space in the back that could be used for planting and BBQ'ing as well as some rooftop terrace area to support a gathering of people in the building. These areas will be more detailed as the project moves forward. **Ms. Maxon** reiterated that there is absolutely no parking in the area at night.

Chelsea Code McNeil, Ontario Street, is all for the low parking ratio and believes it fits the demographic of people who will live in the building and she is excited that there is going to be a passive house option. As a renter, there aren't a lot of options available to personally control her environmental contribution. This area is a metro transit hub and it is very easy to get around. She is glad parking is not being prioritized. Will this building be condos or rentals? **Mr. Rad** – This will be decided later, but leaning towards rentals at this point. He wanted to point out that there will also be an area for bike storage and repair (not mentioned earlier in the presentation).

Pat Kipping, Almon Street, attended the first meeting and is excited about the passive house building. She does like some of the changes and thought they were very responsive. She would like to see a little more stepback on the upper portion more of a stepdown kind of idea. Would laundry facilities be an example of one of the standards to be met as a passive building? **Ms. Sampson** explained that the developer has to prove the building is meeting passive house standards. **Ms. Kipping** likes the idea of the shared bike repair space and bike storage. Is there plans for a common room? **Ms. Sampson** – There is a 450 square foot rooftop amenity space and a rooftop garden area. **Ms. Kipping** agrees with the concept of breaking up the mass of the building. She is interested in the rent and the idea of affordable housing. Hopefully there will be some programs in place where affordable housing can be possible. Regarding the commercial use, she is interested in the market research and vision for the commercial use that was done. With the Bloomfield project on hold, there will be a lot of demand for commercial space in the area.

Steven MacDonald, Armcrescent West Avenue – His home was built on passive house principles and wanted to comment on the efficiency and comfort of the home. Energy costs are a fraction of what they would otherwise be and the home is incredibly comfortable with high air quality.

Valerie Evans, Norwood Street, introduced herself as one of the owners of the company that will develop this property.

Brenden Sommerhalder, Roome Street, likes the balconies and the three storey streetwall. The design is still too uniform and the sidewalk is very narrow. He understands the principle of going right to the sidewalk but wondered if it could be set back a bit to give some of the sidewalk back. **Mr. Rad** will go back to the client to see if the building can be pushed back a bit further.

Mr. Joudrey mentioned that any updates will be posted to the website.

Ms. Hart – Why is Schedule Q required? **Mr. Rad** – As of right, there are no height limits and the development is either residential or commercial. There is no mechanism for a mix of development in this zoning. **Mr. Joudrey** – Schedule Q allows the development agreement to be negotiated between the community and the developer which enables the project to be built on the site.

Councillor Watts, District 8 – There is another opportunity to provide comments to Districts 7 & 8 Planning Advisory Committee and this will be publicized on the website. Schedule Q is a mechanism that enables development of a combination of residential with commercial uses. It also allows for some design controls as opposed to a development done as of right. The Centre Plan, which is coming into place, will provide much clearer regulations and move towards mixed uses.

Jacob Ritchie, Manager of Urban Design, gave a brief explanation of why Schedule Q is applied to a property within the Peninsula and why the Centre Plan is creating a Municipal Planning Strategy for the Regional Centre (Halifax Peninsula and all areas of Dartmouth within the Circumferential Highway).

4. Closing Comments

Mr. Joudrey thanked everyone for coming and expressing their comments.

5. Adjournment

The meeting adjourned at approximately 8:45 p.m.