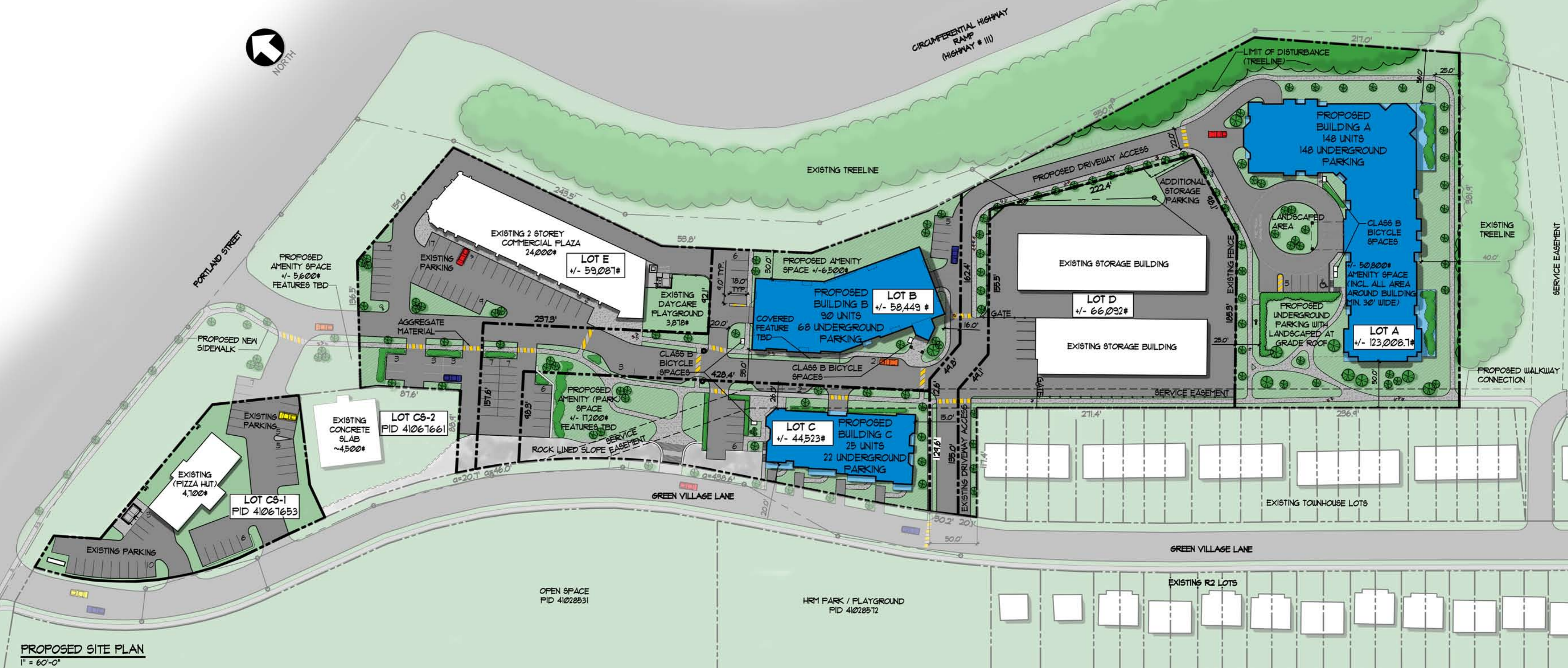
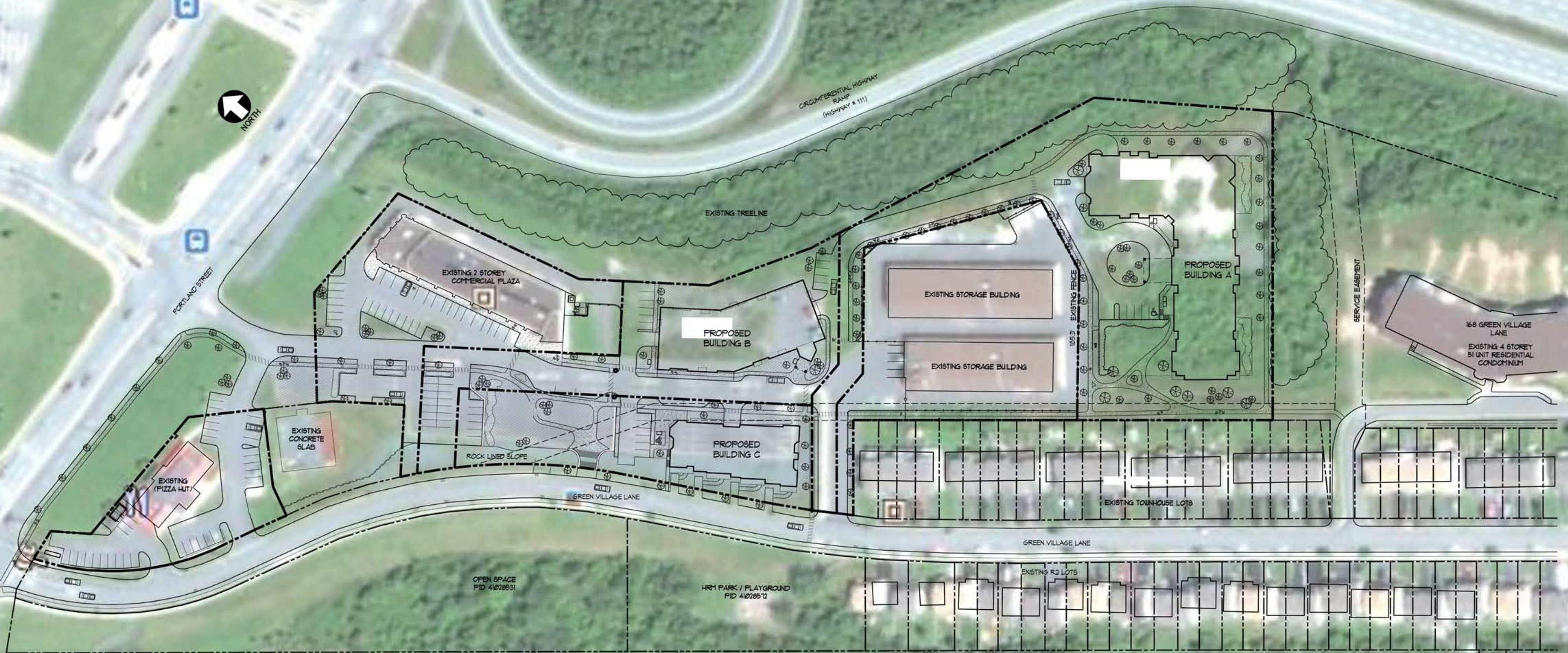


Re: Item No. 9.1



PROPOSED SITE PLAN
1" = 60'-0"

Portland St, Dartmouth, NS, Canada



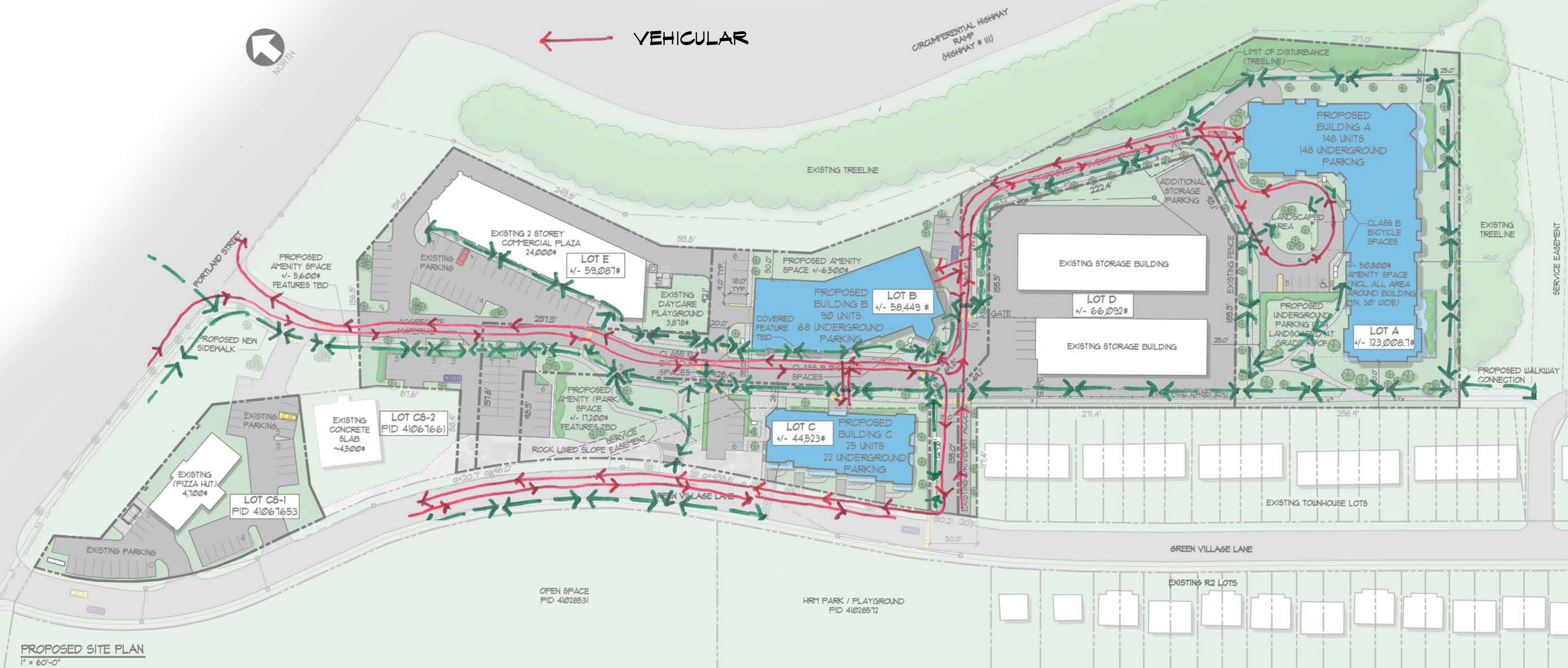
PROPOSED SITE PLAN
1" = 60'-0"



AM PEAK 1,500 V/HR
PM PEAK 2,000 V/HR

AM PEAK 93 V/HR
PM PEAK 120 V/HR

SITE CIRCULATION



PROPOSED SITE PLAN
1" = 60'-0"

BUILDING STATS

MULTI-UNIT RESIDENTIAL BUILDING A
 - 10 LEVELS (TERRACED) PLUS 2 LEVELS PARKADE
 - 148 RESIDENTIAL UNITS
 - BUILDING FOOTPRINT AREA = 28,262#
 - MAXIMUM BUILDING HEIGHT = 125'
 (INCLUDING EXPOSED PARKING LEVELS)

MULTI-UNIT RESIDENTIAL BUILDING B
 - 9 LEVELS PLUS 2 LEVELS PARKADE
 - 90 RESIDENTIAL UNITS
 - BUILDING FOOTPRINT AREA = 14,100#
 - MAXIMUM BUILDING HEIGHT = 123'
 (INCLUDING EXPOSED PARKING LEVELS)

MULTI-UNIT RESIDENTIAL BUILDING C
 - 4 LEVELS PLUS 1 LEVEL PARKADE
 - 25 RESIDENTIAL UNITS
 - BUILDING FOOTPRINT AREA = 9,830#
 - MAXIMUM BUILDING HEIGHT = 65'
 (INCLUDING EXPOSED PARKING LEVELS)

TOTAL RESIDENTIAL UNITS: 263

PARKING REQUIREMENTS

RESIDENTIAL:
BUILDING A
 - 148 UNITS (31 BACHELOR / 1 BEDROOM UNITS)
 - 148 U/G PARKING SPACES
 - 5 SURFACE PARKING SPACES
 - 60 CLASS A BICYCLE SPACES
 - 14 CLASS B BICYCLE SPACES

BUILDING B RESIDENTIAL
 - 90 UNITS
 - 68 U/G PARKING SPACES
 - 19 SURFACE PARKING SPACES
 - 36 CLASS A BICYCLE SPACES
 - 9 CLASS B BICYCLE SPACES

BUILDING C
 - 25 UNITS (6 BACHELOR / 1 BEDROOM UNITS)
 - 22 U/G PARKING SPACES
 - 4 SURFACE PARKING SPACES
 - 10 CLASS A BICYCLE SPACES
 - 3 CLASS B BICYCLE SPACES

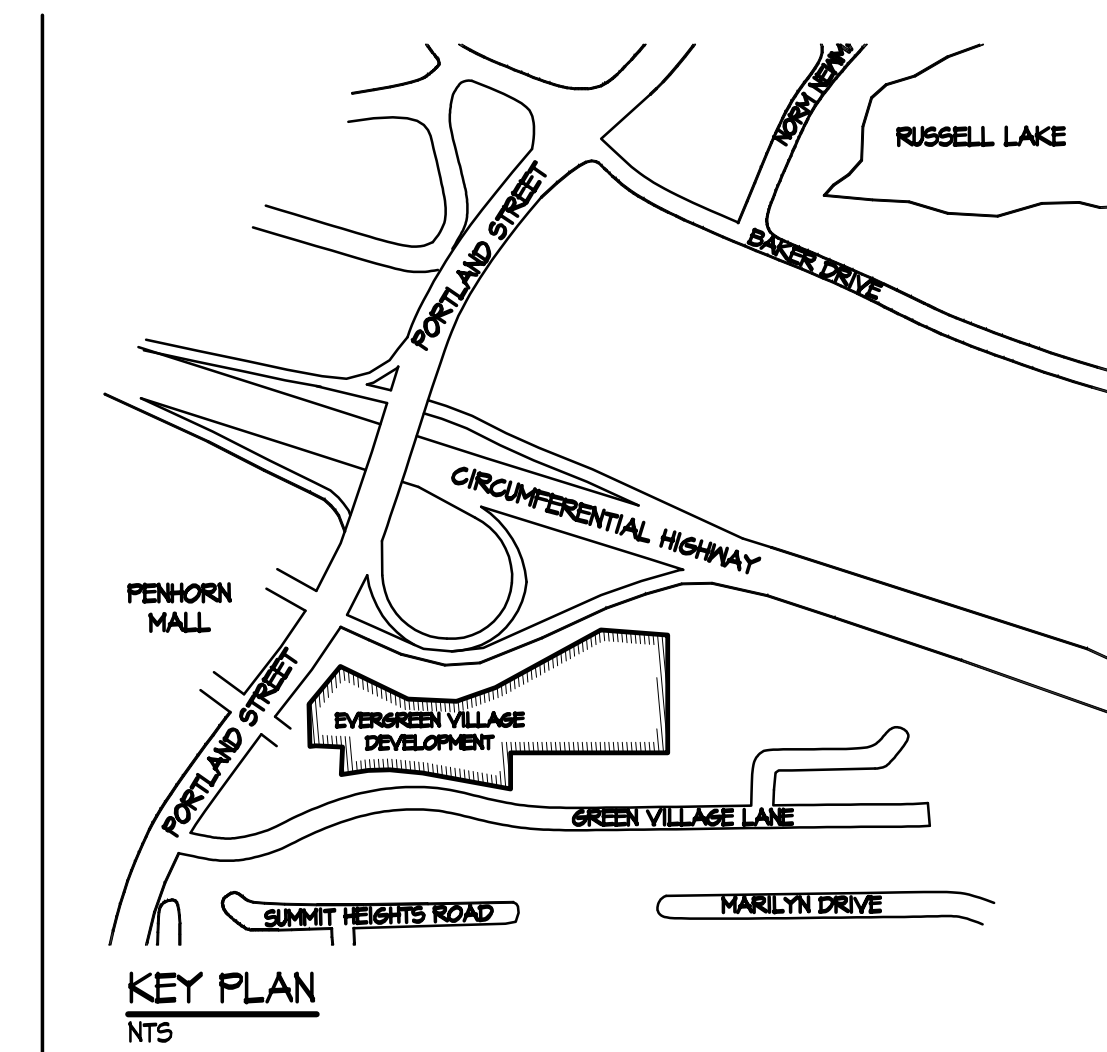
TOTAL RESIDENTIAL PARKING: 269
 1 PARKING STALL PER RESIDENTIAL UNIT

LEGEND

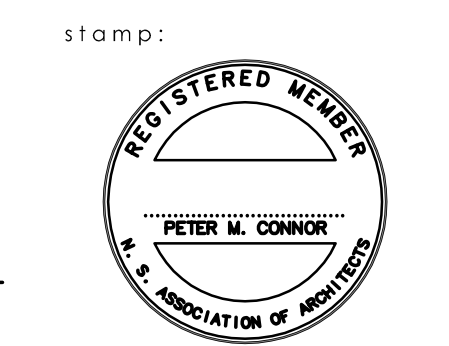
	LANDSCAPED AREA
	CROSSWALK
	NEW SIDEWALK
	EXISTING TREELINE
	UTILITY POLE
	RETAINING WALL
	EXISTING FENCE
	DEVELOPMENT PROPERTY BOUNDARY
	PROPERTY BOUNDARY
	PROPOSED GATEWAY ELEMENT

EXTERIOR AMENITY SPACE

+/- 83,900 #



CONNOR ARCHITECTS & PLANNERS LIMITED
 2000 Portland St. Dartmouth, NS B2Y 1J4
 (902) 465 7227 p (902) 465 7228 f
 info@cap.ns.ca cap.ns.ca



client:
EVERGREEN VILLAGE
 DARTMOUTH NOVA SCOTIA

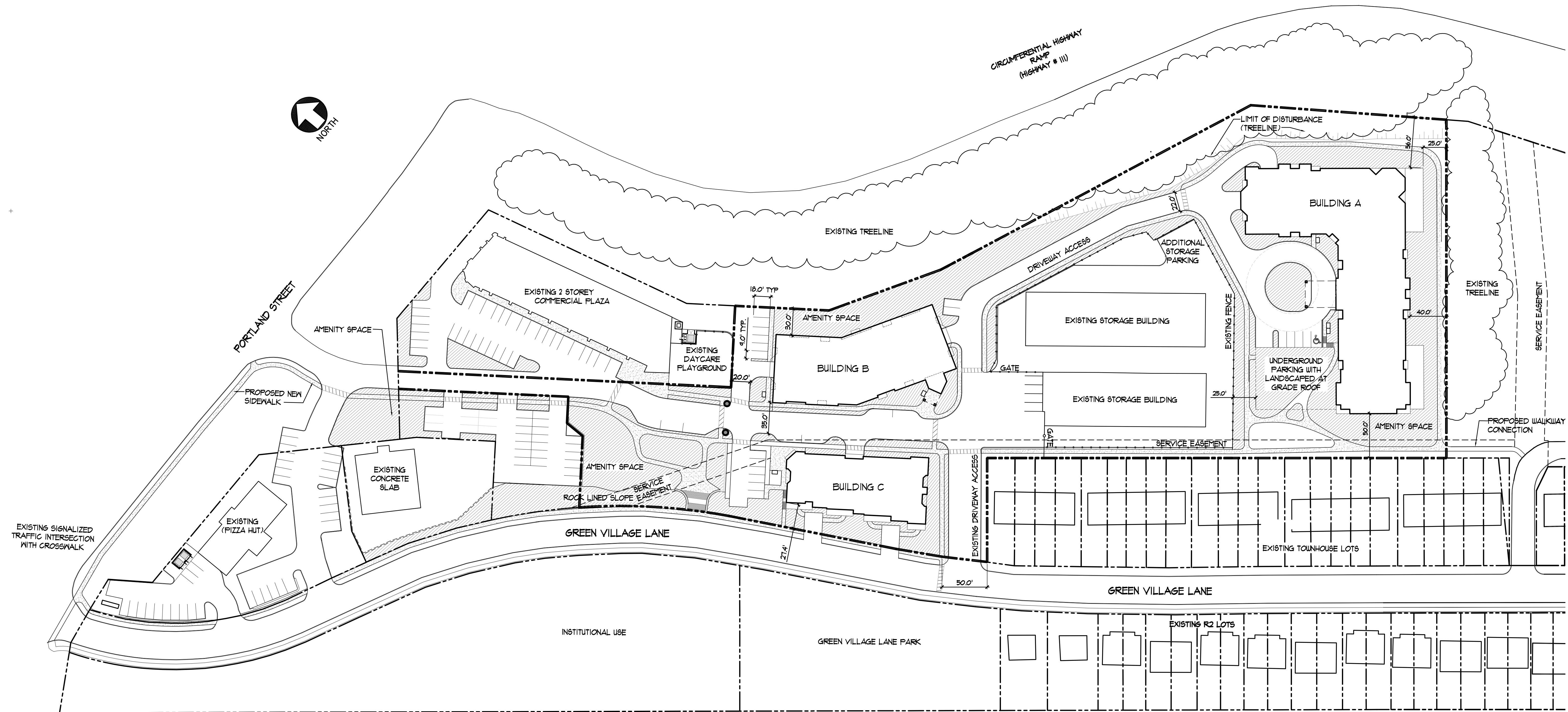
project:
EVERGREEN VILLAGE
 DARTMOUTH NOVA SCOTIA

issued:
 revision:
 A - REVIEW - 5 APR 2011
 B - DA AMEND REVIEW - 19 APR 2011
 C - REVISION - 2 NOV 2011
 D - REVISION - 11 MAY 2012
 E - REVISION - 30 APR 2014
 F - REV FOR DA 4 MPS - 11 JUN 2014
 G - REV FOR DA 4 MPS-20 AUG 2014

drawing title:
SITE PLAN

contract: CAP 102
 start:
 designed: CER US EA
 drawn: EA MT
 qm review:
 scale: AS NOTED
 title: 110_20140820 Evergreen SITE PLAN for DA Amend.Dwg 8/20/2014 4:30 PM

drawing number:
SP-1



SITE PLAN
 NOT TO SCALE











PHYSICAL ELEMENTS OF THE BUILDING WALL

- Land use
- Ground floor setback
- Overall building height
- Above ground building setbacks
- Front yard planting
- Off-street parking
- Length of lots/frontages
- Entrances
- Transparency
- Security gates
- Architectural articulation
- Signage
- Canopies/awnings
- Balconies/fire escapes
- Shading devices
- Outdoor uses
- Lighting

PHYSICAL ELEMENTS OF THE CANOPY

- Canopies/awnings
- Balconies/fire escapes
- Shading devices
- Street trees
- Signage
- Overall building height
- Above ground building setbacks
- Lighting /lighting poles
- Landmarks

PHYSICAL ELEMENTS OF THE ROADSIDE PLANE

- Green strips/ planters/ tree pits
- Street trees
- Lighting/signage poles
- Street vendors
- Parked cars
- Bike lanes
- Bike racks
- Street furniture
- Waste Receptacles
- Newsstands
- Fire hydrants

PHYSICAL ELEMENTS OF GROUND PLANE

- Width / clearance
- Green strips (planters)
- Street trees (tree pits)
- Curb cuts
- Slope
- Subway grates
- Service access
- Lighting/signage poles
- Pavement material/texture/pattern
- Street furniture
- Waste receptacles
- Newsstands
- Fire hydrants





Photo 14.6 – Brick-lined asphalt path, Nelson (Photo: Tim Hughes)

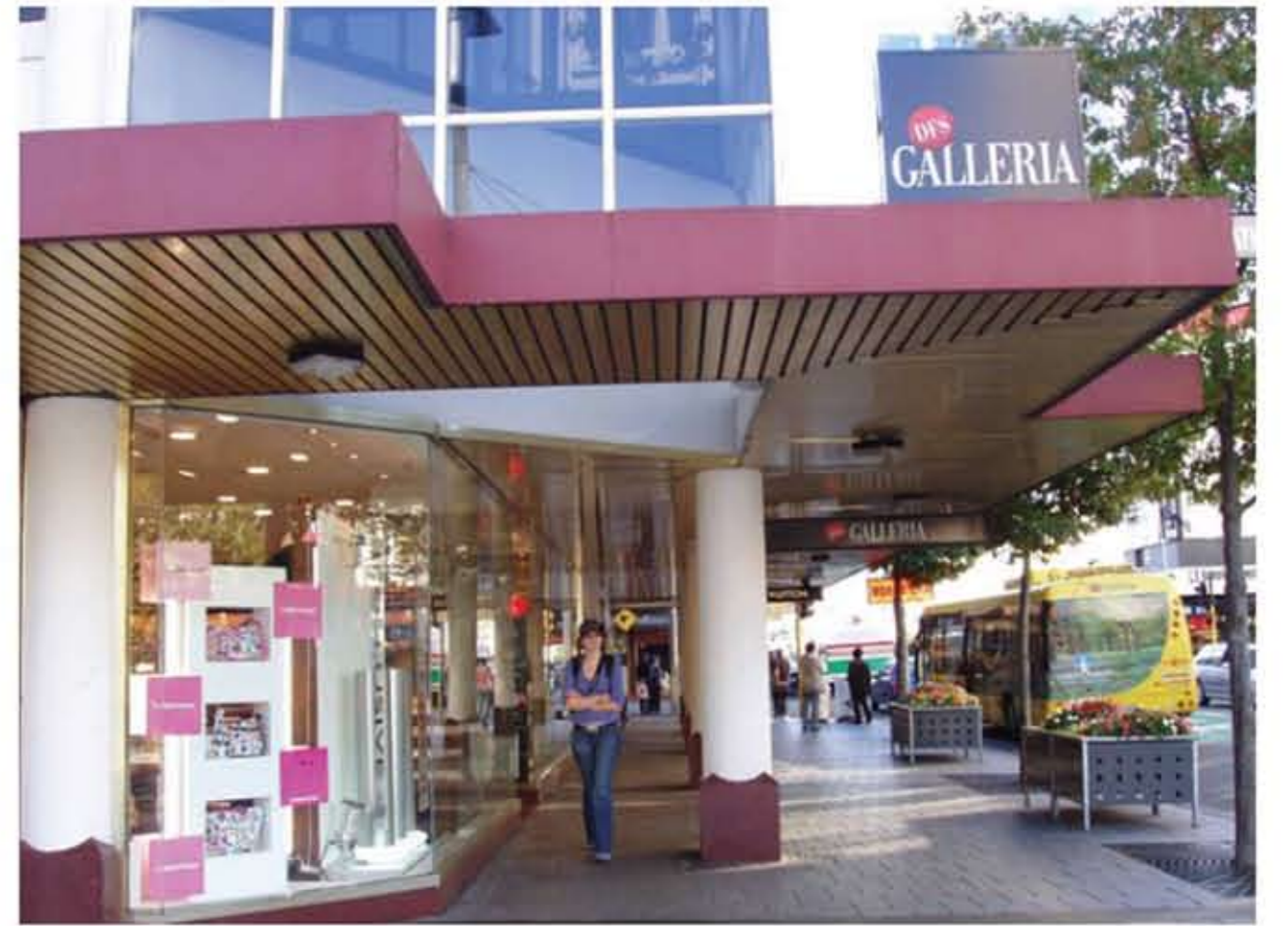
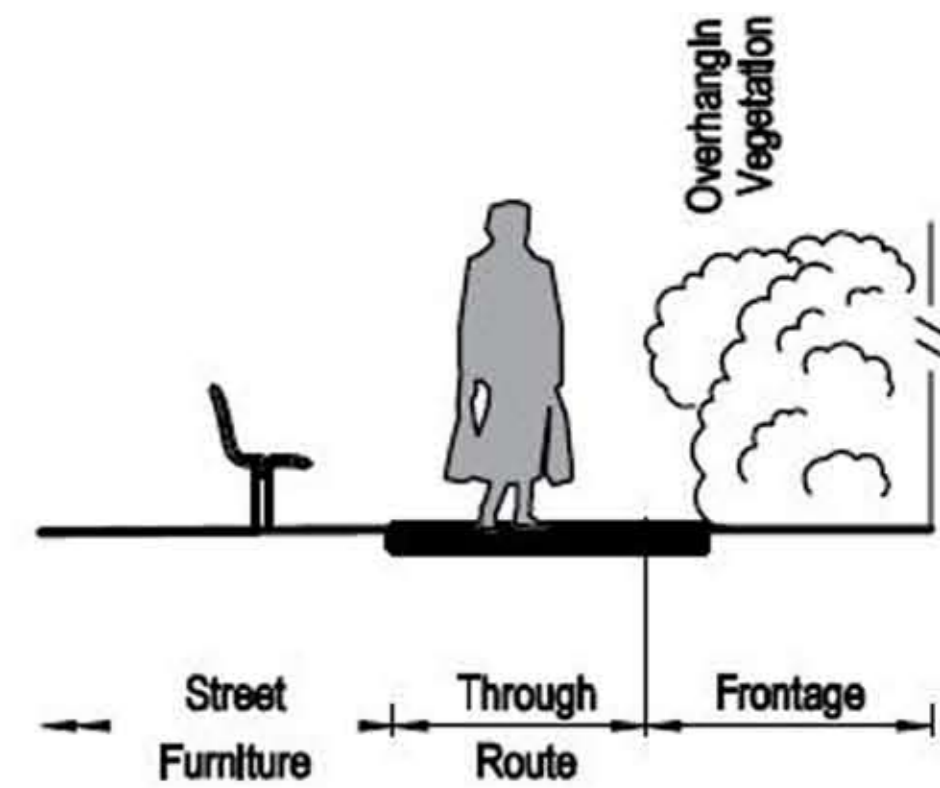
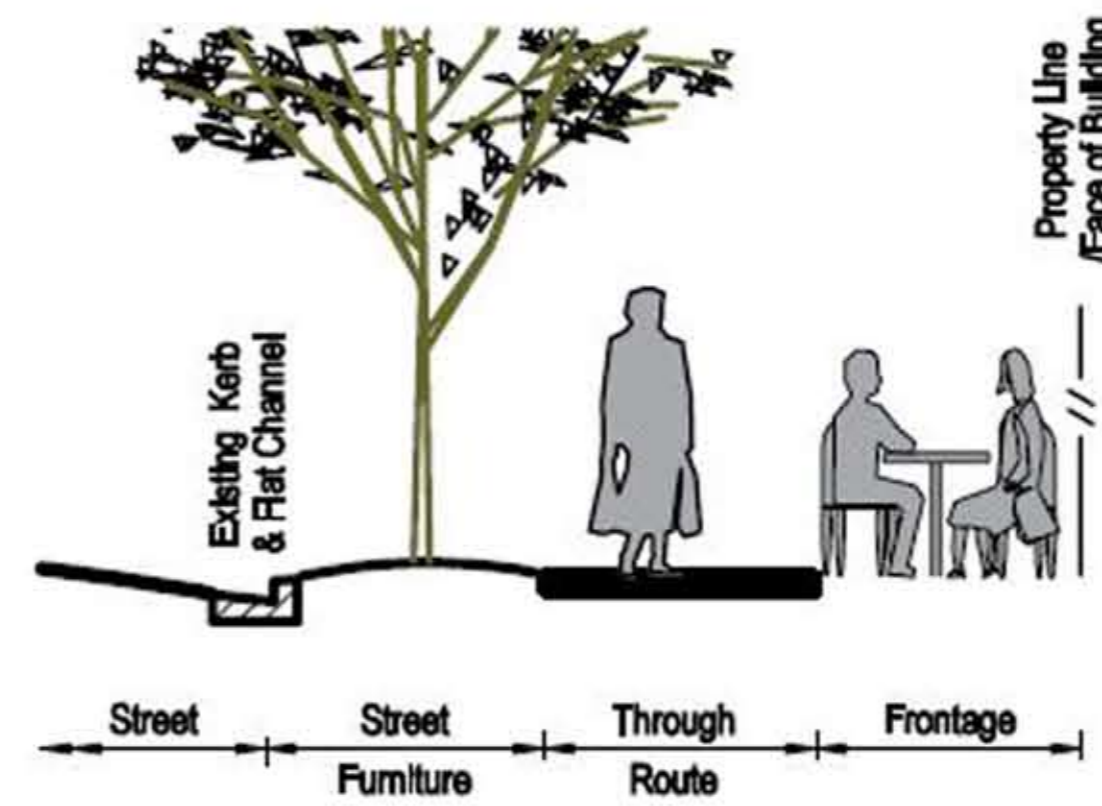
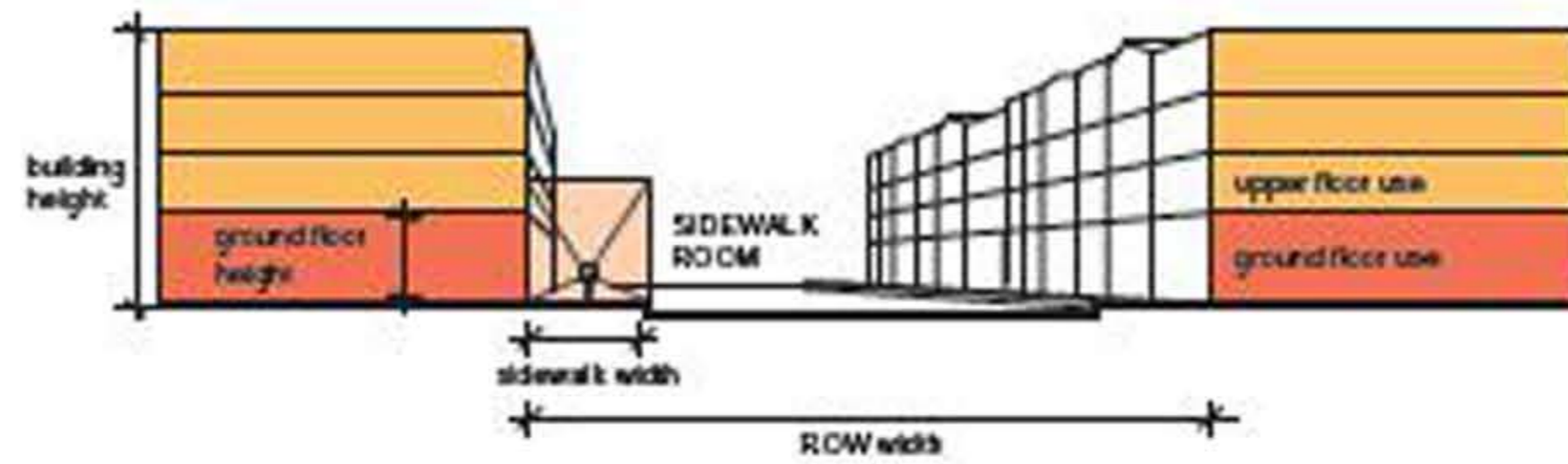
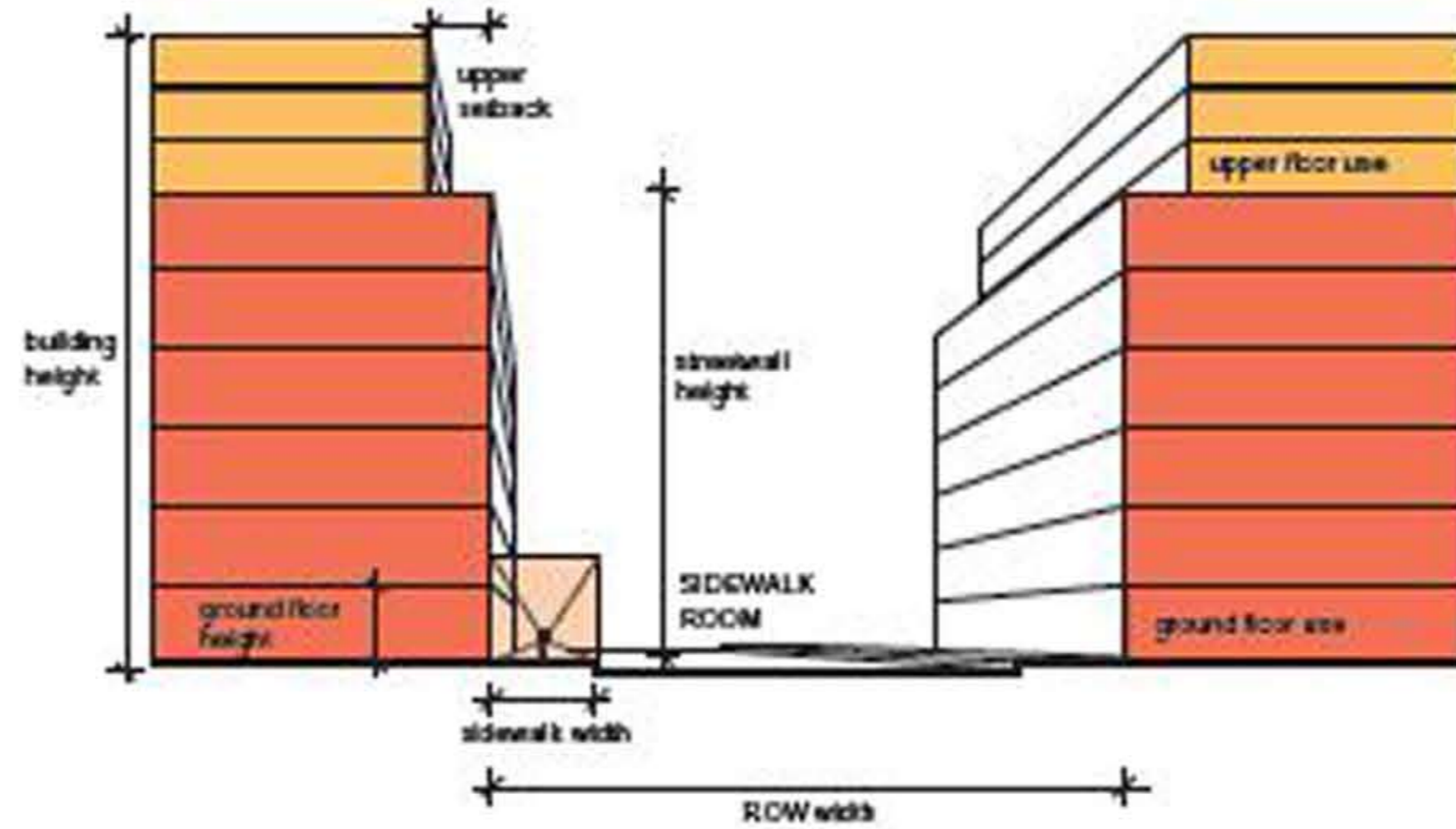
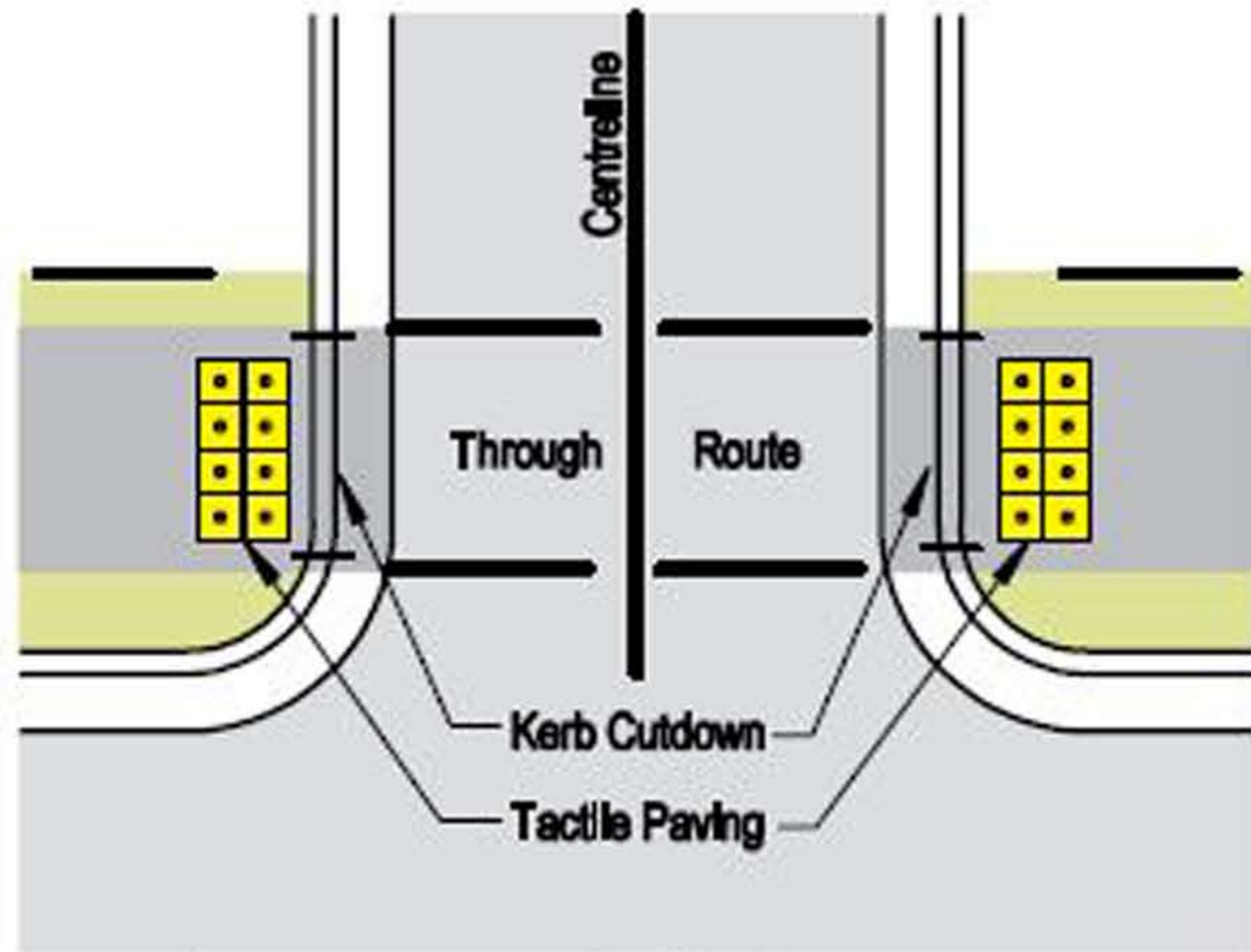




Figure 14.13 – Minimum overhead clearance for shared-use path



Intersection



Low-volume intersection (high-volume access way)



Photo 14.25 – Bus stop, with tactile pavement arrangement, Subiaco, Perth, Western Australia (Photo: Tim Hughes)

SUSTAINABILITY + RESILIENCE: Consider local context regarding climate, plantings + trees, materials, air quality and storm water management.

SAFETY: Ensure sidewalks are designed with adequate lighting, gradients, and materials, to enable safe use 24 hours a day.

HUMAN SCALE + COMPLEXITY: Use architectural detailing, entries, transparency, landscaping and so on to increase the complexity at the lower floors, helping to complement the human scale and break down the rhythm of length of the sidewalk.



CONTINUOUS VARIETY: Ensure an experience of continuous variety. Consider the different speeds that people move at, and a variety of activities that can occur within the sidewalk room.

CONNECTIVITY: Ensure sidewalks provide clear wayfinding and are continuous, connecting people to destinations and not resulting in dead ends.

ACCESSIBILITY: Ensure accessibility for multiple users, considering different ages and abilities.

