







PROJECT DATA

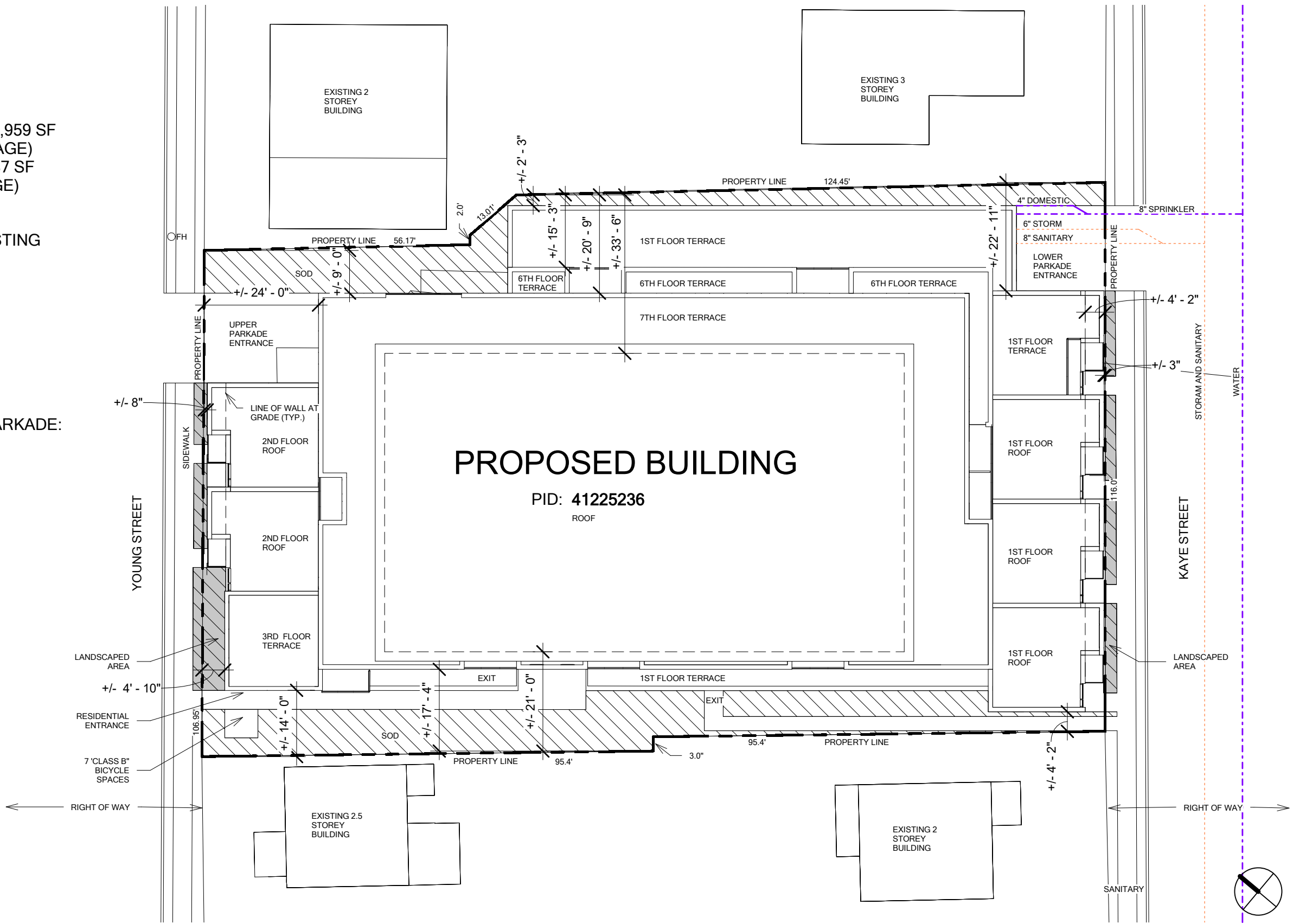
EXISTING ZONING: R-1

LOT SIZE: +/- 21,603 SF
BUILDING FOOTPRINT:
- PARKADE LEVELS: +/- 16,959 SF
(78.5% LOT COVERAGE)
- UPPER LEVELS: +/- 11,687 SF
(54% LOT COVERAGE)

RESIDENTIAL PROJECT CONSISTING
OF 68 RESIDENTIAL UNITS:
- 1 BEDROOM = 6
- 1 BEDROOM + DEN = 22
- 2 BEDROOM = 28
- 2 BEDROOM + DEN = 2
- 3 BEDROOM = 4

PARKING:
- TWO LEVEL BELOW GRADE PARKADE:
68 SPACES
- SURFACE PARKING:
0 SPACES

BICYCLE PARKING:
- 27 CLASS A SPACES
- 7 CLASS B SPACES
TOTAL: 34



United Memorial
5375 Kaye Street, Halifax

NO.	DESCRIPTION	BY	DATE
01	REISSUED TO INCLUDE TOWNHOUSE INFO	EA	06 JULY '16

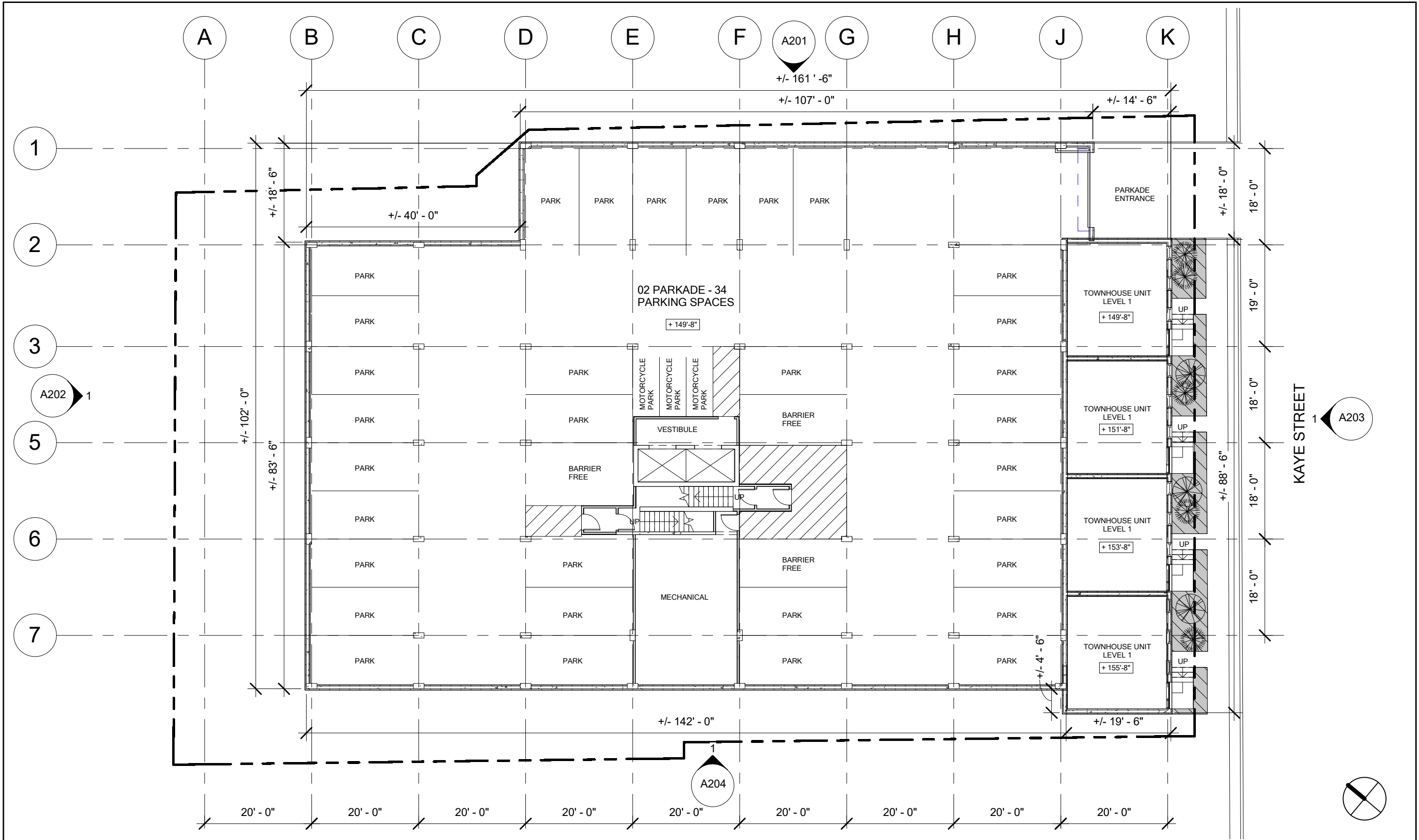
1. ALL CONSTRUCTION TO MEET ALL APPLICABLE CODES, STANDARDS, BY-LAWS, ETC.
2. DO NOT SCALE THIS DRAWING FOR CONSTRUCTION PURPOSES. USE FIGURED DIMENSIONS AS NOTED.
3. ALL DIMENSIONS AND CONDITIONS TO BE VERIFIED ON SITE. ALL DISCREPANCIES ARE TO BE REPORTED TO THE ARCHITECT AND AGREED UPON BEFORE PROCEEDING.



ISSUED FOR:
DA AND MPS
AMMENDMENT

DRAWING:
Site Plan and Data Table
SCALE:
1" = 20'-0"

DATE:
06 JULY 2016
DRAWING NO.:
A100



United Memorial
5375 Kaye Street, Halifax

REVISIONS	NO.	DESCRIPTION	BY	DATE
	01	REISSUED TO INCLUDE TOWNHOUSE INFO	EA	06 JULY '16

1. ALL CONSTRUCTION TO MEET ALL APPLICABLE CODES, STANDARDS, BY-LAWS, ETC.
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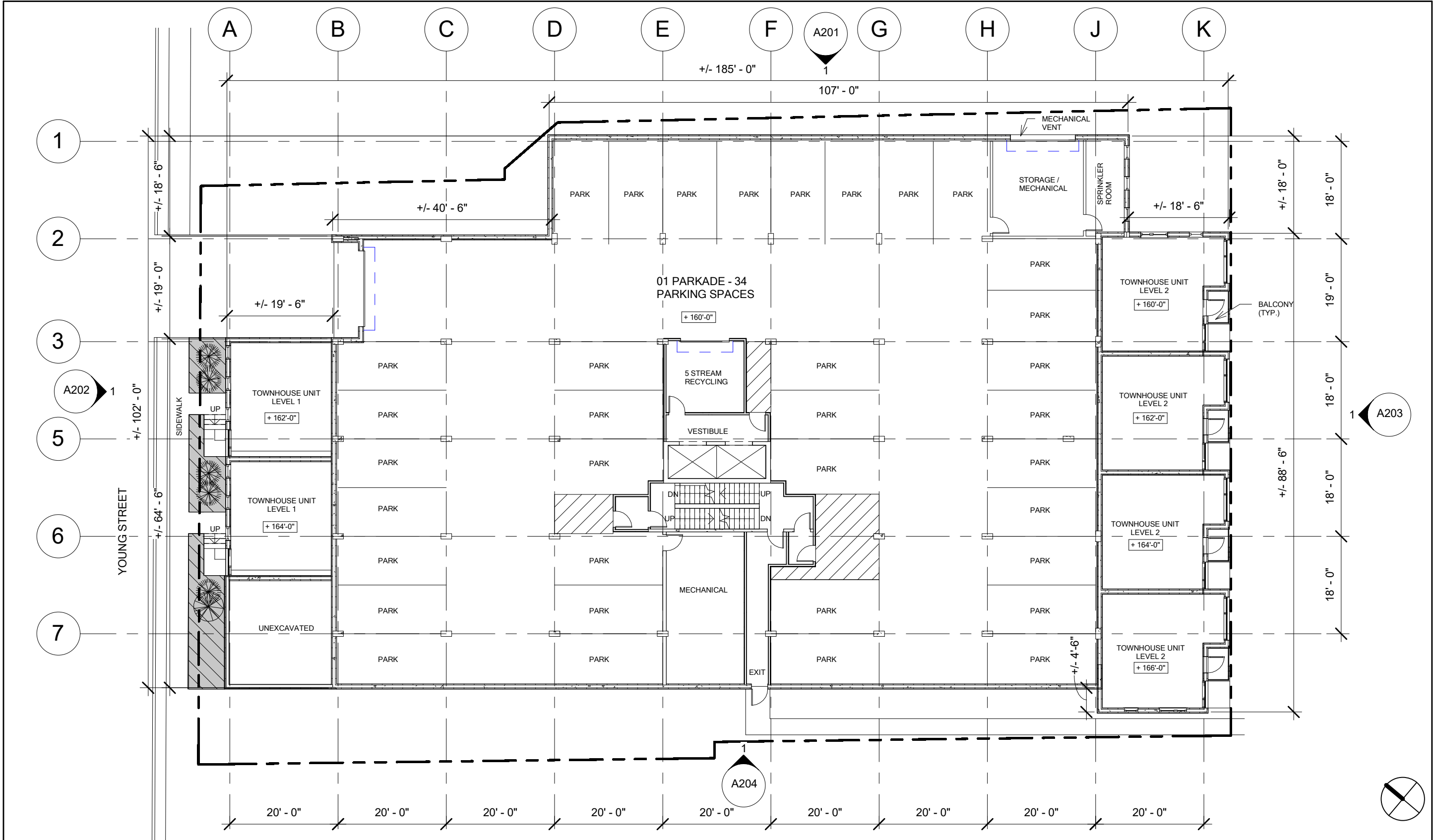
ISSUED FOR:
DA AND MPS
AMMENDMENT

DRAWING:
P2 PARKADE PLAN

DATE:
06 JULY 2016

SCALE:
1/16" = 1'-0"

DRAWING NO.:
A101



United Memorial
5375 Kaye Street, Halifax

REVISIONS	NO.	DESCRIPTION	BY	DATE
	01	REISSUED TO INCLUDE TOWNHOUSE INFO	EA	06 JULY '16

1. ALL CONSTRUCTION TO MEET ALL APPLICABLE CODES, STANDARDS, BY-LAWS, ETC.
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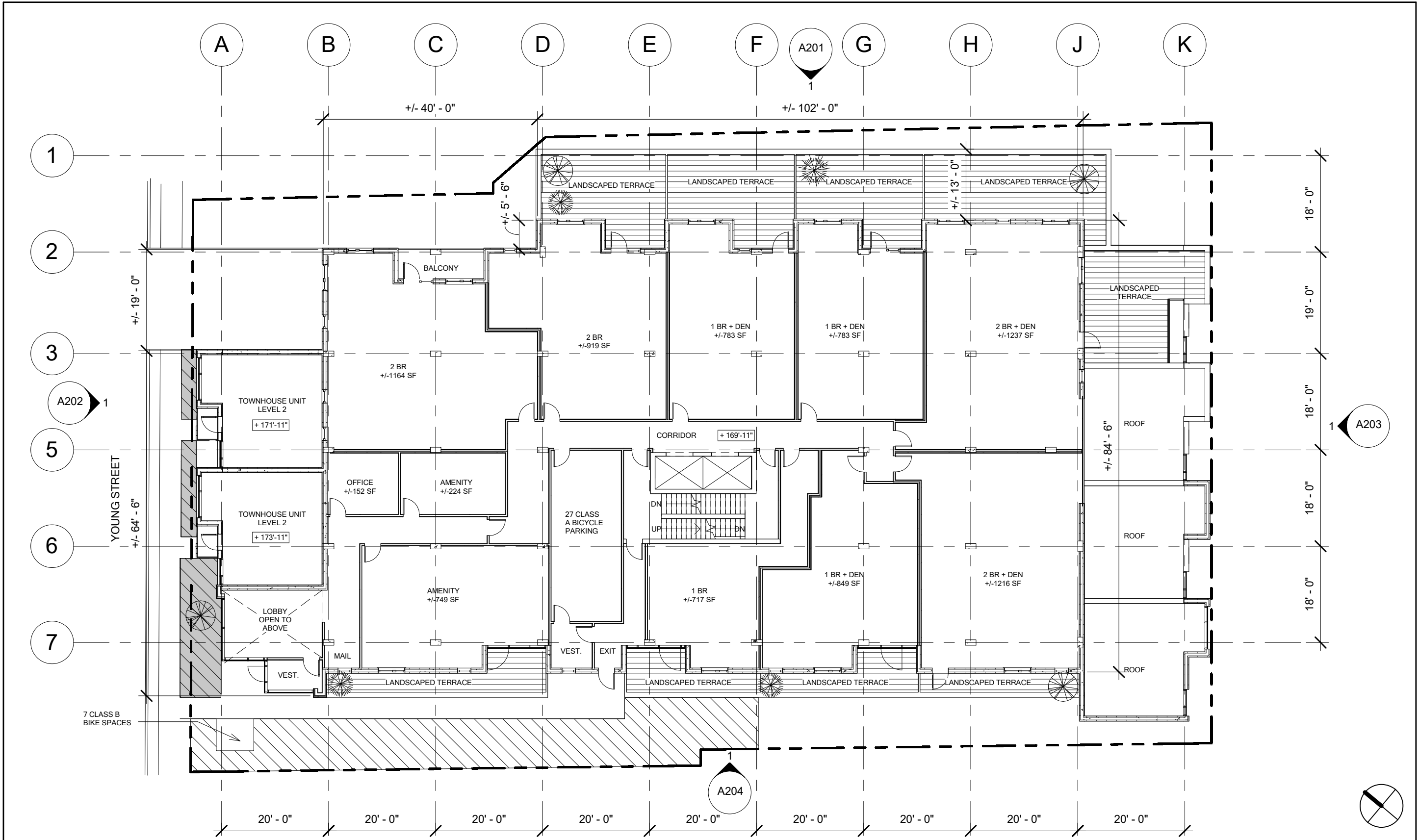
ISSUED FOR:
DA AND MPS
AMMENDMENT

DRAWING:
P1 PARKADE PLAN

DATE:
06 JULY 2016

SCALE:
1/16" = 1'-0"

DRAWING NO.:
A102



United Memorial
5375 Kaye Street, Halifax

REVISONS	NO.	DESCRIPTION	BY	DATE
	01	REISSUED TO INCLUDE TOWNHOUSE INFO	EA	06 JULY '16

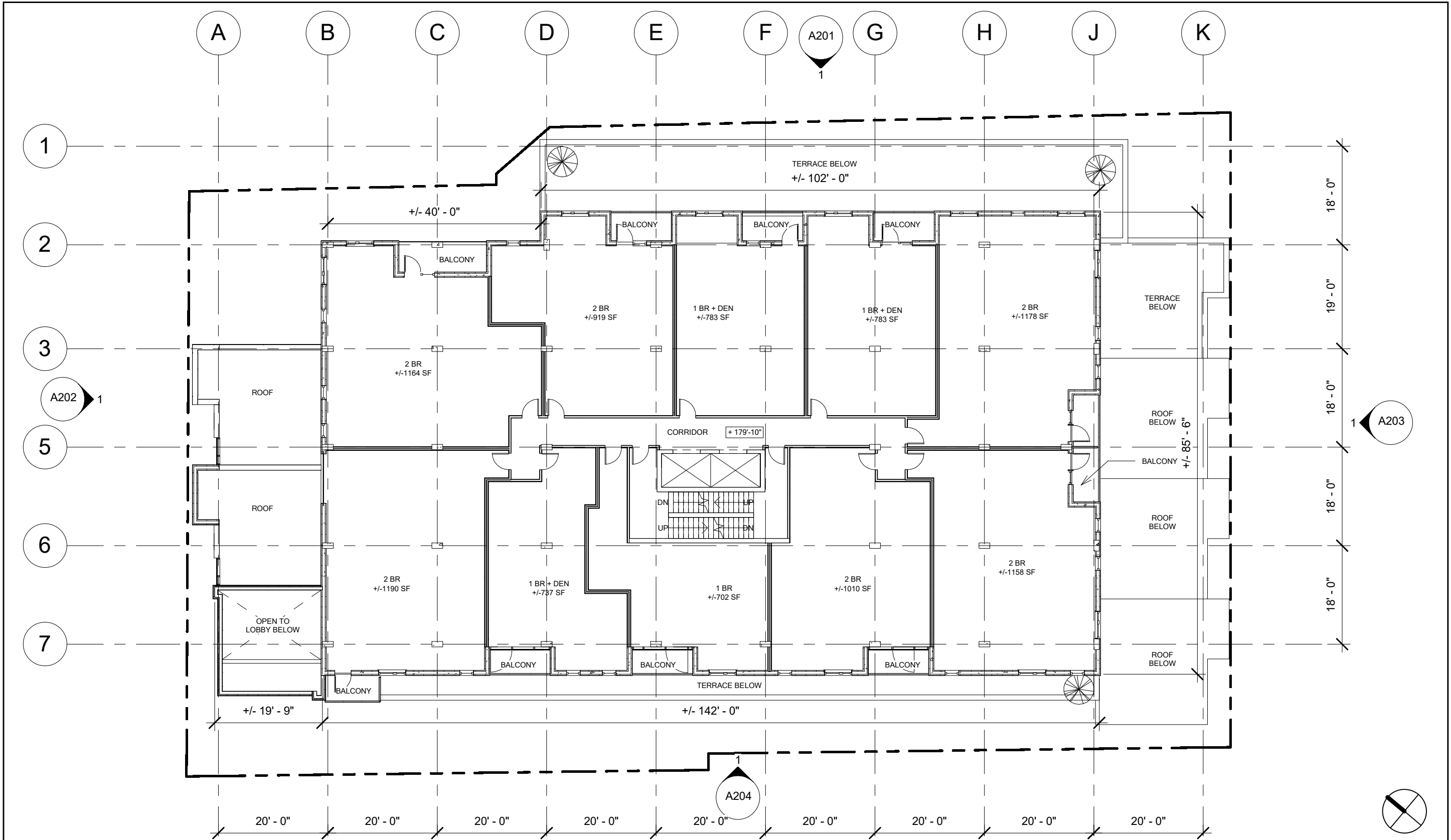
1. ALL CONSTRUCTION TO MEET ALL APPLICABLE CODES, STANDARDS, BY-LAWS, ETC.
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ISSUED FOR:
DA AND MPS
AMMENDMENT

DRAWING:
LEVEL 1 PLAN
SCALE:
1/16" = 1'-0"

DATE:
06 JULY 2016
DRAWING NO.:
A103



United Memorial
5375 Kaye Street, Halifax

REVISIONS	NO.	DESCRIPTION	BY	DATE
	01	REISSUED TO INCLUDE TOWNHOUSE INFO	EA	06 JULY '16

1. ALL CONSTRUCTION TO MEET ALL APPLICABLE CODES, STANDARDS, BY-LAWS, ETC.
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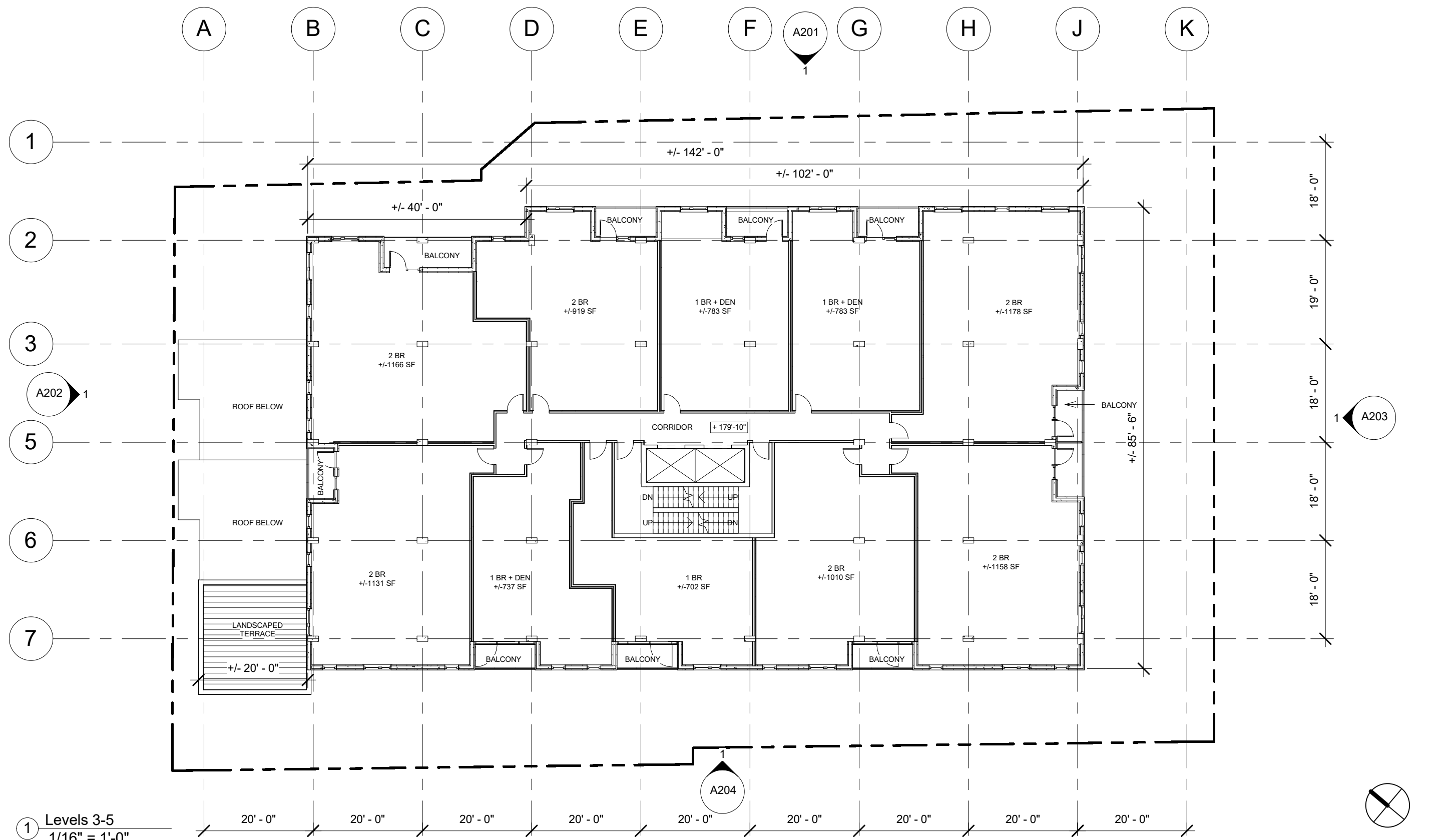


ISSUED FOR:
DA AND MPS
AMMENDMENT

DRAWING:
LEVEL 2 PLAN
SCALE:
1/16" = 1'-0"

DATE:
06 JULY 2016

DRAWING NO.:
A104



1 Levels 3-5
1/16" = 1'-0"

United Memorial
5375 Kaye Street, Halifax

REVISONS	NO.	DESCRIPTION	BY	DATE
	01	REISSUED TO INCLUDE TOWNHOUSE INFO	EA	06 JULY '16

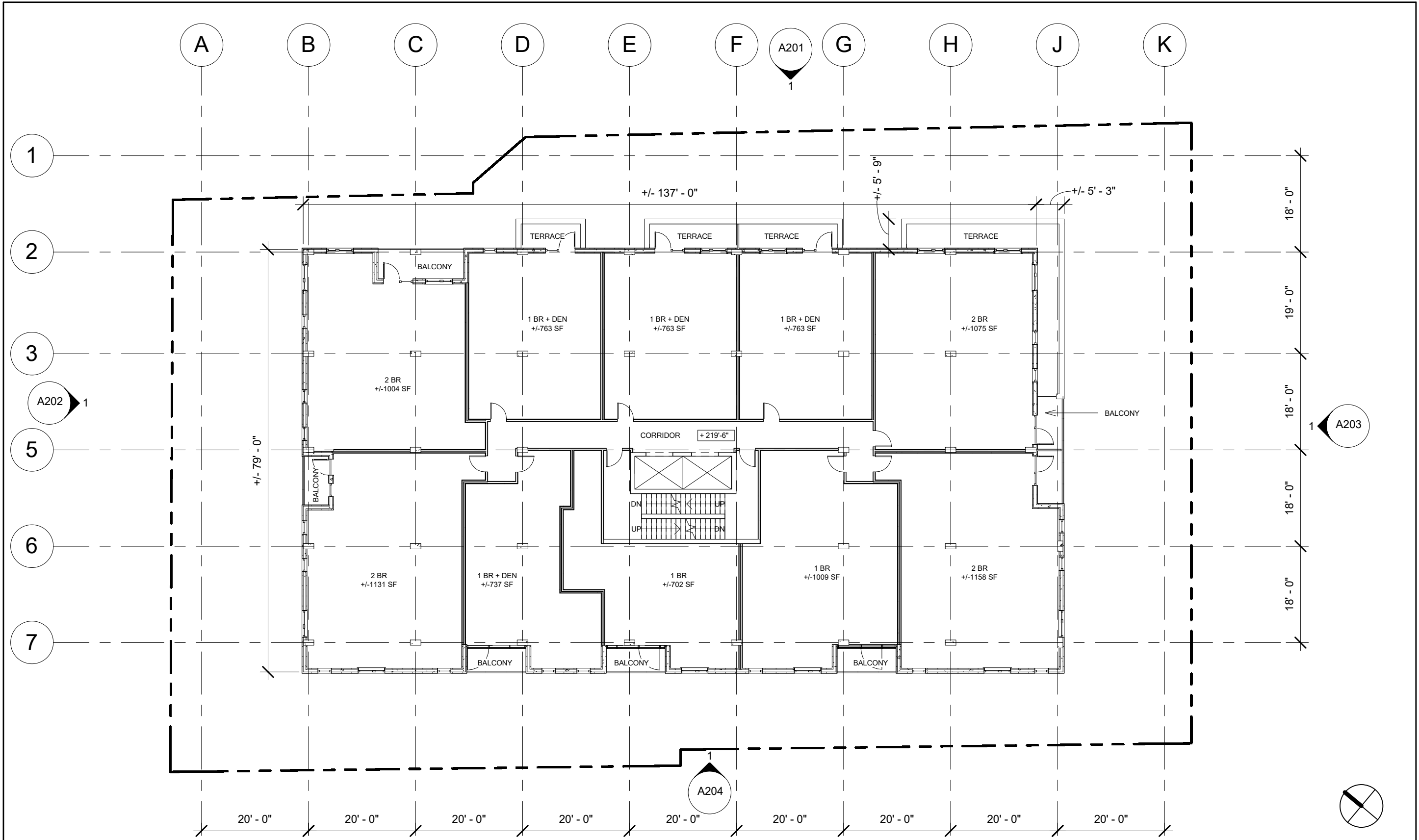
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ISSUED FOR:
DA AND MPS
AMMENDMENT

DRAWING:
LEVELS 3-5 PLAN
SCALE:
1/16" = 1'-0"

DATE:
06 JULY 2016
DRAWING NO.:
A105



United Memorial
5375 Kaye Street, Halifax

REVISIONS	NO.	DESCRIPTION	BY	DATE
	01	REISSUED TO INCLUDE TOWNHOUSE INFO	EA	06 JULY '16

1. ALL CONSTRUCTION TO MEET ALL APPLICABLE CODES, STANDARDS, BY-LAWS, ETC.
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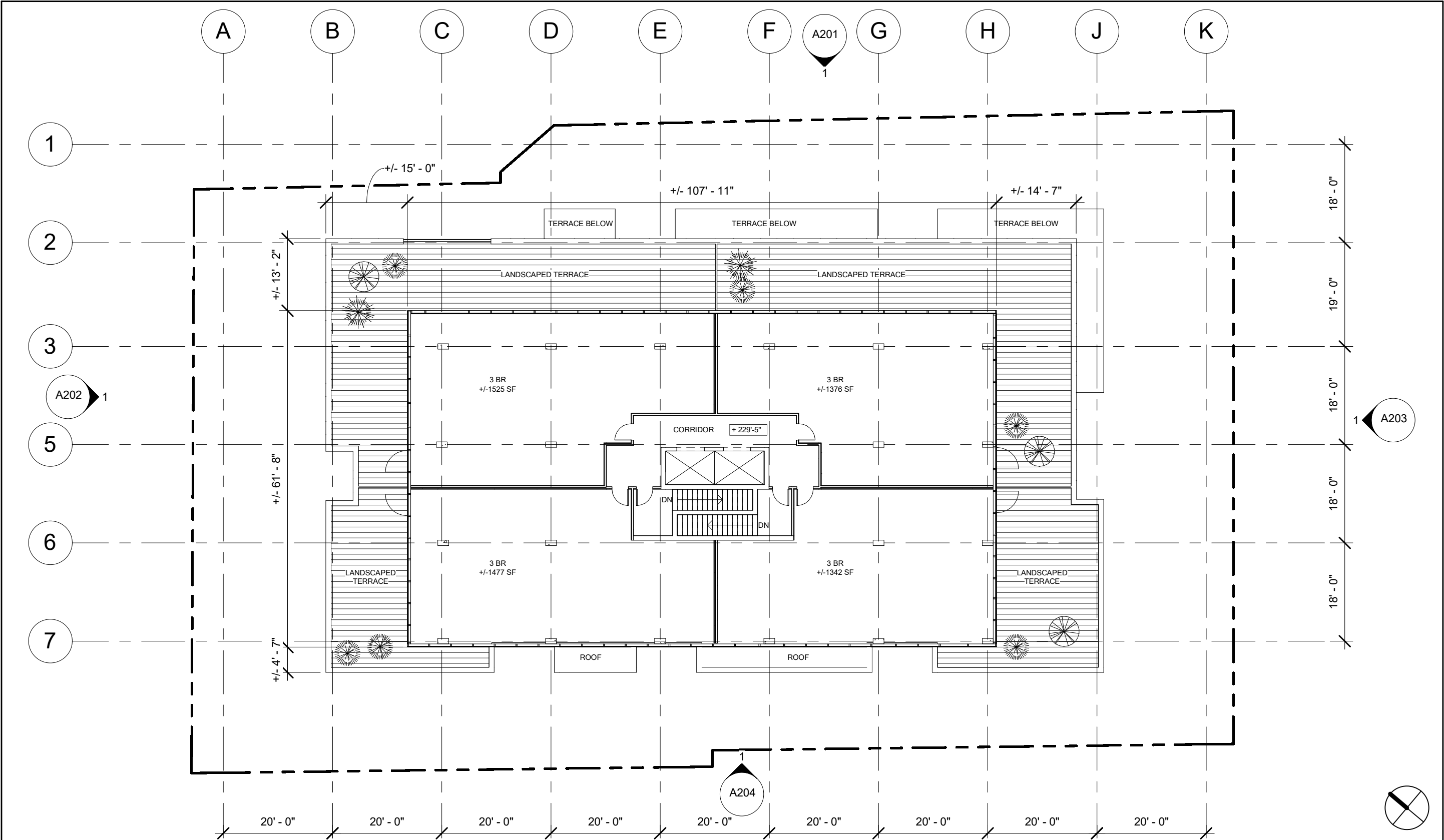
ISSUED FOR:
DA AND MPS
AMMENDMENT

DRAWING:
LEVEL 6 PLAN

SCALE:
1/16" = 1'-0"

DATE:
06 JULY 2016

DRAWING NO.:
A106



United Memorial
5375 Kaye Street, Halifax

REVISIONS	NO.	DESCRIPTION	BY	DATE
	01	REISSUED TO INCLUDE TOWNHOUSE INFO	EA	06 JULY '16

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ISSUED FOR:
DA AND MPS
AMMENDMENT

DRAWING:
LEVEL 7 PLAN

DATE:
06 JULY 2016

SCALE:
1/16" = 1'-0"

DRAWING NO.:
A107



United Memorial
5375 Kaye Street, Halifax

REVISIONS	NO.	DESCRIPTION	BY	DATE
	01	REISSUED TO INCLUDE TOWNHOUSE INFO	EA	06 JULY '16

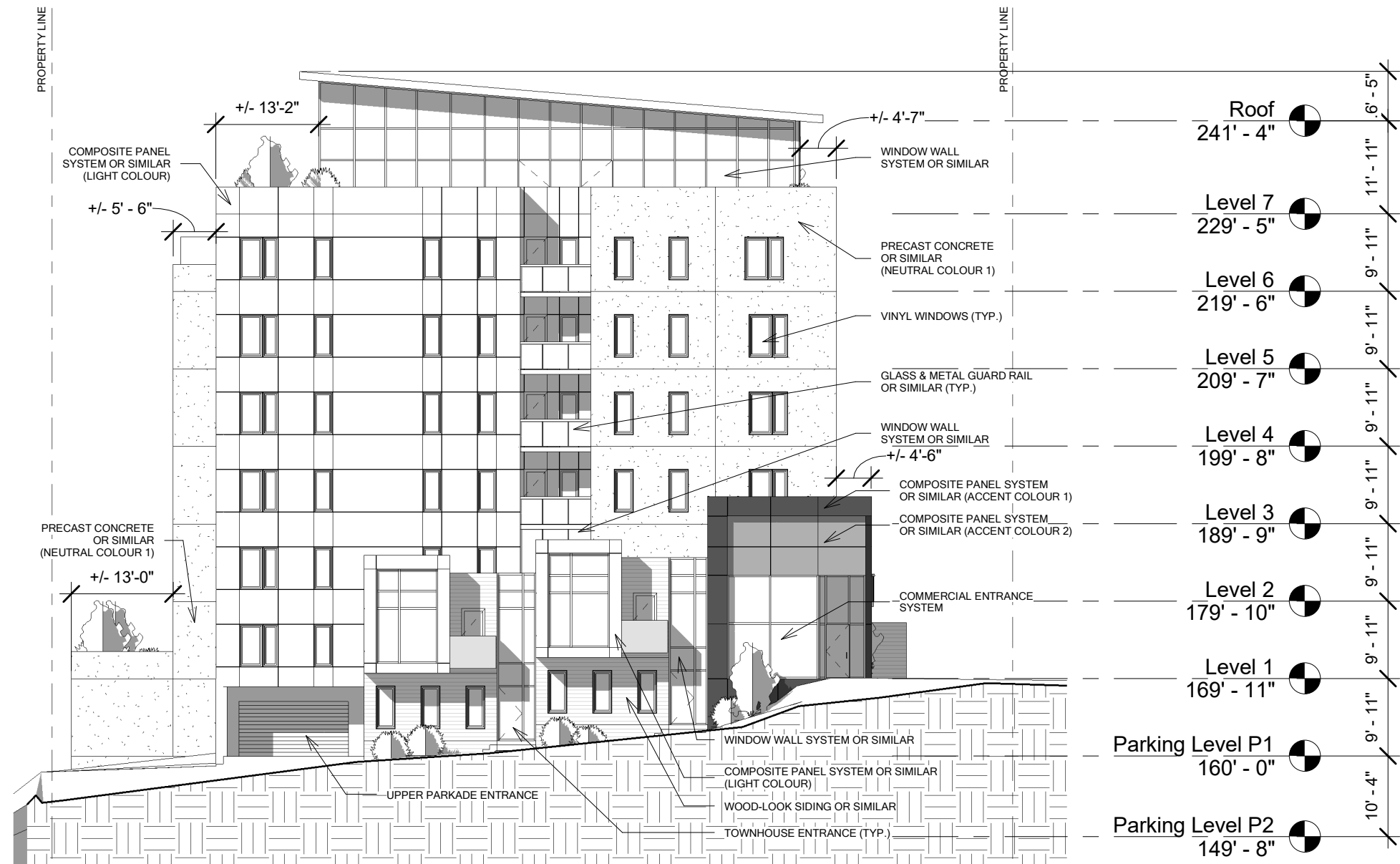
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ISSUED FOR:
DA AND MPS
AMMENDMENT

DRAWING: East Elevation
SCALE: 1/16" = 1'-0"

DATE: 06 JULY 2016
DRAWING NO.: A201



United Memorial
5375 Kaye Street, Halifax

REVISIONS	NO.	DESCRIPTION	BY	DATE
	01	REISSUED TO INCLUDE TOWNHOUSE INFO	EA	06 JULY '16

1. ALL CONSTRUCTION TO MEET ALL APPLICABLE CODES, STANDARDS, BY-LAWS, ETC.
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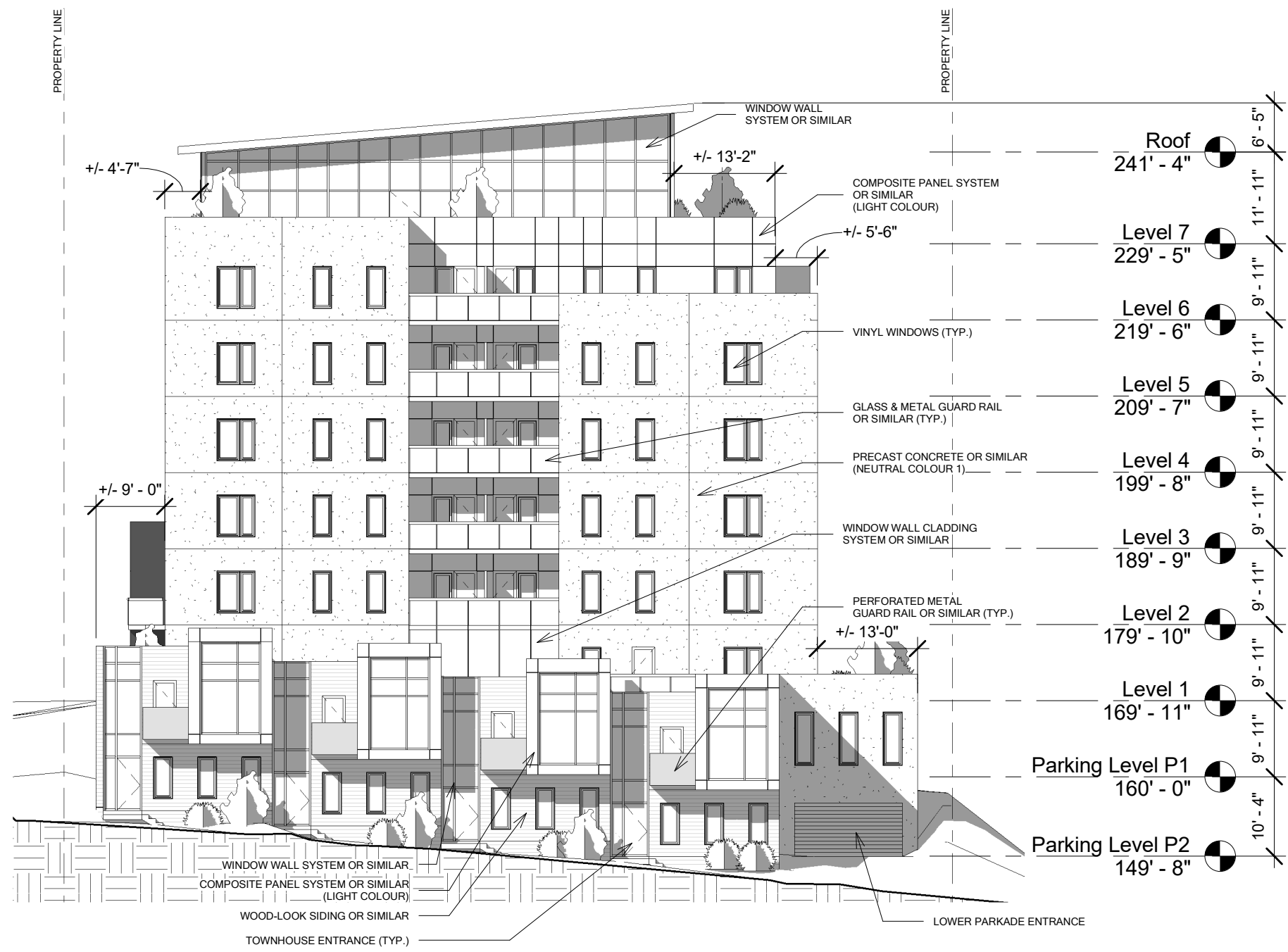


ISSUED FOR:
DA AND MPS
AMMENDMENT

DRAWING:
North Elevation
SCALE:
1/16" = 1'-0"

DATE:
06 JULY 2016

DRAWING NO.:
A202



United Memorial
5375 Kaye Street, Halifax

REVISIONS	NO.	DESCRIPTION	BY	DATE
	01	REISSUED TO INCLUDE TOWNHOUSE INFO	EA	06 JULY '16

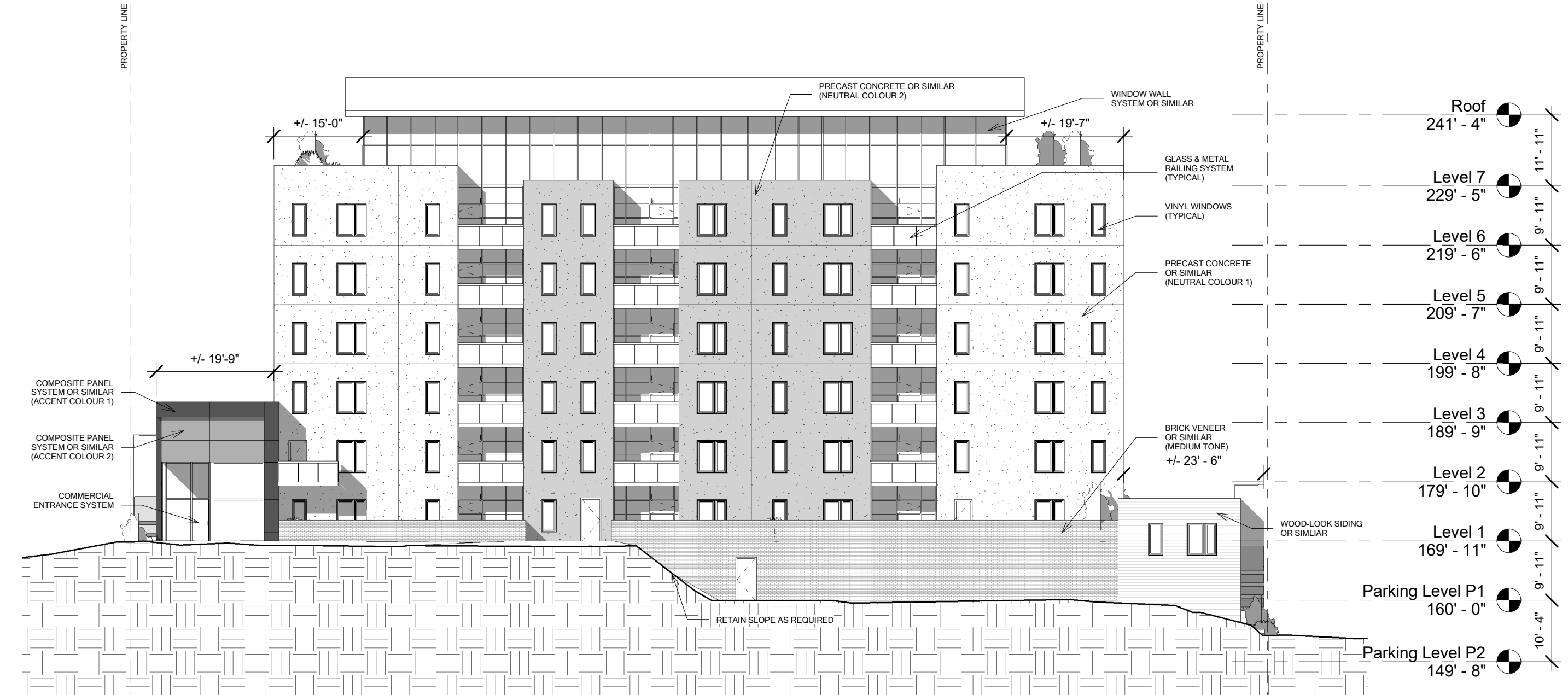
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ISSUED FOR:
DA AND MPS
AMMENDMENT

DRAWING:
South Elevation
SCALE:
1/16" = 1'-0"

DATE:
06 JULY 2016
DRAWING NO.:
A203



United Memorial
5375 Kaye Street, Halifax

REVISIONS	NO.	DESCRIPTION	BY	DATE
	01	REISSUED TO INCLUDE TOWNHOUSE INFO	EA	06 JULY '16

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ISSUED FOR:
DA AND MPS
AMMENDMENT

DRAWING:
West Elevation
SCALE:
1/16" = 1'-0"

DATE:
06 JULY 2016
DRAWING NO.:
A204



United Memorial
5375 Kaye Street, Halifax

REVISIONS	NO.	DESCRIPTION	BY	DATE
	01	REISSUED TO INCLUDE TOWNHOUSE INFO	EA	06 JULY '16

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ISSUED FOR:
**DA AND MPS
AMMENDMENT**

DRAWING:
Aerial View

SCALE:
N.T.S.

DATE:
06 JULY 2016

DRAWING NO.:
A-901



United Memorial
5375 Kaye Street, Halifax

REVISIONS	NO.	DESCRIPTION	BY	DATE
	01	REISSUED TO INCLUDE TOWNHOUSE INFO	EA	06 JULY '16

1. ALL CONSTRUCTION TO MEET ALL APPLICABLE CODES, STANDARDS, BY-LAWS, ETC.
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ISSUED FOR:
**DA AND MPS
AMMENDMENT**

DRAWING:
**Perspective from Kaye
Street**

SCALE:
N.T.S.

DATE:
06 JULY 2016

DRAWING NO.:
A-902



United Memorial
5375 Kaye Street, Halifax

REVISIONS	NO.	DESCRIPTION	BY	DATE
	01	REISSUED TO INCLUDE TOWNHOUSE INFO	EA	06 JULY '16

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ISSUED FOR:
DA AND MPS
AMMENDMENT

DRAWING:
Perspective from Young
Street

SCALE:
N.T.S.

DATE:
06 JULY 2016

DRAWING NO.:
A-903



United Memorial
5375 Kaye Street, Halifax

REVISIONS	NO.	DESCRIPTION	BY	DATE
	01	REISSUED TO INCLUDE TOWNHOUSE INFO	EA	06 JULY '16

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ISSUED FOR:
DA AND MPS
AMMENDMENT

DRAWING:
Perspective view of Kaye
Street Townhouses
SCALE:
N.T.S.

DATE:
06 JULY 2016
DRAWING NO.:
A-904



Ref. No. 161-08726

June 15, 2016

Ms. Ashley Blissett, P. Eng
Senior Development Engineer
Halifax Regional Municipality
PO Box 1749
HALIFAX NS B3J 3A5

RE: Traffic Impact Statement, Proposed Multi-Unit Residential Building, United Memorial Church Site, Young Street and Kaye Street, Halifax, NS

Dear Ms. Blissett:

Michael Napier Architecture is preparing plans for construction of a multi-unit residential building on the United Memorial Church site through the block from 5350 Young Street to 5375 Kaye Street (Figure 1). This is the Traffic Impact Statement (TIS) required to accompany the development application.

Description of Development Site - The site which bisects the block between Young Street and Kaye Street approximately halfway between Gottingen Street and Devonshire Avenue (Figure 1) is now occupied by United Memorial Church. The proposed development will include approximately 68 residential units, including townhouses units on both Young Street and Kaye Street building frontages, and 68 underground parking spaces. While the townhouse units will each have direct pedestrian access, the residential entrance for the apartment units is from Young Street at the west side of the building. Vehicle access for the two parking levels will be from driveways on Young Street and Kaye Street near the east site boundary (Figure 2).

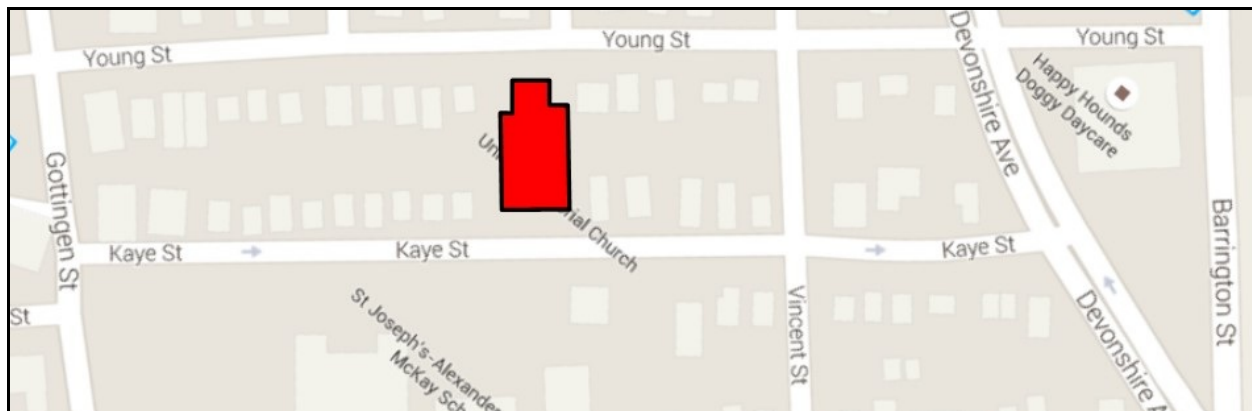


Figure 1 - Location plan for proposed development.

PROJECT DATA

EXISTING ZONING: R-1

LOT SIZE: +/- 21,603 SF

BUILDING FOOTPRINT:

- PARKADE LEVELS: +/- 16,959 SF
(78.5% LOT COVERAGE)
- UPPER LEVELS: +/- 11,687 SF
(54% LOT COVERAGE)

RESIDENTIAL PROJECT CONSISTING
OF 68 RESIDENTIAL UNITS:

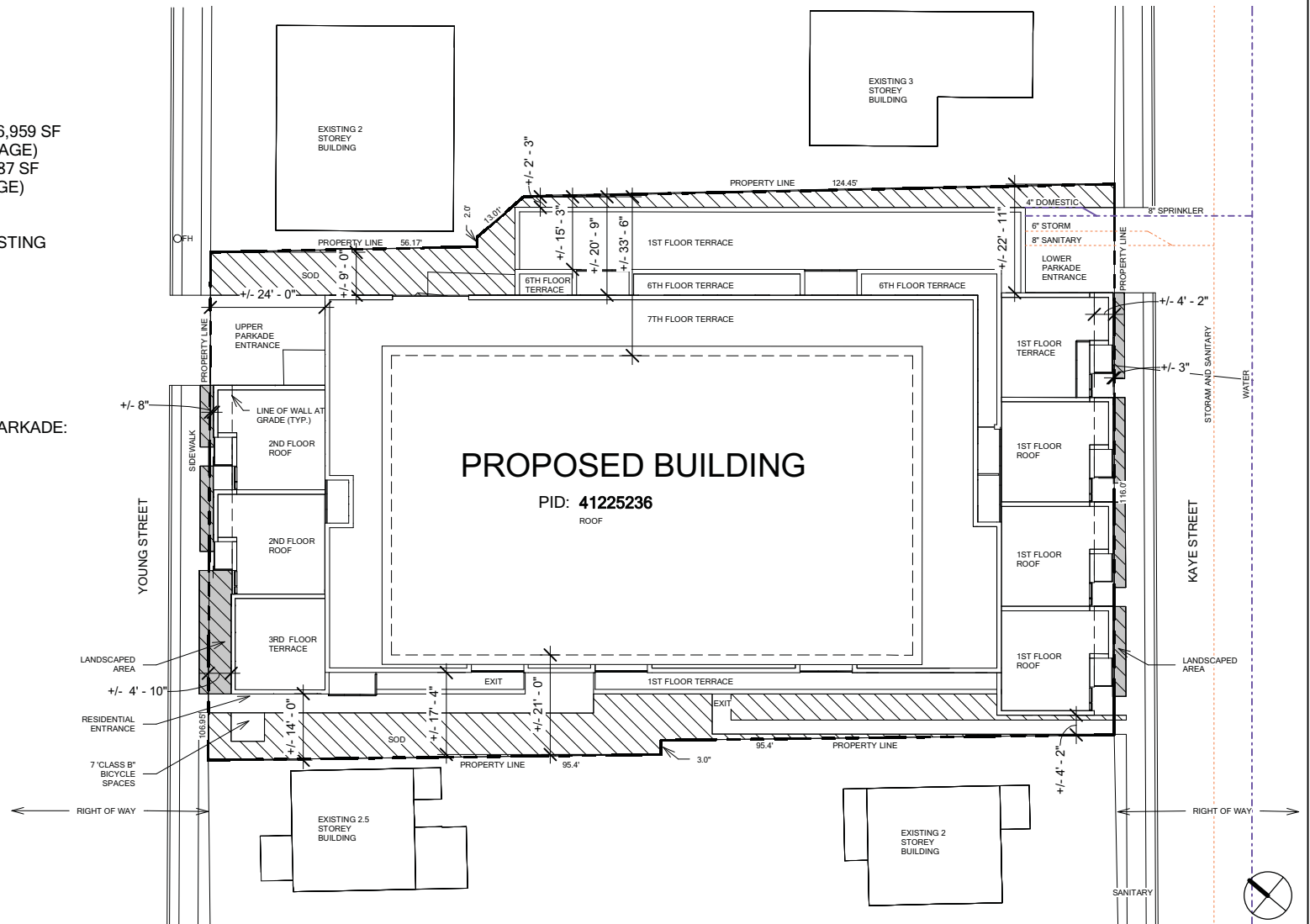
- 1 BEDROOM = 6
- 1 BEDROOM + DEN = 22
- 2 BEDROOM = 28
- 2 BEDROOM + DEN = 2
- 3 BEDROOM = 4

PARKING:

- TWO LEVEL BELOW GRADE PARKADE:
68 SPACES
- SURFACE PARKING:
0 SPACES

BICYCLE PARKING:

- 27 CLASS A SPACES
- 7 CLASS B SPACES
- TOTAL: 34



United Memorial
5375 Kaye Street, Halifax

Figure 2

REVISIONS	NO.	DESCRIPTION	BY	DATE

1. ALL CONSTRUCTION TO MEET ALL APPLICABLE CODES, STANDARDS, BY-LAWS, ETC.
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DESIGNED FOR:
DA AND MPS
AMMENDMENT

DRAWING:
Site Plan and Data Table
SCALE:
1" = 20'-0"

DATE:
10 JUNE 2016
DRAWING NO:
A100

Young Street is an east-west two-lane local street with curb, gutter, and sidewalks on both sides. Parking is not permitted on the south side of the street, however, one hour parking is permitted 8 AM to 6 PM Monday to Friday on the north side of the east end of the street opposite the site. A traffic count obtained by HRM at the Gottingen Street / Novalea Drive / Young Street intersection during early October 2014 indicated two-way volumes of approximately 210 vehicles per hour (vph) during the AM peak hour and 350 vph during the PM peak hour on Young Street near the site.

The Young Street parking garage driveway is at the east side of the building opposite the west curb line of Union Street (Photo 1). While the driveway is not directly opposite the travel portion of Union Street, since traffic volumes are low on Young Street and are also expected to be low on Union Street, the slight off-set is not expected have any significant effect on the operation or safety of streets or the driveway.



Photo 1 - Looking towards the Union Street intersection from the approximate location of the parking garage driveway on the south side of Young Street.

Visibility is good on both Young Street approaches to the parking garage driveway at the east end of the site as illustrated in Photos 2 and 3. Since the ground floor level of the proposed building (Figure 2) is set back from the sidewalk, there is expected to be good visibility between drivers exiting the parking garage driveway and pedestrians on the sidewalk.

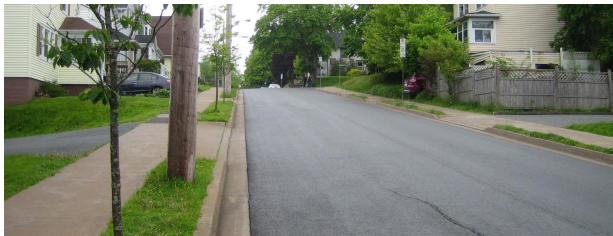


Photo 2 - Looking left on Young Street towards Gottingen Street from the location of the parking garage driveway.



Photo 3 - Looking right on Young Street towards Devonshire Avenue from the location of the parking garage driveway.

Kaye Street is a one-way eastbound local street between Gottingen Street and Devonshire Avenue. There are curb, gutter, and sidewalks on both sides (Photos 4 and 5). Parking is not permitted 8 AM to 6 PM Monday to Friday on the south side of the street opposite the site, however, two hour parking is permitted 8 AM to 6 PM Monday to Friday on the north side of the street. While traffic volume data are not available, it is expected that volumes are low on this one-way street. Visibility is good on both Kaye Street approaches to the parking garage driveway at the east end of the site as illustrated in Photos 4 and 5. Since the ground floor of the proposed building (Figure 2) is set back from the sidewalk, there is expected to be good visibility between drivers exiting the site and pedestrians on the sidewalk.



Photo 4 - Looking left on Kaye Street towards Devonshire Avenue from the parking garage driveway.



Photo 5 - Looking right on Kaye Street towards Gottingen Street from the parking garage driveway.

Transit Service - Halifax Transit provides service with several routes at the Gottingen Street / Young Street intersection and along Gottingen Street past the Kaye Street intersection west of the site. Transit service is also available along Barrington Street east of the site.

Trip Generation estimates, prepared using published trip generation rates from *Trip Generation, 9th Edition*, (Institute of Transportation Engineers, 2012), are included in Table 1. It is estimated that the proposed mid-rise apartment building with approximately 68 units will generate about 20 two-way vehicle trips (6 entering and 14 exiting) during the AM peak hour and 26 two-way vehicle trips (15 entering and 11 exiting) during the PM peak hour.

Table 1 - Trip Generation Estimates for the Proposed Development									
Land Use ¹	Units ²	Trip Generation Rates ³				Trips Generated ³			
		AM Peak		PM Peak		AM Peak		PM Peak	
		In	Out	In	Out	In	Out	In	Out
Mid-Rise Apartment (Land Use 223)	68 units	0.09	0.21	0.23	0.16	6	14	15	11
NOTES: 1. Rates are for the indicated Land Use Code, <i>Trip Generation, 9th Edition</i> , Institute of Transportation Engineers, 2012. 2. Units are Number of Apartments. 3. Rates are 'vehicles per hour per unit'; trips generated are 'vehicles per hour for peak hours'.									

Trip Distribution - The two parking garage levels are planned to include a total of 68 parking spaces, with 34 spaces having access to each driveway. Since Kaye Street is one-way easterly, vehicles that use the Kaye Street driveway will enter using the section of street east of Gottingen Street and exit easterly towards Devonshire Avenue. Vehicles using the Young Street driveway will be able use the two-way street with connections to Devonshire Avenue and Barrington Street to the east and Gottingen Street / Novalea Drive and the continuation of Young Street to the west.

Other Development - Two other developments are under construction near the site:

- A building at the corner of Gottingen Street and Russell Street is expected to include approximately 105 apartment units and 5,800 square feet of specialty retail space. That site is also expected to have approximately 113 underground parking spaces with a driveway on Russell Street east of Gottingen Street.
- A building under construction on the one-way section of Kaye Street between Isleville Street and Gottingen Street is expected to include approximately 9,000 square feet of commercial space.

Summary -

1. The proposed development on the United Memorial Church site will include approximately 68 residential units, including townhouse units on both Young Street and Kaye Street building frontages, and 68 underground parking spaces. The site bisects the block between Young Street and Kaye Street approximately halfway between Gottingen Street and Devonshire Avenue.
2. While the townhouse units will each have direct pedestrian access, the residential entrance for the apartment units is from Young Street at the west side of the building. Vehicle access for the two parking levels will be from driveways on Young Street and Kaye Street near the east site boundary.

3. Visibility is good on both Young Street and Kaye Street approaches to the parking garage driveways at the east end of the site. Since the ground floor of the proposed building is set back from the sidewalk, there is expected to be good visibility between drivers exiting the two site driveways and pedestrians on the sidewalk.
4. A traffic count obtained by HRM at the Gottingen Street / Novalea Drive / Young Street intersection during early October 2014 indicated two-way volumes of approximately 210 vehicles per hour (vph) during the AM peak hour and 350 vph during the PM peak hour on Young Street near the site. While traffic volume data are not available for Kaye Street, it is expected that volumes are low on the one-way street.
5. The site is well served by pedestrian facilities and transit services. There are sidewalks on both streets adjacent to the site and Halifax Transit provides service with several routes at the Gottingen Street / Young Street intersection and along Gottingen Street past the Kaye Street intersection west of the site. Transit service is also available along Barrington Street east of the site.
6. It is estimated that the proposed mid-rise apartment building with approximately 68 units will generate about 20 two-way vehicle trips (6 entering and 14 exiting) during the AM peak hour and 26 two-way vehicle trips (15 entering and 11 exiting) during the PM peak hour.
7. Other developments under construction include a mixed use building (105 apartment units and approximately 5,800 square feet of commercial space) at the corner of Gottingen Street and Russell Street and a small building (9,000 square feet of commercial space) on the section of Kaye Street west of Gottingen Street.

Conclusions -

8. Since peak hour traffic volumes are expected to be low to moderate on both Young Street and Kaye Street, and the low numbers of site trips will be distributed to both Young Street and Kaye Street, site generated trips are not expected to have any significant impact to the level of performance of adjacent streets and intersections, or the regional street network.
9. Since vehicle trips generated by the proposed site and two other projects under construction near the site will be distributed on the local grid street system, the traffic generated by the sites is not expected to have a significant cumulative impact to traffic performance.

Recommendation -

10. While the set-back of the ground floor of the building is expected to provide good visibility between drivers exiting the two site driveways and pedestrians on the sidewalk, ensure that landscaping features do not obscure visibility.

If you have any questions or comments, please contact me by Email to ken.obrien@wspgroup.com or telephone 902-443-7747.

Sincerely,

Original Signed

Ken O'Brien, P. Eng.
Senior Traffic Engineer
WSP Canada Inc.

WSP Canada Inc.



June 15, 2016

20 June, 2016

Halifax
Planning Applications
Planning & Development Services
PO Box 1749
Halifax, NS B3J 3A5

**Re: Municipal Planning Strategy Amendment and Development Agreement
Application for multi-unit Residential building, 5375 Kaye Street, Halifax – PID
41225236**

The existing property is the site of the former United Memorial church, which ceased operating at this location at the beginning of 2016. The parish was unable to continue maintenance of this extremely large structure given the continuing decline in congregation numbers. Unfortunately this is a trend that is affecting numerous church congregations throughout the urban core. The reuse of these properties has been an ongoing point of discussion within neighbourhoods struggling, at times, to deal with both the loss of these older structures and the addition of proposed developments.

The nearby Saint Joseph's Square is an example of a successful planning process resulting in a now under construction residential and commercial mixed-use project. Other examples such as the attempt by the congregation of Saint John's United to reinvent their property have not fared as well.

In light of the lack of a clear policy on the reuse of these church properties, developers have had to apply on an individual site basis and proceed either through a joint MPS amendment and Development Agreement (DA) process or, in rare circumstances, just the DA process. The majority of these properties predated zoning regulations and, when zoning was implemented, the properties were usually lumped in with whatever the neighbourhood designation became. At that point no one foresaw the time when these, usually magnificent, structures would become redundant.

In the case of this large site (21,603 square feet), which has frontage on both Young Street and Kaye Street, the former church property is zoned R1. The practicalities of removing this structure, and subdividing the property into separate lots to meet the existing Peninsula R1 requirements, does not make economic sense. More importantly, opportunity sites such as this one on the Peninsula should not be squandered through under utilization.

Many similar sites in the adjacent district have utilized the Schedule 'Q' process to allow development. This process has been utilized within the past several years for

approximately six similar projects within the radius of a few blocks. We feel that given the large size of this property and the through block condition that the schedule 'Q' process is an applicable avenue for redevelopment of this site.

What is required is striking a balance between the goals of Peninsular densification, and remaining an integrated part of the neighbourhood fabric. In addition to the existing single family residents in the neighbourhood, there are several other multi-unit buildings and school properties nearby. These are predominately to the south along Kaye Street leading up to Gottingen Street. This intersection serves as a connection to the Hydrostone area which contains a wide variety of both multi-unit residential and commercial uses. To the North along Young Street the immediate flanking areas are occupied by single family residences until Gottingen Street and Novalea Drive where another multi-unit residential building occupies the corner property.

The approach taken on this site, to provide increased density while acknowledging the adjacent neighbours, was to maintain compatible scale structures along both of the street frontages and concentrate the majority of the building towards the center of the site. The proposed footprint roughly approximates the placement of the existing church structure.

Both streets and the site slope steeply toward the Harbour below. The existing building extends over 80' in height above the downhill (eastern) portion of the Kaye Street frontage. The proposed building rises approximately 85' above the uphill (western) portion of Kaye Street with a grade differential of approximately 10' between these downhill and uphill locations at the property lines.

The building would be a concrete framed structure consisting of 6 stories and a penthouse atop a 2 story parkade. This parkade would be below grade along the majority of the uphill side and partially above grade on the downhill side. Six 2 storey "townhouse" type units, with individual street entrances, would step up the hillside elevations of both Kaye Street and Young Street screening the parking structure behind. A similarly scaled structure would house the residential entrance and lobby on the uphill side of the Young Street elevation.

A parkade entrance on both streets would separately service an individual parkade level, effectively dividing traffic flow to either street in half. The main portion of the building would then step in from the property line to sit on a landscaped podium. This main body would contain ground floor uses, including the lobby and amenity areas, for the 58 residential units above. Topping off this main body, and set back from it, would be a 4 unit glazed penthouse situated on a landscaped terrace with a sloped roof rising towards the harbour.

This area of Halifax has continued to see increased development in the last number of years. Traditionally the North End was thought of as 'almost' suburbia but, with increased growth in more traditional areas of Halifax, people have realized the untapped resource that is close at hand. Besides being a walkable area, it is located on transportation routes which make it readily accessible to all areas of HRM. The Canadian Forces Base Stadacona is one block away and the Irving Shipyards is located just down the hill. These two economic engines will continue to provide strong demand for local residential density. The Hydrostone neighborhood and its green space is immediately adjacent while the nearby

Robie and Young Street areas offer grocery and drug stores along with an abundance of other services. The large green space of Fort Needham Park with its off leash dog area is a short walk away. The nearby presence of schools, churches, restaurants, etc. make this area a highly desirable location to live.

Although transit is readily available within a short walk, underground parking has been provided on a one to one basis. With the recent Schedule 'Q' agreements in the area there continues to be a strong resident desire for adequate parking to service the developments. The total parking provided is a minimum of 68 stalls which with it's one to one ratio should help alleviate these concerns.

In general we feel that this project meets the overall aims of the existing municipal planning strategy. Although the peninsula is presently under planning review we feel that, with future requirements for densification of the peninsula and of this neighbourhood, the opportunity to take advantage of an infill site without altering the existing single family housing fabric is one that should be capitalized upon.

Regards,

Original Signed

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Michael Napier NSAA AANB MRAIC