

# RESIDENTIAL DEVELOPMENT

ELDORADO PROPERTIES

5706-5720 SOUTH STREET, HALIFAX, NS

## CONCEPT DESIGN CONTENTS

### ELDORADO PROPERTIES

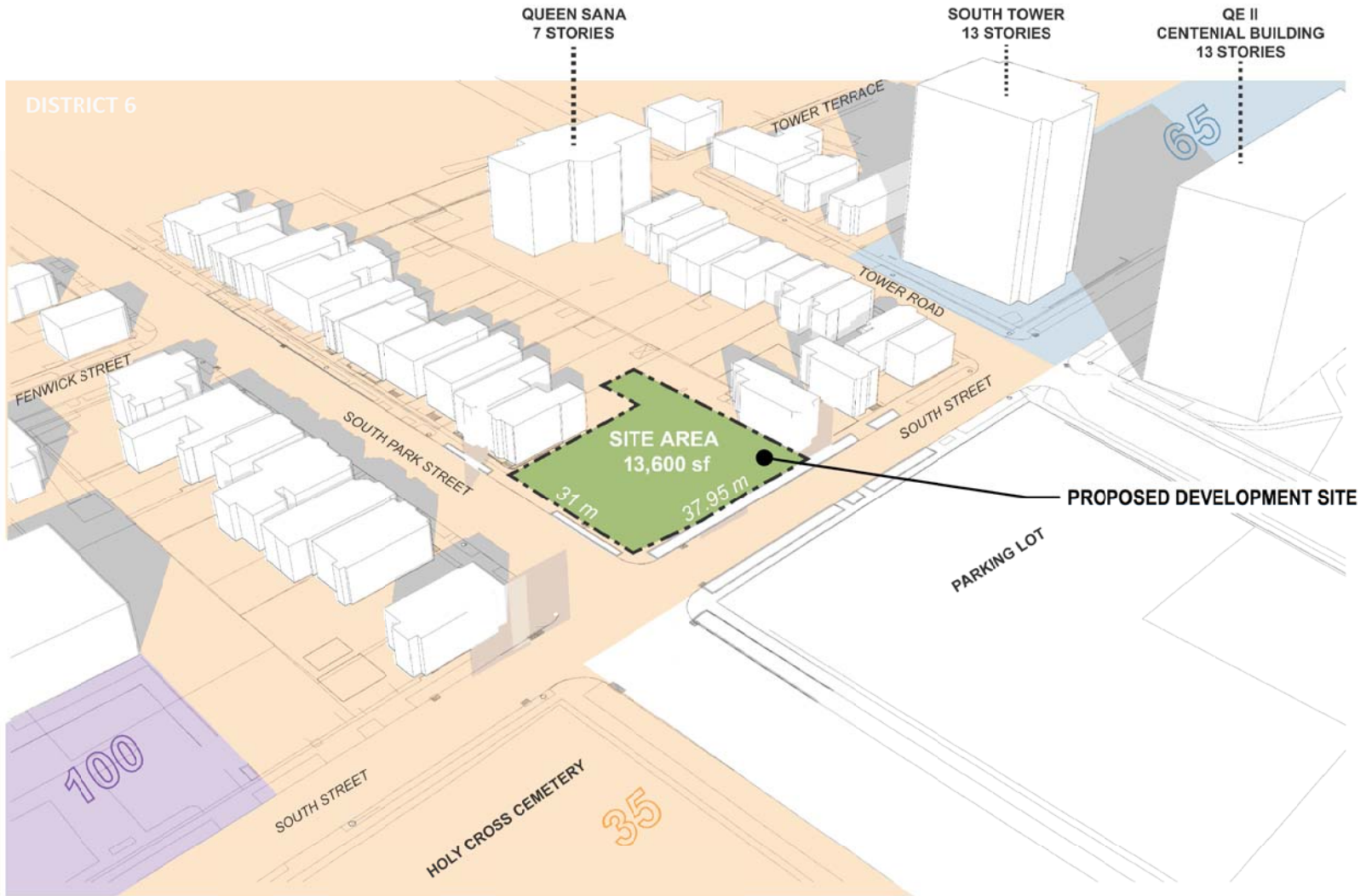
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Jun 2017



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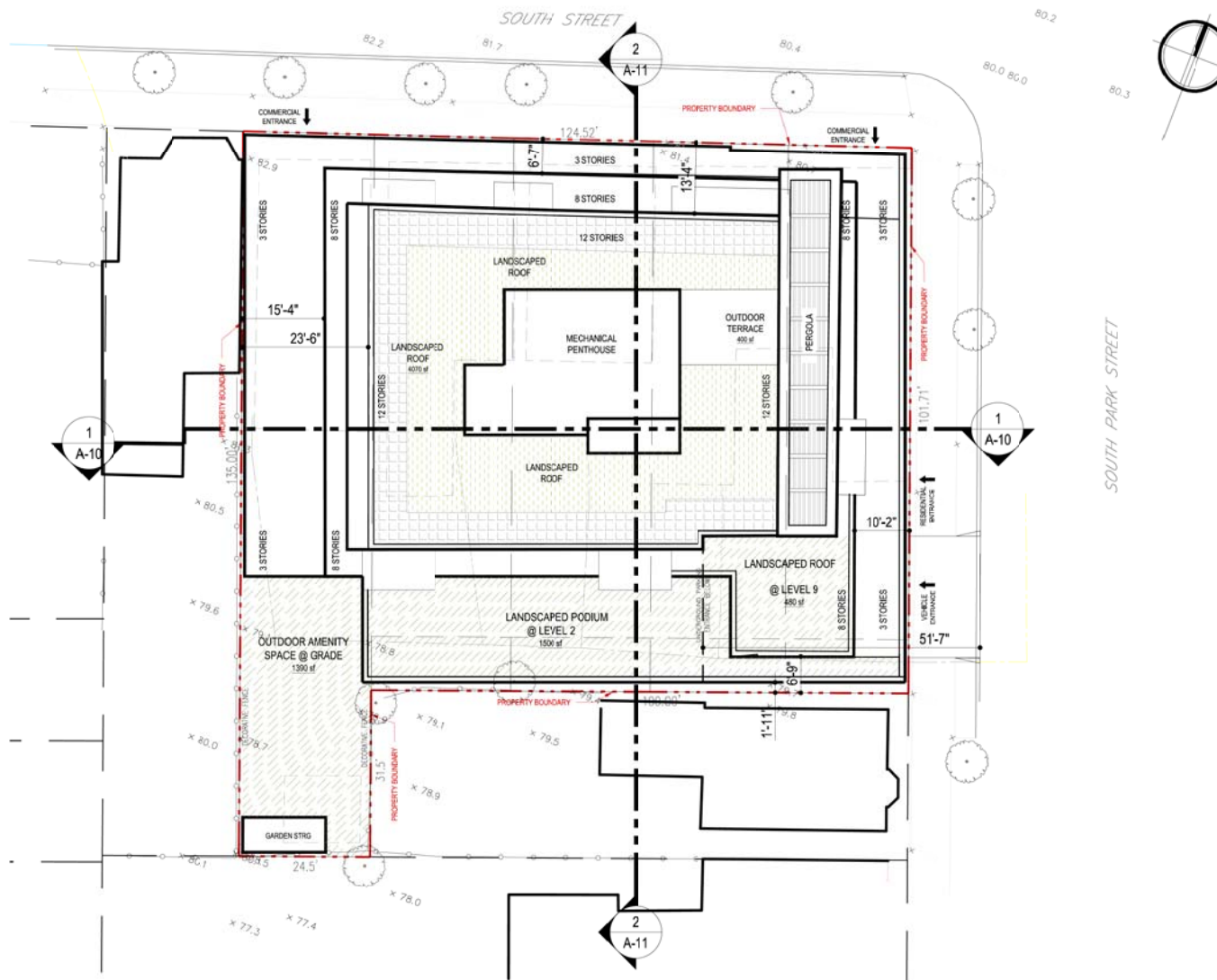
## RESIDENTIAL DEVELOPMENT

5706-5720 SOUTH ST, HALIFAX, NS

**A-1**

LOCATION DIAGRAM

May 2017



TOTAL SITE AREA  $\pm 13,600$  sf

FRONTAGES:

SOUTH ST 37.95 m  
SOUTH PARK ST 31 m

BUILDING FOOTPRINT  $\pm 11,900$  sf

LANDSCAPE SPACE REQUIRED = 1720 m<sup>2</sup>

LANDSCAPE SPACE PROVIDED = 691m<sup>2</sup>

AT GRADE 129 m<sup>2</sup>  
PODIUM 139 m<sup>2</sup>  
ROOF TOP 423 m<sup>2</sup>

CHART OF UNITS

LOCATION	UNITS TYPE				REMARKS
	BACHELOR	1 BR + D	1 BR	2 BR	
LEVEL 2 - 3	1	5	5		
	1	5	5		
LEVEL 4 - 8	2	2	1	4	
	2	2	1	4	
	2	2	1	4	
	2	2	1	4	
	2	2	1	4	
	2	2	1	4	
LEVEL 9-12	1	1		4	
	1	1		4	
	1	1		4	
	1	1		4	
UNITS TOTAL	14	16	15	46	
91 UNITS					
COMMERCIAL SPACE	$\pm 6500$ sf				
PARKING	61 car				

## RESIDENTIAL DEVELOPMENT

5706-5720 SOUTH ST, HALIFAX, NS

A-2

SITE PLAN

Details, specifications, terms and conditions are subject to change without notice.  
Actual suite area may vary from that shown on floorplan - to be determined by final survey.  
SCALE 1"=250'-0"  
May 2017



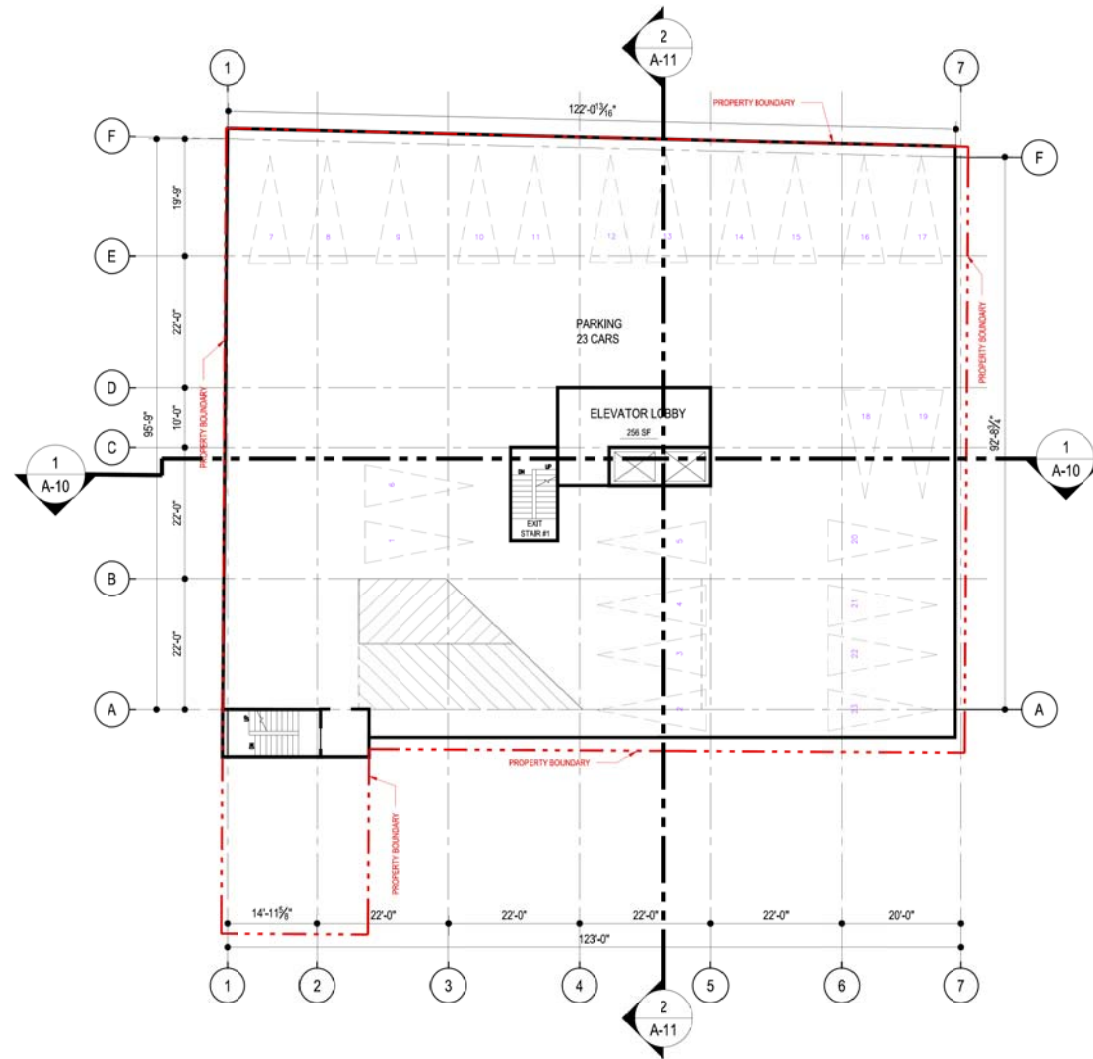
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## RESIDENTIAL DEVELOPMENT

5706-5720 SOUTH ST, HALIFAX, NS

**A-3**

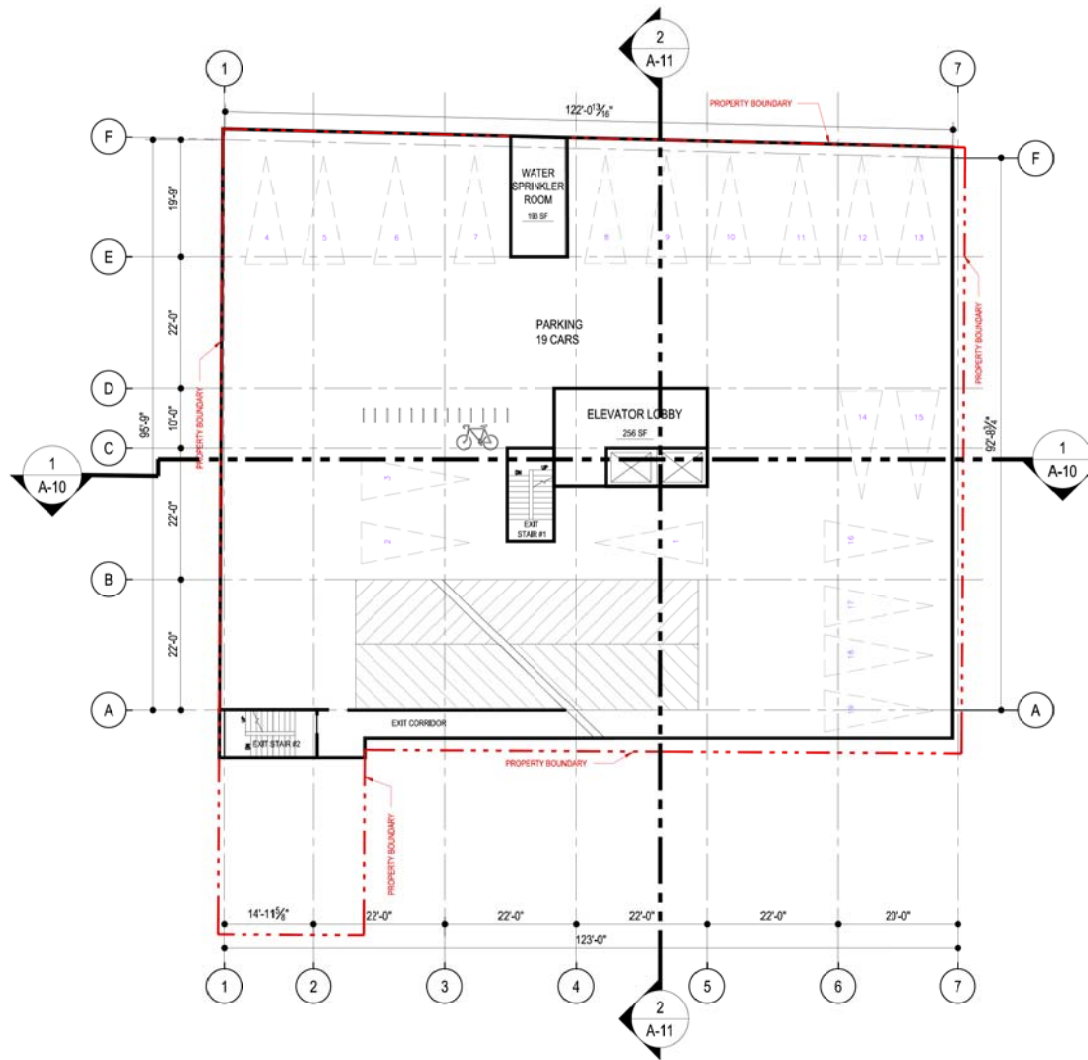
FLOOR PLAN PARKING\_P3

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May 2017



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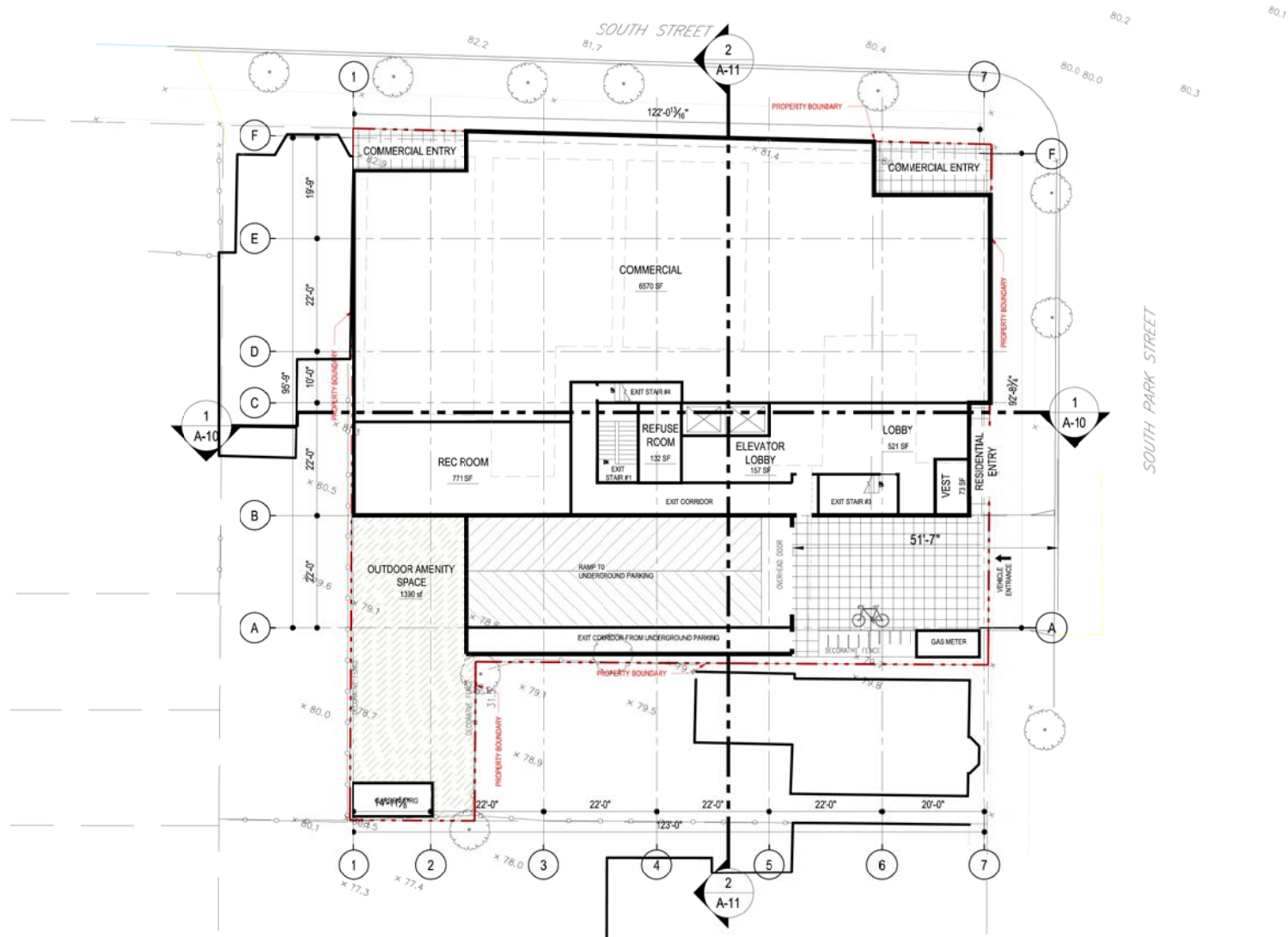
## RESIDENTIAL DEVELOPMENT

5706-5720 SOUTH ST, HALIFAX, NS

**A-4**

FLOOR PLAN PARKING\_P1-P2

Details, specifications, terms and conditions are subject to change without notice.  
Actual suite area may vary from that shown on floorplan - to be determined by final survey.  
SCALE 1"=250'-0"  
May 2017



## RESIDENTIAL DEVELOPMENT

5706-5720 SOUTH ST, HALIFAX, NS

A-5

GROUND FLOOR PLAN

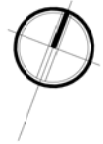
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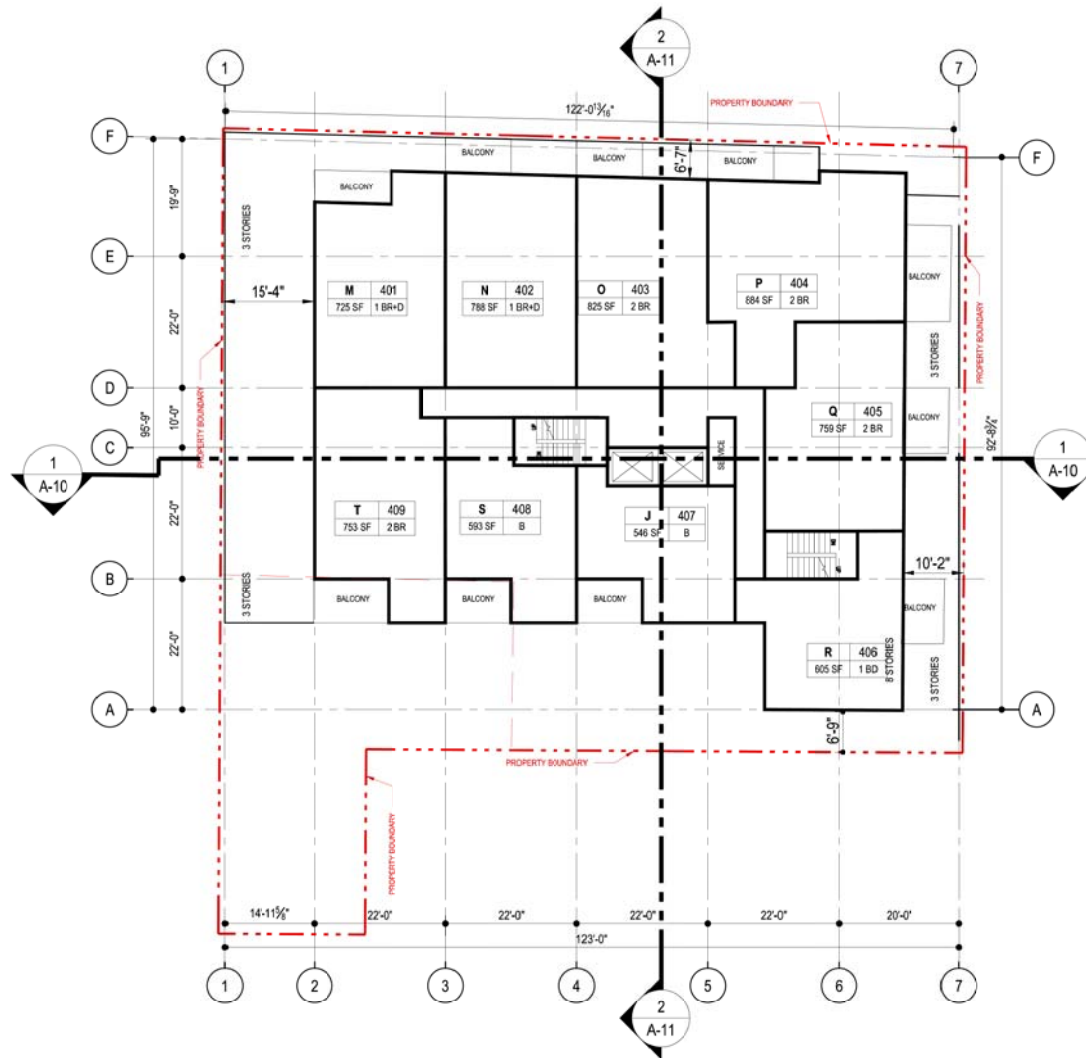


LOCATION	UNITS TYPE			REMARKS	
	BACHELOR	1 BR + D	1 BR 2 BR		
LEVEL 2 - 3		1	5	5	
		1	5	5	
UNITS TOTAL		2	10	10	
	22 UNITS				

## A-6

Details, specifications, terms and conditions are subject to change without notice.  
Actual suite area may vary from that shown on floorplan - to be determined by final survey.

SCALE 1"=250'-0"  
May 2017



# CHART OF UNITS

LOCATION	UNITS TYPE				REMARKS
	BACHELOR	1 BR + D	1 BR	2 BR	
LEVEL 4 - 8	2	2	1	4	
	2	2	1	4	
	2	2	1	4	
	2	2	1	4	
	2	2	1	4	
UNITS TOTAL	10	10	5	20	
45 UNITS					

## RESIDENTIAL DEVELOPMENT

5706-5720 SOUTH ST, HALIFAX, NS

A-7

TYPICAL FLOOR PLAN\_LEVEL 4 - 8

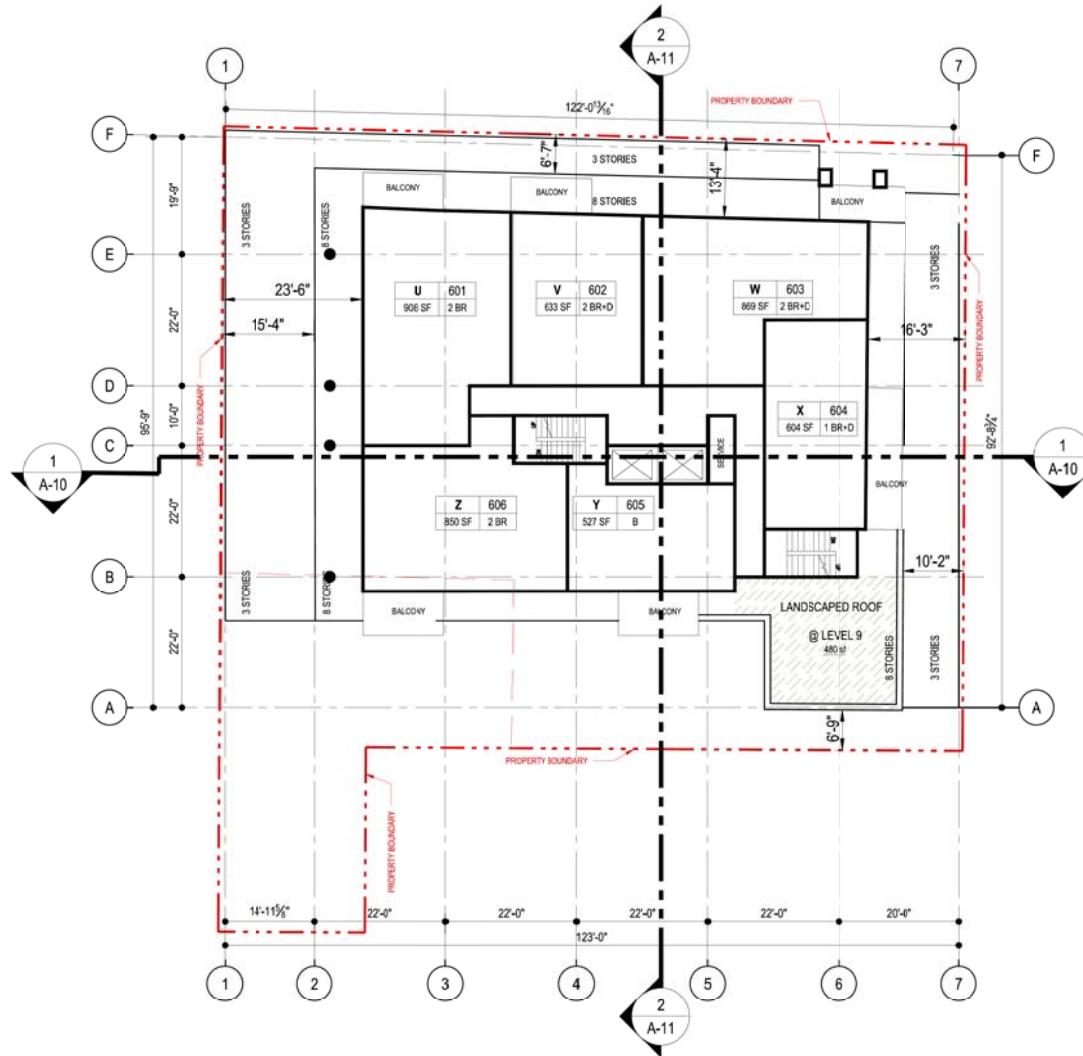
Details, specifications, terms and conditions are subject to change without notice.  
Actual suite area may vary from that shown on floorplan - to be determined by final survey.  
SCALE 1"=250'-0"  
May 2017



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# CHART OF UNITS

LOCATION	UNITS TYPE			REMARKS
	BACHELOR	1 BR + D	1 BR 2 BR	
LEVEL 9-12	1	1	4	
	1	1	4	
	1	1	4	
	1	1	4	
UNITS TOTAL	4	4	16	
24 UNITS				

## RESIDENTIAL DEVELOPMENT

5706-5720 SOUTH ST, HALIFAX, NS

A-8

TYPICAL FLOOR PLAN\_LEVEL 9-12

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Actual suite area may vary from that shown on floorplan - to be determined by final survey.  
SCALE 1"=250'-0"  
May 2017



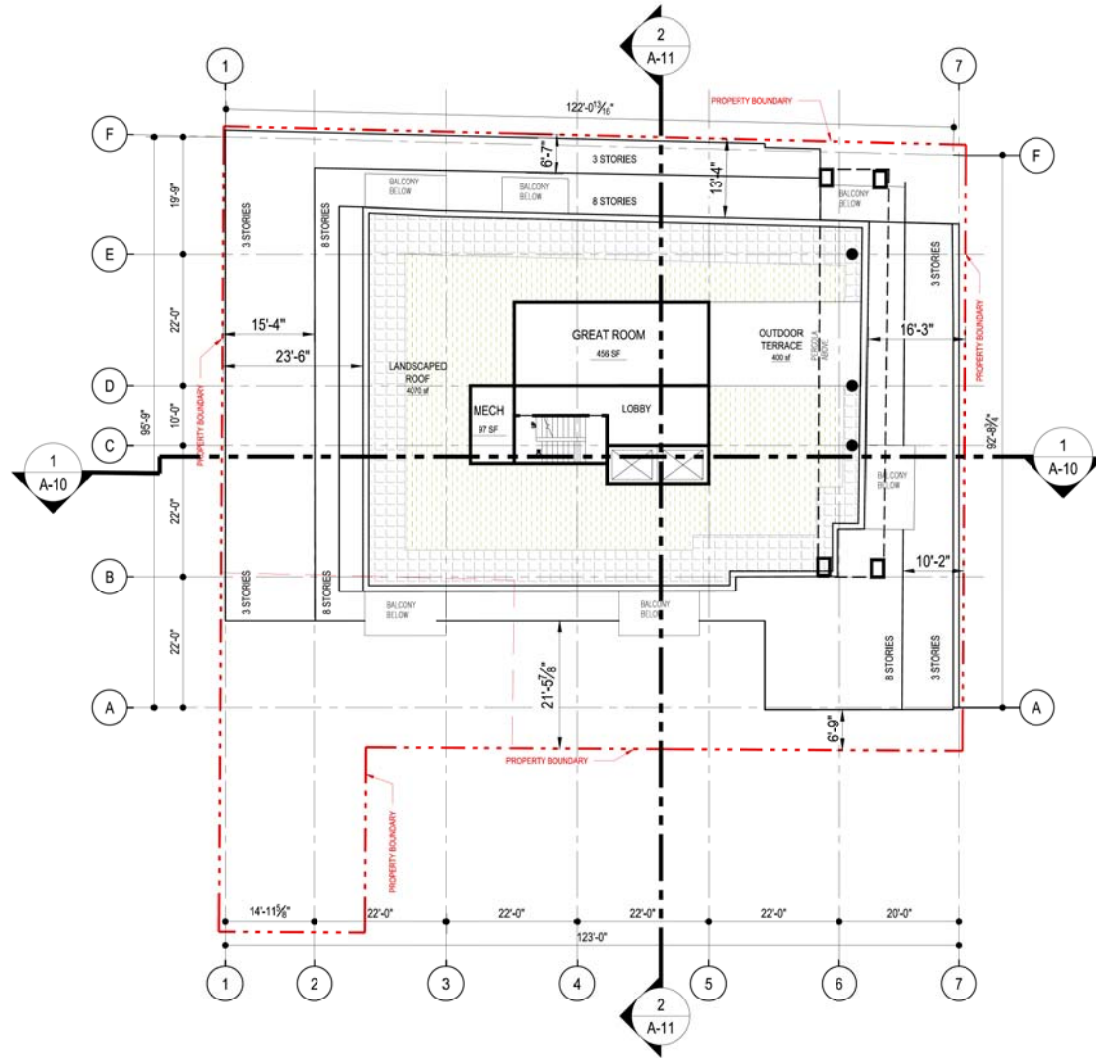
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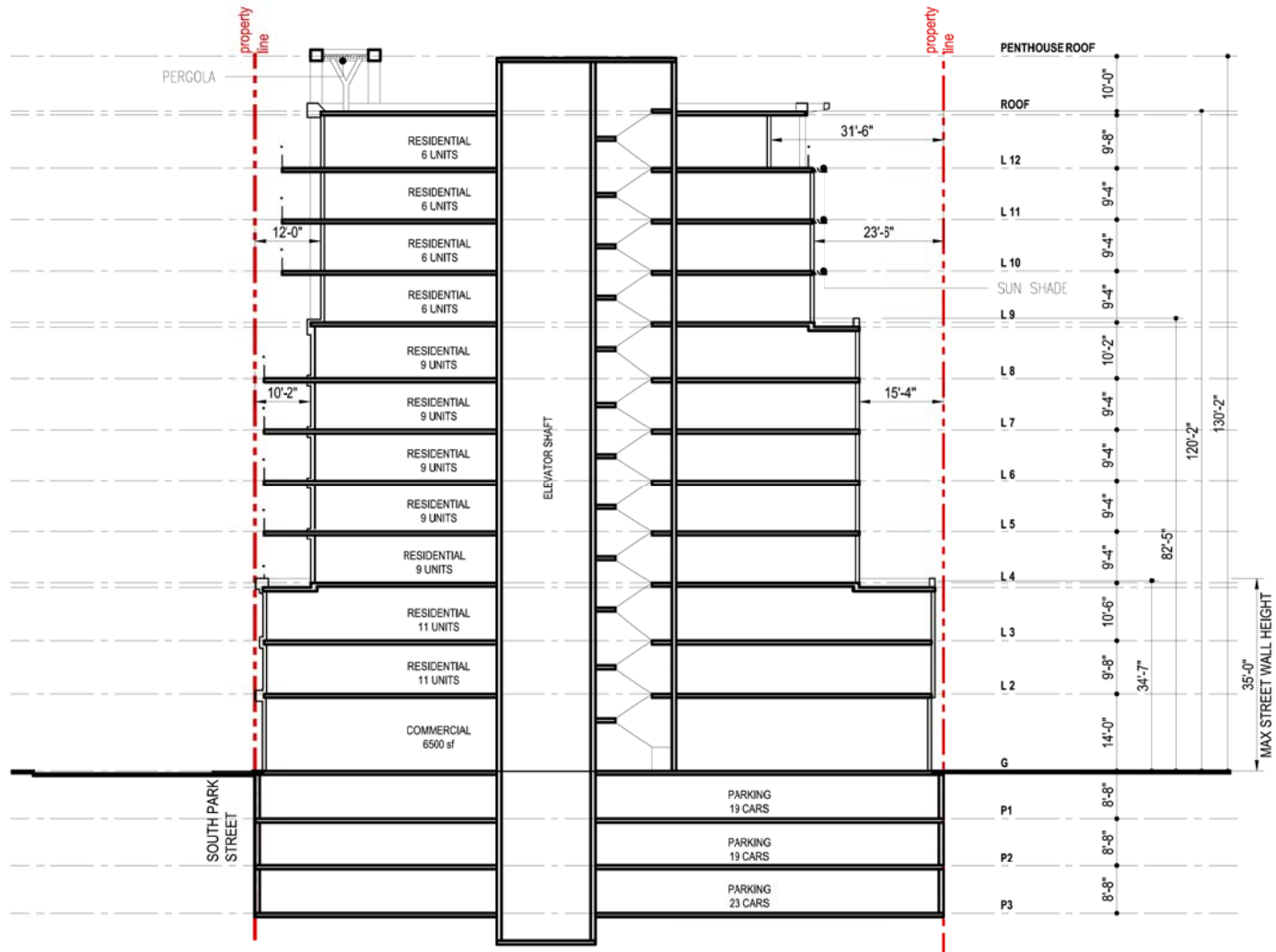
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5706-5720 SOUTH ST, HALIFAX, NS

**A-9**

FLOOR PLAN\_PENTHOUSE

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SCALE 1"=250'-0"  
May 2017



## RESIDENTIAL DEVELOPMENT

5706-5720 SOUTH ST, HALIFAX, NS

A-10

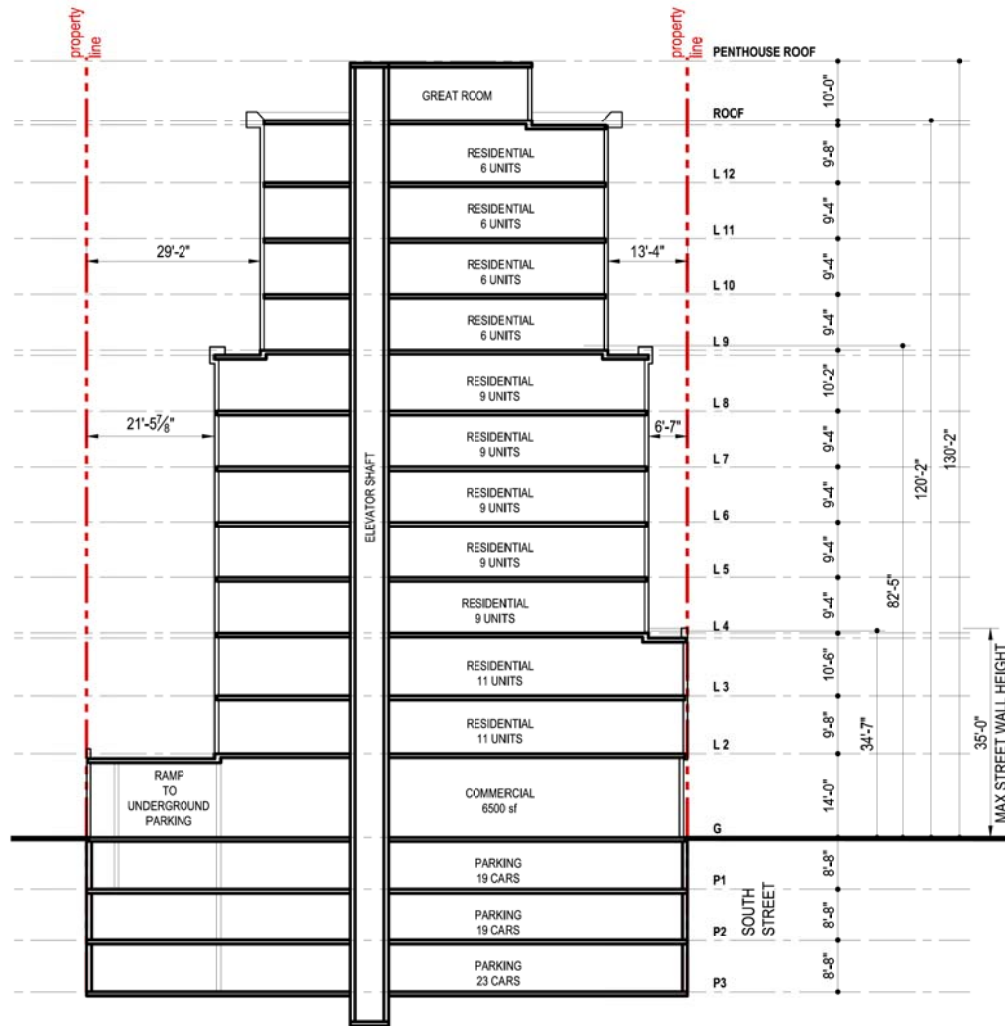
BUILDING SECTION 1-1



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## RESIDENTIAL DEVELOPMENT

5706-5720 SOUTH ST, HALIFAX, NS

A-11

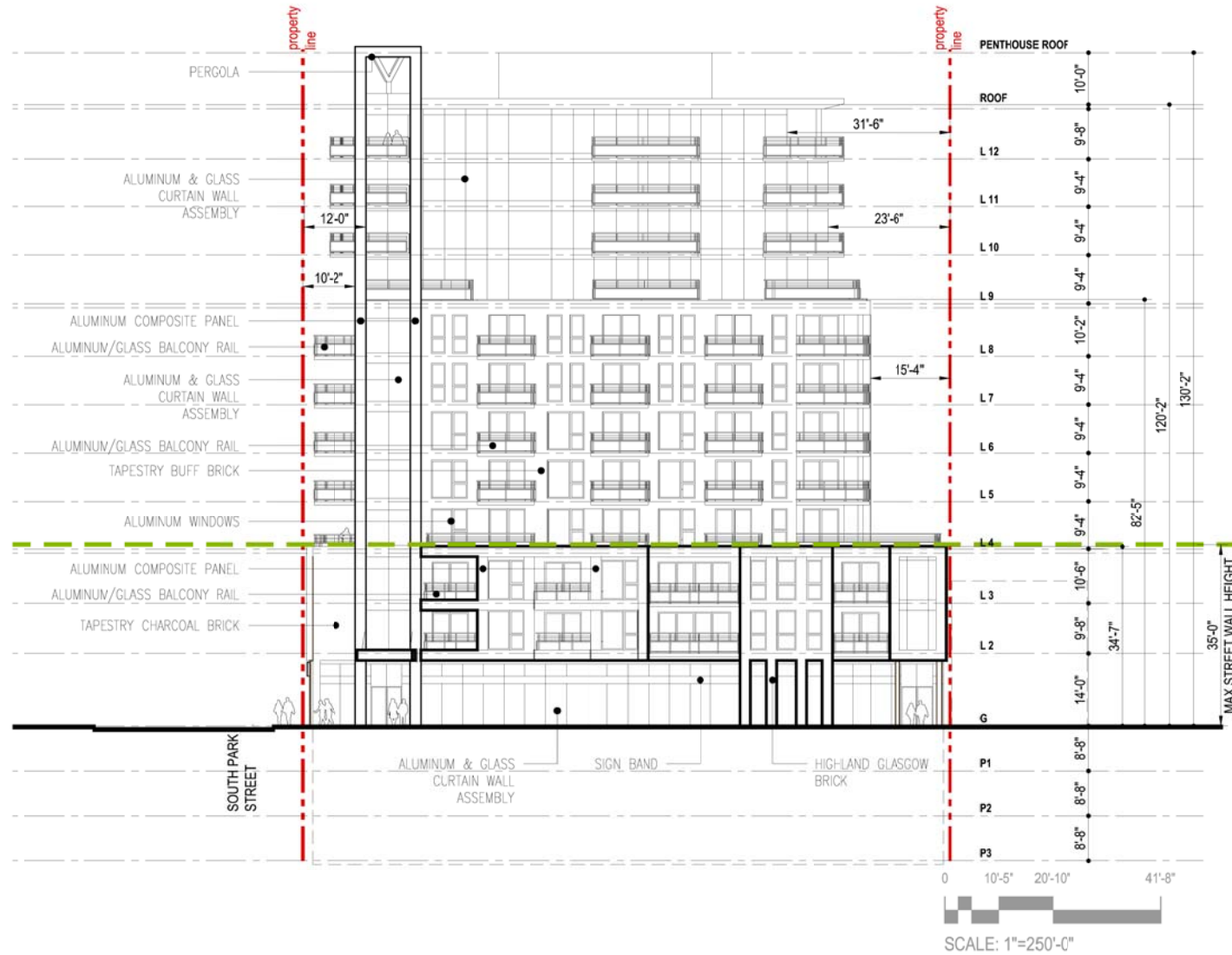
BUILDING SECTION 2-2



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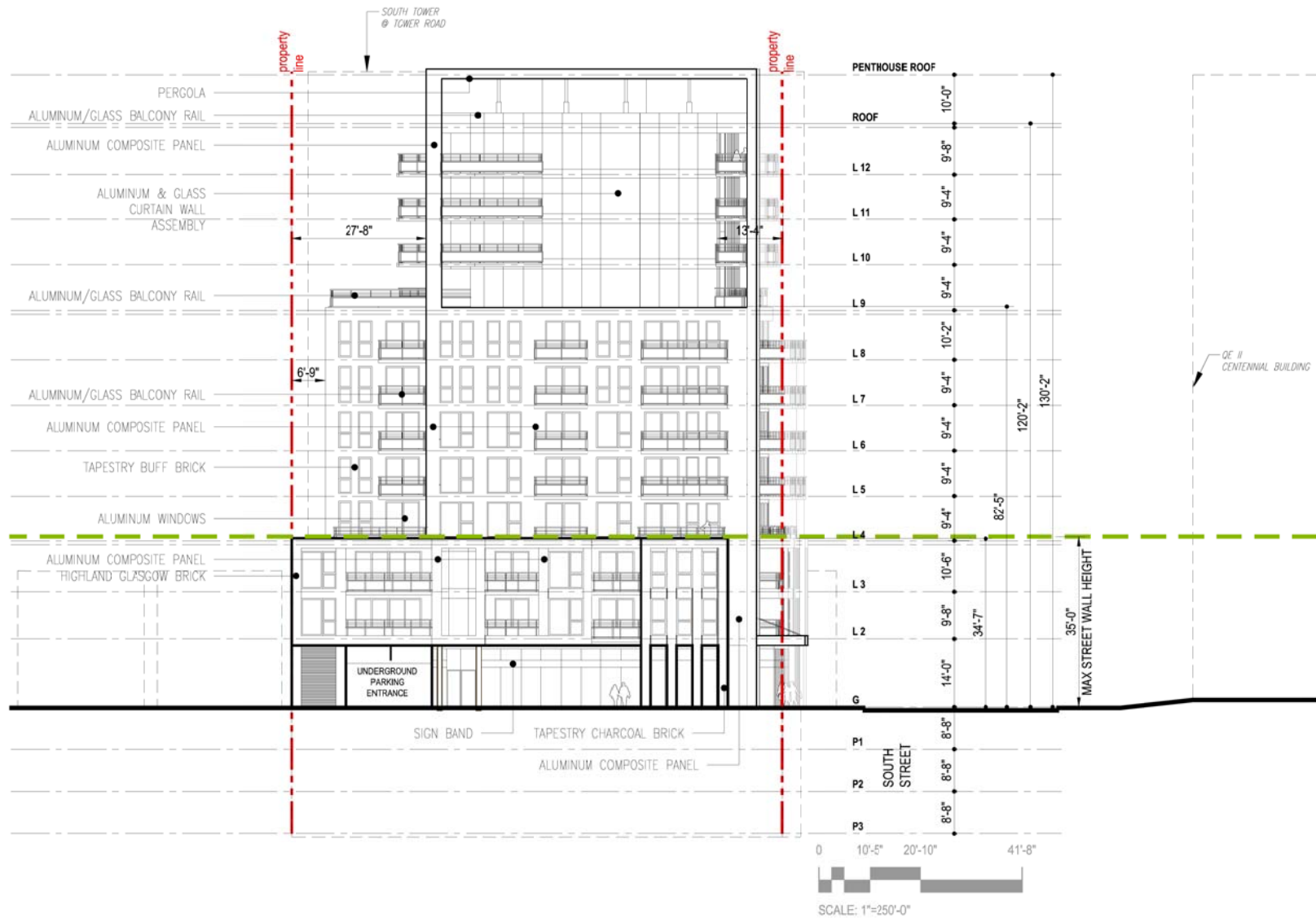
## RESIDENTIAL DEVELOPMENT

5706-5720 SOUTH ST, HALIFAX, NS

**A-12**

NORTH ELEVATION

May 2017



# RESIDENTIAL DEVELOPMENT

5706-5720 SOUTH ST, HALIFAX, NS

A-13

EAST ELEVATION

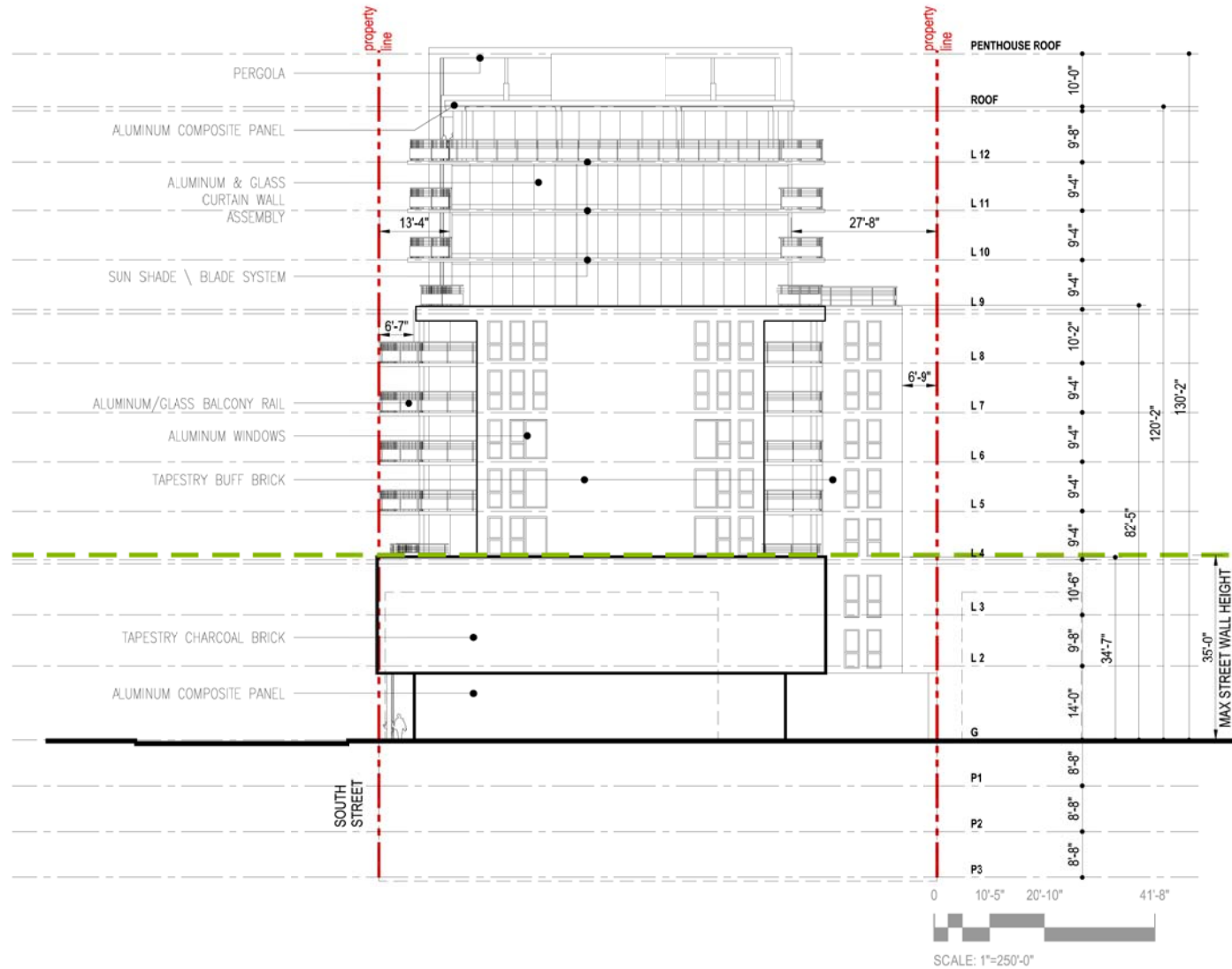


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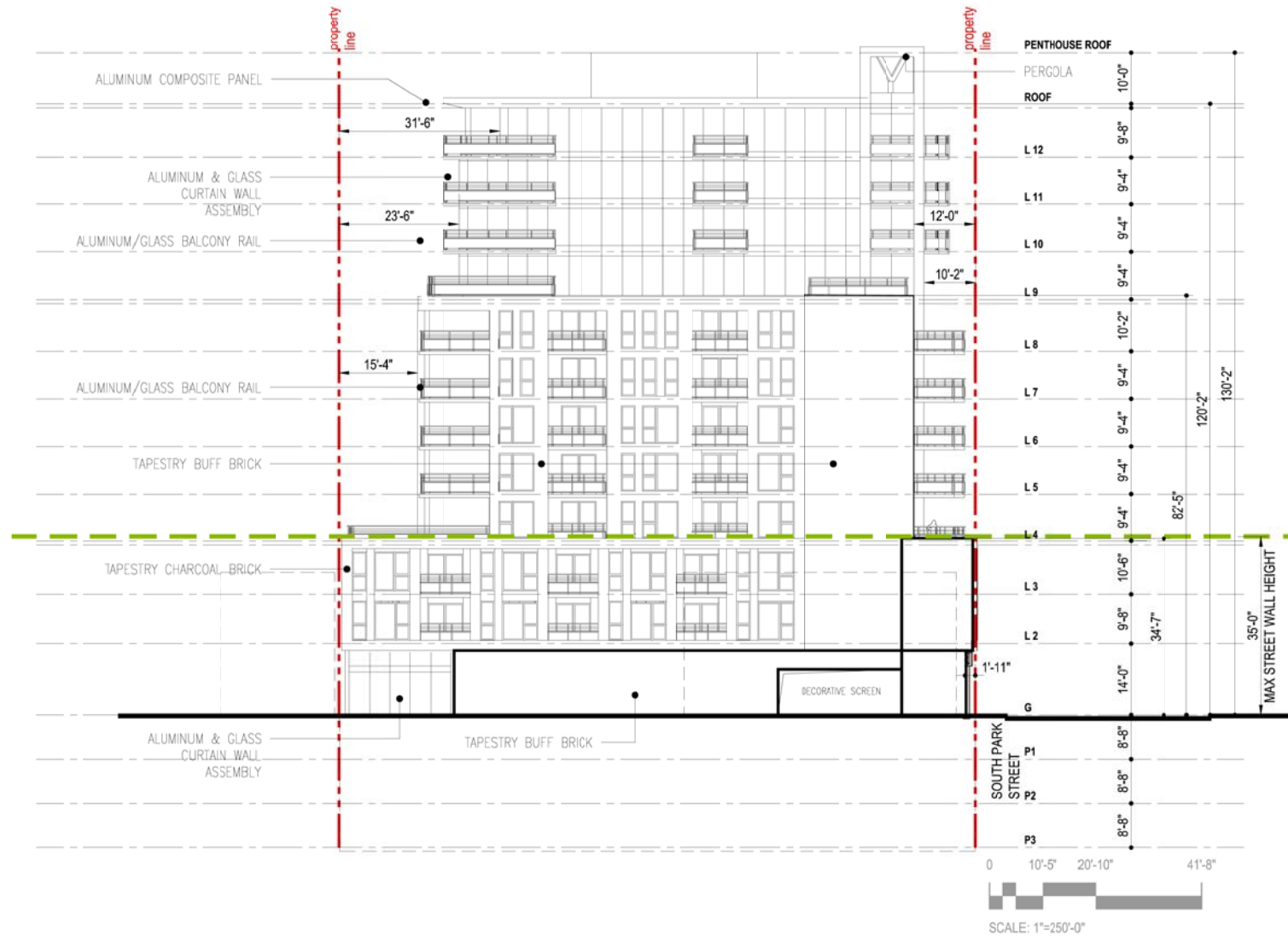
## RESIDENTIAL DEVELOPMENT

5706-5720 SOUTH ST, HALIFAX, NS

**A-14**

WEST ELEVATION

May 2017



## RESIDENTIAL DEVELOPMENT

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A-15

SOUTH ELEVATION



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## RESIDENTIAL DEVELOPMENT

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**A-16**

INTERSECTION VIEW

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## RESIDENTIAL DEVELOPMENT

5706-5720 SOUTH ST, HALIFAX, NS

**A-17**

SOUTH ST. VIEW

May 2017





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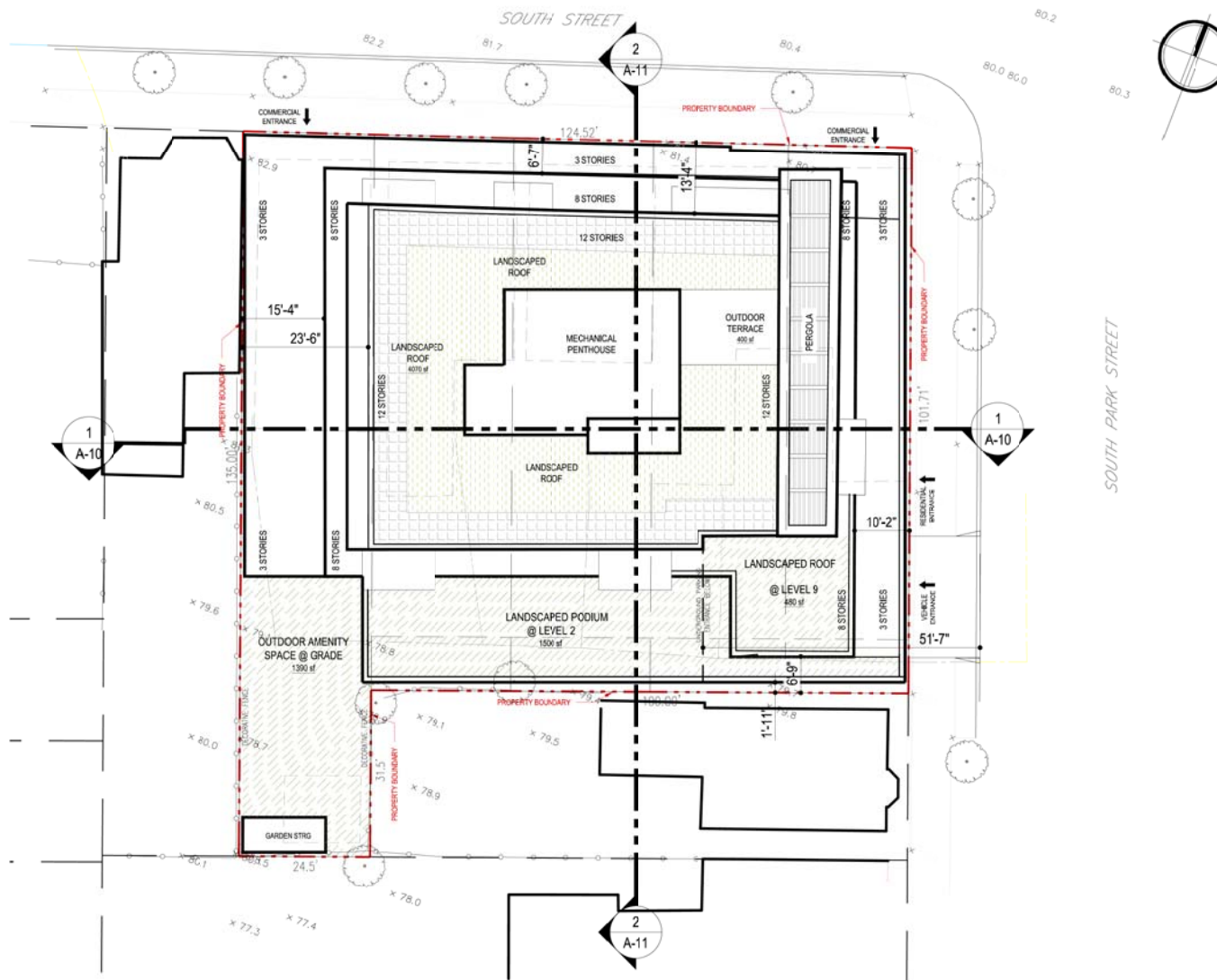
## RESIDENTIAL DEVELOPMENT

5706-5720 SOUTH ST, HALIFAX, NS

**A-18**

SOUTH PARK ST. VIEW

May 2017



TOTAL SITE AREA  $\pm 13,600$  sf

FRONTAGES:

SOUTH ST 37.95 m  
SOUTH PARK ST 31 m

BUILDING FOOTPRINT  $\pm 11,900$  sf

LANDSCAPE SPACE REQUIRED = 1720 m<sup>2</sup>

LANDSCAPE SPACE PROVIDED = 691m<sup>2</sup>

AT GRADE 129 m<sup>2</sup>  
PODIUM 139 m<sup>2</sup>  
ROOF TOP 423 m<sup>2</sup>

CHART OF UNITS

LOCATION	UNITS TYPE				REMARKS
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	2	2	1	4	
	2	2	1	4	
	2	2	1	4	
	2	2	1	4	
	2	2	1	4	
LEVEL 9-12	1	1		4	
	1	1		4	
	1	1		4	
	1	1		4	
UNITS TOTAL	14	16	15	46	
91 UNITS					
COMMERCIAL SPACE	$\pm 6500$ sf				
PARKING	61 car				

## RESIDENTIAL DEVELOPMENT

5706-5720 SOUTH ST, HALIFAX, NS

A-2

SITE PLAN

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SCALE 1"=250'-0"  
May 2017



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## **DESIGN RATIONALE**

PROJECT: **"South @ South Park Street"**

PROJECT #: **1522**

Eldorado Properties have assembled a parcel of lands on the southwest corner of the intersection of South and South Park streets in downtown Halifax. This corner is a prominent intersection of two principal streets in the Peninsula South district, located immediately adjacent to the hospital precinct, within walking distance of downtown to the east, and to university campuses to the south and west. We believe the site is well suited to high density development. The property was purchased with the intention to apply for a development agreement with the municipality for a project incorporating 80 to 90 spacious high quality residential suites. Given the significant frontage on two principal streets and the walkability of the particular location, we believe this site can appropriately accommodate this intensity of development.

Working with our Architects, we have explored multiple design options with a variable number of stories and have concluded that in order to build the quality project that we believe would be appropriate for that corner, a 12-storey format incorporating a prominent streetwall mass with upper floor setbacks is a reasonable configuration for the project.

The intersection of South and South Park street is a high traffic corner. It is located in the center of the existing high density residential precinct that abuts the institutional district in the centre of Peninsula Halifax. South Street.

Existing HDR uses within a 2 blocks radius include Fenwick tower (33 stories and another approved to be built on an adjacent site at 10 stories). The St. James (10 stories), South Tower (12 stories), Wellington South (9 stories), the Kingsbury (9 stories), Queen Sana (8 stories), South Park Towers (8 stories). The Park Victoria Hospital, the existing hospital directly across the street. Within a 3 block radius, high density residential buildings include The Park Victoria (21 stories), The Trillium (at 19 stories), and The Somerset (12 stories) just to name a few.

We believe that 12 stories would be an appropriate height for a new development on this site. We understand and respect that many of the previous mentioned buildings were constructed under dated planning strategies however they now exist. We should strive to work within the given environment to carry out respectable and responsible development that respects the old as well.

Prominent corners throughout the city should be "punctuated" with taller structures. This corner punctuation frames future mid block development with the opportunity to avoid the creation of long "walls" of uniform height and to better integrate with the existing low rise neighborhoods. This creates an opportunity to better manage wind impacts and sunlight penetration, while bringing variety and delight to the pedestrian experience.

There is considerable permanent open space in close proximity to the site to support this high density precinct. Immediately across the intersection is the Holy Cross Cemetery. Within a 5 minute walk are Victoria Park, the Public Gardens, the Citadel Hill district and the Gorsebrook lands. Within a 20 minute walk are the Halifax Commons, the Waterfront District and Point Pleasant Park.

Currently our target market consists of a very diverse tenant base. In this downtown location we expect to focus on retirees, young working professionals, graduate students, and a few young families. We aim to provide for a high quality of life in a city environment with an abundance of amenities within a few steps of their front door. In order to achieve the highest level of design and build quality that this property deserves we have to be able to generate a level of income that we feel is only possible from the proposed design. We believe this plan accounts for the appropriate cost in the development of this site. Our aim to set new standards throughout the city for how development is carried out.

Our vision includes ground floor retail space, with 91 luxury apartments above and three levels of underground parking. The roof is to be used to provide amenity space for the residents. The building form presents as a strong three storey streetwall mass addressing the sidewalk with the upper residential floors stepped back above. The three storey streetwall height responds to the height of the adjacent low rise structures along both frontages.

Two setbacks are incorporated in the residential floors above the streetwall. Floors 4-8 are set back from the streetwall. An additional set back is introduced for floors 9 to 12. These setbacks serve to break the surface of the upper floors, allowing for better wind management, increased visual interest and increased skyview from street level. A vertical portal, placed at the intersection, marks the corner entrance and extends the full height of the building to enclose the rooftop pergola.

Exterior finish materials include a dark masonry on the streetwall mass, with midtone aluminum panels used for the middle floors and the portal element, giving way to a light aluminum and glass curtain wall on the upper floors. In this way, both the material density and coloring step back as the building form sets back.

In conclusion, we believe our twelve-storey model is a respectable and responsible development for this prominent corner, paying great compliments to both past and future development along South St as well as South Park St. We trust that our project can help to establish a precedent for future development in this South End downtown neighbourhood for years to come.

## ELDORADO PROPERTIES

js/dbg 12 June 2017





# **5706-5720 South Street Traffic Impact Statement**

June 2017

Prepared for  
Servant Dunbrack McKenzie & MacDonald Ltd

**JRL consulting**

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Prepared by

Jeff R. LeBlanc, P.Eng., PMP

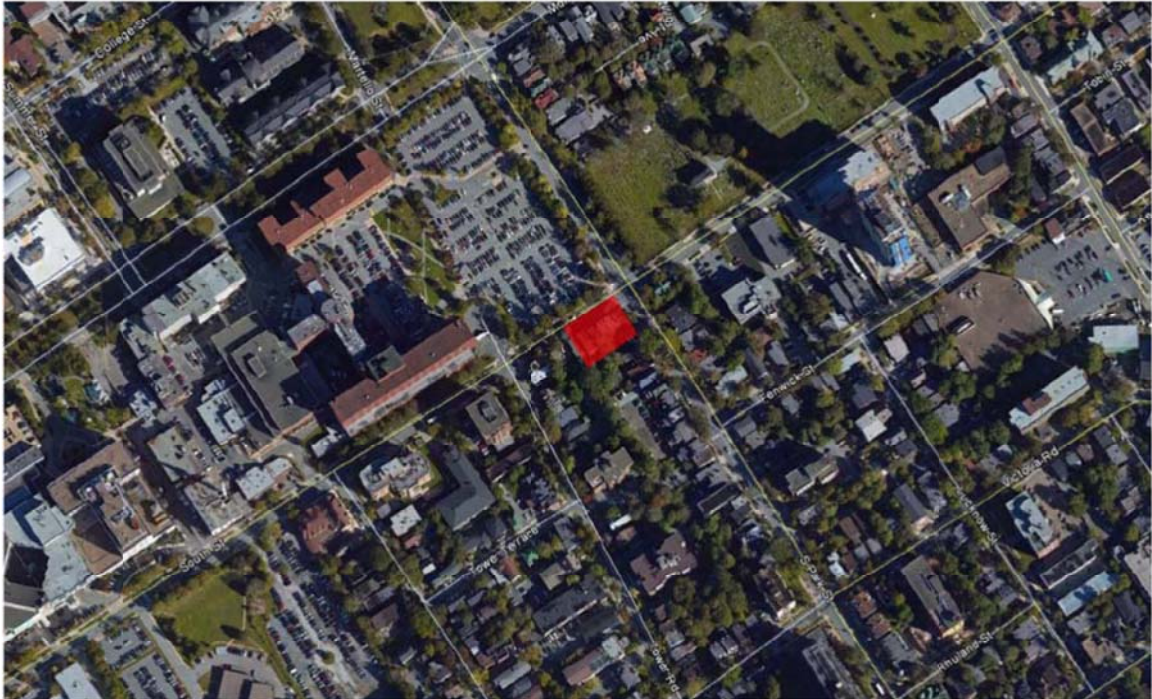


# 1 Introduction

## 1.1 Background

Servant Dunbrack McKenzie & MacDonald Ltd., on behalf of the owner, are working on a proposal to redevelop properties at 5706-5720 South Street in Halifax, Nova Scotia. Exhibit 1.1 shows the site in red in the context of the surrounding area.

Exhibit 1.1 – 5706-5720 South Street in Halifax, Nova Scotia



Source: Google Earth

The existing properties have a total of 5 multi-unit apartment buildings in an area that falls under Halifax Peninsula Land-Use By-Law as an R-3 zone. There are a total of 35 apartment units in these buildings:

5706 South Street	11 units
5710 South Street	11 units
5714 South Street	6 units
5718 South Street	3 units
5720 South Street	4 units

The proposed development will be a multi-use building with 6570 sqft of commercial space and 91 apartments along with 61 underground parking spaces.

Refer to the following Exhibits for a proposed site plan and proposed floor plans prepared by Servant Dunbrack McKenzie & MacDonald Ltd and Kassner Goodspeed Architects Ltd.









Exhibit 1.8 – 5706-5720 South Street Typical Floor Plan Level 9-12

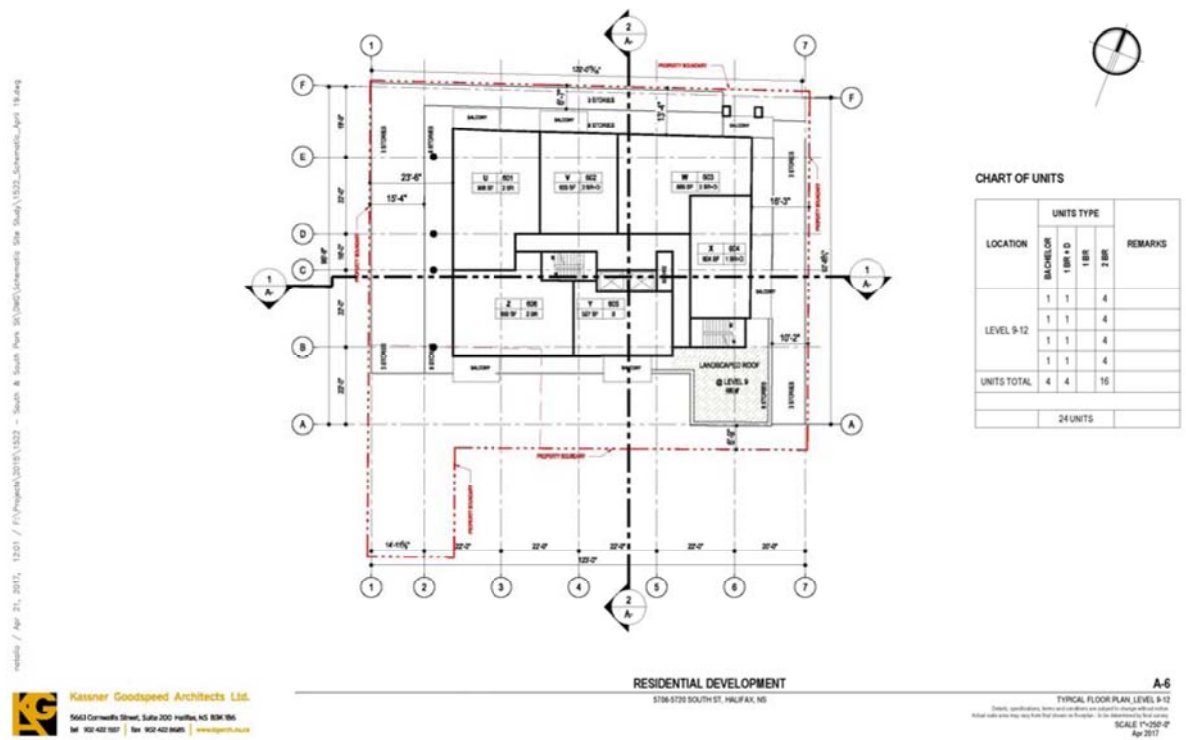


Exhibit 1.9 – 5706-5720 South Street Floor Plan Penthouse

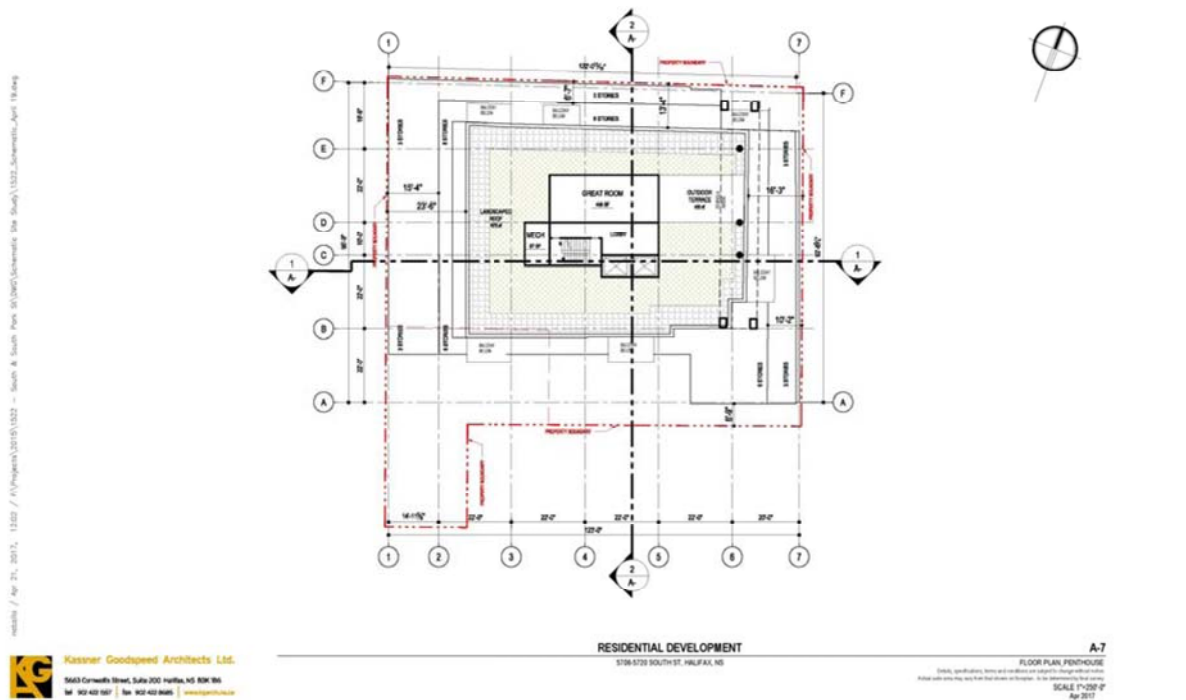


Exhibit 1.10 – 5706-5720 South Street Intersection View



Exhibit 1.12 – 5706-5720 South Street South Park View





Exhibit 1.11 – 5706-5720 South Street South Street View



Exhibit 1.13 – 5706-5720 South Street



JRL consulting inc. was retained by SDMM to prepare a Traffic Impact Statement (TIS) to assess the potential traffic impacts of the proposed redevelopment at 5706-5720 South Street in Halifax, Nova Scotia.

The purpose of a Traffic Impact Statement is to provide a high level overview of a proposed development including estimates of site-generated traffic along with an initial review of existing traffic counts in the general area of the proposed development. This information will form part of the initial application to HRM which will be reviewed by staff and council. We are pleased to submit this report which summarizes our findings and provides the information required by HRM for review.

## 2 Existing Traffic Conditions

### 2.1 Description

The principal routes affected by this development are South Street and South Park Street. Exhibit 2.1 summarizes HRM's Characteristics of Street Classes from HRM's Municipal Service Systems Design Guidelines.

Exhibit 2.1 - HRM Characteristics of Street Classes

Characteristic	Arterial Street	Major Collector	Minor Collector	Local Industrial	Local Street
1. Traffic Service Function	First Consideration	Traffic movement primary consideration, land access secondary consideration, some parking	Traffic movement of equal importance with land access, parking permitted	Traffic movement secondary consideration with land access primary consideration, parking permitted	Traffic movement secondary consideration with land access primary consideration, parking permitted
2. Land Access Function	Limited Access with no parking				
3. Range of design traffic average daily volume	More than 20,000	12,000 to 20,000 or more	Up to 12,000	Less than 3,000	Less than 3,000
4. Characteristics of traffic flow	Uninterrupted flow except at signals; w/ pedestrian overpass	Uninterrupted flow except at signals and crosswalks	Interrupted flow	Interrupted flow	Interrupted flow
5. Average running speed in off-peak conditions	50-70 km/hr	40-60 km/hr	30-50 km/hr	15-30 km/hr	15-30 km/hr
6. Vehicle types	All types	All types but trucks may be limited	All types with truck limitation	All types	Passenger and service vehicles, transit buses; large vehicles restricted
7. Connects to	Expressways, arterials, major collectors, minor collectors	Expressways, arterials, major collectors, minor collectors, some locals	Arterials, major collectors, minor collectors, locals	Some major collectors, minor collectors, locals	Some major collectors, minor collectors, locals

**South Park Street** is a major collector that runs from Sackville Street to Inglis Street in the south end of Halifax. It provides access to apartments, restaurants, hospitals, parks and many residential homes near the proposed development. There are concrete sidewalks built to HRM specifications on both sides of South Park Street. The posted speed limit is 50km/hr.

**South Street** is a major collector that runs from Hollis Street to the Northwest Arm in the south end of Halifax. It provides access to apartments, restaurants, hospitals, parks and many residential homes near the proposed development. There are concrete sidewalks built to HRM specifications on both sides of South Street. The posted speed limit is 50km/hr.

Refer to Exhibit 2.2 for photos of the Study Area 5706-5720 South Street.



Exhibit 2.2 – Study Area Photos



5706-5720 South Street



5706-5720 South Street



South Street at South Park Street looking east





South Street at South Park Street looking north



Hollis Street at Salter Street looking west



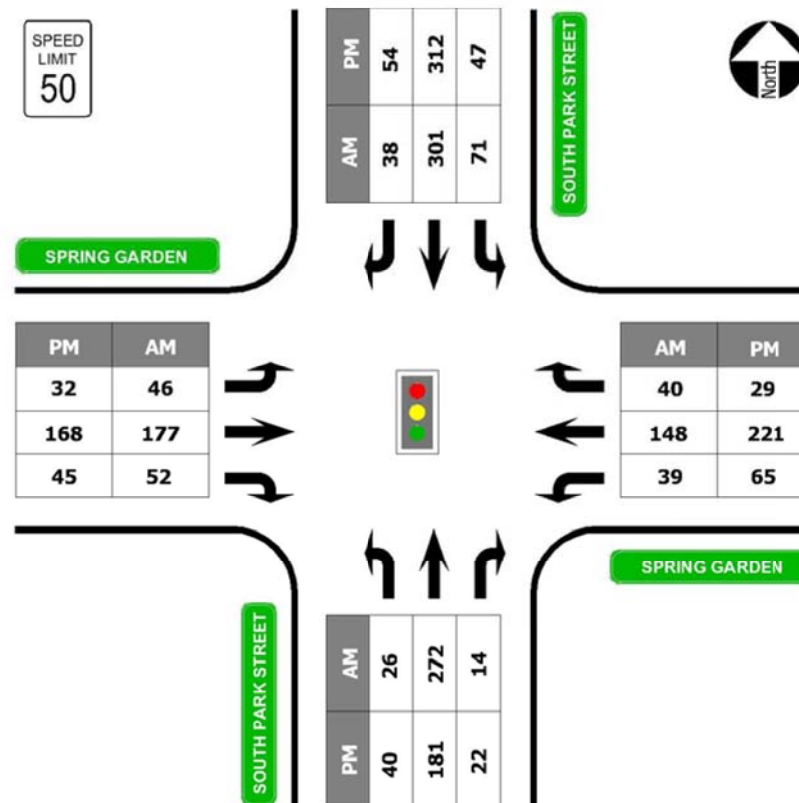
Hollis Street at Salter Street looking south

## 2.2 Existing Traffic Volumes

We completed a site review at 5706-5720 South Street.

We checked with HRM for recent counts at the South Park Street/South Park Street intersection but they didn't have any data for that intersection. HRM did complete manual traffic counts in May 2015 at the signalized Spring Garden Road at South Park Street intersection which is located approximately 500 meters north of the proposed development as summarized in Exhibit 2.3.

Exhibit 2.3 – Spring Garden Road at South Park Street Existing Traffic 2015



## 2.3 Trip Distribution

HRM counts at the Spring Garden Road/South Park Street intersection provide an indication of trip distribution which may apply near the proposed development located to the south at South Park Street/South Street. With multiple route options for residents living in the area we do expect traffic volumes on South Park Street and South Street to be relatively balanced though we do expect more traffic heading north in the morning to work and other destinations.

## 2.4 Transit and Pedestrians

The study area is well serviced by Metro Transit through major transit routes 10, 14, 17 and 18 as shown in Exhibits 2.4 through 2.7. There are concrete sidewalks on both sides of South Park Street and South Street near the proposed development and the area is pedestrian friendly including a marked RA-5 crosswalk on South Park Street at Fenwick Street.



Exhibit 2.4 – Halifax Transit Route 10 Dalhousie Map

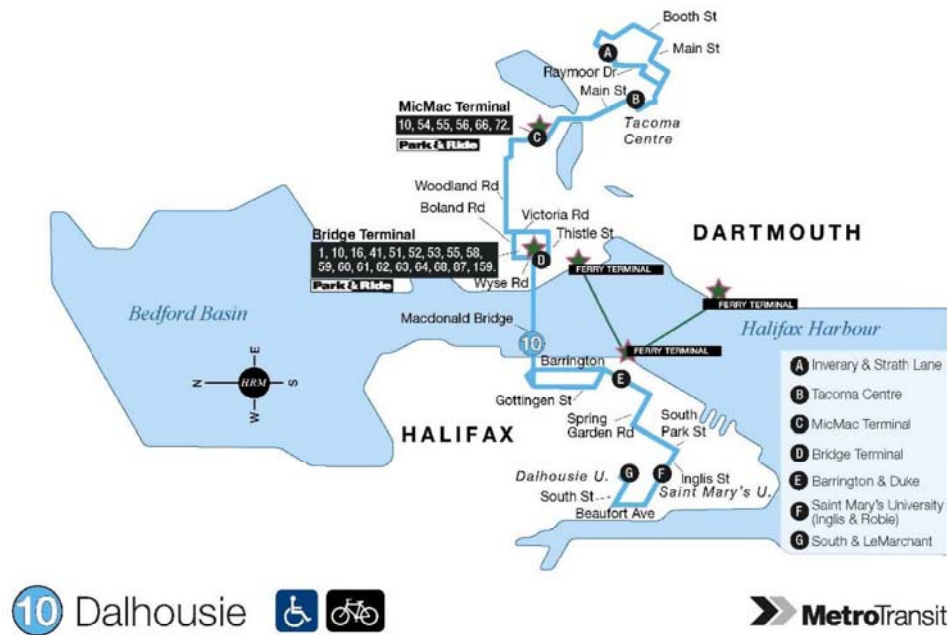


Exhibit 2.5 – Halifax Transit Route 14 Leiblin Park Map



Exhibit 2.6 – Halifax Transit Route 17 Saint Mary's Map



**17** Saint Mary's  

 **MetroTransit**

Exhibit 2.7 – Halifax Transit Route 18 Universities Map



**18** Universities  

 **MetroTransit**



### 3 Site Generated Traffic

#### 3.1 Trip Generation

The existing 5 multi-unit apartment buildings that have a total of 35 apartment units. The proposed development will be a multi-use building with 6,570 sqft of commercial space and 91 apartments along with 61 underground parking spaces.

We assessed the theoretical net increase in traffic that will be generated by the proposed redevelopment by estimating trips generated today by the existing development.

We completed trip generation estimates using equations provided in Institute for Transportation Engineer's Trip Generation Manual Ninth Edition. We used the following ITE Land Use Codes to assess site generated trips:

- ITE Land Use 220 Apartment

*"Apartments are rental dwelling units that are located within the same building with at least three other dwelling units, for examples quadraplexes and all types of apartment buildings."* The unit of measurement for average vehicle trip ends is dwelling units.

- ITE Land Use 826 Specialty Retail Center

*"Specialty retail centers are generally small strip shopping centers that contain a variety of retail shops and specialize in quality apparel, hard goods and services, such as real estate offices, dance studios, florist and small restaurants."* The unit of measurement for average vehicle trip ends is 1,000 Square Feet Gross Floor Area.

Exhibit 3.1 – Existing Estimated Site Generated Traffic Volumes at 5706-5720 South Street

LAND USE	QUANTITY	AM PEAK			PM PEAK		
		TOTAL	ENTER	EXIT	TOTAL	ENTER	EXIT
Apartments	35	21	20%	80%	37	65%	35%
			4	17		24	13
TOTAL		21	3	17	37	24	13

Exhibit 3.2 – Future Estimated Site Generated Traffic Volumes at 5706-5720 South Street

LAND USE	QUANTITY	AM PEAK			PM PEAK		
		TOTAL	ENTER	EXIT	TOTAL	ENTER	EXIT
Apartments	91	48	20%	80%	68	65%	35%
			10	39		44	24
Specialty Retail Center	6,570 sqft	45	48%	52%	33	56%	44%
			22	23		18	15
TOTAL		93	31	62	101	62	38

The addition of 56 residential units at this location has the potential to reduce traffic entering the Halifax Peninsula in this urban infill scenario in the south end of Halifax which will promote use of transit and walking for its residents who work in the downtown core. This location may also attract tenants without vehicles as a result of its proximity to transit and other services within walking distance which could generate less traffic than estimated.

Based on our analysis above we estimate that the proposed redevelopment will generate more traffic than the existing land use on site. The potential estimated net variance in traffic by the proposed redevelopment at 5706-5720 South Street is summarized in Exhibit 3.3.

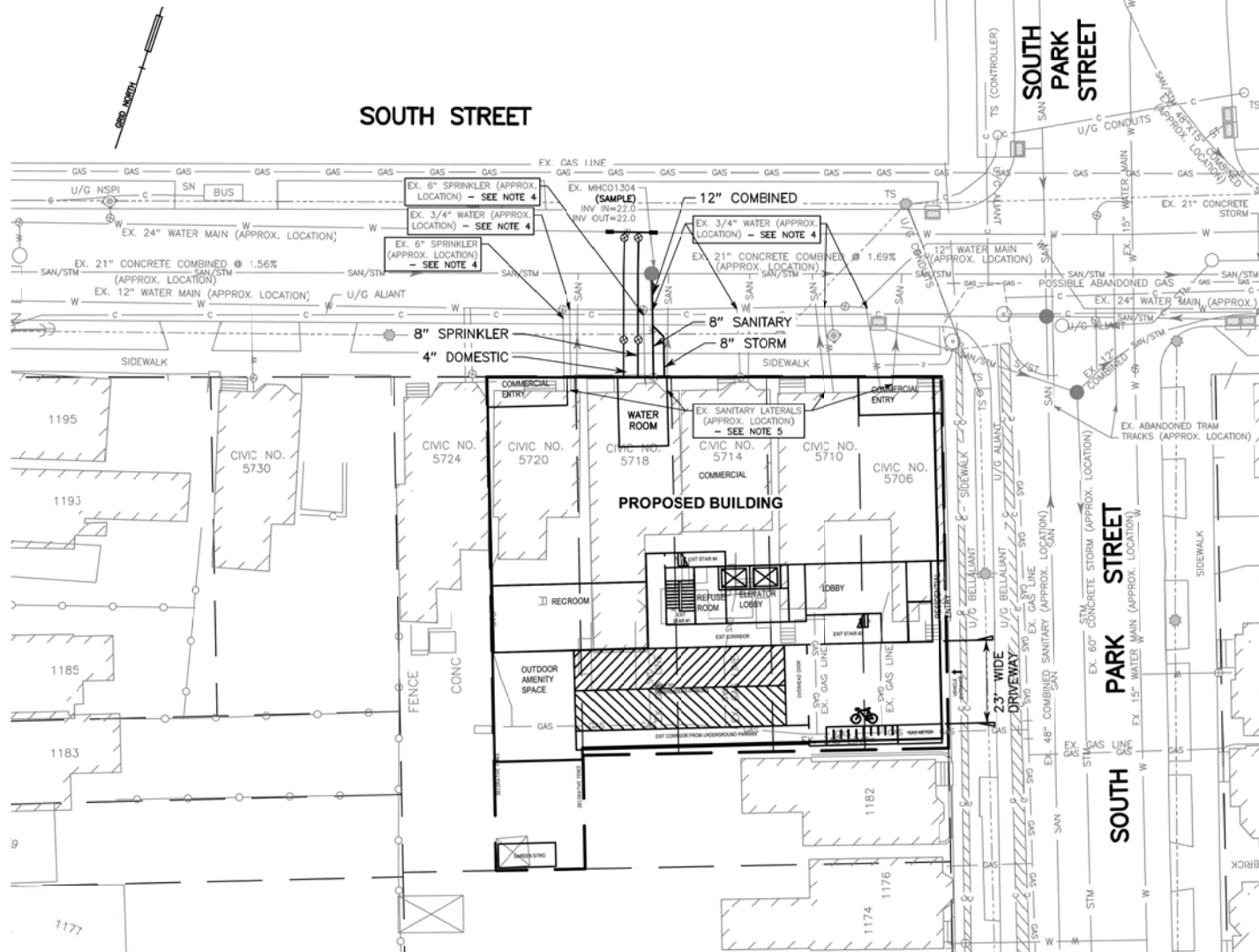
Exhibit 3.3 – Estimated Net New Future Traffic Volumes at 5706-5720 South Street

LAND USE	QUANTITY	AM PEAK			PM PEAK		
		TOTAL	ENTER	EXIT	TOTAL	ENTER	EXIT
TOTAL		72	27	45	64	38	25

## 4 Conclusions and Recommendations

- This Traffic Impact Statement has provided a high level overview of the proposed redevelopment of the of 5706-5720 South Street that will include 91 apartments and 6,750 sqft of commercial space
- It includes an estimate of existing site generated trips; total new site generated trips and an analysis of existing traffic volumes in the surrounding area.
- An urban infill development like this as proposed has the potential to generate significantly less traffic than ITE rates would estimate as we expect the proposed commercial portion to attract the majority of its customers from people who already live and work in the general area so these are not net new site generated trips.
- The residential component of the proposed redevelopment has potential to reduce traffic entering the peninsula if it attracts residents who currently live off the peninsula and work in this area. The close proximity to numerous key transit routes may reduce the estimated traffic generated by the apartment units as provided in this report.
- Based on ITE Trip Generation Rates, we estimate that the proposed redevelopment of 5706-5270 South Street will generate an additional 72 vehicle trips in the AM peak hour and an additional 64 vehicle trips in the PM peak hour after our analysis of the estimated trips generated by the existing buildings in comparison to the estimated future site generated traffic. These totals do not include an adjustment for pass-by-trips.
- Site generated traffic will most likely follow existing trip distribution patterns along South Park Street and South Street in the AM and PM peak hours.
- The site is located close to major transit links and in a pedestrian and bicycle friendly area so it fits well with HRM's Active Transportation Program that aims to help residents bike, walk and use other human power ways to move around the city.

# SOUTH STREET



## LEGEND

EXISTING		PROPOSED
	POWER POLE/LIGHT POLE	
	WATER MAIN/SERVICE	
	SANITARY MANHOLE & PIPE	
	STORM MANHOLE & PIPE	
	COMBINED SEWER	
	OVERHEAD WIRES	
	PROPERTY LINE/BOUNDARY	
	BUILDING	
	GAS LINE	
	TREE	

## NOTES

1. EXISTING WATER, STORM & SANITARY SEWER, U/G CONDUIT AND GAS UNDERGROUND PIPING BASED ON HRM GIS SEWER DATA AND HERITAGE GAS INFORMATION. CONTRACTOR TO VERIFY EXACT LOCATIONS AND ELEVATIONS IN THE FIELD.
2. PROPERTY BOUNDARIES HAVE BEEN COMPILED FROM VARIOUS SOURCES AND ARE SUBJECT TO SURVEY.
3. ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH NOVA SCOTIA REGULATIONS AND HRM BY-LAWS, HALIFAX WATER DESIGN AND CONSTRUCTION SPECIFICATIONS (LATEST EDITION) AND HRM MUNICIPAL SERVICE SYSTEM GUIDELINES "RED BOOK" (LATEST EDITION).
4. CONTRACTOR TO DISCONNECT, PLUG AND ABANDON EXISTING WATER SERVICE LATERALS FOR CIVIC NOS. 5720-5706 SOUTH STREET AT THE MAIN. CONTRACTOR TO REMOVE VALVE BOXES AND ABANDON VALVES AFTER THE LATERALS HAVE BEEN DISCONNECTED FROM MAIN.
5. CONTRACTOR TO CAP AND ABANDON ALL EXISTING SEWER LATERALS FOR CIVIC NOS. 5720-5706 SOUTH STREET.



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5720-5706 SOUTH STREET  
Title:  
SERVICING SCHEMATIC

Date:  
MAY 2, 2017  
Scale:  
1"=30'  
Prepared by:  
A. PULSIFER  
Project No.:  
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**CSK-1**