

December 10, 2018

Emailed to: gillisse@halifax.ca

Sean Gillis, Planner II

Planning & Development Department
Halifax Regional Municipality
P.O. Box 1749
Halifax, NS B3J 3A5

Miles Agar, Principle Planner

Planning & Development Department
Halifax Regional Municipality
P.O. Box 1749
Halifax, NS B3J 3A5

Dear Mr. Gillis:

Re: Supplemental Submission for Site Specific Planning Amendment (SSPA) – 205 Bedford Highway, Rockwinds on the Basin (PID 00291641), Affordable Housing Project, HRM, Case No. 21730.

To follow up our recent meeting with Miles Agar and my client, Nick Stappas of Pathos Properties Inc., and in consideration of your November 1, 2018, memo outlining a compilation of HRM comments on the aforementioned application, the Professional Development Team (PDT) has had the opportunity to review and prepare this supplemental submission.

As per our normal approach, we request HRM Planning & Development Staff to first review this electronic submission and inform us if you need anything further, in addition to how many hard copies you prefer. Previous submission packages included the technical requirements, studies and architectural drawings as per HRM application requirements. Therefore, to follow up our recent meeting with HRM Planning & Development Staff, this supplemental submission focuses on providing the requested information related to affordable housing, comparable market rents for new construction and bonus density.

In preparation of this Supplemental Submission, our client and the PDT reviewed the September 16, 2016, HRM Staff Report to Regional Council entitled "**Implementation of Density Bonusing for Private Rental Affordable Housing in the Regional Centre.**"

The **Rockwinds on the Basin** is proposing an **unprecedented 32.7% of its total units as affordable**, with monthly rents 30% below market average for similar new constructed units. **The affordable savings for the 18 units is \$83,520 per year or \$1,252,800 for a 15-year period.**

Respectfully, given an application was first reviewed for 205 Bedford Highway in 2015 with a formal public information meeting and that this revised SSPA is within the spirit of that design/height/approach, we request the Planning & Development Department consider a mail-out questionnaire for public participation in January versus another PIM.

Thank you and Warmest Regards,

Kevin W. Riles

Kevin W. Riles
President & CEO

cc: Nick Stappas – Owner, Pathos Properties Inc.
Greg Johnston – Architect, Paul Skerry Associates Ltd

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Background to 205 Bedford Highway and the proposed 'Rockwinds on the Basin'

Over the past four years, our client has spent considerable time and effort with Paul Skerry & Associates Architects and KWR Approvals Inc. to evaluate the best approach for 205 Bedford Highway within the as-of-right, five-storey height limit. In this light, Pathos Properties Inc. applied to HRM and was approved for a development permit for a five-storey, 32 one-bedroom, multiple-family residential building development. Over approximately the past 18 months, further research and application to CMHC under their Affordable Housing SEED Program highlighted **significant opportunity for a landmark, AFFORDABLE HOUSING**, accessible (barrier-free) development with a diverse tenant base for 205 Bedford Highway and ground floor commercial retail.

The property is highly visible as you approach from Halifax along the Bedford Highway and down Flamingo Drive. Additionally, 205 Bedford Highway is immediately surrounded by (adjacent to) two mixed-use properties (i.e. Asian Grocery and the former Rockingham Community Centre) that lend themselves well to a moderately tall and dense mixed-use, multiple residential building. A redevelopment of this property would also not block any existing residential views. The location of 205 Bedford Highway within the neighbourhood is ideal for an affordable housing, barrier-free and diverse tenant based multiple-family residential development of high architectural quality to replace the 50+ year old existing building. 205 Bedford Highway is located across from the intersection of the Bedford Highway/Flamingo Street near an important focal point in the streetscape.

Site Description and Context

The subject property is located at 205 Bedford Highway in Halifax. The site is 15,402 square feet in size with 250 feet of street frontage and backs onto CN Rail marshalling yards. It is currently developed with a 13-unit apartment building that is at the end of its life cycle, consisting of a two-storey building that was added to an old home in the 1960's. There are no commercial uses and parking covers all areas of the lot not used for the building. The site is flanked on each side by older commercial buildings, while across the street is a Tim Hortons with a drive-through. The broader area consists of a mix of older commercial buildings of one or two floors, with several small, four-storey residential or mixed-use buildings. Buildings are normally set back with paved parking in front. To the west and at much higher elevations up the hill, along and radiating from Flamingo Drive, are low-density neighbourhoods.

The Proposal

The developer is proposing a building of eight stories with penthouses that would include 55 housing units and ground floor commercial space. There is a mix of unit types and, most importantly, the project will provide:

- ✓ 55 total residential units, with 85,086 gross square feet (GSF) within a lot size of 15,402 square feet;
- ✓ 18 AFFORDABLE HOUSING units at 30% below market rent. This represents 32.7% of the total units;
- ✓ 11 BARRIER FREE UNITS. This represents 20% of the total units;
- ✓ 2,070 square feet of ground floor commercial;
- ✓ 54% lot coverage;
- ✓ Estimated \$12,000,000 high-quality, mixed-use building;
- ✓ Total public amenity is estimated at \$1,252,800;
- ✓ Underground parking with significant access to multiple nearby public transit stops;
- ✓ 12 one-bedroom units averaging in sizes of 505 – 693 square feet;
- ✓ 14 one-bedroom + den units averaging in sizes of 777 – 793 square feet;
- ✓ 28 two-bedroom units averaging in sizes of 834 – 1,139 square feet;
- ✓ One three-bedroom unit at 1,754 square feet;
- ✓ Average unit size is 896 square feet;
- ✓ 15,806 square feet of total open space;
- ✓ 54 total parking spaces, two exterior (above ground) with four physically challenged spaces;
- ✓ Total gross buildable area is 85,086 sq. ft. (includes parking) and total gross buildable area for residential is 63,492 sq. ft.; and
- ✓ GFAR of 5.52

The percentage of affordable and barrier-free residential housing units as a component to the mixed-use, multi-family apartment building is unprecedented for a private-sector development in HRM.

The Architectural Design Package for **Rockwinds on the Basin** has been prepared by Paul Skerry Associates Ltd. in collaboration with KWRA and SDMM. The ground floor would feature a 2,070ft² boutique commercial component (hair salon and spa) with entrances onto Bedford Highway, maintaining and enhancing the pedestrian scale and feel of the portion of Bedford Highway where **Rockwinds on the Basin** is located.

The pedestrian entrance to the residential portion of the building also faces Bedford Highway. The intention is to provide living units for a wide cross-section of society within the proposed building. The location of **Rockwinds on the Basin** along the Bedford Highway enables a greater number of residents to utilize the public and active transit corridors within close proximity to the subject property, reducing reliance on private vehicle use.

Given the size of the subject property (0.35 acres), the proposed building has been designed in a manner that allows for a slender built-form and takes advantage of the location along Bedford Basin. All the residential units within **Rockwinds on the Basin** would feature private balcony areas. The top level in the building would feature three penthouse units with views of Bedford Basin. The colours selected for the building are intended to provide a welcoming entrance and aesthetic to both residents and patrons of the hair salon. Using a light, cream colour material enhances the pedestrian streetscape, while the graphite overhang to the separate residential entrance creates a unique feel to the building. The red brick tone on floors two through five contributes to the human-scale feel of **Rockwinds on the Basin**, while the two-tones of grey break up the building to the human eye.

The proposed development would ensure a harmonious transition between the established residential neighbourhood extending up Flamingo Drive and the commercial uses located along Bedford Highway. The proposed development would have little to no impact on the views of Bedford Basin for residents currently living along Flamingo Drive or throughout Rockingham. The project's location within a designated transit-oriented development node, located in close proximity to an intended commuter rail station, clearly justifies additional density.

Public Benefits and Amenities

The 18 affordable dwelling units, representing approximately one-third of total proposed units, would have market rents 30% below market value and provide a long-term public amenity of **\$1,252,800 through affordable housing rental discounts over a 15 year period.**

Attached as Appendix B is an independent **Market Rent Analysis** prepared by Ingram Varner and Associates, dated November 15, 2018. As per the request of HRM Planning & Development, an independent appraisal by a qualified professional/firm completed an investigation and analysis of the market rents for the proposed development (**Rockwinds on the Basin**) and those comparable for new construction in the nearby and surrounding community. Pages 8 – 11 of the Ingram Market Rent Analysis report highlights building details for the proposed **Rockwinds on the Basin**, comparable rental data with ten other apartment buildings, rental rent range from the comparables and projected rent schedule for the Rockwinds.

Requested Variances to Established Planning Regulations in Lieu of Public Benefits and Amenities

The following are the variances requested for the proposed development.

Angle Controls: Overall minor angle control variations requested. Please see attached Appendix C, highlighting in yellow where angle controls do not meet LUB requirements. For further clarification, the following are percentages of angle control variations per direction. The angle control regulations could be met by going higher with building design, but we wish to avoid this option. Respectfully, angle controls were created to protect residential properties/buildings and the two neighboring commercial properties of Asian Grocery and Ghosn's Day Care are not residential.

East 7.1% North 7.0%
South 2.7% West 12.3%

Height: Eight stories (seven stories + three penthouses on 8th floor proposed). Height increase to 85' from as-of-right 50' requested. Elevations showing the increase in height above 50' are in Appendix D.

Density & Bonus Density: Does not meet 75ppa, but design fits site and **GFAR ratio of 5.52 is a very reasonable.** HRM servicing infrastructure can accommodate the proposed development.

Lowest Parking Level:	7,755 sq. ft.
Upper Parking Level:	13,839 sq. ft. (middle parking level is half level and included)
Level 1	8,401 sq. ft.
Level 2	8,650 sq. ft.
Level 3	8,650 sq. ft.
Level 4	8,650 sq. ft.
Level 5	8,650 sq. ft.
Level 6	7,771 sq. ft.
Level 7	7,771 sq. ft.
Penthouse	4,949 sq. ft.

Total Parking Garage:	21,594 sq. ft.
Total Residential Building Area:	63,492 sq. ft.
GFAR:	5.52 (85,086 sq. ft. / 15,402 sq. ft.)

Total Square Footage above 50' (Floors 6, 7 & 8)

Foot Height Limit:	20,491 sq. ft.
Total Residential Square footage all floors:	63,492 sq. ft.
Percentage of Floor Area of Floors 6 – 8	
Compared to all floors	32.7% of residential floor space is above as-of-right 50'
<u>Total Units:</u>	<u>55 units</u>
Total Units as a % above 50' as-of-right	18 units (Bonus Density 55 x 32.7% = 17.9 units rounded to 18)

Landscaping and Open Space: 15,806 total square feet versus 23,600 square foot requirement. With every unit having a balcony, amenity space in the building and many residential units having Bedford Basin view, we believe open space amenities for **Rockwinds on the Basin** is very reasonable.

HRM Traffic & Transportation and CN Rail Comments

Our Professional Development Team, consisting of KWR Approvals Inc., JRL Traffic Consulting, SDMM (Servant Dunbrack) and Paul Skerry & Associates, reviewed HRM's compiled comments dated November 1, 2018, as well as CN Rail's written correspondence regarding the proposed redevelopment known as **Rockwinds on the Basin**.

Attached as Appendix E is a November 15, 2018, supplemental letter from our architects, Paul Skerry & Associates. The letter outlines some perspective on transportation, traffic, pedestrian travel, architecture, climate change and the proximity of the **Rockwinds on the Basin** to CN Railway and Bedford Basin itself. **The Rockwinds design took into account standards for storm surge along coastal bodies of water, such as Bedford Basin, with a focus on the underground parking garage. This concern has been addressed. In regards to CN Railway concerns with residential projects near their rail lines, the architectural design, building orientation, wind direction for fumes, noise filtering building materials and setbacks from rail lines all were created to GREATLY MITIGATE and/or eliminate any of the concerns outlined by CN Rail.**

Bedford Highway is a major collector road that runs in a South-North direction from the Windsor Street exchange along the Western shore of Bedford Basin, providing a key connection point from downtown Halifax to points to the north including Rockingham, Clayton Park, Wentworth and Bedford. The width of Bedford Highway varies in sections and provides access to businesses, homes, apartments, restaurants, MSVU and many other land uses.

The PDT would also advise that, as the site is well serviced by existing bus routes and is located within a transit node as defined by the Integrated Mobility Plan in close proximity to a future commuter rail station, it is expected that traffic generation would be even lower given the availability of such transit service. The posted speed varies along the roadway. It is 50 kilometres per hour near the proposed development. There are concrete sidewalks on both sides of Bedford Highway in the study area.

The previously submitted TIS by our qualified traffic engineer examined the effect of shifting the vehicular access to 205 Bedford Highway from its current location, consisting of a shared driveway with 209 Bedford Highway, to the Southern portion of the property, approximately 20 metres from the current location. The TIS states: *"The addition of site-generated traffic at the Bedford Highway/Flamingo Drive intersection only has a minimal impact on this intersection with no increase to the overall Level of Service nor the maximum Volume to Capacity ratio in both the AM and PM peak periods."*

The second is the site-generated traffic, which is the number of vehicle trips generated through the use of a site. For the purpose of this specific TIS, the site-generated traffic was based on the number of apartment units being created and the equation for "ITE Land Use 220 Apartment" found in the Institute for Traffic Engineers Trip Generation Manual (9th Edition), as well as the equation for "ITE Land Use 918 Hair Salon". The TIS measures the estimated generated traffic at AM and PM peak hours – when the majority of residents are either leaving or arriving to the development.

The TIS estimated that during AM peak hours the residential component would generate a total of 22 vehicle trips (13 entering and nine exiting) and the commercial component would generate one vehicle trip (one entering). During PM peak hours the residential component would generate a total of 34 vehicle trips (12 entering and 21 exiting) and the commercial component would generate two vehicle trips (two exiting).

Ultimately the TIS concluded: *"We have not identified any potential significant impacts to the existing transportation network in the area as a result of this proposed development at 205 Bedford Highway with the new driveway located on the southern edge of the property."*

We appreciate and respect HRM’s concerns and challenges with development along the Bedford Highway and issues raised for this proposed development at 205 Bedford Highway. Our traffic engineer remains of the opinion that a restricted left turn in and out is manageable and, for full movements, a shared driveway with the Asian Grocery parking lot is the ideal solution. These are all manageable, achievable approaches and can be confirmed at the development permit stage.

Affordable Housing Summary

The total residential floor area in floors six, seven and eight, which is above the 50 ft. as-of-right height limit, accounts for 20,491 square feet. This total square footage is 32.7% of the total residential floor area of 63,492 sq. ft. The bonus density consideration, therefore, requires 32.7% (18 of 55) of the total to have rents at a minimum of 30% below market rents for new construction.

In regards to these 18 affordable housing units, our client for the *Rockwinds on the Basin* would be providing the following:

Affordable Housing Unit Number	Number of Bedrooms	Unit Type	Floor Number	Market Rent as per Appraisal Analysis (per month)	Affordable Housing Market Rent (30% less per month)	Rent Reduction in Dollars (per month)
1	2 Bedroom	A	1 st	\$1,600	\$1,120	\$480
2	1 + Den	B	1 st	\$1,400	\$ 980	\$420
3	1 + Den	B	1 st	\$1,400	\$ 980	\$420
4	2 Bedroom	C	1 st	\$1,600	\$1,120	\$480
5	1 + Den	B1	2 nd	\$1,400	\$ 980	\$420
6	1 + Den	B2	2 nd	\$1,400	\$ 980	\$420
7	1 Bedroom	E	2 nd	\$1,200	\$ 840	\$360
8	1 Bedroom	E	2 nd	\$1,200	\$ 840	\$360
9	1 Bedroom	B1	3 rd	\$1,200	\$ 840	\$360
10	1 Bedroom	B2	3 rd	\$1,200	\$ 840	\$360
11	1 Bedroom	E	4 th	\$1,200	\$ 840	\$360
12	1 Bedroom	E	4 th	\$1,200	\$ 840	\$360
13	1 Bedroom	E	5 th	\$1,200	\$ 840	\$360
14	1 Bedroom	E	5 th	\$1,200	\$ 840	\$360
15	1 Bedroom	E1	6 th	\$1,200	\$ 840	\$360
16	1 Bedroom	E2	6 th	\$1,200	\$ 840	\$360
17	1 Bedroom	E1	7 th	\$1,200	\$ 840	\$360
18	1 Bedroom	E2	7 th	\$1,200	\$ 840	\$360

✓ The affordable savings for the 18 units is \$83,520 per year or \$1,252,800 for a 15-year period.

'The Rockwinds on the Basin' as a TREND-Setter for Neighbourhood Revitalization

The neighbourhood **is in need** of an urban renewal project to spark revitalization of architecture design and redevelopment interest. Like most neighbourhoods and communities in HRM, it often takes '**one**' dynamic project located in a strategic focal point to create this spark.

We are confident that '**The Rockwinds on the Basin**' is the spark to create an urban renewal for the area for the following reasons and is consistent with the intent of the Regional Plan for great architecture, urban renewal, increased density on main transportation corridors, diversity in socio-economic residential base and inclusion of affordable housing/accessibility for physically challenged:

1. **Strategic Location.** 205 Bedford Highway, across from the intersection of Bedford Highway/Flamingo Drive and adjacent to the Asian Grocery and former Rockingham Community Centre, is a well-known and recognizable location for the neighbourhood and general community. Further, it is at a focal point in the streetscape that, with well designed and high-quality architecture, can add to the visual quality of this neighbourhood for both local, community and regional residents/pedestrians/motorists who travel by this site on a daily basis.
2. **Public Transit.** 205 Bedford Highway has immediate and close access to six transit buses that travel along the Bedford Highway including Mount Saint Vincent University, up Flamingo Drive and into Clayton Park, Larry Uteck and Bedford/Sackville and downtown Halifax. Such access to a public transportation hub is IDEAL for affordable housing, accessible units, students and retirees who will be part of the diversity of tenants at **The Rockwinds**. Such proximity of public transit and flexibility in transit stops to commercial, professional, community and medical amenities is a major advantage and opportunity to reduce the need for vehicles/parking at 205 Bedford Highway. In addition, the recently approved Integrated Mobility Plan places the site within the future commuter rail node for Rockingham and seeks to encourage transit-oriented development with such nodes – and this necessitates higher densities. The IMP states that planning processes should take into account its recommendations – which support this application.
3. **Mount Saint Vincent University.** This well-known and respected university is less than five minutes from 205 Bedford Highway by public transit. The Rockwinds at 205 Bedford Highway, with its location to commercial/professional amenities and along a public transit corridor that goes directly to the entrance of the university, is ideal to attract university students looking for affordable rents in a high-quality residence in close proximity to Mount Saint Vincent. **The Rockwinds** offers this.
4. **Affordable Housing and Accessible Units.** **The Rockwinds** will have an UNPRECEDENTED 32.7% of its total units to be affordable at 30% below comparable market rents for new construction. This provides \$1,252,800 in public amenity over a 15-year period. The location next to amenities and public transit, along with affordable rents, offers the unique opportunity to provide such a substantial affordable housing total in a suburban location with other diversity of socio-economic residents. 20% of the units (11) are barrier free accessible units.
5. **Architecture that Creates Urban Renewal.** **The Rockwinds** at 205 Bedford Highway is a \$12,000,000 designed, multiple-residential building with ground floor commercial to enhance the local, community and regional pedestrian, transit and vehicular residents' experiences driving to and from this area. The architecture, design, colours and approach is meant to create a strong, positive experience for residents, neighbours, community and passersby alike.

Appendix A



Search

Provincial Map

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Map Actions

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- Pan
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- Zoom Box
- Monument Select

✕ Clear Selection

🟡 Center Selection

Map Layers

- Properties
- LR Parcel Shading
- Topo
- Monuments
- Place Names

🔄 Refresh Map

Map Controls

- NS Overview
- Locator Map
- Print Map



Lat: 44-40-37N

Long: 63-39-01W

Scale: 4982



Zoom: 2

Location:

Search

1 Property found

PID: **00291641** Details

AAN: **02192551**

Value: \$687,100 (2018 RESIDENTIAL TAXABLE)

Address: 205 BEDFORD HIGHWAY HALIFAX LOT B&B-1

County: HALIFAX COUNTY

Owner: ANNA STAPPAS JAMES STAPPAS

LR: LAND REGISTRATION

1

The Provincial mapping is a graphical representation of property boundaries which approximate the size, configuration and location of parcels. Care has been taken to ensure the best possible quality, however, this map is not a land survey and is not intended to be used for legal descriptions or to calculate exact dimensions or area. The Provincial mapping is not conclusive as to the location, boundaries or extent of a parcel [Land Registration Act subsection 21(2)]. THIS IS NOT AN OFFICIAL RECORD.



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Property Search Results

1 Property found

PID	Owner	Property Address	Assessment Info	Op
PID: 00291641 Type: STANDARD PARCEL Status: ACTIVE LR Status: LAND REGISTRATION	Owner: ANNA STAPPAS JAMES STAPPAS Mailing Address: 6212 ALMON STREET APARTMENT 2 HALIFAX NS CA B3K 1V2	Civic Address: 205 BEDFORD HIGHWAY HALIFAX LOT B&B-1 County: HALIFAX COUNTY Area: 15402.0 SQUARE FEET	AAN: 02192551 Value: \$687,100 (2018 RESIDENTIAL TAXABLE)	<input type="checkbox"/> <input type="checkbox"/>

PID	Owner	Property Address	Assessment Info	Op
1 Property found				

Ownership and all information in this report pertaining to Non-Land Registration Parcels is believed to be an accurate reflection of registered documents affecting the lot, parcel or area of land to which it relates, however, it is not intended to be relied upon by the reader as advice on the current state of a to land. A search of the records at the appropriate Registry of Deeds office may be required to determine the current owner(s) of the lot, parcel or area under consideration. THIS IS NOT AN OFFICIAL RECORD.

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Appendix B



Market Rent Analysis

**Proposed Development
Rockwinds
205 Bedford Highway
Halifax, Nova Scotia**

Prepared for:

BMP Developments Limited

By:

INGRAM VARNER

and Associates

15 Dartmouth Road, Suite 310
Bedford (Halifax), Nova Scotia B4A 3X6

Phone: (902) 835-5383
Fax: (902) 835-3732

www.ingramvarner.com

File no. 3K19015
November 2018



November 15, 2018

Pathos Properties Inc.
3 Swallow Street
Halifax, NS B3M 2T7

Attention: Nick Stappas

Dear Mr. Stappas:

Re: Market Rent Analysis - Rockwinds, 205 Bedford Highway, Halifax, Nova Scotia

As per your instructions, we have completed an investigation and analysis of the market rents for the proposed development and herewith submit our report for your consideration.

The analysis was made for the purpose of expressing our *Current Value Opinion* of the *Market Rents* for the development outlined in this report. The definition of *Market Rent*, as employed in this report, is outlined under the *Terms of Reference* section of this report.

This report complies with the Canadian Uniform Standards of Professional Appraisal Practice and is subject to the Contingent and Limiting Conditions outlined in section 2.0 of the report.

Based on our interpretation and analysis of the data outlined in this report as well as a personal inspection of the property, it is our considered opinion that the *Market Rents* for the dwelling units in the development as of November 11, 2018 are as detailed in this report.

If you have any questions regarding this report, please contact the undersigned at your convenience.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read 'John A. Ingram', is written over a white background.

John A. Ingram, AACI, MRICS
President
NSREAA - Registration no. 251790

INGRAM VARNER
and Associates

15 Dartmouth Road, Suite 310
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1.0 EXECUTIVE SUMMARY

Property Identification:	Proposed Development 205 Bedford Highway Halifax, Nova Scotia PID 00291641		
Property Type:	8 level multi-unit residential building with main level commercial space and underground parking.		
Unit Count:	1 Bedroom -	12	505-693 ft ²
	1 Bedroom + Den-	14	777-793 ft ²
	2 Bedroom -	28	834-1,139 ft ²
	3 Bedroom -	1	1,753 ft ²
	Total	55	
Average Market Rent Estimates:	A	2 bedroom	\$1,600.00 /month
	A1	2 bedroom	\$1,500.00 /month
	B	1 bedroom + Den	\$1,400.00 /month
	B1	1 bedroom + Den	\$1,400.00 /month
	B2	1 bedroom + Den	\$1,400.00 /month
	C	2 bedroom	\$1,600.00 /month
	D	2 bedroom	\$1,300.00 /month
	E	1 bedroom	\$1,200.00 /month
	E1	1 bedroom	\$1,200.00 /month
	E2	1 bedroom	\$1,200.00 /month
	F	2 bedroom	\$1,400.00 /month
	PH1	2 bedroom	\$1,800.00 /month
	PH2	3 bedroom	\$2,400.00 /month
	PH3	2 bedroom	\$1,600.00 /month
Effective Date:	November 11, 2018		
Date of Report:	November 15, 2018		

2.0 CONTINGENT AND LIMITING CONDITIONS

1. This report has been prepared at the request of the client for the purpose of providing an estimate of the market value. It is not reasonable for any other person to rely upon this report without first obtaining written authorization from this author. There may be qualifications, assumptions, or limiting conditions in addition to those set out below relevant to that person's identity or his intended use. The report is prepared on the assumption that no other person will rely on it for any other purpose and that all liability to all such persons is denied.

2. The author is not qualified and does not purport to give legal advice. It is assumed that:

- i) the legal description employed in this report is correct;
- ii) title to the property is good and marketable;
- iii) there are no encroachments, encumbrances, restrictions, leases or covenants that would in any way affect the valuation, except as expressly noted herein;
- iv) the existing use is a legally conforming use which may be continued by any purchaser from the existing owner;
- v) rights-of-way, easements, or encroachments over other real property and leases or other covenants noted herein are legally enforceable.

Because these assumptions have been made, no investigation, legal or otherwise, has been undertaken which would verify these assumptions except as expressly noted herein.

3. The author is not a qualified surveyor. Sketches, drawings, diagrams, photographs, etc. are presented in this report for the limited purpose of illustration and are not to be relied upon in themselves.

4. The author is not qualified to give engineering advice. It is assumed that there are no patent or latent defects in the subject improvements, that no objectionable materials are present, that they are structurally sound and in need of no immediate repairs, unless expressly noted within this report. No soil tests have been done, nor have tests been done of the heating, plumbing, electrical, air-conditioning, or other systems and, for the purpose of this opinion, they are assumed to be in good working order.

5. No investigation has been undertaken with the local zoning office, the fire department, the building inspector, the health department or any other government regulatory agency unless such investigations are expressly represented to have been made in this report. The subject property must comply with such government regulations and, if it does not comply, its non-compliance may affect market value. To be certain of compliance, further investigations may be necessary.

6. Neither possession of this report nor a copy of it carries with it the right of publication. All copyright is reserved to the author and is considered confidential by the author and his client. It shall not be disclosed, quoted from or referred to, in whole or in part, or published in any manner, without the express written consent of the appraiser. This is subject only to confidential review by the Appraisal Institute of Canada as provided in the Code of Ethics, Standards of Professional Conduct and Standards of Professional Practice of the Institute.

7. Market data has been obtained, in part, from documents at the land registry office, or as reported by the real estate board. As well as using such documented and generally reliable evidence of market transactions, it was also necessary to rely on hearsay evidence. Except as noted herein, a reasonable attempt has been made to verify all such information. Where information has been supplied by others, absolutely no obligation is assumed by the author for its accuracy.

8. Because market conditions, including economic, social and political factors, change rapidly and, on occasion, without warning, the market value expressed as of the date of this appraisal cannot be relied upon to estimate the market value as of any other date except with further advice of the author.

9. The compensation for services rendered in this report does not include a fee for court preparation or court appearance, which must be negotiated separately. However, neither this nor any other of these limiting conditions is an attempt to limit the use that might be made of this report should it properly become evidence in a judicial proceeding. In such a case, it is acknowledged that it is the judicial body which will decide the use of the report which best serves the administration of justice.

10. The author reserves the right to review all calculations referred to in this report and, if necessary, revise his opinion in the light of any new facts, trends, or changing conditions existing at any date prior to or at the effective date which became apparent to him subsequent to the date of this report.

11. We have not inspected woodwork or other parts of the structure which are covered, unexposed, or inaccessible, and we are therefore unable to report that such parts of the property are free of rot, beetle or other defects.

12. Unless otherwise noted in this report, the appraiser is not qualified to comment on environmental issues that may effect the market value of the property appraised, including but not limited to hazardous materials, pollution or contamination of land, buildings, water, groundwater or air. Unless expressly stated, the property is assumed to be free and clear of pollutants and contaminants, including but not limited to moulds or mildews or the conditions which may give rise to either, and in compliance with all regulatory environmental requirements, government or otherwise, and free of any environmental condition, past, present or future, that might effect the market value of the property appraised. If the party relying on this report requires information about environmental issues then that party is cautioned to retain an expert qualified in such issues. We expressly deny any legal liability relating to the effect of environmental issues on the market value of the subject property.

13. It is assumed that all rents referred to in this report are being paid in full and when due and payable under the terms and conditions of the attendant leases, agreements to lease or other contractual agreements. Further, it is assumed that all rents referred to in this report represent the rental arrangements stipulated in the leases, agreements to lease or other contractual agreements pertaining to the tenants occupancy, to the extent that such rents have not been prepaid, abated, or inflated to reflect extraordinary circumstances, unless such conditions have been identified and noted in this report.

3.0 TERMS OF REFERENCE

3.1 PROPERTY RIGHTS APPRAISED

The property rights being appraised in this report are those which will accrue to the lessee of the dwelling units described herein. This encompasses the rights normally attached to the leasehold interest in the units.

3.2 PURPOSE OF THE ASSIGNMENT

This analysis was made for the purpose of estimating the market rent for the proposed dwelling units as of November 11, 2018.

3.3 INTENDED USE OF THE REPORT

This report is intended for the use of Nick Stappas to assist in determining the market rents for the proposed development.

3.4 DEFINITION OF MARKET RENT

The term "Market Rent" as used in this report is defined as:

The most probable rent which a property should bring in a competitive and open market reflecting all conditions and restrictions of the specified lease agreement including term, rental adjustment and revaluation, permitted uses, use restrictions, and expense obligations; the lessee and lessor each acting prudently and knowledgeably, and assuming consummation of a lease contract as of a specified date and the passing of the leasehold from lessor to lessee under conditions whereby:

- 1) lessee and lessor are typically motivated;*
- 2) both parties are well informed or well advised, and acting in what they consider their best interests;*
- 3) a reasonable time is allowed for exposure in the open market;*
- 4) payment is made in terms of cash in Canadian dollars and is expressed as an amount per time period consistent with the payment schedule of the lease contract; and*
- 5) the rental amount represents the normal consideration for the property leased unaffected by special fees or concessions granted by anyone associated with the transaction.*

The Dictionary of Real Estate Appraisal, Fourth Edition - 2002

3.5 EXPOSURE TIME

The value estimate assumes that the proposed units were exposed for rent on the open market in a manner typical for this class of property for at least three months prior to the effective date.

3.6 SALES AND RENTAL HISTORY

The proposed units are not known to be under agreement, option or offer and are not currently being actively marketed for rent.

3.7 SCOPE OF THE APPRAISAL

The scope of this analysis encompassed those methods, procedures and investigations considered to be typical and appropriate for this class of property and the intended use of this report. Comparable rental data was obtained from property managers and brokers as well as information retained on file.

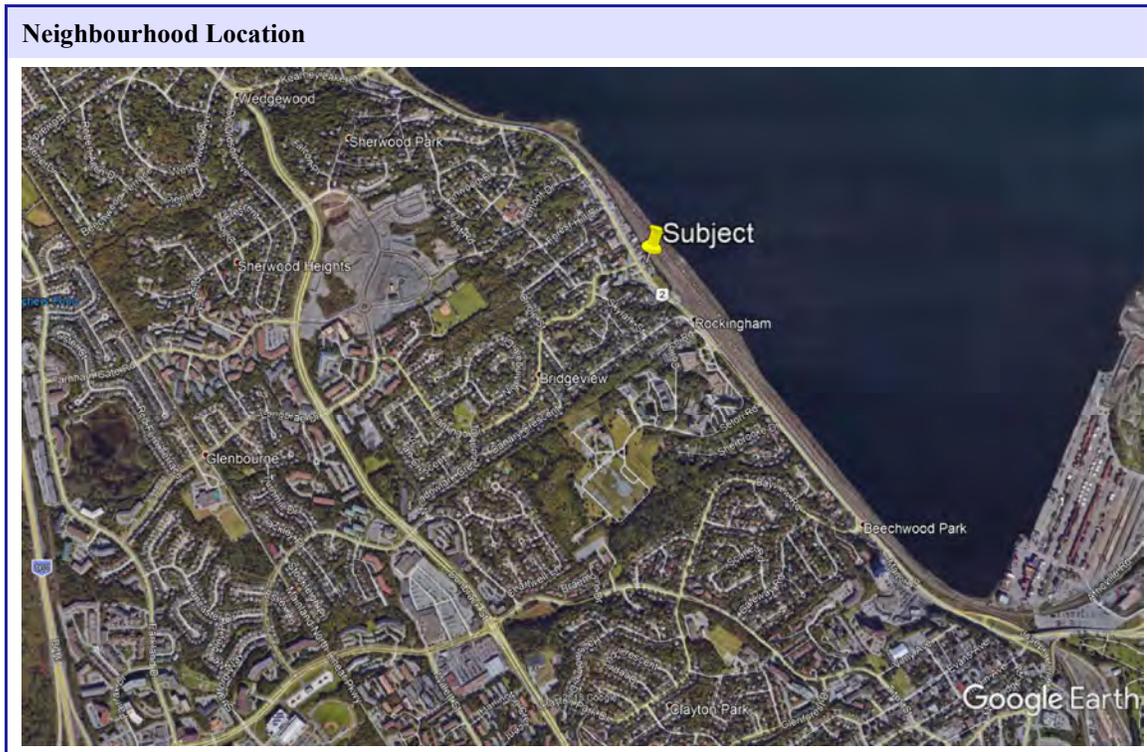
4.0 LOCATIONAL OVERVIEW

4.1 MARKET CHARACTERISTICS

The subject is geographically situated on Bedford Highway across from the intersection with Flamingo Drive about 5 km northwest from the Halifax CBD. The area is suburban in character with a low density of development consisting of a mix of single and multi-unit residential developments and small highway-front commercial properties, typically single tenant. The main CN rail line runs along the easterly side of Bedford Highway at the rear of the subject site.

Bedford Highway (Highway 2) is one of the main arteries linking Halifax to Bedford and other suburban communities to the north. In the area of the subject, the highway is two lane, two way, asphalt paved with a sidewalk on the west side. There is a centre turning lane leading to Flamingo Drive. Public transportation is readily available with Metro Transit bus routes running along Bedford Highway and Flamingo Drive. The intersection at Bedford Highway and Flamingo Drive is traffic light controlled. Neighbourhood convenience shopping facilities are located in the immediate area while community to regional scale retail facilities are located in the Clayton Park area about 2 km to the west. Mount Saint Vincent University is located about ½ km to the south.

4.2 LOCATION MAP



4.3 BUILDING DETAILS

Utilization:	8 level multi-unit residential building with main level commercial space and underground parking.		
Unit Mix:	1 Bedroom -	12	505-693 ft ²
	1 Bedroom + Den-	14	777-793 ft ²
	2 Bedroom -	28	834-1,139 ft ²
	3 Bedroom -	1	1,753 ft ²
	Total	55	
Foundation:	Reinforced concrete.		
Structure:	Concrete frame construction. Masonry and ceramic panel exterior.		
Roof:	Modified bitumen.		
Interior Walls:	Painted drywall.		
Ceilings:	Painted drywall.		
Interior Floors:	Laminate or vinyl plank in living areas and bedrooms. Ceramic tile in kitchens and bathrooms as well as main lobby. Carpet in hallways.		
Windows:	Solid vinyl thermopane, double glazed.		
Doors:	Aluminum frame glazed entry system. Solid core unit entry doors.		
HVAC System:	Central hot water heating system with heat provided by the landlord.		
Electrical:	125 amp circuit breaker panel in each unit. Separate metering for each unit.		
Hot Water:	Hot water storage tanks supplied by boilers.		
Plumbing:	1 x 4 piece bathroom per unit.		
Sprinkler:	Fully sprinklered throughout.		
Elevator:	1 passenger elevator.		
Miscellaneous:	<ul style="list-style-type: none"> • 6 appliances per unit. • Balcony or terrace for all units. • Intercom and security system, security camera system. • Total of 13 including 11 indoor and 2 outdoor parking spaces. • Bicycle rack. • 2,070 ft² commercial space. • Main level exercise room and multi-purpose room. 		
Condition:	Assumed to be good quality materials and workmanship with a good design and appearance. Consistent with top quality new buildings in the local market.		

5.0 MARKET RENT ANALYSIS

5.1 COMPARABLE RENTAL DATA

Index	Property	1 Bedroom	1 BR + Den and 2 Bedroom	3 Bedroom	Heat
1	Ville Apartments 3569 Dutch Village Road	\$1,300/mo 885 ft ² \$1.47/ft ²	\$1,500/mo 1,064 ft ² \$1.41/ft ²	-	Landlord
2	The Boss Phase I Supreme Court Halifax	\$1,100-\$1,495/mo 638-909 ft ² \$1.46-\$2.03/ft ²	\$1,550-\$1,620/mo 1,204-1,443 ft ² \$1.12-\$1.28/ft ²	-	Landlord
3	St. Lawrence Place 3471 Dutch Village Road	-	\$1,550-\$1,650/mo 1,050-1,279 ft ² \$1.29-\$1.48/ft ²	-	Landlord
4	200 Broad Street Bedford	\$1,400/mo 1,169 ft ² \$1.20/ft ²	\$1,550/mo 1,233 ft ² \$1.27/ft ²	\$1,710/mo 1,360 ft ² \$1.26/ft ²	Landlord
5	The Knight 192 Knightsridge Drive	-	\$1,650/mo 1,189 ft ² \$1.39/ft ²	\$2,000/mo 1,722 ft ² \$1.16/ft ²	Landlord
6	Crown on Regency 610 Washmill Lake Drive Halifax	\$1,050/mo 813 ft ² \$1.29/ft ²	\$1,350-\$1,400/mo 1,095-1,190 ft ² \$1.18-\$1.23/ft ²	\$1,600/mo 1,607 ft ² \$1.00/ft ²	Landlord
7	S2 89 Shaunslieve Drive Halifax	\$1,295-\$1,425/mo 772-968 ft ² \$1.47-\$1.68/ft ²	\$1,550-\$1,675/mo 1,122-1,193 ft ² \$1.38-\$1.40/ft ²	-	Landlord
8	The Abigail I, II and III Jacob Lane Bedford	\$1,325-\$1,570/mo 923-1,088 ft ² \$1.44-\$2.36/ft ²	\$1,525-\$1,675/mo 1,173-1,383 ft ² \$1.17-\$1.30/ft ²	\$1,620-\$1,965/mo 1,513-1,650 ft ² \$1.07-\$1.30/ft ²	Landlord
9	336-338 Amesbury Gate Bedford	-	-	\$1,590-\$1,875/mo 1,305-1,653 ft ² \$1.13-\$1.22/ft ²	Landlord
10	650 North 650 Washmill Lake Drive Halifax	-	\$1,800-\$1,900/mo 1,213-1,860 ft ² \$1.02-\$1.48/ft ²	-	Landlord

The foregoing schedule outlines rental rates for comparable properties in the area of the subject. The rents have been evaluated based on the price per apartment unit per month as well as based on a price per square foot of unit area per month.

The rental rate ranges from the comparables are summarized as follows:

Unit Type	Low	High
1 Bedroom	\$1,050.00	\$1,570.00
	\$1.20	\$2.36
1 Bedroom + Den and 2 Bedroom	\$1,350.00	\$1,900.00
	\$1.12	\$1.48
3 Bedroom	\$1,590.00	\$2,000.00
	\$1.00	\$1.30
Overall	\$1,050.00	\$2,000.00
	\$1.00	\$2.36

The strongest comparables are considered to be Indices 1, 2, 3, 5, 8, 9 and 10. These buildings are located in the same general area and are new buildings with similar quality units. Only Index 8 has a similar water view but it is further removed from the shore relative to the subject

The other buildings have some relevance but the buildings are older or they have differing locations.

5.2 MARKET RENT SUMMARY

Consideration has then been given to physical and locational characteristics as well as the relative unit size in adjusting the rates and the monthly rates have been rounded to the nearest \$50.00/month. Based on the foregoing, the market rents for the proposed subject units are estimated as follows:

PROJECTED RENT SCHEDULE						
Unit	Bedrooms	Unit Count	Market Rent	Size (ft ²)	\$/ft ²	Total Rent
A	2	5	\$1,600	974	\$1.64	\$8,000
A1	2	2	\$1,500	834	\$1.80	\$3,000
B	1D	2	\$1,400	780	\$1.79	\$2,800
B1	1D	6	\$1,400	793	\$1.77	\$8,400
B2	1D	6	\$1,400	777	\$1.80	\$8,400
C	2	11	\$1,600	1,132	\$1.41	\$17,600
D	2	6	\$1,300	1,000	\$1.30	\$7,800
E	1	8	\$1,200	693	\$1.73	\$9,600
E1	1	2	\$1,200	617	\$1.94	\$2,400
E2	1	2	\$1,200	505	\$2.38	\$2,400
F	2	2	\$1,400	860	\$1.63	\$2,800
PH1	2	1	\$1,800	1,139	\$1.58	\$1,800
PH2	3	1	\$2,400	1,753	\$1.37	\$2,400
PH3	2	1	\$1,600	931	\$1.72	\$1,600
		1 Bedroom	1 BR + Den	2 Bedroom	3 Bedroom	Total
Total Units		12	14	28	1	55
Total Market Rent		\$14,400.00	\$19,600.00	\$42,600.00	\$2,400.00	\$79,000.00
Average Market Rent		\$1,200.00	\$1,400.00	\$1,521.43	\$2,400.00	\$1,436.36

The average unit size is 896 ft² and the estimated market rents reflect an overall average rate of \$1.60/ft² of unit area.

The indicated rents include heat and hot water but do not include parking.

6.0 CERTIFICATION

Market Rent Analysis - Rockwinds, 205 Bedford Highway, Halifax, Nova Scotia

I certify that, to the best of my knowledge and belief,

- The statements of fact contained in this report are true and correct.
- I have not withheld any comments or observations which might affect the opinion of value stated in this report.
- The analyses, opinions and conclusions reported herein are my personal and unbiased views and are limited only by the Contingent and Limiting Conditions contained herein.
- I have no past, present or contemplated future interest in the real estate which is the object of this report and that I have no personal interest or bias with respect to the property or the parties involved.
- My compensation is not contingent upon any action or event resulting from the analyses, opinions or conclusions in, or the use of, this report.
- This appraisal has been made in conformity with, and is subject to, the Canadian Uniform Standards of Professional Appraisal Practice as well as the By-laws and regulations of the Appraisal Institute of Canada and the Nova Scotia Real Estate Appraisers Association. The report is subject to review by duly authorized representatives of this Institute.
- I have the knowledge and experience to complete the assignment competently.
- No one provided significant professional assistance to the person signing this report.
- I have fulfilled the requirements of the Appraisal Institute of Canada Continuing Professional Development program for designated members.

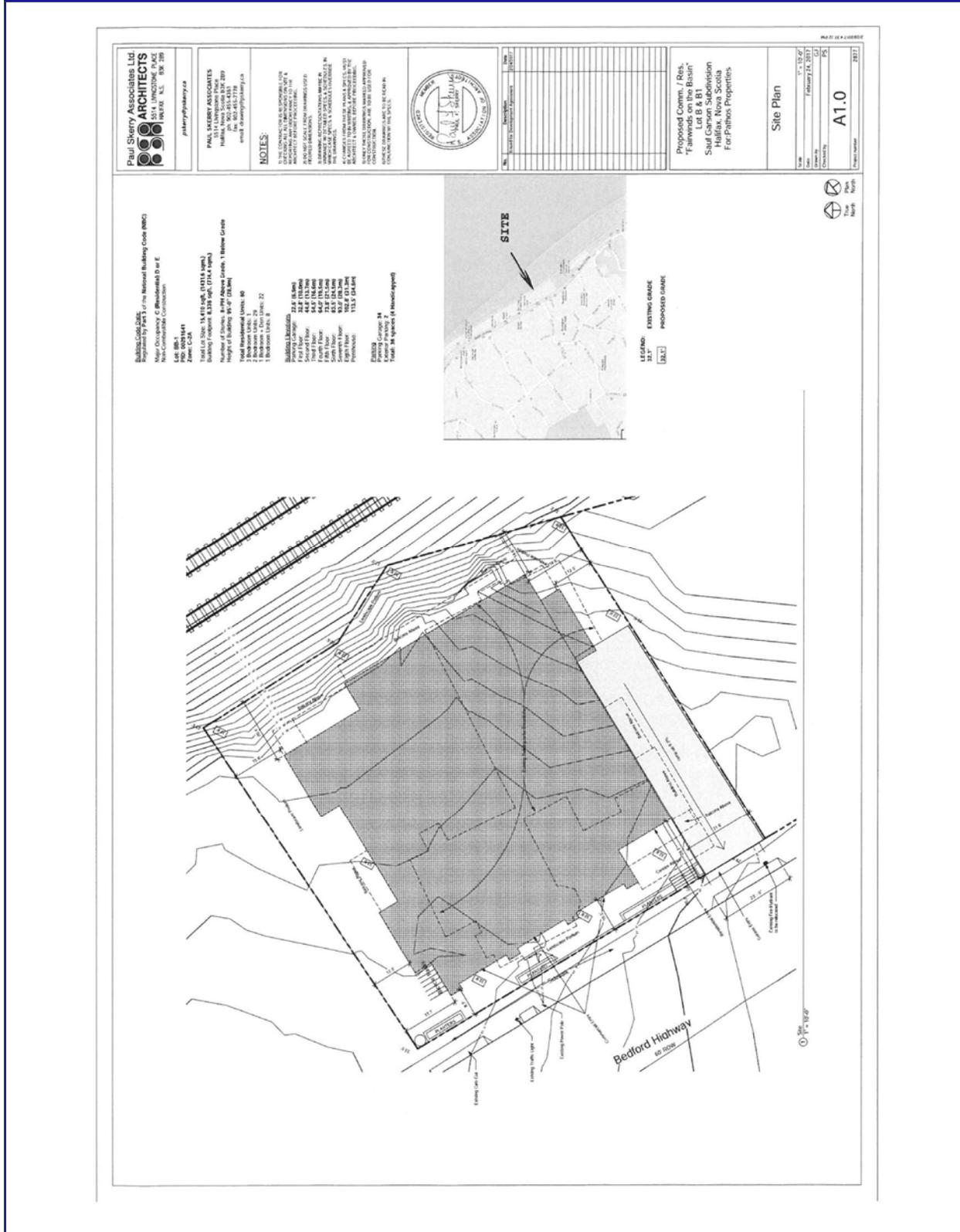
In my opinion, the market rents for the dwelling units in the proposed development, as of November 11, 2018, are as detailed in this report.

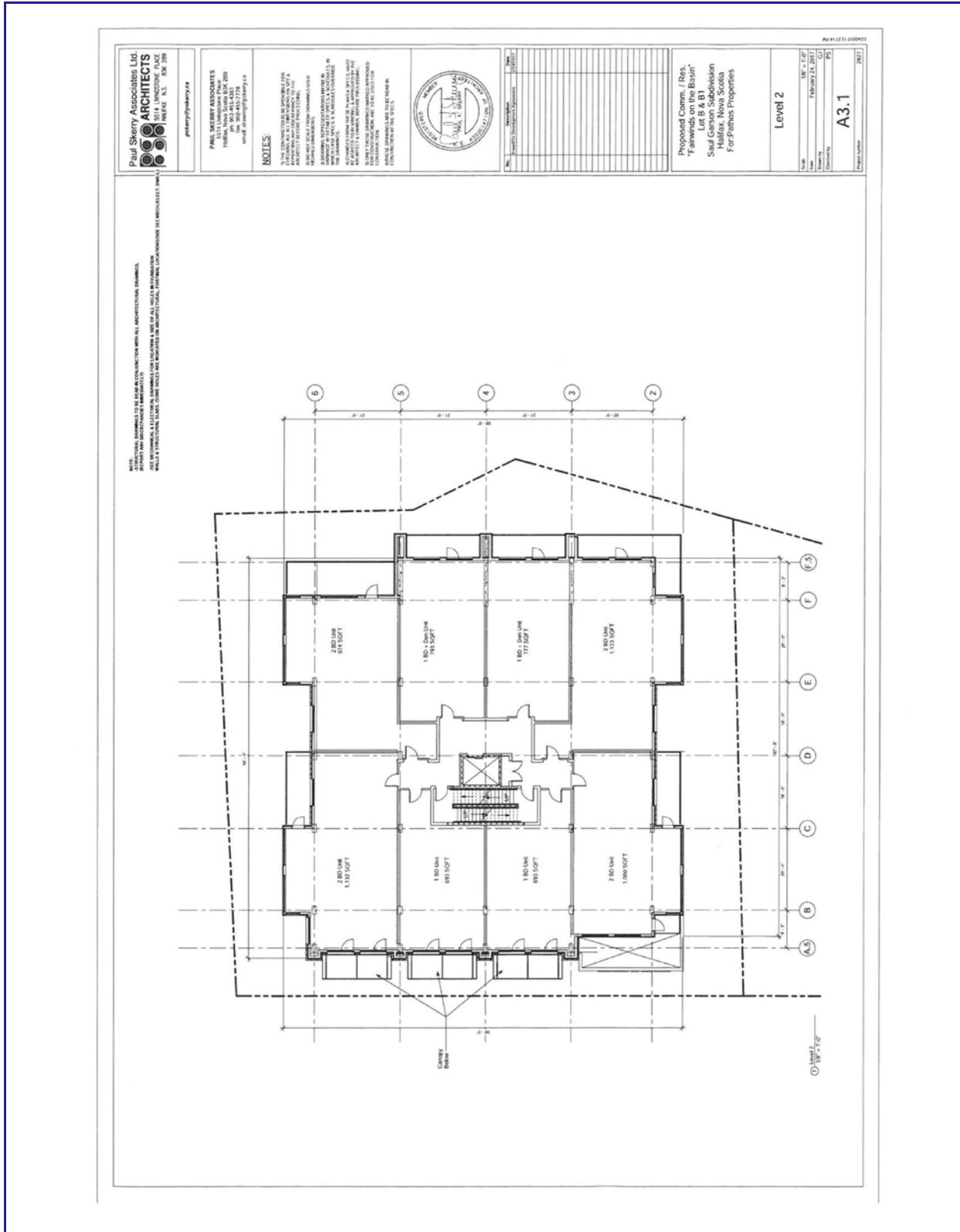
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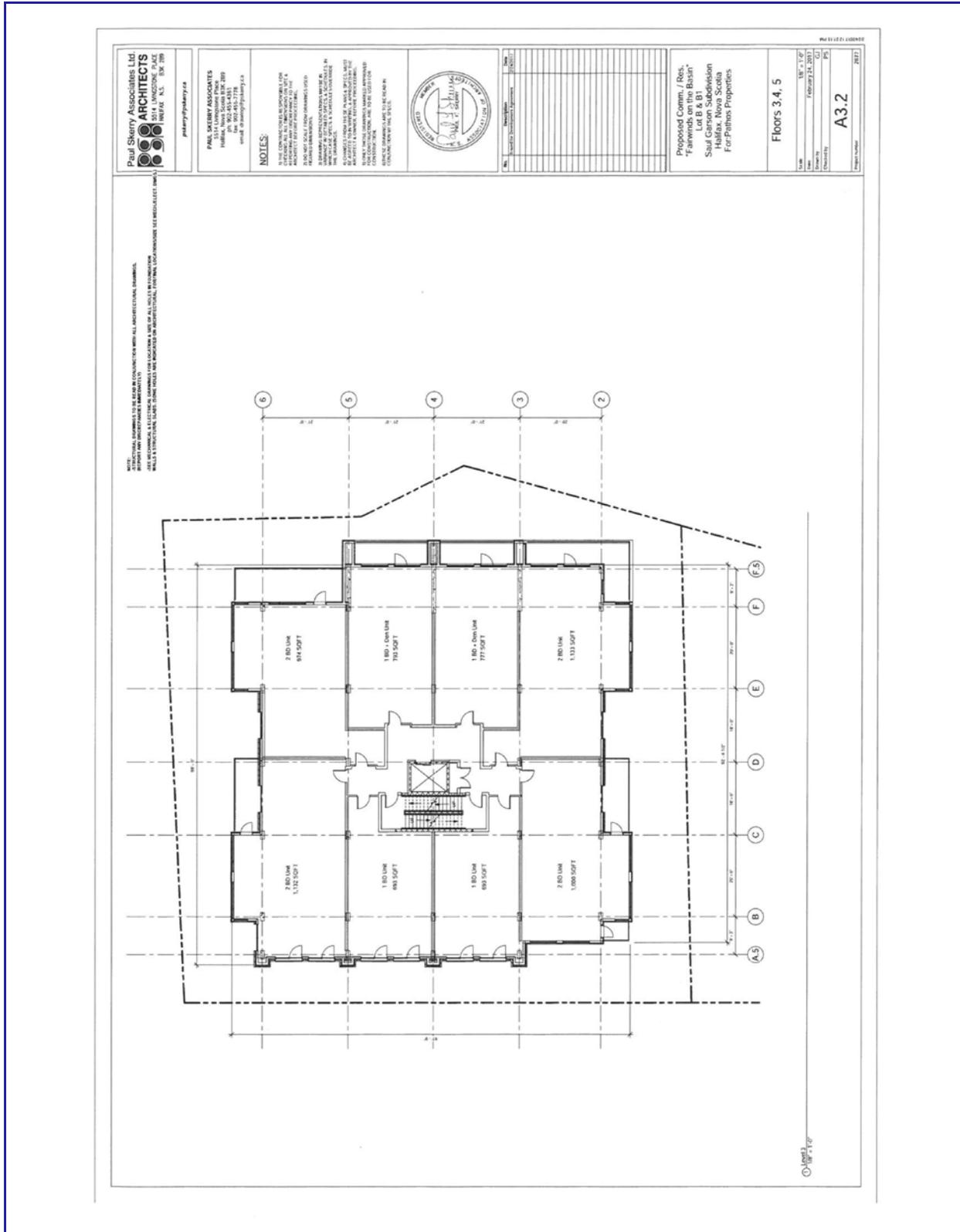


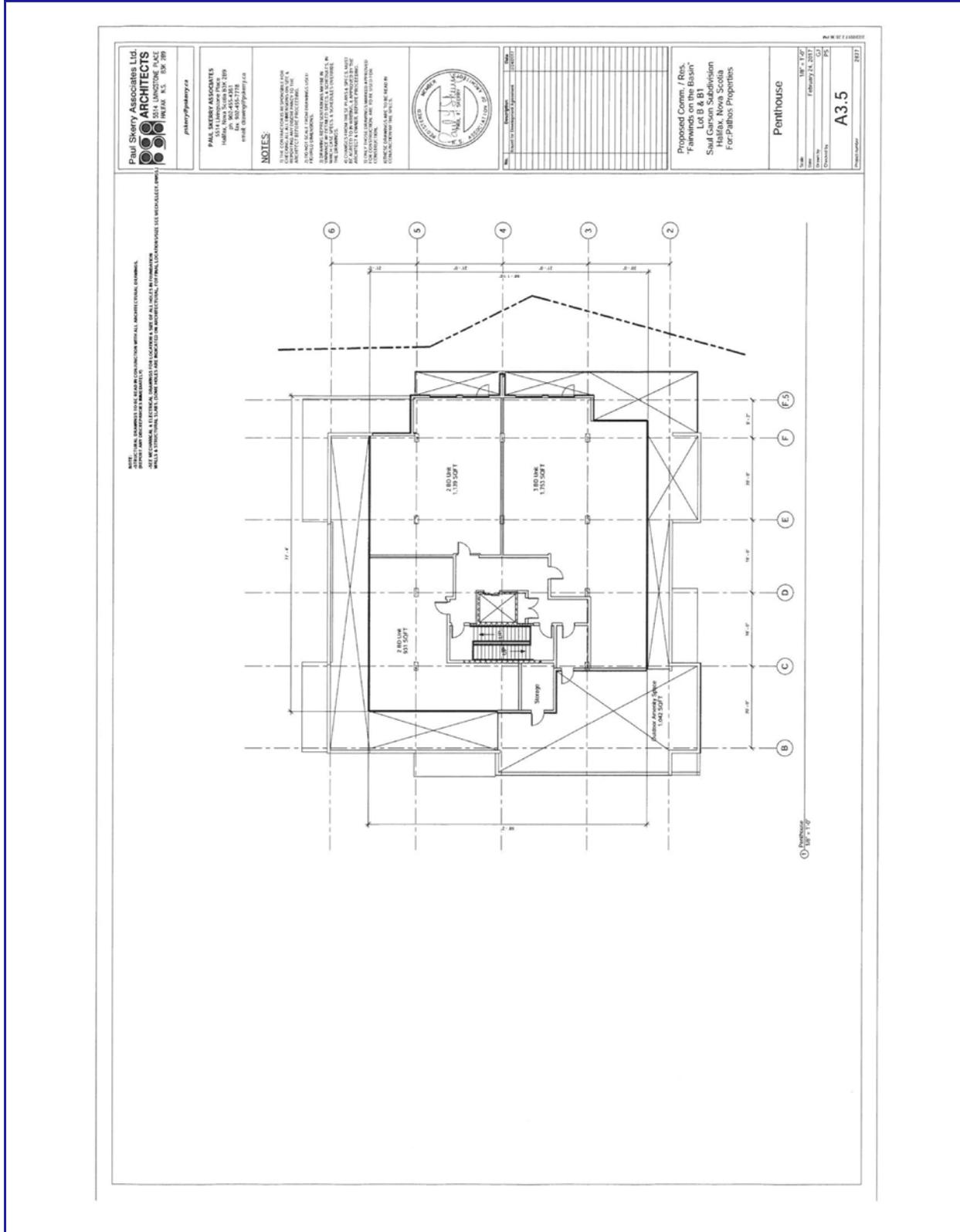
John A. Ingram, AACI, MRICS
NSREAA - Registration no. 251790

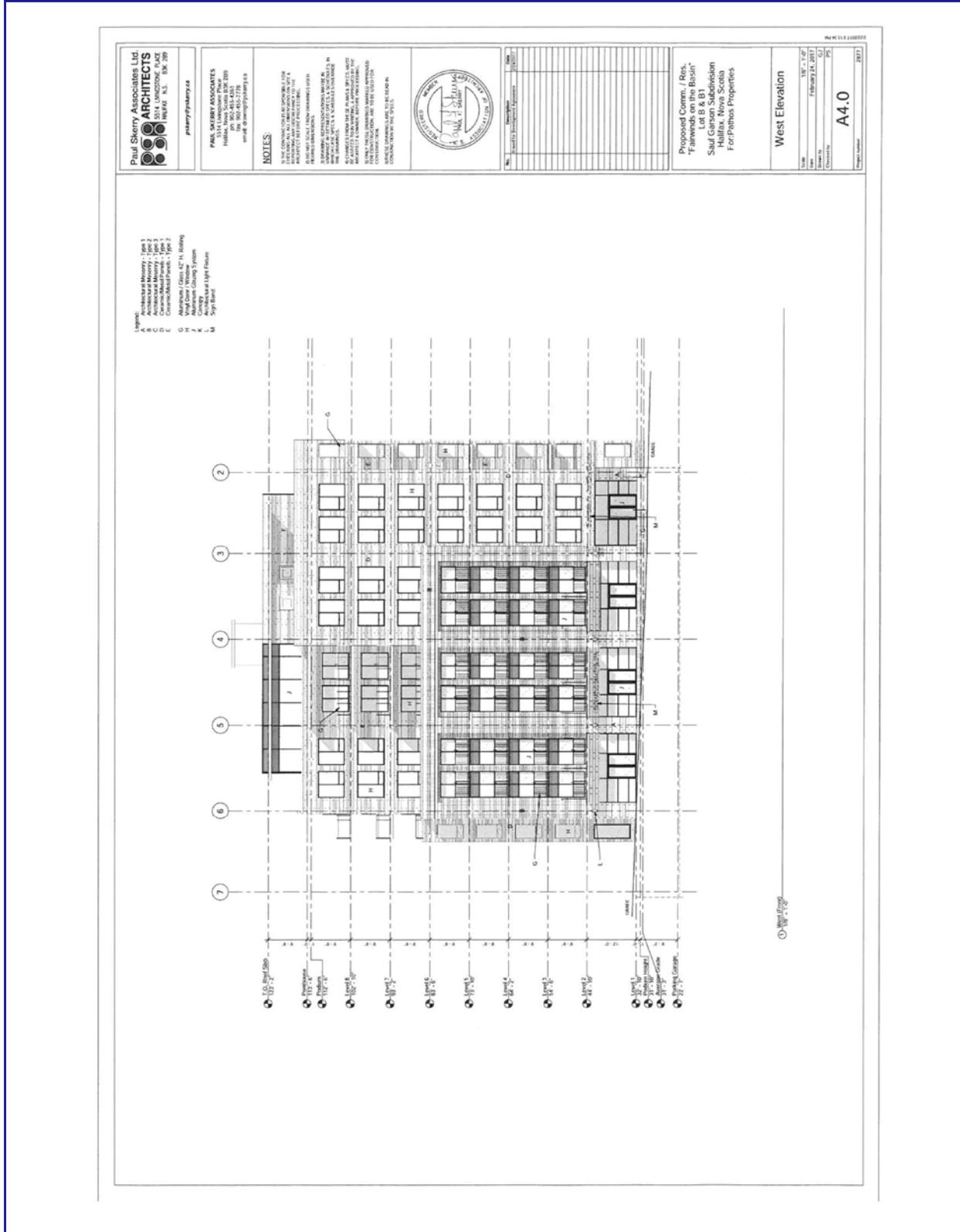
November 15, 2018
Date of Report

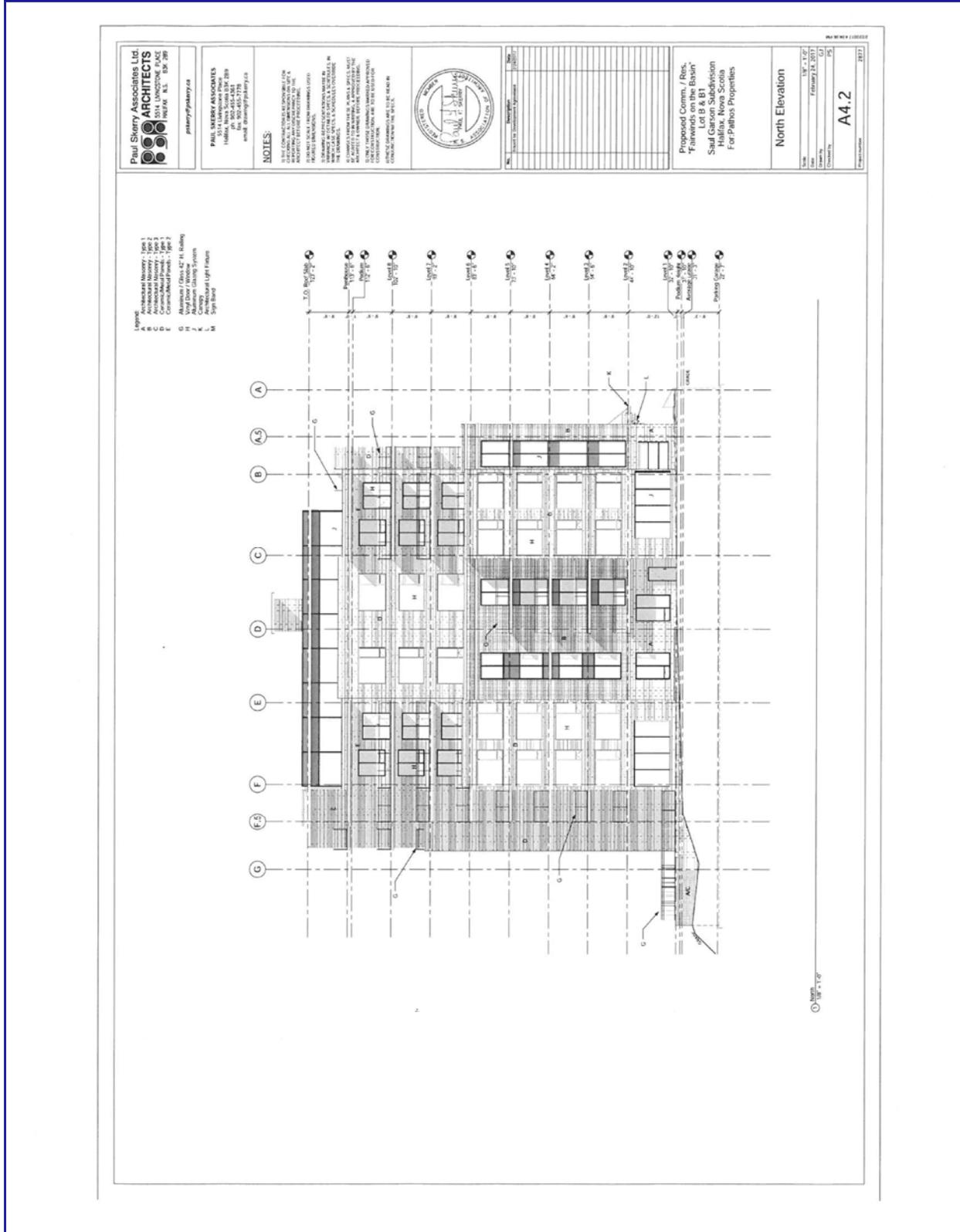












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NOTES:
 1. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING ALL DIMENSIONS AND CONDITIONS OF THE EXISTING STRUCTURE AND FOR NOTIFYING THE ARCHITECT IMMEDIATELY IN WRITING OF ANY DISCREPANCIES.
 2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPLICABLE AUTHORITIES.
 3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY INSURANCE COVERAGE.
 4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY MATERIALS AND LABORERS.
 5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY UTILITIES AND SERVICES.
 6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY ACCESS AND EGRESS.
 7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY SIGNAGE.
 8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY RECORDS.

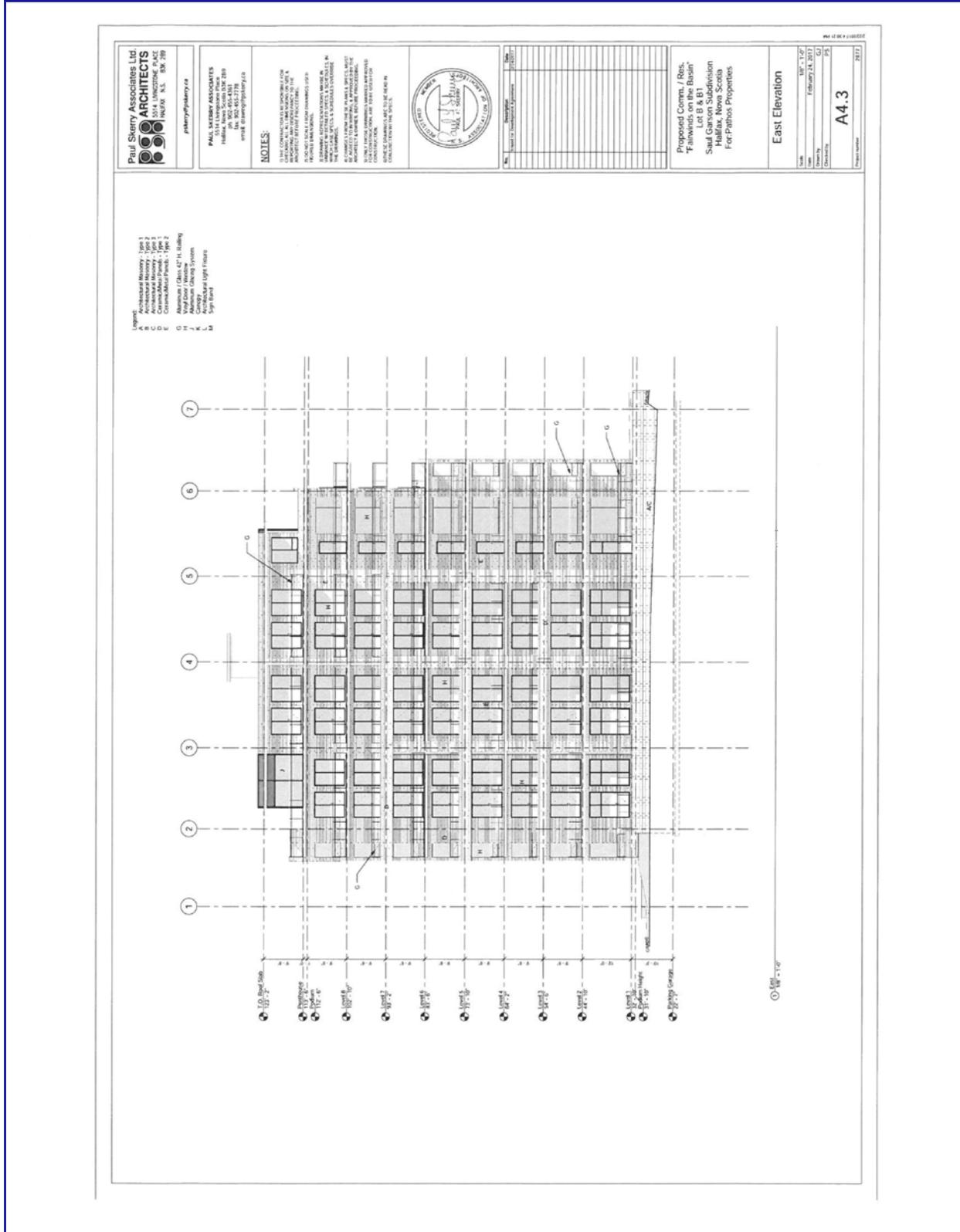


Proposed Comm. / Res.
 Paul Sherry Associates Ltd.
 Lot B & B1
 Saul Garson Subdivision
 Halifax, Nova Scotia
 For Palihos Properties

North Elevation

Date: 1/18/2023
 Drawn By: February 24, 2023
 Checked By: CJ
 Project No: A4.2
 Sheet No: 137.7

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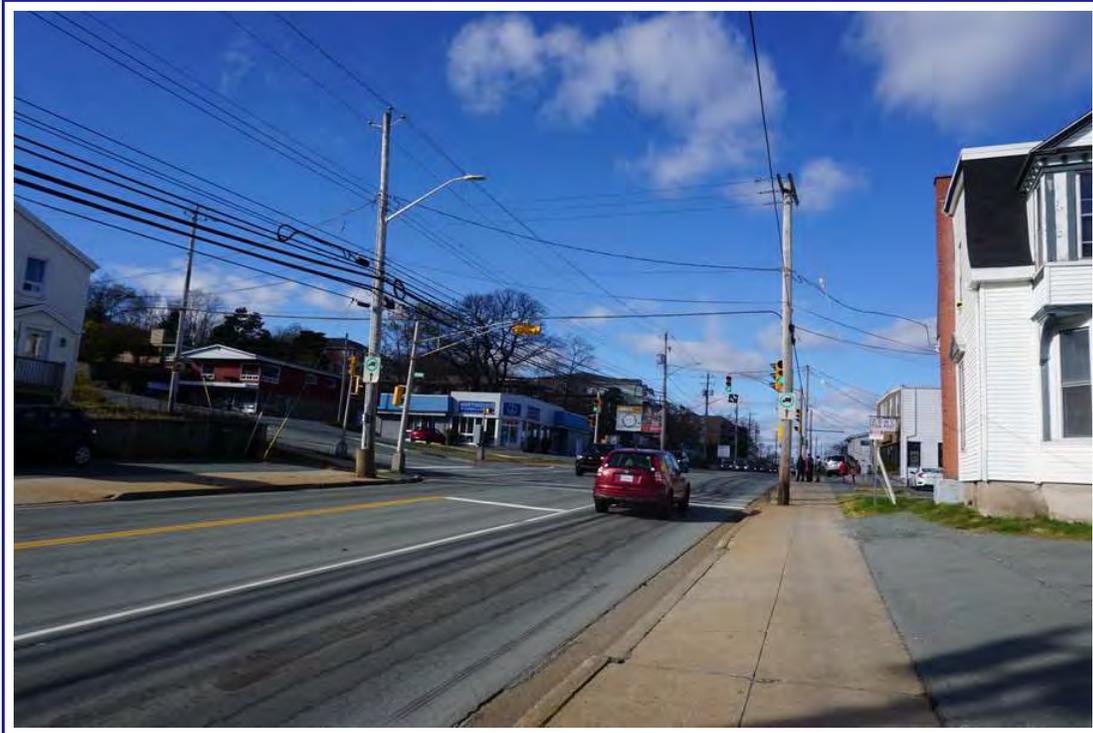




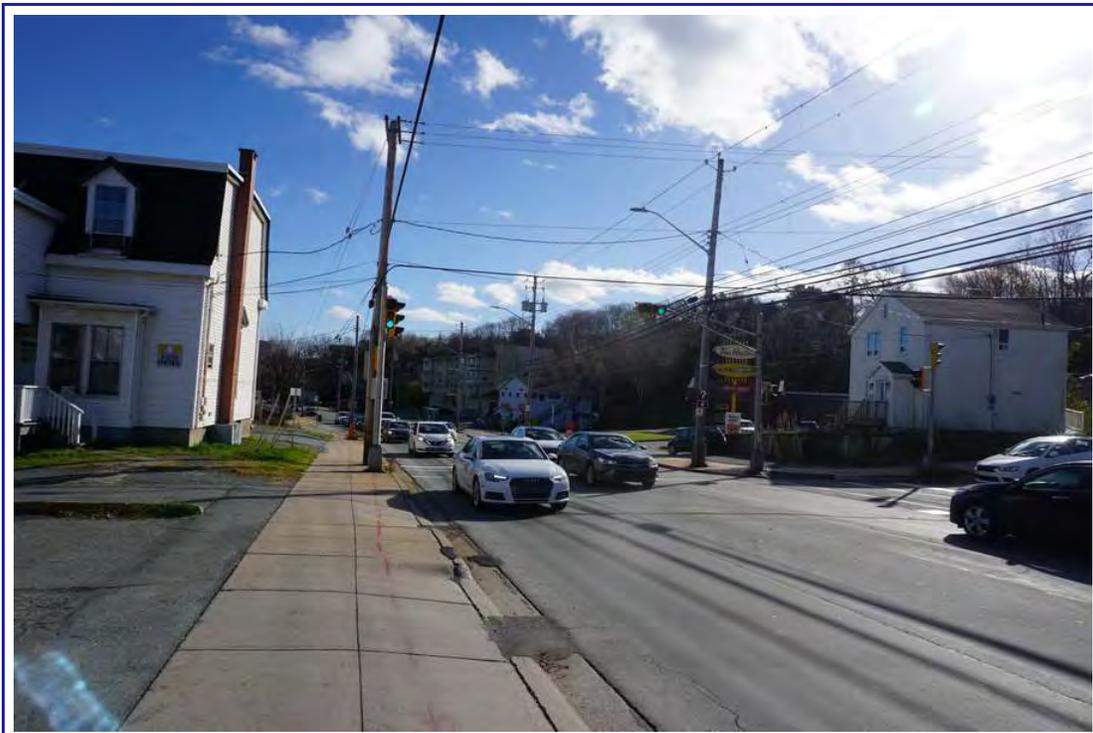
View of existing building from southwest corner



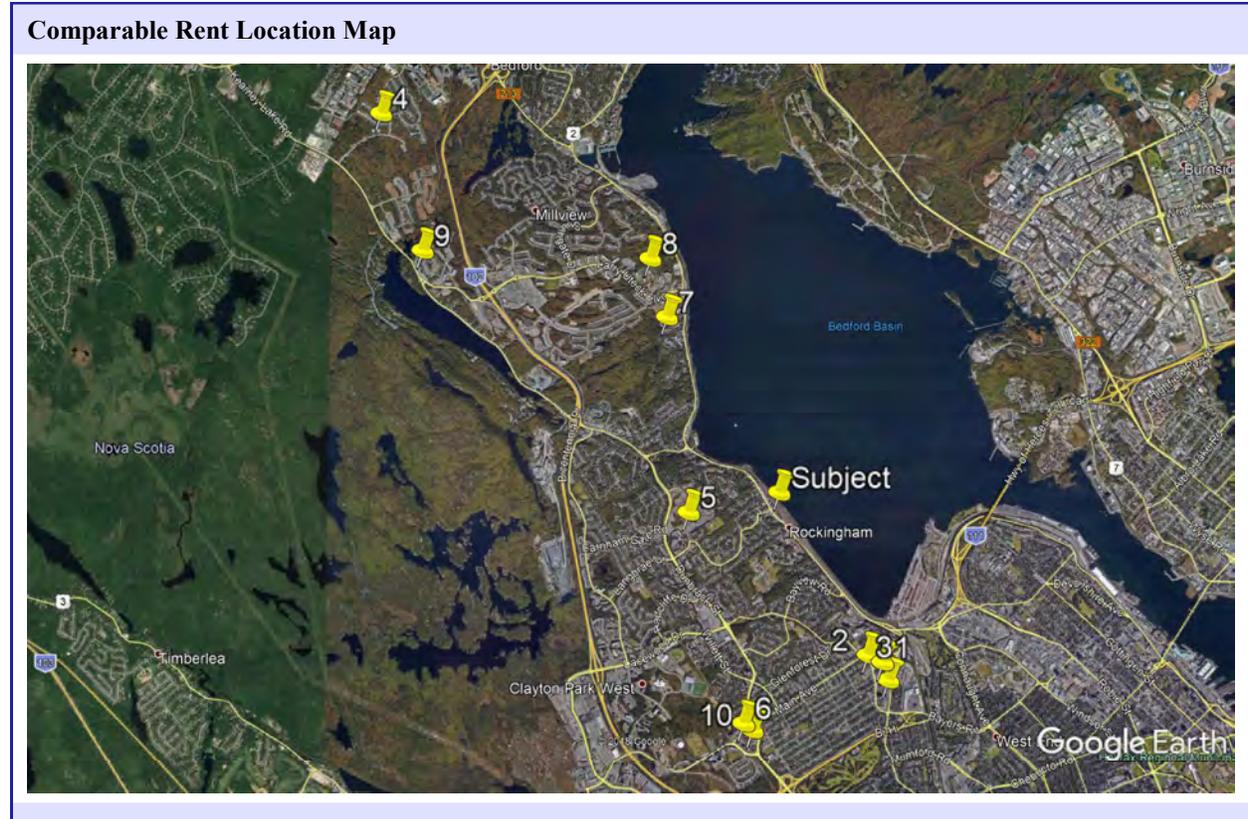
View of existing building from northwest corner



View north on Bedford Highway at subject property



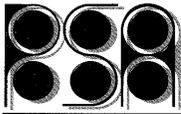
View south on Bedford Highway at subject property



Appendix C

Appendix D

Appendix E



11/15/2018

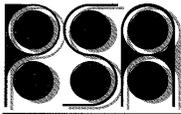
To whom it may concern:

Our design team is proposing a strategically designed landmark building to help promote further revitalization within the community of Rockingham along the Bedford Highway. This proposed eight-storey development is located on a prime development site next to a number of dated structures built around the 1960's. We strive to reduce the vehicular dominated atmosphere, and promote safe exterior pedestrian travel by providing comfortable areas for potential patios and landscaping. The development would attract a mix of user types for living and retail by providing both commercial and residential spaces to a prominent section of Rockingham. For building residents, the project is located within walking distance to a variety of amenities and attractions including Mount St. Vincent University, Rockingham School, specialty grocery stores, multiple restaurants, a variety of businesses, a national historic site, parks, amongst other amenities. Bus stops are conveniently located near the building for easy access to Halifax, Bedford or Mount St. Vincent University. For commercial tenants, the lot is highly visible to commuters and within walking distance of a large residential neighbourhood, with dedicated vehicular spots located within the parking garage.

Climate change is a relevant factor anytime you design a structure along the ocean shoreline. "Rockwinds on the Basin" is located along the Bedford Basin and could be susceptible to storm surges depending on the grade levels. Local coastal by-laws state "No development permit shall be issued for any dwelling on a lot abutting the coast of the Atlantic Ocean, including its inlets, bays and harbours, within a 3.8 metre elevation above Canadian Geodetic Vertical Datum (CGVD 28)." The lowest parking garage level is planned at 4.1 metre geodetic elevation, reducing the concern of a catastrophic storm damaging the structure and putting lives at risk.

Multiple architectural masonry types and panel systems make up the building skin. Aluminum storefront glazing and vinyl windows on ground floor maximize views, and supply large amounts of daylight. Masonry is meant to be the most dominate material symbolizing the historic architectural past of the Halifax area. Panels project above and behind the building are meant to complement, and contrast the masonry. Potential commercial customers and building tenants are weather protected with architectural metal awnings and canopies over the entrances.

Building mass is broken up with use of materials and step-backs. The five-storey high masonry portion of the building physique is closest towards the street. This hierarchy of the mass creates a clear distinction of the commercial area, while maintaining a comfortable pedestrian scale. The darker paneled mass extends from the second level to just below the eighth level window sill. This mass breaks up the horizontal span of the building length, and provides an

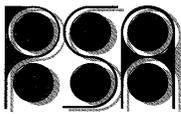


obvious entrance to the residential portion of the building. Voids are a feature at the corner of the darker gray mass, providing individual balconies and visual interest with a rhythm to the architecture. These masses wrap around to the sides and back of the building for continuity of aesthetic appeal. Respecting the adjacent neighbours and current by-law, we are setback from side properties a minimum of 12.3' with a street-wall height of five stories before stepping back an additional 6'. Commercial frontage will be accented with various landscaped planters and ample bicycle parking.

Shadow studies were conducted to show impact on adjacent properties. These studies illustrate minimum impact to businesses along Bedford Highway as the majority of long shadows will cast on railroad tracks. Likewise, the traffic study indicate no significant impact from this development. An urban infill project like this one will reduce the need for a vehicle along Bedford Highway with walkable amenities and near-by transit.

We are aware of CN Rail's concerns of the proposed development's proximity to the tracks in terms of odours and noise. However, numerous other residential projects have been developed within their 300 meter guideline with minimal disruption. Our design team produced planning and architectural steps to minimize these affects to potential building tenants. Building orientation plays a key role in diverting fumes. Wind direction in the summer tend to blow from the south/southwest, causing the odours to travel out toward the Bedford Basin instead of an open window. Additionally, our proposal is setback approximately 40' from the nearest track which minimizes interaction with train odours. To help reduce noise from the rail lines, our lowest elevation is located at 32.9' geodetic, more than 20' higher than the tracks at its highest point (adjacent to this property).

Inside, we are proposing over 2,000sf of commercial space on street level, with 55 residential units, and two levels of underground parking. Commercial area is flexible, capable of housing one, two, or three tenants at a time. Community amenity spaces, including a multi-purpose room and an exercise room is provided on the main level, along with four residential units with walk out terraces and a wide basin view. Unit types vary from one-bedroom to three bedroom units to attract a mix of residents including students, young adults, and families. Affordable housing and additional barrier-free suites will be made available further supporting diversity in tenants. The site provides a unique opportunity for views on the Bedford Highway. 80% of units will have access to water views. Penthouse level consists of outdoor amenity space for all residents to enjoy when weather permits. Development includes 54 parking spaces with at least one space dedicated to the "CarShare" (or similar) program for those without vehicles. Access to the garage is provided from a ramp along the south side of the site, safely separate from any pedestrian uses other than the sidewalk along Bedford Highway.



PAUL SKERRY ASSOCIATES LIMITED

5514 LIVINGSTONE PLACE HALIFAX N.S. B3K 2B9

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email: pskerry@pskerry.ca

Our project goal is to contribute to Rockingham's community with a signature building that both celebrates Halifax's past, with an excitement to the future as the city continues to build and evolve with time. We believe the community will be proud of the investment Pathos Properties, Inc. has made to revitalize an urban infill site which will benefit local businesses, attract potential tenants and customers, and provide community space for the residents of Rockingham.

Sincerely,

Greg Johnston, Architect; M.ARCH; LEED AP BD+C

Appendix F

Past Amendments to Bedford Highway SPS and Applicability to Subject Site

A portion of the Bedford Highway SPS area, that being two of the five designated highway commercial nodes and zoned C-2B, being located around the Larry Uteck Drive/Bedford Highway intersection and at the north end of the plan area adjacent to Bedford, was reviewed in the late 2000's given the evolution and growth in the corridor. This resulted in the creation of a new Schedule (Schedule R), enacted in 2011, which allows, via discretionary planning process (development agreement), the development of a number of opportunity sites along Bedford Highway within automobile-oriented areas. As of right development in the Highway Commercial Designation is limited to 35 feet in height, and Schedule R can be applied to allow development of greater scale in the two of the C-2B areas subject to a number of planning and servicing considerations. The Minor Commercial node centred around Flamingo Drive, unique in the plan area as being identified as neighbourhood-focused rather than car-oriented was not reviewed due largely to the lack of development pressure and interest at the time.

While the subject property falls outside of the Highway Commercial area and is currently zoned C-2A, as opposed to C-2B, **the subject property would meet all of the other development agreement evaluation criteria necessary for Schedule R, such as not abutting a residential use.** This shows that the rationale HRM has implemented to enable increased density and height along a portion of the Bedford Highway could also apply in the C-2A area. In 2015, the C-2A zoning within the Halifax Mainland LUB was amended to allow for a small increase in the as-of-right height limit for properties within the area SPS that fall under C-2A zoning. This is a further reflection of an identified need for increased height and density along this particular portion of Bedford Highway. However the 2015 amendments did not relax density limits which remain at 75 persons per acre and height is still limited to low rise buildings of 5 storeys which are each a critical obstacle to building a transit-oriented, mixed use community centre.

A number of other sites along Bedford Highway, such as the former Bluenose Inn located at 636 Bedford Highway (approved for eight-storeys), 644 Bedford Highway and 664 Bedford Highway (each approved for seven-storeys) will further increase the presence of multiple-unit residential development along the corridor. Further, 592 Bedford Highway is being considered for eight-stories and the recent approval of Rockingham South will significantly increase multi-unit development within the broader Rockingham community.

Policy 2.2 of the Secondary MPS establishes a vision for the Flamingo Drive community node of providing for medium scale commercial uses that are oriented to nearby neighbourhoods and to provide for residential uses. This policy appears to give broad leeway for the Land Use Bylaw to contain a mixed use zone that permits a full spectrum of residential uses and densities along with medium sized commercial uses. However it may be appropriate to include a clear, definitive policy that would explicitly facilitate a transition in zoning to permit the development of the subject property for greater medium and high-density residential use. Therefore, Pathos and the PDT recognize that, in order to develop the subject property in the manner outlined and desired, an amendment to the area SPS/MPS and accompanying Development Agreement would be required. **There is clear existing precedent** for consideration of such a site specific development process for the subject site given the approval of Policy 1.7 of the Bedford Highway SPS.

Policy 1.7 is a site-specific 2010 MPS Amendment for 50 Bedford Highway (PID# 00296665), which allows for, via Development Agreement, the development of a mixed-use building. This development, known as Icon Bay, is completed. The building consists of 22 storeys and a mixture of unit sizes in the building ranging from one-bedroom units to penthouse units, as well as a commercial/office component.

At the time of the Development Agreement (Case# 01205), the site was zoned C-2B (Highway Commercial) and had an as-of-right height limit of 35 feet – lower than the 50 feet currently permitted under the C-2A zoning. It also featured a number of differing uses within the immediate vicinity surrounding the development site, including R-1 zoning located to the Northwest of the site on Laurentide Drive. The low-density, residential uses are closer to this development site, approved via MPS amendment and Development Agreement, than similar uses within proximity to 205 Bedford Highway.

Policy 1.7.1 of the area SPS notes a number of factors that need to be considered in approving the development of 50 Bedford Highway. The PDT would expect and welcome, in evaluating the proposed development for a similar MPS Amendment and Development Agreement, a similar set of policy criteria to ensure that the development at 205 Bedford Highway is complementary and enhances the Bedford Highway corridor and Rockingham community.

	Policy 1.7.1 Criteria	PDT Comment Regarding Proposed Development
A	The adequacy of the servicing capacity of the site.	The accompanying servicing schematic notes that the servicing capacity of the site can be met (Appendix D).
B	The architectural design of the building, including building materials.	The building will consist of high-quality, fine-grain materials and colour palates that are complementary to the design and surrounding area.
C	Provision and improvement of safe vehicular access and egress.	The TIS notes that vehicles entering and exiting the development site would not have a negative impact on the existing intersection. Further, the additional traffic generated by <i>Fairwinds on the Basin</i> would not adversely affect the traffic levels on either Bedford Highway or Flamingo Drive.
D	The adequacy of vehicular and bicycle parking facilities.	The proposed parking ratio for the building is 0.85 vehicle spaces per unit. This ratio is proposed because it is anticipated that many residents will utilize public and active transit options available at this location. There is bicycle parking located both at grade and within the garage.
E	The provision of useable open space and recreational amenities.	Each unit has a private area of open space (balcony) and there is a common area located within the building, meeting the requirement for open space.
F	Adequate site landscaping and protection of non-disturbance areas.	The site is landscaped (podium) and planters at the pedestrian level further enhance the streetscape.
G	Appropriate lighting and signage.	The signage and lighting have been designed to welcome residents and guests to the building, as well as patrons of the commercial uses.
H	Archaeological monitoring and protection.	The PDT does not expect that archaeologically-significant items will be found during the development of the site, but will adhere to provincial regulations.
I	Appropriate separation of residential and commercial uses	Separate entrances to the commercial and residential uses are proposed for the building's components.

Further, given the condition of the surrounding building stock, the PDT believes that the proposed development would be an enhancement to the urban fabric of this particular portion of the Bedford Highway corridor and would create a signature mixed-use building at the intersection of Bedford Highway and Flamingo Drive. The PDT also notes that, while the proposed development would exceed the height limit of the current C-2A zoning, **this would have minimal impact on views of residents** along Flamingo Drive or the surrounding Rockingham community.

Initially, a smaller, five-story development (Case# 19533) was proposed for the subject property. However, while this development could be approved as-of-right, given the recent changes to the C-2A zoned properties along Bedford Highway, the land-use economics and market viability do not make this scale development feasible for the subject property. The initial proposal was for 33 one-bedroom units, which would not allow for a diversity of residents and would limit the economic potential of the site. The current proposal of Rockwinds allows for higher-quality building materials, a signature design, a more diverse tenant mix and a slender building silhouette for the subject property.

Given the characteristics of the subject property, the PDT collectively believes this subject property is a suitable location for an eight-storey-including penthouses, mixed-use development consisting of a niche pedestrian-oriented commercial use (eg. hair salon) located on the ground floor, 55 units within the multiple-family unit residential component and three penthouse units. The proposed development would also contain five barrier-free units intended for those with physical/mobility challenges and three affordable housing units intended for qualifying low-income residents. The intent of the development is to construct a building for a wide cross-section of income levels and residents of HRM.