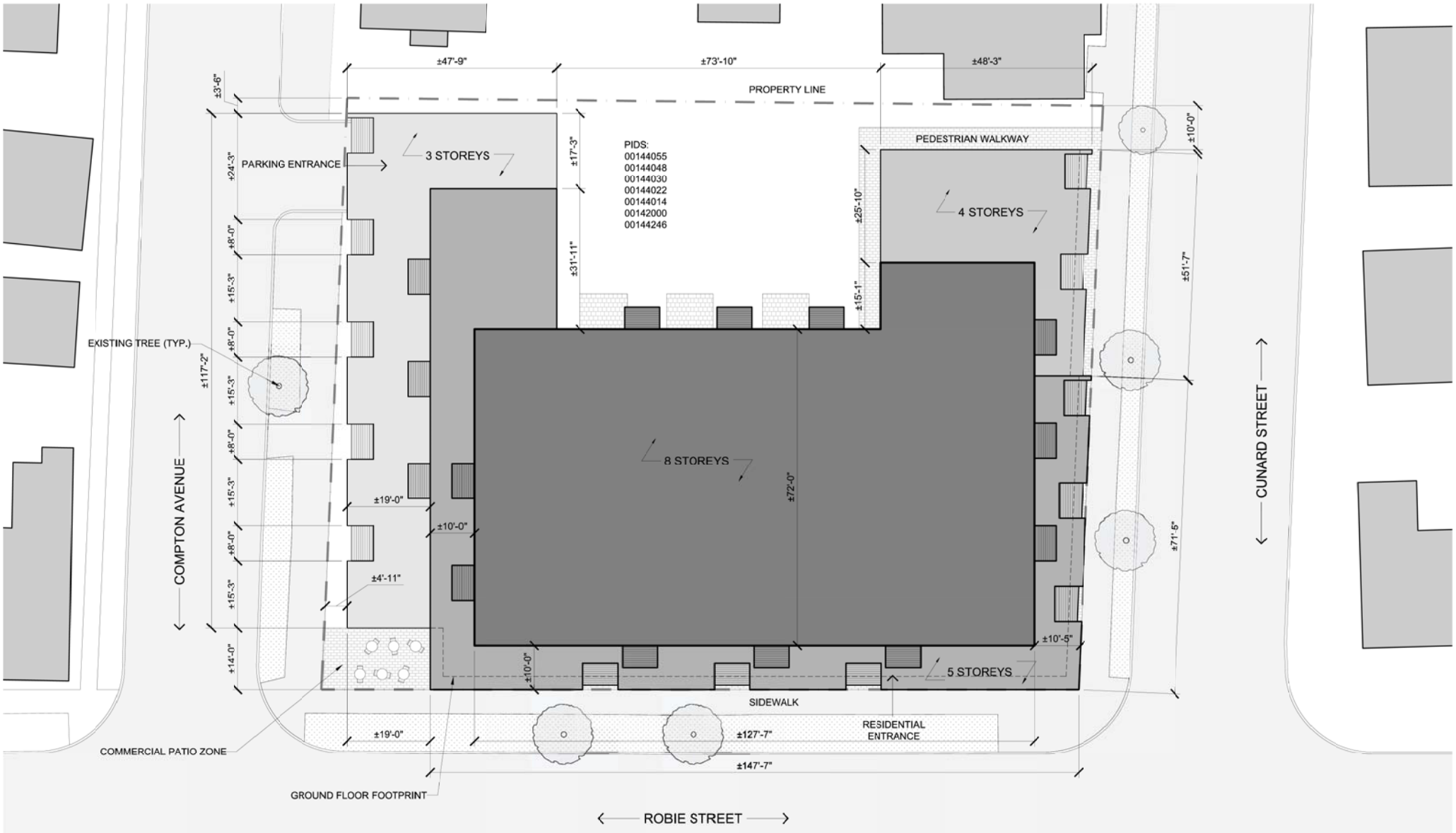
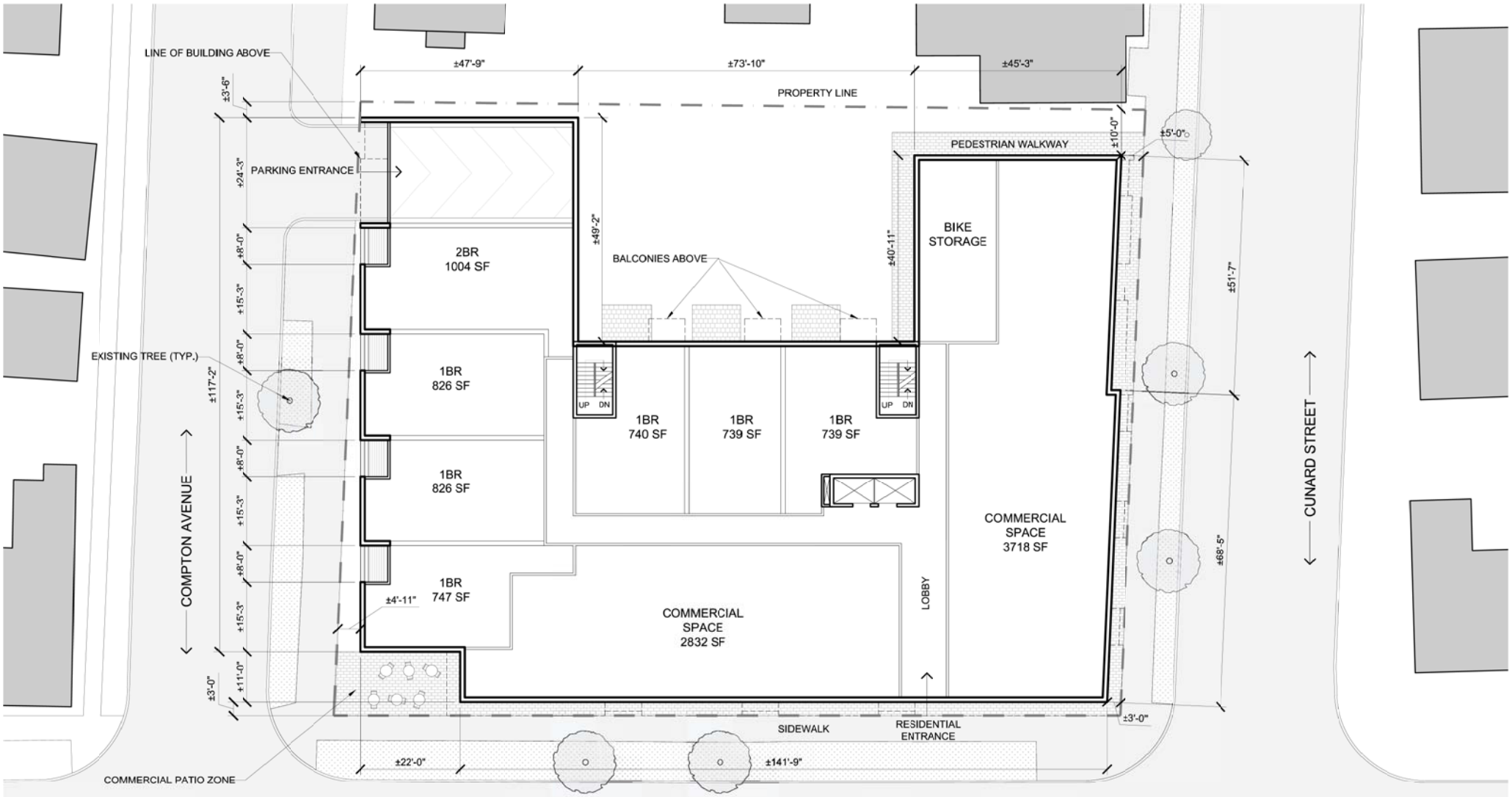
Revised Plans



ROBIE + CUNARD ROBIE STREET, HALIFAX, NS	**SITE/ROOF PLAN**	Project No.: P2015.01 Scale: 1" = 20' Date: 17 Mar 2017		WM FARES ARCHITECTS	**A01**

Revised Plans



ROBIE + CUNARD ROBIE STREET, HALIFAX, NS	GROUND FLOOR **FLOOR PLAN**	Project No.: P2015.01 Scale: 1" = 20' Date: 17 Mar 2017		WM FARES ARCHITECTS **A02**

Revised Plans

ROBIE + CUNARD ROBIE STREET, HALIFAX, NS	ROBIE & CUNARD **PERSPECTIVE VIEW**	Project No.: P2015.01 Scale: NTS Date: 17 Mar 2017		WM FARES ARCHITECTS	**SK01**

Revised Plans

ROBIE + CUNARD ROBIE STREET, HALIFAX, NS	CUNARD **PERSPECTIVE VIEW**	Project No.: P2015.01 Scale: NTS Date: 17 Mar 2017	WM FARES ARCHITECTS	**SK02**

Revised Plans

ROBIE + CUNARD ROBIE STREET, HALIFAX, NS	COMPTON & ROBIE **PERSPECTIVE VIEW**	Project No.: P2015.01 Scale: NTS Date: 17 Mar 2017		WM FARES ARCHITECTS	SK03

Revised Plans

ROBIE + CUNARD ROBIE STREET, HALIFAX, NS	ROBIE FROM COMMONS **PERSPECTIVE VIEW**	Project No.: P2015.01 Scale: NTS Date: 17 Mar 2017		WM FARES ARCHITECTS	SK04

PROJECT BRIEF

WM FARES ARCHITECTS

ROBIE + CUNARD MIXED-USE DEVELOPMENT

Peninsula North, Halifax |Nova Scotia

Purpose of submission

WMFares Architects is pleased to make an application for a Site Specific Plan Amendment to the Halifax Municipal Planning Strategy and the Halifax Peninsula Land Use By-law to enable a development agreement for a mixed-use building fronting Robie Street, Cunard Street, and Compton Avenue. We are seeking to undertake the required amendments and development agreement processes concurrently and have enclosed the following information for review as part of the application process:

1. A full set of detailed building drawings including site plan, floor plans, elevations
2. 3D views / Renderings
3. Development Data
4. Traffic Impact Statement
5. Site Servicing Schematic

Context, Zoning & Existing Planning Designations

The subject property is zoned R2 under the current Land Use By-law and designated MDR under the Peninsula North Planning Area 1 of the Municipal Planning Strategy. There are 7 existing buildings on the subject site with a combined total of 22 apartment style units. In addition, the existing building at the Robie/Cunard corner houses 1000 square feet of localized commercial retail.

Adjacent properties at civic addresses 6029,6020,6015,6011 Cunard Street are zoned C-2A and have recently been subject to revitalized commercialization at grade. Remaining adjacent properties due west of the site within the residential block bound by Cunard Street and Compton Avenue include single family residences (primary on Compton) and mulit-unit residences (primarily on Cunard). In addition, a 64 unit apartment has been built at the North-East corner of the Robie/Cunard intersection.

The site by virtue of its centralized location can be identified as a civic node. It fronts two major thoroughfares (Robie Street & Cunard Street), as well as a major public park (Halifax Commons). The site is within walking distance to existing amenities and services along Quinpool Road, and is in close proximity to Agricola Street where increased development and commercial revitalization is occurring. In addition, a metro transit shelter with multiple bus services is located at the Robie/Compton corner of the site.

Project Description + Design Strategies

The proposed development has identified Cunard Street as commercial corridor from pre-exiting neighbouring uses at grade. As such, the design has focused its commercial component along Cunard Street. In addition, commercial retail extends along Robie Street to further enhance neighbourhood compatibility and activate pedestrian streetscapes facing the park. At the corner of Robie and Compton, the building form shifts and sets back from the property line as an implied strategy to transition down to neighbouring low-density single family dwellings on Compton Avenue. The proposed building at this transition is characterized by four 3-storey townhomes with frontage and entries on Compton Avenue.

The primary pedestrian entry to the building is located on Robie Street and is identified and differentiated from commercial store fronts with accent coloured panels and large civic numbers for bold, clear way-finding. A secondary entrance is located off Cunard Street via a landscaped path that leads to the rear of the building whereby internal bike storage is quickly and easily accessed. Vehicular access to the below grade parking (2 levels) is at the South-West corner of the site off Compton Avenue. The driveway cut and exposed ramp location is strategic as it serves as a 20-foot spatial buffer between the proposed building and the adjacent 2-storey dwelling.

The proposed building includes a total of 13 levels with various setbacks and terraced stepbacks as the building transitions in height. From the interior lot line, the building is setback approximately 31 feet to the 11-storey mass, and approximately 45-feet (greatest) and 37-feet (least) to the 13-storey mass. Step-backs for upper storey portions of the building above the street wall vary from 10-feet (Robie St) to 34-feet (Compton Ave).

Considering the width and boulevard nature of Robie Street, the proposed design establishes a continuous streetwall at 4-storeys tall. As the streetwall wraps around the Cunard Street corner, the mass steps down to 3-storeys to transition to lower neighboring buildings. The streetwall mass at this North-West corner of the site is approximately 7-feet from the interior lot line as a means to define a continuous urban edge within the pedestrian realm.

The upper 12 storeys are programed with residential units with a focus on family type suites that make up over 40% of the overall 100 units. On level 400, an extensive 1,262 square feet of amenity space is coupled with 1,922 square feet of outdoor landscaped amenity terrace that faces Cunard Street.

Change of Circumstance and Neighbourhood Compatibility

Amendments to the MPS are not considered unless a change of circumstance is evident, and the existing land-use is no longer appropriate. We offer the following rationale for why new development would be appropriate for this specific site in conjunction with how existing policies no longer apply under current economic, social and cultural climates:

- A primary goal of the Regional Plan is to densify the peninsula and encourage active, walkable streetscapes. The current by-laws and height limits restrict feasible high-quality architectural developments that would enrich and enhance neighbourhoods.
- Considering current economic and market trends, the current by-laws limit the densification of larger-sized units as set out by the Regional Plan to promote families moving and living in the urban core.
- The central location of the site is in immediate proximity to existing civic amenities including public transit (bus-stop on site), parks (Halifax Commons) and community centres (Olympic Centre, Emera Oval).
- The location of the site is within walking distance to Quinpool Road and Agricola Street corridors with existing and growing service plus commercial amenities.
- The site is at a highly visible corner on two major thoroughfares. In addition, the site is at the bookend of a MDR block that faces a large public park. These urban characteristics of the site in of itself can be identified as integral components to a formula for where appropriate density and successful developments should occur in any urban city.
- Existing properties no longer serve their original single family-use, and have been subdivided into walk-up apartment units largely due to the site's centralized location with accessibility to a wide range of civic and commercial amenities.
- Larger-scale developments can be identified within the immediate surroundings including multi-unit buildings along Cunard Street and Robie Street facing the Commons. In addition, there has been interest and applications submitted to HRM for high-density developments along Robie Street and Quinpool Road.
- Urban precedents from several major cities around the world indicate and dictate good urban form around public parks via increased height to 'frame' and 'enclose' public open space. In addition, successful developments around parks include mixed-use programing with commercial retail at grade to animate the streetscape which in turn promotes increased use and activity in and around the park. The proposed development clearly integrates these key urban design principals for enriched city living and urban revitalization around public space.
- The proposed design and programing is compatible with current and neighbouring use at grade, with primary commercial fabric evident along Cunard Street. Incorporating commercial use one both sides of Cunard Street further enhances the public activity within the pedestrian realm.

- Policies that allow for development agreements can regulate and promote proper urban and architectural design principals to ensure that new developments are built to the highest quality to promote walkability and livability. This approach secures *design* as tool for better living, as opposed to an as-of-right process limited by height with no specific controls for good design.

Conclusion:

Thank you for considering our application. We are strong believers that design excellence as a problem solving tool in both the public and private realms can serve as a catalyst for urban revitalization, walkability, and livability on the Halifax Peninsula. We look forward to working together with staff in pursuing these unique opportunities.

Sincerely,

Original Signed

Jacob JeBailey, Architect
RAIC, NSAA, OAA, M.Arch, BEDS

WM FARES ARCHITECTS
3480 Joseph Howe Dr, 5th Floor
Halifax, N.S. B3L 4H7
t. (902) 457-6676
f. (902) 457-4686

Ref. No. 161-04044 Task 1

March 31, 2016

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

RE: Traffic Impact Statement, Proposed Multi-Tenant Residential Building with Ground Floor Commercial Space, Robie Street between Cunard Street and Compton Avenue, Halifax, NS

Dear Ms. Blissett:

W M Fares Group is preparing plans to construct a multi-unit residential building with ground floor commercial space on a site that occupies the Robie Street block face between Cunard Street and Compton Avenue (Figure 1). The site now includes seven buildings with a total of 22 apartment units and 1000 square feet (SF) of commercial space. The proposed development will include approximately 100 apartment units, 9,040 square feet of neighbourhood oriented commercial space, and approximately 93 underground parking spaces. The development will be served by a driveway on Compton Avenue at the west site boundary. This is the Traffic Impact Statement (TIS) required to accompany the development application.

Description of Development Site - The site on Robie Street between Cunard Street and Compton Avenue now includes the following seven buildings which will be removed to provide space for the proposed new building:

- 6025 Compton Avenue (4 units);
- 2162 Robie Street (2 units);
- 2166 Robie Street (4 units);
- 2176 Robie Street (3 units);
- 2178 Robie Street (3 units)
- 2180 Robie Street (3 units and 1000 SF commercial (Tony's Variety); and
- 6018 / 6020 Cunard Street 3 units).

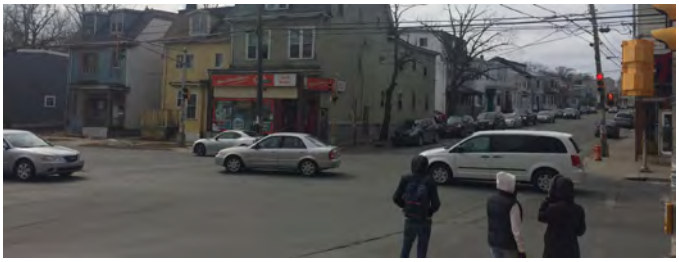


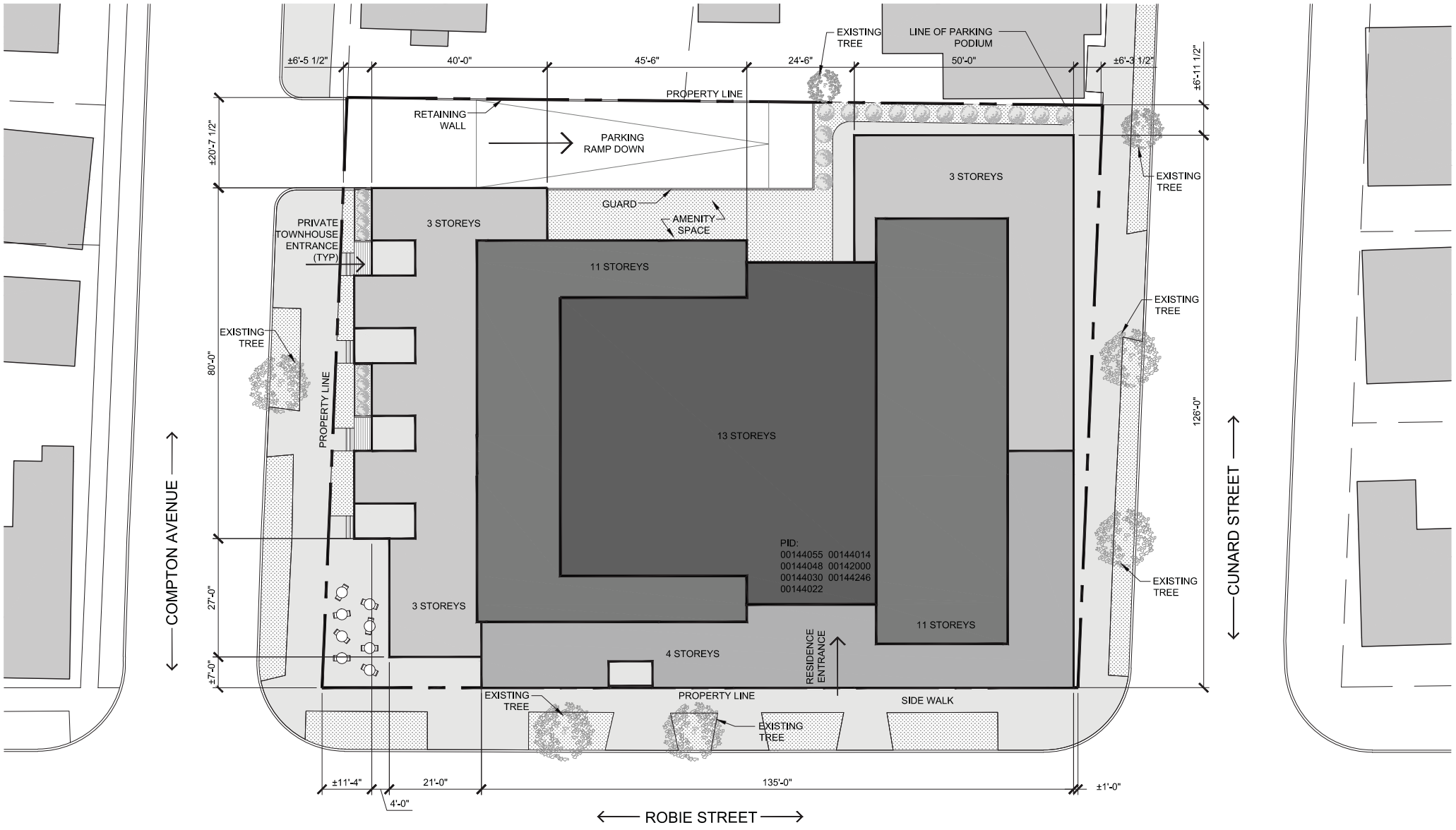
Photo 1 - Looking across Robie Street towards Cunard Street and the development site which includes 2166, 2176, and 2178 Robie Street at the left of the photo, Tony's Variety (#2180) at the corner, and the next building (# 6018 /# 6020) on the south side of Cunard Street.

Robie Street is a north-south arterial street with three lanes in each direction adjacent to the site. Parking is not permitted on either side of the street. The street is served by many Halifax Transit routes with a bus shelter on the west side in front of 2162 Robie Street (Photo 2). A traffic count obtained by HRM at the end of October 2014 indicates two-way volumes of 1,450 vehicles per hour (vph) during the AM peak hour and 1,730 vph during the PM peak hour.

Photo 2 - Looking across Robie Street towards Compton Avenue and the development site which includes 2166 and 2176 Robie Street at the right of the photo, 2162 Robie Street at the corner, and the first building (# 6025) on the north side of Compton Avenue.

1 Spectacle Lake Drive, Dartmouth, Nova Scotia, Canada B3B 1X7
Telephone: 902-835-9955 ~ Fax: 902-835-1645 ~ www.wspgroup.com

Superseded Documents



ROBIE + CUNARD ROBIE STREET, HALIFAX, NS	**SITE PLAN**	Project No.: 2015.01 Scale: 1" = 20'-0" Date: 31 Mar 2016		WM FARES ARCHITECTS	**SDP**

Cunard Street is an east-west arterial street with two eastbound lanes and one west bound lane adjacent to the north side of the site. While parking is not permitted on the south side adjacent to the site, parking is permitted (8 AM to 6 PM Monday to Friday) on the north side of the street. A traffic count obtained by HRM at the end of October 2014 indicates two-way volumes of 505 vph during the AM peak hour and 650 vph during the PM peak hour.

Compton Avenue is a one block long east-west local street between Robie Street and Windsor Street. Parking is prohibited on the north side adjacent to the site (8 AM to 6 PM Monday to Friday), however, two hour parking is permitted on the south side of the street during the same time periods. While traffic volume data were not available, it is expected that volumes are reasonably low on this local street.

The parking garage driveway for the building is proposed at the west edge of the site approximately 35 meters from Robie Street. Visibility is good on both Compton Avenue approaches to the driveway as illustrated in Photos 3 and 4.

Photo 3 - Looking east on Compton Avenue towards Robie Street from the proposed site driveway at the west edge of the site.

Photo 4 - Looking west on Compton Avenue towards Windsor Street from the proposed site driveway at the west edge of the site.

Trip Generation - Trip generation estimates for the proposed and existing land uses, prepared using published trip generation rates from *Trip Generation,9th Edition,* are included in Table 1.

Since the seven existing buildings on the site (which include 22 apartment units and 1000 SF of commercial space) will be removed, trips now generated by the existing land uses have been considered as a 'credit' when determining additional vehicle trips that will be generated by the redeveloped site.

It is estimated that the proposed mid-rise apartment building with ground level commercial space will generate about 42 two-way vehicle trips (16 entering and 26 exiting) during the AM peak hour and 64 two-way vehicle trips (34 entering and 30 exiting) during the PM peak hour. However, when trips generated by the existing 22 apartment units and 1000 SF of commercial space in the seven existing buildings on the site are considered as a credit, it is estimated that the redeveloped site will generate 33 additional two-way vehicle trips (13 entering and 20 exiting) during the AM peak hour and 52 additional two-way vehicle trips (28 entering and 24 exiting) during the PM peak hour.

Table 1 - Trip Generation Estimates for Proposed Development and Existing Land Uses

Land Use [1]	Units [2]	Trip Generation Rates [3]				Trips Generated [3]			
		AM Peak		PM Peak		AM Peak		PM Peak	
		In	Out	In	Out	In	Out	In	Out
Trip Generation Estimate for the Proposed Development									
Mid-Rise Apartment (Land Use 223)	100 units	0.09	0.21	0.23	0.16	9	21	23	16
Specialty Retail (Use Code 826) [4]	9.040 KGLA	0.76	0.60	1.19	1.52	7	5	11	14
Trip Generation Estimates for Proposed Development						16	26	34	30
Trip Generation Estimate for the Existing Land Uses									
Mid-Rise Apartment (Land Use 223	22 units	0.09	0.21	0.23	0.16	2	5	5	4
Specialty Retail (Use Code 826) [4]	1.000 KGLA	0.76	0.60	1.19	1.52	1	1	1	2
Trip Generation Estimates for Existing Site Buildings [5]						3	6	6	6
Estimated Additional Trips Generated by the Redeveloped Site									
Additional Vehicle Trip Estimates for the Redeveloped Site [6]						13	20	28	24

NOTES:
1. Rates are for the indicated Land Use Codes, *Trip Generation*, *9th Edition*, Institute of Transportation Engineers, 2012.
2. KGLA is 'Gross Leasable Area x 1000 square feet'.
3. Rates are 'vehicles per hour per unit'; trips generated are 'vehicles per hour for peak hours'.
4. The Speciality Retail (Land Use 826) rate for 'Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 PM' has been used. While the unit is considerably smaller than the average 69.0 KGLA in the published data (Page 1580), the published trip generation rate has been used since this is expected to be pedestrian oriented commercial space. Also, since there is no published rate for the AM peak hour of adjacent street for this Land Use, and since AM peak hour trips to Speciality Retail are generally low, AM trip rates have been assumed to be 50% of the PM rate with reversal of the directional split.
5. These are the trips generated by existing residential apartment units and commercial space on the site which can be considered as a 'credit' for site trip generation estimates for the redeveloped site.
6. These are the estimated additional trips that will be generated by the redeveloped site after consideration of the 'credit' for trips generated by the existing land uses on the site.

Summary -

1. The proposed development on the Robie Street block face between Cunard Street and Compton Avenue will include approximately 100 apartment units, 9,040 square feet of neighbourhood oriented commercial space, and approximately 93 underground parking spaces.

2. The parking garage driveway is proposed on Compton Avenue approximately 35 meters from Robie Street at the west site boundary. Visibility is good on both Compton Avenue approaches to the driveway.

3. Site generated trips for the development include approximately 42 two-way vehicle trips (16 entering and 26 exiting) during the AM peak hour and 64 two-way vehicle trips (34 entering and 30 exiting) during the PM peak hour. However, when trips generated by the seven existing buildings on the site are considered as a credit, it is estimated that the redeveloped site will generate 33 additional two-way vehicle trips (13 entering and 20 exiting) during the AM peak hour and 52 additional two-way vehicle trips (28 entering and 24 exiting) during the PM peak hour.

4. The site is well served by pedestrian facilities and transit services. There are sidewalks on all streets adjacent to the site and Metro Transit provides service for several routes along Robie Street with a bus stop in front of the site.

5. While traffic volumes are high on Robie Street (two-way volumes of 1,450 vehicles per hour (vph) during the AM peak hour and 1,730 vph during the PM peak hour), Compton Avenue peak hour volumes are expected to be low.

Conclusions -

6. Since vehicle trips estimated to be generated by this site can be distributed west on Compton Avenue to Windsor Street and east to Robie Street, the low to moderate numbers of additional trips are not expected to have any significant impact to the level of performance of adjacent streets and intersections, or the regional street network.

7. Since the site has good pedestrian connections, as well as good transit service on Robie Street, it is possible that the numbers of site generated vehicle trips could be less than the estimated numbers.

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

Sincerely:

Original Signed

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

Original Signed

K.B. O'Brien
2210
PROVINCE OF NOVA SCOTIA

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NOVA SCOTIA LAND SURVEYORS & CONSULTING ENGINEERS
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April 6, 2016

Halifax Water
c/o Steve Skinner
450 Cowie Hill Road
Halifax, NS

From: Logan McDowell, P.Eng. File No. 1-1-295 (31368)

Re: Robie Street and Cunard Street, Halifax, NS – Sanitary Lateral Size Confirmation

Project Summary:

	Commercial/Retail	Residential
Building	9,040 ft^2 = 840 m^2	100 Units
*Based on April 1, 2016 email from W.M. Fares Group.		

References:

1. Halifax Water (HW) Design & Construction Specifications (2015 Edition), Section 5.2.1:
   - Q = [1.25 x (a x M)] + b Where;
     Q = Sanitary sewer flow.
     1.25 = Safety Factor.
     a = Average dry weather flow.
     M = Peaking factor using Harmon Formula; M = 1 + [14 / (4 + $P^{0.5}$)]
     b = Long-term infiltration/inflow allowance.
     P = Population in thousands
   - Residential Average Dry Weather Flow: 330 L/day per person
   - Multi-Unit Dwelling Population: 2.25 people per unit
   - Infiltration allowance: 0.28 L/ha_{gross}/s

2. Atlantic Canada Wastewater Guidelines (AWG) Manual (2006 Edition), Section 2.3:
   - Table 2.1: Average Daily Flows based on establishment type
     - Commercial & Office/Retail Space: 6 L/day per m^2
   - Section 2.3.4.2 Population Estimates:
     - 85 people per ha_{gross}

Calculation Summary:

Population Estimate (P)

Reference:

P_1: AWG Section 2.3.4.2 Commercial/Retail: 85 people per ha

P_2: HW Section 5.2.1 Residential: 2.25 people per unit

$P = P_1 + P_2$

$P_1 = 85 \times 840\ m^2 \times (1\ ha/10{,}000\ m^2)$ = 7 people

$P_2 = 2.25$ people per unit $\times$ 100 Units = 225 people

$P = 7$ people + 225 people = **232 people (or 0.232)**

Dry Weather Flow (a)

Reference:

a_1: AWG Table 2.1: Commercial/Retail: 6 L/day per m^2

a_2: HW Section 5.2.1: Residential: 330 L/day per person

$a = a_1 + a_2$

$a_1 = 6$ L/day per $m^2 \times 840\ m^2$ = 5,040 L/day

$a_2 = 330$ L/day per person $\times$ 232 people = 76,560 L/day

$a = 5{,}040$ L/day + 76,560 L/day = **81,600 L/day (or 0.94 L/s)**

Infiltration (b)

Reference:

HW Section 5.2.1: Infiltration allowance: 0.28 $L/ha_{gross}/s$

Lot Area = 0.220 ha

b: 0.28 $L/ha_{gross}/s \times 0.220$ ha = **0.06 L/s**

Peaking Factor (M)

$M = 1 + [14 / (4 + P^{0.5})]$

$M = 1 + [14 / (4 + (0.232)^{0.5})]$ = **4.12**

Sanitary Sewer Flow (Q)

$Q = [1.25 \times (a \times M)] + b$

$Q = [1.25 \times (0.94\ L/s \times 4.12)] + 0.06\ L/s$ = **4.90 L/s**

Sanitary Lateral Size Confirmation:

A 6" (150 mm) PVC lateral at 0.60% slope has a capacity of 15.34 L/s. With Q = 4.90 L/s, the depth of flow will be 58 mm with an average flow velocity of 0.77 m/s. Based on these values the proposed lateral will have sufficient flow capacity while meeting the minimum flow velocity

requirements. For additional information or discussion regarding these findings please contact the undersigned.

Regards,

Servant, Dunbrack, McKenzie & MacDonald Ltd.

Original Signed

Logan McDowell, P.Eng.
Jr. Project Engineer

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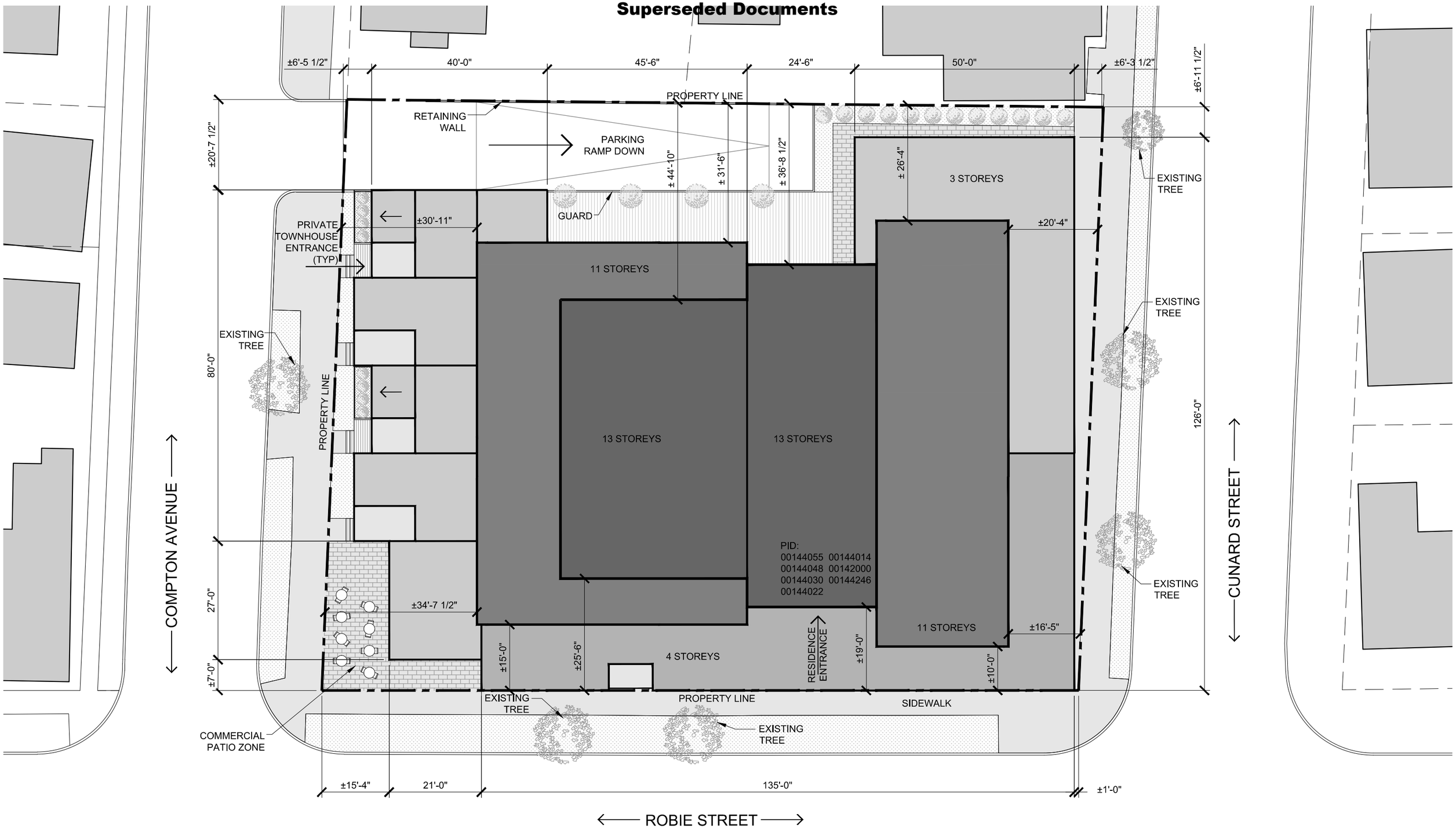
Superseded Documents



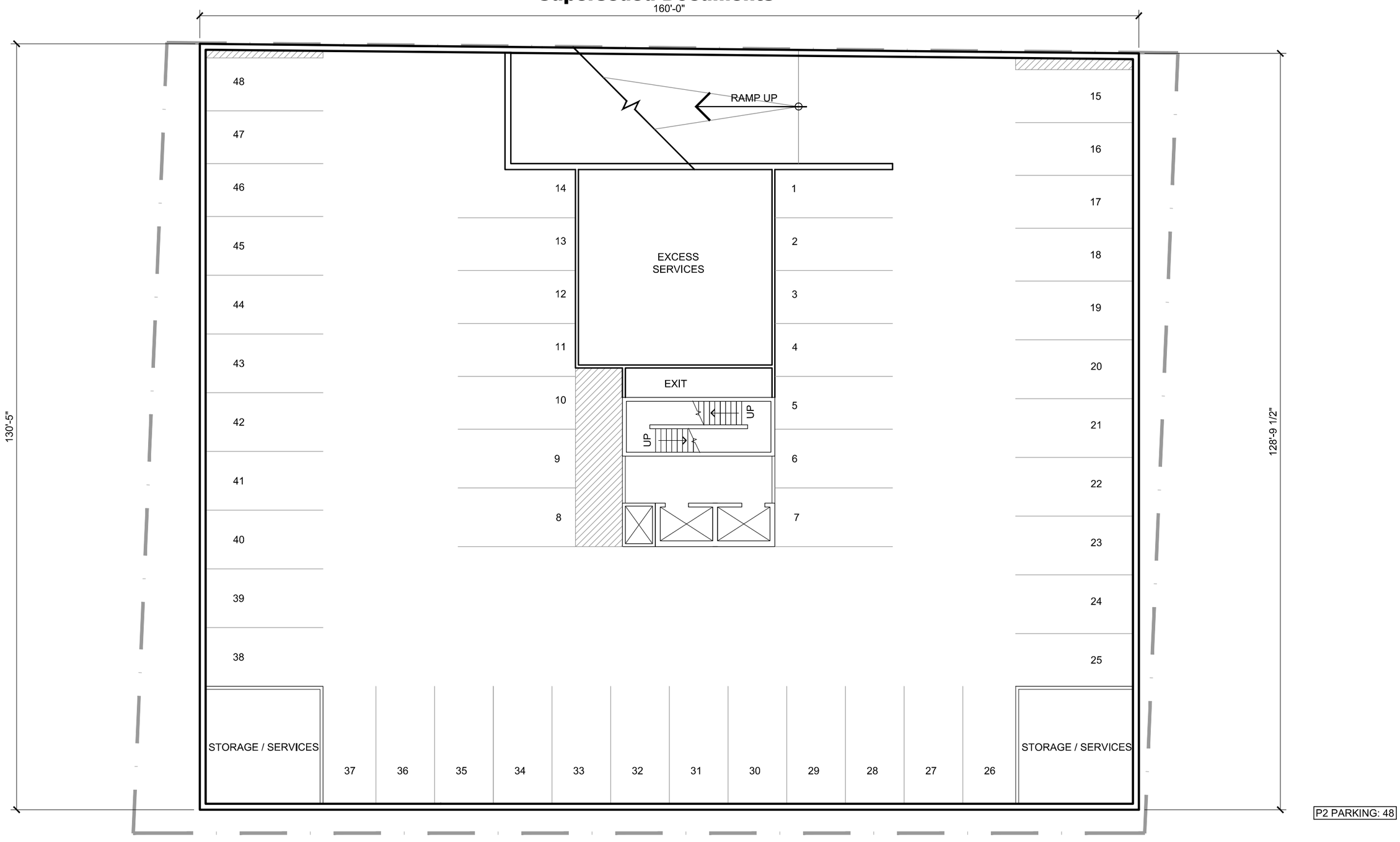
ROBIE + CUNARD ROBIE STREET, HALIFAX, NS	**SITE PLAN**	Project No.: 2015.01 Scale: 1" = 20'-0" Date: 26 Apr 2016	WM FARES ARCHITECTS **SDP**

ROBIE + CUNARD (06 APRIL 2016)							
LEVEL	STUDIO	1BR	1BR + DEN	2BR	3BR	3 BR TH	TOTAL
100	-	-	-	-	-	4	4
200-300	-	-	6	10	4	-	20
400	1	-	1	3	3	-	8
500	-	5	3	1	-	-	9
600	-	4	1	4	-	-	9
700-1000	-	16	4	16	-	-	36
1100	-	2	-	2	2	-	6
1200-1300	-	-	4	4	-	-	8
TOTALS:	1 (1%)	27 (27%)	19 (19%)	40 (40%)	9 (9%)	4 (4%)	100

DENSITY		
1 BR UNITS	47 x 2 ppl	94
2 BR	53 x 2.25 ppl	119
TOTAL		213

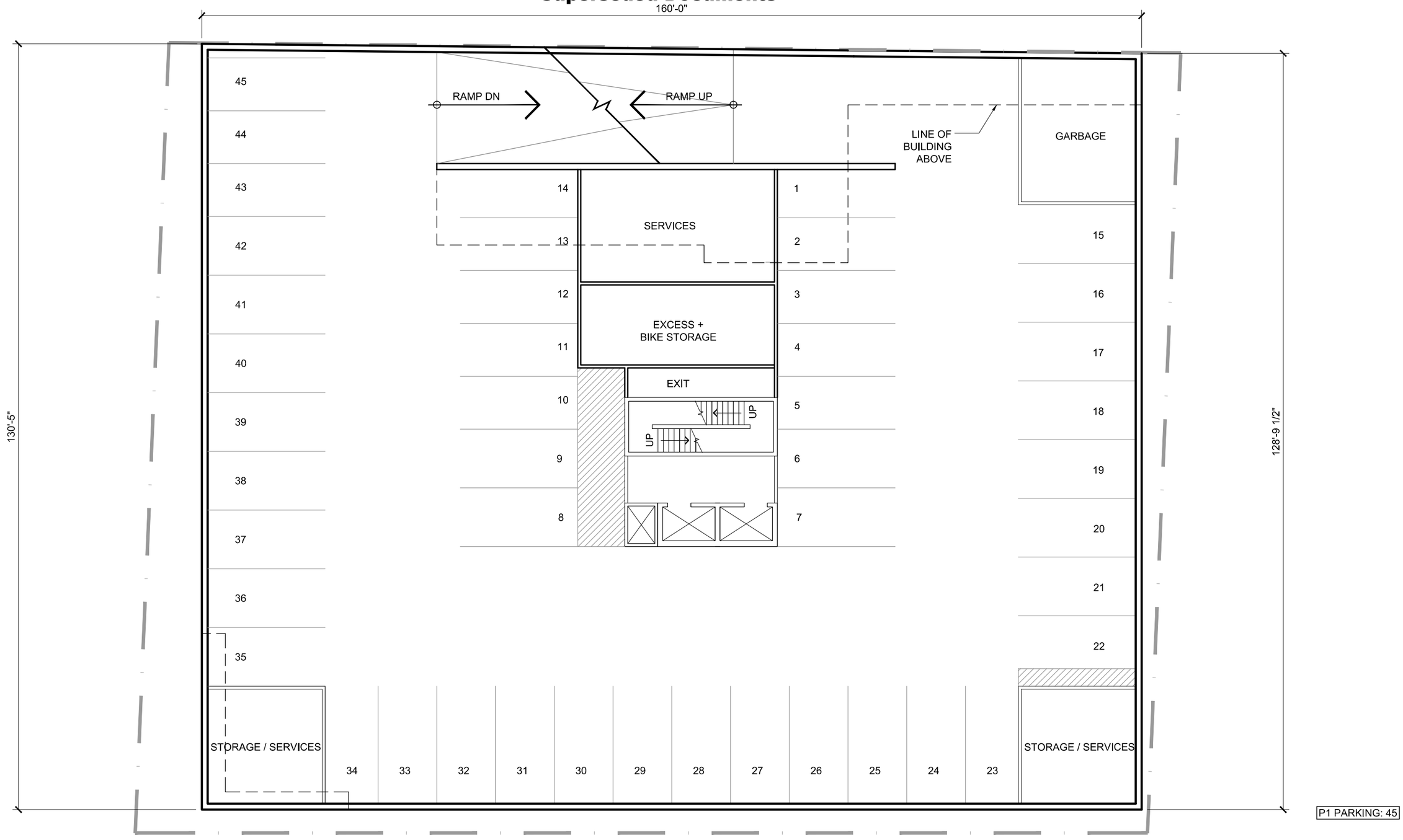
PROPERTY AREA	23,045 SF
LOT COVERAGE	± 16,623 SF (72%)
OPTIONAL INDOOR AMENITY SPACE AREA (GROUND LEVEL)	± 882 SF
INDOOR AMENITY SPACE AREA (LEVEL 400):	± 1,262 SF
GROUND FLOOR COMMERCIAL RETAIL AREA:	± 9,029 SF
OUTDOOR AMENITY SPACE AREA (GROUND LEVEL):	± 1,003 SF
OUTDOOR AMENITY SPACE AREA (LEVEL 400):	± 1,922 SF
LANDSCAPE OPEN SPACE AT GRADE	± 3,306 SF
TOTAL LANDSCAPE OPEN SPACE:	± 6,301 SF
TOTAL BELOW GRADE PARKING	± 93

Superseded Documents



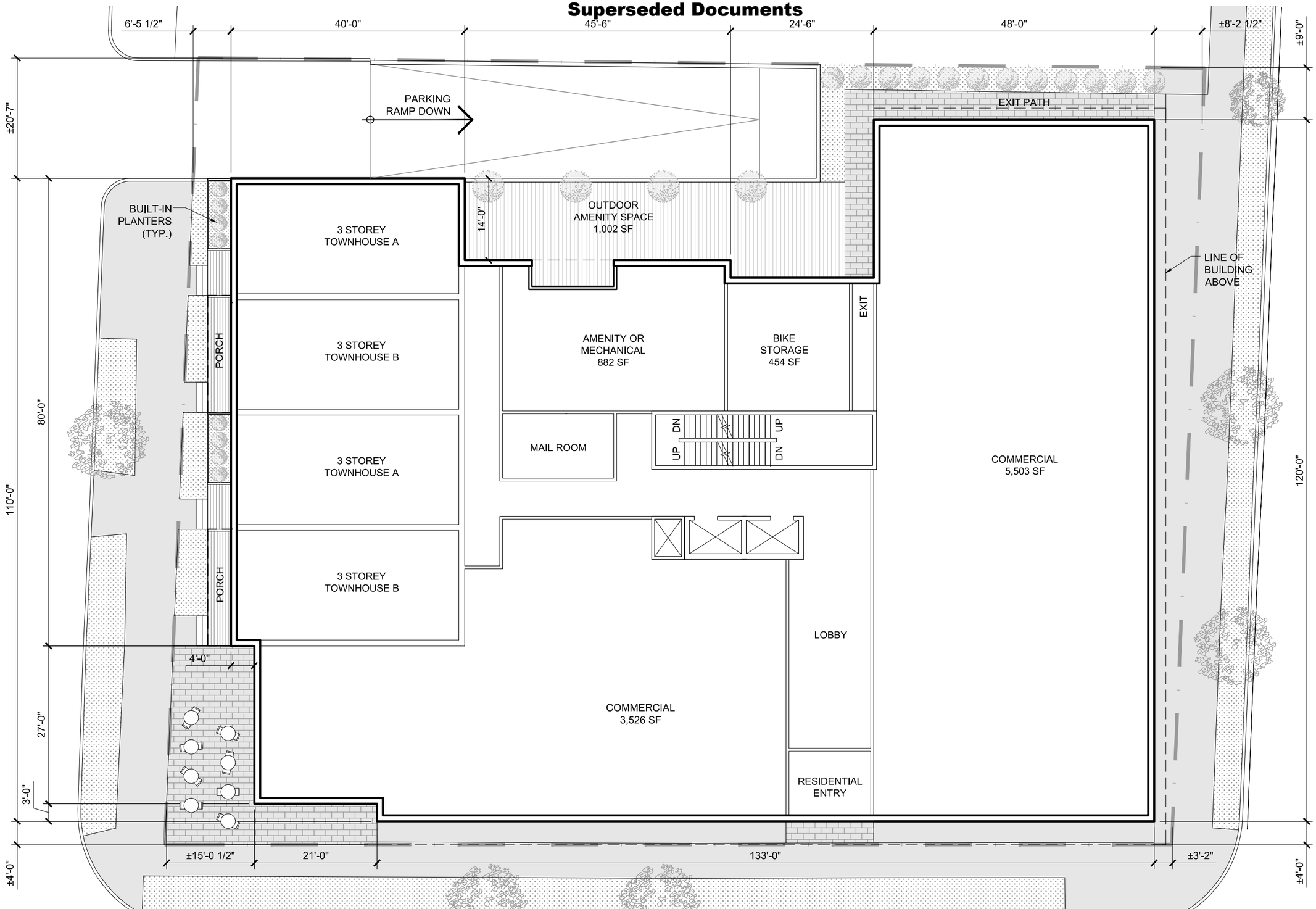
ROBIE + CUNARD ROBIE STREET, HALIFAX, NS	PARKING LEVEL 2 **FLOOR PLAN**	Project No.: 2015.01 Scale: 1/16" = 1'-0" Date: 19 Apr 2016	WM FARES ARCHITECTS	**A1**

Superseded Documents



ROBIE + CUNARD ROBIE STREET, HALIFAX, NS	PARKING LEVEL 1 **FLOOR PLAN**	Project No.: 2015.01 Scale: 1/16" = 1'-0" Date: 19 Apr 2016	WM FARES ARCHITECTS	**A2**

Superseded Documents



ROBIE + CUNARD

ROBIE STREET, HALIFAX, NS

LEVEL 100

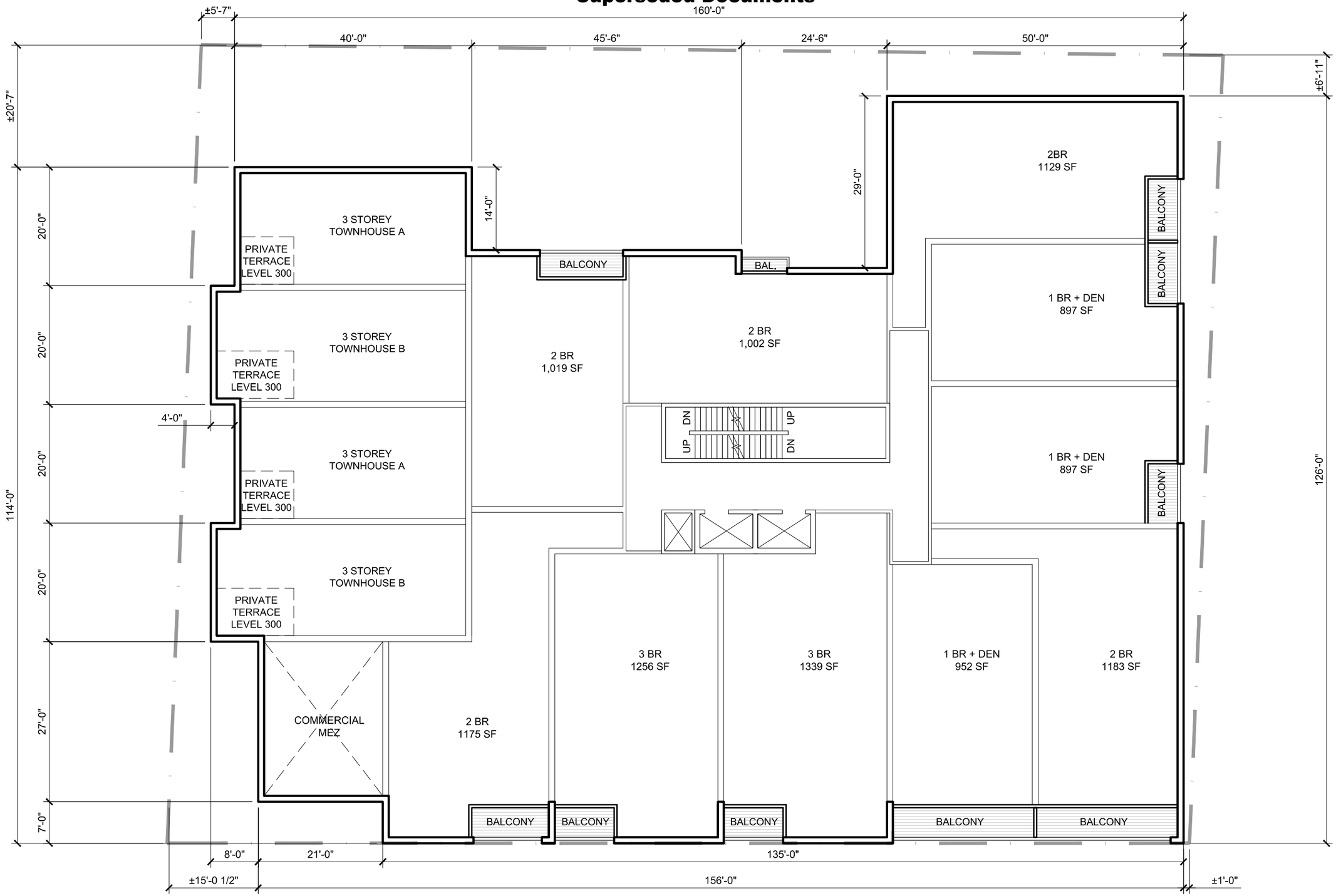
FLOOR PLAN

Project No.:	2015.01
Scale:	1/16" = 1'-0"
Date:	19 Apr 2016

WM FARES ARCHITECTS

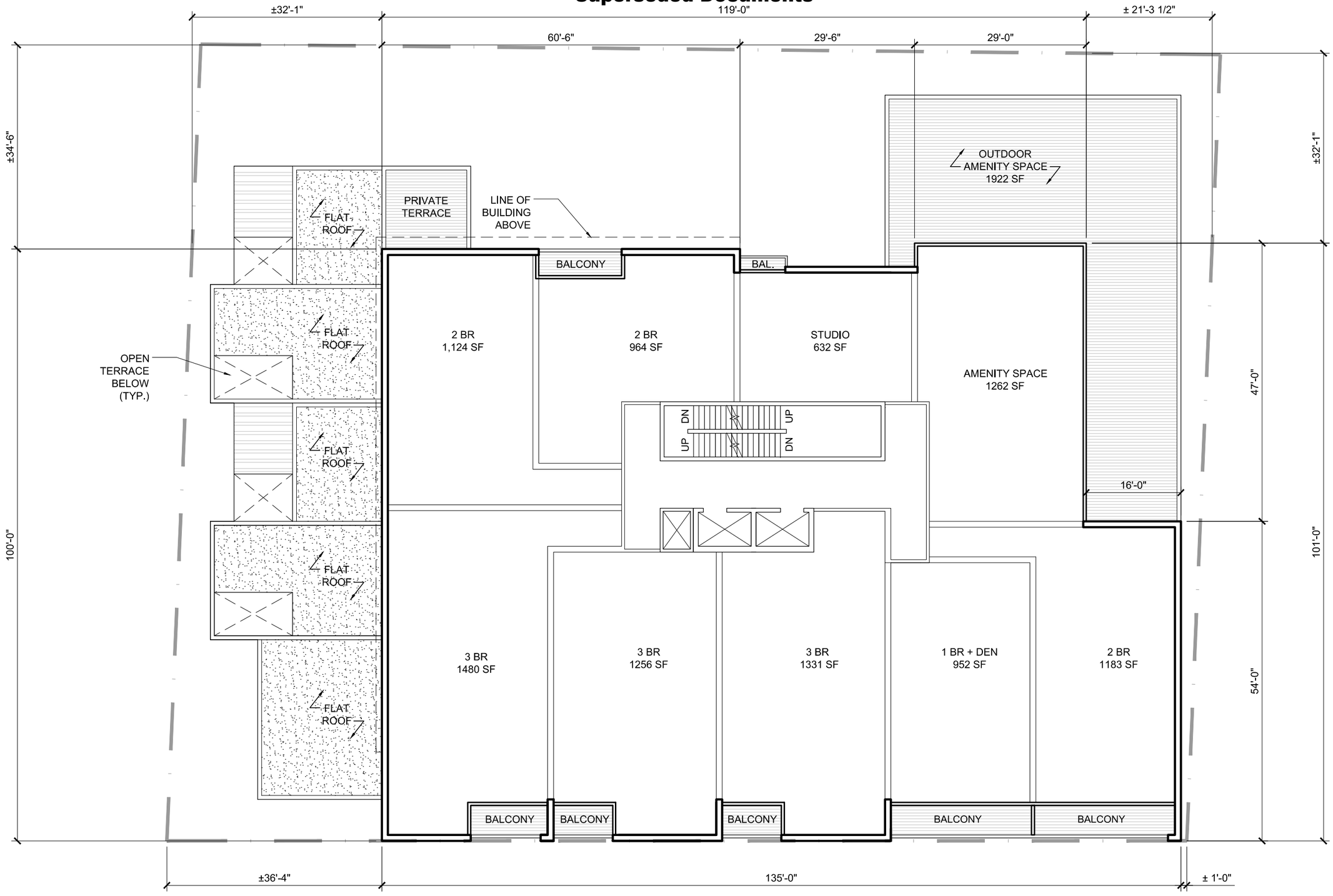
A3

Superseded Documents



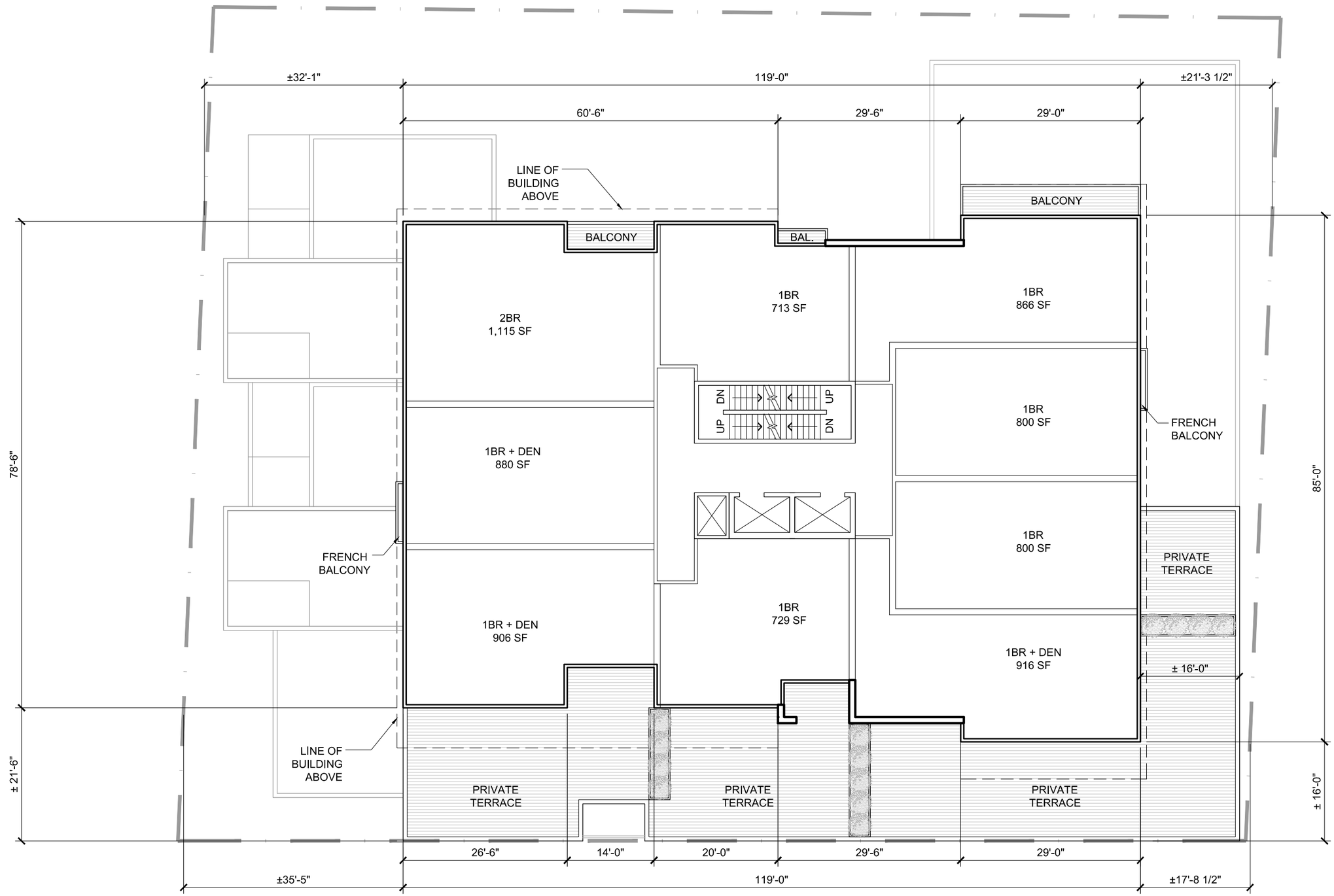
ROBIE + CUNARD ROBIE STREET, HALIFAX, NS	LEVEL 200-300 **FLOOR PLAN**	Project No.: 2015.01 Scale: 1/16" = 1'-0" Date: 19 Apr 2016	WM FARES ARCHITECTS	**A4**

Superseded Documents



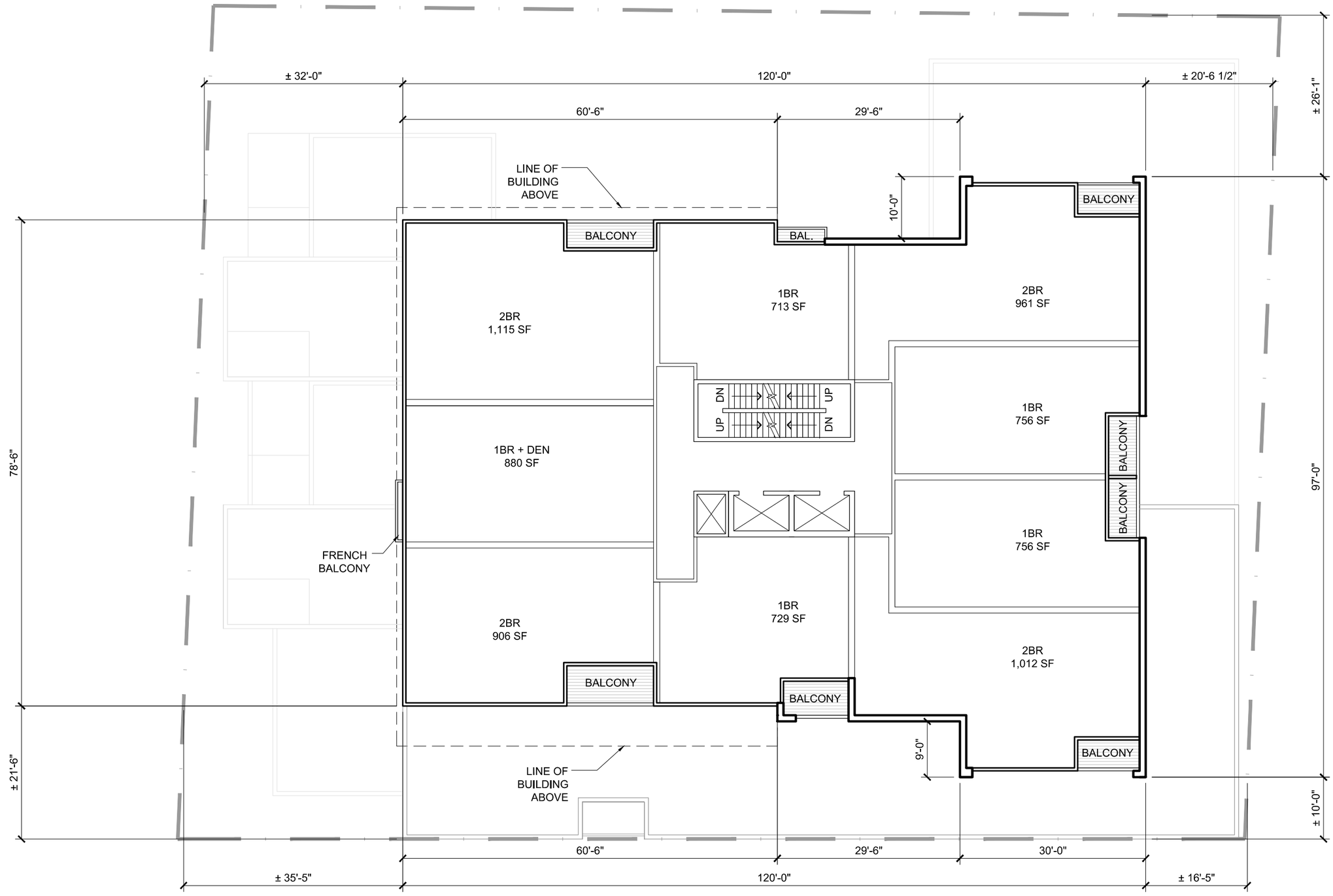
ROBIE + CUNARD ROBIE STREET, HALIFAX, NS	LEVEL 400 **FLOOR PLAN**	Project No.: 2015.01 Scale: 1/16" = 1'-0" Date: 19 Apr 2016	WM FARES ARCHITECTS	**A5**

Superseded Documents



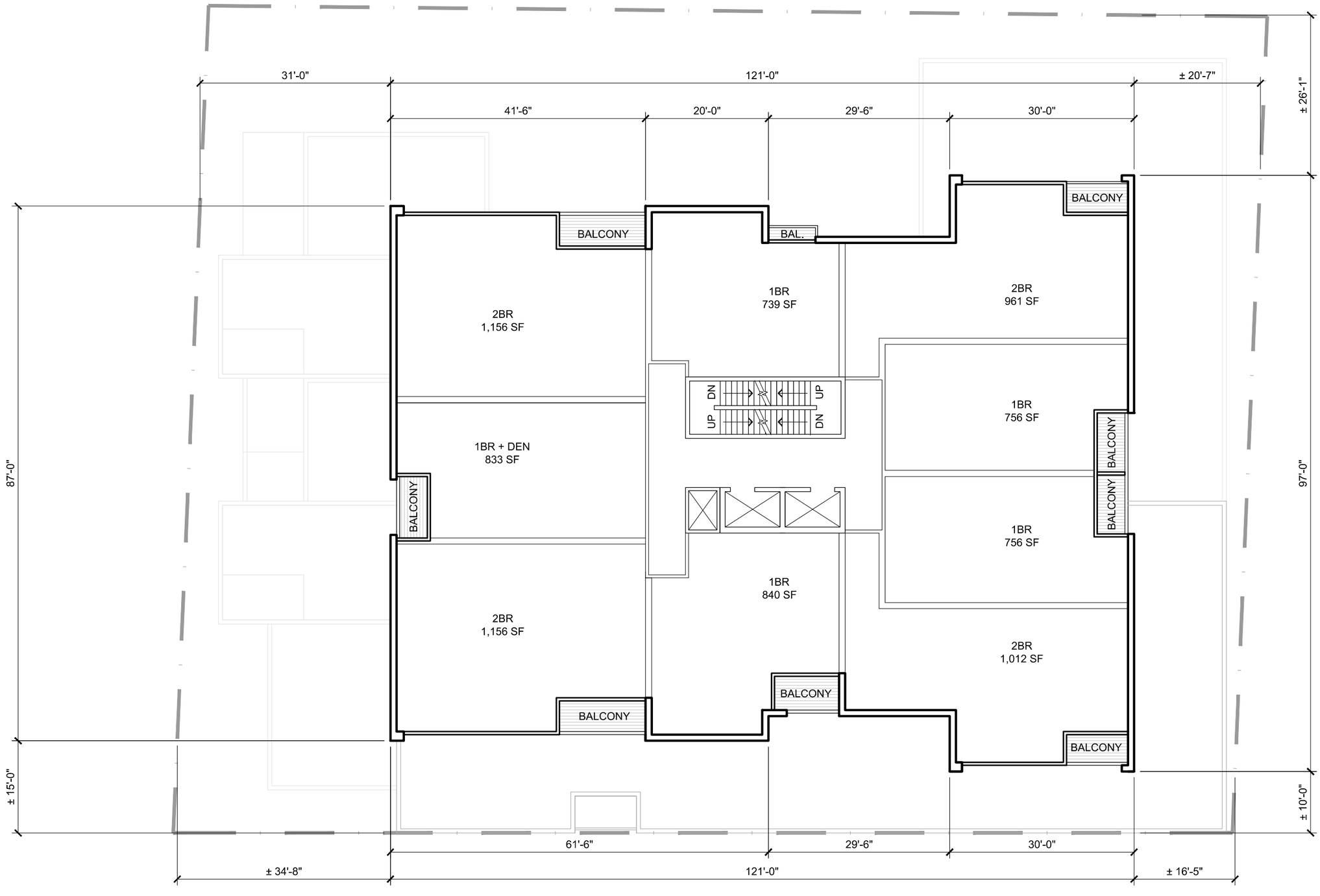
ROBIE + CUNARD ROBIE STREET, HALIFAX, NS	LEVEL 500 **FLOOR PLAN**	Project No.: 2015.01 Scale: 1/16" = 1'-0" Date: 19 Apr 2016	WM FARES ARCHITECTS **A6**

Superseded Documents



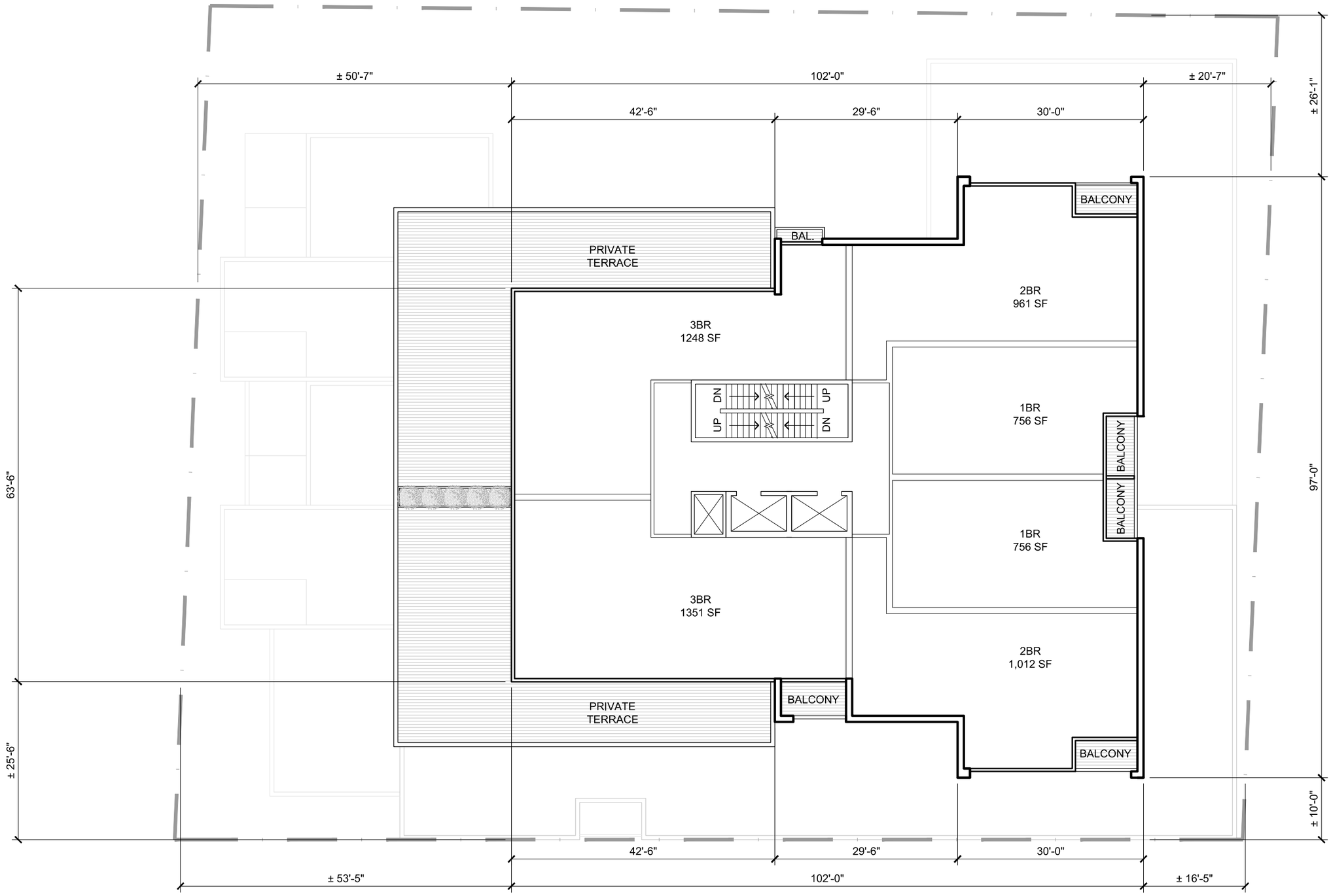
ROBIE + CUNARD ROBIE STREET, HALIFAX, NS	LEVEL 600 **FLOOR PLAN**	Project No.: 2015.01 Scale: 1/16" = 1'-0" Date: 19 Apr 2016	WM FARES ARCHITECTS	**A7**

Superseded Documents



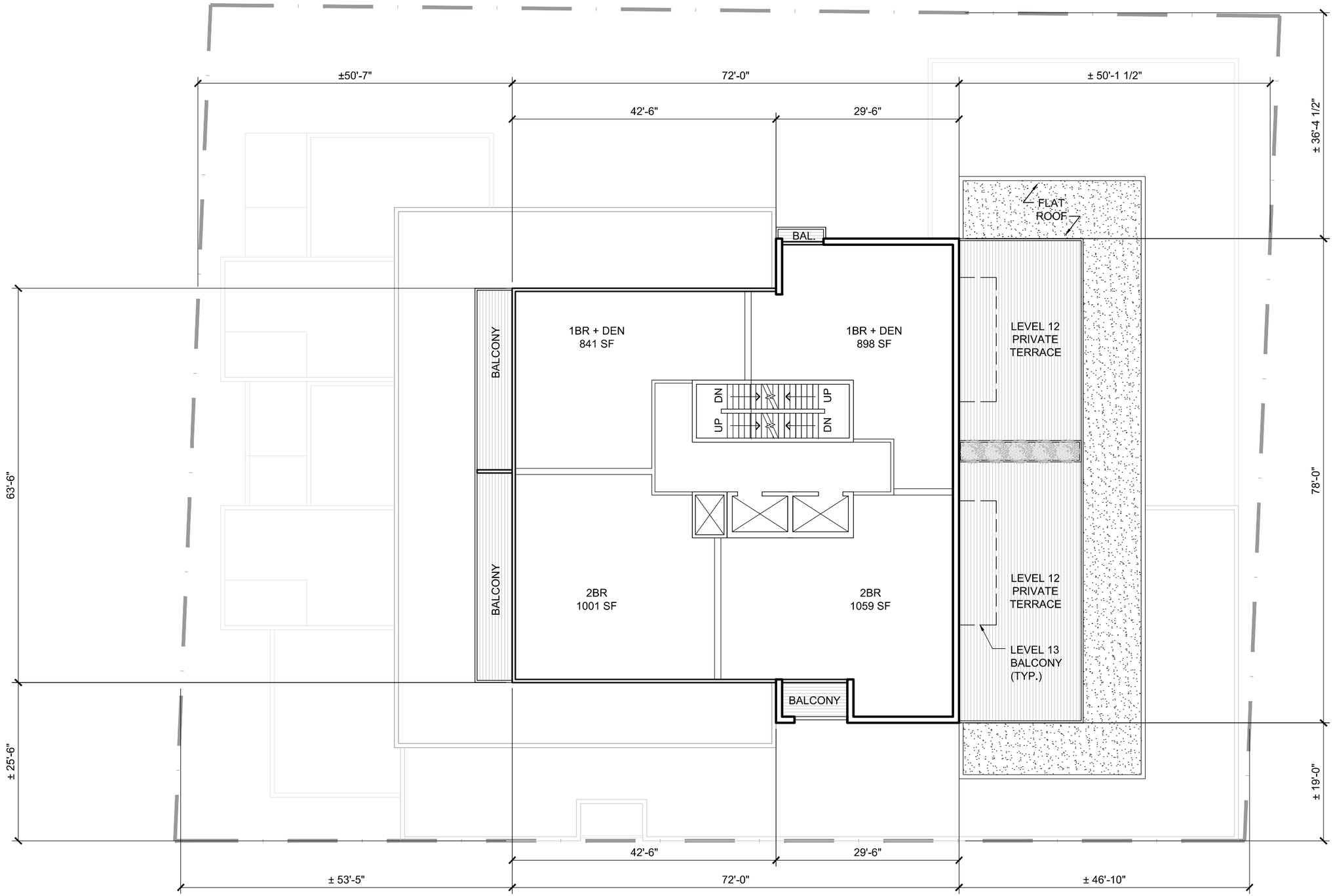
ROBIE + CUNARD ROBIE STREET, HALIFAX, NS	LEVEL 700-1000 **FLOOR PLAN**	Project No.: 2015.01 Scale: 1/16" = 1'-0" Date: 19 Apr 2016	WM FARES ARCHITECTS	**A8**

Superseded Documents



ROBIE + CUNARD ROBIE STREET, HALIFAX, NS	LEVEL 1100 **FLOOR PLAN**	Project No.: 2015.01 Scale: 1/16" = 1'-0" Date: 19 Apr 2016	WM FARES ARCHITECTS	**A9**

Superseded Documents

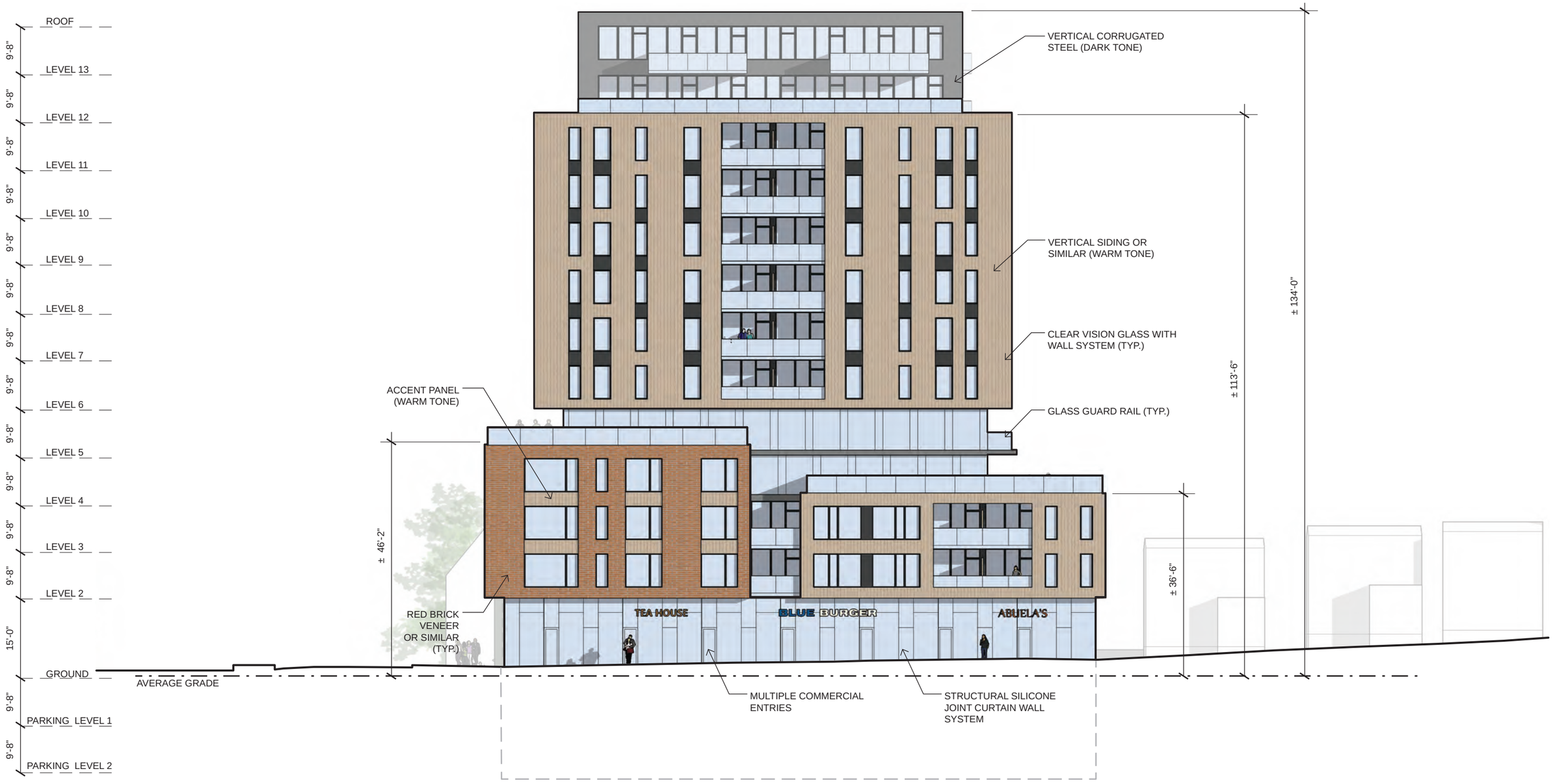


ROBIE + CUNARD ROBIE STREET, HALIFAX, NS	LEVEL 1200-1300 **FLOOR PLAN**	Project No.: 2015.01 Scale: 1/16" = 1'-0" Date: 19 Apr 2016		WM FARES ARCHITECTS	A10

Superseded Documents

ROBIE + CUNARD ROBIE STREET, HALIFAX, NS	NORTH ELEVATION	Project No.: 2015.01 Scale: 1"= 20'-0" Date: 19 Apr 2016		WM FARES ARCHITECTS	A11

Superseded Documents

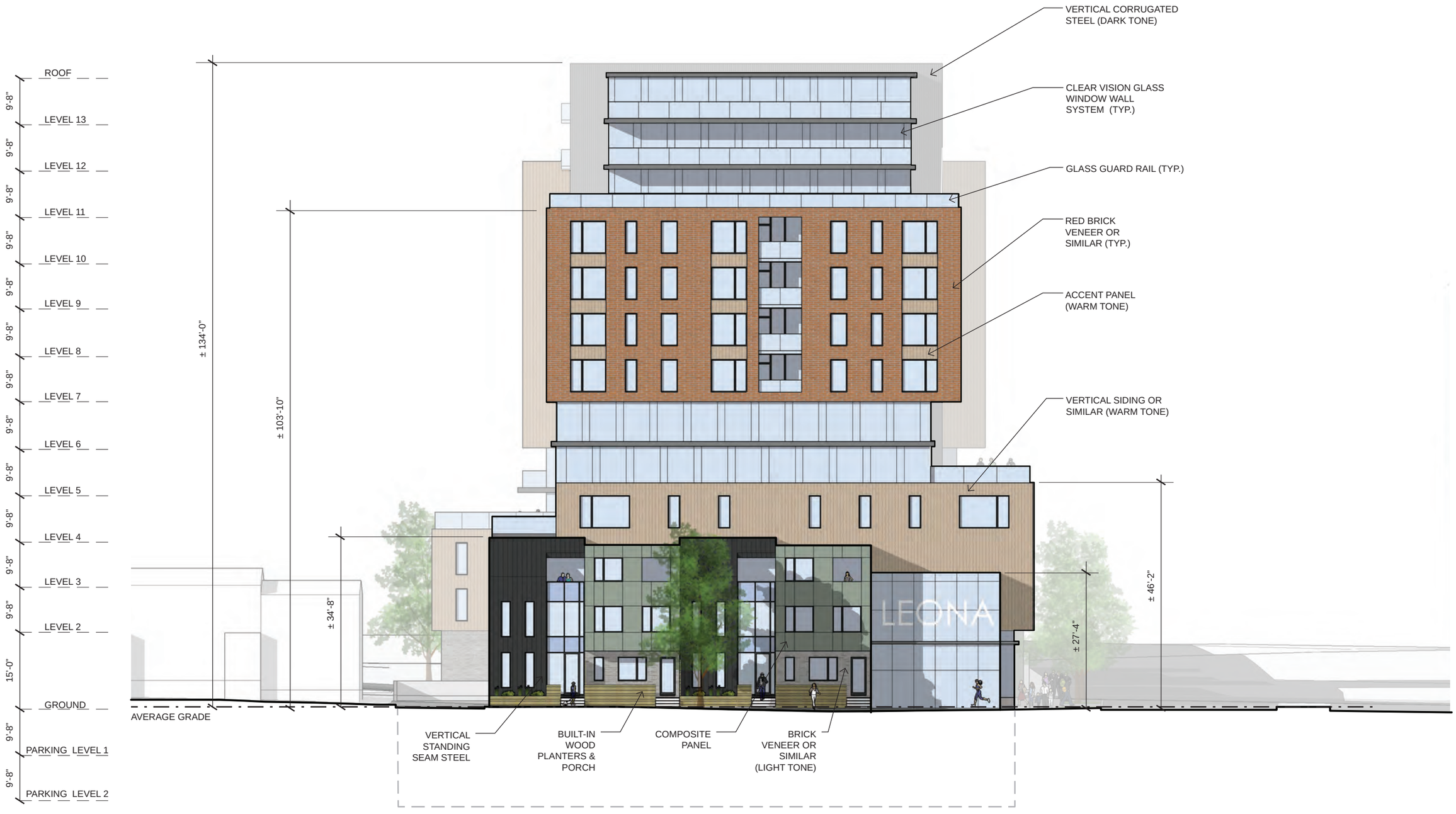


ROBIE + CUNARD ROBIE STREET, HALIFAX, NS	WEST ELEVATION	Project No.: 2015.01 Scale: 1” = 20’-0” Date: 19 Apr 2016	WM FARES ARCHITECTS	A12

Superseded Documents

ROBIE + CUNARD ROBIE STREET, HALIFAX, NS	SOUTH ELEVATION	Project No.: 2015.01 Scale: 1” = 20’-0” Date: 19 Apr 2016	WM FARES ARCHITECTS	A13

Superseded Documents



ROBIE + CUNARD ROBIE STREET, HALIFAX, NS	WEST ELEVATION	Project No.: 2015.01 Scale: 1” = 20’-0” Date: 19 Apr 2016	WM FARES ARCHITECTS	A14

Superseded Documents

ROBIE + CUNARD ROBIE STREET, HALIFAX, NS	PERSPECTIVE VIEWS ROBIE / CUNARD CORNER	Project No.: 2015.01 Scale: NTS Date: 19 Apr 2016	WM FARES ARCHITECTS	SK1

Superseded Documents

ROBIE + CUNARD ROBIE STREET, HALIFAX, NS	PERSPECTIVE VIEWS ROBIE / CUNARD CORNER	Project No.: 2015.01 Scale: NTS Date: 19 Apr 2016	WM FARES ARCHITECTS	SK2

Superseded Documents

ROBIE + CUNARD ROBIE STREET, HALIFAX, NS	PERSPECTIVE VIEWS FROM CUNARD IN-BOUND	Project No.: 2015.01 Scale: NTS Date: 19 Apr 2016	WM FARES ARCHITECTS	SK3

Superseded Documents

ROBIE + CUNARD ROBIE STREET, HALIFAX, NS	PERSPECTIVE VIEWS ROBIE / COMPTON CORNER	Project No.: 2015.01 Scale: NTS Date: 19 Apr 2016	WM FARES ARCHITECTS	SK4

Superseded Documents

ROBIE + CUNARD ROBIE STREET, HALIFAX, NS	PERSPECTIVE VIEWS OF TOWNHOMES	Project No.: 2015.01 Scale: NTS Date: 19 Apr 2016		WM FARES ARCHITECTS	SK5

Superseded Documents

ROBIE + CUNARD ROBIE STREET, HALIFAX, NS	PERSPECTIVE VIEWS FROM CUNARD OUTBOUND	Project No.: 2015.01 Scale: NTS Date: 19 Apr 2016		WM FARES ARCHITECTS	SK6

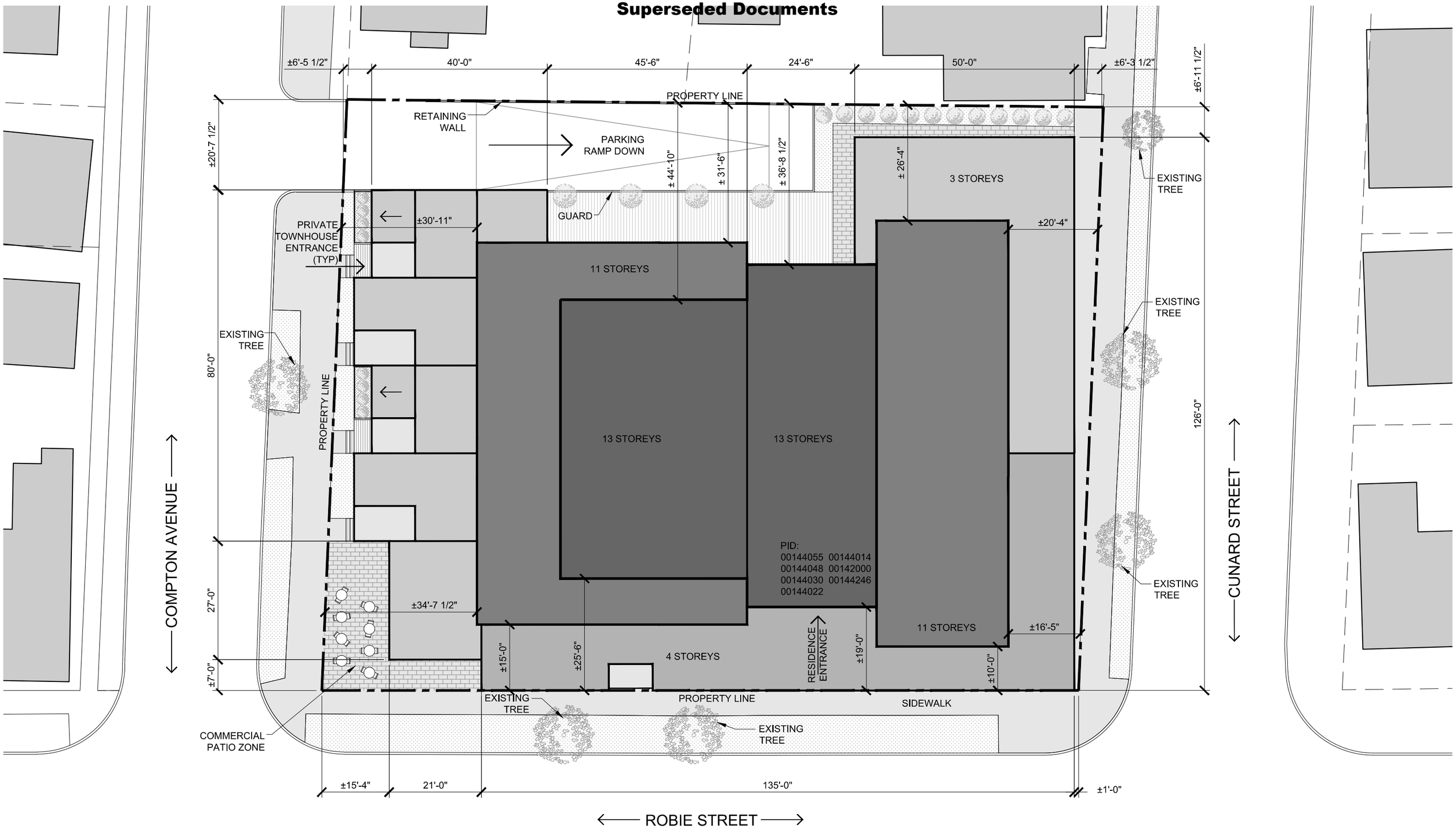
Superseded Documents

ROBIE + CUNARD ROBIE STREET, HALIFAX, NS	PERSPECTIVE VIEWS FROM COMMONS	Project No.: 2015.01 Scale: NTS Date: 19 Apr 2016		WM FARES ARCHITECTS	SK7

Superseded Documents

ROBIE + CUNARD ROBIE STREET, HALIFAX, NS	PERSPECTIVE VIEWS WITH GREATER CONTEXT	Project No.: Scale: Date:	2015.01 NTS 19 Apr 2016		WM FARES ARCHITECTS	SK8

Superseded Documents



ROBIE + CUNARD ROBIE STREET, HALIFAX, NS	**SITE PLAN**	Project No.: 2015.01 Scale: 1" = 20'-0" Date: 26 Apr 2016	WM FARES ARCHITECTS **SDP**