

7177 QUINPOOL ROAD

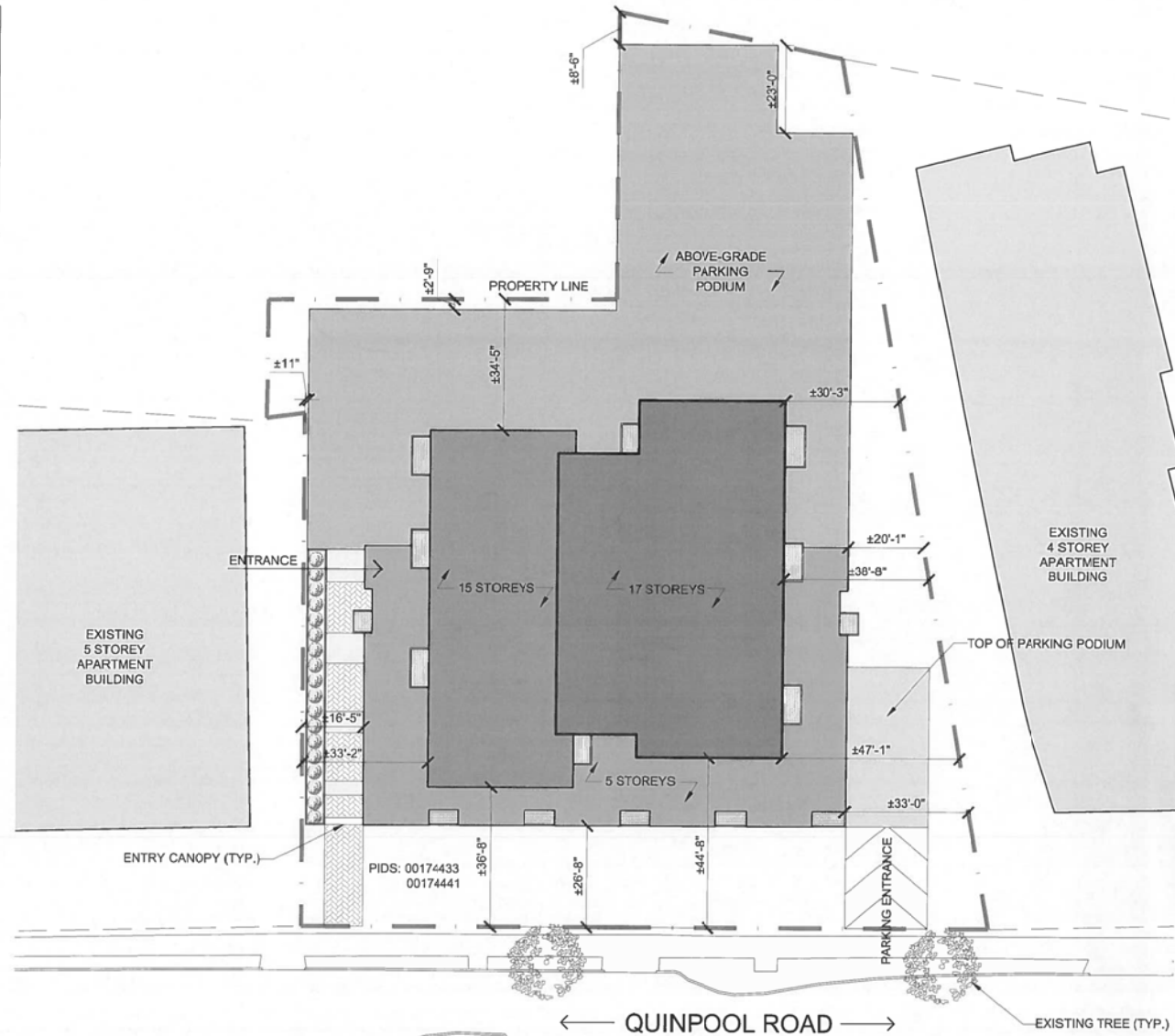
LEVEL	1BR	1BR + DEN	2BR	TOTAL
GROUND	-	2	4	6
200	1	3	3	7
300-500	7	9	12	28
600-1500	50	-	20	70
1600-1700	-	-	6	6
TOTALS:	58 (50%)	14 (12%)	45 (38%)	117

DENSITY

1 BR UNITS	72 x 2 ppl	144
2 BR	45 x 2.25 ppl	101
TOTAL		245

PROPERTY AREA	32,370 SF
LOT COVERAGE	± 21,914 SF (68%)
TOTAL BUILDING GROSS FLOOR AREA:	± 175,801 SF
FLOOR-AREA RATIO:	5.43
INDOOR AMENITY SPACE (LEVEL 300):	± 1,779 SF
OUTDOOR AMENITY SPACE (LEVEL 300):	± 2,461 SF

TOTAL PARKING BELOW GRADE:	± 58
TOTAL PARKING ABOVE GRADE:	± 56
TOTAL OVERALL PARKING:	± 114



7177 QUINPOOL ROAD

HALIFAX, NS

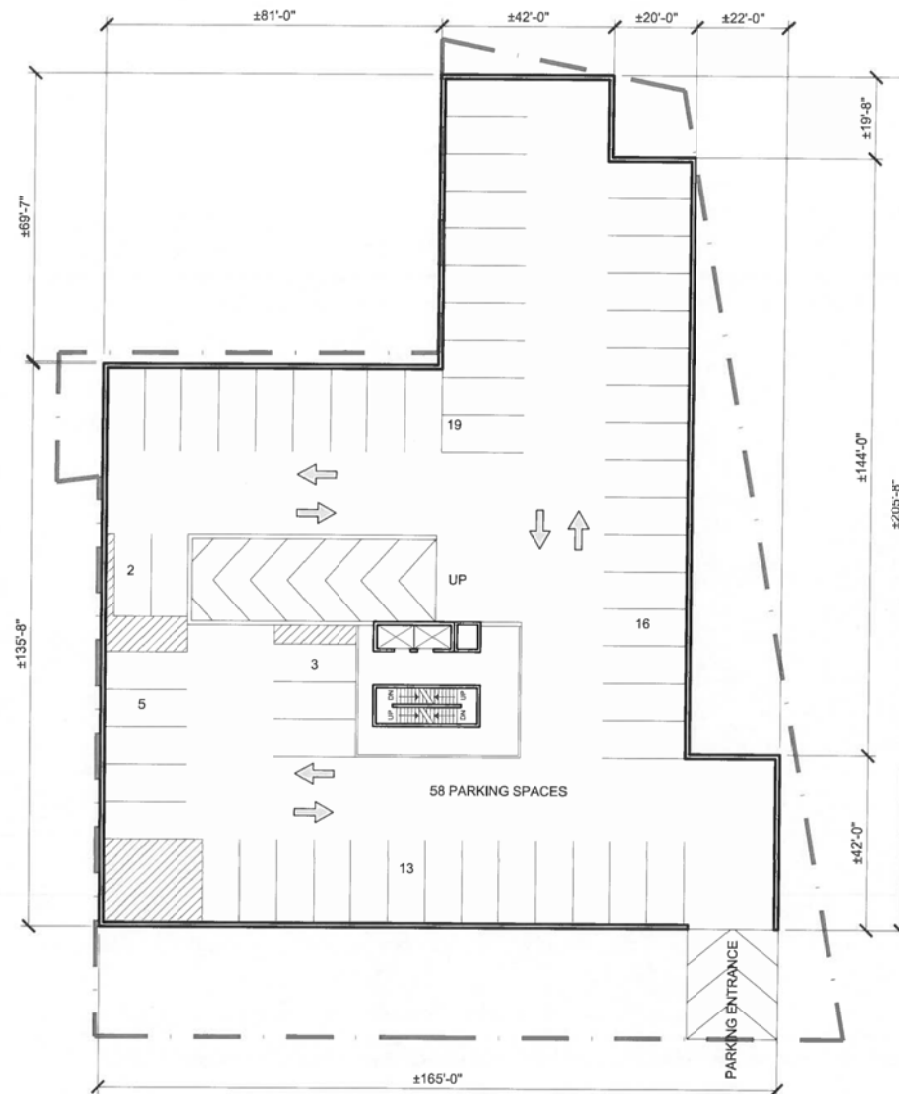
DATA TABLE + SETBACK PLAN

Project No.: P2016.03
Scale: 1" = 30'-0"
Date: 15 Nov 2016



WM FARES
ARCHITECTS

A01



7177 QUINPOOL ROAD
HALIFAX, NS

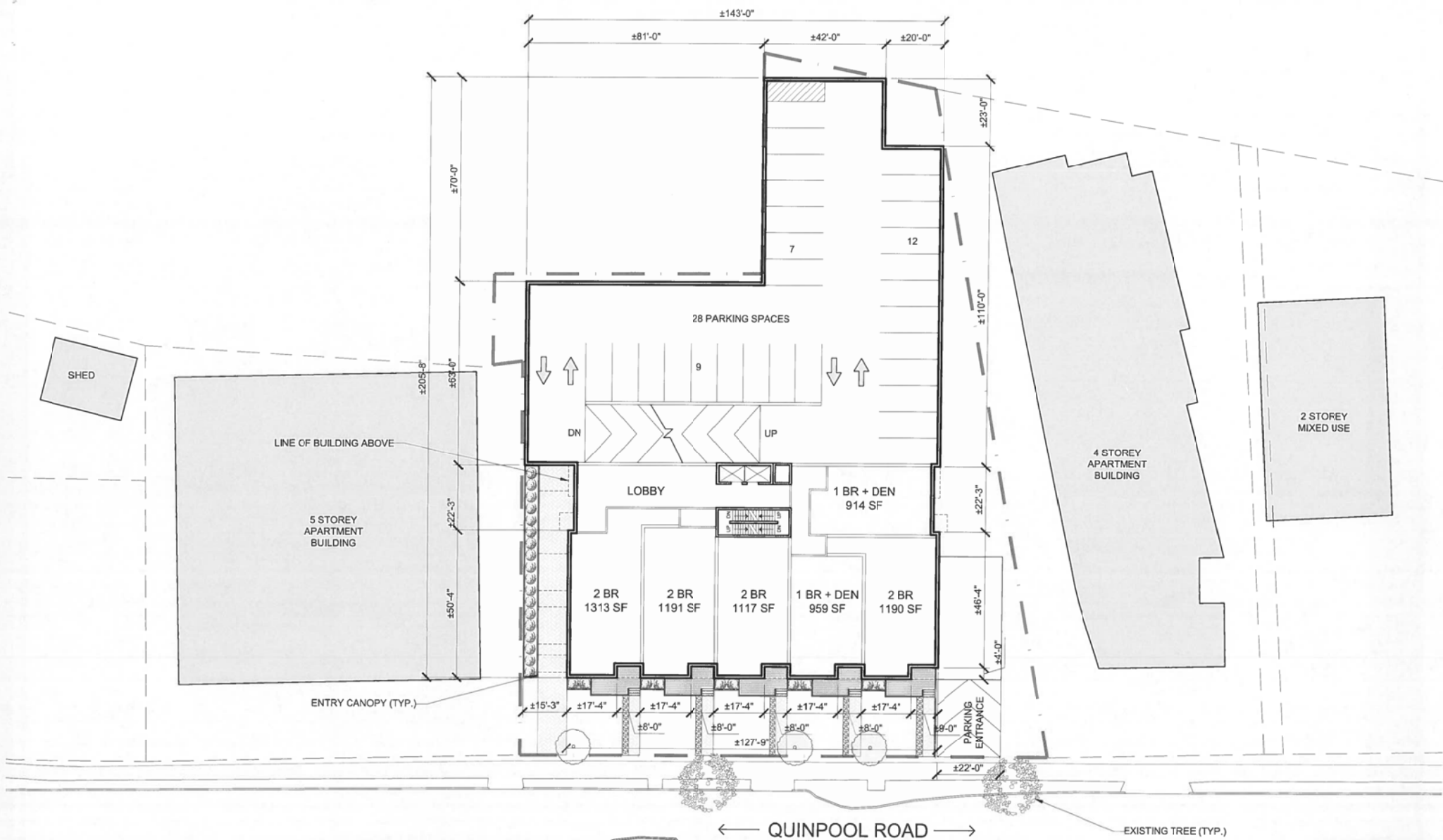
PARKING LEVEL
FLOOR PLANS

Project No.: P2016.03
Scale: 1" = 30'-0"
Date: 15 Nov 2016



WM FARES
ARCHITECTS

A02



7177 QUINPOOL ROAD

HALIFAX, NS

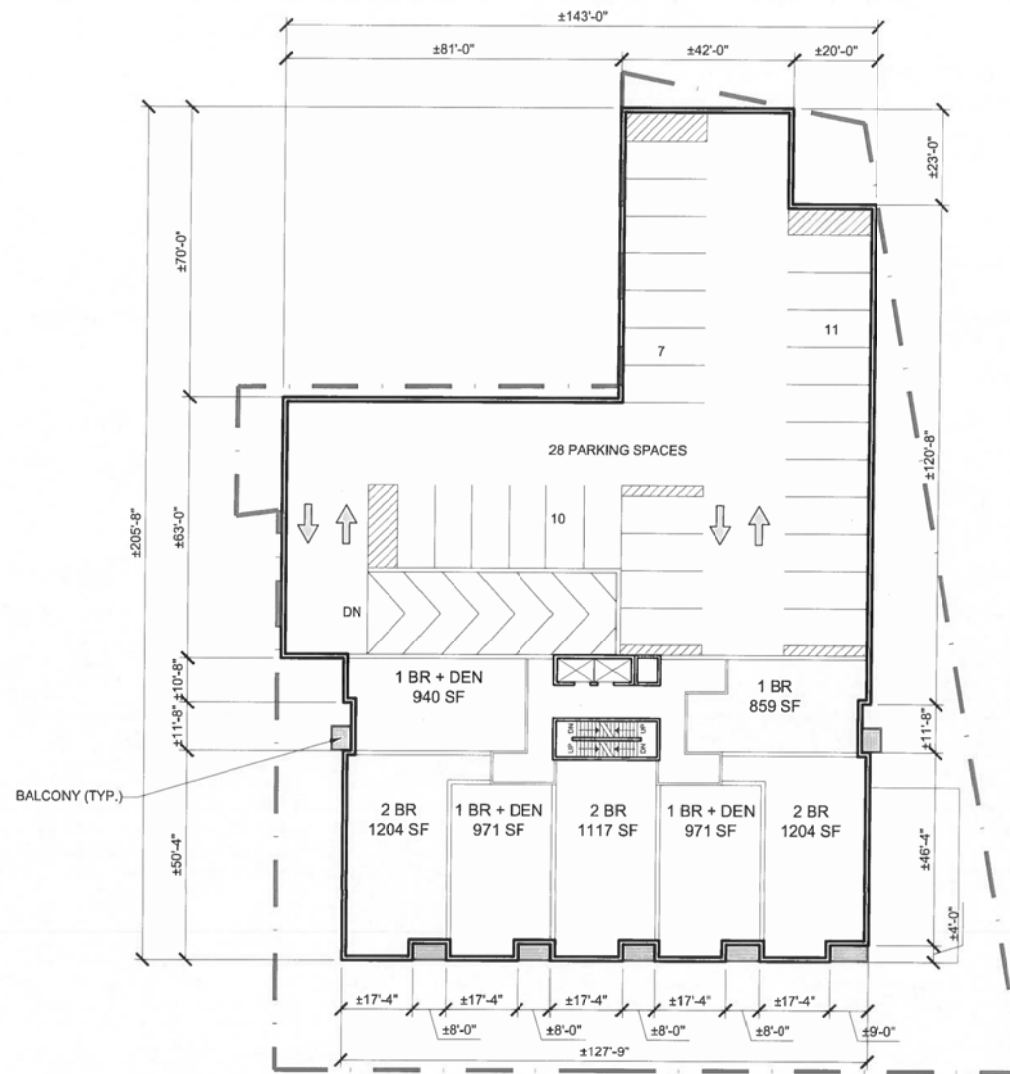
GROUND LEVEL
FLOOR PLANS

Project No.: P2016.03
Scale: 1" = 30'-0"
Date: 15 Nov 2016



WM FARES
ARCHITECTS

A03



7177 QUINPOOL ROAD
HALIFAX, NS

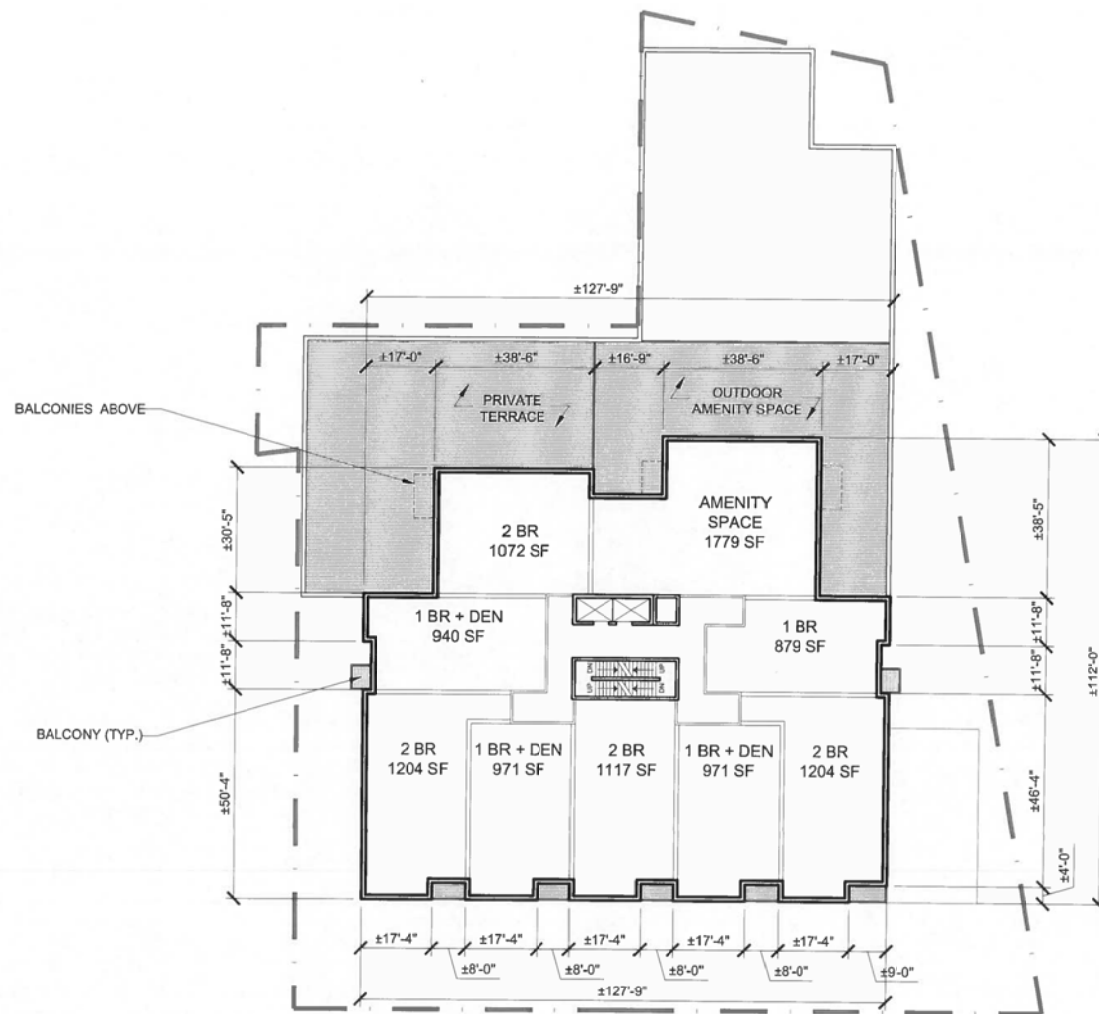
LEVEL 200
FLOOR PLANS

Project No.: P2016.03
Scale: 1" = 30'-0"
Date: 15 Nov 2016



WM FARES
ARCHITECTS

A04



7177 QUINPOOL ROAD

HALIFAX, NS

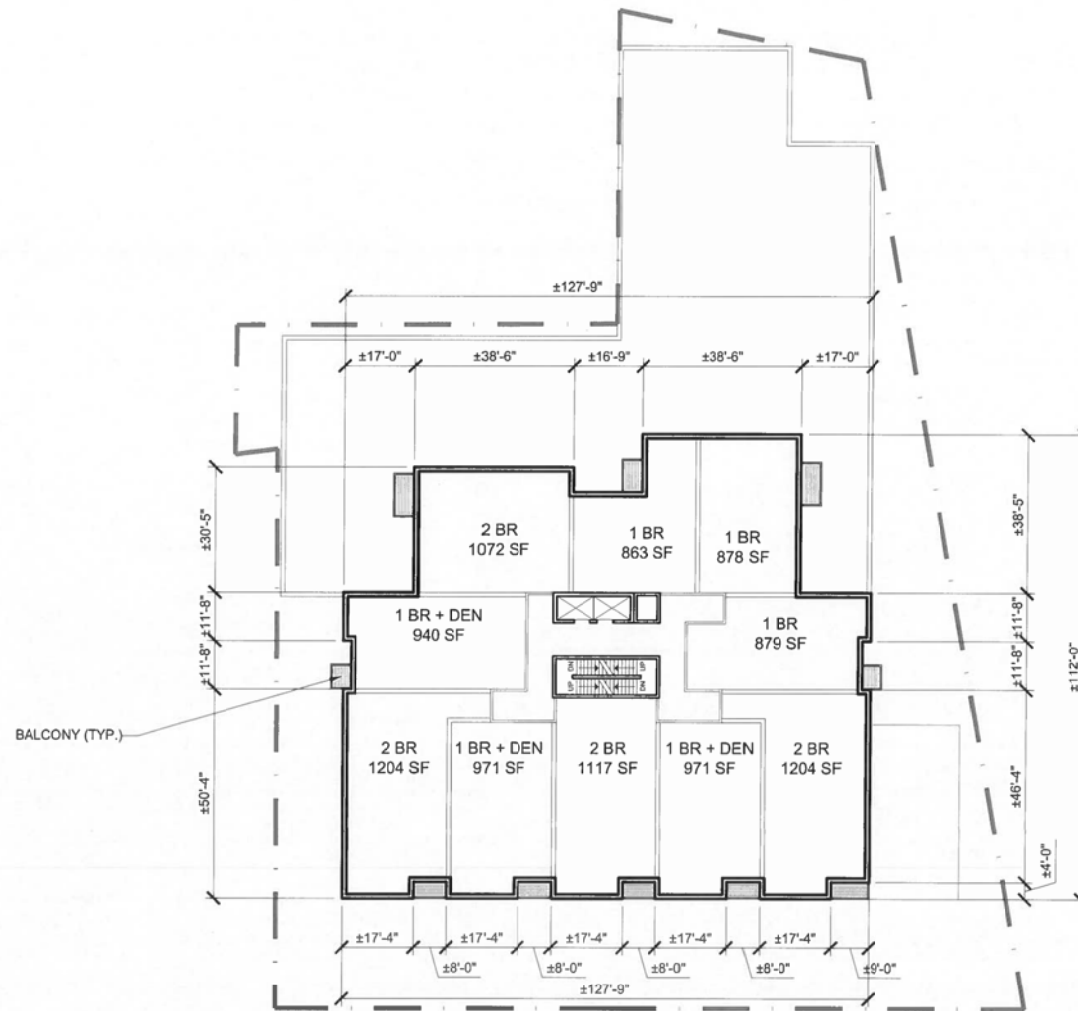
LEVEL 300
FLOOR PLANS

Project No.: P2016.03
Scale: 1" = 30'-0"
Date: 15 Nov 2016



WM FARES
ARCHITECTS

A05



7177 QUINPOOL ROAD
HALIFAX, NS

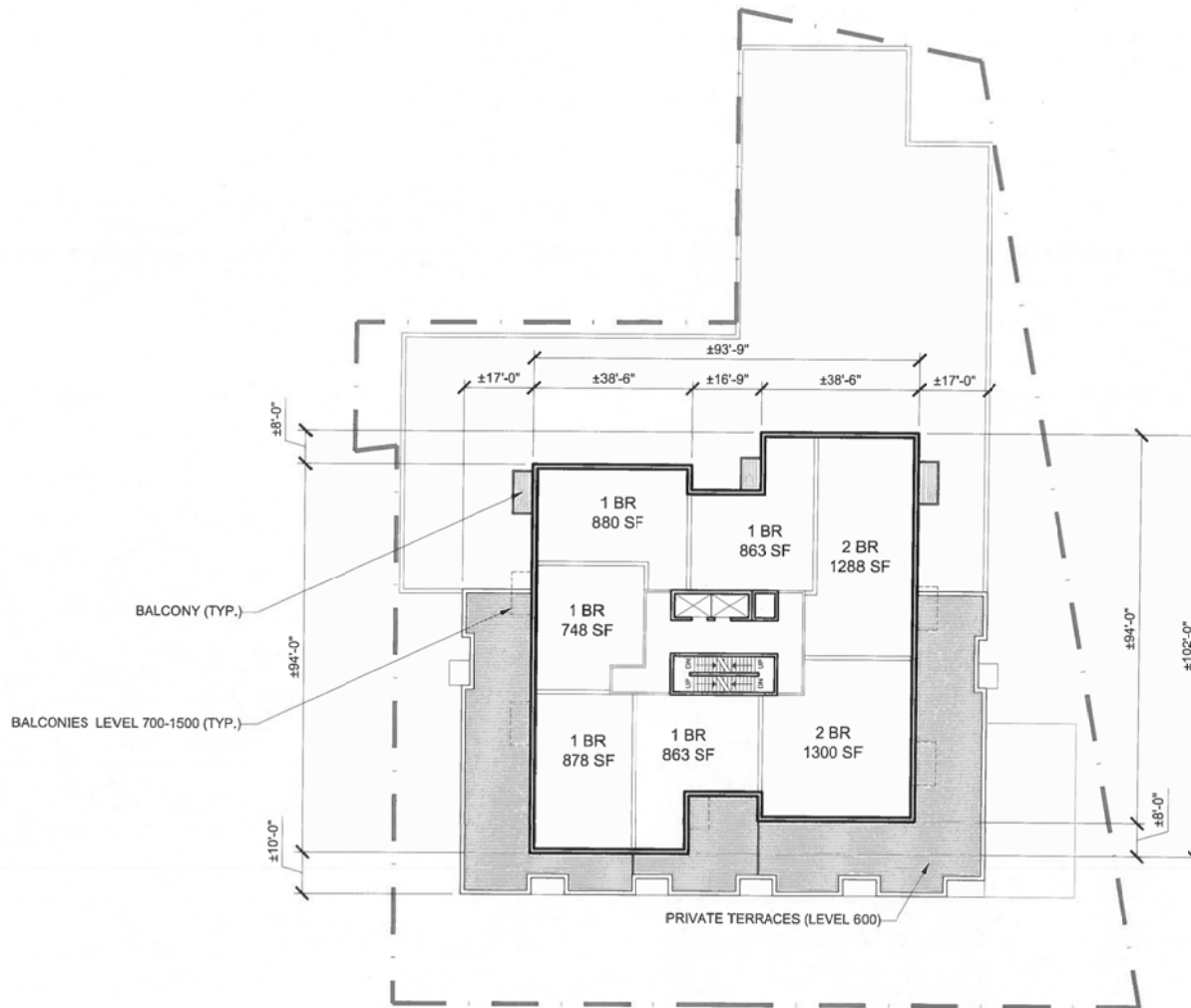
LEVELS 400-500
FLOOR PLANS

Project No.: P2016.03
Scale: 1" = 30'-0"
Date: 15 Nov 2016



WM FARES
ARCHITECTS

A06



7177 QUINPOOL ROAD

HALIFAX, NS

LEVELS 600-1500

FLOOR PLANS

Project No.:

P2016.03

Scale:

1" = 30'-0"

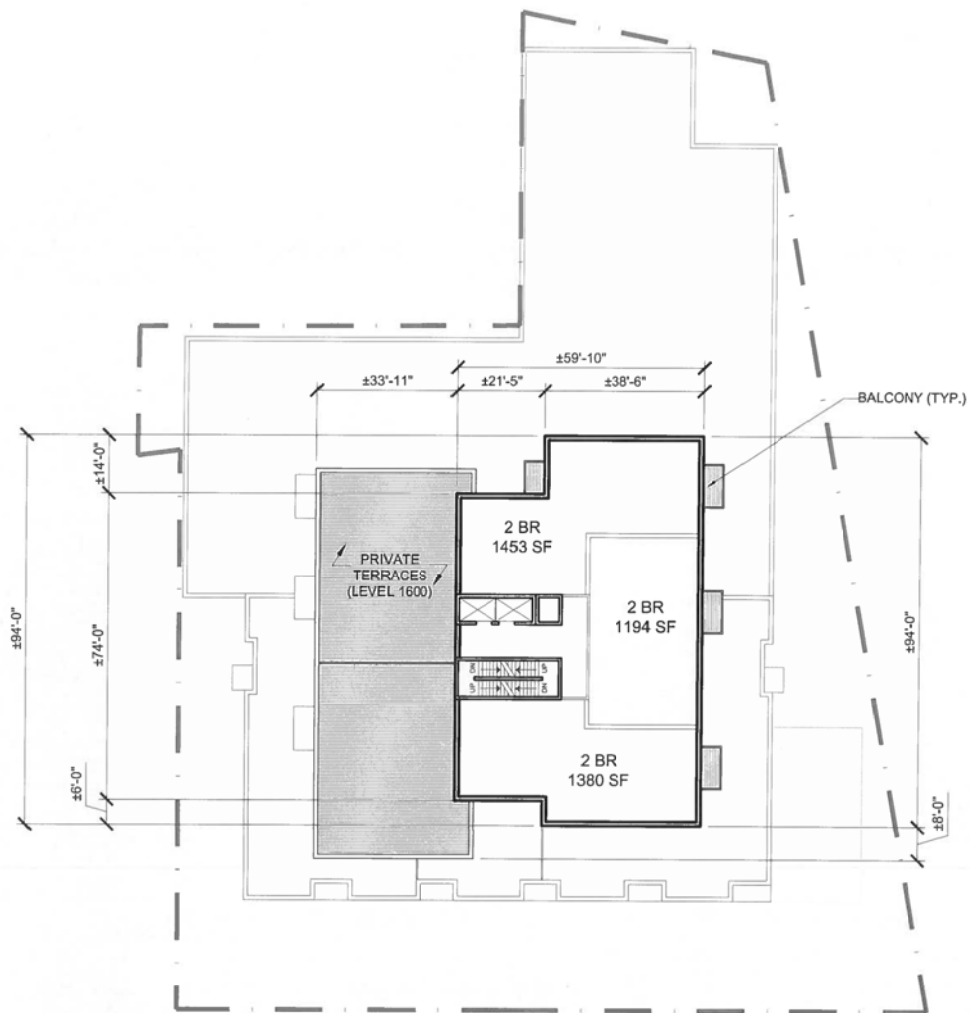
Date:

15 Nov 2016



WM FARES
ARCHITECTS

A07



7177 QUINPOOL ROAD
HALIFAX, NS

LEVELS 1600-1700
FLOOR PLANS

Project No.: P2016.03
Scale: 1" = 30'-0"
Date: 15 Nov 2016

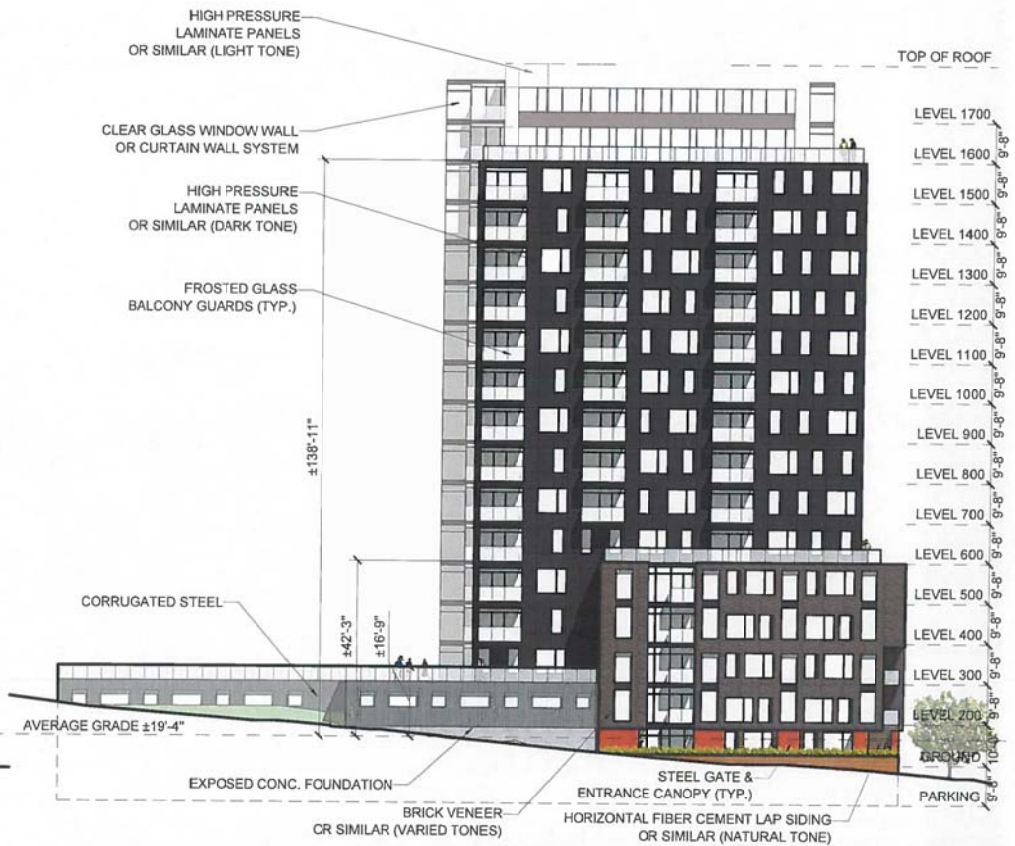


WM FARES
ARCHITECTS

A08



1 SOUTH ELEVATION
A09 SCALE: 1" = 30'-0"



2 WEST ELEVATION
A09 SCALE: 1" = 30'-0"

7177 QUINPOOL ROAD

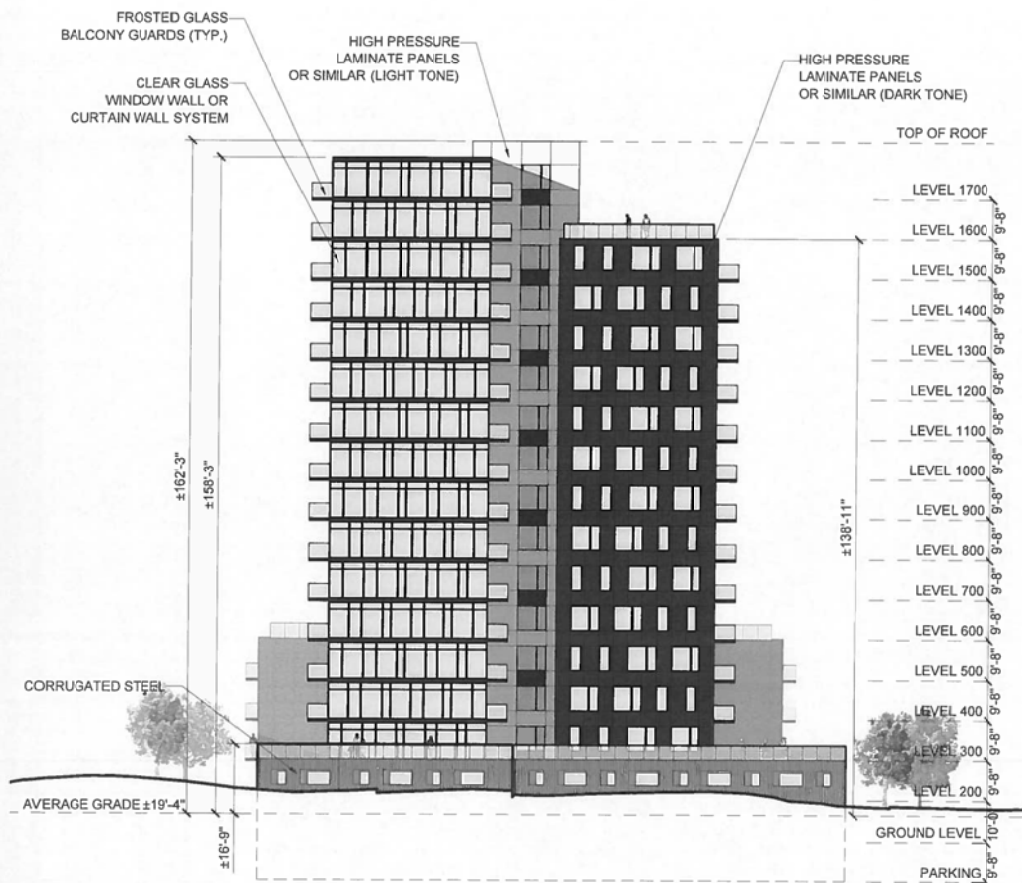
HALIFAX, NS

ELEVATIONS

Project No.: P2016.03
Scale: AS NOTED
Date: 15 Nov 2016

WM FARES
ARCHITECTS

A09



7177 QUINPOOL ROAD

HALIFAX, NS

ELEVATIONS

Project No.: P2016.03

Scale: AS NOTED

Date: 15 Nov 2016

WM FARES
ARCHITECTS

A10



7177 QUINPOOL ROAD

HALIFAX, NS

PERSPECTIVE VIEW

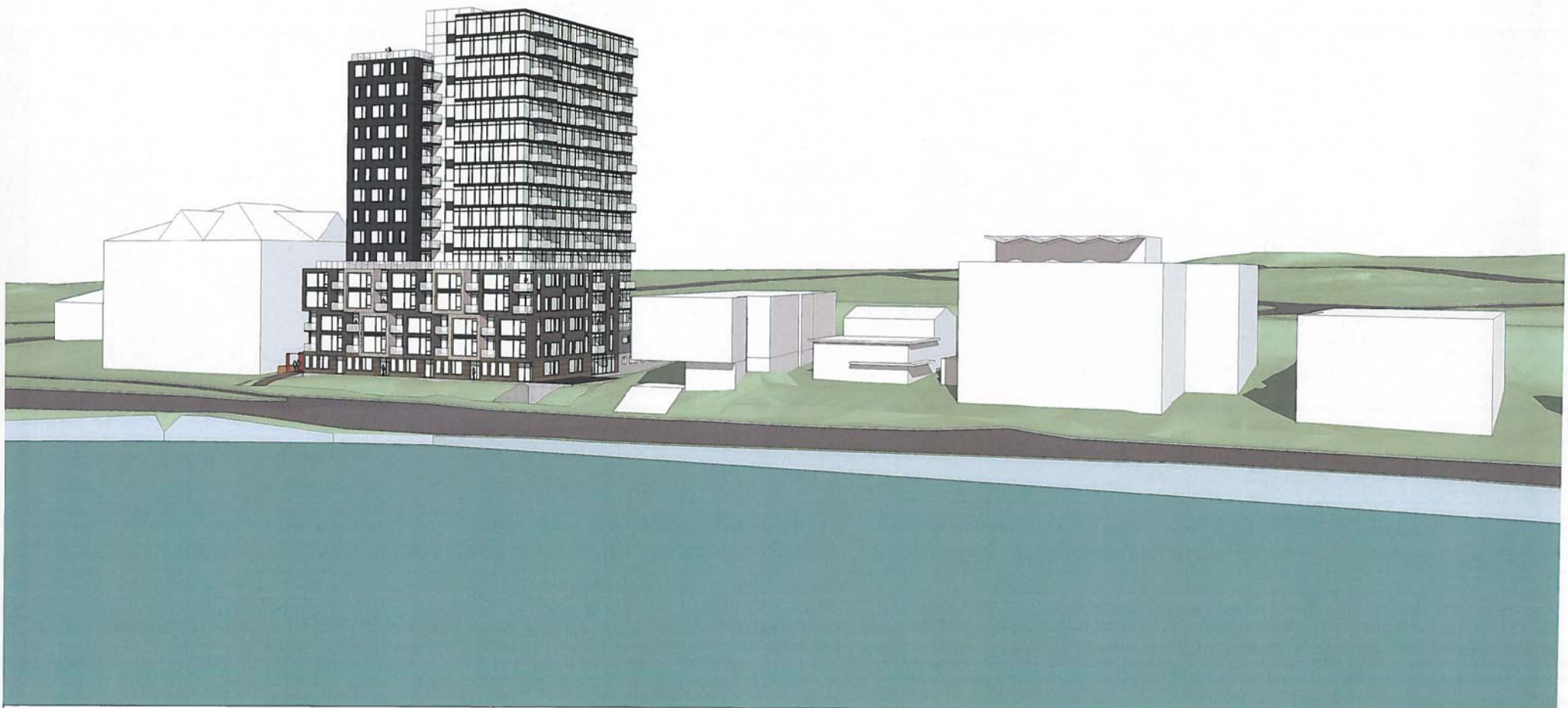
Project No.: P2016.03

Scale: NTS

Date: 15 Nov 2016

WM FARES
ARCHITECTS

SK1



7177 QUINPOOL ROAD

HALIFAX, NS

PERSPECTIVE VIEW

Project No.: P2016.03

Scale: NTS

Date: 15 Nov 2016

WM FARES
ARCHITECTS

SK2



7177 QUINPOOL ROAD

HALIFAX, NS

PERSPECTIVE VIEW

Project No.: P2016.03

Scale: NTS

Date: 15 Nov 2016

WM FARES
ARCHITECTS

SK3



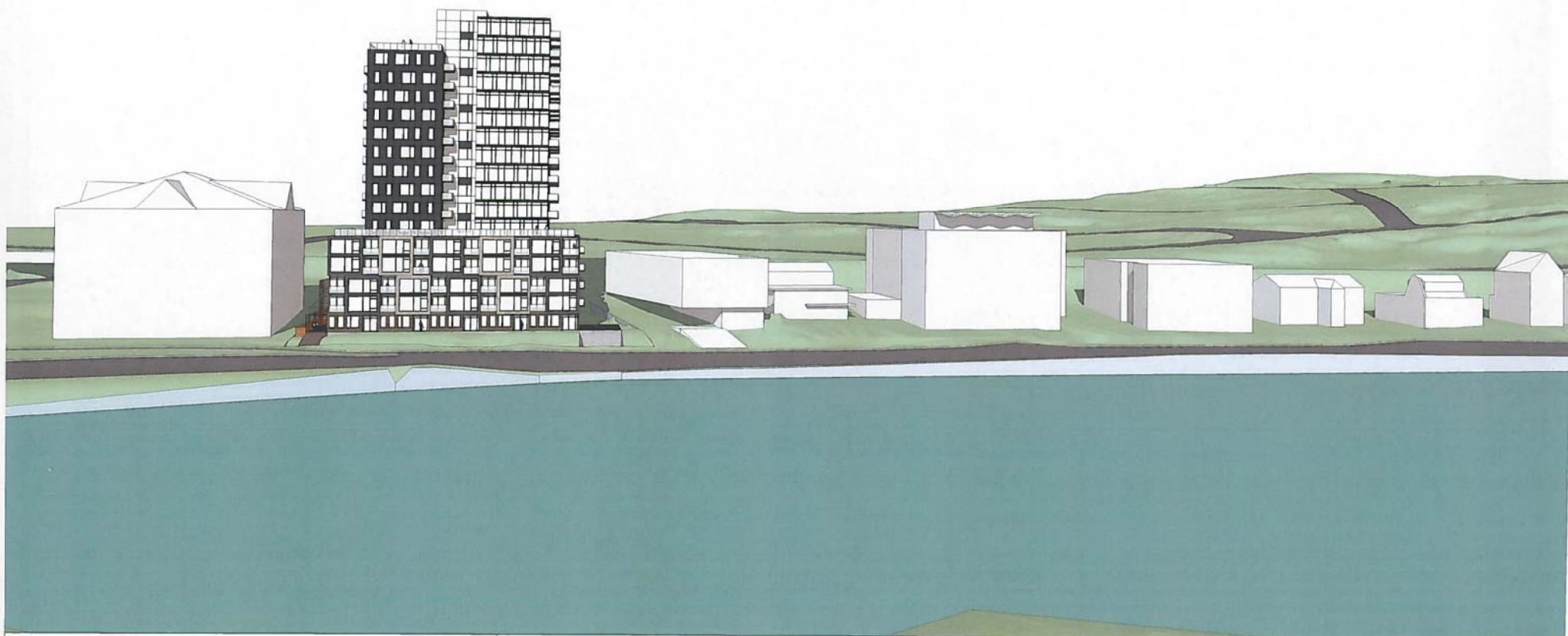
7177 QUINPOOL ROAD
HALIFAX, NS

PERSPECTIVE VIEW

Project No.: P2016.03
Scale: NTS
Date: 15 Nov 2016

WM FARES
ARCHITECTS

SK4



7177 QUINPOOL ROAD

HALIFAX, NS

PERSPECTIVE VIEW

Project No.: P2016.03

Scale: NTS

Date: 15 Nov 2016

WM FARES
ARCHITECTS

SK5



PROJECT BRIEF



7177 Quinpool

7177-7193 Quinpool Road, Halifax NS

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

Purpose of Submission

WM Fares Architects is pleased to make an application for a Site-Specific Plan Amendment to the Halifax Municipal Planning Strategy and Halifax Peninsula Land Use By-Law to enable a Development Agreement for a multiunit residential building. We have enclosed the following information for review as part of the application process:

1. Signed Application and Fee Payment
2. Site/Setback Plan
3. Development Data
4. Multiunit Residential Building Drawings
5. Traffic Impact Statement
6. Site Servicing Schematic & Sanitary Report
7. Site Survey

Context, Zoning & Existing Planning Designations

The subject properties, 7177 and 7193 Quinpool Road, comprise a 0.74-acre empty lot fronting Quinpool Road. 7177 Quinpool Road is zoned R-3 and 7193 Quinpool Road is zoned C-2. As permitted by the Halifax Peninsula Land Use By-Law, 7193 Quinpool Road will be used for R-3 purposes. These two properties are bordered on the east by a four-storey multiunit residential building, on the west by a five-storey multi-use building, and on the north by a Nova Scotia Power electrical hub and by the Canadian National Railway line. To the south of the properties, across Quinpool Road, is the basin of the Northwest Arm.

The surrounding context includes a mix of multiunit residential buildings of varying height, single family dwellings, commercial and office buildings, and a service station. The Armdale Roundabout is adjacent the properties to the west, and the Northwest Arm is to the south. The CNR rail line to the north, which is built up and landscaped, provides a buffer between the properties and the neighbourhood of single family dwellings to the north off Chebucto Road. The properties' proximity to the roundabout makes it an ideal hinge point to access Herring Cove, peninsular Halifax, Saint Margaret's Bay Road, Joseph Howe Drive, and both the 102 and 103 highways.

Project Description + Design Strategies

The proposed building consists of a five-storey streetwall mass with a twelve-storey tower, totaling seventeen storeys. The streetwall is set back from the street property line $\pm 26'-8"$, while the tower is set back $\pm 36'-8"$ to $\pm 44'-8"$, allowing for more distance between the tower and the street. The streetwall mass is of comparable height to neighbouring buildings, and the façade is articulated into smaller offset "boxes" to further break up the visual height of the building. The streetwall

façade materials are wood and brick to visually integrate the building into the neighbourhood. The tower is articulated as two volumetric entities materially, and varies from 15 storeys facing the roundabout to 17 storeys facing toward the water to maximize residents' views of the Northwest Arm.

Change of Circumstance and Neighbourhood Compatability

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 immediate context surrounding the site consists of multiunit buildings.
- The site is within walking distance of several public outdoor amenities including Rotary Park, Flinn Park, Horseshoe Island Park, and Chocolate Lake.
- The site is within walking distance of other amenities including elementary and junior high schools, several churches, Halifax Shopping Centre and West End Mall, and numerous local offices, restaurants, and businesses.
- The site is at an infrastructural hinge point, being near major arteries into Halifax including Chebucto and Quinpool Roads, and near other major routes including Herring Cove Road, Saint Margaret's Bay Road, Joseph Howe Drive, and the 102 and 103 highways. This proximity allows residents convenient access to several parts of HRM.
- Policies that allow for development agreements can regulate and promote proper urban and architectural design principals to ensure 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 can serve as a catalyst for urban revitalization, and we strive for our work to serve as an example of how peninsular Halifax outside the downtown core can achieve a high density while respecting the local context. We look forward to working together with staff in pursuing these unique opportunities.



Ref. No. 161-04044-7

November 4, 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 7177 and 7193 Quinpool Road, Halifax, NS

Dear Ms. Blissett:

W M Fares Architects is preparing plans for construction of a multi-unit residential building on a vacant site at 7177 and 7193 Quinpool Road, east of the Armdale Roundabout (Figure 1). The proposed development will include approximately 117 apartment units with 114 parking spaces (58 below grade and 56 above grade). The development will be served by a driveway on Quinpool Road at the east site boundary (Figure 2). This is the Traffic Impact Statement (TIS) required to accompany the development application.

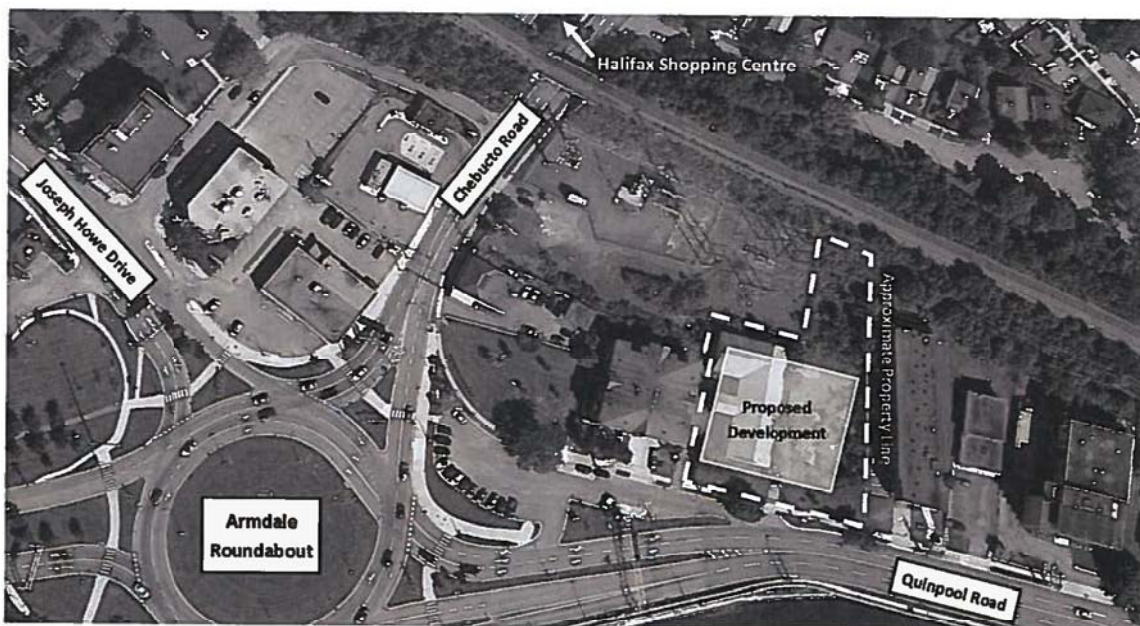
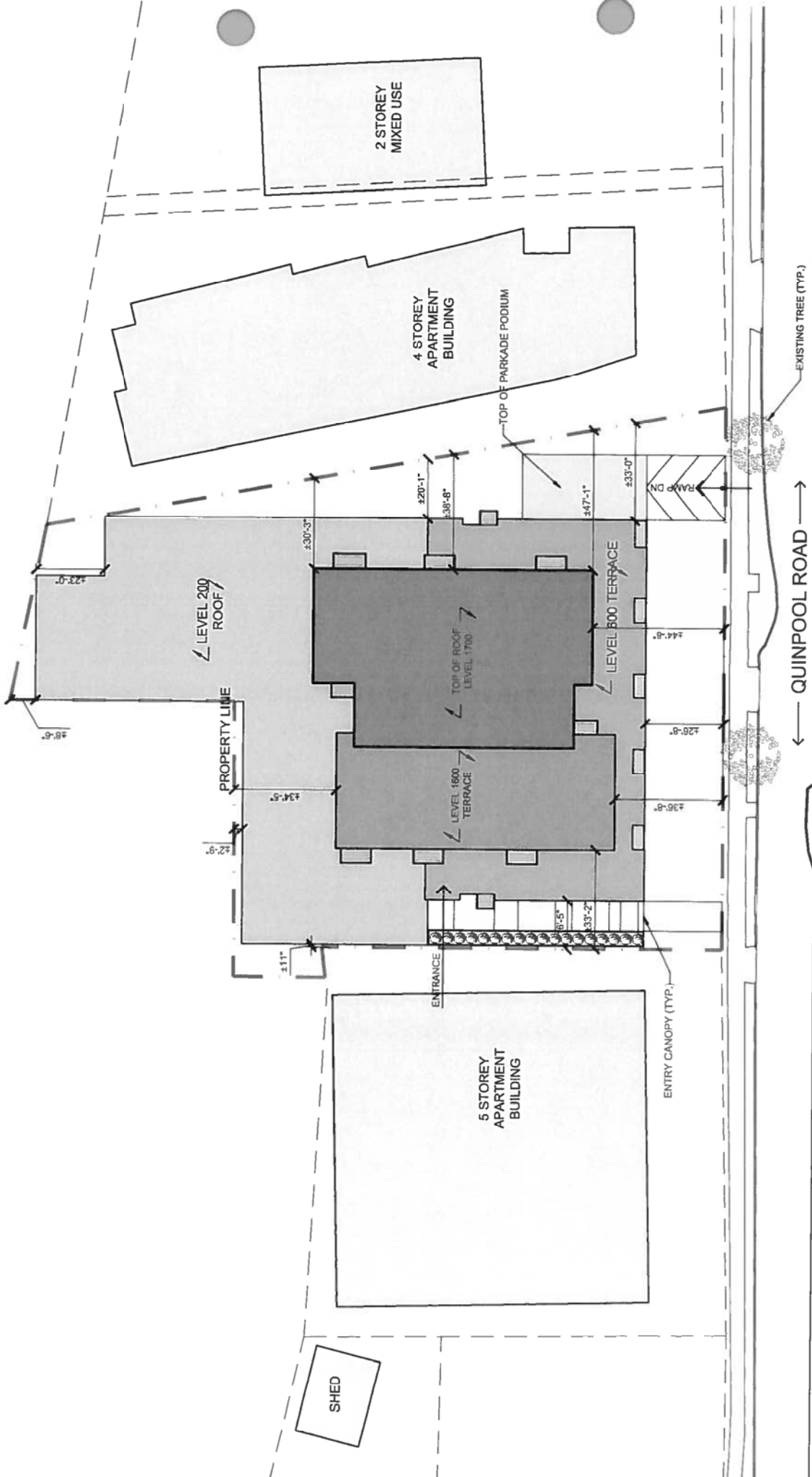


Figure 1 - Proposed development location at 7177 and 7193 Quinpool Road.

Quinpool Road is an east-west arterial street adjacent to the site with two eastbound and two westbound travel lanes. The street has curb, gutter, and sidewalks on both sides (Photos 1 and 2). There are marked pedestrian crosswalks across all approach streets to the Armdale Roundabout west of the site and an RA-5 pedestrian crosswalk with actuated amber beacons across Quinpool Road approximately 140 meters east of the site.



7177 QUINPOOL ROAD HALIFAX, NS	Figure 2 SITE PLAN	<div> <div>WM FARES ARCHITECTS</div> <div> <div></div> <div> <div>P2016.03</div> <div>1" = 30'-0"</div> <div>3 Nov 2016</div> </div> </div> </div> <div>Project No.: Scale: Date:</div> <td data-bbox="1356 913 1453 1228">A01</td>	A01
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While parking is not permitted on either side of Quinpool Road near the site, there is a parking lot area immediately west of the site (Photo 2). Stopping is prohibited at all times opposite the site and from 4 PM to 6 PM adjacent to the site. Also, posted signage indicates that eastbound left turns are not permitted from Quinpool Road to the parking lot area shown on the right side of Photo 2 from 7 AM to 9 AM, and 4 PM to 6 PM, Monday to Friday.

Visibility is good on both Quinpool Road approaches to the proposed driveway location at the east end of the site as illustrated in Photos 1 and 2. Since the proposed building (Figure 2) is set back from the sidewalk, there is expected to be good visibility between drivers exiting the driveway and pedestrians on the sidewalk.

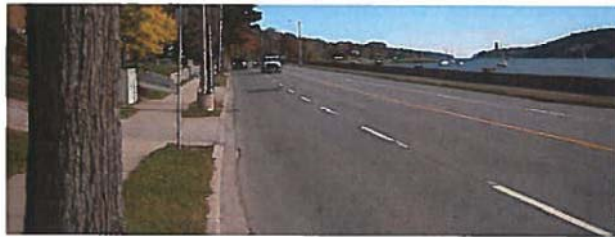


Photo 1 - Looking east on Quinpool Road from the proposed site driveway at the east property boundary.



Photo 2 - Looking west on Quinpool Road towards the Armdale Roundabout from the proposed site driveway at the east property boundary.

Trip Generation estimates for the proposed, prepared using published trip generation rates from *Trip Generation, 9th Edition*, (Institute of Transportation Engineers, 2012), are included in Table 1. After a 20% reduction for very good transit service and pedestrian trips to the Halifax Shopping Centre area, it is estimated that the proposed apartment building will generate about 28 two-way vehicle trips (7 entering and 21 exiting) during the AM peak hour and 33 two-way vehicle trips (20 entering and 13 exiting) during the PM peak hour.

Table 1 - Trip Generation Estimates for Proposed Development									
Land Use ¹	Units ²	Trip Generation Rates ³				Trips Generated ³			
		AM Peak		PM Peak		AM Peak		PM Peak	
		In	Out	In	Out	In	Out	In	Out
High-Rise Apartment (Land Use 223)	117 units	0.075	0.225	0.214	0.136	9	26	25	16
20% Reduction for Non-Vehicle Trips ⁴						2	5	5	3
Adjusted Trip Generation Estimates for Proposed Development						7	21	20	13
NOTES: 1. Rates are for the indicated Land Use Codes, <i>Trip Generation, 9th Edition</i> , Institute of Transportation Engineers, 2012. 2. Residential apartment units. 3. Rates are 'vehicles per hour per unit'; trips generated are 'vehicles per hour for peak hours'. 4. A 20% reduction has been assumed to account for transit, bicycle and pedestrian trips during peak hours.									

Traffic Volumes - A traffic count obtained by HRM east of the Armdale Roundabout at the end of May 2015 indicated a two-way Average Annual Weekday Traffic (AAWT) volume of 25,450 vehicles per day (vpd). Two-way peak hour volumes included 2,100 vehicles per hour (vph) during the AM peak hour and 2,200 vph during the PM peak hour on Quinpool Road adjacent to the site.

Transit Service - The area is well served by Halifax Transit with two routes on Quinpool Road past the site with bus stops on both sides of the street east of the site. Also, there are several routes on Chebucto Road west of the site and many routes available at Mumford Terminal.

Summary -

1. The proposed multi-unit residential building at 7177 and 7193 Quinpool Road will include approximately 117 apartment units with 114 parking spaces (58 below grade and 56 above grade).
2. Visibility is good on both Quinpool Road approaches to the proposed driveway location at the east end of the site. Since the proposed building is set back from the sidewalk, there is expected to be good visibility between drivers exiting the driveway and pedestrians on the sidewalk.
3. The site is well served by pedestrian facilities with sidewalks on both sides of the street adjacent to the site and an RA-5 crosswalk with activated amber flashing beacons across Quinpool Road east of the site. Halifax Transit provides service for two routes on Quinpool Road, several routes on Chebucto Road, and many routes at Mumford Terminal. There are bus stops on both sides Quinpool Road east of the site.
4. Quinpool Road is a four lane street with relatively high two-way traffic volumes of 2,100 vehicles per hour (vph) during the AM peak hour and 2,200 vph during the PM peak hour.
5. After a 20% reduction for very good transit service and pedestrian trips to the Halifax Shopping Centre area, it is estimated that the proposed apartment building will generate about 28 two-way vehicle trips (7 entering and 21 exiting) during the AM peak hour and 33 two-way vehicle trips (20 entering and 13 exiting) during the PM peak hour.

Conclusion -

6. While there are high peak hourly traffic volumes on Quinpool Road, the low to moderate numbers of site generated trips are not expected to have any significant impact to the level of performance of Quinpool Road, the Armdale Roundabout, or the regional street network.

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.

