



**APPLICATION TO AMEND THE MUNICIPAL PLANNING  
STRATEGY FOR HALIFAX TO ALLOW A PROPOSAL BY  
DEVELOPMENT AGREEMENT**

**TED  
6289 AND 6290 QUINPOOL ROAD, AND 6331 AND 6325  
PEPPERELL STREET, HALIFAX**

**MARCH 27<sup>TH</sup> 2017**

**161-02034**

# FAÇADE INVESTMENTS LTD.

## PLAN AMENDMENT APPLICATION

6289 AND 6290 QUINPOOL ROAD, AND 6331 AND  
6325 PEPPERELL STREET, HALIFAX

### **Planning Application**

Project No.: 161-02034

Date: March 27<sup>th</sup> 2017

#### **WSP Canada Inc.**

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March 27th 2017

Kate Greene, Program Manager - Policy and Strategic Initiatives  
HALIFAX Planning and Development  
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Dartmouth, NS B3J 3A5

**Subject: Application to amend the Halifax Municipal Planning Strategy (MPS) and Halifax Peninsula Land Use By-law (LUB) to enable a 10 storey mixed-use development proposed for 6289 and 6290 Quinpool Road, and 6331 and 6325 Pepperell Street, Halifax (PIDs 00165852, 00165845, 00165928 and 00165936)**

Dear Kate:

On behalf of our client, Façade Investments Limited, WSP is pleased to make application for a site specific amendment to the Halifax Community Plan and the Halifax Peninsula Land Use Bylaw to enable a Development Agreement for a mixed-use development project located on the above mentioned properties fronting on Quinpool Road and Pepperell Streets in Halifax.

To assist with the application, the following supporting materials are enclosed and included as appendices to this report:

- Completed Planning Application Form
- Appendix A: Detailed Site Plan
- Appendix B: Preliminary Landscape Plan
- Appendix C: Servicing Schematic
- Appendix D: Traffic Impact Statement
- Appendix E: Preliminary Building Drawings Package
- Appendix F: Parcel Description
- Appendix G: Shadow Analysis

We trust that the enclosed materials satisfy the MPS & LUB Amendment Application requirements, and we look forward to working with Staff, Council and members of the public throughout the application process. Should you have any questions, comments or concerns with regards to this application, please do not hesitate to contact the undersigned.

Yours truly,

# Original Signed

**Aaron Murnaghan**, MCIP, LPP  
Urban Planner



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# SIGNATURES

APPLICATION PREPARED BY

**Original Signed**

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**Aaron Murnaghan**, MCIP, LPP  
Urban Planner - WSP



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Appendix A:	Detailed Site Plan
Appendix B:	Preliminary Landscape Plan
Appendix C:	Servicing Schematic
Appendix D:	Traffic Impact Statement
Appendix E:	Preliminary Building Drawings Package
Appendix F:	Parcel Descriptions
Appendix G:	Shadow Analysis

# 1 INTRODUCTION

## 1.1 OVERVIEW

On behalf of our client, Façade Investments Ltd., WSP Canada Inc. is pleased to submit an application to amend the Halifax Municipal Planning Strategy (MPS) and Halifax Peninsula Land Use By-law (LUB) to enable a Development Agreement (DA) for a 67 unit mixed-use development with approximately 17,000 square feet of commercial space at 6289 and 6290 Quinpool Road, and 6331 and 6325 Pepperell Street, Halifax (PIDs 00165852, 00165845, 00165928 and 00165936)

Based on the existing policies of the Halifax MPS and the regulations of the Halifax Peninsula LUB, we understand that the proposed development project requires an amendment to the Halifax MPS and the Halifax Peninsula LUB to enable a DA which would permit the proposed development. WSP is seeking to undertake the required amendments and DA application concurrently.

Both WSP and our Client feel that this proposal will be of great social and economic benefit to Quinpool Road, will support the Municipality's goals of increasing density along key corridors in the Regional Centre, and will add positively to the streetscape of one of the City's key commercial corridors. We kindly request that this application be given swift and fair consideration leading up to an initiation hearing by Regional Council.

A summary of site's characteristics, the proposed development's features and it's applicability to existing policy is provided in the following report.

## 2 SITE CHARACTERISTICS

### 2.1 LOCATION

The subject property consists of four contiguous legal parcels (PIDs 00165852, 00165845, 00165928 and 00165936) located at 6289 and 6290 Quinpool Road, and 6331 and 6325 Pepperell Street, Halifax. The site has frontages along both Quinpool and Pepperell Streets.

The site is adjacent to several restaurants and the West End Baptist Church along Quinpool Road, and is situated between a commercial parking lot and residential flats along Pepperell.

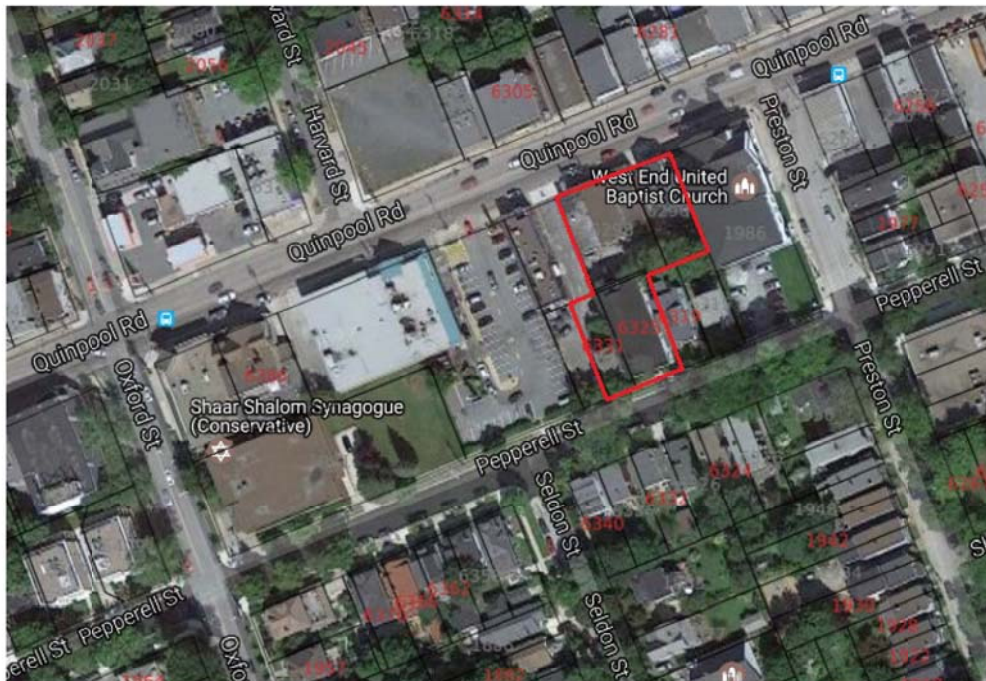


Figure 1: The proposed Site of the "TED" Outlined in Red Above.

### 2.2 PHYSICAL CHARACTERISTICS

The four subject properties combine to approximately 0.41 acres (18,227 s/f) in size with approximately 115 feet of frontage on Quinpool Road and 75 feet of frontage on Pepperell Street. The site currently contains several buildings including two older retail store fronts with upper flats, a single family dwelling and a church hall.

### 2.3 PROPERTY ACCESS

Existing vehicular access to the site is via private driveways along Pepperell Street. There is an existing right-of-way from Pepperell Street that provides access to one of the properties, and which is proposed as the main vehicle access to the proposed development. All parking for the development is proposed to be placed underground.



## 2.4 EXISTING PLANNING DESIGNATION & ZONING

The site currently falls within The Quinpool Road Commercial Area of the Halifax Community Plan, and both the Minor Commercial – Quinpool Road (C-2C) Zone and General Residential (R2) Zones of the Halifax Peninsula Land Use Bylaw. The C-2C Zone allows for a number of commercial and residential uses including retail, office and multiple unit dwellings, while the R2 Zone allows apartment buildings up to four units.

In order for Council to consider promoting investment in commercial and residential redevelopment on this site beyond the as-of-right regulations, these properties require an amendment to the Municipal Planning Strategy and Land Use Bylaw which enables a Development Agreement to be negotiated for the site. WSP and the Developer feel that the existing land use regulations limiting density, as well as Policy 2.2 of the Commercial Facilities designation of the Quinpool Road Commercial Area Plan, which limits height to 45 feet, are both unreasonably inconsistent with the current condition and demand in the Quinpool Road commercial corridor. As a major commercial street with high capacity municipal services, transit and proximity to downtown, the current policy and regulatory limitations are restrictive.

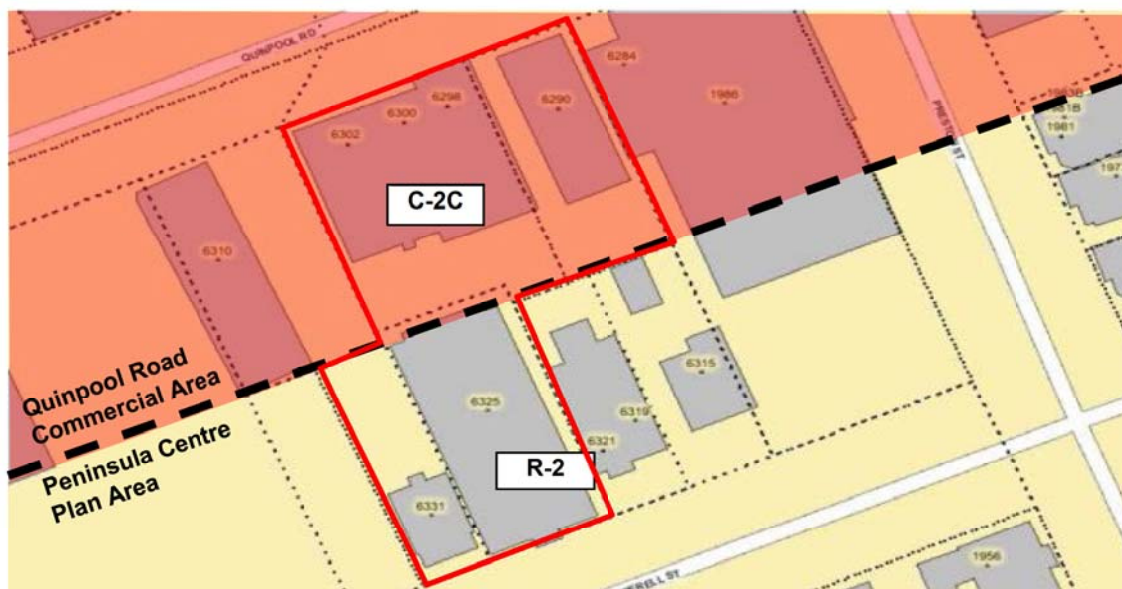


Figure 2: Zones, Designations and Plan Area Boundaries (subject site outlined in red)

# 3 PROPOSED DEVELOPMENT

## 3.1 DEVELOPMENT SUMMARY

WSP and our Client, Façade Investments Limited understand that Halifax Regional Municipality is seeking to increase population density within the regional centre, while promoting high-quality, mixed-use development along well serviced corridors. Quinpool Road represents a major commercial corridor linking Downtown Halifax to the Armdale Roundabout, and serving as a commercial centre for the South and West Ends of the Halifax Peninsula.

While the Quinpool Road area is supported by large residential neighbourhoods to it's north and south, is served by several major transit routes and is provided with high capacity municipal sewer and water services, many of its existing built form is very old and ill-adapted to the uses which are drawn to the area. The proposed development outlined in this application represents a significant investment in the commercial and residential viability of Quinpool Road and its surrounding neighbourhoods, and has the ability to set a precedent for high quality design on the street for years to come.

The current Halifax Municipal Planning Strategy and Halifax Peninsula Land Use Bylaw were both written in 1978. Since that time development patterns, population density and municipal services have changed considerably. In order to achieve a high quality development which will create significant employment and population density along a main street as well as increased municipal tax revenue, we are requesting that Regional Council initiate the necessary amendments to allow this proposed development.

## 3.2 DEVELOPMENT BREAKDOWN

The breakdown of the proposed residential/commercial development is as follows:

<b>Commercial Space</b>	
• Commercial Retail - Level 1:	6,140 sf
• Commercial Office – Level 2:	10,950 sf
<b>Residential Units</b>	
• Residential apartment units (tower):	61 Units
• Residential Townhouse Units:	7 units
<b>Total Residential</b>	<b>67 Units</b>
<b>Amenity Space</b>	
• Outdoor green space:	3,130 sf
• Indoor Amenity Space:	1,970 sf
• Private Decks:	8,730 sf
<b>Parking</b>	
• Underground Parking:	67 Stalls
• Surface Parking:	0 Stalls



## 4 DISCUSSION

### 4.1 POLICY UNDERSTANDING

WSP understands that significant justification is required in order for a plan amendment application to be successful, and to gain the support of staff and Council. The proposed redevelopment of the subject site is intended to include quality built form that responds to existing community context and that promotes complete, vibrant and walkable communities which are supported and encouraged by the RMPS and the MPS.

Plan amendments are not considered unless they can demonstrate that circumstances have changed to the extent that the original permitted land uses are no longer appropriate. The Quinpool Road area of Halifax is currently seeing an increased interest in redevelopment, thus enabling greater density on the Peninsula. This is noted with the recent development projects and proposals such as the Keep, the redevelopment of St. Patrick's High School and the Bens Bakery Site. Our proposal seeks to compliment this trend by introducing an exciting and high quality development that is respective of the style and scale of this growing commercial corridor.

The proposed development helps to achieve important aspects of the Halifax Regional Municipal Planning Strategy and the current Municipal Plan by:

- Promoting high quality urban development;
- Making efficient use of existing municipal infrastructure and services;
- Helping to achieve the municipality's population growth and density targets within the Regional Centre;
- Creating an improved urban streetscape by proposing a transparent, articulated and consistent streetwall; and
- Proposing built forms that are appropriate for their context, such as fine-grain residential units along Pepperell Street and increased density, a mix of uses and well-designed articulation along Quinpool Road.

Unfortunately, the height restrictions under Section 2.2 of the Quinpool Road Area Plan of the Halifax MPS does not permit heights above 45 feet, while there are several requirements within the Land Use Bylaw which preclude the development including:

- setback requirements from property boundaries;
- angle controls that regulate the height/setback of a building relative to street lines and interior property boundaries;
- density requirements; and
- height restrictions.

Given the regulations and policy which currently preclude this development, WSP is requesting an amendment to both the Halifax MPS and the Halifax Peninsula LUB in order to create site-specific Policy to permit the proposed development by DA. The appropriateness of the proposed development in terms of the surrounding context, and the rationale for amending the existing policy and regulations are noted the following items:

#### ***Existing Planning Designations & Zoning***

The site currently falls within two secondary plan areas within the MPS for Halifax; the Quinpool Road Commercial Area Plan and the Peninsula Centre Area Plan. The portion within the Quinpool Road Secondary Plan is designated for Commercial, while the portion within the Peninsula Plan Area is designated for Medium Density Residential.

The site also falls within both the Minor Commercial – Quinpool Road (C-2C) Zone and General Residential (R2) Zones of the Halifax Peninsula Land Use Bylaw. The C-2C Zone allows for a number of commercial

and residential uses including retail, office and multiple unit dwellings, while the R2 Zone allows apartment buildings up to four units.

In order for Council to consider promoting investment in commercial and residential redevelopment on this site beyond the as-of-right regulations, these properties require an amendment to the Municipal Planning Strategy and Land Use Bylaw.

### ***Future Policy Considerations***

While development applications are still currently considered and evaluated under the existing MPS and LUB, WSP is cognizant that Staff are in the process of drafting new policy for the Regional Centre for which there has been considerable public input. There has also been considerable visioning work completed as part of HRM By Design in 2006, and a separate charrette in 2007 specifically for the Quinpool commercial area.

Much of the discussion around height through these visioning exercises has focused on low-rise or mid-rise development being appropriate for much of the street. It is our position however, that this site, much like some other current and prospective developments on Quinpool Road, represents a specific opportunity where a higher density of commercial and residential uses can be created through good design, while improving the pedestrian experience along Quinpool Road and its adjacent side streets.

In-keeping with some of the public feedback gathered during the ongoing Centre Plan process, the proposed development manages to achieve the following objectives:

- Appropriate transition of height and mass towards residential neighbourhoods;
- High quality building standards which prioritize pedestrians;
- Accommodation of new residents and new jobs through moderate height and tall buildings at strategic locations;
- Ground floor uses that are active and oriented to serve pedestrians along existing main streets;
- Minimizing traffic and parking impacts;
- Creation of a continuous and cohesive streetwall;
- Placement of open space and amenities on roof-tops;
- The development of office, retail, service and restaurant uses that serve as both local and regional draws.

WSP and our Client feel that this proposal represents an exceptional precedent for quality mixed-use development within this commercial centre. The design respectfully transitions to a low density form along Pepperell Street, and provides substantial activity and employment on an established commercial main street, as well as the residential density to support it and other nearby businesses.

### ***Integration with Adjacent Land Uses***

The subject site is located between the Quinpool Road Commercial Corridor and a low density residential neighbourhood to the south. The proposed development recognizes the site's unique location and is designed to accommodate a transition between these two different character areas. The proposed mixed use building is stepped back from surrounding uses to the rear and side. A two storey streetwall consistent with neighbouring buildings has been included along Quinpool Road, with articulation that lends well to the variability of the street's many small storefronts. Townhouses are proposed along Pepperell Street in recognition of the lower density residential nature of that street. The building step backs also provide opportunity for the proposed rooftop terraces and open spaces.

Furthermore, the tower portion of the proposed building is stepped back appropriately from the West End United Baptist Church in order to compliment, and not overpower the church building. The step-back provides opportunities for landscaped terrace space on the third floor, with additional landscaped open space on two other roof levels.



Overall, the increased number and variety of residential units in the area will provide residents with easy access to employment, education, entertainment, and recreational opportunities such as Dalhousie University, Halifax Common, the Downtown, and the many businesses along Quinpool Road.

### ***High Quality Street Level Design***

The proposed development offers an opportunity to maintain a desirable public-private interface with residential units fronting on Pepperell Street and commercial uses fronting Quinpool Road. The proposed mixed use building includes various step backs to maintain an element of human scale at street level. The building features an at-grade garage access to the underground parking. Lobby access for the upper-level units is also located at street level through the Quinpool Road frontage.

The proposed mixed use building is placed towards the street edges allowing for direct access to the sidewalk and has clearly defined entry points with protection from the elements.

### ***Quality Exterior Construction Materials***

A49 has been retained to prepare the architectural plans for this development. As per the exterior elevation plans, quality materials are proposed for the development (see Appendix E: Preliminary Building Elevations).

The exterior construction materials of the proposed building are intended to be compatible with the residential character of the surrounding area and the West End Baptist Church, while still integrating high quality, modern design elements. The combination of these features, we believe, has been well-reflected in the proposed buildings and their materials.

### ***Open Space***

The development proposal includes approximately 3,310 square feet of outdoor amenity space in the form of rooftop terraces accessible to all tenants. There is also 2000 sf of proposed internal amenity space and over 8,700 sf of private patio space for the residential units.

Rooftop amenity spaces will be landscaped and available for commercial and residential tenants to use. (See Appendix B: Preliminary Landscape Plan)

### ***Pedestrian Movement and Connectivity***

The development is well suited to offer alternative transportation options to future residents and employees. Metro Transit currently has several bus stops in close proximity to the site that service many bus routes along Quinpool Road. The site location is also considered very walkable according to Walk Score ([www.walkscore.com](http://www.walkscore.com)), with a rating of 91 out of 100.

### ***Parking and Vehicle Access***

All of the parking for the proposed development will be located within an underground parking structure beneath the proposed mixed use building and will be accessed from Pepperell Street via an existing right-of-way, and from Quinpool Road. A parking ratio of 1:1 is proposed for the residential tenants with a total of 67 parking spaces. Those not used by tenants are expected to be made available to commercial tenants for employee parking.

### ***Traffic***

Considering the internal synergies created by this mixed-use building, and by its location along a street with many active transportation and transit options, there is a 20% reduction in traffic generation compared to a similarly sized single-use multi-unit residential building. The development is expected to generate an additional 31 two-way vehicle trips in the AM peak hours, and 37 additional trips in the PM peak hours. This represents only a slight increase in the traffic generated by the existing uses on the site. Please refer to Appendix D: Traffic Impact Statement.

### ***Shadow Analysis***

A49 Staff have completed a shadow analysis for the proposed building. Please refer to Appendix G: Shadow Analysis. Due to the proposed design and mass, the building will have insignificant impact on

adjacent residential buildings, and will have no negative impacts on Quinpool Road. The Analysis was completed to cover the following seasons and times:

- December 21<sup>st</sup> at 9am, 12pm and 3pm
- March 20<sup>th</sup> at 9am, 12pm and 3pm
- June 21<sup>st</sup> at 9am, 12pm and 3pm

### ***Municipal Services***

WSPs Civil Engineers have completed a servicing assessment and associated servicing schematic. Through their work it was confirmed that there is capacity in the municipal services running along both Quinpool and Pepperell Street to meet the requirements of the proposed development. In the interest of limiting potential traffic issues, it has been decided to propose connecting to municipal services on the Pepperell Street frontage.

Please refer to Appendix C: Servicing Schematic.

### ***Population Density***

Façade Investments is aiming to achieve a maximum of 67 residential units with a mixture of unit types ranging from bachelor to 3 bedrooms within the residential component of the development. This represents a residential population density of approximately 289 persons per gross acre, assuming 1.9 people per unit. This residential density is in excess of what would be permitted as-of-right under the R-3 zone requirements; however, according to policy 2.3.3 (vi) of the Halifax MPS, Council shall consider residential and commercial densities consistent with municipal services. The commercial lease space consists of approximately 6,140 square feet on ground level and 10,950 square feet on the second floor. It is proposed that the ground floor be leased as retail space while office uses would be suitable for the second floor.

Given the trends towards more sustainable developments and bringing more people onto the Halifax Peninsula, the benefits of seeking higher density levels in overall terms are well recognized and can help to generate the critical mass of people able to support urban services such as Transit, local retail shops and schools. The following table notes benefits of higher densities:

<b>Benefits of higher densities</b>	
<b>Social</b>	
	<ul style="list-style-type: none"><li>• Social proximity encourages positive interaction and diversity</li><li>• Improves viability of and access to community services</li><li>• Enables more and better housing options</li></ul>
<b>Economic</b>	
	<ul style="list-style-type: none"><li>• Enhances economic viability of development</li><li>• Provides economies of infrastructure</li></ul>
<b>Transportation</b>	
	<ul style="list-style-type: none"><li>• Supports public transport</li><li>• Reduces car travel and parking demand</li><li>• Makes underground parking economically viable</li></ul>
<b>Environmental</b>	
	<ul style="list-style-type: none"><li>• Increases energy efficiency</li><li>• Decreases pollution and resource consumption</li><li>• Preserves and helps fund maintenance of public open space</li><li>• Reduces overall demand for development land – avoiding sprawl</li></ul>

\*Source: English Partnerships – Urban Design Compendium (2007).



## 4.2 BUILDING HEIGHT

The proposed development does not comply with the existing policy relative to building height. Policy 2.2 of the Commercial Facilities designation of the Quinpool Road Commercial Area Plan limits height along the east side of Quinpool Road to 45 feet. The proposed MPS amendments would allow for the consideration of a building that is 132 feet along Quinpool Road.

The 45 foot height requirement was established when the Quinpool Road Commercial Area Plan was established in 1986. Over the past several years, the height along Quinpool Road has been a topic of discussion and debate through the various studies and workshops that have been undertaken for the area. However, setting the discussion of height along the whole of Quinpool Road aside, when focusing on the subject site, a height of 45 feet or 3 to 4 storeys, seems extremely restrictive.

The site is also located at a popular pedestrian and cyclist corridor that leads to the residential neighbourhoods to the south of Quinpool. When comparing the proposed building to existing taller buildings on Quinpool Road, especially towards its intersection with Robie Street., a height of 132 feet would be considered consistent.

Due to its location on a thriving commercial corridor and at an important transition area between neighbourhoods, we consider the proposed height to be appropriate for the subject site.

Additionally, as mentioned prior, the proposed building is stepped back from the eastern property line and maintains a consistent three storey streetwall along Pepperell Street with low-density townhouse units. The tower portion of the building is mitigated along Quinpool Road by a stepback above a two storey streetwall that is consistent with neighbouring buildings. This creates an element of human scale at street level that minimizes the buildings impact on adjacent land uses.



## 5 DESIGN RATIONAL

The project property is located mid-block between Oxford Street and Preston Street, and extends through the block to front on both Quinpool Road and Pepperell Street. The site's context embodies a transition between two neighbourhoods, in which building forms and occupancies shift from lower-scale residential on Pepperell Street to the mixed-use (primarily retail) corridor of Quinpool Road. Currently the property is occupied by small-scale retail, a church hall, and a detached house. The new development will respect existing street scales and programs, while increasing urban density on the site.

The design reflects the transition between neighbourhoods by locating height and density according to a gradient massing approach. The taller portion is located on the Quinpool side, with the massing stepping down in distinct high-rise, mid-rise and low-rise volumes, terminating in a townhouse model that is respectful of the character of Pepperell Street. The street wall on Quinpool adheres to the height of the existing neighbours, with the tower stepped back above. The tower also steps back from adjacent properties, creating rooftop patios and comfortable limiting distances for fenestration. The step back is particularly substantial adjacent to the neighbouring church, in order to respect that building's prominence on Quinpool Road. The largest step back occurs above the Pepperell street wall, creating a large amenity terrace above and defining a clear townhouse form distinct from the tower portion, to integrate with the lower-scale neighbourhood.



*View of Quinpool Façade*

The program is mixed-use, with a residential tower above a two-storey podium, and over/under townhouses on the Pepperell side. On the Quinpool side there is retail space on the ground floor and commercial space on the second floor. Parking is located underground, accessed via an existing right of way off of Pepperell Street. The form of the building comprises a series of stepped and overlapping rectilinear volumes, arranged around a central circulation core that runs through the site. The core presents on the building's exterior as a prominent red "wall", marking the residential lobby entrance and creating a break in the facade. This break introduces natural formal and material variation in the Quinpool elevation, which is in keeping with the existing rhythm of the street.



*View of massing stepping down towards Pepperell Street*

The volumes are differentiated from one another by fenestration and materiality and descend gradually across the site, transitioning from a high-rise form to a low-rise, over/under townhouse typology. The transition of scales hinges around an intermediate mid-rise "knuckle" volume, which also serves to mark the access to the parking garage, mid-block. The façades are clad primarily in a ceramic panel system with punched windows, juxtaposed against areas of glazed curtainwall that take advantage of southwestern exposures. Pedestrian spaces will be a combination of masonry cladding, punched windows and transparent glazed curtainwall for the retail frontage.

The two storey commercial podium and 3-storey townhouses form the building's base and the varied volumes of the tower form its middle. The building's top is defined by the extension of the prominent red circulation core, with a

glazed residential penthouse on one side, and a rooftop amenity terrace on the other.

## 6 CONCLUSION

WSP, on behalf of our Client, Façade Investments Limited, feel strongly that this proposal is in-keeping with the general policies and objectives of the Regional Plan, the existing MPS and LUB, and the forthcoming Centre Plan with some small exception. Given that the current policy and regulations unreasonably limit height and density such that quality development like that proposed in this application would not be permitted, we respectfully request that staff process this application and provide the opportunity for Regional Council to initiate this plan and bylaw amendment and subsequent Development Agreement.

We look forward to HALIFAX's comments as we move ahead with the process. Should you have any comments or questions, please do not hesitate to contact the undersigned.

Yours truly,

**WSP Canada Inc.**

**Original Signed**

**Aáron Murnaghan, MCIP, LPP**  
Urban Planner

cc Joe Nahas – Façade Investments Ltd.

# Appendices

- Completed Planning Application Form
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# Appendix A





**LEGEND**

- Site Boundary
- Adjacent Property Boundary
- Building Access Point

**SITE SUMMARY:**

- Land Area: 1,805 m<sup>2</sup>
- Existing Zone: C-2C / R-2

**NOTES:**

- Property lines approximate only. Site subject to survey.

**SOURCES:**

- Property lines from and topographic features from SDMM cad file 32279 Tops to Client 04Jan17 .dwg
- Adjacent property lines from provincial mapping.

Designer: <b>KWATTERS</b>	VERSION
Planner: <b>AMURNAGHAN</b>	<b>101</b>

**SITE PLAN - TED BUILDING**  
HALIFAX, NOVA SCOTIA

**FACADE INVESTMENTS LIMITED**  
FEBRUARY 27, 2017 16'-02034-101

**SCALE**

7.5 5 2.5 0 12.5 m  
1 : 500

**WSP**

1 SPECTACLE LAKE DRIVE  
DARTMOUTH, NOVA SCOTIA CANADA, B3B 1X7  
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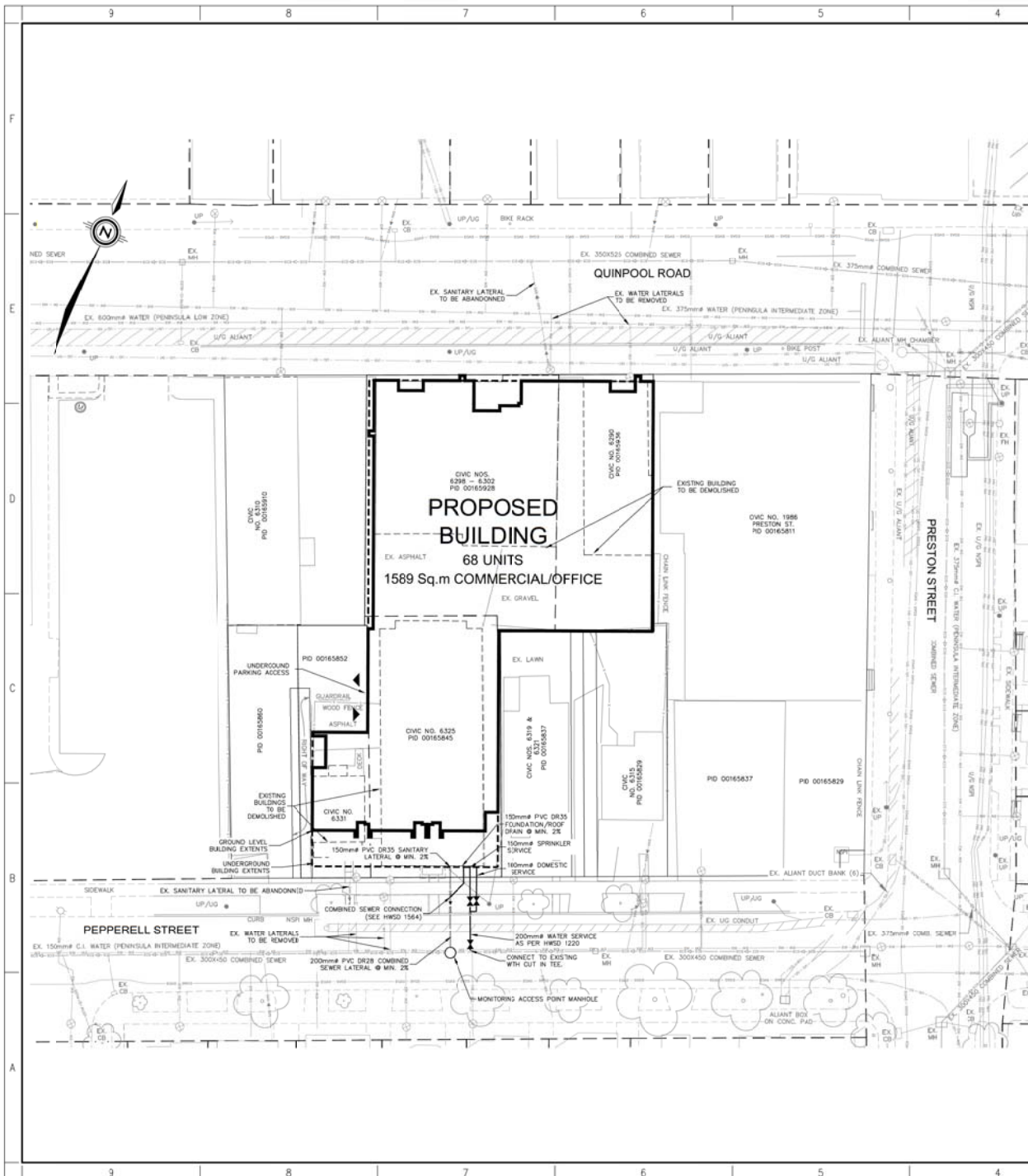


# Appendix B



PROJECT NAME: <b>TED BUILDING</b>	DRAWING TITLE: <b>PLAN - LANDSCAPE</b>	PRELIMINARY	CLIENT: ARCHITECTURE   49
161-02034-00 2017-03-14	LOCATION: HALIFAX, NS SHEET NAME: <b>L-100</b>	SCALE: 1" = 20'-0" 0 2.5 5 10 20 40 80 FT	CONSULTANTS: WSP

# Appendix C



**PRELIMINARY WASTEWATER CALCULATIONS**

**PRELIMINARY RESIDENTIAL WASTEWATER CALCULATIONS**  
 PROPOSED MULTI-UNIT BUILDING - 68 UNITS  
 DENSITY = 2.25 PERSONS/UNIT  
 POPULATION = 153 PEOPLE  
 $Q_{PEAK} = 1.25 \times (0 \times 60) \times 4.19$   
 $M = [1 + (4 \times (9/1000) \times 0.53)] = 4.19$   
 $b = 4 \times 24000 \text{ L/HA/DAY} \times 0.1805 \text{ Ha} \times 24000 = 4332 \text{ L/DAY}$   
 $Q_{PEAK} = [1.25 \times (300 \text{ L/PERSON/DAY} \times 153 \text{ PEOPLE} \times 4.19)] + 4332 \text{ L/DAY}$   
 $Q_{PEAK} = 28.2 \text{ L/s}$

**PRELIMINARY COMMERCIAL WASTEWATER CALCULATIONS**  
 AVERAGE DAILY SEWAGE FLOW = 6 L/m<sup>2</sup>/DAY  
 COMMERCIAL/RETAIL/OFFICE AREA = 1589 m<sup>2</sup>  
 $Q_{PEAK} = \text{AVERAGE DAILY SEWAGE} \times \text{AREA} \times \text{HOURS OF OPERATION/DAY} \times \text{PEAKING FACTOR}$   
 $Q_{PEAK} = 6 \text{ L/m}^2/\text{DAY} \times 1589 \times (24/6) \times 4 = 1.32 \text{ L/s}$

**TOTAL PEAK FLOW FROM PROPOSED DEVELOPMENT = 28.2 L/s + 1.32 L/s = 4.15 L/s**  
 \*CALCULATIONS BASED ON INFORMATION FROM THE HALIFAX WATER DESIGN AND CONSTRUCTION SPECIFICATIONS, 2018 EDITION.

COMBINED LATERAL PIPE - 200mm @ 2% Q(U/L) = 60 L/s > Q(PEAK) = 4.15 L/s

**PRELIMINARY STORMWATER CALCULATIONS - SCS METHOD**

**PRE-DEVELOPMENT CONDITIONS**  
 DRAINAGE AREA = 1805 m<sup>2</sup> ±  
 CN = 97  
 PRE-DEVELOPMENT PEAK DISCHARGE = 38 L/s ± (51%)

**POST-DEVELOPMENT CONDITIONS**  
 DRAINAGE AREA = 1805 m<sup>2</sup> ±  
 CN = 58  
 POST-DEVELOPMENT PEAK DISCHARGE = 38 L/s ± (51%)

ROOF STORAGE TO BE PROVIDED IF REQUIRED.

COMBINED LATERAL PIPE - 200mm @ 2% Q(U/L) = 60 > Q(PEAK) = 38 L/s

TOTAL COMBINED LATERAL PIPE (SAN + STORM) - 200mm @ 2% Q(U/L) = 60 > Q(PEAK) = 38 + 4.19 L/s = 42.19 L/s

WSP Canada Inc.  
 1 Spectacle Lake Drive  
 Dartmouth, Nova Scotia, Canada B3B 1X7  
 T 902.835.9955 F 902.835.1645 www.wspgroup.com

**PRELIMINARY ONLY  
NOT FOR  
CONSTRUCTION**

EXISTING	PROPOSED	EXISTING
EDGE OF PAVEMENT	UTILITY	
WATERMAIN & DATE VALUE		
SANITARY PIPE & MANHOLE		
STORM PIPE & MANHOLE		
UTILITY LINES & POLE		
STREET BOUNDARY	SANITARY LATERAL	
PROPERTY BOUNDARY	STORM LATERAL	
EXISTING	WATER LATERAL	
CURB & DRIVEWAY CUT	CATCH BASIN LID	
CATCH BASIN	ENCLOSURE	
PIPE	LIGHT STANDARD	
STREET TIE	PHONE PEDESTAL	
ROAD SIGN	LAND SIGN	

REVISION:

NO.	DATE	DESCRIPTION
0	2017/03/24	ISSUED FOR REVIEW
1	2017/03/24	ISSUED FOR REVIEW

PROJECT: 161-02304  
 DATE: 2017/03/24  
 ORIGINAL SCALE: HORIZONTAL: 1:250 VERTICAL: N/A  
 DESIGNED BY: S. LEWIS/N. FOUGERE  
 DRAWN BY: S. LEWIS  
 CHECKED BY: N. FOUGERE

**FAÇADE INVESTMENTS LTD.**

6290 & 6298  
 QUINPOOL ROAD  
 HALIFAX, NS

**PRELIMINARY  
SERVICING SCHEMATIC**

SHEET NUMBER: 1  
 SHEET # 1 OF 1  
 ISSUED FOR REVIEW  
 DATE OF: 2017/03/24

# Appendix D





Ref. No. 161-02034

March 14, 2017

Ms. Shannon O'Connell, P. Eng.  
Development Engineer  
HRM Planning and Development  
PO Box 1749  
Halifax, NS B3J 3A5

**RE: Traffic Impact Statement - TED Building Multi-Use Development  
Pepperell Street, Halifax, Nova Scotia**

Dear Ms. O'Connell:

Plans are being prepared for the redevelopment of multiple properties fronting Pepperell Street and Quinpool Road in Halifax, NS. The site is occupied by commercial and residential development and will be redeveloped as a mixed use 11 storey building that includes 67 residential units, with ground floor retail and one level of office space (See Figure 1).

The site will be accessed from Quinpool Road via the existing one-way entrance driveway with egress from the site via the existing one-way exit driveway onto Pepperell Street. Both driveways are approximately 70 metres west of the Preston Street intersection. This is the Traffic Impact Statement (TIS) required to accompany the development application.



**Figure 1 - Concept Plan**



**Site Description**– The site is bounded by Quinpool Road in the north, Pepperell Street in the south, and existing development to the east and west. Currently the site is occupied by a commercial building fronting Quinpool Road and low density residential development on Pepperell Street. There is a small paved parking area with access from Quinpool Road and egress to Pepperell Street (See Photos 1 and 2).



Photo 1 – Existing site along Quinpool Road looking from the entrance driveway



Photo 2 – Existing site and exit driveway onto Pepperell Street

**Description of the Proposed Development**– Redevelopment of the site is expected to be an 11 storey mixed use building that will include 61 apartment units, 6 townhouse units, 10,950 square feet (SF) of office space and 6,140 SF of ground floor retail. For the purposes of this study, the townhouse units have been considered as apartments given the shared driveway and access to underground parking. No modifications are planned to the existing onsite surface parking.

**Description of Site Access**– Vehicular access to the site and its proposed 67 stall underground parking lot will be via the existing one-way entrance driveway from Quinpool Road. Vehicular egress from the site will be via the existing one-way exit driveway onto Pepperell Street (See Photos 2, 3, and 4). There is sufficient sight distance at both of the site driveways, however vehicles are not permitted to exit the site onto Quinpool Road. Pedestrian access to the site will be from both Pepperell Street and Quinpool Road.



Photo 3 – Looking east (to the right) from the site driveway onto Pepperell Street



Photo 4 – Looking west (to the left) from the site driveway onto Pepperell Street

**Description of Existing Streets and Intersections**– Quinpool Road (See Photos 1, 5, and 6) is an arterial road that runs east-west approximately 2.5 km from the Armdale Roundabout to Robie Street with a 50 km/h speed limit. In this area Quinpool Road has a four lane cross section with a concrete sidewalk and time restricted parking on both sides. Turning movement count data collected by HRM Traffic Management in 2014 at the Quinpool Road intersections at Preston Street and at Oxford Street show that there are approximately 1800 vehicles per hour (vph) in the AM peak hour and 1700 vph in the PM peak hour on Quinpool Road in the vicinity of the site.



Pepperell Street (See Photos 2, 3, and 4) is a two-lane local street that runs east-west approximately 1.0 km from Beech Street to Robie Street with a concrete sidewalk on both sides and a 50 km/h speed limit. There is time restricted parking on the south side and parking is prohibited on the north (site) side.

Approximately 50 metres west of the site a pedestrian half signal provides a crossing of Quinpool Road at Harvard Street. The Quinpool Road intersections at Preston Street and Oxford Street are both fully signalized with marked crosswalks crossing all approaches and are both within 150 metres of the site (See Photos 5 and 6).



Photo 5 – Pedestrian half-signal crossing Quinpool Road at Harvard Street (The Oxford Street signalized intersection is in the background)



Photo 6 – Traffic signalized intersection of Quinpool Road at Preston Street

**Transit**– Halifax Transit operates Routes 6, 20, and 32 on Quinpool Road with eastbound and westbound stops east of Preston Street approximately 100 metres from the site. Halifax Transit also operates Routes 1 and 14 on Oxford Street with stops at Quinpool Road within 200 metres of the site.

**Trip Generation**– The proposed development is an eleven storey mixed-use building with 67 residential units, 10,950 SF of office space, and 6,140 SF of ground floor specialty retail.

Trip generation estimates, prepared using published rates from *Trip Generation, 9th Edition* (Washington, 2012) for the new development are included in the top portion of Table 1. It is estimated that the developed site will generate:

- 46 two-way trips (26 entering and 20 exiting) during the AM peak hour; and,
- 62 two-way trips (25 entering and 37 exiting) during the PM peak hour.

Since it will no longer be operational with redevelopment, trips currently generated by the site have been considered as credit for the purposes of estimating the additional vehicle trips generated by the redeveloped site. Existing site generated trips estimated from *Trip Generation, 9th Edition* (Washington, 2012) include:

- 7 two-way trips (3 entering and 4 exiting) during the AM peak hour; and,
- 15 two-way trips (6 entering and 9 exiting) during the PM peak hour.

A 20% reduction has been applied to trip generation estimates to account for onsite synergies between the various uses, as well as high non-auto mode share typical of a centrally located urban development with good access to transit and active transportation facilities.



When trips generated by the existing land use as well as onsite synergies and non-vehicle trips are considered, it is estimated that the redeveloped site will generate:

- 31 additional two-way vehicle trips (18 entering and 13 exiting) during the AM peak hour; and,
- 37 additional two-way vehicle trips (15 entering and 22 exiting) during the PM peak hour.

**Table 1 – Trip Generation Estimates**

Land Use <sup>1</sup>	Units <sup>2</sup>	Trip Generation Rates <sup>3,4</sup>				Trips Generated <sup>5</sup>			
		AM Peak		PM Peak		AM Peak		PM Peak	
		In	Out	In	Out	In	Out	In	Out
Trip Generation Estimates for the Proposed Development									
Mid-Rise Apartment <sup>6</sup> (ITE 223)	67	0.09	0.21	0.23	0.16	6	14	15	11
General Office (ITE 710)	11.0	1.37	0.19	0.25	1.24	15	2	3	14
Specialty Retail <sup>7</sup> (ITE 826)	6.1	0.76	0.60	1.19	1.93	5	4	7	12
Total Estimated Trips Generated by the Proposed Site						26	20	25	37
Trip Generation Estimates for the Existing Development									
Specialty Retail <sup>7</sup> (ITE 826)	4.3	0.76	0.60	1.19	1.93	3	3	5	8
Single-Family Detached (ITE 210)	2	0.19	0.56	0.63	0.37	0	1	1	1
Total Estimated Trips Generated by the Existing Site						3	4	6	9
Total Estimated Net Site Trips						23	16	19	28
Estimated 20% Reduction of Trips for onsite Synergies and non-vehicle trips <sup>8</sup>						5	3	4	6
Estimated Vehicle Trips Attracted to the Site						18	13	15	22

Notes: 1. Land use codes are from *Trip Generation, 9th Edition*, (Institute of Transportation Engineers, Washington, 2012).  
2. 'Number of residential units' for Residential, 'Gross Floor Area x 1000 square feet' for Office, 'Gross Leasable Area x 1000 square feet' for Specialty Retail.  
3. Trip generation rates are 'vehicles per hour per unit' for Apartments and 'vehicles per hour per 1000 sq. ft.' for Specialty Retail and Office.  
4. Average Trip Generation Rates were used as these rates are expected to provide a realistic estimate of the number of trips. Additionally, for General Office (Land Use 710) *Trip Generation, 9th Edition*, cautions against the use of regression curves for that land use on Page 1250.  
5. Trips generated are 'vehicles per hour' for AM and PM peak hours.  
6. Proposed townhouse units have been included as apartments with consideration of the shared driveway and underground parking.  
7. The Specialty Retail (ITE Land Use 826) rate for 'Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 PM' has been used. Since there is no published rate for the AM peak hour of adjacent street traffic for this land use, and since AM peak hour trips to specialty retail are generally low, AM trip rates have been assumed to be 50% of the PM rate with reversal of the directional split.  
8. Since high pedestrian and transit usage is expected in the Study Area, and since there may be some on-site synergies between the residential and retail land uses, a 20% reduction has been applied to site generated trip estimates.

**Summary–**

1. Plans are being prepared for the redevelopment of a site around Quinpool Road and Pepperell Street in Halifax, NS. The proposed redevelopment includes demolition of the existing commercial and low-density residential development and construction of an eleven storey building with 61 apartment units, 6 townhouse units, and 10,950 square feet (SF) of office and 6,140 SF of ground floor retail.
2. Vehicular access to the site will continue to be from the existing one-way entrance driveway at Quinpool Road and egress from the site via the existing one-way exit driveway onto Pepperell Street. Pedestrian access will be provided from Quinpool Road and Pepperell Street.
3. The site is well served by Halifax Transit, with several bus routes stopping on Quinpool Road and nearby on Oxford Street within 200 metres of the site.
4. It is estimated that the redeveloped site will generate a total of 46 two-way trips (26 entering and 20 exiting) during the AM peak hour and 62 two-way trips (25 entering and 37 exiting) during the PM peak hour.
5. It is estimated that the existing site generates a total of 7 two-way trips (3 entering and 4 exiting) during the AM peak hour and 15 two-way trips (6 entering and 9 exiting) during the PM peak hour.
6. When trips generated by the existing land use as well as reductions for non-vehicle trips are considered, it is estimated that the redeveloped site will generate 31 additional two-way vehicle trips (18 entering and 13 exiting) during the AM peak hour and 37 additional two-way vehicle trips (15 entering and 22 exiting) during the PM peak hour.

**Conclusion–**

7. Redevelopment of the site as a 67-unit apartment building with 10,950 square feet of office and 6,140 square feet of ground floor retail is expected to result in only a slight increase in the number of trips generated relative to the existing development. Given that the increase in site generated trips is low and that the site has excellent access to transit and pedestrian infrastructure, site generated trips are not expected to have any significant impact on levels of performance on adjacent streets and intersections or to the regional street system.

If you have any questions or comments, please contact me by email at [patrick.hatton@wspgroup.com](mailto:patrick.hatton@wspgroup.com) or by telephone at 902-835-9955, extension 347.

Sincerely:

**Original Signed**

Patrick Hatton, P. Eng.  
Traffic Engineer  
WSP Canada Inc.



# Appendix E

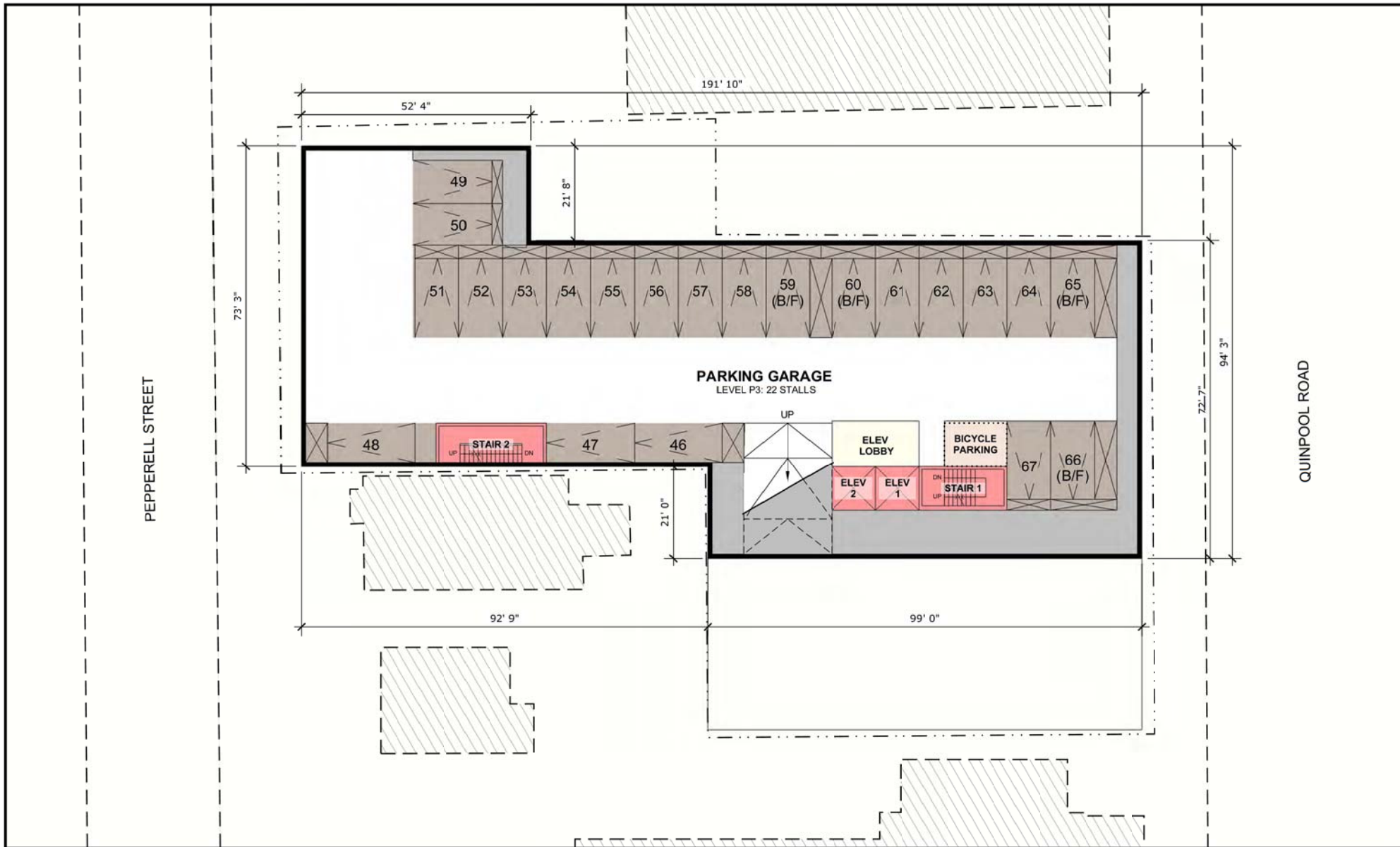


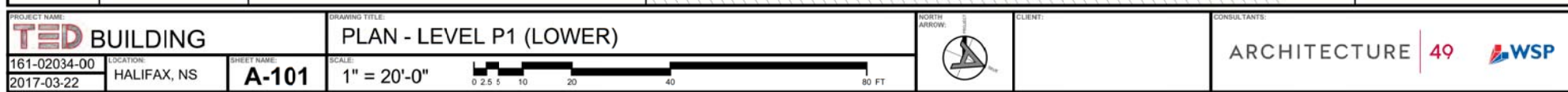
Floor	Parking Stalls	Unit Count	Gross Floor Area	Residential Area	Private Decks Area	Retail/Commercial Area	Amenity Area (Int.)	Amenity Area (Ext.)
Level P3	22	-	13,110	-	-	-	-	-
Level P2	30	-	17,070	-	-	-	-	-
Level P1	15	3	16,070	2,120	550	-	-	-
Level 1	-	-	15,550	2,170	50	6,140	1,720	-
Level 2	-	3	15,480	2,450	210	10,950	-	-
Level 3	-	7	11,690	9,980	3,200	-	-	-
Level 4	-	8	8,870	7,230	550	-	110	1,630
Level 5	-	8	8,870	7,670	550	-	-	-
Level 6	-	8	8,870	7,670	550	-	-	-
Level 7	-	7	7,630	6,530	920	-	-	-
Level 8	-	7	7,560	6,450	530	-	-	-
Level 9	-	7	7,560	6,450	530	-	-	-
Level 10	-	7	7,560	6,450	530	-	-	-
Penthouse	-	2	4,030	2,710	560	-	140	1,500

Totals:		
Gross Floor Area (Building)	103,670	SF
Gross Floor Area (Parking)	46,250	SF
Amenity (Internal)	1,970	SF
Amenity (External)	3,130	SF
Retail	6,140	SF
Office	10,950	SF
Residential	67,880	SF
Private Decks	8,730	SF
Unit Count	67	
Parking Stalls	67	
Rentable Space	84,970	SF
Rentable Area Ratio	81.96%	
Rentable Area Ratio (Including Decks)	90.38%	

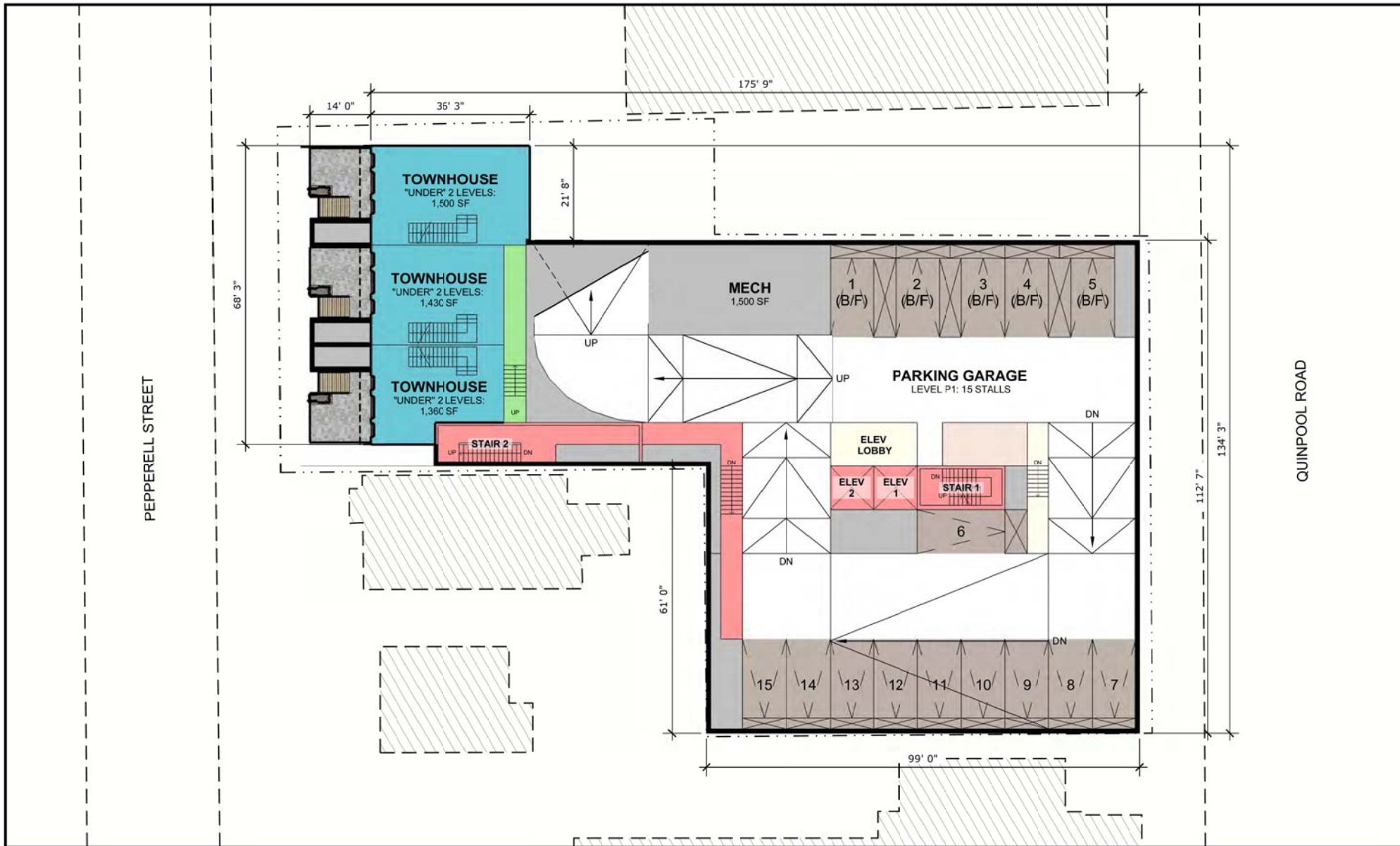





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2017-03-22						

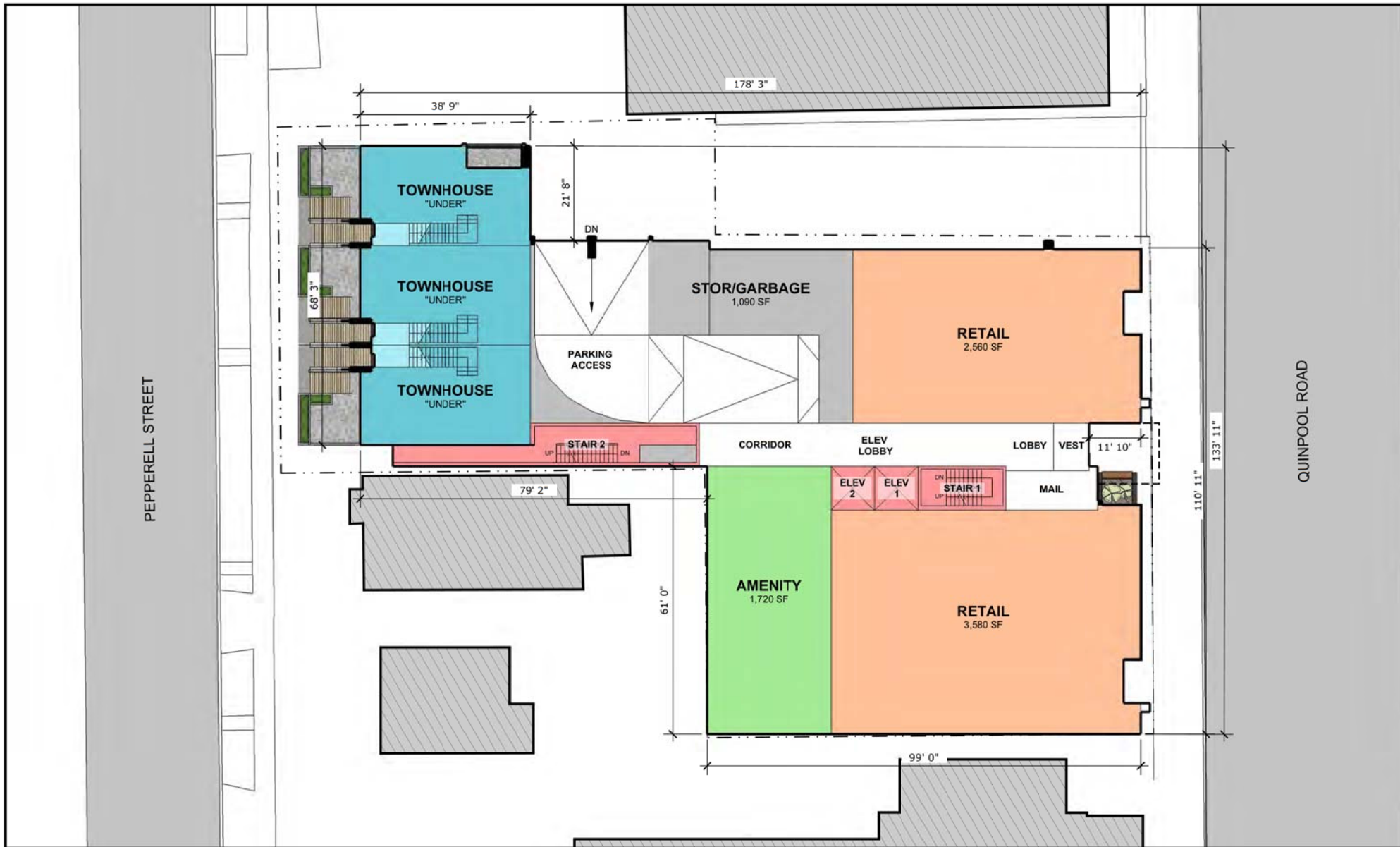


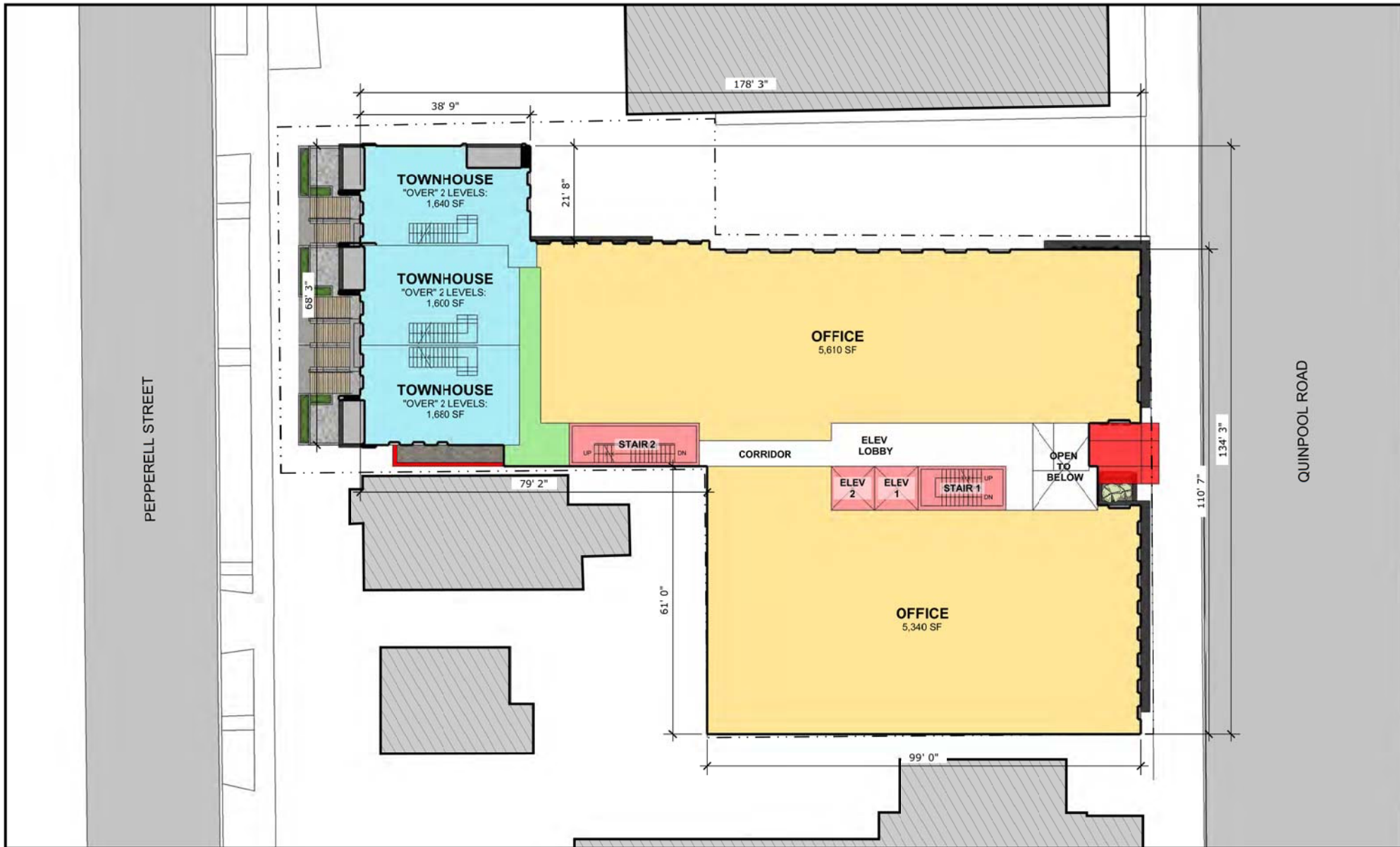




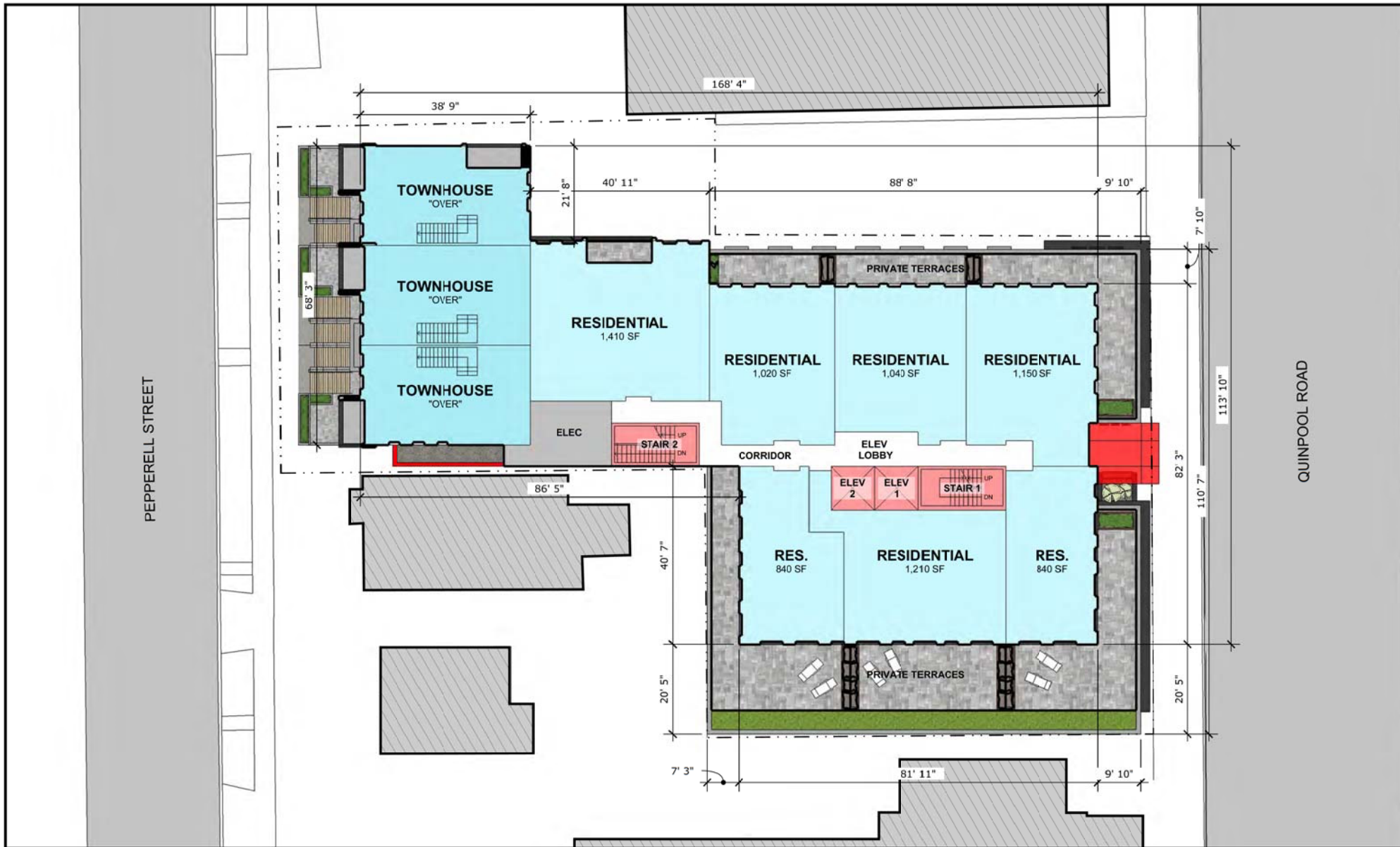


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161-02034-00 2017-03-22	LOCATION: HALIFAX, NS SHEET NAME: <b>A-102</b>	SCALE: 1" = 20'-0" 	ARCHITECTURE   49   







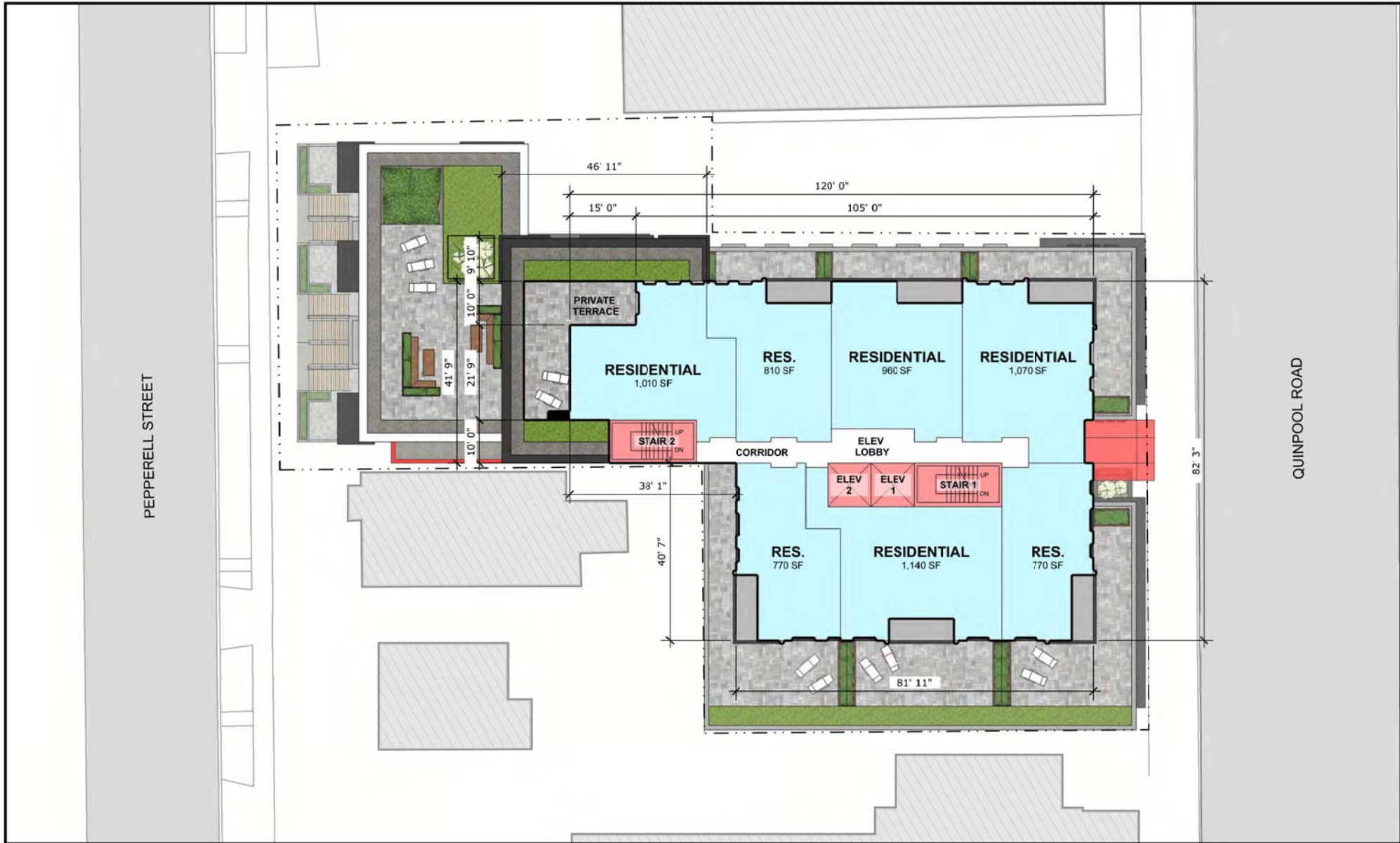


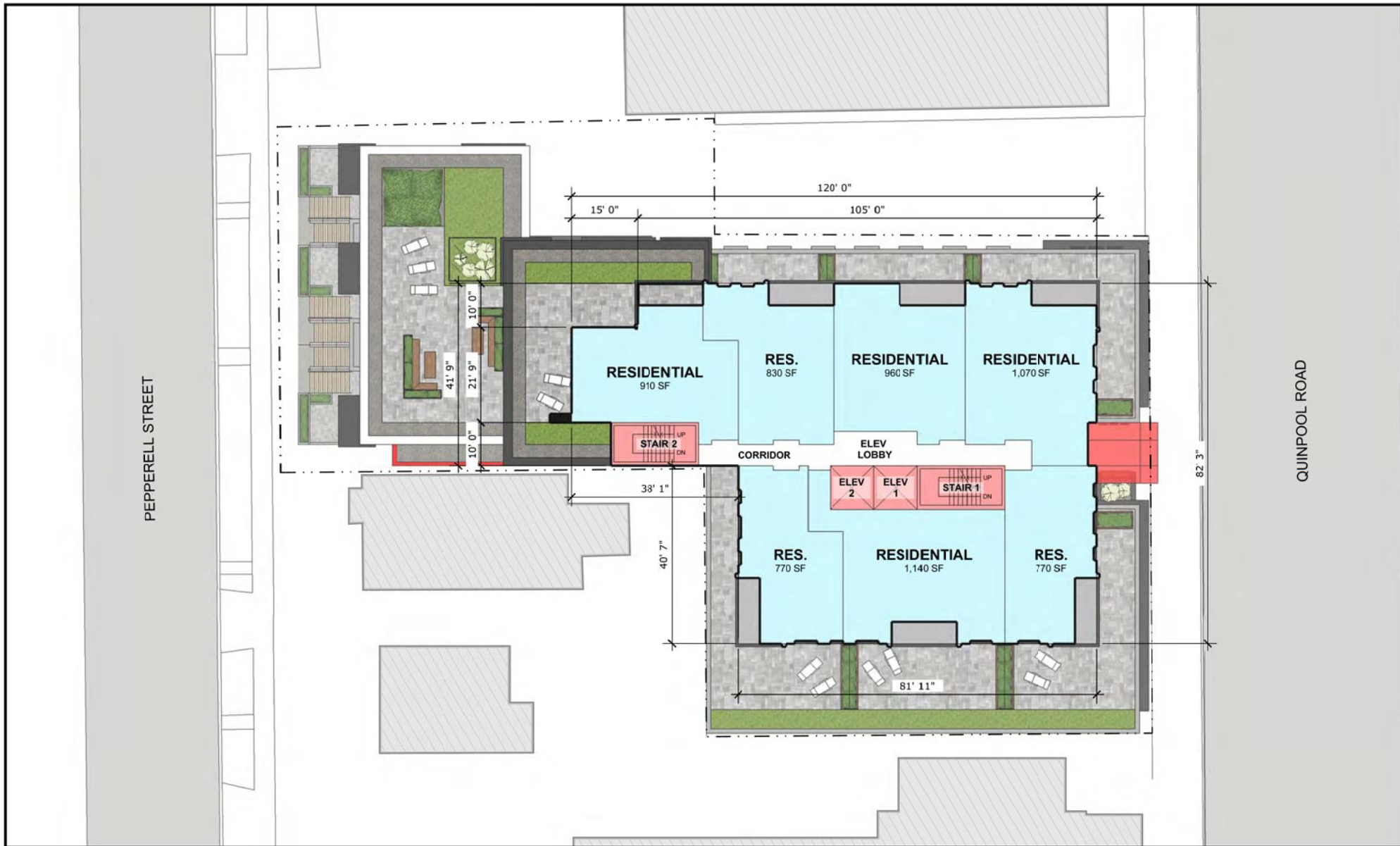


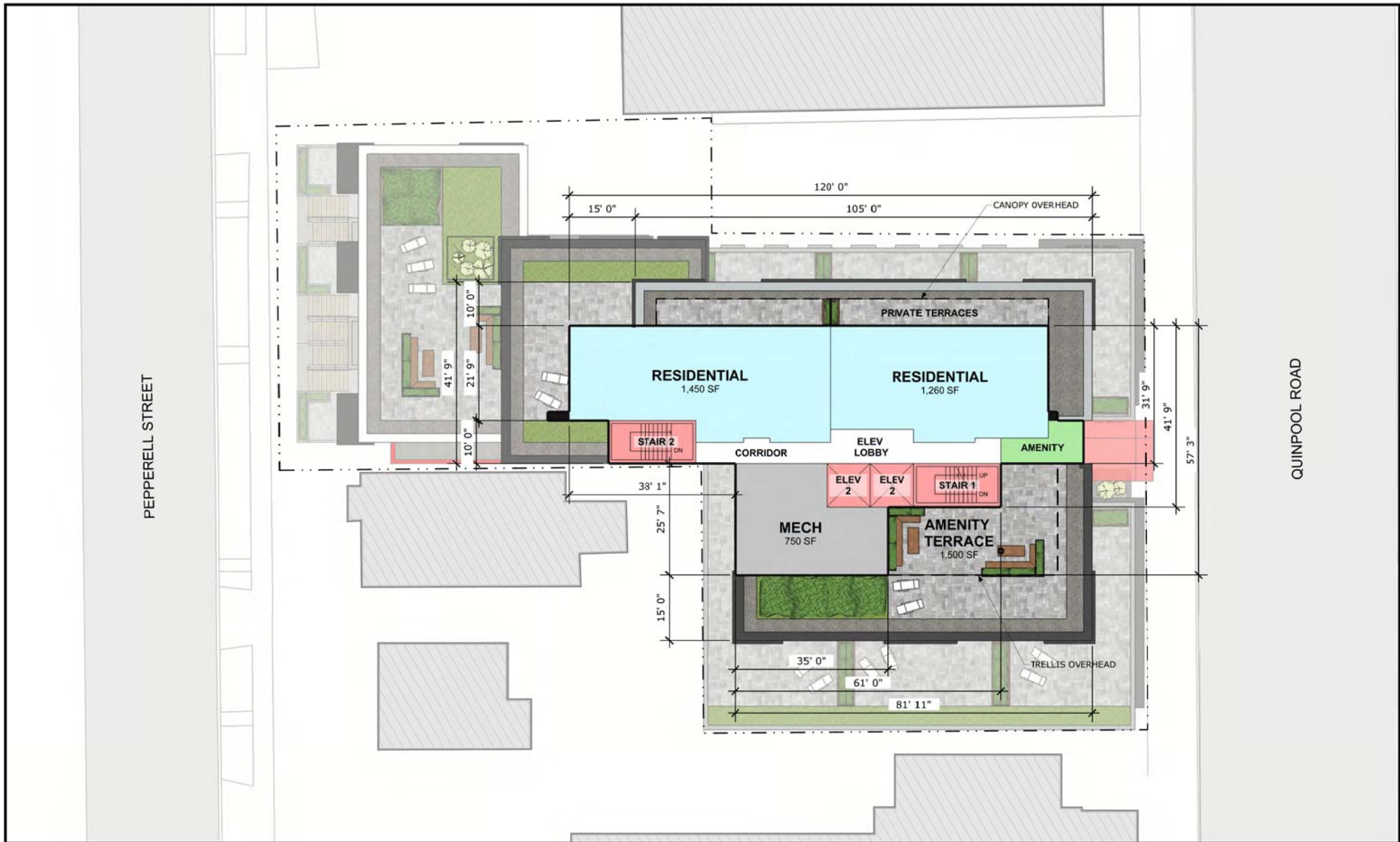


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2017-03-22			0 2.5 5 10 20 40 80 FT			

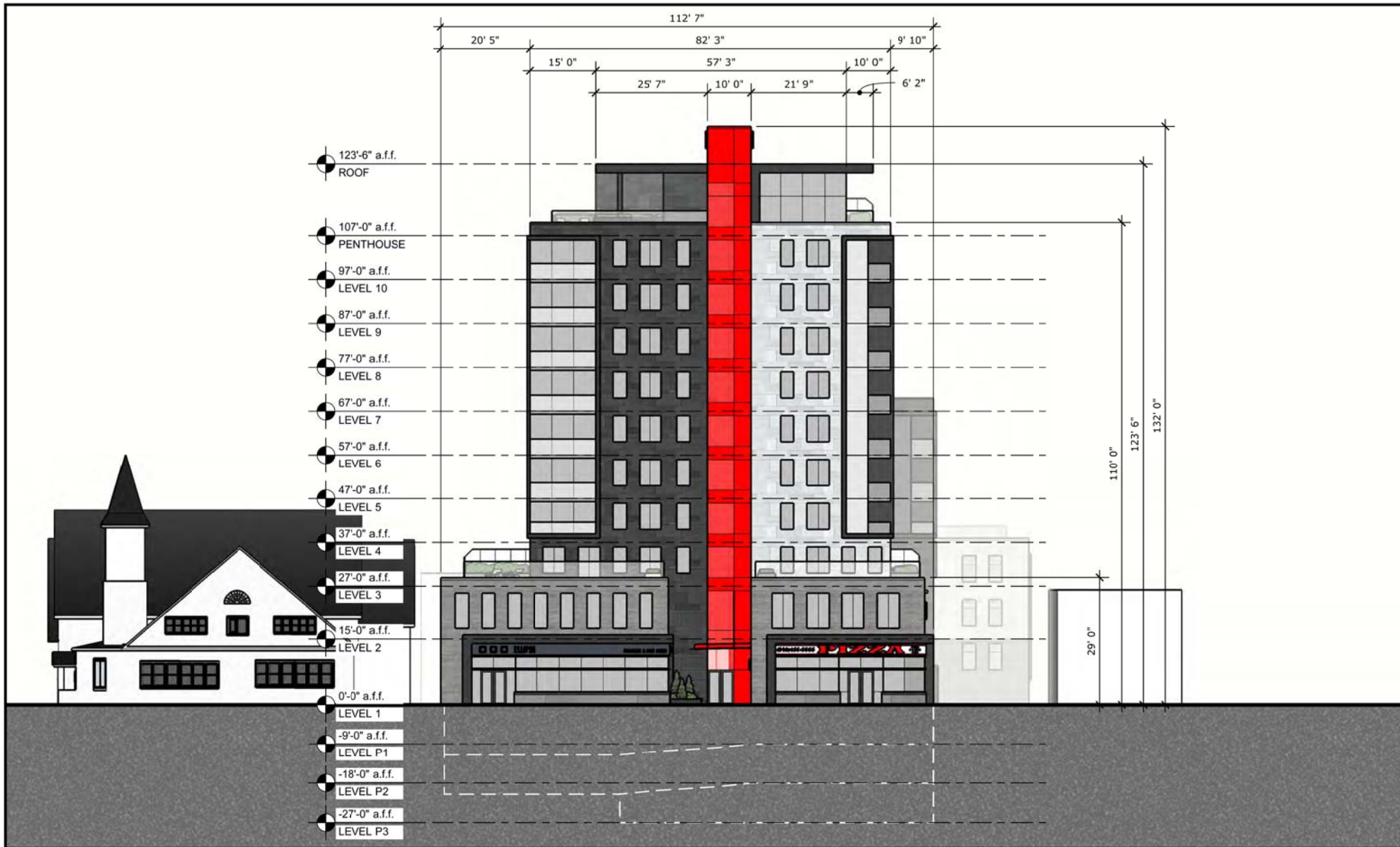




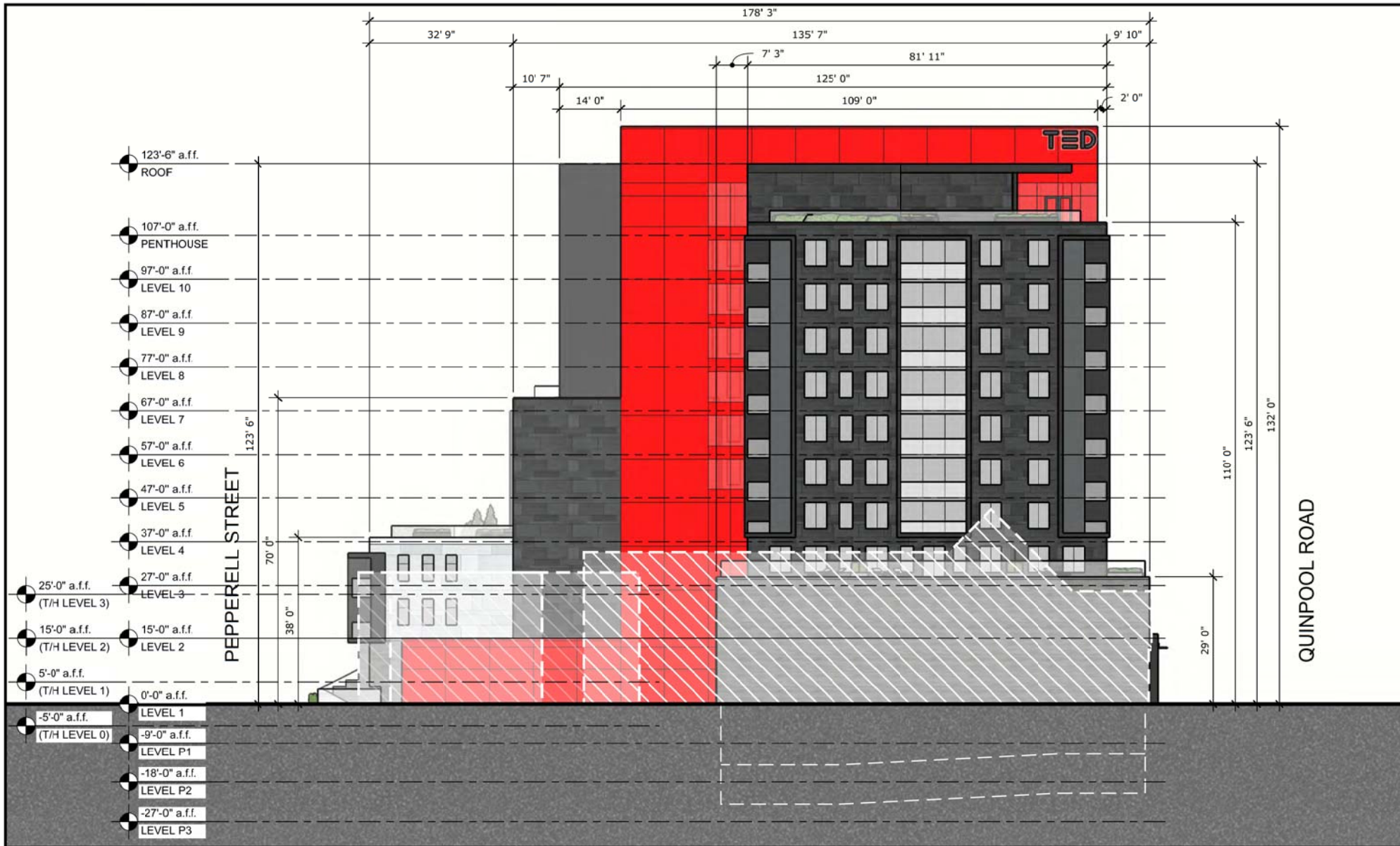






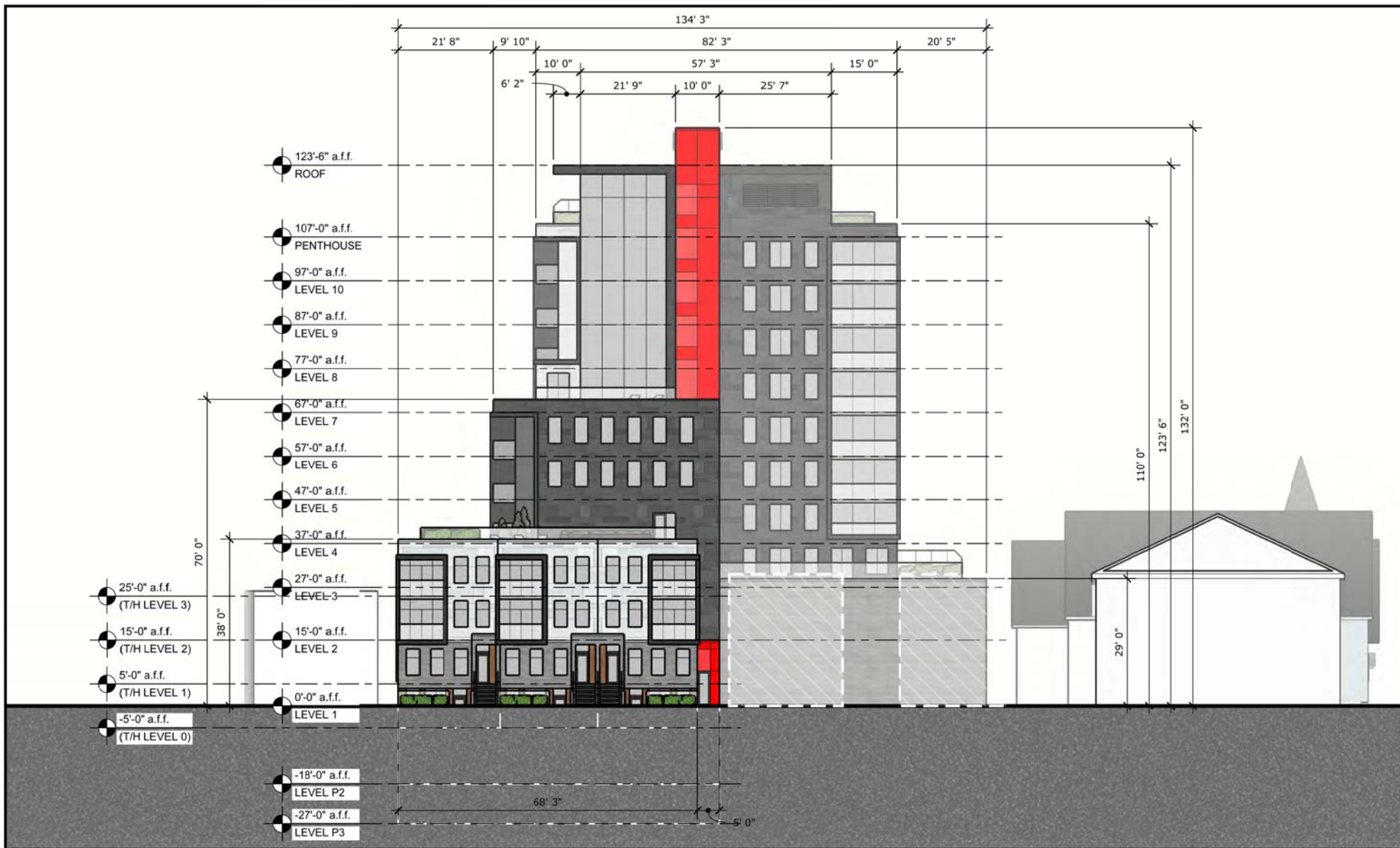


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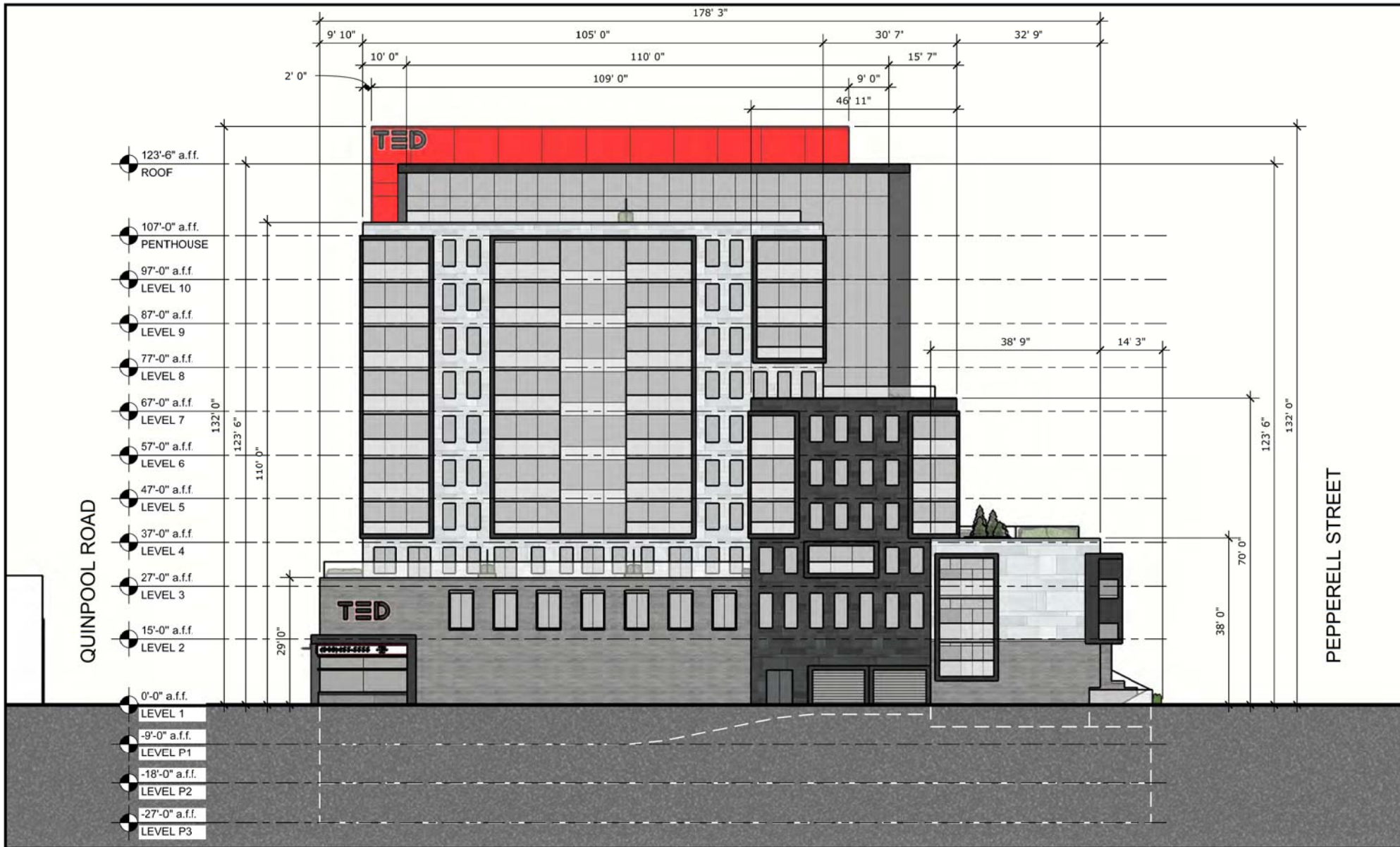
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161-02034-00	LOCATION: HALIFAX, NS	SHEET NAME: <b>A-201</b>	SCALE: 1" = 20'-0"			





PROJECT NAME: <b>TED BUILDING</b>	DRAWING TITLE: <b>ELEVATION - SOUTH (PEPPERELL)</b>	NORTH ARROW:	CLIENT:	CONSULTANTS: ARCHITECTURE   49   <b>WSP</b>
161-02034-00 2017-03-22	LOCATION: HALIFAX, NS SHEET NAME: <b>A-202</b>	SCALE: <b>1" = 20'-0"</b> 0 2.5 5 10 20 40 80 FT		







PROJECT NAME: <b>TED BUILDING</b>		DRAWING TITLE: <b>ELEVATION - WEST</b>		NORTH ARROW:	CLIENT:	CONSULTANTS: <b>ARCHITECTURE   49   WSP</b>
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PROJECT NAME: <b>TED BUILDING</b>	DRAWING TITLE: <b>BIRD'S EYE VIEW - NW</b>	NORTH ARROW:	CLIENT:	CONSULTANTS: ARCHITECTURE   49   
161-02034-00 2017-03-22	LOCATION: HALIFAX, NS SHEET NAME: <b>A-400</b>	SCALE:		



PROJECT NAME: <b>TED BUILDING</b>	DRAWING TITLE: <b>BIRD'S EYE VIEW - SE</b>	NORTH ARROW:	CLIENT:	CONSULTANTS: ARCHITECTURE   49   
161-02034-00 2017-03-22	LOCATION: HALIFAX, NS SHEET NAME: <b>A-401</b>	SCALE:		





PROJECT NAME: <b>TED BUILDING</b>		DRAWING TITLE: <b>VIEW FROM QUINPOOL (WEST)</b>		NORTH ARROW:	CLIENT:	CONSULTANTS: <b>ARCHITECTURE   49   WSP</b>
161-02034-00	LOCATION: HALIFAX, NS	SHEET NAME: <b>A-402</b>	SCALE:			
2017-03-22						



PROJECT NAME: <b>TED BUILDING</b>		DRAWING TITLE: <b>VIEW FROM QUINPOOL (EAST)</b>		NORTH ARROW:	CLIENT:	CONSULTANTS: <b>ARCHITECTURE   49   WSP</b>
161-02034-00	LOCATION: HALIFAX, NS	SHEET NAME: <b>A-402</b>	SCALE:			
2017-03-22						



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PROJECT NAME: <b>TED BUILDING</b>	DRAWING TITLE: <b>VIEW FROM PEPPERELL (WEST)</b>	NORTH ARROW:	CLIENT:	CONSULTANTS: ARCHITECTURE   49   
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# Appendix F



9 AM

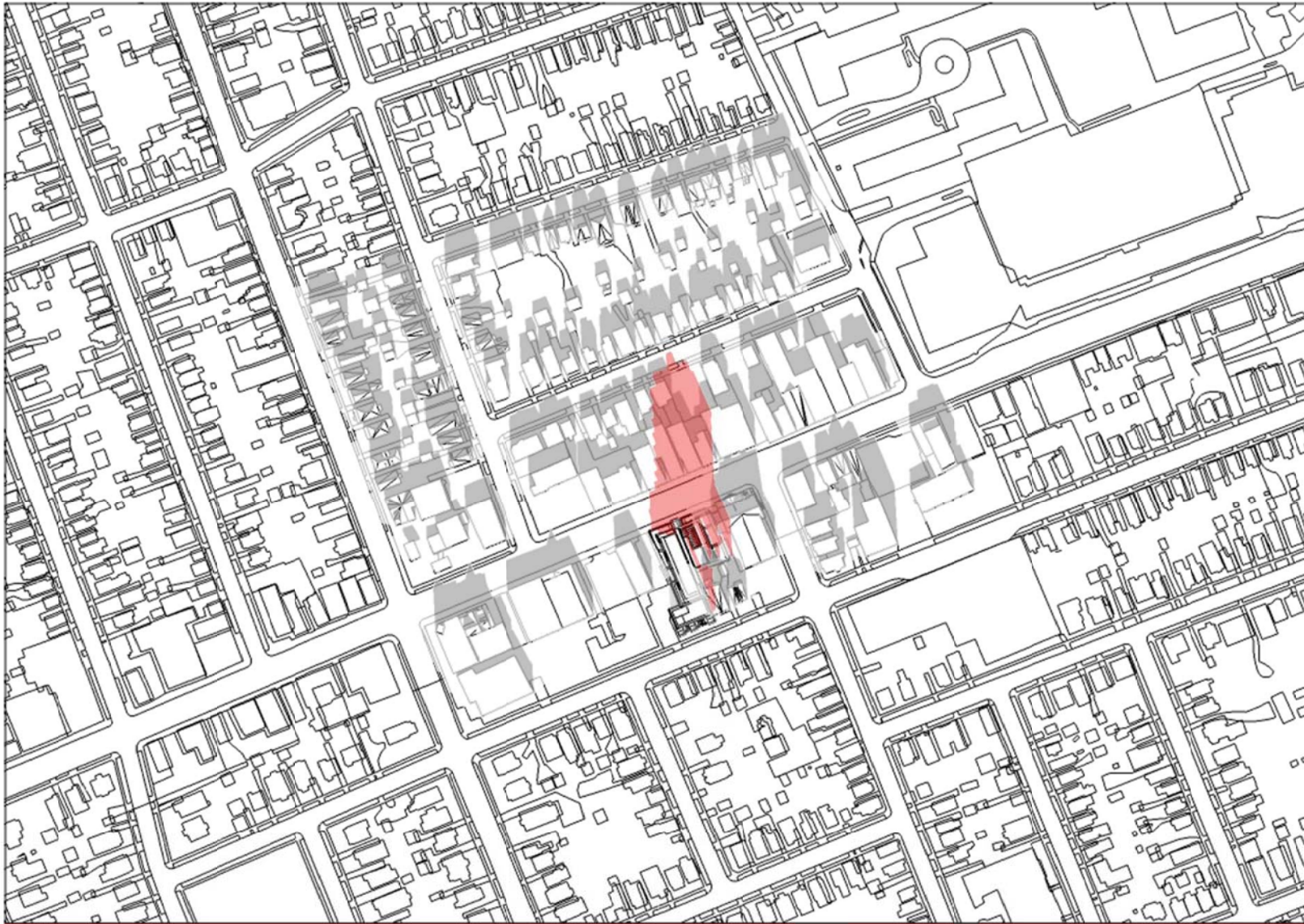
WINTER SOLSTICE 21 December

TED

Shadow Study  
2017-03-17

ARCHITECTURE | 49





12 PM

WINTER SOLSTICE 21 December



Shadow Study  
2017-03-17

ARCHITECTURE | 49





3 PM

WINTER SOLSTICE 21 December

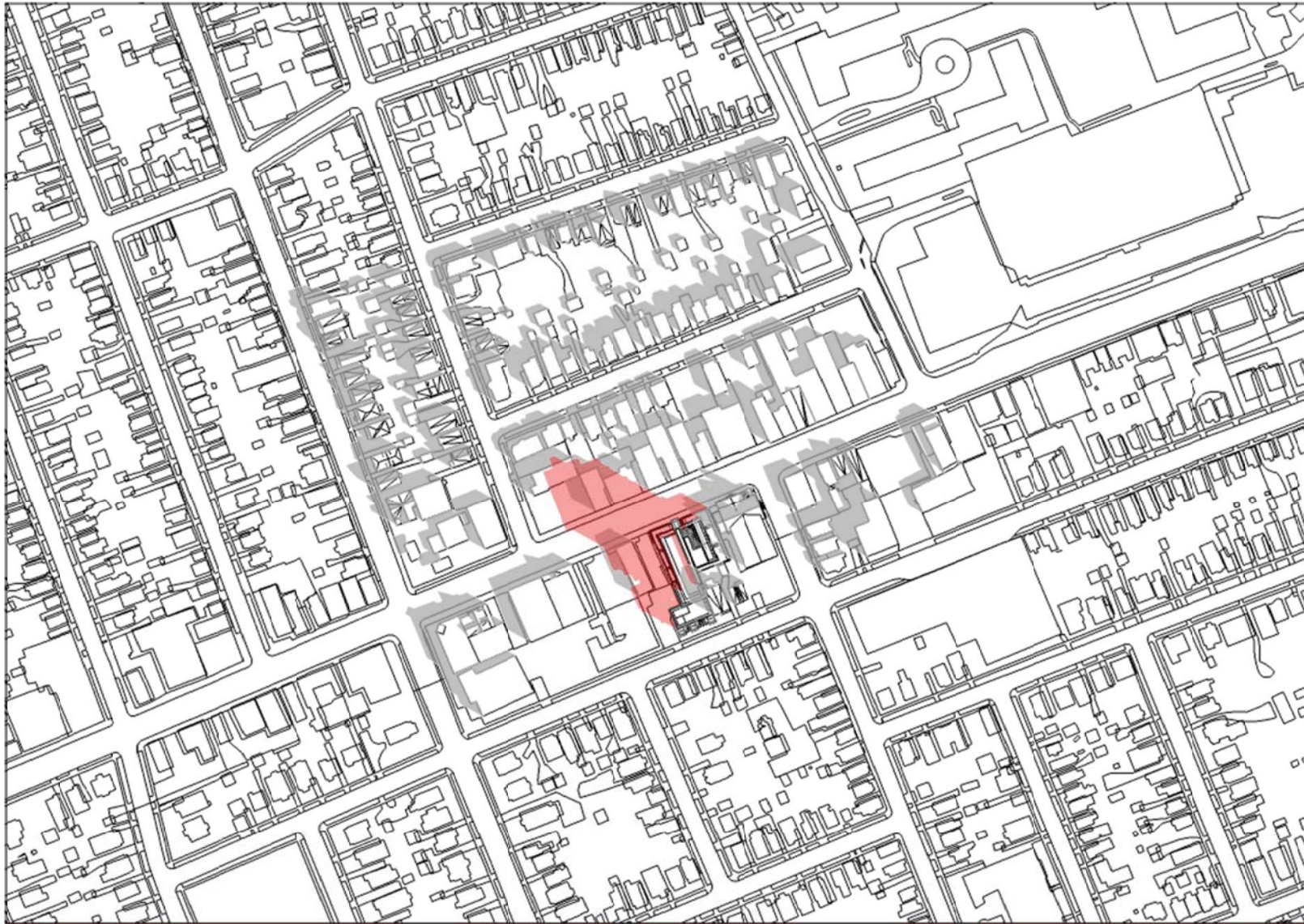
TED

Shadow Study  
2017-03-17

ARCHITECTURE

49



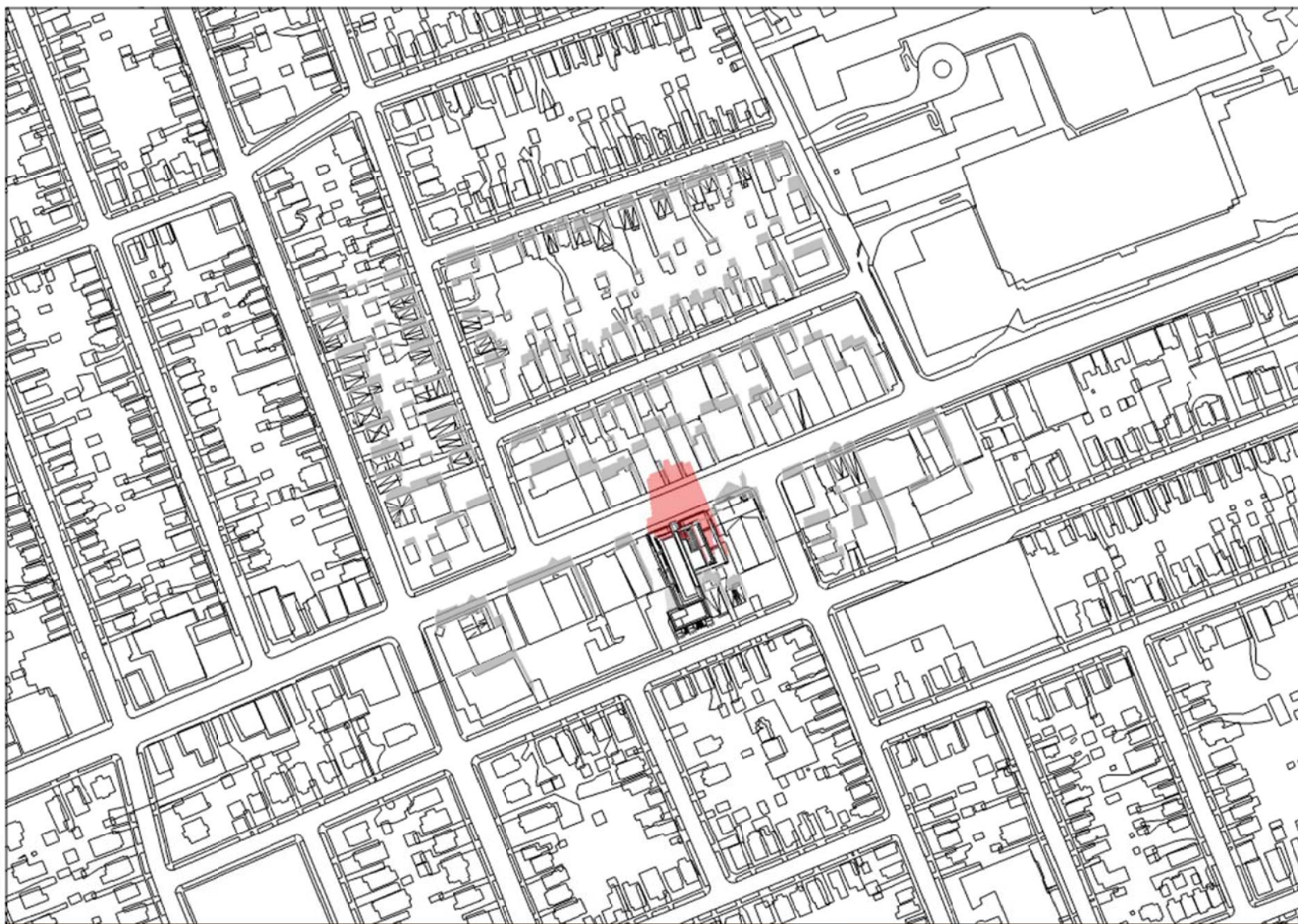


9 AM  
SPRING SOLSTICE 20 March



Shadow Study  
2017-03-17





12 PM

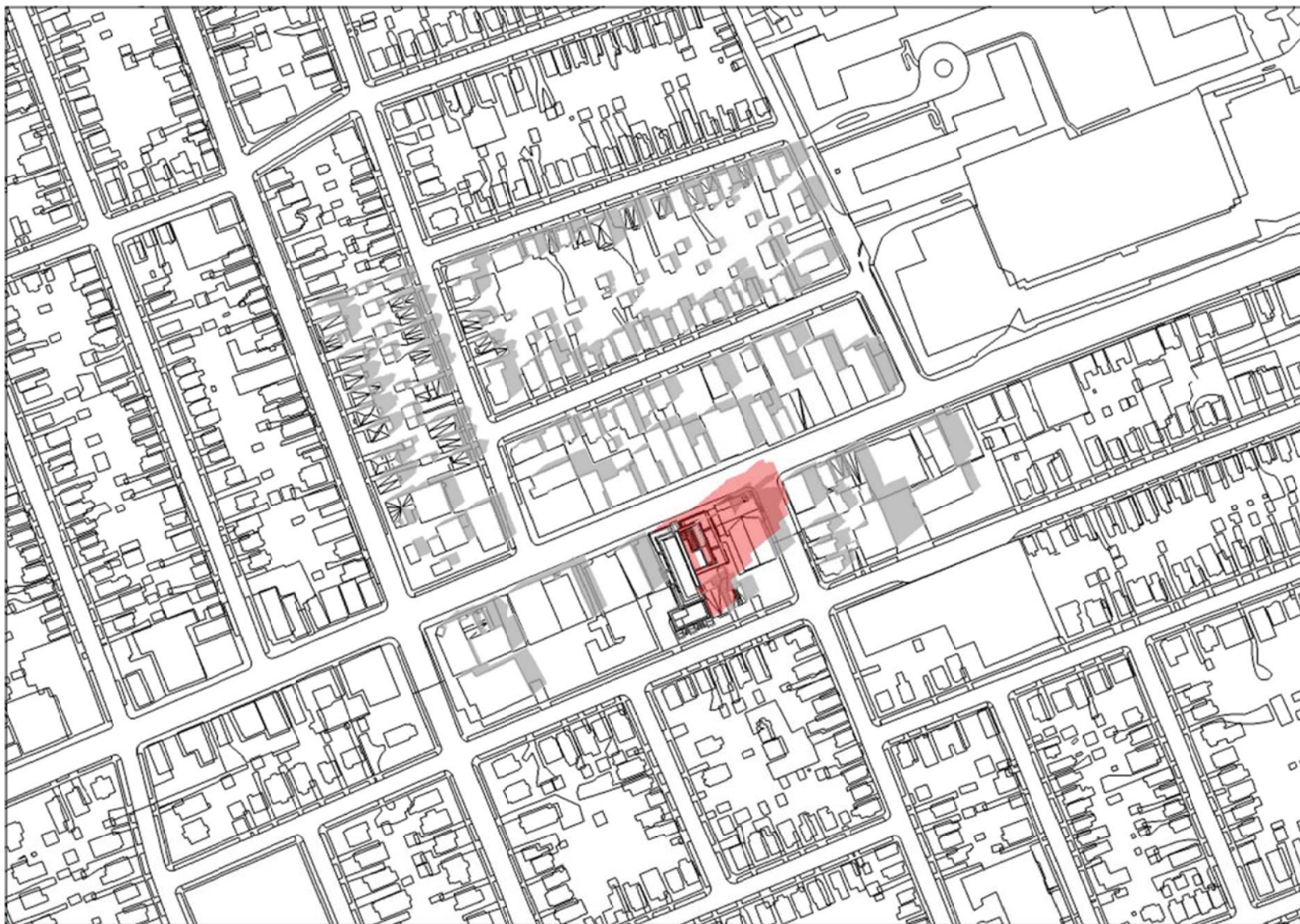
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TED

Shadow Study  
2017-03-17

ARCHITECTURE | 49





3 PM

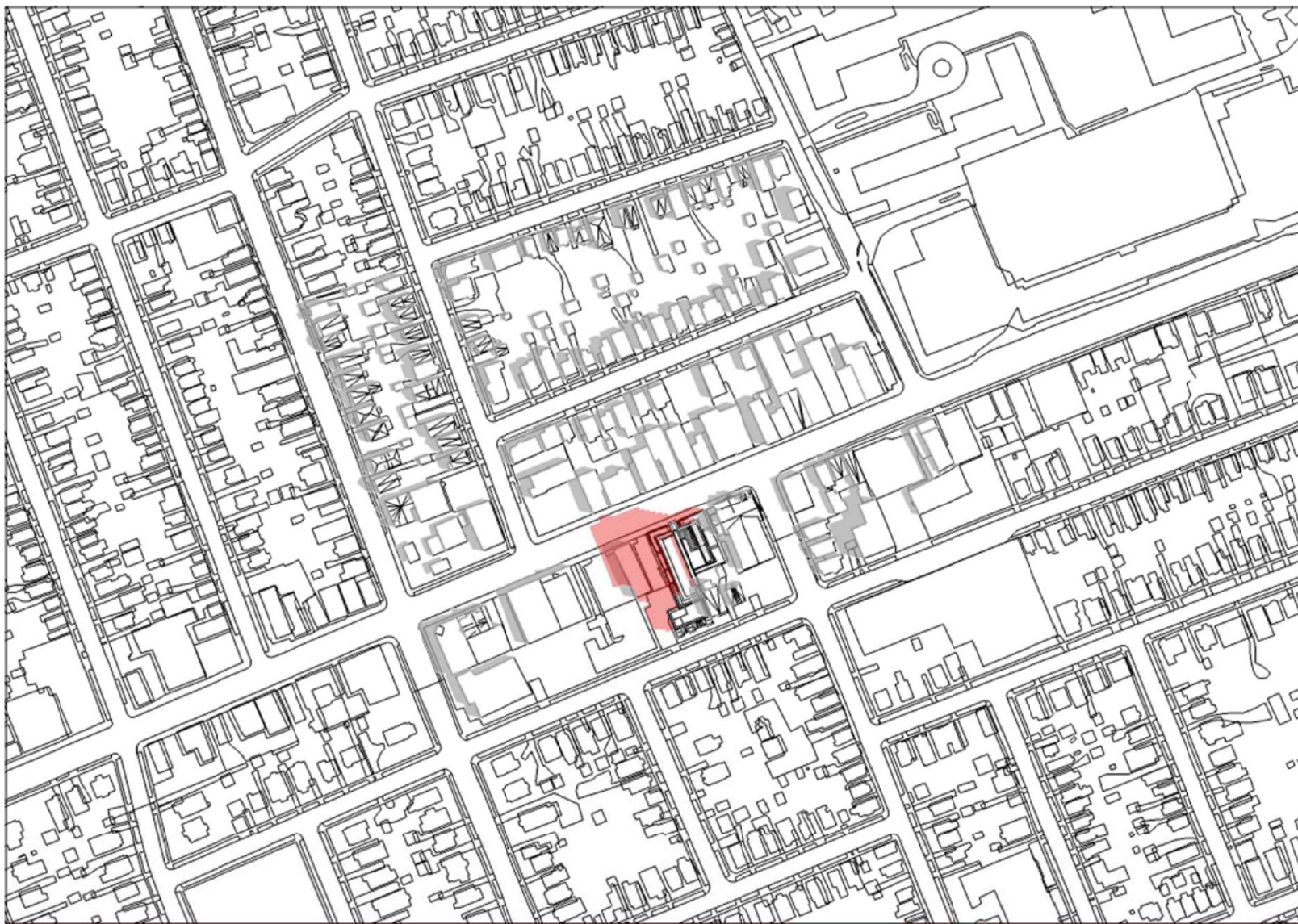
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TED

Shadow Study  
2017-03-17

ARCHITECTURE | 49





9 AM

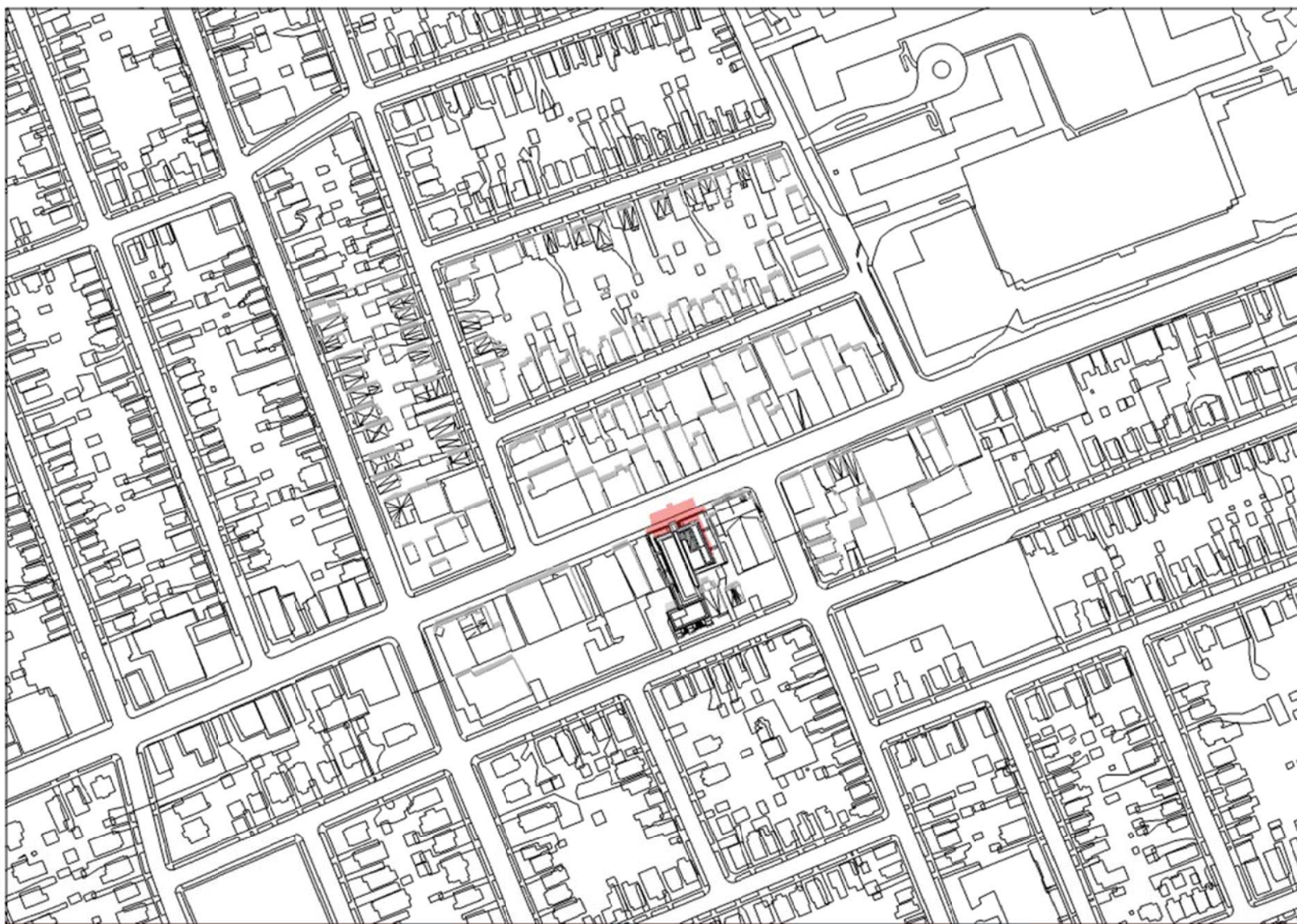
SUMMER SOLSTICE 21 June

TED

Shadow Study  
2017-03-17

ARCHITECTURE | 49





12 PM

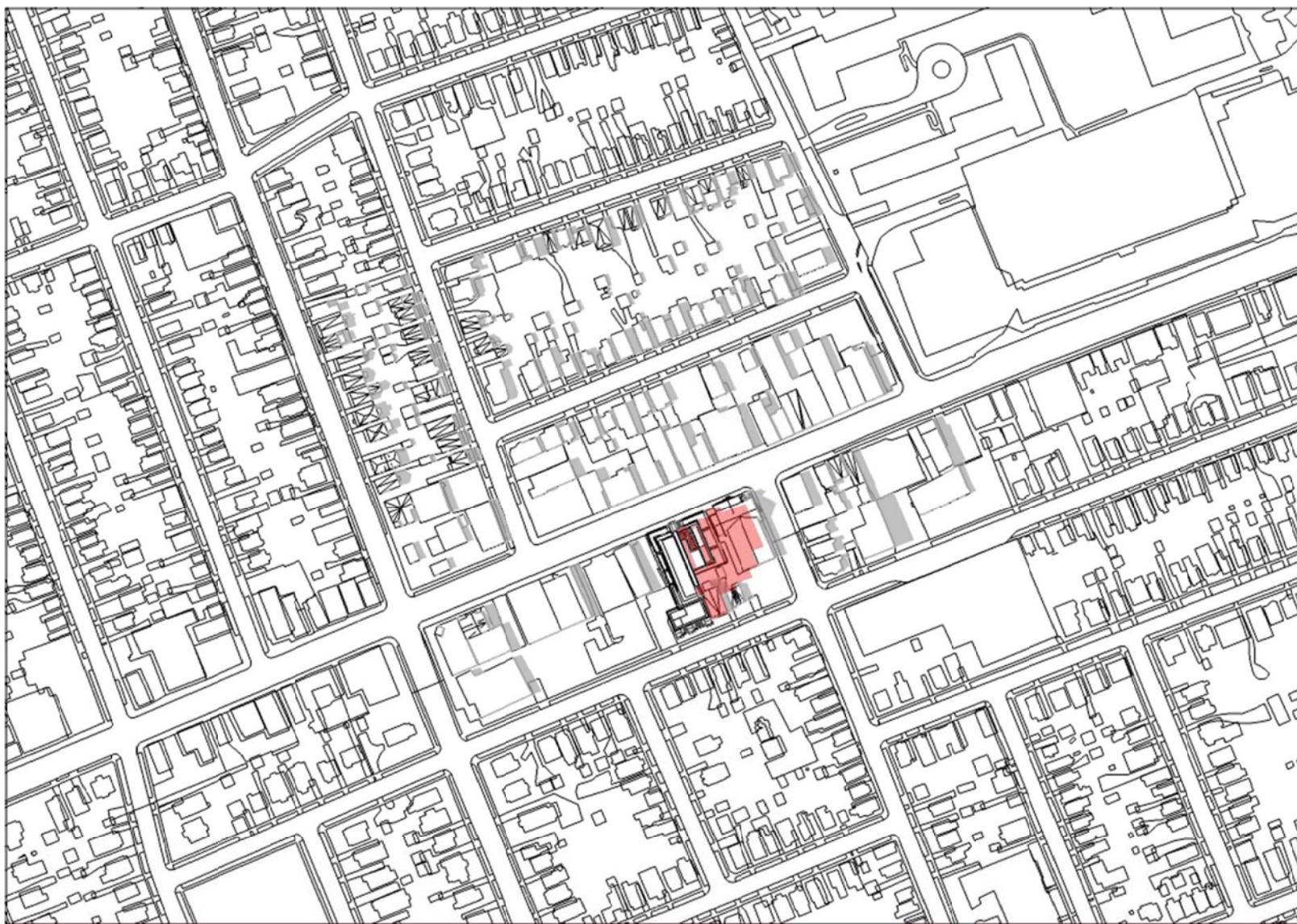
SUMMER SOLSTICE 21 June



Shadow Study  
2017-03-17

ARCHITECTURE | 49





3 PM

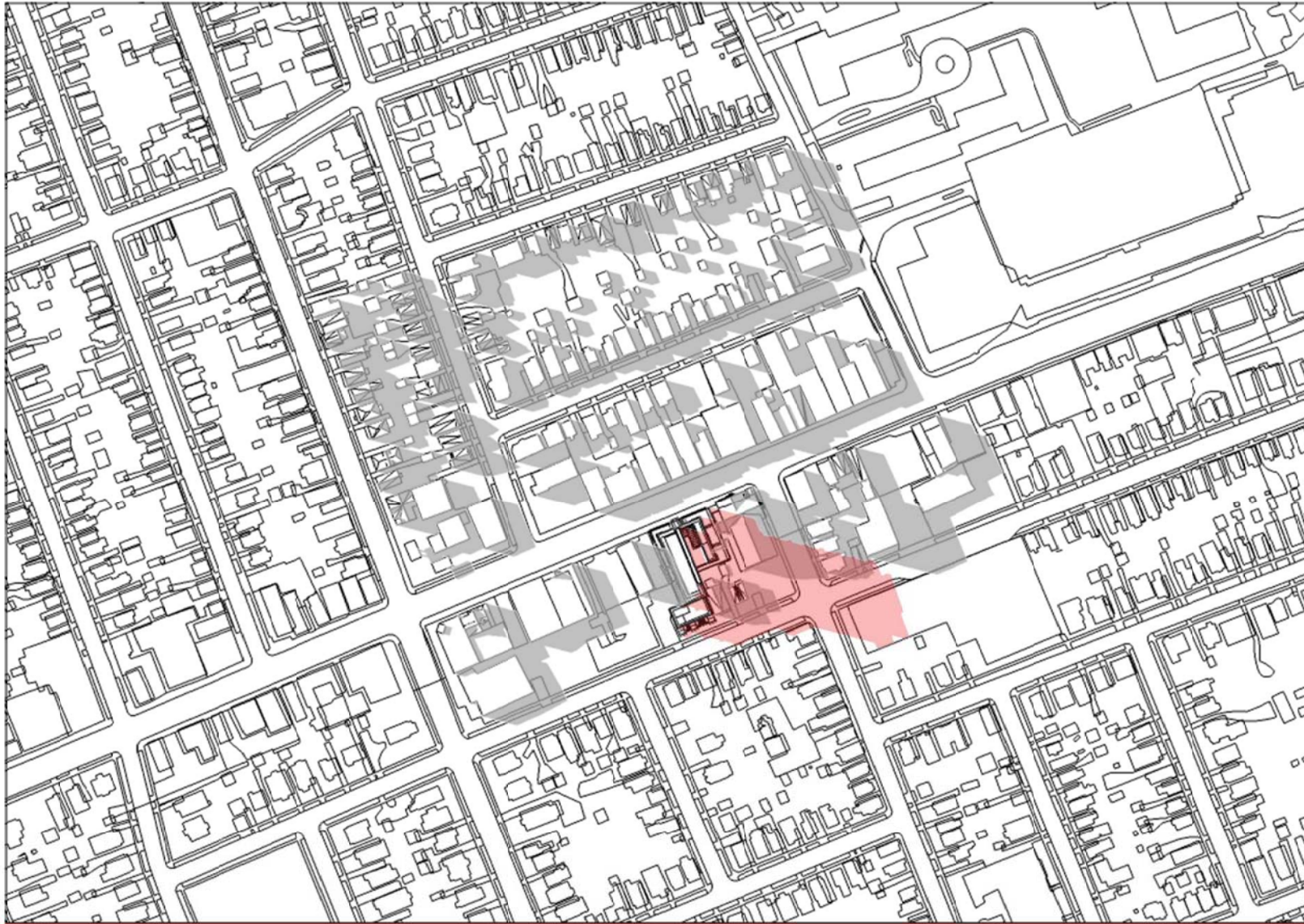
SUMMER SOLSTICE 21 June

TED

Shadow Study  
2017-03-17

ARCHITECTURE | 49





6 PM

SUMMER SOLSTICE 21 June

TED

Shadow Study  
2017-03-17

ARCHITECTURE | 49



# Appendix G

## PARCEL DESCRIPTION REPORT

**Schedule "A"**

2017-02-16 16:04:05

**PID:** 41446881  
**CURRENT STATUS:** ACTIVE  
**EFFECTIVE DATE/TIME:** 2017-02-16 10:22:18

ALL that certain lot, piece or parcel of land situate, lying and being on Pepperell Street in the City of Halifax and Province of Nova Scotia, and more particularly bounded and described as follows:

BEGINNING at the Southwest angle of Lot Number 9 shown on a Plan of George Preston Field dated September 18, 1855 and now on file at the Office of the City Engineer at Halifax;

THENCE Easterly along the Northern boundary of Lot Number 21 a distance of 53 feet 2 inches or to the Western boundary of Lot Number 10;

THENCE Northerly along said Western boundary 3 feet;

THENCE Westerly parallel to the first herein described course 53 feet, 2 inches, or to the Eastern boundary of Lot Number 8;

THENCE Southerly along the said Eastern boundary 3 feet to the place of BEGINNING.

BEING AND INTENDED TO BE a portion of Lot number 9 shown on Plan aforesaid.

AND BEING AND INTENDED TO BE those lands and premises as conveyed by Arthur J. Davis to The Trustees of the West End United Baptist Church at Halifax recorded at the Halifax County Registry of Deeds in Book 628 at Page 213 on February 14, 1930.

\*\*\* Municipal Government Act, Part IX Compliance \*\*\*

Not Subject To:

The parcel was created by a subdivision that predates subdivision control or planning legislation or by-laws in the municipality and therefore no subdivision approval was required for creation of this parcel.

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### External Comments:

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### Description Change Details:

**Reason:**

**Author of New or  
Changed Description:**

**Name:**

**Registered Instruments:**

**Comments:**

BEGINNING at a point on the north line of Pepperell Street distant eastwardly twenty-seven and five-tenths feet from the south western corner or angle of the said land so conveyed to the said Trustees by the Eastern Trust Company, the said point being also distant two hundred and twenty-three feet measured westwardly along the said north line of Pepperell Street from the western line of Preston Street as laid down upon the official City Plan; THENCE running northerly on a line parallel to the western boundary line of the said land so conveyed to the said Trustees by the Eastern Trust Company One Hundred feet or until it comes to the northern boundary line of the land so conveyed to the said Trustees by the Eastern Trust Company; THENCE running easterly along the northern boundary line of the said land so conveyed to the said Trustees by the Eastern Trust Company twenty-seven and five-tenths feet; THENCE running southerly in a line parallel to the western boundary line of the land so conveyed to the said Trustees by the Eastern Trust Company One Hundred feet or to the said northern side line of Pepperell Street; THENCE running westerly along said northern side line of Pepperell Street twenty-seven and five-tenths feet to the place of beginning, together with a free and uninterrupted right of way or passage, appurtenant to the said lands, in common with the owner or owners of the lot of land immediately adjoining to the West, ingress and egress for persons, animals and vehicles through, along and over the certain parcel of land described as follows: BEGINNING at the south west angle of the lot of land herein conveyed, THENCE running northerly along the west boundary line of the said herein conveyed lot seventy-five feet; THENCE westerly at right angles three and five-tenths feet; THENCE southerly on a line parallel to west boundary line of said herein conveyed lot seventy-five feet or to Pepperell Street aforesaid; THENCE easterly along the north side line of Pepperell Street three and five-tenths feet or to the place of beginning. SUBJECT, HOWEVER

To a free and uninterrupted right of way, or passage, ingress and egress by the owner or owners for the time being of the land adjoining to the westward, lately conveyed by James A. Fraser to Ernest Bertram Edwards in common with the grantee and the owner, or owners, for the time being of the property conveyed for persons, animals and vehicles through, along and over that certain parcel of land described as follows:

BEGINNING at a point distant easterly four and five-tenths feet from the southwest corner of land conveyed by the heirs-at-law of Isaac A. Hopkins to one Harold S. Dodsworth; THENCE running northerly on a line parallel to the western side line of said land so conveyed to the said Harold S. Dodsworth by the said heirs-at-law seventy-five feet; THENCE running westerly at right angles four and five-tenths feet or to the said western side line; THENCE southerly along the said western side line Seventy-five feet to the northern side line of Pepperell Street aforesaid; THENCE easterly along the northern side line of Pepperell Street four and five-tenths feet to the place of beginning.

together with all and singular the Buildings, Easements, Tenements, Hereditaments and Appurtenances to the same belonging, or in anywise appertaining, with the reversion and reversions, remainder and remainders, rents, issues and profits thereof, and all the estate, right, title, interest, claim, property and demand, both at law and in Equity of the Grantor of, in, to or out of the same, or any part thereof.



ALL that certain lot piece or parcel of land situate, lying in the City and County of Halifax in the Province of Nova Scotia, being and comprising all those two certain lots numbered 2 and 3 on a plan of subdivision made by A.C. Harris, Provincial Land Surveyor, of lands owned by H. B. Fineburg, the said Plan bearing date the 16th day of July in the year 1936. The said lots numbered 2 and 3 being more particularly included within the following boundaries, viz:-

BEGINNING on the southern boundary line of Quinpool Road at a point thereon distance 123 feet 10 inches measured westwardly on the southern boundary line of Quinpool Road from the intersection thereof of the western boundary line of Preston Street, the said point of beginning being the northwestern angle of lot number One, as shown on the said plan of subdivision;

THENCE from the said point of beginning to run southwardly by the western boundary line of the said lot number One, 100 feet and six inches, more or less, unto the northern boundary line of lots shown on the said plan of subdivision and fronting on Pepperell Street.

THENCE to run by the said northern or rear line of lot No. 5 in the said subdivision, westwardly, 23 feet unto the eastern boundary line of lands now or formerly owned by the West End Baptist Church and shown on the said plan;

THENCE to run northwardly by the said lands now or formerly owned by the said West End Baptist Church 5 feet and 6 inches, more or less, unto the north-eastern angle thereof;

THENCE to run westwardly by the northern boundary line of the said Church lands 53 feet, more or less unto the southwestern angle of the said lot number 3 shown on the said plan;

THENCE to run northwardly by the western boundary line of the said lot number 3, and by the eastern boundary line of lands now or formerly owned by one Massem Almolky, 95 feet, more or less unto the southern boundary line of Quinpool Road, first herein before mentioned.

THENCE by the said southern boundary line of Quinpool Road, eastwardly 76 feet, more or less, unto the point of beginning, reserving and excepting however, to the said Massem Almolky, his heirs and assigns, the right to retain that portion of the Eave of the building projecting over the western boundary line of the hereinbefore described lot during such time as the said building shall stand, and reserving also to the said Massem Almolky, his heirs and assigns, his agents, tenants, servants, occupants for the time being of the said building, the privilege of a right of way or passage over that portion of the hereinbefore described lands two feet in width immediately adjoining the western boundary thereof and extending back 56 feet from the southern boundary line of Quinpool Road, for the purpose of repairing and painting the side wall of the said building.

The hereinbefore described lots, number 2 and 3 being a portion of lands formerly conveyed by W. L. Schwartz, et al, to Arthur J. Davies by Deed bearing date the 4th day of January in the year 1934 and recorded in the Office of the Registrar of Deeds at Halifax, in Book 410 at page 147.

The street lines herein referred to being those lines shown on that plan in the Office of the City Engineer, and commonly designated the Official City Plan.

Being the lands conveyed to William S. Hinch by Deed dated April 26th, 1955 recorded in the Office of the Registrar of Deeds at Halifax in Book 1316 at Page 38.

Together with a Right-of-Way as described in a Grant of Right-of-Way Agreement dated December 14, 2001, between John Barger and Carleton Properties Limited, and recorded at the Registry of Deeds at Halifax on December 17, 2001, in Book 6929, at Page 76.



**PARCEL DESCRIPTION REPORT**

2007-09-17 10:00:16

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**PID:** 165936  
**CURRENT STATUS:** ACTIVE  
**EFFECTIVE DATE/TIME:** 2007-09-07 12:31:33

All that certain lot, piece or parcel of land situate, lying and being in the City and County of Halifax, in the Province of Nova Scotia, being and comprising all that lot number one on a certain plan of subdivision of lands of M. B. Fineberg, the said plan bearing date the sixteenth day of July, in the year 1936, and signed by A.C. Harris, Provincial Land Surveyor, a copy of which is recorded at the Registry of Deeds for the County of Halifax as plan number 372, the said lot numbered one on the said plan being more particularly bounded and described as follows:

Beginning on the southern boundary line of Quinpool Road at a point thereon distant 86 feet and 4 tenths parts of one foot, measured westwardly on the southern boundary line of Quinpool Road from the intersection therewith of the western boundary line of Preston Street, the said point of beginning being the north eastern angle of the said lot number one, as shown and laid down on the said plan of subdivision;

Thence from the said point of beginning to run by the eastern boundary line of the said lot number one, one hundred feet and six inches, more or less, unto the southeastern angle of the said lot number one;

Thence to run by the northern boundary line of lot number four, shown on the said plan, and by the northern boundary line of a right-of-way leading northwardly from Pepperell Street and by a portion of the northern boundary line of lot number five on the said plan, westwardly thirty-seven feet six inches, more or less, unto the south eastern angle of lot number two, on said plan;

Thence to run by the eastern boundary line of the said lot number two northwardly, one hundred feet and six inches, more or less, unto the southern boundary line of Quinpool Road, first hereinbefore mentioned;

Thence to run by the southern boundary line of Quinpool Road eastwardly, thirty-seven feet and six inches, more or less, unto the place of beginning.

Street lines mentioned in the foregoing description are those lines laid down and shown on the hereinbefore mentioned plan and thereon marked, Official City Street Line.

Subject to a right-of-way recorded at the Registry of Deeds for the County of Halifax on December 17, 2001 in book 6929 at page 76.

This parcel is exempt from the subdivision requirements of Part IX of the Municipal Government Act because the description for this parcel originates with a deed dated October 28, 1959, registered in the registration district of Halifax in book 1644 at page 846 and the subdivision is validated by Section 291 of the Municipal Government Act.

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**External Comments:**