



KWR APPROVALS INC.

April 9, 2018

Hand Delivered and E-Mailed

Miles Agar

Principal Planner

Planning & Development | Policy & Strategic Initiatives | Urban Plan Amendments

Halifax Regional Municipality

40 Alderney Drive, 2nd Floor (Alderney Gate)

Dear Miles:

Re: Formal Application for Amendments to Bedford Highway Secondary MPS – 205 Bedford Highway, Rockwinds on the Basin (PID 00291641)

As a follow up to our recent discussion, KWR Approvals Inc., the Professional Development Team and our client, Pathos Properties Inc., have met to review the re-development of the noted subject property known as **Rockwinds on the Basin**, located in the Rockingham neighbourhood of Halifax. We believe that the proposed development, consisting of eight storey including penthouses as a mixed-use development will integrate and enhance both the local neighbourhood of Rockingham and the Bedford Highway corridor.

In particular, the proposed re-development, given its strategic community and specific site location, has the opportunity to be a signature landmark diverse affordable housing project for the area, as well as a benchmark to revitalize a mixed-use neighbourhood that, respectfully, has old and tired architecture going back to the 1950's – 1970's. The following application is in addition to previous submissions and discussions with HRM Planning Staff and explains further justification for amendments that would permit the re-development. We thank you in advance for your consideration of the original application and this supplemental letter we are combining into one full updated submission.

To date CHMC has approved \$70,000 in funding to Pathos Properties to research the unprecedented affordable housing opportunity for this neighbourhood and has indicated their support for financing the project (i.e. mortgage) once approved by HRM. Their funding for the 2017/2018 fiscal year begins on April 23rd, 2018 and we are attempting to show progress with the application in the HRM approval process to protect this important funding. Therefore, we respectfully ask HRM Planning & Development Department to recommend that Regional Council initiate the MPS amendment process for this application as soon as possible.

Site Description and Context

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

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The site is located at the signalized three-way intersection of Bedford Highway and Flamingo Drive, forming the core of the commercial node.

The Proposal

The developer is proposing a building of eight stories with penthouses that would include 55 housing units and ground floor commercial space. There is a mix of unit types and, most importantly, the project will provide affordable housing with 40 units meeting CMHC affordability standards in addition to five barrier free dwelling units for physically challenged tenants. The majority of the barrier free units will be on the ground floor. There will be five fully accessible units provided as well. Residential underground parking is proposed for a minimum of 47 spaces, with some surface parking for commercial uses. The building will be a high-quality concrete building with attractive exterior finishes that will complement the area. Lot coverage would be 54%.

Public Benefits and Amenities to Rockwinds

The 40 affordable dwelling units average below market rent by \$250.00 per month that, over a minimum ten-year period, would result in a public benefit of **\$1,200,000**.

The average rent savings per unit for the 40 affordable housing units is \$250.00 and, over a guaranteed minimum of ten years of these units being affordable, this equates to \$1,200,000 (10 years x 12 months = 120 months x \$250.00 (below market rent = \$30,000 per dwelling unit over the decade x 40 affordable housing dwellings equals \$1,200,000).

Applicable MPS Policy

The site is within the Bedford Highway Secondary Planning Area and is designated Minor Commercial, as part of the broader commercial node that is focused in the area around the Bedford Highway/Flamingo Drive intersection. This is the only designated Minor Commercial area in the secondary plan area, while there are several designated Highway Commercial areas. The Minor Commercial designation is oriented more toward neighbourhoods within walking distance as opposed to the Highway Commercial designation, which is heavily car oriented. Relevant MPS policy for this specific area states:

2.2 Areas shown as minor commercial centres on the Generalized Future Land Use Map of this Bedford Highway Strategy shall be regarded as medium-scale commercial areas within walking or easy vehicular distance of several neighbourhoods, offering a variety of retail goods, services, and activities to the surrounding communities.

2.2.1 In minor commercial centres, the City shall permit retail shops, personal services, offices, specified entertainment uses, institutions, restaurants including convenience restaurants, community centres, and residential uses.

These policies in the Bedford Highway SPS establish general parameters for commercial land use within this Minor Commercial node. Importantly, there are no limiting parameters regarding residential uses, which provides broad leeway as to the scale and density of residential that can be enabled by Community Council through the Land-Use Bylaw.

Existing Land-Use Bylaw Provisions

Policies 2.2.1 and 2.2 above enables the establishment of a unique zone that could apply to the designated Minor Commercial node on Bedford Highway. Such a zone is justified given its unique neighbourhood-oriented characteristics in the community. However, at the time of Secondary MPS adoption under the Halifax Mainland Land-Use Bylaw, the site was zoned C-2A (Local Commercial), which is a zone used more generally in several areas of the mainland.

This generic C-2A zone attempts to provide appropriate regulations for a number of diverse areas and enables lower density housing (single-unit, two-unit, townhouse, etc.) and apartment buildings, as well as a range of neighbourhood-based commercial uses all within a height limit of 35 feet. Additionally, any residential or mixed-use building in the C-2A zone is limited by reference to the requirements of the Mainland R-3 zone, which contain provisions that limit density and building massing through complex angle controls.

In 2015, the C-2A zone was amended to recognize the specific characteristics and provide unique provisions for this area of Bedford Highway. The purpose of the very limited amendments was to enable slightly taller apartment buildings to a height of 50 feet, where the entire ground floor is devoted solely to commercial purposes. This represented an initial attempt at encouraging revitalization of the area through allowing slightly more intensive development. The hope was this extra 15' feet in height might provide a much needed spark to see architecture and/or economic revitalization to an old neighbourhood with tired architecture that is 50+ years in age on average and witnessing significant office and commercial closures or vacancy's. Unfortunately since the 2015 amendments have been in place, they have not provided the spark needed to be the catalyst for a much desired architecture and economic revival in this community.

Result of 2015 Amendments

It had been the intent of the owner (Nick Stappas) and his family for 205 Bedford Highway to develop a five-storey building (32 units bachelor and one-bedroom units on four floors of residential atop one commercial floor) to replace the dated obsolete structure that exists which is over a hundred years old. However, the project was not financially feasible or market viable due to the low unit yield that was created by a number of clauses in the C-2A and the R-3 zones:

- the 50-foot height limit and ability to have only four residential floors (C-2A and R-3 zones);
- a maximum lot coverage limit of 50% (R-3 zone);
- the requirement to use the entire ground floor for commercial use (C-2A zone); and
- the density limitations of 75 persons per acre (**R-3 zone**)

The owner wished to provide a mix of unit types, but the density limits of the R-3 zone at 75 persons per acre favour the provision of the smallest possible units due to how density is allocated by the LUB on the basis of habitable rooms. The design prepared under current zoning, therefore, included only one-bedroom units. The requirement for the entirety of the ground floor causes concerns due to the limited demand for large commercial spaces in this area. In the broader context, no other redevelopments have taken place in the area since the amendments, despite the clear need for major revitalization that exists. The goal of improving the character and amenity of this commercial area can be achieved by relaxing zone standards further to allow reasonably-scaled intensification beyond the current limits of the zone.

HRM's Integrated Mobility Plan (IMP)

Regional Council has recently adopted the IMP to provide a clear and strong framework for changes to the regional transportation system and to provide for new opportunities. The IMP seeks to place a stronger emphasis, in particular on transit, cycling and walking. One of the key sections of the IMP relates to commuter rail. A rail corridor extending from Fall River to Downtown Halifax is planned, with general station locations identified. Around these stations, it is the intention that transit-oriented development be encouraged. This effectively creates higher density residential nodes that are needed to support ridership. One of the station sites is located just south of 205 Bedford Highway, with the subject property being within the mapped node, and many of the C-2A zoned properties along Bedford Highway are located within the defined node. Based on this important plan endorsed by Council, it is vital to begin supporting higher residential densities around the future transit nodes and rail station sites.

Existing MPS policy for this Commercial-designated area under the local and City-wide plans gives Community Council the ability to approve LUB amendments in support of this goal. Other transit and rail nodes, because of existing restrictive land-use policies, need to be dealt with through MPS amendments, or through secondary planning processes such as Centre Plan, but there is no need here. This node is unique in that simple LUB amendments can be implemented to support transit-oriented development in this area. Developments such as that proposed for 205 Bedford Highway are exactly the density and form needed to support higher order transit but the existing C-2A rules are a strong disincentive to development.

Requested Amendments – Site Specific MPS Change vs. LUB Amendments

In order to make it financially viable for the owner to remove the existing apartment building with its existing cash flow, the zone on the property needs to allow greater height and density, as well as some residential use at ground floor level due to limited demand for commercial space in this area. Changes to the zone would allow a high-quality concrete structure that will kick start reinvestment in the area and allow equal opportunity to landowners in the area. This important commercial node would then be invigorated and developed as a pedestrian-oriented core of a unique character area that includes the commercial core and surrounding neighbourhoods, as envisioned by MPS policy. The desired outcome for the site can be achieved through site-specific MPS changes as we request through this letter, although it could also be achieved by Community Council approving amendments to the Land Use By-law for this whole C-2A area. Community Council could consider the creation of a new zone that is specific to this area, as supported by MPS policy, as perhaps the best route, although there is also the option of select text amendments to the C-2A zone which can also achieve the desired result. If HRM were to prefer to enable this project via LUB amendments intended to benefit the whole area, the necessary changes are to delete limiting Sections 38C (2) and 38C (3) and to adopt new requirements. In general terms these amendments should:

- establish a maximum height of 85 feet instead of 50 feet (the 85 feet could be limited to where there is no abutting R-1 or R-2 zone to address compatibility, so typically on the Basin side of the road);
- enable ground floor residential uses, except on that portion of the building fronting Bedford Highway, to ensure a strong pedestrian-oriented commercial character (excepting residential entrances and lobbies); and
- notwithstanding the provisions of 38B (2), which implements the requirements of the R-3 zone such as a density limit of 75 persons per acre, a height limit of 50 feet, and angle controls and instead insert requirements for at-grade setbacks and step backs above the 2nd or 3rd floors, such as those used in the new Fairview zones for Dutch Village Road.
- Increase maximum lot coverage to 55%.

Summary

The developer is proposing a high-quality, mixed-use development that would include 40 affordable housing units out of 55 units total, a range of unit sizes and quality ground floor commercial space. However, in order for this or any redevelopment in the area to succeed as a transit-oriented development, reasonable height and density limits need to be in place. The requested amendments are enabled by existing MPS policy, would benefit other owners in the area and would contribute to a meaningful revitalization of the area while also supporting higher order transit and all the social, environmental and economic benefits that entails.

Bedford Secondary MPS Extract re Commercial Facilities

Objective: The provision of commercial facilities in appropriate locations on the Bedford Highway to serve adjacent neighbourhoods and highway uses.

2.1 For the purposes of this Bedford Highway Strategy, the City shall define commercial facilities as comprising two categories:

- (i) minor commercial; and
- (ii) highway commercial.

2.2 Areas shown as minor commercial centres on the Generalized Future Land Use Map of this Bedford Highway Strategy shall be regarded as medium-scale commercial areas within walking or easy vehicular distance of several neighbourhoods, offering a variety of retail goods, services, and activities to the surrounding communities.

2.2.1 In minor commercial centres, the City shall permit retail shops, personal services, offices, specified entertainment uses, institutions, restaurants including convenience restaurants, community centres, and residential uses.

2.2.2 In minor commercial centres in the Bedford Highway Area the City shall require sufficient parking to accommodate employees and customers.

Halifax MPS Extract re City-wide Policies for Commercial Uses

Objective: The provision of commercial facilities appropriately located in relation to the City, or to the region as a whole, and to communities and neighbourhoods within the City.

3.1 The City shall encourage a variety of commercial centres to serve the variety of community needs and shall seek to do so under Implementation Policy 3.7. Provision shall be made for neighbourhood shopping facilities, minor commercial centres, shopping centres and regional centres.

3.1.1 Neighbourhood shopping facilities in residential environments should service primarily local and walk-in trade, and should be primarily owner-occupied. They shall be required to locate at or adjacent to the intersections of local streets rather than in mid-block. Neighbourhood shopping facilities may include one business, for example a corner store or a cluster of businesses. This policy shall serve as a guideline for rezoning decisions in accordance with Implementation Policies 4.1 and 4.2 as appropriate.

3.1.2 Minor commercial centres should service several neighbourhoods. They should locate along principal streets with adequate provision for pedestrian, transit, service and private automobile access. Parking provision should be allowed on surface lots servicing single businesses, as long as conditions preclude nuisance impact on adjacent residential areas. Access to any parking area from the principal street should be controlled. The City should define the geographic limits of minor commercial centres, and shall encourage contiguity of commercial or associated uses within those limits. Minor commercial centres should offer a wider range of services than neighbourhood shopping facilities including local office, restaurants, cinemas, health centres and multi-service centres. Notwithstanding any other policy in the Municipal Planning Strategy or Secondary Planning Strategies, billboards advertising off-site goods and services shall be prohibited in Minor Commercial areas. This policy shall serve as a guideline in rezoning decisions in accordance with Implementation Policies 3.1 and 3.2 as appropriate.

Neighbourhood and General Community Overview

The subject property is located in what many would refer to as a historically local commercial node of HRM in the community of Rockingham. This neighbourhood is unique in that, although it is part of the community of Rockingham, the access to business, multiple-residential and office properties is, for the most part, directly off the Bedford Highway, which is one of the main transportation corridors linking this suburban area of HRM with the Peninsula and downtown of Halifax.

Over the past number of decades, the area has become increasingly mixed-use and diverse in the type of residences, businesses and professional offices that are located here and the local and broader residents and communities it supports. Access to one of the busiest transportation corridors in HRM, as well as public transit, makes this area ideal for business, office and residential development. There are several multi-residential apartment buildings in the immediate area including a long-established (50+ years) apartment building at 205 Bedford Highway. The neighbourhood, including 205 Bedford Highway, offers reasonably-priced rental options for residents of HRM with immediate access to public transit and nearby amenities (i.e. restaurants, dry cleaning, coffee shops and other retail/professional offices etc.).

The architectural stock in this neighbourhood is, respectfully, **old and tired** with very few new buildings arising over the past three decades. The economies of scale to replace existing buildings, whether commercial or residential, with new construction have, for the most part, not been sufficient to see a revitalization in the area transpire.

Context for Secondary Planning Exercises in HRM for Local Neighborhoods

The goals and objectives of HRM's Regional Plan to focus a higher proportion of new density in the downtown/peninsula of Halifax and Dartmouth is appreciated and understood. The Regional Plan also seeks to allow a high percentage of growth within existing serviced areas outside of the Regional Centre. It is also acknowledged and understood that, in 2013, HRM completed a review of this neighbourhood that resulted in increases in the height (i.e. from maximum of three stories (35 feet) to five stories). The goal, similar to other neighbourhood reviews and secondary planning exercises in HRM, is whether this part of Rockingham, Wyse Road, Fairview and Schedule R areas is to allow incentives for property owners to create new high-quality architectural developments, often with a mixed-use component of ground floor commercial and multiple-family residential above.

Architecture design standards, commercial requirements, increased density and human-scale/pedestrian-friendly developments have all been part of the new planning regulations in these selected communities via secondary planning exercises. For example, approved street/neighborhood precincts as part of previous secondary planning reviews for Main Street in Dartmouth and Dutch Village Road/other streets in Fairview are hoped to bring continuity for the community in what gets developed and incentives to initiate new architectural and developments that can revitalize these communities and the architectural stock within them.

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

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

The location of 205 Bedford Highway within the neighbourhood is ideal for an affordable housing, barrier-free and diverse tenant base multiple-family residential development of high architectural quality to replace the 50+ year old existing building. 205 Bedford Highway is located across from the intersection of the Bedford Highway and Flamingo Street near an important focal point in the streetscape. The property is highly visible as you approach from Halifax along the Bedford Highway and down Flamingo Drive.

Additionally, 205 Bedford Highway is immediately surrounded by (adjacent to) two mixed-use properties (i.e. Asian Grocery and the former Rockingham Community Centre) that lend themselves well to a moderately tall and dense mixed-use multiple residential building. A re-development of this property would also not block any existing residential views of the Bedford Basin.

Affordable Housing at 'The Rockwinds on the Bedford Basin'

Our research shows that 205 Bedford Highway, with its proximity to Mount Saint Vincent University, older residential housing in the neighbourhood, commercial amenities, public transit access and views of Bedford Basin, offers a great combination of factors for a diverse, mixed-use residential/commercial development with a high percentage of affordable housing. The original submission at nine stories plus penthouses had 10 multiple-family units (16.7%) of the total sixty (60) as affordable housing. Further internal research and discussions with CMHC have led us to conclude 'The Rockwinds' at 205 Bedford Highway can achieve an **UNPRECEDENTED 72.7% affordable housing component** within the overall multiple-family residential development. This submission now proposes 40 of the 55 units would be affordable multiple-family units with a **minimum of 10% of rents under market value**.

It is again appreciated and respected that Council's goal in the Regional Plan is to increase density in the downtowns/peninsula of Halifax and Dartmouth. As with any Regional Plan opportunities to increase density in the suburbs beyond what is noted in local MPSs or Regional Plans, it must be weighed carefully whether as part of an overall secondary planning exercise or individual site specific plan amendments. 205 Bedford Highway given all the aforementioned factors and qualities it can achieve:

- ✓ high quality architecture;
- ✓ 72.7% affordable housing;
- ✓ Barrier-free accessible units on site;
- ✓ ground floor owner occupied spa and hair salon;
- ✓ larger two-bedroom units for professionals and retirees;
- ✓ high-end residential units with full views of the Bedford Basin; and
- ✓ truly diverse and mixed-use, multiple-family residential development in a building that has ideal accessibility to commercial amenities, public transit and professional services.

In our experience over the past 30 years, KWR Approvals Inc. **has not come across a site and or re-development project** that can achieve such a diverse mixture of affordable, accessible, high-quality and commercial use in one building. The specific location of 205 Bedford Highway within this neighbourhood offers a combination of factors that can allow for this affordability, quality and diversity under one mixed-use residential development.

How to Achieve the Affordable Housing and Diverse Socio-Economic Tenant Mix at ‘The Rockwinds on the Basin’

To make this affordability and diversity possible, we are asking for a modest increase in height from five stories to eight stories including penthouses and reasonable increase in density to achieve the affordable housing component we are convinced is needed in the community and this part of the Municipality. Since the Regional Plan has come into existence in 2006 and in follow up secondary reviews, it is common to see the Municipality approve, or consider for approval, height precincts of 7 – 10 stories often with ground floor commercial/retail requirements. The Rockwinds at 205 Bedford Highway is consistent with these other secondary planning exercises previously completed by the Municipality.

Any secondary plan is never intended to be a static document, but grow with the needs and desires of the community. It is also intended to allow for opportunities that can improve the architectural and residential commercial fabric of the neighbourhood and community. Similar to other height precincts approved and/or being considered by HRM (i.e. Wyse Road, Fairview) not all properties can or should be developed with the same ‘brush’. We respectfully contend that 205 Bedford Highway adjacent to Bedford Basin and on the other side of the Bedford Highway further away from existing residential development is ideal for achieving an economically feasible and market viable mixed-use residential development with a one-third affordable housing component. KWR Approvals Inc., in managing the affordable housing project known as Habitat Way for Habitat For Humanity Nova Scotia off Drysdale Road in Spryfield, believes this area and community was ideal for such an affordable housing project. Some reasonable increase in density and height to achieve this, given the benefits to the community, makes sense. Increasing affordable housing is a stated and strongly-promoted objective of HRM in its Regional Plan as well as the current Provincial Government of Nova Scotia and Federal Government.

It has historically been in HRM, as with many major cities in Canada, challenging to get affordable housing projects in suburban areas and, in particular, mingled within an existing multiple-family residential building. Many studies have shown the mixture of socio-economic groups and the diversity it brings leads to higher quality of life for affordable housing residents. This approach also prevents clustering of affordable housing units all in one area. Unfortunately, not all areas of HRM have the mixture of factors that create the combination of influences that can **make a significant affordable housing project economically feasible and market viable**. This site at 205 Bedford Highway has those factors and influences.

Sustainable, Livable and Dynamic Communities

Whether Fairview, Wyse Road, Main Street and other areas similar to this part of Rockingham, these neighbourhoods are on main transportation corridors with public transit and denser residential communities to their rear. In addition, these areas have tired and old architecture/buildings and are often in transition. The plan for these areas is to revitalize them with new, fresh and high-quality architecture that will bring about adaptive re-use and create desired urban change/renewal that **leads to more sustainable, livable and dynamic communities**. This approach has worked in areas such as Gottingen Street.

The realities of development, construction and economic renewal HRM is aware of is finding the right blend of height, density and flexibility of uses that ‘sparks’ urban renewal, fresh high-quality architecture and affordable housing while being sympathetic and respectful of the existing neighbourhood and community. Pathos Properties has spent over \$100,000 to date to determine that the eight stories with penthouses would achieve the aforementioned affordable housing and diverse socio-economic mix in the ‘Rockwinds’.

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

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

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

1. **Strategic Location.** 205 Bedford Highway, across from the intersection of Bedford Highway/Flamingo Drive and adjacent to the Asian Grocery and former Rockingham Community Centre, is a well-known and recognizable location for the neighbourhood and general community. Further, it is at a focal point in the streetscape that, with well designed and high-quality architecture, can add to the visual quality of this neighbourhood for both local, community and regional residents/pedestrians/motorists who travel by this site on a daily basis.
2. **Public Transit.** 205 Bedford Highway has immediate and close access to six transit buses that travel along the Bedford Highway including Mount Saint Vincent University, up Flamingo Drive and into Clayton Park, Larry Uteck and Bedford/Sackville and downtown Halifax. Such access to a public transportation hub is IDEAL for affordable housing, accessible units, students and retirees who will be part of the diversity of tenants at The Rockwinds. Such proximity of public transit and flexibility in transit stops to commercial, professional, community and medical amenities is a major advantage and opportunity to reduce the need for vehicles/parking at 205 Bedford Highway. In addition, the recently approved Integrated Mobility Plan places the site within the future commuter rail node for Rockingham and seeks to encourage transit oriented development with such nodes – and this necessitates higher densities. The IMP states that planning processes should take into account its recommendations – which support this application.
3. **Mount Saint Vincent University.** This well-known and respected university is less than five minutes from 205 Bedford Highway by public transit. The Rockwinds at 205 Bedford Highway, with its location to commercial/professional amenities and along a public transit corridor that goes directly to the entrance of the university, is ideal to attract university students looking for affordable rents in a high-quality residence in close proximity to Mount Saint Vincent. The Rockwinds offers this.
4. **Affordable Housing and Accessible Units.** The Rockwinds will have an **UNPRECEDENTED 72.7%** of its total units to be affordable, residential dwellings in a diverse multiple-family residence. The location next to amenities, public transit and affordable rents offers the unique opportunity to provide such a substantial affordable housing total in a suburban location with other diversity of socio-economic residents.
5. **Architecture that Creates Urban Renewal.** The Rockwinds at 205 Bedford Highway is a \$10,000,000 designed multiple-residential building with ground floor commercial to enhance the local, community and regional pedestrian, transit and vehicular residents' experiences driving to and from this area. The architecture, design, colours and approach is meant to create a strong, positive experience for residents, neighbours, community and passersby alike.

Thank you and Warmest Regards,

Original Signed

Kevin W. Riles
President & CEO

cc: Nick Stappas – Owner, Pathos Properties Inc.

Rockwinds on the Basin

205 Bedford Highway

Main Report

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Architectural Design Package (Paul Skerry & Associates)
Follows Conclusion

Appendices

- A. Application Form – (**Rockwinds on the Basin**)
- B. LIMS Map and Parcel Historic Listing Report – **PID 00291641**
- C. Lot Survey Plan of Existing 205 Bedford Highway
- D. February 2017. **Servicing Schematic (Rockwinds on the Basin)** SDMM Ltd.
- E. February 2017. **Traffic Impact Study and Update (Rockwinds on the Basin)** JRL Consulting Inc.
- F. February 2017. **Sanitary Lateral Size Confirmation (Rockwinds on the Basin)** SDMM Ltd.
- G. GFLUM & Zoning Map – Halifax Municipal Planning Strategy & Zoning Map – Halifax Mainland Land-Use Bylaw Highlighting 205 Bedford Highway
- H. CMHC SEED Funding Approval Documentation

1. Executive Summary

Rockwinds on the Basin is a proposed affordable housing residential development located at the intersection of Bedford Highway and Flamingo Drive (205 Bedford Highway) in the Rockingham neighbourhood of mainland Halifax. The land is owned by Pathos Properties Inc. (Pathos), which, in conjunction with a Project Development Team (PDT), is proposing to create a signature, mixed-use (commercial and residential), multiple-unit development containing 55 units in total, **consisting of 40 affordable housing units which is an UNPRECEDENTED 72.7%**. Five of the affordable housing units will be barrier free. The project is supported by CMHC, who has entered into agreements with Pathos that ensure this landmark building meets CMHC affordability criteria and will make a strong contribution to HRM's goal of providing 5000 new affordable units.

The site is at the core of an area designated under the Bedford Highway Secondary Plan for the full range of residential uses and for medium scale commercial uses. To achieve the goal of existing MPS policy of creating a mixed use, neighbourhood-oriented node, the building would provide prime pedestrian-oriented commercial space at a busy intersection and would feature a number of notable amenities for residents, clients and visitors. The proposed height for ***Rockwinds on the Basin*** would be eight storeys (7 stories plus penthouse units) which is in line with similar recent multiple-unit development projects along the Bedford Highway corridor, further contributing to HRM's goals and objectives of achieving increased density and efficient use of existing infrastructure along key transportation corridors within the Municipality. In particular the project **would support the recently adopted Integrated Mobility Plan**, which places the site directly within a proposed commuter rail node, by providing increased density that directly supports transit in general and rail service in particular. An obstacle to this transit friendly development is the outdated suburban-oriented standards of the C-2A Zone, which indicates the need for amendments to either the Bedford Highway Secondary Planning Strategy and/or the requirements of the Land Use By-law.



Figure 1 - LIMS Map of 205 Bedford Highway

2. Project Introduction

Located at the intersection of Bedford Highway and Flamingo Drive, the 15,402ft² (0.35 acre) subject property is owned by Pathos Properties Inc. (Pathos). KWR Approvals Inc. (KWRA) has been retained by Pathos to manage a Project Development Team (PDT) and work closely with Paul Skerry & Associates (Architects) for the purpose of development of the subject property through a discretionary Planning Application consisting of a Site Specific Planning MPS Amendment (SSPA). **The intention of Pathos and the PDT is to create a signature, high-end, mixed-use Affordable Housing development that will act as a catalyst for architectural revival and commercial revitalization in this tired area of the Bedford Highway.**

The project as proposed does not conflict with any existing MPS policy, but rather does not comply with outdated Land Use Bylaw provisions. Inserting site specific rules within the MPS is one means of enabling the project, with amendments to the LUB for the entire commercial node to either add a new zone or to increase allowable heights and density in the C-2A zone being other options that could be initiated by Council.

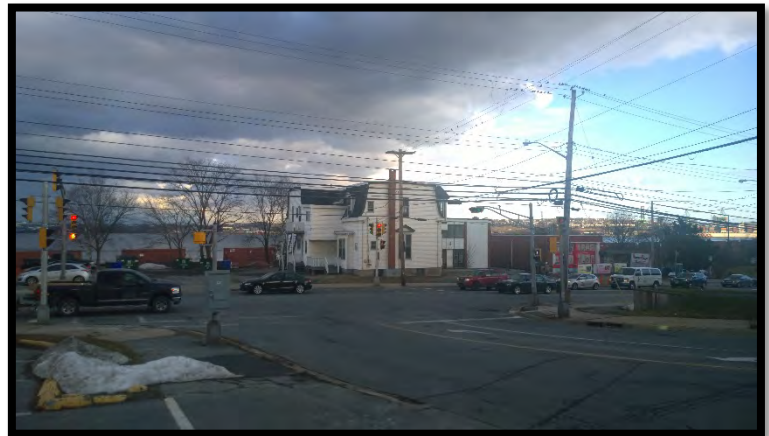


Figure 2 - Subject Property. Source: Google Earth.

Rockwinds on the Basin will be a highly-visible development located along one of HRM's principle arterial corridors. It will complement the existing fabric of both the Rockingham neighbourhood and Bedford Highway corridor, and add highly visible, pedestrian oriented commercial space directly at the Bedford Highway/Flamingo Drive intersection. Our client and his family, as long-time residents and business owners in Rockingham, are hopeful and confident that *Rockwinds* will be the catalyst needed to revitalize this part of the overall community.

3. Site Background – Rockwinds on the Basin

The future site of *Rockwinds on the Basin* is located on a **15,402ft² (0.35 acre)** property (PID: 00291641) at the intersection of Bedford Highway and Flamingo Drive in the Rockingham neighbourhood of Halifax, Nova Scotia (Figure 3 to the right). The property features frontage of approximately 39 metres onto Bedford Highway, classified as a major collector road, and is one of the most heavily-trafficked thoroughfares within the Municipality. On the opposite side of the subject property are active railway lines that are owned and operated by Canadian National Railways.



Flamingo Drive is considered a minor collector. The intersection of Bedford Highway and Flamingo Drive is a signalized intersection with a dedicated left-turning lane in the northbound direction of Bedford Highway and a dedicated right-turning lane from Flamingo Drive onto Bedford Highway. There is no dedicated turning lane on the Southbound approach of Bedford Highway. 205 and 209 Bedford Highway currently have a shared driveway that borders on the intersection. The shared driveway does not feature signalization.

There are a number of Halifax Transit routes that run along Bedford Highway and/or Flamingo Drive, including:

- Route 16 (Parkland)
- Route 80 (Sackville)
- Route 82 (Millwood)
- Route 18 (Universities)
- Route 81 (Hemlock Ravine)
- Route 90 (Larry Uteck)

The property is directly situated along one of HRM's busiest commercial corridors, with **very little remaining residential housing located along Bedford Highway, particularly in the vicinity of the subject property**. Much of the existing commercial building stock in the immediate vicinity is significantly aging and we believe our client and Rockwinds *on the Basin* at 205 Bedford Highway will spark redevelopment opportunities with fresh architecture along this corridor. This particular stretch of Bedford Highway is undergoing a transformation as an area that features older residential housing and commercial building stock that is gradually being redeveloped with taller, larger buildings of a mixed-use capacity, with ground floor uses maintaining street level and pedestrian-oriented commercial enterprises and multiple-unit residential dwellings located above. This allows for greater density along a significant transportation corridor and takes advantage of the views of Bedford Basin. Flamingo Drive provides a link between Bedford Highway and Dunbrack Street, an arterial roadway. There are a number of residential houses along Flamingo Drive, in addition to some multiple-unit buildings and institutional uses, particularly closer to the intersection with Bedford Highway.

The property is designated as 'Minor Commercial' under the Bedford Highway Secondary Planning Strategy (SPS) and is currently zoned C-2A (Minor Commercial) under the Halifax Mainland Land-Use Bylaw (LUB). The property is cleared of natural vegetation and is graded at street level. There is no evidence of wetlands and/or watercourses on the property.

4. Community Background – Rockingham

The property is located in the Rockingham neighbourhood of Mainland Halifax, part of the overall Halifax Regional Municipality (HRM). Rockingham was first settled by European farmers in the late 1700's as Halifax's population continued to grow following its establishment in 1749. During the late 18th and early 19th centuries, Rockingham was an agricultural enclave, as well as a stopping place for other farmers and merchants travelling to and from Halifax. Wealthy individuals also established residential estates within the area. The construction of the Nova Scotia Railway during the 1850s significantly changed the community, as the railway passed through along the shores of Bedford Basin. Rockingham became a penultimate stop along the railway before Halifax.

The railway along the shore of Bedford Basin is still actively used today both for freight and passenger rail purposes. Rockingham was selected by the Sisters of Charity of Saint Vincent de Paul for the establishment of a convent and academy; Mount Saint Vincent (MSVU) opened in 1873 and became a junior college in 1925 and a fully-accredited university in 1966.

During the post-World War II era, Rockingham began to experience rapid subdivision as it transitioned to a residential commuter community for the City of Halifax.

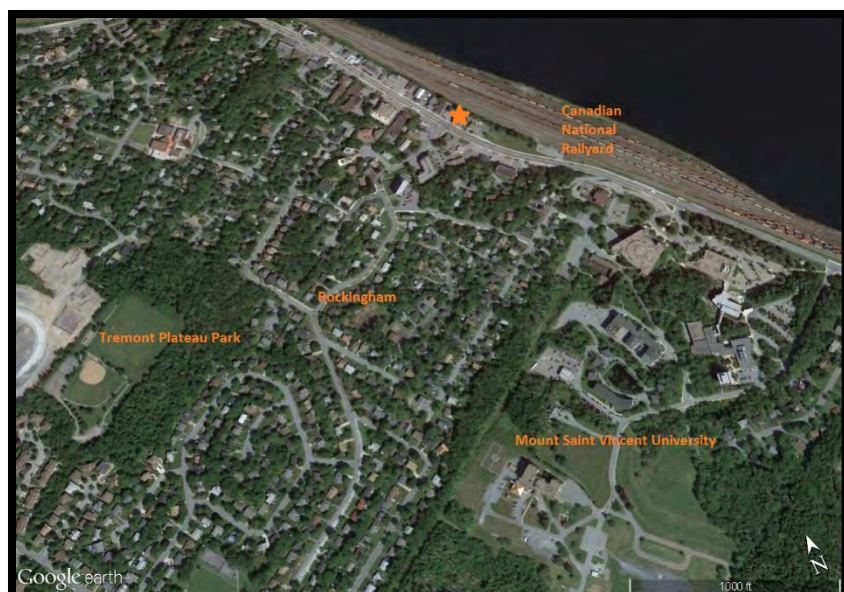


Figure 4 - Rockingham. Source: Google Earth.

Its strategic location along the railway and Bedford Highway, location outside of the boundaries of the City of Halifax as well as its close proximity to the metropolitan area, made it an attractive and affordable choice for suburban residents. The completion of Bicentennial Drive (NS-102), which connected Halifax and Bedford and Sackville via a controlled access highway, spurred further residential development in Rockingham. In 1969, Rockingham, along with several other residential communities surrounding Halifax, amalgamated with the City of Halifax.

Today, a number of established residential neighbourhoods, including Sherwood Heights, Sherwood Park, Bridgeview, Glenbourne and Clayton Park, are located in the vicinity of the subject property. Prices for single-detached homes in the area of Rockingham and the neighbouring communities of Clayton Park and Parkland average between \$300,000.00 and \$455,000.00; slightly higher than the average home price for HRM overall (\$279,000.00). Overall, Rockingham is comprised primarily of single and two-unit homes, but there are a number of small and medium-scale multi-unit buildings within the vicinity of the subject property.

Recently, there have been a number of high-density, multiple-unit buildings either constructed, or approved for construction, along Bedford Highway. The most notable example is Icon Bay (50 Bedford Highway), a 22-storey, multiple-unit, residential building is complete.

Commercial uses intended to serve the Rockingham community are located along the Bedford Highway, where there are a number of small-scale, minor commercial uses such as restaurants, personal services (i.e. dry cleaning, speciality grocery stores, etc.) and professional services (e.g. accounting, IT services, etc.). There are larger commercial plazas, such as Rockingham Ridge, located along Dunbrack Street, and a large commercial node is located at the intersection of Lacewood Drive and Dunbrack Street with a Sobeys and other retail businesses.

There are a number of parks within close proximity to the subject property, including Tremont Plateau Park, intended for use by residents of Rockingham, and Hemlock Ravine Park, which is a large, regional park for use of residents of the entire HRM. Two elementary schools, Rockingham Elementary and École Grosvenor Wentworth Park School, are located within three kilometres of the subject property. The subject property is also serviced by Clayton Park Junior High and Halifax West High School.

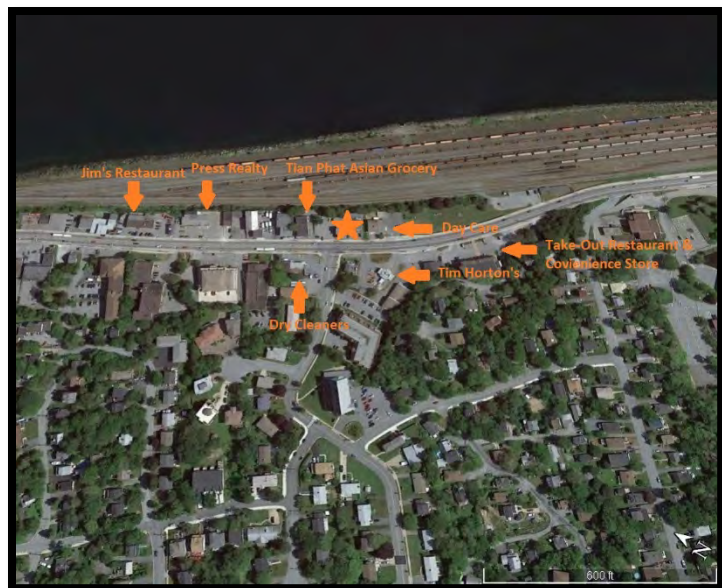


Figure 5 - Commercial Uses Surrounding 205 Bedford Highway. Source: Google Earth

5. Applicant and Project Development Team (PDT)

Pathos has assembled an experienced PDT to prepare and execute the vision of the property owner. The PDT consists of:

| Project Team Member | Project Responsibility | Principle Contact | Contact Information |
|------------------------------------|---|---|---|
| Pathos Properties Inc. | Developer/Applicant | Nick and Bess Stappas, Owners | Pathos Properties Inc. c/o Nick Stappas 3 Swallow Street Halifax, Nova Scotia B3M 2T7 nickstappas@gmail.com |
| Paul Skerry Associates Ltd. | Architecture and Design | Greg Johnston, Architect, LEED AP BD+C | (w) 902.455.4631 ext. 3 gregi@pskerry.ca 5514 Livingstone Place Halifax, Nova Scotia B3K 2B9 |
| KWR Approvals Inc. | Urban Planning and Management of Planning Application & Approvals | Kevin W. Riles, President & CEO (Main Contact – KWR Approvals Inc.) | (w) 902.431.1700 (c) 902.403.7847 kevin@kwrapprovals.com P.O. Box 44153 Bedford, Nova Scotia B4A 3Z8 |
| JRL Consulting Inc. | Traffic Impact Statement and Analysis | Jeff LeBlanc, P. Eng., Transportation and Traffic Consultant | (w) 902.405.5584 jeff.leblanc@jrlconsulting.ca 45 Thorndale Terrace Bedford, Nova Scotia B4A 0B7 |
| SDMM Ltd. | Civil Engineering, Surveying and Servicing | Geoff MacLean, P. Eng., Project Engineer | (w) 902.445.1537 gmaclean@sdmm.ca 36 Oland Crescent Halifax, Nova Scotia B3S 1C6 |

6. Context for MPS Amendment for 205 Bedford Highway

Existing MPS Intent

The subject property is located along a mature, developed commercial area and one of the primary transportation corridors within the municipality. The subject property is designated as 'Minor Commercial' in the Bedford Highway SPS which was enacted in 1985. This area is the only Minor Commercial node in the plan area, and policies state:

- 2.2 *Areas shown as Minor Commercial centres on the Generalized Future Land Use Map of this Bedford Highway Strategy shall be regarded as medium-scale commercial areas within walking or easy vehicular distance of several neighbourhoods, offering a variety of retail goods, services, and activities to the surrounding communities.*
- 2.2.1 *In minor commercial centres, the city shall permit retail shops, personal services, offices, specified entertainment uses, institutions, restaurants including convenience restaurants, community centres, and residential uses.*

Over the past 30 plus years, the area governed by the SPS, particularly around the subject property, has evolved and outgrown the policies and regulations found in the SPS. Our intention is to ensure that any proposed development on the subject property meets the threshold of these criteria; thereby ensuring that the eventual development of the site is compatible, complementary and an enhancement of the existing fabric of the area and corridor. Growth throughout the Halifax Region, from the Post-World War II era to the present day, has been oriented towards suburban areas, which has resulted in a widely-dispersed population in comparison to many similar sized Canadian cities.

One of the critical goals of the Regional Plan (2006) is to focus efforts to re-orient population growth and densification around the urban core and local urban growth centres. There are many broad benefits to doing so, including, but not necessarily limited to, reduced expenditure on new infrastructure, existing transportation services, existing social services, cost-effective transportation linkages (active, public and private) and positive impacts on personal and public health. The development of the subject property in a manner consistent with the proposed building would help meet the noted overall goals of the Regional Plan.

The strategic location of the subject property along the Bedford Highway transportation corridor, the very limited amount of low-density residential uses surrounding the subject property and the proximity of the subject property to employment centres and institutional uses (MSVU) all contribute to the suitability of the subject property for mixed-use development and a height level that is beyond what is currently permitted under the C-2A zoning for the Bedford Highway area.

HRM's Integrated Mobility Plan

A key factor in favour of the requested MPS amendment is the Integrated Mobility Plan (IMP) as recently adopted by HRM. The IMP clearly includes the site within a future transit node in close proximity to a future commuter rail station which justifies additional density (see Figures 6 and 9). In specific support of this MPS amendment request, the IMP states in section 3.2.5 Policies & Actions:

a) Plan new and existing Transit Priority Corridors and terminals as focal points for higher density, compact development with a mix of residential, commercial and employment uses within walking distance of transit service.

Action 89: *Plan transit terminals based on transit oriented development principles, such as strong pedestrian connections and human scale design*

In addition, the Implementation section of the IMP states:

A17 When reviewing the *Regional Plan* and *Secondary Municipal Planning Strategies* or considering Plan Amendments, designate and zone for transit oriented communities (see Figure 10) around proposed Transit Priority Corridors, existing and planned bus terminals, ferry terminals and potential Bus Rapid Transit and commuter rail stops, wherever there is potential for redevelopment.



Figure 6 - Proposed Rockingham Commuter Rail Node (from HRM Integrated Mobility Plan)

Past Amendments to Bedford Highway SPS and Applicability to Subject Site

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

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

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

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

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

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

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

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

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

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

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

The following is an example of some recent multiple-family projects approved in HRM.

| Name | Address | Storeys | Lot Size (ft ²) | Lot Coverage % |
|-------------------------|------------------------|--|-----------------------------|----------------|
| - | 169 Wyse Road | 10 | 17,263 | 81% |
| - | 181 Pleasant Street | 6 | 14,852 | 84% |
| The Welsford | 2074 Robie Street | 19 | 27,835 | 35% |
| The Trillium | 1445 South Park Street | 19 | 24,115 | 90% |
| South Tower | 1200 Tower Road | 13 | 22,648 | 36% |
| Century Tower | 1074 Wellington | 13 | 20,668 | 31% |
| LeMarchant Towers | 1521 LeMarchant Street | 10 | 22,732 | 23% |
| Kingsbury Towers | 1119 Tower Road | 9 | 30,641 | 35% |
| Gladstone North | 6150 Almon Street | 8 | 43,832 | 65% |
| Icon Bay | 50 Bedford Highway | 22 | 192,261 | 19% |
| Bluenose Inn and Suites | 636 Bedford Highway | 8 | 99,241 | 32% |
| Rockwinds on the Basin | 205 Bedford Highway | 7 + PH (84 ft. to top of penthouse & 92ft. to top of elevator shaft) | 15,402 | 54% |

The above table notes that the height and building footprint of the proposed *Rockwinds on the Basin* is comparable to that of many other multiple-unit buildings within the Municipality along similar major transportation corridors. Further, many recently-approved developments, such as those located at 6150 Almon Street, 169 Wyse Road and 181 Pleasant Street, feature significantly higher percentages of lot coverage than that being proposed for the subject property. These developments are located on, or adjacent to, significant corridors within the Municipality and, unlike 205 Bedford Highway, broader low-density, single and two-unit residential zones.

7. Technical Studies Overview

Technical studies have been completed by members of the PDT to ensure that *Rockwinds on the Basin* meets the transportation and technical site requirements. No concerns were determined with the traffic, environmental, site servicing and shadowing studies completed for the proposal. Full-page versions of the various site plans are found in the Appendices section of this submission.

7(a) Concept Plan and Proposed Building

The Architectural Design Package for *Rockwinds on the Basin* has been prepared by Paul Skerry Associates Ltd. in collaboration with KWRA and SDMM, based on the site's total area, topography and servicing, as well as the applicable Municipal policies and land-use bylaws. The proposal consists of an eight-storey, multi-unit building including penthouses featuring 55 units of which 40 are affordable. The ground floor would feature a 1762ft² boutique commercial component (hair salon and spa) with entrances onto Bedford Highway, maintaining and enhancing the pedestrian scale and feel of the portion of Bedford Highway where *Rockwinds on the Basin* is located.

The pedestrian entrance to the residential portion of the building also faces Bedford Highway. The ground floor level would also feature a fitness centre for residents as well as a common area. Towards the rear of building, on the ground level, are five residential units that are universally accessible. These units are intended for residents with physical and mobility challenges. Three of the units contained within *Rockwinds on the Basin* would be designated as affordable and intended for qualifying individuals or families. The intention is to provide living units for a wide cross-section of society within the proposed building.

Given the close proximity of the subject property to MSVU, it is anticipated that the building would provide an exceptionally desirable location for students, staff and faculty of MSVU. The location of *Rockwinds on the Basin* along the Bedford Highway enables a greater number of residents to utilize the public and active transit corridors within close proximity to the subject property, reducing reliance on private vehicle use.

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

7(b) Sanitary Lateral Size Confirmation

Utilizing the standards put forth by Halifax Water, SDMM reviewed the requirements concerning Sanitary Lateral Size and confirmed the following in regards to the proposed development: *“A 200 mm PVC lateral at 1.10% slope has a capacity of 44.72 L/s. With $Q = 2.40$ L/s, the depth of flow will be 31 mm with an average flow velocity of 0.76m/s. Based on these values the proposed lateral will have sufficient flow capacity while meeting the minimum flow velocity requirements set out in HW’s [Halifax Water] Design and Construction Specifications”.*

7(c) Traffic Impact Statement (TIS)

Bedford Highway is a major collector road that runs in a South-North direction from the Windsor Street exchange along the Western shore of Bedford Basin, providing a key connection point from downtown Halifax to points to the north including Rockingham, Clayton Park, Wentworth and Bedford. The width of Bedford Highway varies in sections and provides access to businesses, homes, apartments, restaurants, MSVU and many other land uses. The posted speed varies along the roadway. It is 50 kilometres per hour near the proposed development. There are concrete sidewalks on both sides of Bedford Highway in the study area.

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

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

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

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

The PDT would also advise that as the site is well serviced by existing bus routes, and is located within a transit node as defined by the Integrated Mobility Plan in close proximity to a future commuter rail station, it is expected that traffic generation would be even lower given the availability of such transit service.

8. Summary of Application

The subject property currently has a small, old, obsolete, two-storey apartment building and is located alongside one of the major transportation corridors in mainland Halifax. The proposed development plan for *Rockwinds on the Basin* would create a niche commercial use along with 55 units and three penthouses contained within an eight-storey-including-penthouses, multi-unit residential building on a 0.35 acre site.

- ✓ In preparation of this Application, Pathos and the PDT sought to adhere as closely as possible to the policies found in the LUB for Halifax Mainland – with the only differences being the proposed height, density, lot coverage and some residential on the ground floor.
- ✓ The proposed development would have 55 residential units and three penthouse units, including five barrier-free units located on the ground floor and 40 units dedicated to affordable living.
- ✓ At the proposed density (280 PPA), the development would NOT exceed the infrastructure (water and sewer) capacity.
- ✓ Traffic generated by the subdivision would follow existing traffic patterns and the quality of transit within the area is likely to lower the number of actual trips generated by the proposed development.
- ✓ The number of daily amenities (grocery stores, professional services, etc.) within walking distance to the proposed development contributes to the location’s suitability for increased density development.
- ✓ The proposed development would ensure a harmonious transition between the established residential neighbourhood extending up Flamingo Drive and the commercial uses located along Bedford Highway.
- ✓ The proposed development would have little to no impact on the views of Bedford Basin for residents currently living along Flamingo Drive or throughout Rockingham.
- ✓ The project’s location within a designated transit-oriented development node, located in close proximity to an intended commuter rail station, clearly justifies additional density.

9. Conclusion

Rockwinds on the Basin is intended to be a development that fits within a prominent roadway, established community and a close neighbourhood and be an **UNDPRECEDED AFFORDABLE HOUSING PROJECT with 72.7% of the dwelling units affordable.**

The development has been created as a signature, high-end pedestrian and transit-oriented residential development for Rockingham. The PDT was keenly aware that one particular key to ensure the success of *Rockwinds on the Basin* would be to offer transition between the existing residential community and the commercial uses located along Bedford Highway. The deliberate use of bright tones in the construction material, large glass windows, spacious balconies and a wide-range of amenities encourage the residents to fully utilize both the interior and exterior of *Rockwinds on the Basin*.

Pathos and the entire PDT behind *Rockwinds on the Basin* believe the creation of this proposed development provides a unique and important development on a site that lends itself to the creation of a signature series of buildings and further enhances both the community of Rockingham and the Bedford Highway corridor through appropriate scale and transition coupled with excellent architectural and site design.

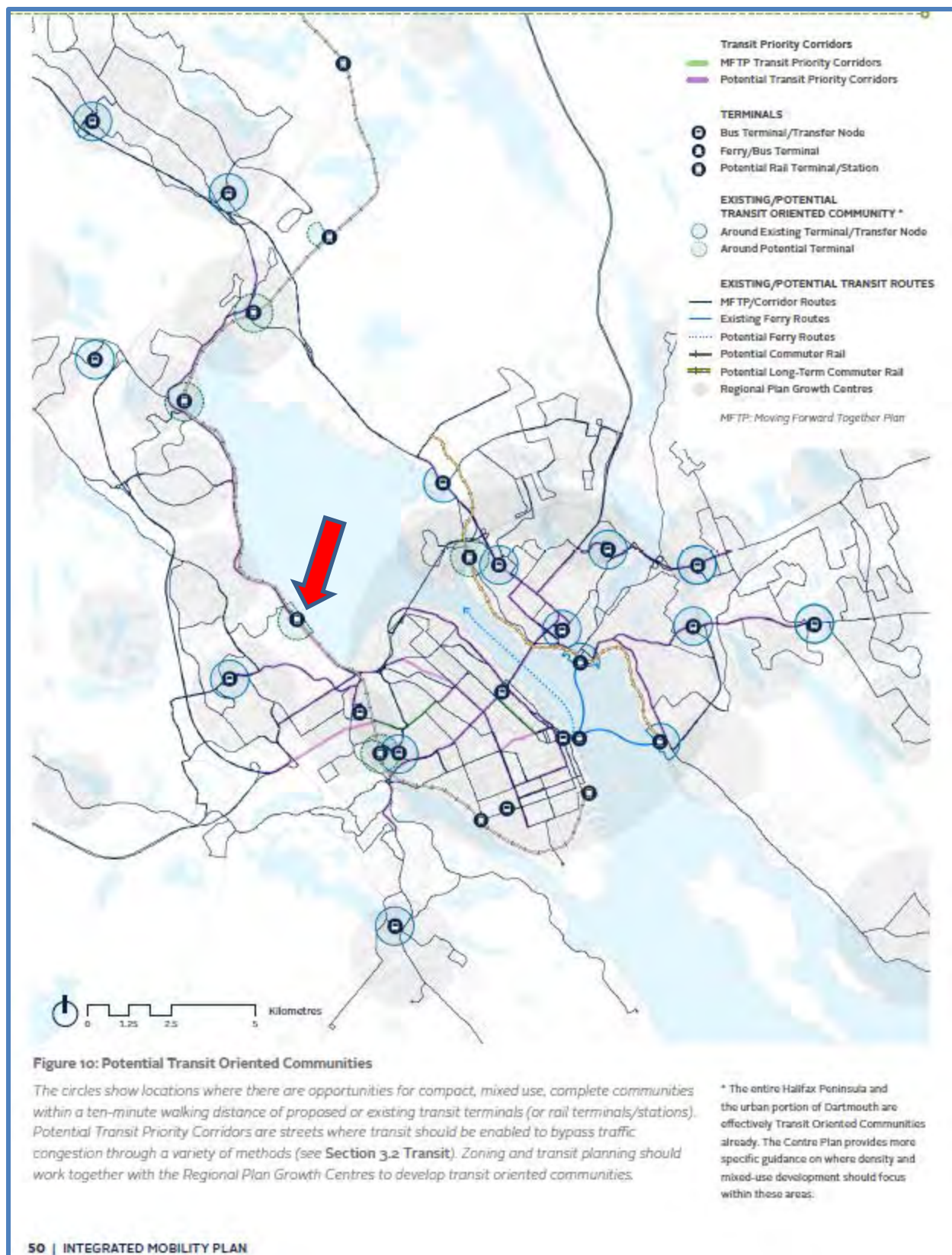
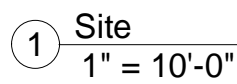


Figure 9 - Excerpt From HRM Integrated Mobility Plan Showing Potential Transit-Oriented Communities


Architectural rendering of the Rockwinds On The Basin building. The structure is a multi-story modern building with a mix of dark brick, light stone, and large glass windows. The ground floor features storefronts for "NECTARIOS SALON & SPA" and "Rockwinds On The Basin". The building has multiple balconies with metal railings. The address "205" is visible on the corner. The rendering shows the building from a street-level perspective, including the sidewalk, landscaping, and a traffic light.

| | |
|------|----------------------------|
| A0 | COVER |
| A1 | SITE PLAN |
| A2.0 | PARKING GARAGE PLAN |
| A3.0 | FIRST FLOOR PLAN |
| A3.1 | SECOND FLOOR PLAN |
| A3.2 | THIRD - FIFTH FLOOR PLAN |
| A3.3 | SIXTH FLOOR PLAN |
| A3.4 | SEVENTH FLOOR PLAN |
| A3.5 | PENTHOUSE LEVEL FLOOR PLAN |
| A4.0 | WEST ELEVATION |
| A4.1 | SOUTH ELEVATION |
| A4.2 | NORTH ELEVATION |
| A4.3 | EAST ELEVATION |



The map shows the Rockingham area in Virginia. A large black arrow points to a specific location on the map, labeled "SITE" in bold capital letters. The map includes various streets and landmarks, such as Rockingham School, The Commons, The Union of Mt Mel, Jena Pizza House, and Rockingham United Church. The site is located near the intersection of Bedford Hwy and a road labeled "7".

LEGEND:
 32.1' EXISTING GRADE
 32.1' PROPOSED GRADE



PAUL F. SKERRY
U.S. ASSOCIATION OF ARCHITECTS

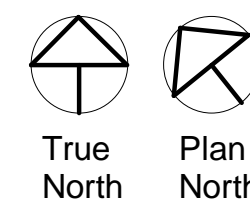
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Site Plan

| | |
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| Scale | 1" = 10'-0" |
| Date | February 24, 2017 |
| Drawn by | GJ |
| Checked by | PS |

A1.0

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| Project number | 2877 |
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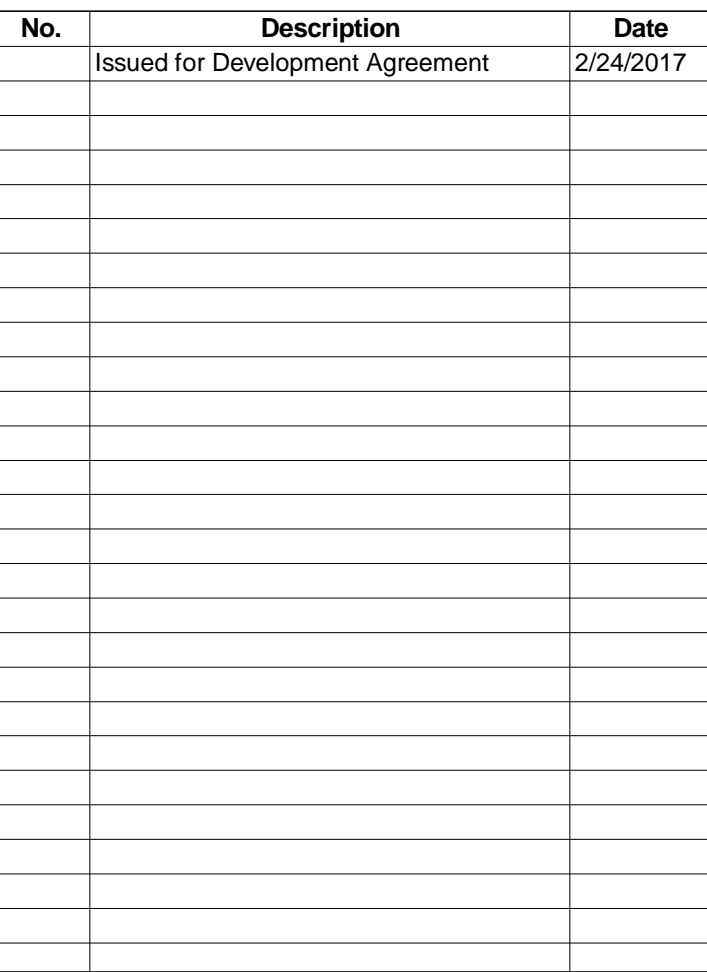


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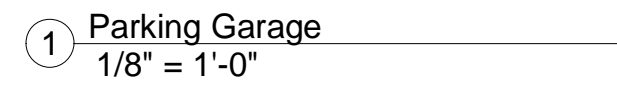
pskerry@pskerry.ca

NOTES:

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| | | |
|----------------|--|-------------------|
| Scale | | 1/8" = 1'-0" |
| Date | | February 24, 2017 |
| Drawn by | | GJ |
| Checked by | | PS |
| A2.0 | | |
| Project number | | 2877 |

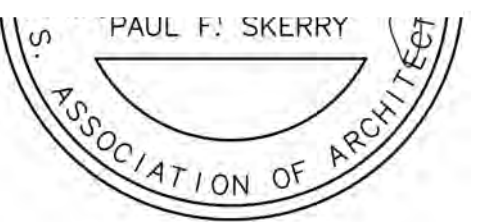


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PSA ARCHITECTS
 5514 LIVINGSTONE PLACE
 HALIFAX N.S. B3K 2B9

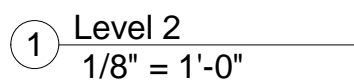
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| | |
|----------------|-------------------|
| Level 2 | |
| Scale | 1/8" = 1'-0" |
| Date | February 24, 2017 |
| Drawn by | GJ |
| Checked by | PS |
| A3.1 | |
| Project number | 2877 |



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PAUL SKERRY ASSOCIATES
5514 Livingstone Place
Halifax, Nova Scotia B3K 2B9
ph: 902-455-4361
fax: 902-455-7778
email: drawing@pskerry.ca

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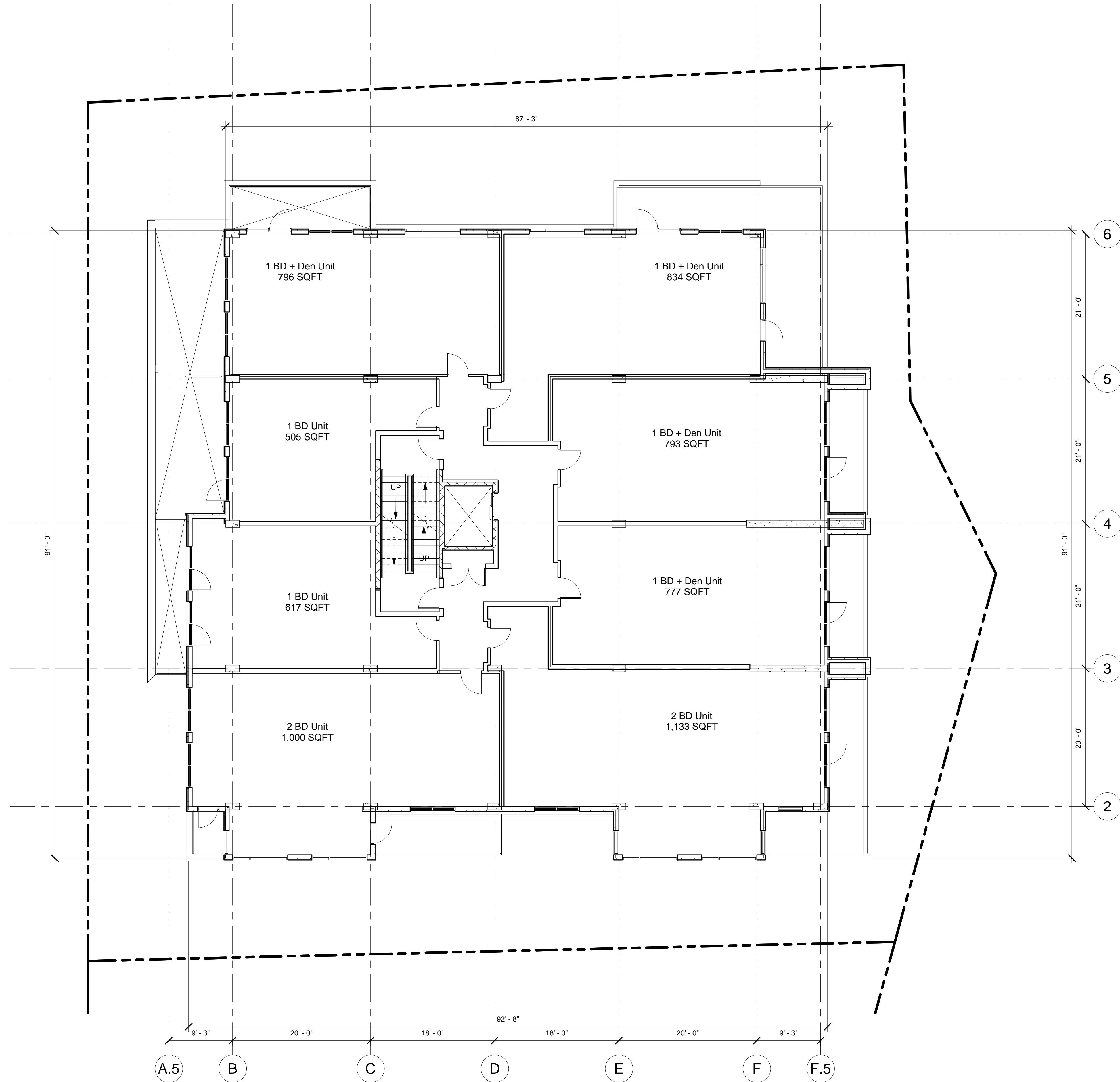
Proposed Comm. / Res.
"Rockwinds on the Basin"
Lot B & B1
Saul Garson Subdivision
Halifax, Nova Scotia
For: Pathos Properties

Level 6

| | |
|------------|-------------------|
| Scale | 1/8" = 1'-0" |
| Date | February 24, 2017 |
| Drawn by | GJ |
| Checked by | PS |

A3.3

| | |
|----------------|------|
| Project number | 2877 |
|----------------|------|



① Level 6
1/8" = 1'-0"

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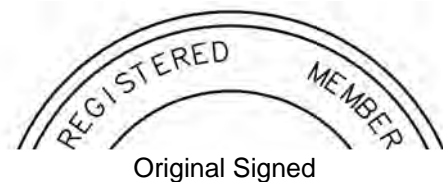
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[illegible]

Penthouse

Scale $1/8" = 1'-0"$

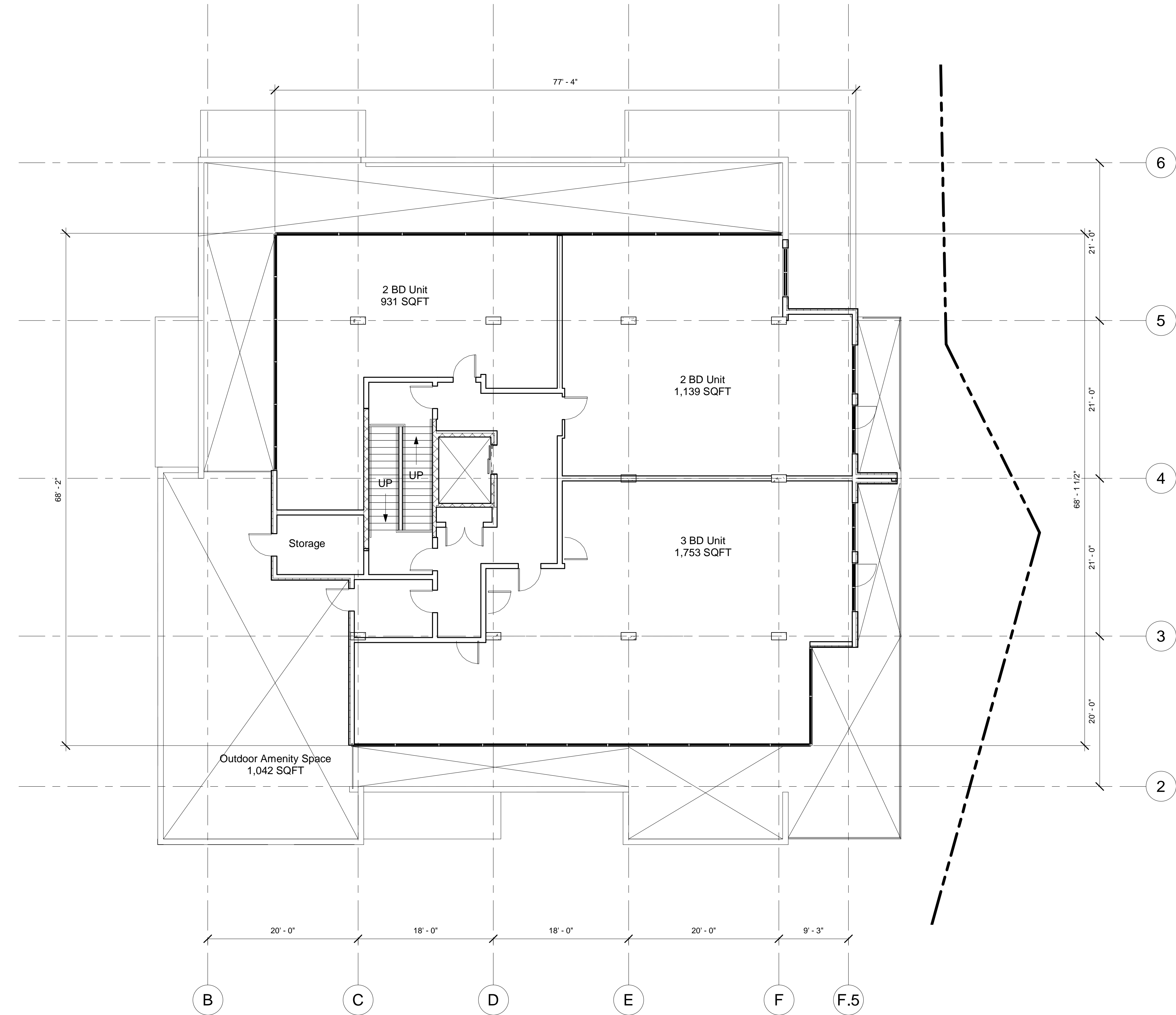
Date February 24, 2017

Drawn by GJ

Checked by PS

A3.5

Project number 2877



1 Penthouse
1/8" = 1'-0"

Legend:

| | |
|---|---------------------------------|
| A | Architectural Masonry - Type 1 |
| B | Architectural Masonry - Type 2 |
| C | Architectural Masonry - Type 3 |
| D | Ceramic/Metal Panels - Type 1 |
| E | Ceramic/Metal Panels - Type 2 |
| G | Aluminum / Glass 42" H. Railing |
| H | Vinyl Door / Window |
| J | Aluminum Glazing System |
| K | Canopy |
| L | Architectural Light Fixture |
| M | Sign Band |

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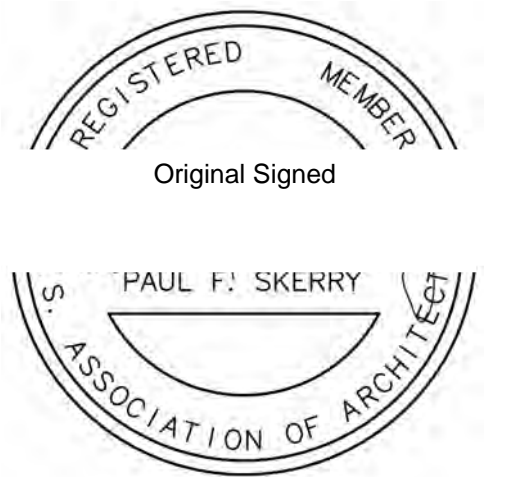


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[illegible]

Proposed Comm. / Res.
"Rockwinds on the Basin"
Lot B & B1
Saul Garson Subdivision
Halifax, Nova Scotia
For: Pathos Properties

West Elevation

| | |
|------------|-------------------|
| Scale | 1/8" = 1'-0" |
| Date | February 24, 2017 |
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| Checked by | PS |

A4.0

| | |
|----------------|------|
| Project number | 2877 |
|----------------|------|



① West (Front)
1/8" = 1'-0"

- Legend:
- | | |
|---|---------------------------------|
| A | Architectural Masonry - Type 1 |
| B | Architectural Masonry - Type 2 |
| C | Architectural Masonry - Type 3 |
| D | Ceramic/Metal Panels - Type 1 |
| E | Ceramic/Metal Panels - Type 2 |
| G | Aluminum / Glass 42" H. Railing |
| H | Vinyl Door / Window |
| J | Aluminum Glazing System |
| K | Canopy |
| L | Architectural Light Fixture |
| M | Sign Band |

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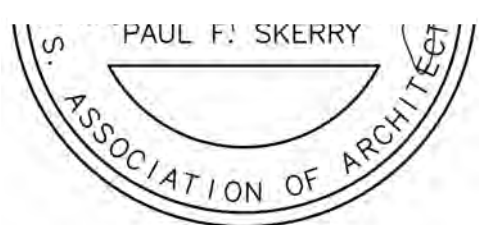
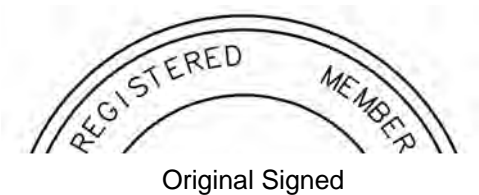
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[illegible]

Proposed Comm. / Res.
"Rockwinds on the Basin"
Lot B & B1
Saul Garson Subdivision
Halifax, Nova Scotia
For: Pathos Properties

South Elevation

| | |
|------------|-------------------|
| Scale | 1/8" = 1'-0" |
| Date | February 24, 2017 |
| Drawn by | GJ |
| Checked by | PS |

A4.1

| | |
|----------------|------|
| Project number | 2877 |
|----------------|------|



① South
1/8" = 1'-0"

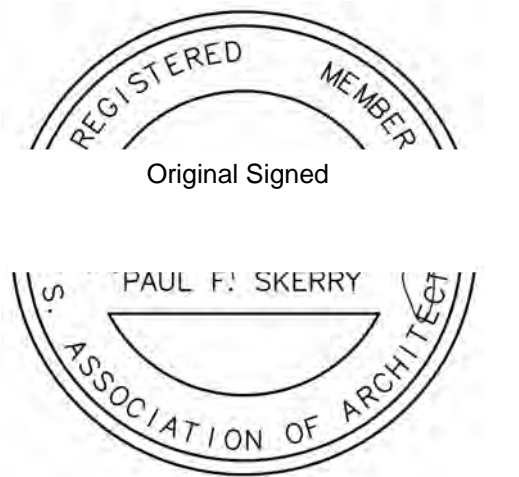
① North
1/8" = 1'-0"

| | |
|---|---------------------------------|
| G | Aluminum / Glass 42" H. Railing |
| H | Vinyl Door / Window |
| J | Aluminum Glazing System |
| K | Canopy |
| L | Architectural Light Fixture |
| M | Sign Band |

ARCHITECTS
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[illegible]

East Elevation

A4.3

| | |
|----------------|------|
| Project number | 2877 |
|----------------|------|



① East
 $1/8" = 1'-0"$



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HALIFAX N.S. B3K 2B9

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Proposed Comm. / Res.
"Rockwinds on the Basin"

Shadow Study

SH0

Scale

Date

February 24, 2017

Project number

2877



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HALIFAX N.S. B3K 2B9

pskerry@pskerry.ca

Proposed Comm. / Res.
"Rockwinds on the Basin"

Mar 21 - 11am Shadow Study

SH1

Scale

Date

February 24, 2017

Project number

2877



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HALIFAX N.S. B3K 2B9

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Proposed Comm. / Res.
"Rockwinds on the Basin"

Mar 21 -12pm Shadow Study

SH2

Scale

Date

February 24, 2017

Project number

2877



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5514 LIVINGSTONE PLACE
HALIFAX N.S. B3K 2B9

pskerry@pskerry.ca

Proposed Comm. / Res.
"Rockwinds on the Basin"

Mar 21 - 2pm Shadow Study

SH3

Scale

Date

February 24, 2017

Project number

2877



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5514 LIVINGSTONE PLACE
HALIFAX N.S. B3K 2B9

pskerry@pskerry.ca

Proposed Comm. / Res.
"Rockwinds on the Basin"

Jun 21 - 11am Shadow Study

SH4

Scale

Date

February 24, 2017

Project number

2877



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5514 LIVINGSTONE PLACE
HALIFAX N.S. B3K 2B9

pskerry@pskerry.ca

Proposed Comm. / Res.
"Rockwinds on the Basin"

Jun 21 - 12pm Shadow Study

SH5

Scale

Date

February 24, 2017

Project number

2877



Paul Skerry Associates Ltd.



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5514 LIVINGSTONE PLACE
HALIFAX N.S. B3K 2B9

pskerry@pskerry.ca

Proposed Comm. / Res.
"Rockwinds on the Basin"

Jun 21 - 2pm Shadow Study

SH6

Scale

Date

February 24, 2017

Project number

2877



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ARCHITECTS

5514 LIVINGSTONE PLACE
HALIFAX N.S. B3K 2B9

pskerry@pskerry.ca

Proposed Comm. / Res.
"Rockwinds on the Basin"

Sep 21 - 11am Shadow Study

SH7

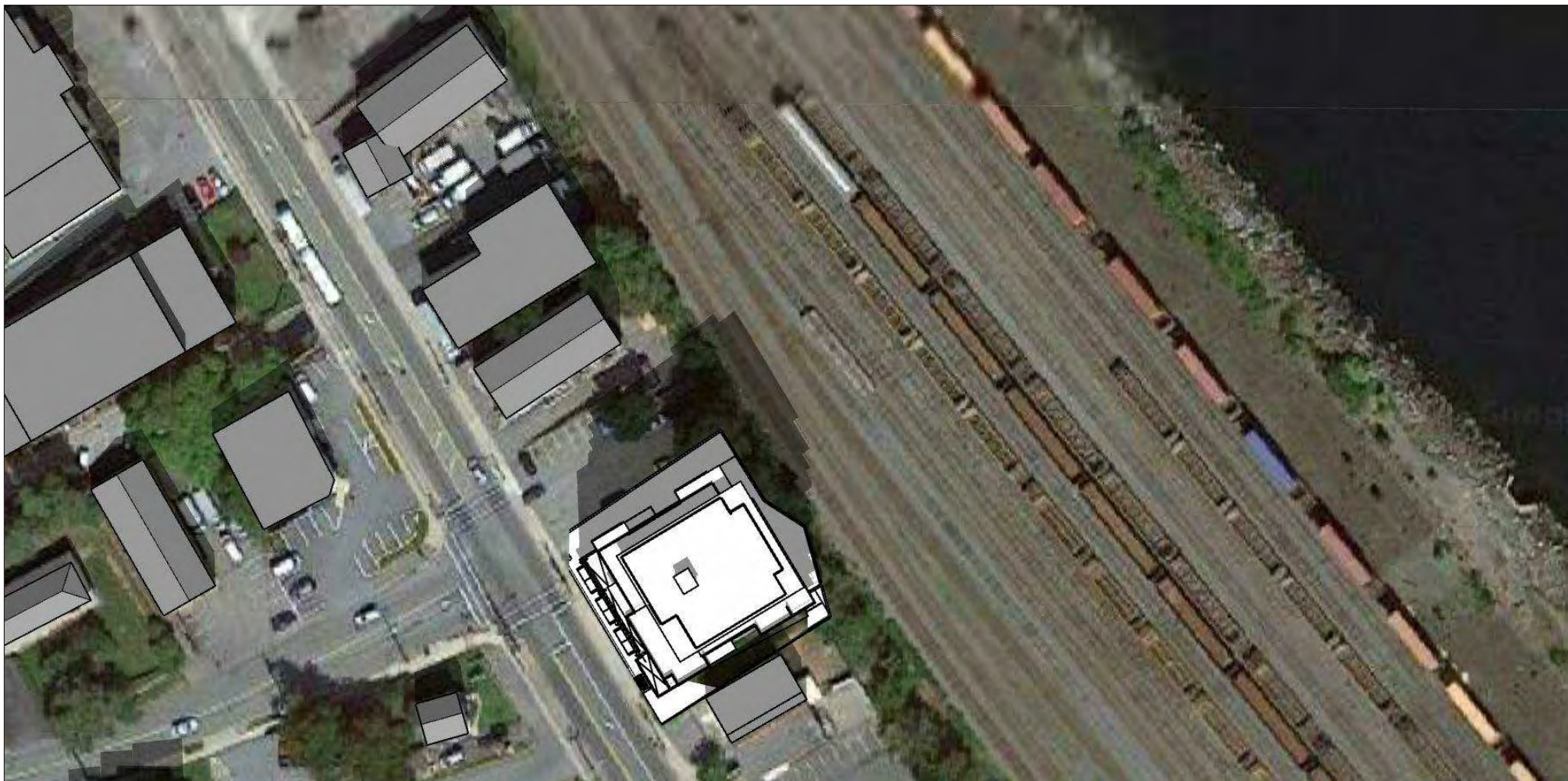
Scale

Date

February 24, 2017

Project number

2877



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5514 LIVINGSTONE PLACE
HALIFAX N.S. B3K 2B9

pskerry@pskerry.ca

Proposed Comm. / Res.
"Rockwinds on the Basin"

Sep 21 - 12pm Shadow Study

SH8

Scale

Date

February 24, 2017

Project number

2877



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5514 LIVINGSTONE PLACE
HALIFAX N.S. B3K 2B9

pskerry@pskerry.ca

Proposed Comm. / Res.
"Rockwinds on the Basin"

Jun 21 - 2pm Shadow Study

SH9

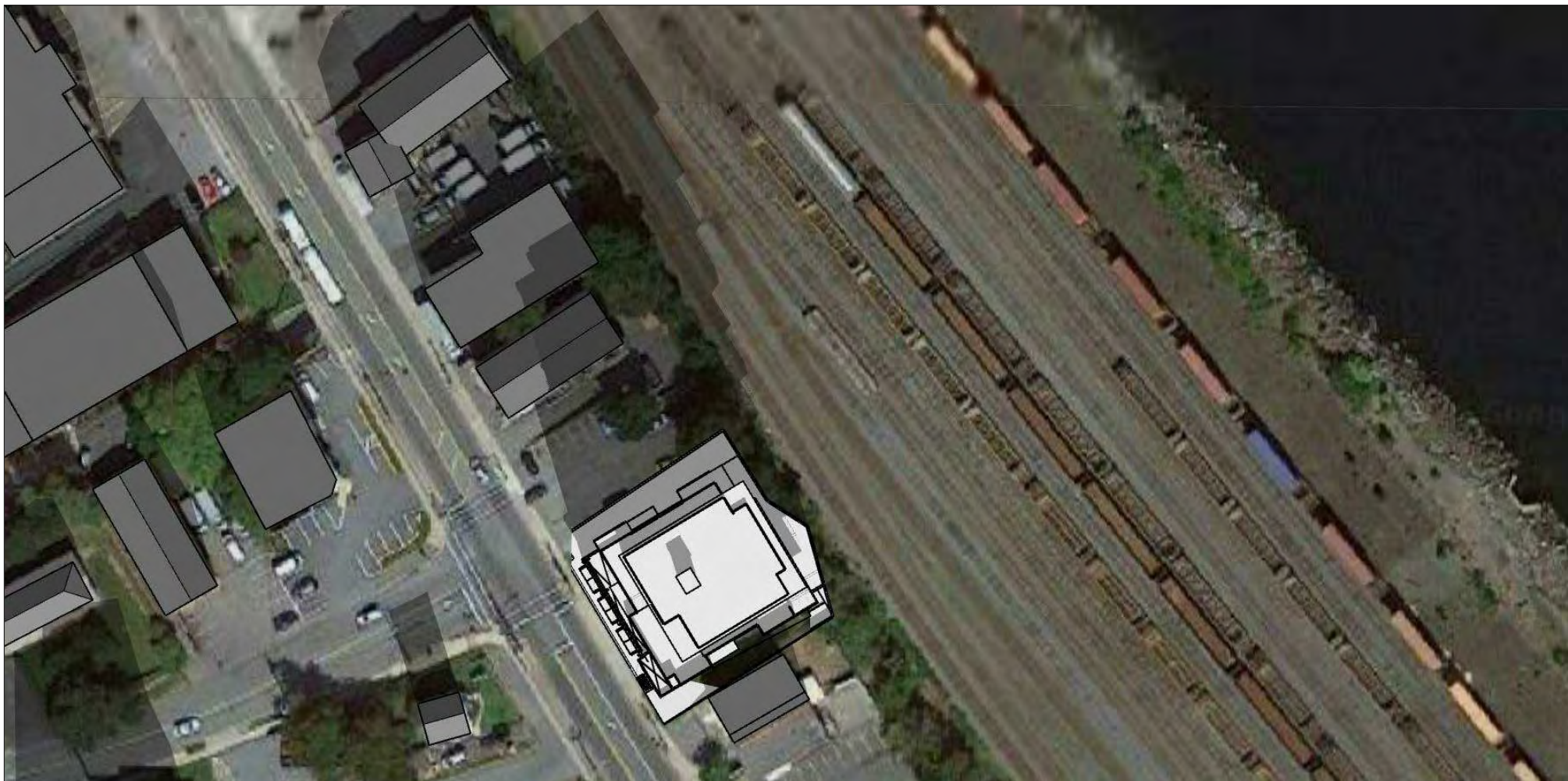
Scale

Date

February 24, 2017

Project number

2877



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5514 LIVINGSTONE PLACE
HALIFAX N.S. B3K 2B9

pskerry@pskerry.ca

Proposed Comm. / Res.
"Rockwinds on the Basin"

Dec 21 - 11am Shadow Study

SH10

Scale

Date

February 24, 2017

Project number

2877



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HALIFAX N.S. B3K 2B9

pskerry@pskerry.ca

Proposed Comm. / Res.
"Rockwinds on the Basin"

Dec 21 - 12pm Shadow Study

SH11

Scale

Date

February 24, 2017

Project number

2877



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5514 LIVINGSTONE PLACE
HALIFAX N.S. B3K 2B9

pskerry@pskerry.ca

Proposed Comm. / Res.
"Rockwinds on the Basin"

Dec 21 - 2pm Shadow Study

SH12

Scale

Date

February 24, 2017

Project number

2877

Appendix A

SECONDARY MUNICIPAL PLANNING STRATEGY AMENDMENT INITIATION APPLICATION FORM

Part 1: Applicant Information
Part 2: Application Details
Part 3: Supporting Information Requirements
Part 4: Fees

PART 1: APPLICANT INFORMATION

| | | |
|---|---------------------------|-----------------|
| Registered Property Owner(s): <i>Patmos Properties Inc</i> | | |
| Mailing Address: <i>3 Sutherland Street HALIFAX NS B3M 2T7</i> | | |
| E-mail Address: <i>Patmos Properties G GMAIL.COM</i> | | |
| Phone: <i>902 835-1669</i> | Cell: <i>902 830-0234</i> | Fax: <i>N/A</i> |
| Applicant?* <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | | |

| | | |
|--|---------------------------|--------------------------|
| Consultant: <i>KWR APPRAISALS INC (Kevin Riker)</i> | | |
| Mailing Address: <i>P.O. Box 44153 Bedford, N.S B4A 3Z8</i> | | |
| E-mail Address: <i>Kevin G KWR APPRAISALS.COM</i> | | |
| Phone: <i>902 431 1700</i> | Cell: <i>902 403 7847</i> | Fax: <i>902 944-7577</i> |
| Applicant?* <input checked="" type="checkbox"/> Yes <i>Yes</i> <input type="checkbox"/> No | | |

*indicates who the applicant of record is and who the contact is for the municipality

I certify that I am submitting this application, including all of the required supporting information, for approval with the consent of the owner(s) of the subject property(s). The owner(s) has/have seen the proposal and have authorized me to act as the applicant for this planning application. * My identification as the applicant means that I am the primary contact with HRM in all matters pertaining to this application.

I understand that all studies or reports submitted in support of this application are public. Once it has been determined that these documents are Original Signed and available for public use, the comprehensiveness of the data used and that the analysis methodology is in accordance with the standards of the profession, the documents will be made available to the public. Original Signed

Application Date

All applications must include the written consent of all registered owners of the subject lands, contain complete and accurate information, and include the appropriate fees. **Incomplete applications will not be processed - applications cannot be processed unless all required information has been provided.**

PART 2: APPLICATION DETAILS

PROJECT INFORMATION

| | | | | |
|---|--------------------------------------|--------------------------------------|-------------------------|--------|
| Attach detailed written description/letter of proposed use/development | | | | |
| Existing Land Use(s) | Small 2 storey Apartment Building | | | |
| Existing Residential Units | 13 | Existing Commercial Floor Area | None | |
| Proposed Land Use(s) | 8 storey with Penthouse Apt Building | | | |
| Proposed Number of Residential Units | 55 | Proposed Gross Commercial Floor Area | 1800 sq ft +/- | |
| Gross Floor Area of Other Land Uses (ie. industrial, institutional) | None | | | |
| Number of Residential Units by Type | Studio: | 1-bedroom: | 2+ bedrooms: | 3 (C1) |
| | | 26 | 28 | |
| Proposed Maximum Height (in floors and metres) | 8 (84') | Number of Buildings Proposed | 1 | |
| Sanitary Service Type | Piped Municipal | Water Service Type | Piped Municipal | |
| Total # of Proposed Parking Spaces: | Vehicle Spaces Indoor: 47 | | Vehicle Spaces Outdoor: | |

PROPERTY INFORMATION & ENCUMBRANCES

| PID | Civic Address | Owner(s) Name |
|----------|---------------------|----------------------|
| 00291641 | 205 Bedford Highway | ANNA & James STARRAS |
| | | |
| | | |
| | | |

Are there any easements, restrictive covenants or other encumbrances affecting the subject land(s)?

☐ Yes ☒ No

If Yes, attach details (ie deeds, instruments etc)

HERITAGE

| | | | |
|---|--|---|--|
| Is this a registered Heritage Property? <input type="checkbox"/> Municipal <input type="checkbox"/> Provincial <input type="checkbox"/> Federal <input checked="" type="checkbox"/> No | | Does this property abut a registered Heritage Property? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | |
| Are you aware if the site contains any of the following cultural/heritage resources? <input type="checkbox"/> archaeological sites or resources <input type="checkbox"/> buildings, structures, and landscape features of historical significance or value <input type="checkbox"/> cemeteries or known burials | | | |
| If yes to any of the above, please provide details of any cultural or heritage resources in the written project description as required under 'Project Information' above | | | |

Part 3: SUPPORTING INFORMATION REQUIREMENTS

Information Required for ALL APPLICATIONS.

- ☒ 1 copy of a detailed written rationale prepared by a Professional Planner* who is a full member of the Canadian Institute of Planning that explains:
 - the particulars of the amendment being requested;
 - how the requested amendment aligns with the Regional Municipal Planning Strategy;
 - a detailed analysis of the changes in circumstance demonstrating why the existing Secondary Municipal Planning Strategy policy no longer appropriate, such as societal changes, changing development patterns or changing business practices;
 - assessment of the impact of the requested amendment on the local community and broader region; and
 - the urgency of the request and why its consideration cannot await the next HRM initiated comprehensive planning review for the area.

***Note:** This requirement may be waived in certain circumstances. Please consult with Planning staff to determine whether this requirement applies to your application.

- ☒ 1 copy – conceptual development plan
- ☒ electronic versions of all information consolidated in PDF, MS Word or other specified file format

Other Required Information

Planning staff will advise which items from the following list are necessary and required as part of the application, depending on the application nature and scale. The need for additional information or printed copies beyond the material listed here will be identified as the application progresses through the initiation and review process.

- ☒ studies concerning the impact of the proposal on local and regional land use patterns and long-term goals
- ☒ colour perspective drawings, showing proposed development and existing development from pedestrian perspectives
- ☒ electronic Sketchup model of the proposal
- ☒ any other information as deemed to be required by HRM
- ☐ Electronic versions of required materials consolidated in PDF, MS Word or other specified file format

DRAWING STANDARDS

Plans must be prepared by the appropriate qualified professionals (i.e., planner, engineer, architect, landscape architect, surveyor, etc.) who are members in good standing with their professional associations, and are to be based on the best available and most current mapping or aerial photos. All plans are to include a north arrow, scale, legend, and drawing/ revision dates. The type of plan (e.g. "Site Plan") must appear in a title block in the lower right portion of the drawing.

PART 4: FEES

\$1100 Processing Fee + \$1500 Advertising Deposit* = \$2,600

*Where costs differ from the deposit, the balance will be charged or refunded to the applicant.

All fees are to be made payable to Halifax Regional Municipality.

Please submit your application by mail or courier as follows:

| | |
|--------------------|---|
| By Mail: | Planning Applications HRM Planning & Development Alderney Gate Office PO Box 1749 Halifax, NS B3J 3A5 |
| By Courier: | Planning Applications HRM Planning & Development Alderney Gate Office 40 Alderney Drive, 1 st Floor Dartmouth, NS tel: (902) 490-4472 |

10358 (1215)

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The Toronto-Dominion Bank

1475 BEDFORD HIGHWAY
BEDFORD, NS B4A 3Z5

84717141

DATE 2018-04-06
YYYYMMDD

Transit-Serial No. 537-84717141

Pay to the
Order of Halifax Regional Municipality

\$ *****2,600.00

TWO THOUSAND SIX HUNDRED**00/100 Canadian Dollars
Authorized signature required for amounts over CAD \$5,000.00

Re 205 Bedford Highway Amherst
The Toronto-Dominion Bank
Toronto, Ontario
Canada M5K 1A2
Amor P. P. P.

Original Signed

Authorized Officer *[Signature]*

Number

Countersigned *[Signature]*

OUTSIDE CANADA NEGOTIABLE BY CORRESPONDENTS AT THEIR BUYING RATE FOR DEMAND DRAFTS ON CANADA

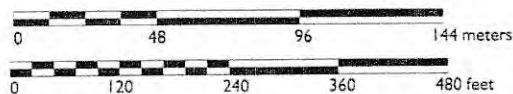
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⑈3808⑈

Appendix B



Scale 1 : 2400



Printed for:
Date Printed: Friday, February 17, 2017
Time Printed: 3:41:48 PM

This map is a graphical representation of property boundaries which approximate the size, configuration and location of properties. Care has been taken to ensure the best possible quality, however, this map is not a land survey and is not intended to be used for legal descriptions or to calculate exact dimensions or area.
THIS IS NOT AN OFFICIAL RECORD

| PID | PARCEL INTEREST HOLDER | ASSESSED OWNER | AAN | PROPERTY LOCATION | PLAN/DOC/NRI | INFO/RELATED | PARCELS | | |
|------------------|---------------------------|-------------------|---------------------|---------------------|--------------|--------------|-----------|-----------|------------|
| CTY/MUN | INTEREST TYPE | OWNER ADDRESS | VALUE | | YEAR | TYPE | NUMBER | BOOK/PAGE | |
| MU | | | ROLL YEAR | | | | | | |
| STATUS | | | AREA | | | | | | |
| DATE | | | LAST UPDATE | | | | | | |
| PDCA | | | FC | | | | | | |
| LR STATUS | | | | | | | | | |
| LR DATE | | | | | | | | | |
| LR SRI | | | | | | | | | |
| MANNER OF TENURE | | | | | | | | | |
| 00291641 | STAPPAS, ANNA | STAPPAS JAMES | 2192551 | 205 BEDFORD HIGHWAY | 2014 | DT | 100090181 | | |
| 8/54 | (FEE SIMPLE) | 2783 WINDSOR ST | \$708,300.00 | HALIFAX | 1965 | 1201 3 | 7290 | | 116 |
| MU0825 | STAPPAS, JAMES | HALIFAX NS CANADA | 2017 | LOT B&B-1 | 1965 | 1201 3 | 7374 | | 116 |
| ACTIVE | (FEE SIMPLE) | | 15402 SQUARE FEET | | 2014 | 1203 1 | 105750286 | | |
| 2005-06-15 | THE TORONTO-DOMINION | | 2014-09-22 08:56:20 | | 2005 | 1301 | 142895 | | |
| Y | BANK | | 12022100 | | 1977 | 101 | 24489 | | 3121/ 483 |
| LR | (ASSIGNEE) | | | | 1979 | 101 | 59896 | | 3377/ 942 |
| 2005-06-03 | THE TORONTO-DOMINION | | | | 1981 | 101 | 12703 | | 3476/ 766 |
| 2014-09-16 | BANK | | | | 1982 | 101 | 9503 | | 3559/ 974 |
| JOINT | (MORTGAGEE) | | | | 1982 | 302 | 28881 | | 3593/ 411 |
| TENANTS | STAPPAS, NECTARIOS (NICK) | | | | 1982 | 116 | 34480 | | 3603/ 1214 |
| | (ATTORNEY) | | | | 1982 | 116 | 37372 | | 3608/ 823 |
| | STAPPAS, NECTARIOS (NICK) | | | | 1982 | 111 | 54765 | | 3639/ 761 |
| | (ATTORNEY) | | | | 1991 | 101 | 34586 | | 5121/ 754 |
| | | | | | 1991 | 201 | 34587 | | 5121/ 758 |
| | | | | | 1999 | 101 | 22802 | | 6417/ 558 |
| | | | | | 1999 | 602 | 22803 | | 6417/ 561 |
| | | | | | 1999 | 602 | 22804 | | 6417/ 564 |
| | | | | | 1999 | 201 | 22805 | | 6417/ 567 |
| | | | | | 1999 | 204 | 22806 | | 6417/ 580 |
| | | | | | 2000 | 418 | 187 | | 6504/ 110 |
| | | | | | 2000 | 301 | 6345 | | 6528/ 377 |
| | | | | | 2005 | 830 | 82104358 | | |
| | | | | | 2005 | 805 | 82114043 | | 8044/ 820 |
| | | | | | 2005 | 201 | 82193211 | | |

Registry of Deeds parcels ARE NOT REGISTERED PURSUANT TO THE Land Registration Act. As such, ownership and all informations in this report is believed to be an accurate reflection of registered documents affecting the parcel of land to which it relates, however, it is not intended to be relied upon by the reader as advice on the current state of any title to land. A search of the records at the appropriate Registry of Deeds office may be required to determine the current owner(s) of the parcel of land under consideration. THESE ARE NOT OFFICIAL RECORDS.

No representations whatsoever are made as to the validity or effect of recorded documents listed in this parcel register. The description of the parcel is not conclusive as to the location, boundaries or extent of the parcel [Land Registration Act subsection 21(1)].

Parcel Historic Listing Report

| PID CTY/MUN MU STATUS DATE PDCA LR STATUS LR DATE LR SRI MANNER OF TENURE | PARCEL INTEREST HOLDER INTEREST TYPE | ASSESSED OWNER OWNER ADDRESS | AAN VALUE ROLL YEAR AREA LAST UPDATE FC | PROPERTY LOCATION | PLAN/DOC/NRI INFO/RELATED PARCELS YEAR TYPE NUMBER | BOOK/PAGE |
|--|---|---------------------------------|--|-------------------|---|-----------|
| | | | | | 2005 204 | 82193229 |
| | | | | | 2005 301 | 83397894 |

END OF REPORT

Total PID's on Report: 1

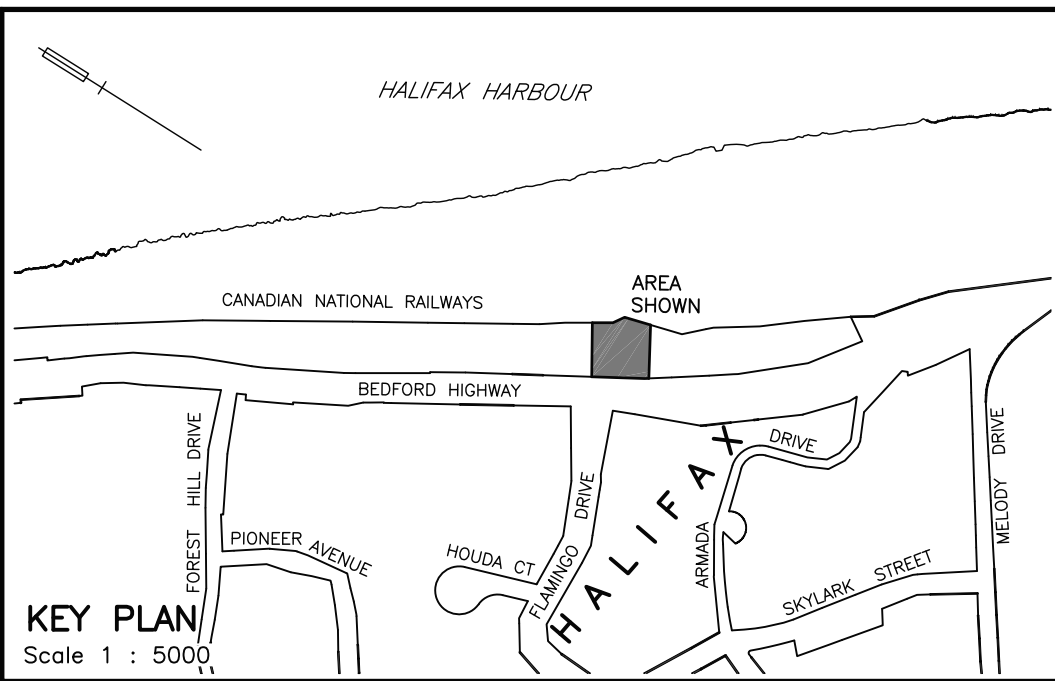
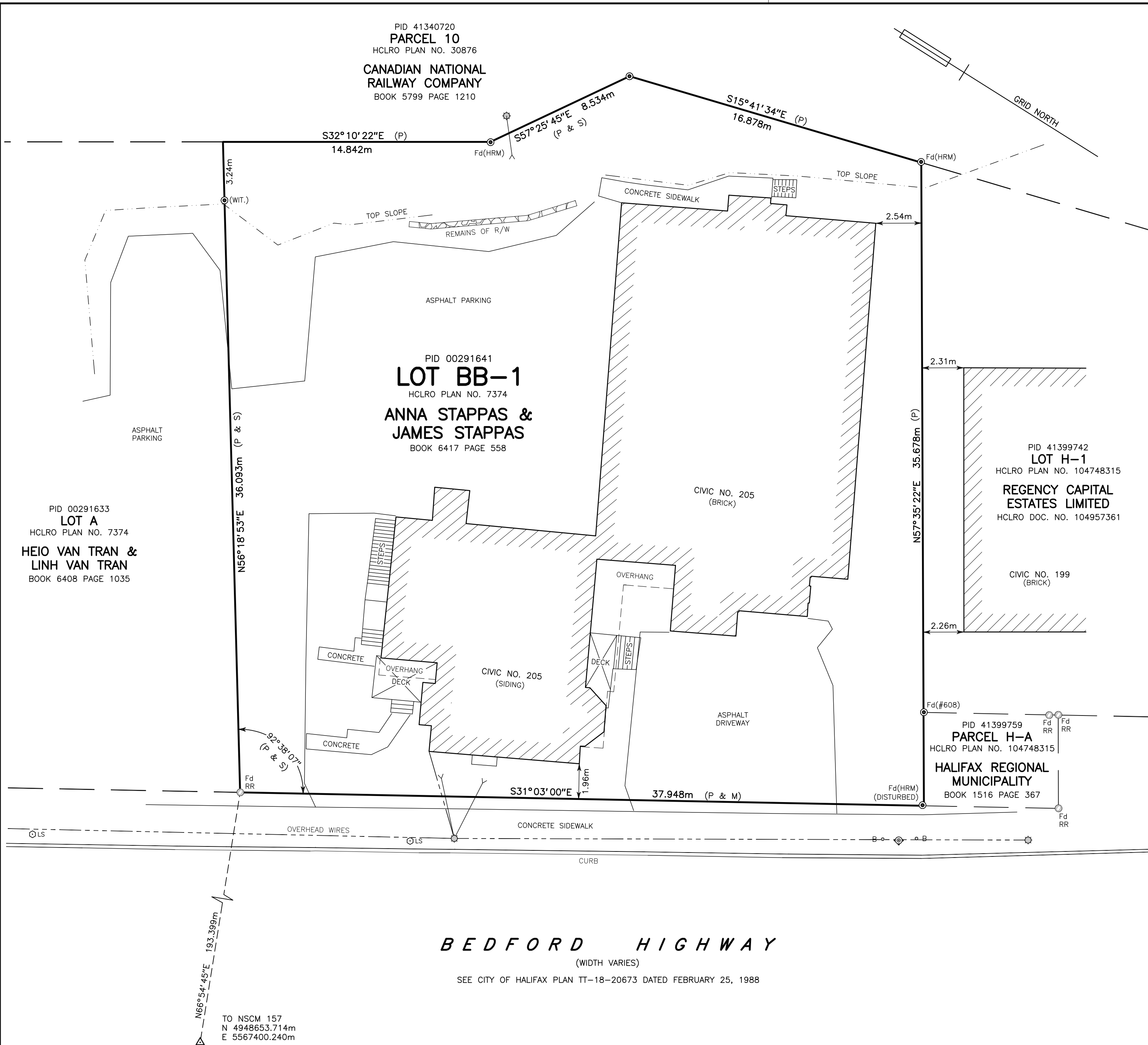
DISCLAIMER:

Registry of Deeds parcels ARE NOT REGISTERED PURSUANT TO THE Land Registration Act. As such, ownership and all informations in this report is believed to be an accurate reflection of registered documents affecting the parcel of land to which it relates, however, it is not intended to be relied upon by the reader as advice on the current state of any title to land. A search of the records at the appropriate Registry of Deeds office may be required to determine the current owner(s) of the parcel of land under consideration. THESE ARE NOT OFFICIAL RECORDS.

Land Registration parcels ARE REGISTERED PURSUANT TO THE Land Registration Act. The registered owner of the registered interest owns the interest defined in the register in respect of the parcel described in the register, subject to any discrepancy in the location, boundaries or extent of the parcel and subject to the overriding interest [Land Registration Act subsection 20(1)].

No representations whatsoever are made as to the validity or effect of recorded documents listed in this parcel register. The description of the parcel is not conclusive as to the location, boundaries or extent of the parcel [Land Registration Act subsection 21(1)].

Appendix C



LEGEND

| | |
|--------------------|---|
| △ NSCM | PERIMETER OF LANDS |
| ● | NOVA SCOTIA COORDINATE MONUMENT |
| ○ | SURVEY MARKER SET |
| ○ RR | RAILWAY SPIKE |
| ○ LS | LIGHT STANDARD |
| ⊙ | UTILITY POLE & ANCHOR |
| ⊙ B | BOLLARD |
| ⊙ F | FIRE HYDRANT |
| HCLRO | HALIFAX COUNTY LAND REGISTRATION OFFICE |
| PID | PARCEL IDENTIFICATION NUMBER |
| Fd | FOUND |
| R/W | RETAINING WALL |
| HRM | HALIFAX REGIONAL MUNICIPALITY |
| (P), (S), (M), (D) | PLAN, SET, MEASURED, DEED |
| (WIT.) | WITNESS |

BEARINGS REFER TO ZONE 5, CENTRAL MERIDIAN 64°30' WEST, OF THE NOVA SCOTIA 3° MTM PROJECTION OF ATS77 DATUM AND ARE DERIVED FROM GNSS OBSERVATIONS RELATED TO MONUMENT No. 157 (1979 VALUES).

GRID DISTANCES ARE SHOWN WITH A SCALE FACTOR OF 0.999959 APPLIED.

FIELD SURVEYS WERE CARRIED OUT DURING THE PERIOD JUNE 19, 2014 AND JULY 7, 2014 AND HAVE NOT BEEN ADJUSTED.

NOTES:
1. LOT IDENTIFIER "BB-1" ORIGINATES ON THIS PLAN.

SURVEYOR'S CERTIFICATE

I, **KEVIN A. ROBB**, Nova Scotia Land Surveyor, hereby certify that the survey represented by this plan was conducted under my supervision and that the survey and plan were made in accordance with the *Land Surveyors Act*, regulations and standards made thereunder.

Dated this 9th day of JULY, 2014

Original Signed

N.S.L.S.

THE ASSOCIATION OF NOVA SCOTIA LAND SURVEYORS
FOUNDED
Original
Signed
KEVIN A. ROBB
633
MEMBER

**PLAN OF RESURVEY OF
LOT BB-1
LANDS CONVEYED TO
ANNA STAPPAS & JAMES STAPPAS
BEDFORD HIGHWAY
BEDFORD, HALIFAX COUNTY, NOVA SCOTIA**

SDMM

Servant, Dunbrack, McKenzie & MacDonald Ltd.

NOVA SCOTIA LAND SURVEYORS & CONSULTING ENGINEERS

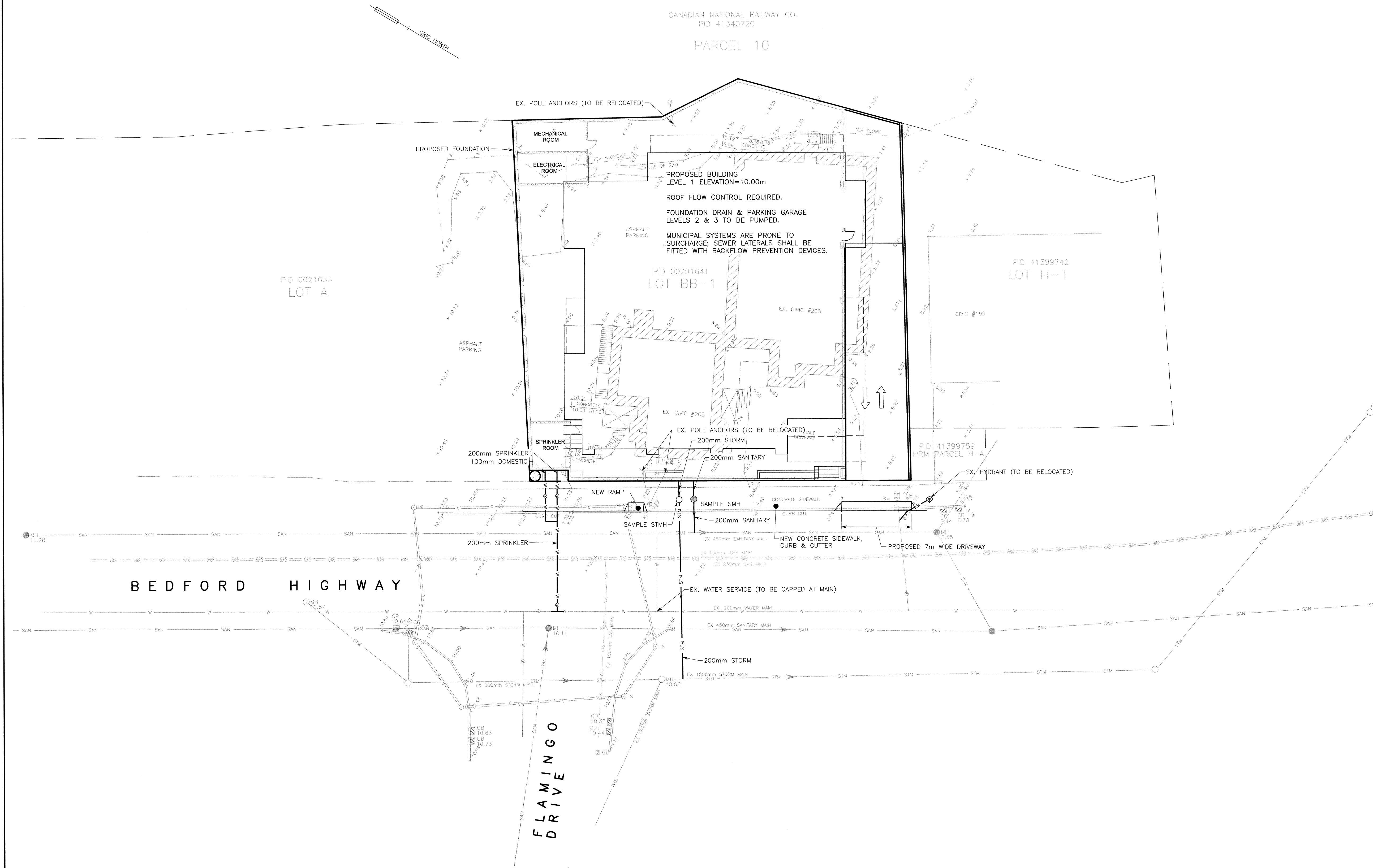
36 OLAND CRESCENT
BAYERS LAKE BUSINESS PARK
HALIFAX, NS B3S 1C6

PHONE: (902) 455-1537
FAX: (902) 455-8479
WEB: www.sdmm.ca

**DATE: JULY 9, 2014
SCALE 1 : 150 (METRIC)
FILE No. 1-4-182 (30594)
PLAN No. 13-2384-0**

THE ASSOCIATION OF NOVA SCOTIA LAND SURVEYORS
Nº 91953

Appendix D



LEGEND

| EXISTING | PROPOSED |
|----------|--------------------------------|
| 25.0 | CONTOUR LINE |
| 25.0 | CURB STOP/GATE/BUTTERFLY VALVE |
| | FIRE HYDRANT |
| | THRUST BLOCK |
| | SIAMESE SPRINKLER CONNECTION |
| | CATCH BASIN/PIT |
| | CULVERT |
| | ROCK LINING/DAM |
| | ROCK WALL/RETAINING WALL |
| | POWER POLE/LIGHT POLE |
| | TREE |
| | STREET SIGN |
| x131.82 | ELEVATION/GRADE |
| | DRAINAGE/SWALE FLOW DIRECTION |
| W | WATER MAIN/SERVICE |
| SAN | SANITARY MANHOLE & PIPE |
| STM | STORM MANHOLE & PIPE |
| FM | FORCE MAIN |
| RL | RIDGE LINE |
| FL | 100YR. FLOOD LIMIT |
| SF | SILT FENCE |
| C | UNDERGROUND CONDUIT |
| | OVERHEAD WIRES |
| | PROPERTY LINE/BOUNDARY |
| | FENCE |
| | BUILDING |
| | TOP OF SLOPE |
| | TOE OF SLOPE |
| | TREELINE |
| | LIMITS OF DISTURBANCE |

NOTES

1. EXISTING TOPO & ELEVATION DATA SURVEYED BY SDMM. FIELD SURVEY WAS CARRIED OUT ON JUNE 19, 2014.

2. ELEVATIONS ARE BASED ON CANADIAN GEODETIC VERTICAL DATUM AND REFER TO NOVA SCOTIA COORDINATE MONUMENT NO. 157; ELEVATION = 30.279 METERS.

| | | | |
|-----|----------|----------------------|-----------------|
| 1 | 17/02/10 | GENERAL REVISIONS | Original Signed |
| | 14/06/30 | ISSUED FOR REVIEW | |
| No. | YY/MM/DD | Revision Description | Appr'd |

REGISTERED PROFESSIONAL ENGINEER
Original Signed
S.K. Maclean
8978
PROVINCE OF NOVA SCOTIA

SDMM

Servant, Dunbrack, McKenzie & MacDonald Ltd.
NOVA SCOTIA LAND SURVEYORS & CONSULTING ENGINEERS
36 OLAND CRESCENT
BAYERS LAKE BUSINESS PARK
HALIFAX, NS B3S 1C8
PHONE: (902) 455-1537
FAX: (902) 455-8479
WEB: www.sdmm.ca

RESIDENTIAL / COMMERCIAL
BUILDING
HALIFAX, NOVA SCOTIA

SITE SERVICING SCHEMATIC
205 BEDFORD HWY, BB-1

| | | |
|-----------------------|------------------------|---|
| Date JUNE 30, 2014 | Drawn S.S. | Project No. FILE No. 1-4-182 (32350) |
| Scale 1:200 | Engineer G. MACLEAN | Plan No. 16-1265-1 |
| Reference | Approved | HRM No. |
| Surveyed SDMM | Sheet 1 OF 1 | C1 |

Appendix E

February 19, 2017

Geoff MacLean, P.Eng.
 Senior Project Engineer
 Servant Dunbrack McKenzie & MacDonald Ltd
 36 Oland Crescent
 Halifax, NS B3S 1C6

Dear Mr. MacLean,

Re: 205 Bedford Highway Traffic Impact Study Update 2017

JRL consulting completed a traffic impact study in September 2015 for a proposed redevelopment of 205 Bedford Highway that currently contains an existing apartment building with 13 rental units. At that time the proposed redevelopment included 31 apartment units (30 bachelor units and 1 two bedroom unit) along with a total of 4,050 sqft of commercial space on the ground floor.

The developer has proposed to increase the height/density of the proposed development which will be known as Fairwinds on the Basin. A summary of the proposed changes is presented below:

- Increase the height from 5 stories to 8 stories plus penthouses
- Increase the residential units from 31 to 56
- Reduce the commercial space from 4,050 sqft to 1,050 sqft for a Spa/Hair Salon/Barber Shop.

This supplemental letter to the original traffic study will review the impacts of the proposed changes on the transportation network near 205 Bedford Highway.

Trip Generation

Estimated Site Generated Traffic Volumes from Original Traffic Study

| LAND USE | QUANTITY | AM PEAK | | | PM PEAK | | |
|------------|----------|---------|-------|------|---------|-------|------|
| | | TOTAL | ENTER | EXIT | TOTAL | ENTER | EXIT |
| Apartments | 31 | 12 | 58% | 42% | 19 | 36% | 64% |
| | | | 7 | 5 | | 7 | 12 |
| Commercial | 4,050 | 5 | 58% | 42% | 4 | 36% | 64% |
| | | | 3 | 2 | | 1 | 2 |
| TOTAL | | 17 | 10 | 7 | 22 | 8 | 14 |

The commercial space has changed from General Office to a Spa/Hair Salon/Barber Shop. We completed trip generation estimates for this land use using equations provided in Institute for Transportation Engineer's (ITE) Trip Generation Manual Ninth Edition.

- ITE Land Use 918 Hair Salon

"Hair Salons are facilities that specialize in cosmetic and beauty services including hair cutting and styling, skin and nail care, and massage therapy. Hair salons may also contain spa facilities." The unit of measurement for average vehicle trip ends is 1,000 Square Feet Gross Floor Area.

Estimated Site Generated Traffic Volumes for New Proposed Development

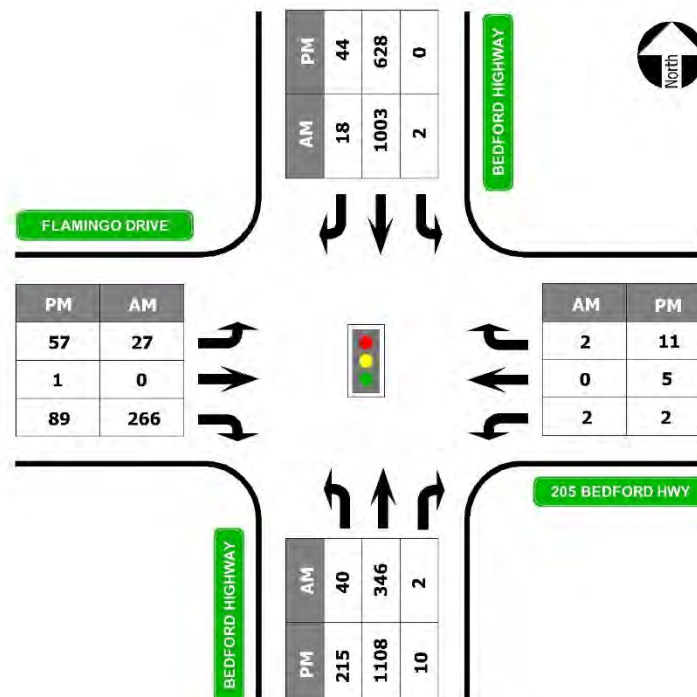
| LAND USE | QUANTITY | AM PEAK | | | PM PEAK | | |
|------------|----------|---------|-------|------|---------|-------|------|
| | | TOTAL | ENTER | EXIT | TOTAL | ENTER | EXIT |
| Apartments | 56 | 22 | 58% | 42% | 34 | 36% | 64% |
| | | | 13 | 9 | | 12 | 21 |
| Hair Salon | 1,050 | 1 | 100% | 0% | 2 | 17% | 83% |
| | | | 1 | 0 | | 0 | 2 |
| TOTAL | | 24 | 14 | 9 | 36 | 12 | 23 |

We estimate that the Hair Salon will generate less traffic than the original commercial component however the increase in residential units will exceed that reduction for an overall increase of site generated traffic at this site as summarized in the table below:

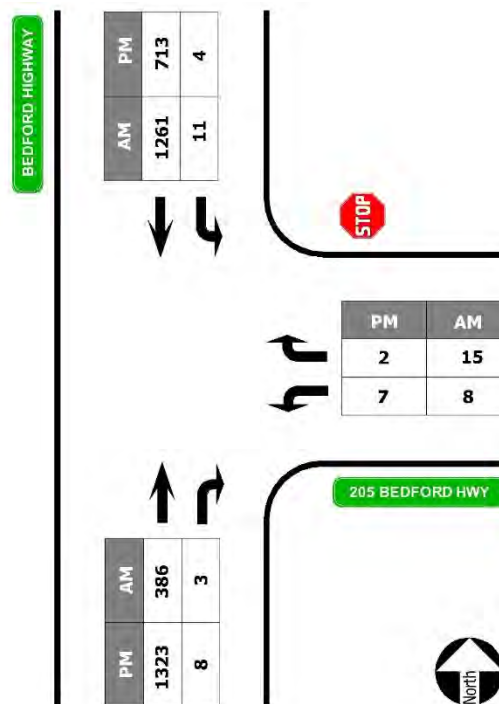
| VARIANCE | 7 | 4 | 2 | 14 | 4 | 9 |
|----------|---|---|---|----|---|---|
|----------|---|---|---|----|---|---|

We added the new estimated site generated traffic to the calculated 2020 projected background traffic volumes (with an annual growth factor of 2%) to obtain the new projected total traffic volumes.

Bedford Highway/Flamingo Drive Peak Hour Estimated Total Traffic Volumes 2020



Bedford Highway/Site Access Peak Hour Estimated Total Traffic Volumes 2020



Level of Service Analysis

We analyzed the performance at the Bedford Highway/Flamingo Drive intersection and the proposed site access driveway at 205 Bedford Highway and the results have been included in the Appendix. We have included our original results to compare the variance with the new results with the increase in the site generated traffic.

Control Delay in seconds per vehicle (Delay), Level of Service (LOS), Volume-to-Capacity ratios (V/C) and 95% Queue Length in meters (95% Queue) for estimated 2020 total traffic including new site generated traffic volumes are summarized in the exhibits below. We have highlighted any LOS or V/C results that exceed HRM defined thresholds.

Original Bedford Highway/Flamingo Drive Level of Service Results Total Traffic 2020

| | EB-LT | EB-R | WB-LTR | NB-L | NB-TR | SB-L | SB-TR | Total |
|--|-------|------|--------|------|-------|------|-------|-------|
| AM PEAK HOUR – 2020 TOTAL TRAFFIC | | | | | | | | |
| Delay | 35.0 | 52.4 | | 11.8 | 5.4 | 4.0 | 18.5 | 21.0 |
| LOS | C | D | A | B | A | A | B | C |
| v/c | 0.15 | 0.90 | 0.02 | 0.31 | 0.29 | 0.00 | 0.86 | |
| 95% Queue | 12.9 | 80.0 | 0.0 | 9.3 | 32.9 | 0.7 | 224.6 | |
| PM PEAK HOUR – 2020 TOTAL TRAFFIC | | | | | | | | |
| Delay | 73.9 | 17.4 | 27.8 | 7.1 | 13.5 | | 4.8 | 12.0 |
| LOS | E | B | C | A | B | | A | B |
| v/c | 0.67 | 0.49 | 0.15 | 0.48 | 0.85 | | 0.52 | |
| 95% Queue | 32.0 | 15.3 | 8.5 | 24.6 | 189.3 | | 53.4 | |

New Bedford Highway/Flamingo Drive Level of Service Results Total Traffic 2020

| | EB-LT | EB-R | WB-LTR | NB-L | NB-TR | SB-L | SB-TR | Total |
|--|-------|------|--------|------|-------|------|-------|-------|
| AM PEAK HOUR – 2020 TOTAL TRAFFIC | | | | | | | | |
| Delay | 35.0 | 52.5 | | 12.1 | 5.4 | 4.0 | 18.6 | 21.3 |
| LOS | C | D | A | B | A | A | B | C |
| v/c | 0.15 | 0.90 | 0.02 | 0.32 | 0.29 | 0.00 | 0.86 | |
| 95% Queue | 12.9 | 80.3 | 0.0 | 9.5 | 32.9 | 0.7 | 229 | |
| PM PEAK HOUR – 2020 TOTAL TRAFFIC | | | | | | | | |
| Delay | 73.9 | 17.4 | 27.8 | 7.2 | 13.7 | | 4.8 | 12.2 |
| LOS | E | B | C | A | B | | A | B |
| v/c | 0.67 | 0.49 | 0.15 | 0.49 | 0.85 | | 0.52 | |
| 95% Queue | 32.0 | 15.3 | 8.5 | 24.8 | 193.3 | | 53.5 | |

The increase in site generated traffic from the original study results in only a very minor change to the performance at the Bedford Highway/Flamingo Drive intersection as shown in the exhibits above. The overall intersection signal delay increases 0.3 seconds in the AM peak hour and 0.2 seconds in the PM peak hour. We also noted a slight increase in the V/C ratio for the NB left turn movement of 0.01 in both the AM and PM peak hour periods.

Original Bedford Highway/Site Access Level of Service Results Total Traffic 2020

| | WB-LR | NB-T | NB-TR | SB-LT | Total |
|---|--------|------|-------|-------|-------|
| AM PEAK HOUR – 2020 TOTAL TRAFFIC | | | | | |
| Delay | 1198.3 | | | 0.4 | 5.4 |
| LOS | F | | | A | E |
| v/c | 1.24 | 0.17 | 0.09 | 0.01 | |
| 95% Queue | 14.4 | | | 0.2 | |
| PM PEAK HOUR – 2020 BACKGROUND TRAFFIC | | | | | |
| Delay | 95.6 | | | 0.2 | 0.7 |
| LOS | F | | | A | B |
| v/c | 0.29 | 0.58 | 0.29 | 0.01 | |
| 95% Queue | 8.0 | | | 0.2 | |

New Bedford Highway/Site Access Level of Service Results Total Traffic 2020

| | WB-LR | NB-T | NB-TR | SB-LT | Total |
|---|--------|------|-------|-------|-------|
| AM PEAK HOUR – 2020 TOTAL TRAFFIC | | | | | |
| Delay | 1585.7 | | | 0.4 | 9.0 |
| LOS | F | | | A | E |
| v/c | 1.81 | 0.17 | 0.09 | 0.01 | |
| 95% Queue | 17.9 | | | 0.2 | |
| PM PEAK HOUR – 2020 BACKGROUND TRAFFIC | | | | | |
| Delay | 117.4 | | | 0.2 | 1.4 |
| LOS | F | | | A | B |
| v/c | 0.46 | 0.58 | 0.29 | 0.01 | |
| 95% Queue | 14.0 | | | 0.2 | |

The additional site generated traffic will increase delays and V/C ratios further above HRM thresholds as a result of traffic on the Bedford Highway but these movements are isolated to the site and will not affect traffic on Bedford Highway.

We noted that the WB left-right movement leaving the site will see an increase in V/C ratio from 1.24 to 1.81 in the AM peak hour and from 0.29 to 0.46 in the PM peak hour.

There were concerns raised before the original traffic study about queuing on the Bedford Highway behind southbound left turning vehicles accessing the site but these volumes are still small (11 in the AM Peak Hour and 4 in the PM Peak Hour) and we didn't notice any major issues when we modeled the AM and PM peak hour estimated traffic volumes in Sim Traffic.

Conclusions and Recommendations

The change in development scope has resulted in an increase in estimated site generated traffic which does impact the performance of the site access driveway as summarized above.

Existing traffic on Bedford Highway is near capacity throughout most of its length including the area around the proposed redevelopment at 205 Bedford Highway.

We estimate that the new proposed development will generate 24 vehicles trips (14 enter and 9 exit) in the AM peak hour and 36 vehicle trips (12 enter and 23 exit) in the PM peak hour. This is an increase of 7 vehicle trips in the AM peak hour and 14 vehicle trips in the PM from the original proposed development.

The addition of site generated traffic at the Bedford Highway/Flamingo Drive intersection only has a minimal impact on this intersection with no increase to the overall Level of Service nor the maximum Volume to Capacity ratio in both the AM and PM peak hour periods.

Westbound traffic leaving the site will experience delays and V/C ratios above HRM thresholds as a result of traffic on the Bedford Highway but these movements are isolated to the site and will not affect traffic on Bedford Highway.

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

Thank you for the opportunity to submit this proposal. I realize that it is brief and that you may wish to receive clarification or additional information regarding some aspects. Please feel free to contact me should this be the case.

Original
Signed
Original Signed



.Eng., PMP

Enclosure

205 BEDFORD HIGHWAY TRAFFIC IMPACT STUDY 2017 UPDATE

TRIP GENERATION ESTIMATES

Source - Observed rates at The Terrace Development located at 647 Bedford Highway

| | | |
|---------------------|------------|--|
| Land Use 220 | Apartment | |
| AM PEAK | 0.40 | Average Vehicle Trip Ends versus Units |
| PM PEAK | 0.60 | Average Vehicle Trip Ends versus Units |
| Land Use 918 | Hair Salon | |
| AM PEAK | 1.21 | Average Vehicle Trip Ends versus 1000 sqft GLA |
| PM PEAK | 1.93 | Average Vehicle Trip Ends versus 1000 sqft GLA |

| LAND USE | QUANTITY | AM PEAK | | | PM PEAK | | |
|--------------|----------|-------------|-----------|----------|-----------|-----------|-----------|
| | | TOTAL TRIPS | ENTER | EXIT | TOTAL | ENTER | EXIT |
| Apartment | 56 | 22 | 58% | 42% | 34 | 36% | 64% |
| | | | 13 | 9 | | 12 | 21 |
| Hair Salon | 1.050 | 1 | 100% | 0% | 2 | 17% | 83% |
| | | | 1 | 0 | | 0 | 2 |
| TOTAL | | 24 | 14 | 9 | 36 | 12 | 23 |

205 BEDFORD HIGHWAY TRAFFIC IMPACT STUDY 2017 UPDATE

TOTAL TRAFFIC ANALYSIS

THURSDAY JULY 23, 2015

AAWT FACTOR 0.98

| AM PEAK | | BEDFORD HIGHWAY | | | | | | SITE ACCESS | | | | | |
|------------------------|-------------|-----------------|-----|---|------------|------|---|-------------|---|---|-----------|---|---|
| ENTER | 14 | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | |
| EXIT | 9 | L | T | R | L | T | R | L | T | R | L | T | R |
| 2015 FACTORED | | | | | | | | | | | | | |
| 07:15:00 AM | 08:15:00 AM | | 350 | | | 1142 | | | | | | | |
| 2020 | | | | | | | | | | | | | |
| 07:15:00 AM | 08:15:00 AM | | 386 | | | 1261 | | | | | | | |
| DISTRIBUTION | | | | | | | | | | | | | |
| 07:15:00 AM | 08:15:00 AM | | 23% | | | 77% | | | | | | | |
| SITE GENERATED TRAFFIC | | | | | | | | | | | | | |
| 07:15:00 AM | 08:15:00 AM | | | 3 | 11 | | | | | | 7 | | 2 |
| TOTAL TRAFFIC 2020 | | | | | | | | | | | | | |
| 07:15:00 AM | 08:15:00 AM | | 386 | 3 | 11 | 1261 | | | | | 7 | | 2 |

| PM PEAK | | BEDFORD HIGHWAY | | | | | | SITE ACCESS | | | | | |
|------------------------|-------------|-----------------|------|---|------------|-----|---|-------------|---|---|-----------|---|----|
| ENTER | 12 | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | |
| EXIT | 23 | L | T | R | L | T | R | L | T | R | L | T | R |
| 2015 FACTORED | | | | | | | | | | | | | |
| 04:30:00 PM | 05:30:00 PM | | 1199 | | | 646 | | | | | | | |
| 2020 | | | | | | | | | | | | | |
| 04:30:00 PM | 05:30:00 PM | | 1323 | | | 713 | | | | | | | |
| DISTRIBUTION | | | | | | | | | | | | | |
| 04:30:00 PM | 05:30:00 PM | | 65% | | | 35% | | | | | | | |
| SITE GENERATED TRAFFIC | | | | | | | | | | | | | |
| 04:30:00 PM | 05:30:00 PM | | | 8 | 4 | | | | | | 8 | | 15 |
| TOTAL TRAFFIC 2020 | | | | | | | | | | | | | |
| 04:30:00 PM | 05:30:00 PM | | 1323 | 8 | 4 | 713 | | | | | 8 | | 15 |

205 BEDFORD HIGHWAY TRAFFIC IMPACT STUDY

TOTAL TRAFFIC ANALYSIS

THURSDAY JULY 23, 2015

AAWT FACTOR 0.98










| AM PEAK | | BEDFORD HIGHWAY | | | | | | FLAMINIGO DRIVE | | | | | |
|------------------------|-------------|-----------------|-----|----|------------|------|----|-----------------|---|-----|-----------|---|---|
| ENTER | 2 | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | |
| EXIT | 11 | L | T | R | L | T | R | L | T | R | L | T | R |
| 2015 | | | | | | | | | | | | | |
| 07:15:00 AM | 07:30:00 AM | 7 | 69 | 0 | 1 | 252 | 2 | 6 | 0 | 70 | 0 | 0 | 0 |
| 07:30:00 AM | 07:45:00 AM | 10 | 70 | 1 | 0 | 234 | 6 | 6 | 0 | 53 | 1 | 0 | 1 |
| 07:45:00 AM | 08:00:00 AM | 10 | 96 | 1 | 0 | 213 | 5 | 7 | 0 | 61 | 1 | 0 | 0 |
| 08:00:00 AM | 08:15:00 AM | 10 | 83 | 0 | 1 | 222 | 4 | 6 | 0 | 60 | 0 | 0 | 1 |
| 2015 | | | | | | | | | | | | | |
| 07:15:00 AM | 08:15:00 AM | 37 | 318 | 2 | 2 | 921 | 17 | 25 | 0 | 244 | 2 | 0 | 2 |
| 2015 FACTORED | | | | | | | | | | | | | |
| 07:15:00 AM | 08:15:00 AM | 36 | 312 | 2 | 2 | 903 | 17 | 25 | 0 | 239 | 2 | 0 | 2 |
| 2020 | | | | | | | | | | | | | |
| 07:15:00 AM | 08:15:00 AM | 40 | 344 | 2 | 2 | 997 | 18 | 27 | 0 | 264 | 2 | 0 | 2 |
| DISTRIBUTION | | | | | | | | | | | | | |
| 07:15:00 AM | 08:15:00 AM | 10% | 89% | 1% | | 79% | | | | 21% | 0% | | |
| SITE GENERATED TRAFFIC | | | | | | | | | | | | | |
| 07:15:00 AM | 08:15:00 AM | 0 | 2 | 0 | | 8 | | | | 2 | 0 | | |
| TOTAL TRAFFIC 2020 | | | | | | | | | | | | | |
| 07:15:00 AM | 08:15:00 AM | 40 | 346 | 2 | 2 | 1005 | 18 | 27 | 0 | 266 | 2 | 0 | 2 |

| PM PEAK | | BEDFORD HIGHWAY | | | | | | FLAMINIGO DRIVE | | | | | |
|------------------------|-------------|-----------------|------|----|------------|-----|----|-----------------|---|-----|-----------|---|----|
| ENTER | 15 | NORTHBOUND | | | SOUTHBOUND | | | EASTBOUND | | | WESTBOUND | | |
| EXIT | 4 | L | T | R | L | T | R | L | T | R | L | T | R |
| 2015 | | | | | | | | | | | | | |
| 04:30:00 PM | 04:45:00 PM | 53 | 260 | 2 | 0 | 119 | 6 | 16 | 0 | 15 | 0 | 2 | 4 |
| 04:45:00 PM | 05:00:00 PM | 61 | 238 | 1 | 0 | 129 | 11 | 16 | 1 | 22 | 0 | 2 | 3 |
| 05:00:00 PM | 05:15:00 PM | 39 | 264 | 3 | 0 | 163 | 13 | 11 | 0 | 19 | 2 | 1 | 2 |
| 05:15:00 PM | 05:30:00 PM | 44 | 255 | 3 | 0 | 167 | 11 | 10 | 0 | 25 | 0 | 0 | 1 |
| 2015 | | | | | | | | | | | | | |
| 04:30:00 PM | 05:30:00 PM | 197 | 1017 | 9 | 0 | 578 | 41 | 53 | 1 | 81 | 2 | 5 | 10 |
| 2015 FACTORED | | | | | | | | | | | | | |
| 04:30:00 PM | 05:30:00 PM | 193 | 997 | 9 | 0 | 566 | 40 | 52 | 1 | 79 | 2 | 5 | 10 |
| 2020 | | | | | | | | | | | | | |
| 04:30:00 PM | 05:30:00 PM | 213 | 1100 | 10 | 0 | 625 | 44 | 57 | 1 | 88 | 2 | 5 | 11 |
| DISTRIBUTION | | | | | | | | | | | | | |
| 04:30:00 PM | 05:30:00 PM | 16% | 83% | 1% | | 87% | | | | 12% | 0% | | |
| SITE GENERATED TRAFFIC | | | | | | | | | | | | | |
| 04:30:00 PM | 05:30:00 PM | 2 | 12 | 0 | | 4 | | | | 1 | 0 | | |
| TOTAL TRAFFIC 2020 | | | | | | | | | | | | | |
| 04:30:00 PM | 05:30:00 PM | 216 | 1113 | 10 | 0 | 629 | 44 | 57 | 1 | 89 | 2 | 5 | 11 |

AM PEAK 2020 TOTAL TRAFFIC 2017 UPDATE

7: Bedford Highway & Site Access











2017-02-19

| | | | | | | |
|-----------------------------------|---|---|---|---|---|---|
| |  |  |  |  |  |  |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations |  | |  | | |  |
| Volume (veh/h) | 7 | 2 | 386 | 3 | 11 | 1261 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 8 | 2 | 429 | 3 | 12 | 1401 |
| Pedestrians | | | 25 | | | 25 |
| Lane Width (m) | | | 3.6 | | | 3.6 |
| Walking Speed (m/s) | | | 1.2 | | | 1.2 |
| Percent Blockage | | | 2 | | | 2 |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage (veh) | | | | | | |
| Upstream signal (m) | | | | | | 33 |
| pX, platoon unblocked | 0.30 | | | | | |
| vC, conflicting volume | 1881 | 241 | | | 432 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 2785 | 241 | | | 432 | |
| tC, single (s) | 6.8 | 6.9 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 0 | 100 | | | 99 | |
| cM capacity (veh/h) | 4 | 744 | | | 1124 | |
| Direction, Lane # | WB 1 | NB 1 | NB 2 | SB 1 | | |
| Volume Total | 10 | 286 | 146 | 1413 | | |
| Volume Left | 8 | 0 | 0 | 12 | | |
| Volume Right | 2 | 0 | 3 | 0 | | |
| cSH | 6 | 1700 | 1700 | 1124 | | |
| Volume to Capacity | 1.81 | 0.17 | 0.09 | 0.01 | | |
| Queue Length 95th (m) | 17.9 | 0.0 | 0.0 | 0.3 | | |
| Control Delay (s) | 1585.7 | 0.0 | 0.0 | 0.6 | | |
| Lane LOS | F | | | A | | |
| Approach Delay (s) | 1585.7 | 0.0 | | 0.6 | | |
| Approach LOS | F | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | 9.0 | | | | |
| Intersection Capacity Utilization | | 90.8% | | ICU Level of Service | E | |
| Analysis Period (min) | | 15 | | | | |
| | | | | | | |

PM PEAK 2020 TOTAL TRAFFIC 2017 UPDATE

7: Bedford Highway & Site Access


2017-02-19

| | | | | | | |
|-----------------------------------|---|---|---|---|---|---|
| |  |  |  |  |  |  |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations |  | |   | | |  |
| Volume (veh/h) | 8 | 15 | 1323 | 8 | 4 | 713 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 9 | 17 | 1470 | 9 | 4 | 792 |
| Pedestrians | | | 25 | | | 25 |
| Lane Width (m) | | | 3.6 | | | 3.6 |
| Walking Speed (m/s) | | | 1.2 | | | 1.2 |
| Percent Blockage | | | 2 | | | 2 |
| Right turn flare (veh) | | | | | | |
| Median type | | | None | | | None |
| Median storage (veh) | | | | | | |
| Upstream signal (m) | | | | | | 33 |
| pX, platoon unblocked | 0.85 | | | | | |
| vC, conflicting volume | 2301 | 764 | | | 1479 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 2441 | 764 | | | 1479 | |
| tC, single (s) | 6.8 | 6.9 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 59 | 95 | | | 99 | |
| cM capacity (veh/h) | 21 | 339 | | | 451 | |
| Direction, Lane # | WB 1 | NB 1 | NB 2 | SB 1 | | |
| Volume Total | 26 | 980 | 499 | 797 | | |
| Volume Left | 9 | 0 | 0 | 4 | | |
| Volume Right | 17 | 0 | 9 | 0 | | |
| cSH | 55 | 1700 | 1700 | 451 | | |
| Volume to Capacity | 0.46 | 0.58 | 0.29 | 0.01 | | |
| Queue Length 95th (m) | 14.0 | 0.0 | 0.0 | 0.2 | | |
| Control Delay (s) | 117.4 | 0.0 | 0.0 | 0.3 | | |
| Lane LOS | F | | | A | | |
| Approach Delay (s) | 117.4 | 0.0 | | 0.3 | | |
| Approach LOS | F | | | | | |
| Intersection Summary | | | | | | |
| Average Delay | | | 1.4 | | | |
| Intersection Capacity Utilization | | | 56.4% | | ICU Level of Service | B |
| Analysis Period (min) | | | 15 | | | |
| | | | | | | |

AM PEAK 2020 TOTAL TRAFFIC 2017 UPDATE

3: Bedford Highway & Flamingo Drive













2017-02-19

| |  | | | | | | | | | | | |
|----------------------------|--|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 27 | 0 | 266 | 2 | 0 | 2 | 40 | 346 | 2 | 2 | 1005 | 18 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 0.0 | | 30.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 |
| Storage Lanes | 0 | | 1 | 0 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (m) | 7.5 | | | 7.5 | | | 7.5 | | | 7.5 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | 0.93 | 0.91 | | 0.92 | | | 1.00 | | 0.96 | 1.00 | |
| Frt | | | 0.850 | | 0.932 | | | 0.999 | | | 0.997 | |
| Flt Protected | | 0.950 | | | 0.976 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1770 | 1583 | 0 | 1619 | 0 | 1770 | 1860 | 0 | 1770 | 1854 | 0 |
| Flt Permitted | | 0.755 | | | 0.904 | | 0.105 | | | 0.524 | | |
| Satd. Flow (perm) | 0 | 1308 | 1443 | 0 | 1449 | 0 | 196 | 1860 | 0 | 937 | 1854 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 125 | | 36 | | | 1 | | | 2 | |
| Link Speed (k/h) | | 50 | | | 50 | | | 50 | | | 50 | |
| Link Distance (m) | | 69.0 | | | 38.1 | | | 32.6 | | | 141.0 | |
| Travel Time (s) | | 5.0 | | | 2.7 | | | 2.3 | | | 10.2 | |
| Confl. Peds. (#/hr) | 25 | | 25 | 25 | | 25 | 25 | | 25 | 25 | | 25 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 30 | 0 | 296 | 2 | 0 | 2 | 44 | 384 | 2 | 2 | 1117 | 20 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 30 | 296 | 0 | 4 | 0 | 44 | 386 | 0 | 2 | 1137 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(m) | | 0.0 | | | 0.0 | | | 3.6 | | | 3.6 | |
| Link Offset(m) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Crosswalk Width(m) | | 4.8 | | | 4.8 | | | 4.8 | | | 4.8 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (k/h) | 25 | | 15 | 25 | | 15 | 25 | | 15 | 25 | | 15 |
| Turn Type | Perm | NA | Perm | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | | 2 | | | 6 | | |
| Minimum Split (s) | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | | 10.0 | 10.0 | | 10.0 | 10.0 | |
| Total Split (s) | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | | 70.0 | 70.0 | | 70.0 | 70.0 | |
| Total Split (%) | 22.2% | 22.2% | 22.2% | 22.2% | 22.2% | | 77.8% | 77.8% | | 77.8% | 77.8% | |
| Maximum Green (s) | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | | 64.0 | 64.0 | | 64.0 | 64.0 | |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 6.0 | 6.0 | | 6.0 | | 6.0 | 6.0 | | 6.0 | 6.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Walk Time (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effect Green (s) | | 14.0 | 14.0 | | 14.0 | | 64.0 | 64.0 | | 64.0 | 64.0 | |
| Actuated g/C Ratio | | 0.16 | 0.16 | | 0.16 | | 0.71 | 0.71 | | 0.71 | 0.71 | |

AM PEAK 2020 TOTAL TRAFFIC 2017 UPDATE

3: Bedford Highway & Flamingo Drive

2017-02-19

| |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| v/c Ratio | | 0.15 | 0.90 | | 0.02 | | 0.32 | 0.29 | | 0.00 | 0.86 | |
| Control Delay | | 35.0 | 52.5 | | 0.0 | | 12.1 | 5.4 | | 4.0 | 18.6 | |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | | 35.0 | 52.5 | | 0.0 | | 12.1 | 5.4 | | 4.0 | 18.6 | |
| LOS | | C | D | | A | | B | A | | A | B | |
| Approach Delay | | 50.9 | | | 0.0 | | | 6.1 | | | 18.6 | |
| Approach LOS | | D | | | A | | | A | | | B | |
| Queue Length 50th (m) | | 4.8 | 31.4 | | 0.0 | | 2.5 | 21.6 | | 0.1 | 130.6 | |
| Queue Length 95th (m) | | 12.9 | #80.3 | | 0.0 | | 9.5 | 32.9 | | 0.7 | #229.0 | |
| Internal Link Dist (m) | | 45.0 | | | 14.1 | | | 8.6 | | | 117.0 | |
| Turn Bay Length (m) | | | 30.0 | | | | | | | | | |
| Base Capacity (vph) | | 203 | 330 | | 255 | | 139 | 1322 | | 666 | 1318 | |
| Starvation Cap Reductn | | 0 | 0 | | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | | 0 | 0 | | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | | 0 | 0 | | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | 0.15 | 0.90 | | 0.02 | | 0.32 | 0.29 | | 0.00 | 0.86 | |

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 80

Control Type: Pretimed

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 21.3

Intersection LOS: C

Intersection Capacity Utilization 101.2%

ICU Level of Service G

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.


Splits and Phases: 3: Bedford Highway & Flamingo Drive



PM PEAK 2020 TOTAL TRAFFIC 2017 UPDATE

3: Bedford Highway & Flamingo Drive

2017-02-19

| |  | | | | | | | | | | | |
|----------------------------|--|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 57 | 1 | 89 | 2 | 5 | 11 | 216 | 1113 | 10 | 0 | 629 | 44 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (m) | 0.0 | | 30.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 |
| Storage Lanes | 0 | | 1 | 0 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (m) | 7.5 | | | 7.5 | | | 7.5 | | | 7.5 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Ped Bike Factor | | 0.93 | 0.91 | | 0.94 | | 0.98 | 1.00 | | | 0.99 | |
| Frt | | | 0.850 | | 0.919 | | | 0.999 | | | 0.990 | |
| Flt Protected | | 0.953 | | | 0.995 | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 1775 | 1583 | 0 | 1612 | 0 | 1770 | 1859 | 0 | 1863 | 1833 | 0 |
| Flt Permitted | | 0.715 | | | 0.956 | | 0.341 | | | | | |
| Satd. Flow (perm) | 0 | 1242 | 1443 | 0 | 1539 | 0 | 623 | 1859 | 0 | 1863 | 1833 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 99 | | 12 | | | 2 | | | 13 | |
| Link Speed (k/h) | | 50 | | | 50 | | | 50 | | | 50 | |
| Link Distance (m) | | 69.0 | | | 38.1 | | | 32.6 | | | 141.0 | |
| Travel Time (s) | | 5.0 | | | 2.7 | | | 2.3 | | | 10.2 | |
| Confl. Peds. (#/hr) | 25 | | 25 | 25 | | 25 | 25 | | 25 | 25 | | 25 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 63 | 1 | 99 | 2 | 6 | 12 | 240 | 1237 | 11 | 0 | 699 | 49 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 64 | 99 | 0 | 20 | 0 | 240 | 1248 | 0 | 0 | 748 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(m) | | 0.0 | | | 0.0 | | | 3.6 | | | 3.6 | |
| Link Offset(m) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Crosswalk Width(m) | | 4.8 | | | 4.8 | | | 4.8 | | | 4.8 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (k/h) | 25 | | 15 | 25 | | 15 | 25 | | 15 | 25 | | 15 |
| Turn Type | Perm | NA | Perm | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | | 2 | | | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | | 2 | | | 6 | | |
| Minimum Split (s) | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | | 10.0 | 10.0 | | 10.0 | 10.0 | |
| Total Split (s) | 13.0 | 13.0 | 13.0 | 13.0 | 13.0 | | 77.0 | 77.0 | | 77.0 | 77.0 | |
| Total Split (%) | 14.4% | 14.4% | 14.4% | 14.4% | 14.4% | | 85.6% | 85.6% | | 85.6% | 85.6% | |
| Maximum Green (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | 71.0 | 71.0 | | 71.0 | 71.0 | |
| Yellow Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 6.0 | 6.0 | | 6.0 | | 6.0 | 6.0 | | 6.0 | 6.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Walk Time (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Flash Dont Walk (s) | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Act Effect Green (s) | | 7.0 | 7.0 | | 7.0 | | 71.0 | 71.0 | | | 71.0 | |
| Actuated g/C Ratio | | 0.08 | 0.08 | | 0.08 | | 0.79 | 0.79 | | | 0.79 | |

PM PEAK 2020 TOTAL TRAFFIC 2017 UPDATE

3: Bedford Highway & Flamingo Drive

2017-02-19



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|------------------------|-----|-------|------|-----|------|-----|------|-------|-----|-----|-------|-----|
| v/c Ratio | | 0.67 | 0.49 | | 0.15 | | 0.49 | 0.85 | | | 0.52 | |
| Control Delay | | 73.9 | 17.4 | | 27.8 | | 7.2 | 13.7 | | | 4.8 | |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Total Delay | | 73.9 | 17.4 | | 27.8 | | 7.2 | 13.7 | | | 4.8 | |
| LOS | | E | B | | C | | A | B | | | A | |
| Approach Delay | | 39.6 | | | 27.8 | | | 12.7 | | | 4.8 | |
| Approach LOS | | D | | | C | | | B | | | A | |
| Queue Length 50th (m) | | 11.6 | 0.0 | | 1.4 | | 11.3 | 109.6 | | | 35.6 | |
| Queue Length 95th (m) | | #32.0 | 15.3 | | 8.5 | | 24.8 | 193.3 | | | 53.5 | |
| Internal Link Dist (m) | | 45.0 | | | 14.1 | | | 8.6 | | | 117.0 | |
| Turn Bay Length (m) | | | 30.0 | | | | | | | | | |
| Base Capacity (vph) | | 96 | 203 | | 130 | | 491 | 1466 | | | 1448 | |
| Starvation Cap Reductn | | 0 | 0 | | 0 | | 0 | 0 | | | 0 | |
| Spillback Cap Reductn | | 0 | 0 | | 0 | | 0 | 0 | | | 0 | |
| Storage Cap Reductn | | 0 | 0 | | 0 | | 0 | 0 | | | 0 | |
| Reduced v/c Ratio | | 0.67 | 0.49 | | 0.15 | | 0.49 | 0.85 | | | 0.52 | |

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 60

Control Type: Pretimed

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 12.2

Intersection LOS: B

Intersection Capacity Utilization 90.9%




ICU Level of Service E

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Bedford Highway & Flamingo Drive

| | |
|--|--|
|  p2 (R) |  p4 |
| 77 s | 13 s |
|  p6 (R) |  p8 |
| 77 s | 13 s |

Appendix F



Servant, Dunbrack, McKenzie & MacDonald Ltd.
NOVA SCOTIA LAND SURVEYORS & CONSULTING ENGINEERS

36 Oland Crescent
 Bayers Lake Business Park
 Halifax, Nova Scotia
 B3S 1C6

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ADAM J. PATTERSON
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BLAKE H. TRASK
 P.Eng., NSLS

Date: February 10, 2017

To: Kevin Riles, KWR Approvals Inc.

From: Geoff MacLean, P.Eng.

File No. 1-4-182 (32350)

Re: **Fairwinds on the Basin, 205 Bedford Highway, NS – Sanitary Lateral Size Confirmation**

Project Summary:

| | Commercial | Residential |
|--|-------------------|-------------|
| Building | 97 m ² | 56 Units |
| *Based on information from KWRA January 18, 2017 | | |

References:

- Halifax Water (HW) Design & Construction Specifications (2016 Edition), Section 5.2.1:

- $Q = [1.25 \times (a \times M)] + b$ 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 (ppt)
- Residential Average Dry Weather Flow: **300 L/day per person**
- Multi-Unit Dwelling Population: **2.25 people per unit**
- Infiltration allowance: **0.28 L/ha_{gross}/s**

- 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 m²**
- Section 2.3.4.2 Population Estimates:
 - 85 people per ha_{gross}**

Calculation Summary:

Population Estimate (P)

Reference:

AWG Section 2.3.4.2 Commercial/Office/Retail: 85 people per ha
 HW Section 5.2.1 Residential: 2.25 people per unit

$$P = P_1 (\text{Commercial}) + P_2 (\text{Residential})$$

$$P_1 = 85 \times 97 \text{ m}^2 \times (1 \text{ ha}/10,000 \text{ m}^2) = 0.83 \text{ people}$$

$$\begin{aligned}
 P_2 &= 2.25 \text{ people per unit} \times 56 \text{ Units} &&= 126 \text{ people} \\
 P &= 0.83 \text{ people} + 126 \text{ people} &&= 127 \text{ people (or 0.127 ppt)}
 \end{aligned}$$

Dry Weather Flow (a)

Reference:

AWG Table 2.1: Commercial/Office/Retail: 6 L/day per m²

HW Section 5.2.1: Residential: 300 L/day per person

$$a = a_1 \text{ (Commercial)} + a_2 \text{ (Residential)}$$

$$a_1 = 6 \text{ L/day per m}^2 \times 97 \text{ m}^2 = 582 \text{ L/day}$$

$$a_2 = 300 \text{ L/day per person} \times 126 \text{ people} = 37,800 \text{ L/day}$$

$$a = 582 \text{ L/day} + 37,800 \text{ L/day} = 38,382 \text{ L/day (or 0.444 L/s)}$$

Infiltration (b)

Reference:

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

Lot Area = 1,431 sq.m. or 0.143 ha

$$b: 0.28 \text{ L/ha}_{\text{gross}}/\text{s} \times 0.143 \text{ ha} = 0.040 \text{ L/s}$$

Peaking Factor (M)

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

$$M = 1 + [14 / (4 + (0.127)^{0.5})] = 4.21$$

Sanitary Sewer Flow (Q)

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

$$Q = [1.25 \times (0.444 \text{ L/s} \times 4.21)] + 0.040 \text{ L/s} = 2.38 \text{ L/s}$$

Sanitary Lateral Size Confirmation: A 200 mm PVC lateral at 1.10% slope has a capacity of 44.72 L/s. With Q = 2.40 L/s, the depth of flow will be 31 mm with an average flow velocity of 0.76m/s. Based on these values the proposed lateral will have sufficient flow capacity while meeting the minimum flow velocity requirements set out in HW's Design and Construction Specifications. For additional information or discussion regarding these findings please contact the undersigned.

Regards,

Servant, Dunbrack, McKenzie & MacDonald Ltd.

Original Signed



Geoff MacLean, P.Eng.

Project Engineer

Z:\SDMM\32000-32999\32350\32350\Correspondence\Data Exchange\Client Rep - KWRA\Sanitary Flow Confirmation.docx

Appendix G



Appendix K – Zoning Map (205 Bedford Highway Denoted by Blue Star)

Map 9 Generalized Future Land Use

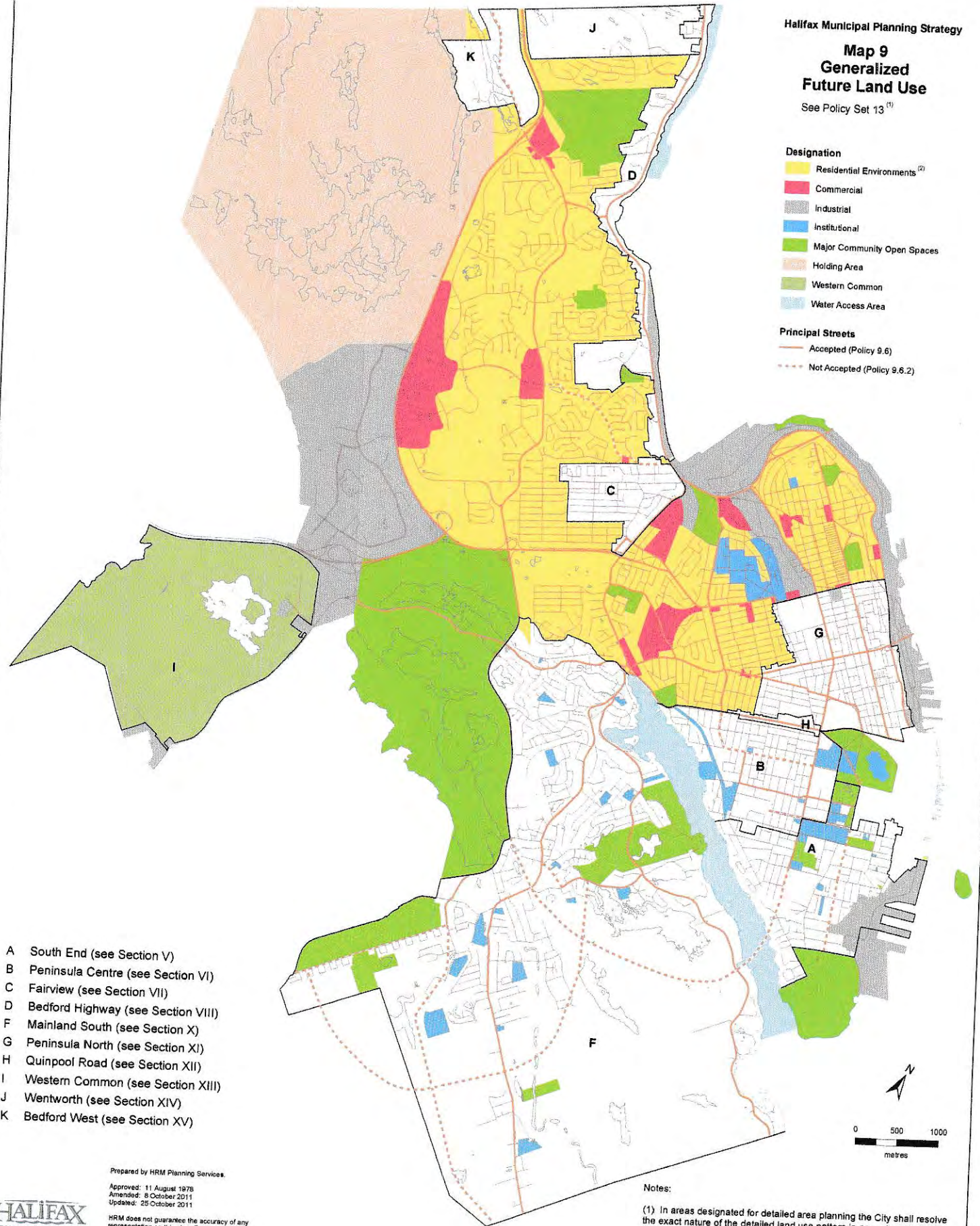
See Policy Set 13⁽¹⁾

Designation

- Residential Environments⁽²⁾
- Commercial
- Industrial
- Institutional
- Major Community Open Spaces
- Holding Area
- Western Common
- Water Access Area

Principal Streets

- Accepted (Policy 9.6)
- Not Accepted (Policy 9.6.2)



- A South End (see Section V)
- B Peninsula Centre (see Section VI)
- C Fairview (see Section VII)
- D Bedford Highway (see Section VIII)
- F Mainland South (see Section X)
- G Peninsula North (see Section XI)
- H Quinpool Road (see Section XII)
- I Western Common (see Section XIII)
- J Wentworth (see Section XIV)
- K Bedford West (see Section XV)

Prepared by HRM Planning Services.

Approved: 11 August 1978
Amended: 8 October 2011
Updated: 25 October 2011

HRM does not guarantee the accuracy of any representation on this plan. Date of map does not indicate date of data creation.

Notes:

(1) In areas designated for detailed area planning the City shall resolve the exact nature of the detailed land use pattern in accordance with policies of this Plan.

(2) Including community open spaces and other neighbourhood uses.

Appendix H



EFFECTIVE DATE: NOVEMBER-10-2017

APPLICATION APPROVAL LETTER

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

Re: Application for CMHC Seed Funding – Loan

CMHC Ref: 22-757-538

Project: The Fairwinds on the Basin

Dear Nick Stappas,

Thank you for your Seed Funding Application, dated November-06-2017 (the “**Application**”). We are pleased to advise you that your Application has been approved. You are eligible to receive \$50,000 under CMHC’s Seed Funding program (the “**Seed Funding**”).


You will find two copies of the Loan Agreement enclosed herein. Please sign and return all copies and return them to CMHC. A CMHC representative will return to you a signed copy for your files.

The Seed Funding is to be used specifically for the project and the related eligible activities outlined under Schedule A of the Loan Agreement. Advances shall be provided to you in accordance with the Agreement and on presentation of supporting documentation.

We are pleased to offer the Direct Deposit option for advances under the Seed program. The direct deposit is safe, convenient, dependable and time-saving way to receive your advance. In order to subscribe to the Direct Deposit option, please complete the attached form and enclose one of your cheques unsigned and market “VOID” and return it along with the agreements.

If you have any questions, please do not hesitate to call your Affordable Housing Consultant, Dave McCulloch by email at AHC_ATL@cmhc.ca or by telephone at (902)-426-5637.

Sincerely,

Original Signed 


Michelle Maillet
Regional Manager, Affordable Housing



EFFECTIVE DATE: NOVEMBER-10-2017

APPLICATION APPROVAL LETTER

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

Re: Application for CMHC Seed Funding – Contribution

CMHC Ref: 22-757-538

Project: The Fairwinds on the Basin

Dear Nick Stappas,

Thank you for your Seed Funding Application, dated November-06-2017 (the “**Application**”). We are pleased to advise you that your Application has been approved. You are eligible to receive \$20,000 under CMHC’s Seed Funding program (the “**Seed Funding**”).

You will find two copies of the Contribution Agreement enclosed herein. Please sign and return all copies and return them to CMHC. A CMHC representative will return to you a signed copy for your files.

The Seed Funding is to be used specifically for the project and the related eligible activities outlined under Schedule A of the Contribution Agreement. Advances shall be provided to you in accordance with the Agreement and on presentation of supporting documentation.

We are pleased to offer the Direct Deposit option for advances under the Seed program. The direct deposit is safe, convenient, dependable and time-saving way to receive your advance. In order to subscribe to the Direct Deposit option, please complete the attached form and enclose one of your cheques unsigned and market “VOID” and return it along with the agreements.

If you have any questions, please do not hesitate to call your Affordable Housing Consultant, Dave McCulloch by email at AHC_ATL@cmhc.ca or by telephone at (902)-426-5637.

Sincerely,

Original Signed


Michelle Maillet
Regional Manager, Affordable Housing