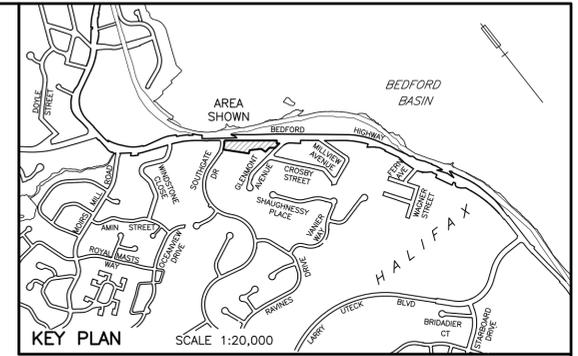
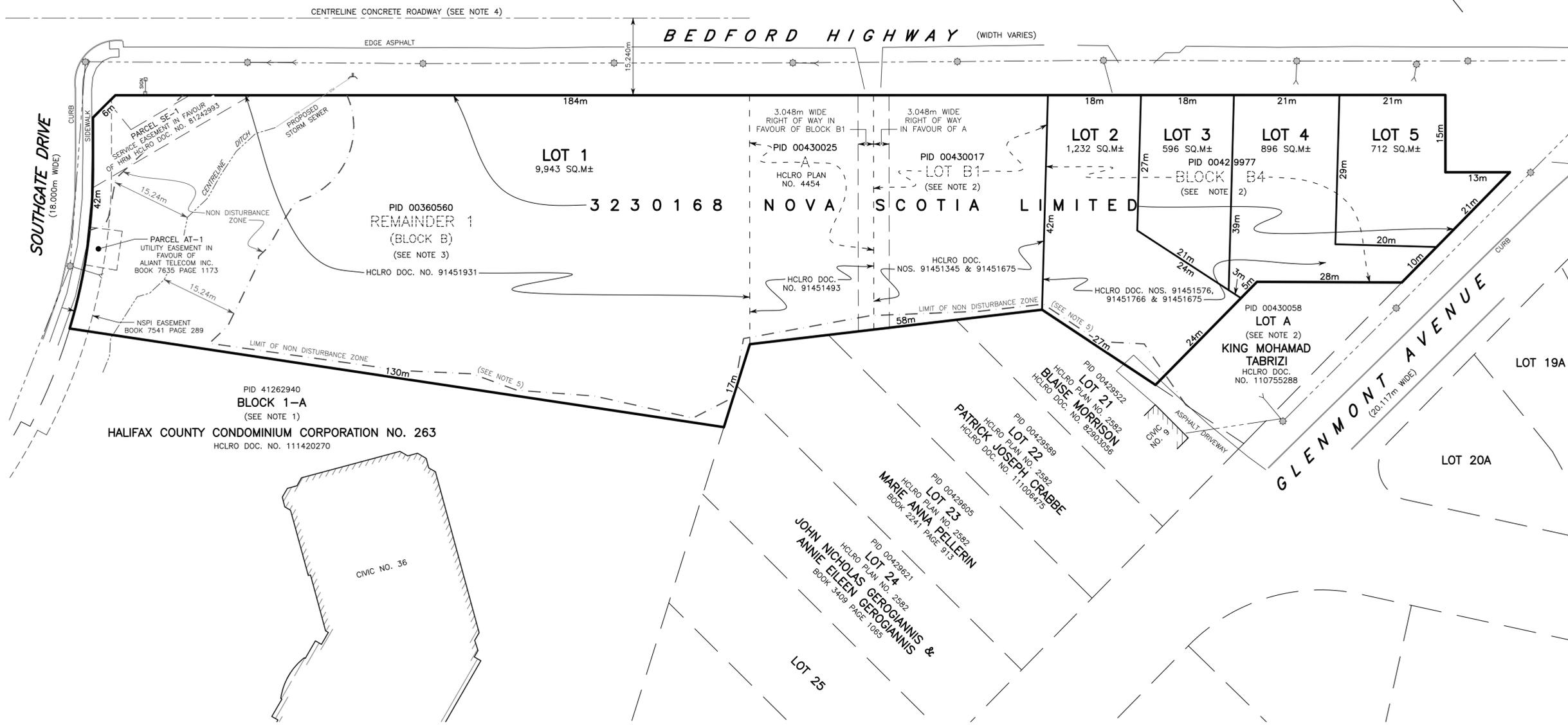


ATTACHMENT G:
Proposed Plan of
Subdivision for BH-2
(SDMM)



- LEGEND**
- PERIMETER OF LANDS SURVEYED
 - △ NSHPN NOVA SCOTIA HIGH PRECISION NETWORK MONUMENT
 - SURVEY MARKER SET
 - ⊙ UTILITY POLE & ANCHOR
 - HCLRO HALIFAX COUNTY LAND REGISTRATION OFFICE
 - PID PARCEL IDENTIFICATION NUMBER
 - Fd FOUND
 - SQ.M SQUARE METERS
 - - - - - OVERHEAD WIRES

- NOTES:**
1. RELATES TO SERVANT, DUNBRACK, MCKENZIE & MacDONALD LTD. PLAN NO. 14-1217-1, DATED FEBRUARY 15, 2006; APPROVED FEBRUARY 27, 2006. HCLRO PLAN NO. 84448308.
 2. RELATES TO SERVANT, DUNBRACK, MCKENZIE & MacDONALD LTD. PLAN NO. 13-2366-0, DATED APRIL 14, 2014; APPROVED JUNE 26, 2014. HCLRO PLAN NO. 105345459.
 3. RELATES TO SERVANT, DUNBRACK, MCKENZIE & MacDONALD LTD. PLAN NO. 70-463-0, DATED APRIL 17, 2003; APPROVED APRIL 28, 2003. HCLRO PLAN NO. 108727208.
 4. SEE PROVINCE OF NOVA SCOTIA DEPARTMENT OF HIGHWAYS AND PUBLIC WORKS PLAN OF BEDFORD HIGHWAY FAIRVIEW TO JUNCTION WITH TRUNK NO. 2 SHOWING DETAILS OF ALIGNMENT OF CENTRELINE OF CONCRETE PAVEMENT, AND RIGHT OF WAY BOUNDARIES DATED APRIL 10, 1944.
 5. NON-DISTURBANCE AREA SHOWN ARE AS PER SECTION (5.4) OF THE DEVELOPMENT AGREEMENT ENTERED INOT WITH THE HRM ON JULY 18, 2008 AND REGISTERED IN HCLRO DOC. NO. 91203209.



PRELIMINARY SUBDIVISION PLAN
LOT 1 TO 5 incl.
BEDFORD SOUTH
 SUBDIVISION OF LANDS CONVEYED TO
3230168 NOVA SCOTIA LIMITED
 BEDFORD HIGHWAY, GLENMONT AVENUE & SOUTHGATE DRIVE
 BEDFORD, HALIFAX COUNTY, NOVA SCOTIA



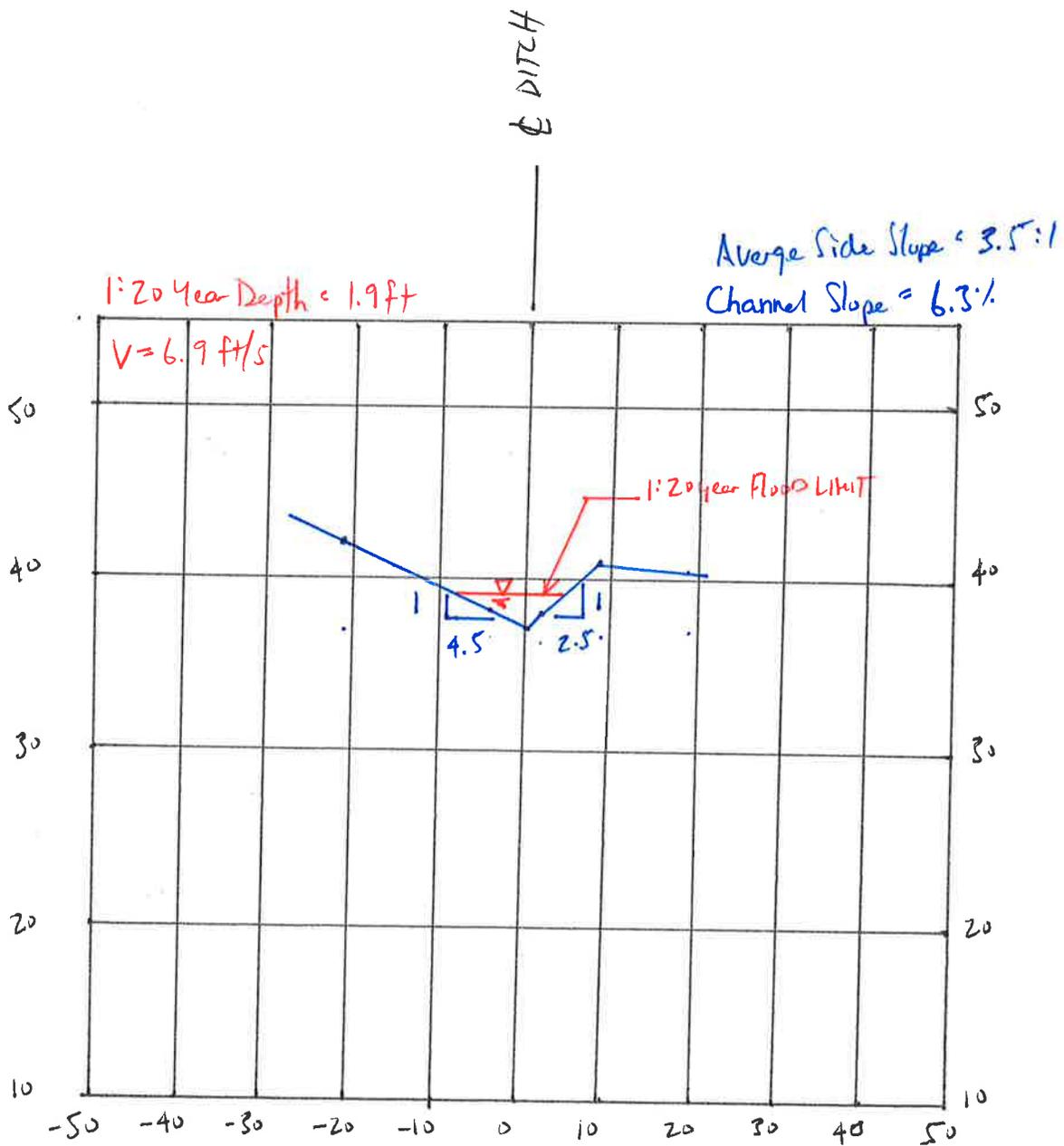
Servant, Dunbrack, McKenzie & MacDonald Ltd.
 NOVA SCOTIA LAND SURVEYORS & CONSULTING ENGINEERS
 36 OLAND CRESCENT PHONE: (902) 455-1537
 BAYERS LAKE BUSINESS PARK FAX: (902) 455-8479
 HALIFAX, NS B3S 1C6 WEB: www.sdmm.ca

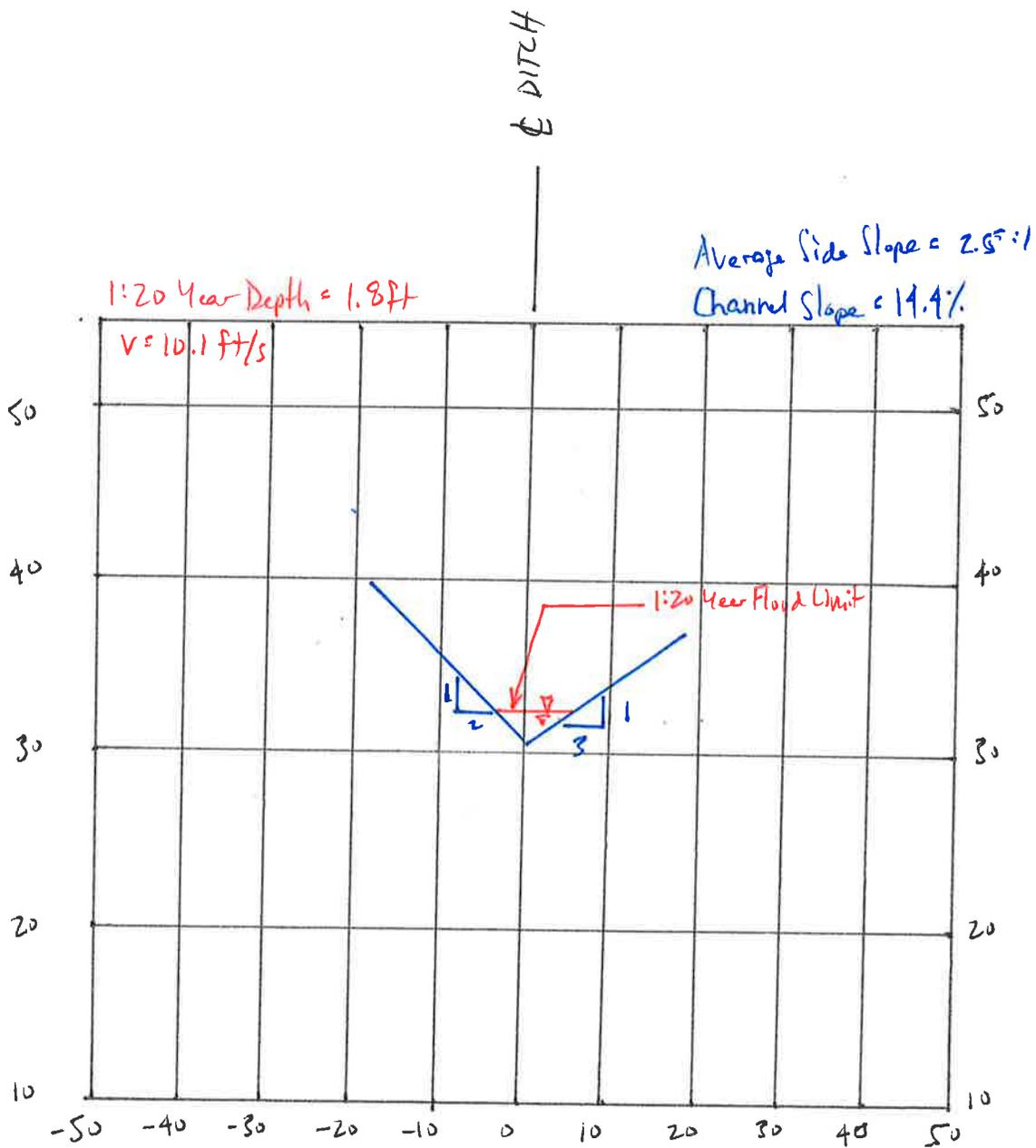
DATE: FEBRUARY 6, 2019
 SCALE 1 : 500 (METRIC)
 FILE No. 1-8-4A (33908)
 PLAN No. 13-2697-0



ATTACHMENT H:

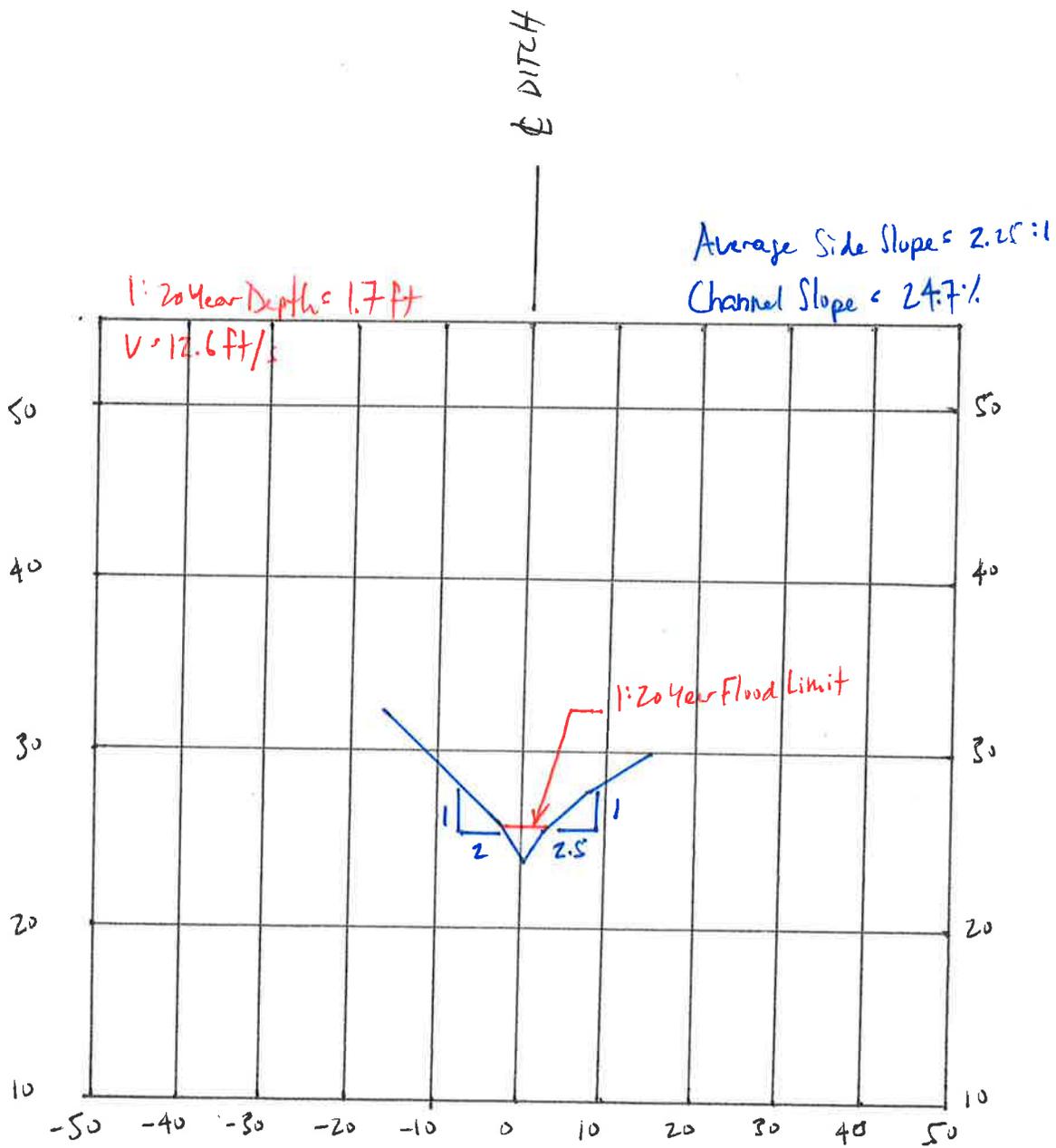
Flood Limit Analysis for BH-2 (SDMM)





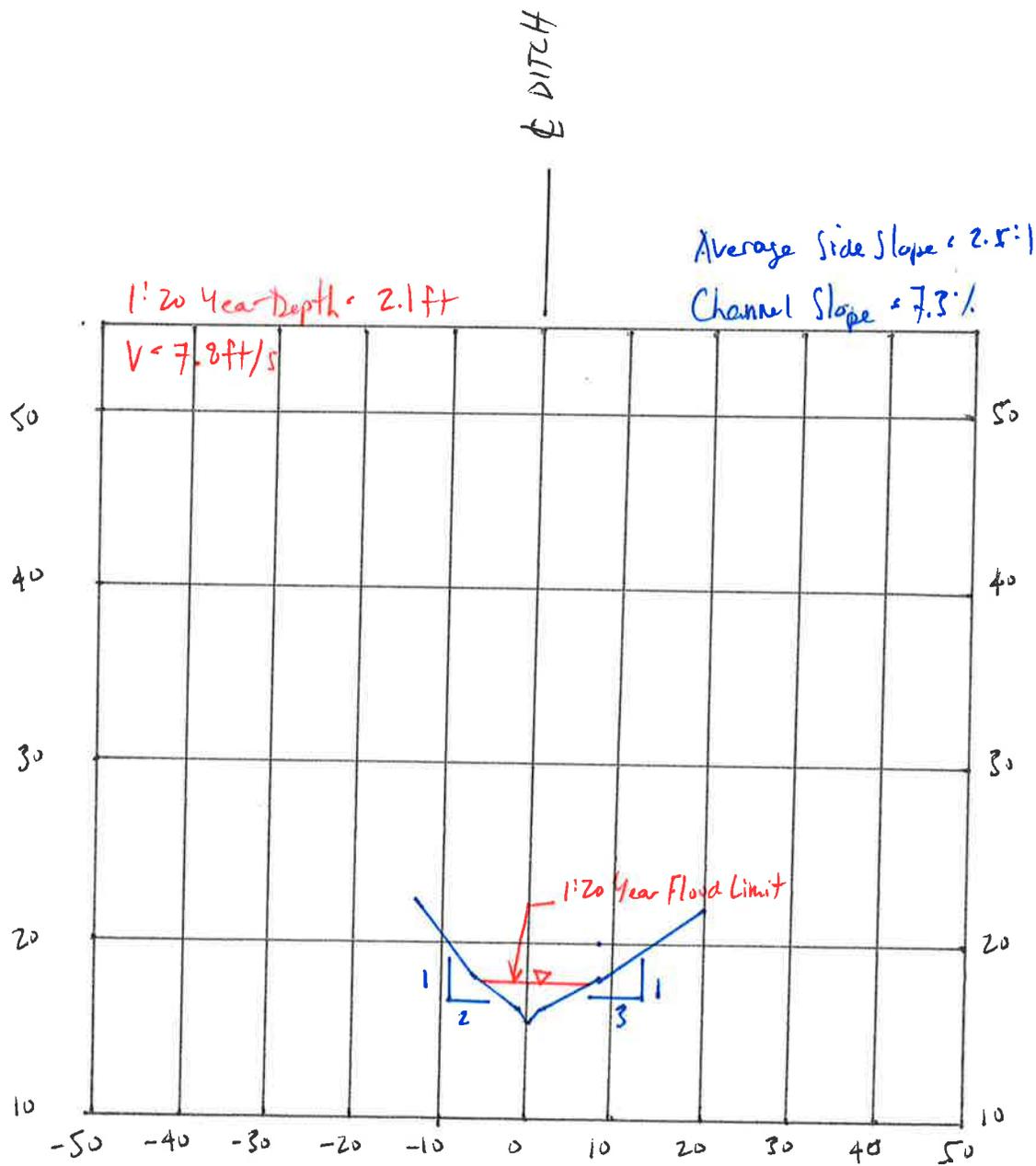
CROSS SECTION ②

SCALE: HORIZ: 1" = 20'
VERT: 1" = 10'



CROSS SECTION ③

SCALE: HORIZ: 1" = 20'
VERT: 1" = 10'



CROSS SECTION ④

SCALE: HORIZ: 1" = 20'
VERT: 1" = 10'

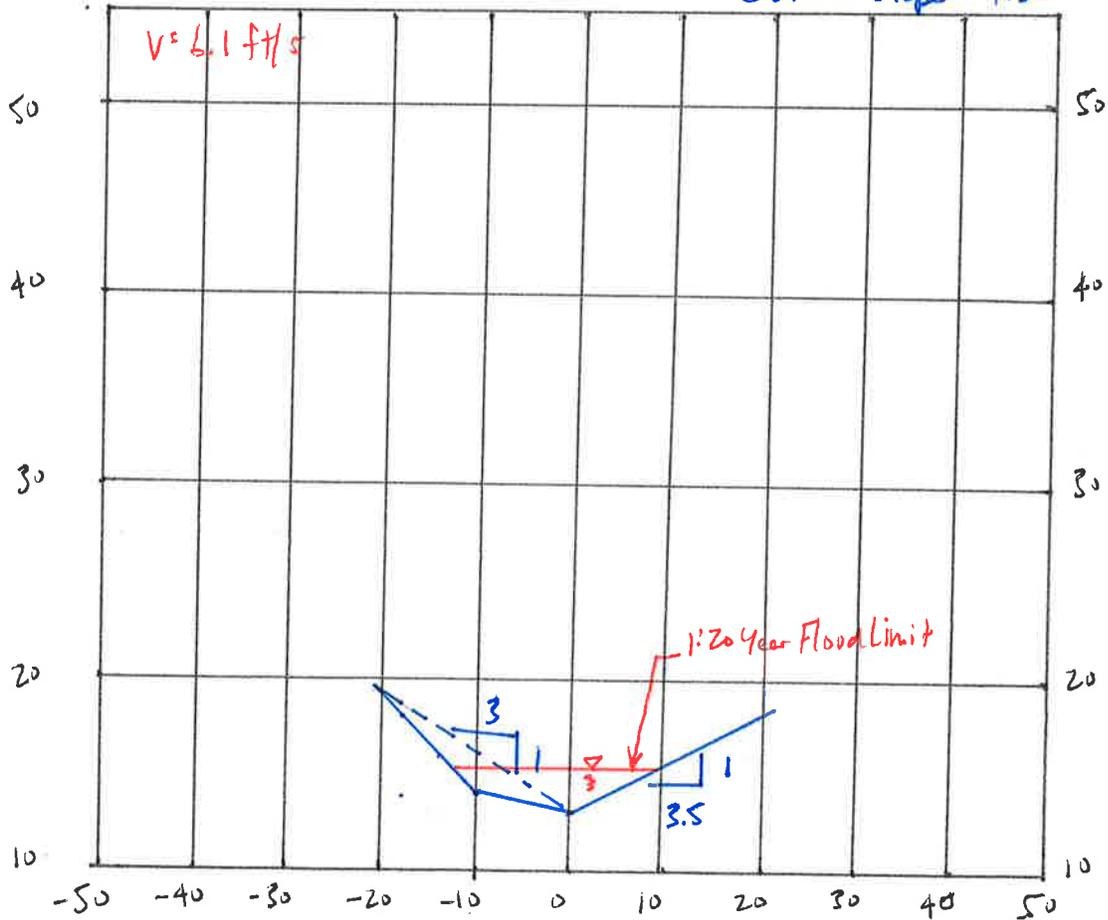
DITCH

Average Side Slope = 3.25 : 1

Channel Slope = 4.3%

1:20 Year Depth = 2.1 ft

$V = 6.1 \text{ ft/s}$



CROSS SECTION (5)

SCALE: HORIZ: 1" = 20'
VERT: 1" = 10'

BH-2 Development		
Storm Return Period	Intensity (in/hr)	Flow (ft ³ /s)
5	1.27	44.6
10	1.56	62.4
20	1.94	84.9
50	2.21	101.6
100	2.49	118.3

ATTACHMENT I:

**Revised Traffic
Impact Statement**

March 12, 2019

Mr. Jafar Tabrizi
President, Tabrizi Rugs
180 Bedford Highway
Bedford, NS B4A 1C1

[Via Email: tabrizi@tabrizi.com]

**RE: Traffic Impact Statement
BH-1 and BH-2, Southgate Drive, Bedford, NS**

Dear Mr. Tabrizi:

Plans are being prepared for the development of two sites (PID 41119496 referred to as BH-1; and PID 00360560, referred to as BH-2). Both sites are located within the Bedford South Master Plan Area (the site locations are shown in Figure 1) and are being developed by Tabrizi Rugs.

SITE DESCRIPTION -

While there is currently a single family home on the BH-2 site with access to Glenmount Avenue, the majority of the sites are unoccupied and are located on the southwest (BH-1) and southeast (BH-2) corners of the Bedford Highway at Southgate Drive intersection in Bedford, NS (See Figure 1). Both sites are within the Bedford South Master Plan Area.

DESCRIPTION OF PLANNED DEVELOPMENT -

The BH-1 site is planned to be residential while the BH-2 site is now planned to be commercial with some residential units connecting to Glenmount Avenue. Total unit counts for the two sites include:

- 73 apartment units (BH-1);
- 16,000 square feet of commercial (BH-2); and,
- 5 single family homes (including the 1 existing home) (BH-2).

The breakdown of proposed units by site and current plans for each site are summarized in Table 1.

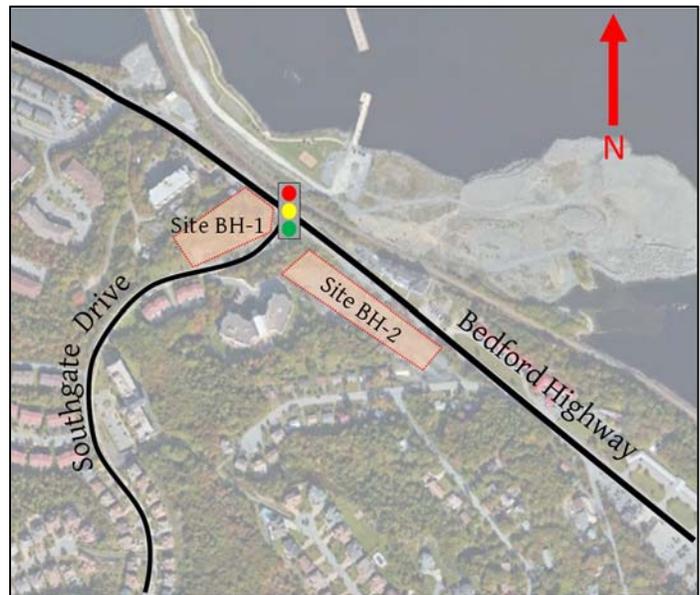


Figure 1 - Location of Subject Sites

Table 1 - Unit Counts and Site Plans for BH-1 and BH-2

Site	Site Plan
<p>BH-1 (73-unit apartment building)</p>	<p>Proposed Residential Building Max. 73 Units</p> <p>Southgate Drive</p> <p>Bedford Highway</p> <p>Garbage Enclosure</p> <p>Lobby Entrance</p> <p>Underground Parking Entrance</p> <p>4.7m</p> <p>PID: 41119496 3231849 NOVA SCOTIA LIMITED</p> <p>PRELIMINARY</p>
<p>BH-2 (16,000 SF retail; 5 single family homes)</p>	<p>Proposed Commercial 16,000 SF</p> <p>Proposed Retaining Wall</p> <p>Proposed Bicycle Parking</p> <p>Existing Driveway Location</p> <p>Southgate Drive</p> <p>Bedford Highway</p> <p>Garbage Enclosure</p> <p>Proposed Retaining Wall</p> <p>Bedford Basin</p> <p>3.0m</p> <p>PID: 41119496 3231849 NOVA SCOTIA LIMITED</p> <p>PID: 0208080 3230168 NOVA SCOTIA LIMITED</p> <p>PID: 4126242 HALIFAX COUNTY CONDOMINIUM CORP. NO. 263</p> <p>PID: 0043005 3230168 NOVA SCOTIA LIMITED</p> <p>PID: 0043007 3230168 NOVA SCOTIA LIMITED</p> <p>PID: 0042977 3231849 NOVA SCOTIA LIMITED</p> <p>PID: 0043008 KIG MOHAMMAD TABRIZI</p> <p>Flankage Yard Encroachment 15% 4.6m Reg'd Setback</p> <p>PRELIMINARY</p>

ACCESS FOR LOT BH-1 –

Vehicular access to Lot BH-1 (See Table 1) is planned to be via an underground parking garage and a surface parking lot for short term drop off/pick up and visitor parking, both driveways will be two-way and access Southgate Drive. Stopping sight distance (SSD) measurements were recorded for the proposed driveways and indicate the following:

Driveway for Surface Lot	SSD measurements recorded indicate over 100 m of available SSD for both directions of travel, which is greater than the minimum SSD of 77 m for an approach speed of 60 km/h on a +6% grade and of 92 m for an approach speed of 60 km/h on a -6% grade.
Driveway for Underground Parking	<p>SSD measurements recorded indicate over 100 m of available SSD for the northbound approach (toward Bedford Highway), which is greater than the minimum SSD of 92 m for an approach speed of 60 km/h on a -6% grade (See Photo 2).</p> <p>Vehicles from the north are traveling at lower speed after just turning from Bedford Highway. SSD measurements recorded indicate 50 m of available SSD for the southbound approach (from Bedford Highway), which is greater than the minimum SSD of 42 m for an approach speed of 40 km/h on a +6% grade. With removal of brush on the site side (seen to the left in Photo 1) it is expected that a vehicle exiting the driveway will be able to see traffic in the right turn channel and turning left from Bedford Highway. There are small trees in the boulevard on Southgate Drive that could be pruned and growth monitored to improve visibility (See Photo 1).</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  <p>Photo 1 – Looking left (toward Bedford Highway) from the proposed driveway to underground parking</p> </div> <div style="text-align: center;">  <p>Photo 2 – Looking right from the proposed driveway to underground parking</p> </div> </div>

ACCESS FOR LOT BH-2 –

Vehicular access to Lot BH-2 (See Table 1) is planned to be via:

- A single driveway access to Bedford Highway for the 16,000 SF retail area;
- A single shared driveway access to Glenmount Avenue for 4 of the single family units; and,
- Continued use of a driveway to Glenmount Avenue for the remaining 1 single family home.

Stopping sight distance (SSD) measurements were recorded for the proposed driveway onto Bedford Highway and indicate over 110 m of available SSD for both directions of travel, which is greater than the minimum SSD of 101 m for an approach speed of 65 km/h on a -3% grade (See Photos 3 and 4).



Photo 3 – Looking left (toward Southgate Drive) from the proposed driveway connection to Bedford Highway



Photo 4 – Looking right from the proposed driveway connection to the Bedford Highway

DESCRIPTION OF EXISTING STREETS AND INTERSECTION –

Bedford Highway is an arterial road that runs north-south between Bedford and Windsor Street in Halifax. In the subject area, the Bedford Highway has a 50 km/h posted speed limit, sidewalk on the west side ending at Southgate Drive and a two-lane cross section and marked bicycle lanes. Machine traffic counts collected by HRM Traffic Management in October 2018 between Larry Uteck Boulevard and Southgate Drive indicate a two-way volume on Bedford Highway of approximately 16,700 vehicles per day (vpd) with two-way volumes of approximately 950 vehicles per hour (vph) in the AM peak hour and 1,350 vph in the PM peak hour. A planning study by HRM is currently underway to improve mobility of transit and active transportation through the corridor.

Southgate Drive is a minor collector road that runs east-west from Larry Uteck Boulevard in the west to Bedford Highway in the east. Southgate Drive has a two-lane cross section and a 50 km/h speed limit with concrete sidewalk on the south side. Machine traffic counts collected by HRM Traffic Management in October 2017 indicate a daily volume of approximately 3,500 vehicles per day.

Glenmount Avenue is a local street that runs east-west from its intersection with the Bedford to its terminus with a cul-de-sac bulb. The street has two lane urban cross section and no concrete sidewalk.

The T-intersection of Bedford Highway at Southgate Drive is signalized with lane configurations that include a northbound left turn lane, a southbound right turn channelized island, and a two lane eastbound approach (See Figure 2).

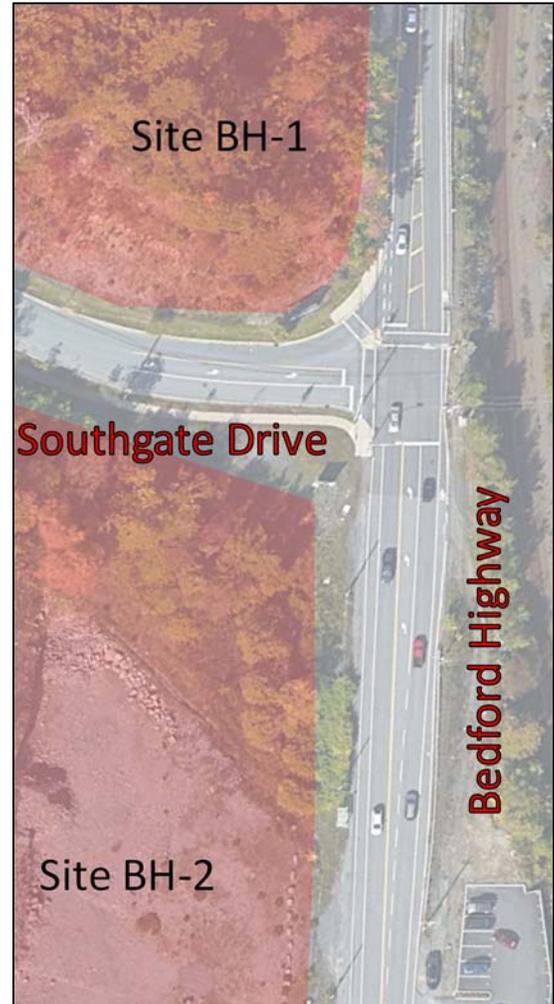


Figure 2 – Bedford Highway at Southgate Drive Intersection Layout

TRANSIT –

Halifax Transit currently operates Route #80 and #82 past the site with stops on both sides of Bedford Highway immediately in front of Site BH-2 (the existing shelter at the Halifaxbound bus stop can be seen in Photo 3). *Moving Forward Together Plan* (Halifax Transit, 2016) indicates that transit routes #8 (corridor route) and #93 will operate on Bedford Highway past the site and that route #192 will operate on Southgate Drive. The *Integrated Mobility Plan* (HRM, 2017) identifies the Bedford Highway as a Transit Priority Corridor.

TRIP GENERATION PROPOSED SITE–

The number of trips that will be generated by the proposed development has been estimated using rates published in *Trip Generation, 10th Edition* (Institute of Transportation Engineers, Washington, 2017). Trip generation estimates are summarized in Table 2. Since one of the single family homes onto Glenmount Avenue is existing and there are no planned changes to its use, the generation of new development trips to Glenmount Avenue is four single family homes.



Table 2 – Trip Generation Estimates

Land Use	Units ³	Trip Generation Rates				Trips Generated ⁴			
		AM Peak		PM Peak		AM Peak		PM Peak	
		In	Out	In	Out	In	Out	In	Out
Trip Generation Estimate for BH-1 Residential Development (Access to Southgate Drive)¹									
Multifamily Housing (Mid-Rise) (Land Use 221)	73	0.09	0.27	0.27	0.17	7	19	20	13
Trip Generation Estimate for BH-2 with Bedford Highway Access²									
Retail (Land Use 826)	16	0.76	0.60	1.19	1.52	12	10	19	24
Trip Generation Estimate for BH-2 with Glenmount Avenue Access¹									
Single Family Residential (Land Use 210)	4	0.19	0.56	0.62	0.37	1	2	2	1
Total Estimated Trips						20	31	41	38
20% Trip Reduction to Account for Internal Site Trips and Non-Auto Modes ⁵						-4	-6	-8	-8
Total Vehicle Trips Generated By This Development						16	25	33	30
Notes: 1. Trip generation rates are 'vehicles per hour per unit' for the indicated land use, prepared using published rates from <i>Trip Generation, 10th Edition</i> (Institute of Transportation Engineers, Washington, 2017). 2. Since the 10 th Edition does not include rates for Specialty Retail, rates for Land Use 826 from the 9 th Edition have been used. Rates for 'Peak Hour of Adjacent Street Traffic' has been used to estimate PM peak hour trips. AM trip rates have been assumed to be 50% of PM rates with reversal of directional split. 3. Units are 'number of units' for residential, '1000 Sq. Ft Gross Leasable Area' for Retail. 4. Vehicles per hour for peak hours 5. Trip generation estimates have been reduced by 20% to account for trips between complementing land uses within the development as well as non-auto modes. This considers the <i>Integrated Mobility Plan (HRM 2017)</i> target of at least 26% non-auto for the inner Suburban Areas.									

A summary of the estimated trips by access and for the combined site development is included in Table 3.

Table 3 – Summary of Estimated Trips

	AM Peak Hour	PM Peak Hour
BH-1	26 two-way trips (7 entering and 19 exiting)	33 two-way trips (20 entering and 13 exiting)
BH-2 Via Bedford Highway	22 two-way trips (12 entering and 10 exiting)	43 two-way trips (19 entering and 24 exiting)
BH-2 Via Glenmount Avenue	3 new two-way trips (1 entering and 2 exiting)	3 new two-way trips (2 entering and 1 exiting)
Total Combined Sites (BH-1 and BH-2)	51 two-way trips (20 entering and 31 exiting)	79 two-way trips (41 entering and 38 exiting)

With the 20% reduction for internal trip capture between complementing land uses and consideration of non-auto modes, it is estimated that the development will generate:

- 41 new two-way vehicle trips (16 entering and 25 exiting) during the AM peak hour; and,
- 63 new two-way vehicle trips (33 entering and 30 exiting) during the PM peak hour.

SUMMARY -

1. Plans are being prepared for the development of a 73 unit apartment building, 16,000 square feet of retail area, and 5 single family homes (including one existing home).
2. Vehicular access to the apartment (lot BH-1) site will be via an underground parking garage with connection to Southgate Drive. An additional surface parking lot with access from Southgate Drive will be provided.
3. Vehicular access to 16,000 square foot retail area (lot BH-2) will be via a single driveway onto the Bedford Highway. The 5 BH-2 single family homes will be accessed from Glenmount Avenue.
4. It is estimated that once developed, the combined site will generate a total of 51 new two-way trips (20 entering and 31 exiting) during the AM peak hour and 79 two-way trips (41 entering and 38 exiting) during the PM peak hour.
5. After considering a 20% reduction in trips to account for onsite synergies and non-auto modes, it is estimated that once developed, the combined site will generate a total of 41 new two-way vehicle trips (16 entering and 25 exiting) during the AM peak hour and 63 new two-way vehicle trips (33 entering and 30 exiting) during the PM peak hour.

CONCLUSION -

6. The development of the combined site as a 73-unit apartment building, a 16,000 square foot retail building, and 5 single family homes (including 1 existing) is not expected to have any significant impact on levels of performance on adjacent streets and intersections or to the regional street system.

If you have any questions or comments, please contact me by email at patrick.hatton@wsp.com or by telephone at 902-536-0954.

Sincerely,
Original Signed

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



ATTACHMENT J:

Preliminary Landscape Plan for BH-1 and BH-2 (A49)

LEGEND:

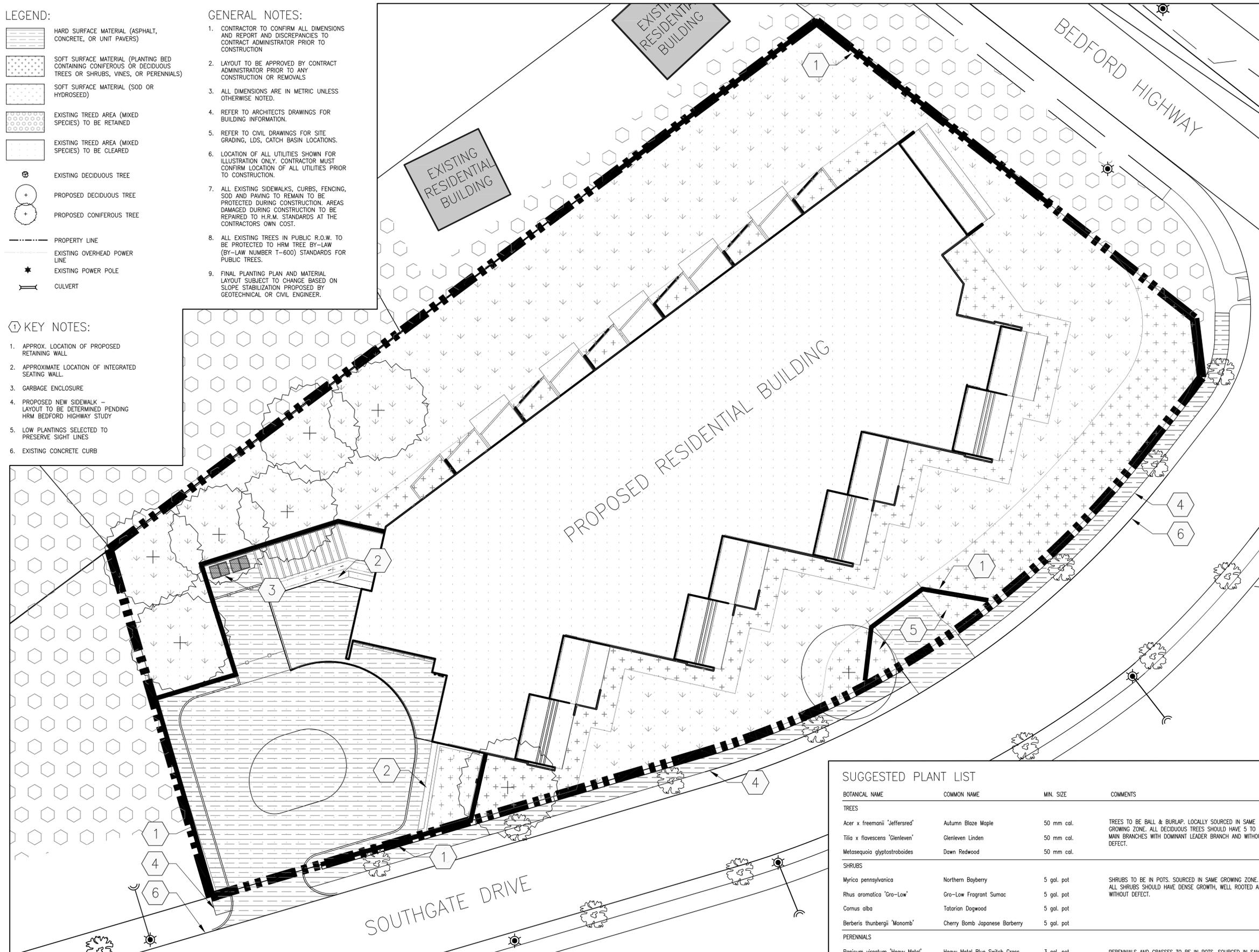
-  HARD SURFACE MATERIAL (ASPHALT, CONCRETE, OR UNIT PAVERS)
-  SOFT SURFACE MATERIAL (PLANTING BED CONTAINING CONIFEROUS OR DECIDUOUS TREES OR SHRUBS, VINES, OR PERENNIALS)
-  SOFT SURFACE MATERIAL (SOD OR HYDROSEED)
-  EXISTING TREED AREA (MIXED SPECIES) TO BE RETAINED
-  EXISTING TREED AREA (MIXED SPECIES) TO BE CLEARED
-  EXISTING DECIDUOUS TREE
-  PROPOSED DECIDUOUS TREE
-  PROPOSED CONIFEROUS TREE
-  PROPERTY LINE
-  EXISTING OVERHEAD POWER LINE
-  EXISTING POWER POLE
-  CULVERT

GENERAL NOTES:

1. CONTRACTOR TO CONFIRM ALL DIMENSIONS AND REPORT ANY DISCREPANCIES TO CONTRACT ADMINISTRATOR PRIOR TO CONSTRUCTION.
2. LAYOUT TO BE APPROVED BY CONTRACT ADMINISTRATOR PRIOR TO ANY CONSTRUCTION OR REMOVALS.
3. ALL DIMENSIONS ARE IN METRIC UNLESS OTHERWISE NOTED.
4. REFER TO ARCHITECTS DRAWINGS FOR BUILDING INFORMATION.
5. REFER TO CIVIL DRAWINGS FOR SITE GRADING, L.D.S., CATCH BASIN LOCATIONS.
6. LOCATION OF ALL UTILITIES SHOWN FOR ILLUSTRATION ONLY. CONTRACTOR MUST CONFIRM LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION.
7. ALL EXISTING SIDEWALKS, CURBS, FENCING, SOD AND PAVING TO REMAIN TO BE PROTECTED DURING CONSTRUCTION. AREAS DAMAGED DURING CONSTRUCTION TO BE REPAIRED TO H.R.M. STANDARDS AT THE CONTRACTOR'S OWN COST.
8. ALL EXISTING TREES IN PUBLIC R.O.W. TO BE PROTECTED TO HRM TREE BY-LAW (BY-LAW NUMBER T-600) STANDARDS FOR PUBLIC TREES.
9. FINAL PLANTING PLAN AND MATERIAL LAYOUT SUBJECT TO CHANGE BASED ON SLOPE STABILIZATION PROPOSED BY GEOTECHNICAL OR CIVIL ENGINEER.

KEY NOTES:

1. APPROX. LOCATION OF PROPOSED RETAINING WALL
2. APPROXIMATE LOCATION OF INTEGRATED SEATING WALL
3. GARBAGE ENCLOSURE
4. PROPOSED NEW SIDEWALK - LAYOUT TO BE DETERMINED PENDING HRM BEDFORD HIGHWAY STUDY
5. LOW PLANTINGS SELECTED TO PRESERVE SIGHT LINES
6. EXISTING CONCRETE CURB



SUGGESTED PLANT LIST

BOTANICAL NAME	COMMON NAME	MIN. SIZE	COMMENTS
TREES			
<i>Acer x freemanii</i> 'Jeffersred'	Autumn Blaze Maple	50 mm cal.	TREES TO BE BALL & BURLAP. LOCALLY SOURCED IN SAME GROWING ZONE. ALL DECIDUOUS TREES SHOULD HAVE 5 TO 7 MAIN BRANCHES WITH DOMINANT LEADER BRANCH AND WITHOUT DEFECT.
<i>Tilia x flavescens</i> 'Glenleven'	Glenleven Linden	50 mm cal.	
<i>Metasequoia glyptostroboides</i>	Dawn Redwood	50 mm cal.	
SHRUBS			
<i>Myrica pennsylvanica</i>	Northern Bayberry	5 gal. pot	SHRUBS TO BE IN POTS. SOURCED IN SAME GROWING ZONE. ALL SHRUBS SHOULD HAVE DENSE GROWTH, WELL ROOTED AND WITHOUT DEFECT.
<i>Rhus aromatica</i> 'Gro-Low'	Gro-Low Fragrant Sumac	5 gal. pot	
<i>Cornus alba</i>	Tatarian Dogwood	5 gal. pot	
<i>Berberis thunbergii</i> 'Monomb'	Cherry Bomb Japanese Barberry	5 gal. pot	
PERENNIALS			
<i>Panicum virgatum</i> 'Heavy Metal'	Heavy Metal Blue Switch Grass	3 gal. pot	PERENNIALS AND GRASSES TO BE IN POTS. SOURCED IN SAME GROWING ZONE. ALL PERENNIALS AND GRASSES SHOULD HAVE DENSE GROWTH, WELL ROOTED AND WITHOUT DEFECT.
<i>Panicum virgatum</i> 'Shenandoah'	Shenandoah Reed Switch Grass	3 gal. pot	
<i>Sedum</i> 'Autumn Joy'	Autumn Joy Stonecrop	3 gal. pot	
<i>Vinca minor</i> 'Gertrude Jekyll'	Gertrude Jekyll Periwinkle	3 gal. pot	



CLIENT
TABRIZI

ARCHITECT
ARCHITECTURE 49

1640 Market Street, Halifax, Nova Scotia, Canada, B3J 2C8
T: 902-429-5490 F: 902-429-2632 www.architecture49.com

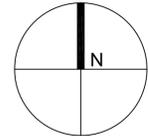
CONSULTANT

1	ISSUED FOR PLANNING APPLICATION	28-MAR-2019
NO.	ISSUED FOR	DATE

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NORTH ARROW



SEAL

DRAWN GML / NEM	SCALE 1:200
CHECKED BHAVANA BONDE, APALA	DATE MARCH 28 2019
APPROVED	PROJECT NO. 161-12598-00

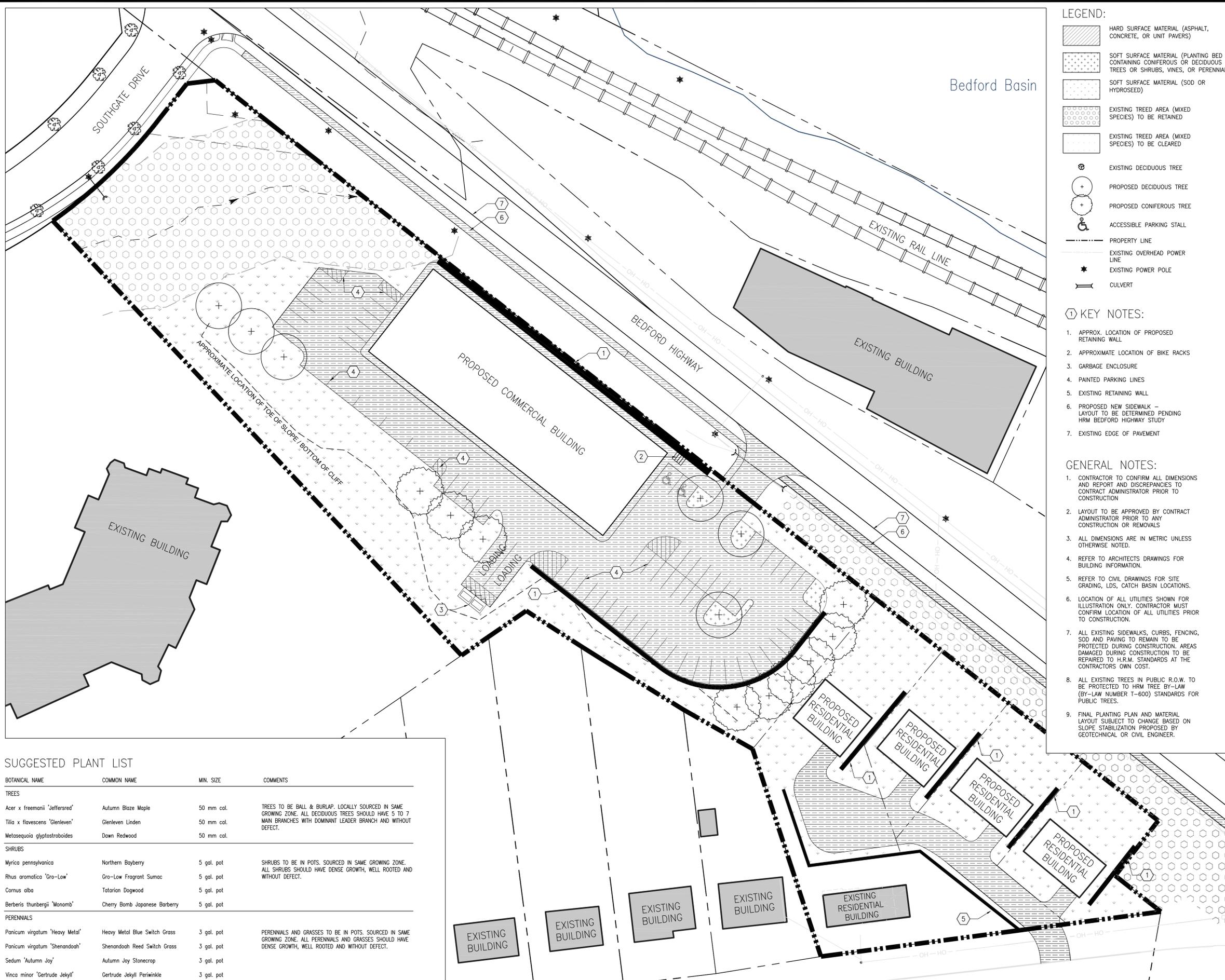
PROJECT
**SOUTHGATE VILLAGE
BH-1**

BEDFORD
NOVA SCOTIA

DRAWING TITLE
**PRELIMINARY
LANDSCAPE PLAN
BH-1**

DWG.NO. L100	ISSUE NO.
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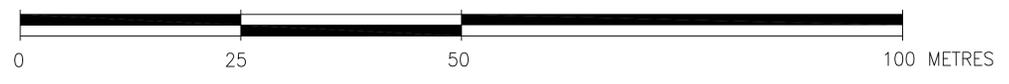
- LEGEND:**
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 - SOFT SURFACE MATERIAL (PLANTING BED CONTAINING CONIFEROUS OR DECIDUOUS TREES OR SHRUBS, VINES, OR PERENNIALS)
 - SOFT SURFACE MATERIAL (SOD OR HYDROSEED)
 - EXISTING TREE AREA (MIXED SPECIES) TO BE RETAINED
 - EXISTING TREE AREA (MIXED SPECIES) TO BE CLEARED
 - EXISTING DECIDUOUS TREE
 - PROPOSED DECIDUOUS TREE
 - PROPOSED CONIFEROUS TREE
 - ACCESSIBLE PARKING STALL
 - PROPERTY LINE
 - EXISTING OVERHEAD POWER LINE
 - EXISTING POWER POLE
 - CULVERT

- KEY NOTES:**
1. APPROX. LOCATION OF PROPOSED RETAINING WALL
 2. APPROXIMATE LOCATION OF BIKE RACKS
 3. GARBAGE ENCLOSURE
 4. PAINTED PARKING LINES
 5. EXISTING RETAINING WALL
 6. PROPOSED NEW SIDEWALK - LAYOUT TO BE DETERMINED PENDING HRM BEDFORD HIGHWAY STUDY
 7. EXISTING EDGE OF PAVEMENT

- GENERAL NOTES:**
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SUGGESTED PLANT LIST

BOTANICAL NAME	COMMON NAME	MIN. SIZE	COMMENTS
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<i>Tilia x flavescens</i> 'Glenleven'	Glenleven Linden	50 mm cal.	
<i>Metasequoia glyptostroboides</i>	Dawn Redwood	50 mm cal.	
SHRUBS			
<i>Myrica pennsylvanica</i>	Northern Bayberry	5 gal. pot	SHRUBS TO BE IN POTS. SOURCED IN SAME GROWING ZONE. ALL SHRUBS SHOULD HAVE DENSE GROWTH, WELL ROOTED AND WITHOUT DEFECT.
<i>Rhus aromatica</i> 'Gro-Low'	Gro-Low Fragrant Sumac	5 gal. pot	
<i>Cornus alba</i>	Tatarian Dogwood	5 gal. pot	
<i>Berberis thunbergii</i> 'Monomb'	Cherry Bomb Japanese Barberry	5 gal. pot	
PERENNIALS			
<i>Panicum virgatum</i> 'Heavy Metal'	Heavy Metal Blue Switch Grass	3 gal. pot	PERENNIALS AND GRASSES TO BE IN POTS. SOURCED IN SAME GROWING ZONE. ALL PERENNIALS AND GRASSES SHOULD HAVE DENSE GROWTH, WELL ROOTED AND WITHOUT DEFECT.
<i>Panicum virgatum</i> 'Shenandoah'	Shenandoah Reed Switch Grass	3 gal. pot	
<i>Sedum</i> 'Autumn Joy'	Autumn Joy Stonecrop	3 gal. pot	
<i>Vinca minor</i> 'Gertrude Jekyll'	Gertrude Jekyll Periwinkle	3 gal. pot	



CLIENT
TABRIZI

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CONSULTANT

1	ISSUED FOR PLANNING APPLICATION	28-MAR-2019
NO.	ISSUED FOR	DATE

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NORTH ARROW

SEAL

DRAWN GML / NEM	SCALE 1:250
CHECKED BHAVANA BONDE, APALA	DATE MARCH 28 2019
APPROVED	PROJECT NO. 161-12598-00

PROJECT
**SOUTHGATE VILLAGE
BH-2**

BEDFORD
DRAWING TITLE
**PRELIMINARY
LANDSCAPE PLAN
BH-2**

DWG.NO.
L100

ISSUE NO.

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