Stonehaven
at Rockingham South

Development Application

Arnaout Investments Inc.

KWRAPPROVALS INC.

May 25, 2018

Hand Delivered and E-Mailed

Ms. Melissa Eavis, Planner III
Urban Enabled Applications - Planning and Development
Halifax Regional Municipality
P.O. Box 1749
Halifax, NS B3J 3A5

Dear Ms. Eavis:

Re: Application for Rezoning Application – *Stonehaven at Rockingham South* (PIDs 00293308, 40433849 and 40433858), Rockingham South, HRM.

On behalf of Arnaout Investments Inc. (Arnaout) and the other members of the Project Development Team, KWR Approvals Inc. (KWRA) is pleased to submit this second supplemental application from our original December 12th, 2016 application. This application in working and collaborating with Planning Staff over the past year and half is a split zoned approach for the three parcel 3.8 acre property. This includes the R-2T (Townhouse Zone) for the ten proposed townhomes and the R4 (Multiple Dwelling) zone for the two multiple family buildings.

A considerable amount of care and consideration has been undertaken on the part of Arnaout and the entire Project Development Team to prepare this Application. We believe that the proposed development, consisting of two five-storey, multiple-unit residential buildings, ten townhouse units and signature courtyard, is well-suited to and will integrate within the local neighbourhood and overall community of Rockingham as a thoughtful urban infill neighbourhood.

In reviewing the Regional Plan, Municipal Planning Strategy (MPS) policies and Land-Use Bylaw zoning for Mainland Halifax, we believe that the proposed residential development meets the spirit and intent of the Municipality's growth and development policies and the split rezoning approach is a solid and reasonable approach. ***Stonehaven at Rockingham South*** would integrate a well- planned and executed urban design and architectural approach to an infill parcel, which is a complementary and harmonious addition to the existing neighbourhood and community. The proposed development would provide quality, high-end, diverse signature housing for families and other residents of Halifax.

Attached are all technical requirements for the Application. We will provide a fully-integrated electronic copy, hard copy and application cheque with the full submission upon delivering it in person at your HRM office. We thank HRM Planning & Development staff for their assistance to date and we look forward to working with you.

Thank you and Warmest Regards,

Kevin W. Riles

Kevin W. Riles
President & CEO

cc: Azmi Arnaout – Owner, Arnaout Investments Inc.
Paul Behner – President, Greentree Project Management
Chris Crawford – Director of Architecture, Ekistics Plan + Design

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Schedules

1. May 10, 2018 Architectural Design Package (Elevations, Renderings, and Drawings) **(*Stonehaven at Rockingham South*)** Ekistics Plan + Design

2. Master Development Concept Plan (Colour) for **(Stonehaven at Rockingham South)**

Appendices

A. Application Form – (***Stonehaven at Rockingham South)***

B. LIMS Map and Parcel Historic Listing Report – **PIDs 00293308, 40433849 and 40433858**

C. December 2016. **Site Plan (*Stonehaven at Rockingham South*)** Ekistics Plan + Design

D. December 2016. **Servicing Schematic (*Stonehaven at Rockingham South*)** SDMM Ltd.

E. December 2016. **Traffic Impact Statement (*Stonehaven at Rockingham South*)** JRL Consulting Inc.

F. November 2016. **Downstream Wastewater Sewer Analysis (*Stonehaven at Rockingham South*)** SDMM Ltd.

G. R-2T & R4 Zone Requirements – Halifax Mainland Land-Use Bylaw

H. GFLUM Map – Halifax Municipal Planning Strategy

I. Zoning Map – Halifax Mainland Land-Use Bylaw

J. Four Phase Site Plan – Rockingham South Development

1. Executive Summary

Stonehaven at Rockingham South is a proposed 108-unit residential development located at the intersection of Dunbrack Street and Wentworth Drive in the Rockingham neighbourhood of mainland Halifax. The land is owned by Arnaout Investments Inc. (Arnaout), which in conjunction with a Professional Development Team (PDT), is proposing to create a signature residential development of two five-storey, multiple-unit buildings containing 98 units total, along with a series of ten townhouse units at street level. The site and building would feature a number of notable amenities for residents and visitors. *Stonehaven at Rockingham South* is proposed via a split rezoning approach where the 10 townhomes facing Wentworth Street and residences across the road would be zoned R-2T (Townhouse Zone). The remaining property would be rezoned to R-4 (Multiple Dwelling Zone) which would permit the two high end multiple family buildings. The approach for the development in both siting of buildings and architecture design was done respecting the existing residential community and Rockingham South.

2. Project Introduction

Located at the intersection of Dunbrack Street and Wentworth Drive in the Rockingham neighbourhood, the 3.68-acre, three-parcel subject land assembly is owned by Arnaout Investments Inc. (Arnaout). KWR Approvals Inc. (KWRA) has been retained by Arnaout to manage a Project Development Team (PDT) for the purpose of development of the subject land assembly through a discretionary Planning Application.

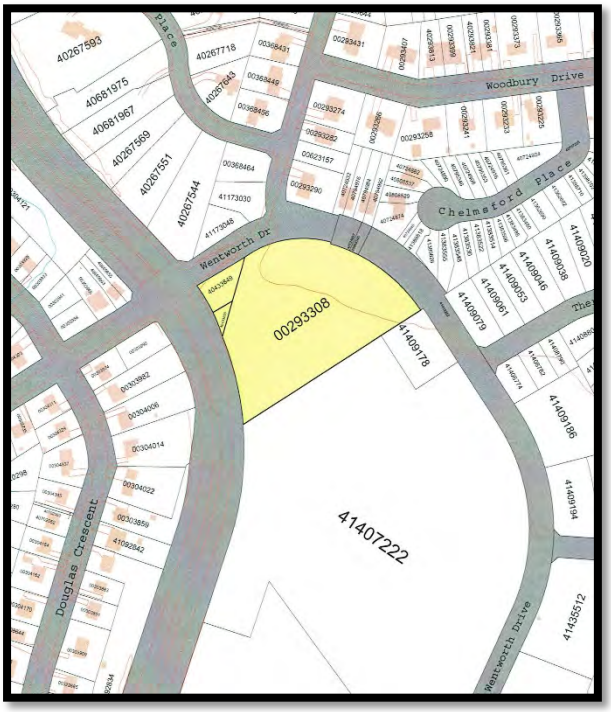


Figure 1 - LIMS Map of Subject Land Assembly

The intention of Arnaout and the PDT is to create a signature, high-end, residential development situated upon the subject land assembly. The objective is to develop two five-storey, multiple-family residential buildings featuring a total of 98 units, along with ten townhouse units at street level. This will facilitate a transition into the multiple-unit dwellings situated in the interior of the subject land assembly, abutting residential uses of similar height, scale and density. *Stonehaven at Rockingham South* will be a highly-visible development, located along one of HRM's principle arterial corridors. It will complement the existing fabric of the Rockingham neighbourhood.

3. Site Background – Stonehaven at Rockingham South

The future site of *Stonehaven at Rockingham South* is located on a three-parcel land assembly (PIDs: 00293308, 40433849 and 40433858) located at the intersection of Dunbrack Street and Wentworth Drive in the Clayton Park West/Rockingham South neighbourhood of Halifax, Nova Scotia. **The combined total area of the land assembly is 3.68 acres (14,912.87m²)**. The land assembly features frontage of approximately 109 metres onto Dunbrack Street, classified as an arterial street, and approximately 180 metres frontage onto Wentworth Drive, classified as a minor collector street.

The land assembly is situated in a residential neighbourhood, which features a mixture of mature low-density housing stock and new and/or currently-being-constructed, higher-density housing stock, including townhouses and multi-unit buildings. The land assembly is designated as 'Residential' under the Halifax Municipal Planning Strategy (MPS) and is currently zoned R-2 (Two-Family Dwelling Zone) under the Halifax Mainland Land-Use Bylaw (LUB). The land assembly is cleared of natural vegetation and is graded at street level. To date, there is no evidence of wetlands and/or watercourses on the land assembly.

Figure 2 - Aerial Photo of Subject Land Assembly

A new, master-planned subdivision has been approved for a large (55-acre) land assembly – known as Rockingham South – directly abutting the subject land assembly and features a variety of residential uses and densities as well as a commercial-use component. Only two properties directly abut the land assembly (PIDs 41409178 and 41407222). Both properties are owned by Rockingham South Ltd. and are part of the Rockingham South subdivision. The application for the Rockingham South subdivision; PID 41409178 is intended for townhouse development, while PID 41407222 is intended for high-density, multiple-unit residential development, with building heights of seven storeys.

4. Community Background – Rockingham

The land assembly 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 1700s, 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 estates within the area.

The construction of the Nova Scotia Railway during the 1850s significantly changed the community, as the railway passed through the community along the shores of Bedford Basin. Rockingham became a penultimate stop along the railway. Rockingham was selected by the Sisters of Charity of Saint Vincent de Paul for the establishment of a convent and academy; Mount Saint Vincent 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. 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.

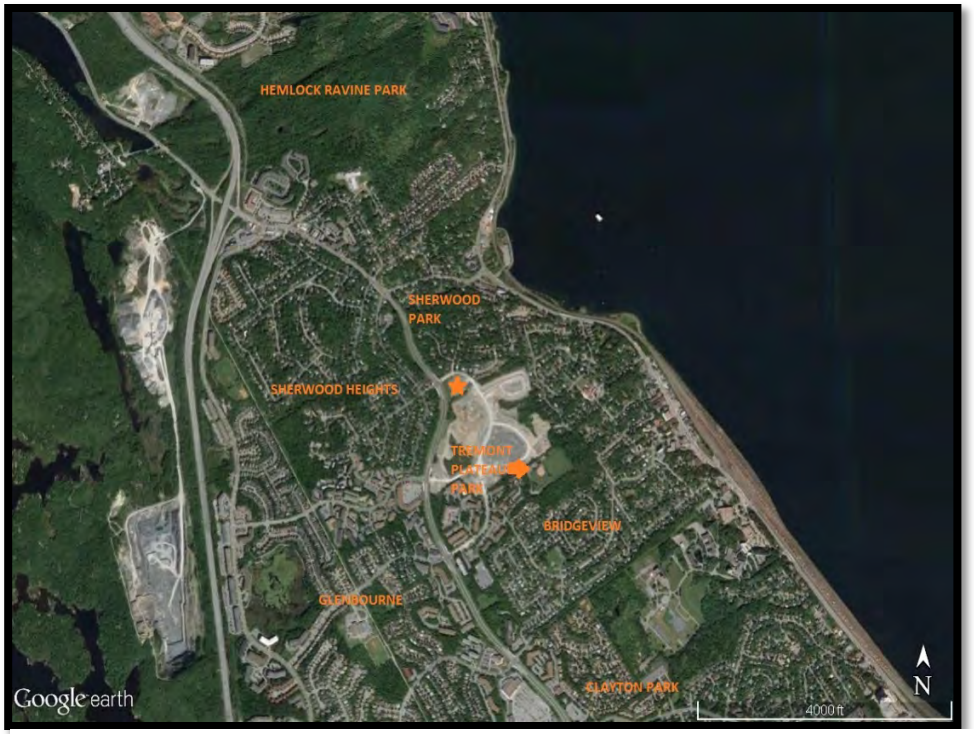


Figure 3 - Rockingham Community.

Rockingham in 1969, along with several other residential communities surrounding Halifax, amalgamated with the City of Halifax.

Today, a number of established residential subdivisions, including Sherwood Heights, Sherwood Park, Bridgeview and Glenbourne, are located in the areas surrounding the subject land assembly and are connected via Dunbrack Street and Kearney Lake Road. 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-scale, multi-unit buildings within the area. Further, the recent approval of Rockingham South will significantly increase multi-unit development within Rockingham.

Commercial uses intended to serve the Rockingham community are located at Rockingham Ridge, approximately 500 metres from the subject land assembly and a larger commercial node is located at the intersection of Lacewood Drive and Dunbrack Street (Lacewood Plaza). There are a number of parks within close proximity to the subject land assembly, 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 are located within two kilometres of the subject land assembly, Rockingham Elementary and École Grosvenor Wentworth Park School. The subject land assembly is also serviced by Clayton Park Junior High and Halifax West High School.

5. Applicant and Project Development Team (PDT)

Arnaout 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
Arnaout Investments Inc.	Developer/Applicant	Azmi Arnaout, Owner	[redacted] Halifax, Nova Scotia [redacted]
Greentree Project Management	Project Management	Paul Behner, President	[redacted] Halifax, Nova Scotia [redacted]
KWR Approvals Inc.	Urban Planning and Management of Planning Application & Approvals	Kevin W. Riles, President & CEO	(w) 902.431.1700 [redacted] kevin@kwrapprovals.com P.O. Box 44153 Bedford, Nova Scotia B4A 3Z8
		Patricia MacLeod	Vice President, Administration
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
Ekistics Planning + Design	Architecture and Design	Chris Crawford, NSAA, B.EDS, MARCH, LEED AP, Director of Architecture	(w) 902.461.2525 ext. 120 chris@ekistics.net 1 Starr Lane Dartmouth, Nova Scotia B2Y 4V7

6. Technical Studies Overview

Technical studies have been completed by members of the PDT to ensure that ***Stonehaven at Rockingham South*** meets the transportation and technical site requirements. The following is a list of the studies completed. Full-page versions of the various site plans are found in the Appendices section of this submission.

- December 2016. **Site Plan (*Stonehaven at Rockingham South*)** Ekistics Plan + Design (Appendix C)
- December 2016. **Servicing Schematic (*Stonehaven at Rockingham South)*** - SDMM Ltd. (Appendix D)
- November 2016. **Traffic Impact Statement (*Stonehaven at Rockingham South)*** - JRL Consulting Inc. (Appendix E)
- November 2016. **Downstream Wastewater Sewer Analysis (*Stonehaven at Rockingham South*)** - SDMM Ltd. (Appendix F)

6(a) Concept Plan

A coloured, master concept plan (Schedule B) for ***Stonehaven at Rockingham South*** has been prepared by Ekistics Plan + Design, in collaboration with KWRA and SDMM, based on the site's total area, topography, servicing, as well as the applicable municipal policies and land-use bylaws.

The proposal consists of two five-storey, multi-unit buildings, with 98 units in total. Both buildings would be joined by a shared entrance hall and common area and would share amenity spaces, such as a multi- purpose room for residents, theatre room and gymnasium facilities. A number of signature outdoor amenities are also proposed, including a landscaped terraced patio area overlooking the corner of Dunbrack Street and Wentworth Drive, as well as a rooftop amenity area above the shared entrance to the buildings, which would feature a pool for residents.

Figure 4 - Interior Courtyard, Stonehaven at Rockingham South. Ekistics Plan + Design.

Of the 98 total units, 77 units would be two-bedroom units and 16 units would consist of one-bedroom, while the remaining 5 units would be three-bedroom. Each unit would have its own private balcony. Underground parking is proposed for the buildings, which would be accessed from a driveway leading into the site from Wentworth Drive. A total of 80 underground vehicle spaces are proposed along with 28 surface parking spaces. Nine vehicle spaces are proposed for guests, while the remaining 99 spaces are intended for residents, creating a 1:1 parking ratio. Two of the 28 surface parking spaces are barrier free.

Figure 5 - Front Entrance, Stonehaven at Rockingham South. Ekistics Plan + Design.

In addition to the two multi-unit buildings, 10 townhouse units have been proposed for the development site. These units will feature entrances at grade onto Wentworth Drive, but will also be accessible by foot and vehicle from the courtyard. They are proposed to be in blocks of four, three and three, wrapping around the curve of the property line on Wentworth Drive. Each of the townhouse units will contain three bedrooms and will have private open space. Each townhome will have two vehicle parking spaces from an indoor garage and one outside driveway. The site will be landscaped to complement the proposed townhouse and multi-unit buildings with a combination of coniferous and deciduous plant species, which are native to Nova Scotia. In total, 108 dwelling units are proposed for the total development area. The density is designed to stay within the 75ppa maximum of the R4 zone.

Although a commercial component was initially considered by the developer for the proposed development, ultimately, it was felt that a commercial activity would be incongruent with the goals of Stonehaven. It would have been required for commercial users to park within the development in order to avoid having parking on Wentworth Drive, thereby disrupting desired community feel of the interior courtyard. Adding commercial would further increase the amount of vehicular traffic generated by the development onto the existing street network. Further, the area is currently well serviced by commercial components including the recently approved adjacent Rockingham South development, and the existing Rockingham Ridge commercial node, which is within walking distance to the proposed development.

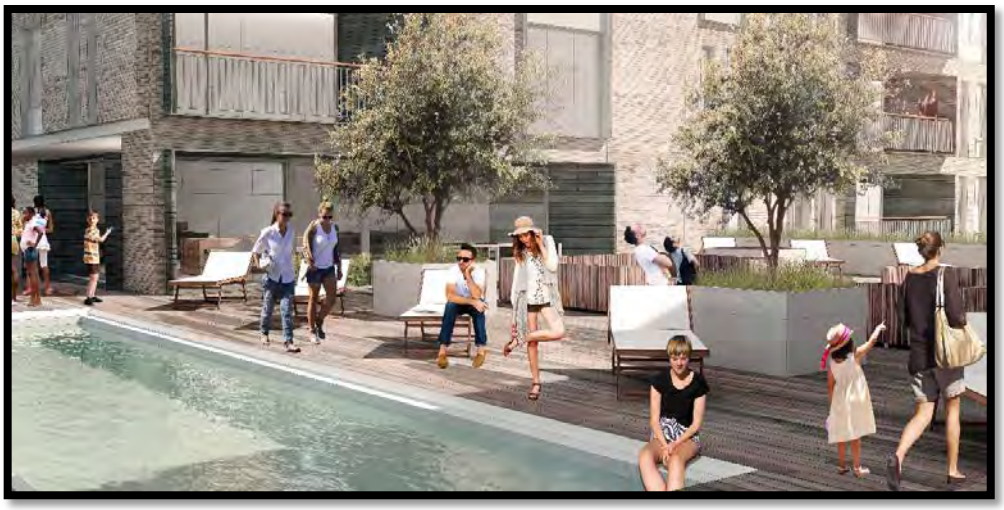


Figure 6 – Pool, Stonehaven at Rockingham South. Ekistics Plan + Design.

Given the mixture of mature, low-density housing stock and new, increased-density housing stock, either recently completed or under construction that is found in the immediate vicinity, the goal of the ***Stonehaven at Rockingham South*** concept plan is to create a harmonious transition between the two. The townhouses are at a human scale along Wentworth Drive, facing mature housing stock on the opposite side of the street. The courtyard area located in the middle of the development site provides separation between the low-density housing and the proposed multi-unit buildings and creates a community within the development, as all proposed dwellings front into Stonehaven's courtyard area. The proposed multi-unit buildings back onto either Dunbrack Street, which does not have dwellings fronting onto the street, or the approved sites for seven-storey, multi-unit buildings as part of the Rockingham South development (Phase 4). This creates a transition between the townhouse units, the five-storey buildings and the seven-storey buildings, which are part of Rockingham South (Appendix M).

6(b) Servicing Schematic and Downstream Wastewater Sewer Analysis

This style of development has one set of services extending from the street; the campus style water meter will be housed within the multiple-unit building, with the water distribution system extending to the townhouse units. To avoid water line trenching, it is proposed to connect one building to the other. The sewer lines are proposed to take a conventional approach with private sewer mains extending across the property collecting each building before entering the street.

The Downstream Wastewater Sewer Analysis was calculated using pipe characteristics from Halifax Water's GIS information and concluded: *"That the downstream sewer system has sufficient capacity to accommodate the anticipated wastewater flows generated by this proposed development".*

6(c) Traffic Impact Statement (TIS)

Dunbrack Street is an arterial roadway, running in general North-South direction, from Kearney Lake Road to an interchange with NS-102, where it becomes North West Arm Drive. There are two lanes in each direction and a full median, as well as designated left-turning lanes at a number of intersections. The posted speed limit is 60 km/hour. Due to the shift towards the growth and development in Rockingham, Clayton Park and other areas that are serviced by Dunbrack Street, there has been an increase in the amount of traffic that utilizes Dunbrack Street on a daily basis. In 2012, HRM completed 24-tube counts on Dunbrack Street and the Annual Average Weekday Traffic (AAWT) was 11,144 vehicles, with 5468 travelling southbound and 6576 travelling northbound.

Wentworth Drive is classified as a minor collector. It was recently extended from the intersection with Dunbrack Street through the newly-created Rockingham South development to a recently completed roundabout, which connects with Knightsbridge Drive. It features one lane in each direction, separated by a marked yellow centre line. There are sidewalks on both sides of Wentworth Drive and has a posted speed limit of 50 km/hour.

The first critical measurement that a TIS examines is "stopping-sight distance". This is the distance required by an operator of a vehicle to safely stop. This is calculated by adding the break reaction distance – the amount of distance traveled between the time the driver sees something causing him/her to decide to stop and the time he/she brakes the vehicle, and breaking distance – the amount of distance it takes to stop a car from when braking first begins. When the speed limit is 50 kilometres per hour, the minimum stopping distance is 65 metres.

The TIS states: *"There are no issues with stopping-sight distance for northbound traffic on Wentworth Drive at the proposed driveway. We recommend that adequate stopping site distance be confirmed on Wentworth Drive for southbound traffic with a survey"*

The second is the site-generated traffic: 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 townhouse and semi-detached lots being created and the equation for "ITE Land Use 210 Single Family Detached Housing" found in the Institute for Traffic Engineers Trip Generation Manual (9th Edition). This classification is employed because, while the housing form may differ (single-family detached vs. townhouses), the number of people occupying the dwelling would be the same in terms of the applicable traffic calculations. Apartment units fall under a separate category "Land Use 220 Apartment" and, therefore, use a separate mathematical formula to measure the estimated generated traffic. 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.

Calculations estimated that the 98-unit portion of the development, contained within the two multi-unit buildings, would generate a total of 53 vehicles in the AM period and 73 vehicles in the PM period. The townhouse portion of the development would generate a total of 19 vehicles in the AM period and 17 vehicles in the PM period. This would be a total of 72 vehicles in the AM period and 89 vehicles in the PM period for the entire development.

Ultimately the TIS concluded: *"Site generated traffic will most likely follow exiting trip distribution patterns along Dunbrack Street in the AM and PM peak hours."*

7. Context for Application

We understand that the subject land assembly is located in a mature, primarily residential area and is designated as such by the area MPS. The Regional Plan offers a number of criteria in relation to the suitability of land development in identified centres of HRM. Our intention is to ensure that any proposed development on the subject land assembly meets the minimum 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 immediate neighbourhood and general area.

Table 1 – Future Characteristics of Urban Growth Centres (Halifax Regional Plan)

HRM Regional Plan Categories	HRM Regional Plan Objectives	PDT Comment
Land Uses and Design	• Mix of low, medium and high-density residential, small office, small institutional and convenience commercial uses. • In established residential neighbourhoods, low to medium density residential uses. • Encourage infill or redevelopment of large parking lots into traditional blocks with streetwalls and step-backs. • Pedestrian oriented facades.	Stonehaven would be a combination of low and medium density residential buildings. A pedestrian-oriented façade, particularly along Wentworth Drive, would be maintained.
Transit, Active Transportation and Parking	• Transit to connect to other centres and Regional Centre. • Pedestrian-oriented transit stops. • Enhanced pedestrian linkages • Street or rear yard parking wherever possible. • Access to AT routes. • Short, interconnected blocks for ease of walkability.	Pedestrian walking paths would be incorporated as part of overall site design and layout. Stonehaven is within walking distance to existing transit stops. Public and active transit routes would be promoted through site design.
Open Space	• Streetscaping featuring landscaped pocket parks and tree-lined streets. • Interconnected private and public open space. • Improved quality and quantity of parkland. • Focus on waterfront parks and trails. • Private and public-realm urban forest canopy cover to be maintained and improved. • Provisions for food security.	Streetscaping would be in character with existing neighborhood. Public and private urban forest canopy would be improved upon with overall site design and layout.

Cultural Heritage	• Built and natural heritage to be maintained and improved. • Heritage features integrated with new development. • Public art integrated with new development. • Scenic public views preserved. • Cultural heritage corridors.	Public art or other cultural feature can be incorporated into overall site design. As part of the design exercise and site layout, scenic views will be preserved wherever possible.

The intention of the PDT is to ensure that this development is in keeping with the goals and objectives for the area, as outlined in the Regional Plan and area MPS. This includes pedestrian-oriented facades, compatible scale and building heights consistent with the existing low and medium-density residential neighborhoods throughout the Clayton Park/Rockingham neighbourhoods of Halifax Mainland. It is recognized by the PDT that density for this particular area has been lower than what is proposed for the development of the subject land assembly. However, it is also noted that increasing density in the urban, local growth centres of the Municipality has been identified as critical to the sustained growth and development of the overall Municipality. Additionally, this 3.8 land assembly is a natural extension of the adjacent existing master planned community known as Rockingham South whose immediate neighbouring Phase 4 is almost 90 ppa with taller seven storey apartment buildings in close proximity.

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-disbursed 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 social health.

Given the characteristics of the subject land assembly, the PDT collectively believes this development site is a suitable location for a mixed-use residential development with modest five-storey, multiple-family buildings incorporated with attractive townhouse dwellings.

<u>Re-Zoning of Three Parcel Land Assembly to R-4 and R-2T</u>

Given the total area of the subject land assembly, the prominent location of the site at the intersection of Dunbrack Street (classified as an arterial roadway) and Wentworth Drive (a local collector), the characteristics of the existing residential neighbourhood and the approved development of lands adjacent

to the subject land assembly for increased density residential and commercial purposes all contribute to warranting an amendment to the area MPS to allow re-zoning the subject land assembly from R-2 to a split zone of R-2T (Two Family Dwelling Zone) for the ten townhomes and R-4 (Multiple Dwelling Zone) for the remainder of the land for the two multiple family dwellings is a reasonable planning approach as per the intent of the MPS. The R-2T & R4 zone requirements can be found in Appendix G.

Precedent for Development of Subject Land Assembly

Precedent exists for the re-zoning and development of the subject land assembly through a discretionary planning approval process. The development of the land assembly adjacent to the subject land assembly was approved in 2013 by Community Council, as part of a discretionary planning process to re-zone into Schedule K and approve the first stage of a two-stage Development Agreement for the purposes of creating a four-phase residential subdivision – Rockingham South. Both Phase 2 and 3 of the Rockingham South subdivision contain provisions for the construction of multi-unit residential buildings as well as commercial plazas. Phase 4, which is directly adjacent to ***Stonehaven at Rockingham South***, contains provisions for multi-unit residential buildings featuring heights of seven stories. In many ways, the proposed development would be a continuation of the already approved development adjacent, and would create the final piece of the Rockingham South community.

HRM Planning and Development staff noted that Schedule K is a zoning for mixed-use residential intended for vacant parcels of land in the Halifax area – applicable because it was located within an established residential neighbourhood. Further, the Rockingham South site was identified in a 2013 study of the Bedford-Mainland North Transportation Corridor as one of five development sites for increased density within the Halifax mainland area because of the existing transportation linkages. Opportunities to increase services, while limiting costs exists for the area because a significant amount of necessary infrastructure already exists.

Given the larger size and scale of the adjacent land assembly, a wide-range of uses was proposed and approved by Community Council. The PDT is aware that the total density of 36.38 persons per acre (PPA) applied to the adjacent development site is lower than what has been envisioned for the subject land assembly; however, the significantly larger total area facilitates the overall lower density through a greater mixture of residential uses and exclusively commercial buildings as part of the overall development.

The location of the final phase (Phase 4, Appendix J) of the adjacent development site was selected for the highest density on the overall site and directly abuts our subject land assembly. The approved Development Agreement permits buildings up to seven storeys directly abutting the subject land assembly (Phase 4). **Given the grading of the adjacent lot, the scale of the development will appear closer to nine storeys in height**. The approximate total area of this portion of Rockingham South is 11.24 acres. The total residential density for this area, as noted in the Development Agreement, shall not exceed 1,005 persons. This represents a density of 89.41 PPA for this particular section of the adjacent development site – a proposed density that is consistent with the 75 ppa at ***Stonehaven at Rockingham South***. Given this land assembly is only 3.8 acres it does not warrant a Stage 1 and Stage 2 development agreement approach that is reserved for larger master planned communities with significant dwelling counts and large number of buildings. The rezoning to R2-T around most of the Wentworth Drive portion of the property ensures townhomes are build and the practical reality of the 75ppa on the R4 rezoned portion limits height/bulk.

Given the intention to construct seven-storey, multi-unit residential buildings on the property directly abutting the subject land assembly, it potentially creates challenges in the development of the subject land assembly under the current zoning. If the subject land assembly was to be developed 'as-of-right' under the current R-2 zoning, the transition between single and two-family dwellings and multi-unit residential buildings would be significant and out of scale. Enabling Stonehaven with a mixture of townhouse units and two five-storey, multi-unit buildings is a more appropriate transition between the newly-developed Rockingham South and existing community.

Applicable Evaluative Criteria from Halifax MPS

In preparation for this discretionary Planning Application, the PDT has highlighted a number of important, applicable policies in relation to the development of the subject land assembly. Through this evaluation, the PDT feels that the subject land assembly meets the applicable criteria to warrant development that is greater than what is currently permitted 'as-of-right' through the existing R-2 zoning, but recognizes a re-zoning and discretionary planning approvals process must be carried out.

Table 2 – Stonehaven – Policy Analysis Matrix

The following MPS Policy review evaluates the proposed development in regards to applicable MPS evaluation policy.

- Property is in the Halifax MPS area and is designated Residential Environments.
- Property is regulated by the Halifax Mainland LUB and is zoned R-2 (Two Family Dwelling Zone).
- Application is to apply R-4 (Multiple Dwelling Zone) and R-2T (Townhouse Zone) through the rezoning process. This is enabled by existing MPS policy.
- The primary policy considerations for this rezoning process are as follows:
  - **Land Use Compatibility**
  - **Servicing and transportation capacity**
  - **Neighbourhood stability**
  - **Provision of Housing Choice/Diversity**

SECTION II POLICIES (Halifax Municipal Planning Strategy)	
Policy	**Analysis**
2.1 Residential development to accommodate future growth in the City should occur both on the Peninsula and on the Mainland, and should be related to the adequacy of existing or presently budgeted services.	The wastewater treatment system can accommodate the proposed development. This is based on a Downstream Wastewater Sewer Analysis prepared by a Professional Engineer which concluded: "*That the downstream sewer system has sufficient capacity to accommodate the anticipated wastewater flows generated by this proposed development".* A Traffic Impact Statement (TIS) was prepared for this proposed development by a Professional Engineer. The TIS considered existing peak hour traffic volumes on adjacent streets and additional peak hour traffic that would be generated by the proposed development. No concerns were identified. There is a wide range of existing community and recreation infrastructure at the local and community scale to support the population of the proposed development, in terms of schools for all grades, parkland and recreation facilities, and a library. It is clear that sufficient capacity exists in the current services in this area to facilitate this infill residential development, which will ensure that existing services are used in the most efficient manner.
2.2 The integrity of existing residential neighbourhoods shall be maintained by requiring that any new development which would differ in use or intensity of use from the present neighbourhood development pattern be related to the needs or characteristics of the neighbourhood and this shall be accomplished by Implementation Policies 3.1 and 3.2 as appropriate.	This vacant parcel of land is surrounded by a variety of existing and planned residential uses. These include an existing neighbourhood with single and two unit dwellings across Wentworth Drive to the north and east. To the south of the property is the Rockingham South development that is underway and which upon completion will contain a variety of housing forms and types including multiple unit buildings and townhouse dwellings, and neighbourhood-oriented commercial uses. Phase 4 of Rockingham South includes an approved 7 storey multiple unit building as well as a small townhouse building which are directly adjacent to the proposed 5 storey Stonehaven building to be located in the proposed R-4 zone. The placement of the multiple unit building and the townhouse dwellings in Stonehaven through the proposed rezoning, responds to and is compatible in form with the existing single and two unit dwellings on Wentworth Drive and the planned multiple unit and townhouse dwellings in Rockingham South. The site development has been designed to locate the multiple unit dwelling as far from the existing dwellings on Wentworth Drive directly adjacent to Rockingham south and Dunbrack Street. The proposed Stonehaven development has been designed to respect the characteristics of both the existing and planned residential areas which surround it, and to provide a transition in residential forms toward Dunbrack Street, which achieves the policy goal of protecting the integrity of existing residential neighbourhoods.

Policy	Analysis
2.4 Because the differences between residential areas contribute to the richness of Halifax as a city, and because different neighbourhoods exhibit different characteristics through such things as their location, scale, and housing age and type, and in order to promote neighbourhood stability and to ensure different types of residential areas and a variety of choices for its citizens, the City encourages the retention of the existing residential character of predominantly stable neighbourhoods, and will seek to ensure that any change it can control will be compatible with these neighbourhoods.	As an existing vacant R-2 parcel adjacent to a major intersection, the development of additional single family and two unit dwellings as permitted by the current zoning is not an appropriate use of land. Major intersections are more appropriate for higher density housing forms due to the ability to limit the number of driveways, to the ability of larger forms to buffer traffic noise, and most importantly to provide a clear and successful transition from the existing low density neighbourhood located across Wentworth Drive to the Dunbrack Street arterial. This site as a remainder parcel of land provides an excellent opportunity, given its location relative to the existing and planned residential development which surrounds it, to complete the development of this area in a way which extends this existing pattern in a complementary manner while efficiently utilizing existing infrastructure. The townhouse units address the existing low and medium density neighbourhood across Wentworth Drive as well as the approved townhouse units of Rockingham South Phase 4. The multiple unit building is situated adjacent to the site for an approved 7 storey multiple unit residential building in Rockingham South and to the major arterial of Dunbrack Street. In both land use and scale, Stonehaven will be a compatible development within this community, satisfying the policy goal of ensuring compatibility with existing neighbourhoods.
2.4.1 Stability will be maintained by preserving the scale of the neighbourhood, routing future principal streets around rather than through them, and allowing commercial expansion within definite confines which will not conflict with the character or stability of the neighbourhood, and this shall be accomplished by Implementation Policies 3.1 and 3.2 as appropriate.	Stonehaven as a residential infill development in this area of Mainland North does not require any additional streets but utilizes additional road capacity at this intersection. There are no commercial areas or uses proposed for Stonehaven. As this development will be adjacent to an existing neigbourhood on undeveloped land, and the character and stability of the existing neighbourhood will be preserved an d enhanced. Regarding the planned driveway access, Stonehaven has been designed to reduce the number of entrances onto Wentworth Drive to only two, which will serve the planned surface visitor parking, provide access to individual parking spaces for the townhouse units, and access the underground parking for the multiple unit dwelling.
2.6 The development of vacant land, or of land no longer used for industrial or institutional purposes within existing residential neighbourhoods shall be at a scale and for uses compatible with these neighbourhoods, in accordance with this Plan and this shall be accomplished by Implementation Policies 3.1 and 3.2 as appropriate.	This parcel has remained vacant as surrounding parcels have developed through time. As noted above the development of a multiple unit building and townhouses of limited scale and intensity as proposed for Stonehaven is compatible with and responds directly to the residential land use pattern that has effectively enveloped it, by ensuring compatibility through transitions in scale that will be ensured by the proposed R-4 and R-2T zoning.

Policy	Analysis
2.7 The City should permit the redevelopment of portions of existing neighbourhoods only at a scale compatible with those neighbourhoods. The City should attempt to preclude massive redevelopment of neighbourhood housing stock and dislocations of residents by encouraging infill housing and rehabilitation. The City should prevent large and socially unjustifiable neighbourhood dislocations and should ensure change processes that are manageable and acceptable to the residents. The intent of this policy, including the manageability and acceptability of change processes, shall be accomplished by Implementation Policies 3.1 and 3.2 as appropriate.	The development of Stonehaven is an appropriate infill development on a vacant greenfield land rather than a redevelopment, and will not result in either the redevelopment of existing neigbourhood housing stock or the dislocation of any existing residents.
2.8 The City shall foster the provision of housing for people with different income levels in all neighbourhoods, in ways which are compatible with these neighbourhoods. In so doing, the City will pay particular attention to those groups which have special needs (for example, those groups which require subsidized housing, senior citizens, and the handicapped).	Stonehaven will provide complementary and compatible housing forms within this existing residential area which will foster the provision of housing for groups with various income levels. The proposed R-4 and R-2T zoning will ensure greater diversity in housing stock. There will be accessible housing within the new multiple unit residential building as per the Building Code, which requires a proportion of fully accessible units.

Implementation Policies (Halifax Municipal Planning Strategy)	
Policy	**Analysis**
3.1.1 The City shall review all applications to amend the zoning by-laws or the zoning map in such areas for conformity with the policies of this Plan with particular regard in residential areas to Section II, Policy 2.4.	See previous analysis related to the conformity of the Stonehaven development with relevant policies of the Residential Environments Section of the Halifax MPS.
4. When considering amendments to the Zoning By-laws and in addition to considering all relevant policies as set out in this Plan, the City shall have regard to the matters defined below.	
4.1 The City shall ensure that the proposal would conform to this Plan and to all other City by-laws and regulations.	Stonehaven has been designed to meet all of the applicable requirements of the Mainland Land Use Bylaw for the R-4 and R-2T zones including land use, lot coverage, density, heights, angle controls, setbacks and parking. Driveway access to the development has been designed with respect to Streets By-law to ensure safe driveway access.
4.2 The City shall review the proposal to determine that it is not premature or inappropriate by reason of: i) the fiscal capacity of the City to absorb the costs relating to the development; and ii) the adequacy of all services provided by the City to serve the development.	HRM will not be required to absorb any costs related to this development as it will utilize existing streets and primary piped services (wastewater, stormwater, potable water), and any required costs to connect to or upgrade this infrastructure will be borne by the developer. As detailed above it has been determined that both the piped and transportation systems required to service this development have adequate existing capacity for Stonehaven as proposed. This infill development will therefore more efficiently utilize existing services, supporting a sustainable fiscal situation for the city.

8. Summary of Application

The proposed development plan for *Stonehaven at Rockingham South* would create 98 units contained within two, five-storey, multi-unit residential buildings and an additional ten townhouse units, on 3.68 acres. The subject land assembly is currently vacant land and is located alongside a major arterial corridor in mainland Halifax known as Dunbrack Street and adjacent to an existing master planned community known as Rockingham South with seven storey multiple families in close proximity.

- ✓ In preparation of this Application, Arnaout and the PDT sought to adhere as closely as possible to the policies found in the MPS for Halifax and the LUB for Halifax Mainland.
- ✓ The proposed development density is consistent with the R4 zone and lower than the approved density for the development phase (Phase 4) adjacent to our subject land assembly.
- ✓ At the proposed density 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.

Figure 7 - Dunbrack Street and Wentworth Drive Intersection, Stonehaven at Rockingham South. Ekistics Plan + Design.

- ✓ 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 and housing.
- ✓ The new and developing high-density residential development immediately adjacent to the subject land assembly.

Figure 8 - Townhouse Entrance, Stonehaven at Rockingham South

9. Conclusion

Stonehaven at Rockingham South is intended to be a development that fits with a prominent roadway, established community and a close neighbourhood. The development has been created as a signature, high-end residential development for Rockingham. Terraced patios at the corner of Dunbrack Street and Wentworth Drive invite residents and guests to the development and create a signature element for the proposed Stonehaven. The PDT was aware that one particular key to ensure Stonehaven would be to offer a seamless transition between the existing residential community and the approved, increased-density, development at Rockingham South. To achieve this transition and seamless approach, townhouses were placed along Wentworth Drive and the courtyard for the development and multiple-family buildings were kept to five storeys. In addition a signature amenity open space was provides at the kitty corner of Stonehaven where Wentworth Drive and Dunbrack Street meet.

The deliberate use of bright tones in the construction material, large glass windows, spacious balconies, and wide-range of amenities encourage the residents to fully utilize both the interior and exterior of the Stonehaven at Rockingham South.

Figure 9 - Wentworth Drive Entrance, Stonehaven at Rockingham South. Ekistics Plan + Design.

Arnaout and the entire PDT behind ***Stonehaven at Rockingham South*** believe the creation of this proposed development provides a unique and important development on a site which lends itself to the creation of a signature series of buildings and further enhances the community of Rockingham through appropriate scale and transition coupled with excellent architectural and site design.

SCHEDULE 1

Stonehaven Architectural Design Rationale

May 10th, 2018

Multi unit building

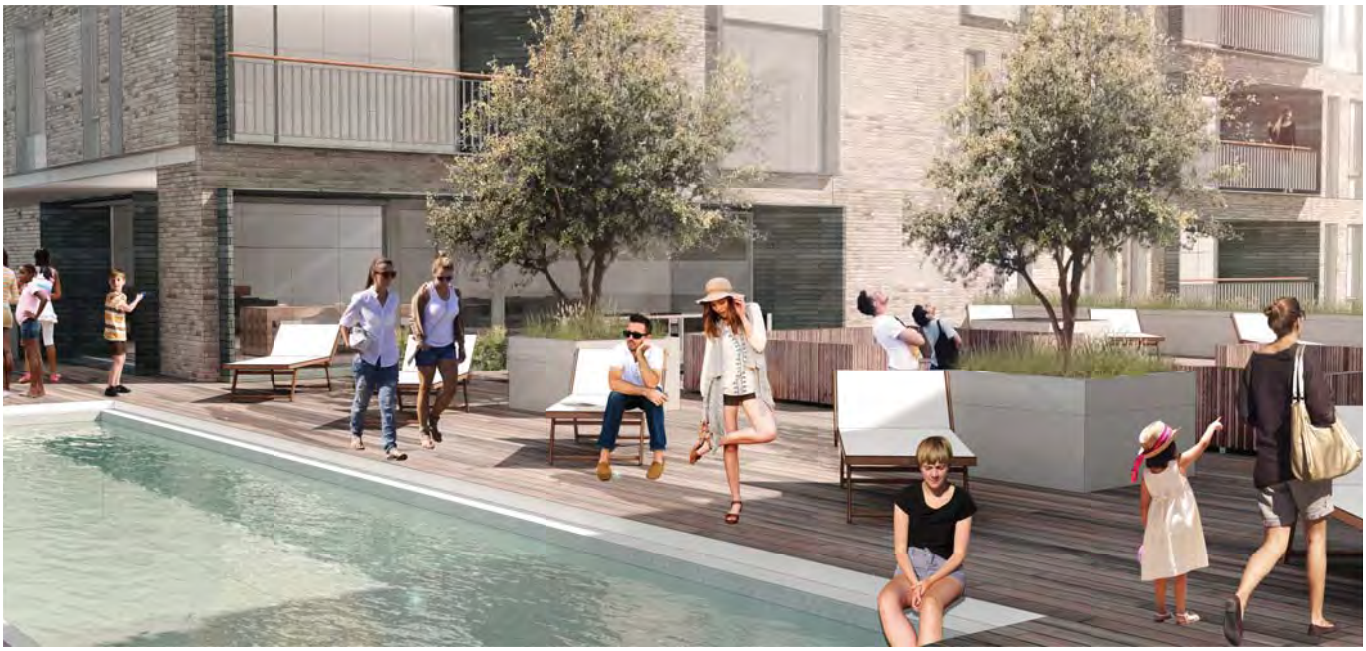
The design strategy for the Multi unit building is to fill the interior lot lines of the site with the multi unit building and then line the street scape with three level townhouse units. This creates a courtyard within the centre of the site that will house the visitor parking and townhouse entrances. This courtyard space will be extensively landscaped and will only feature traffic from the townhouses or visitors to the development.

We have also articulated the ground level of the multi unit with walk up units and transitions the massing to the lower density townhouses and adjacent properties.

The material palette for the development features a light toned yet warm brick. This is contrasted with either a dark high density fiber cement or ceramic cladding that creates frames around balconies. We are also using a western red cedar wood for the bay window projections and entrances for the townhouses. Overall the warm toned materials are contrasted with the green landscaping features that will be present with extensive planters and

feature landscaping.

The two main building forms are connected by a common lobby space that will also act as amenity for the entire development. The second level will open out onto a common roof terrace with southern exposure. This will be a



landscaped roof terrace that will also look out into the central courtyard area.

The underground parking entrance is to the rear of the site and with retaining and landscaping will be kept out of street view. The eastern end of the Multi unit building again terraces its massing to three levels and with individual entrances at grade reduces the scale of the building at the street and adjacent property line.

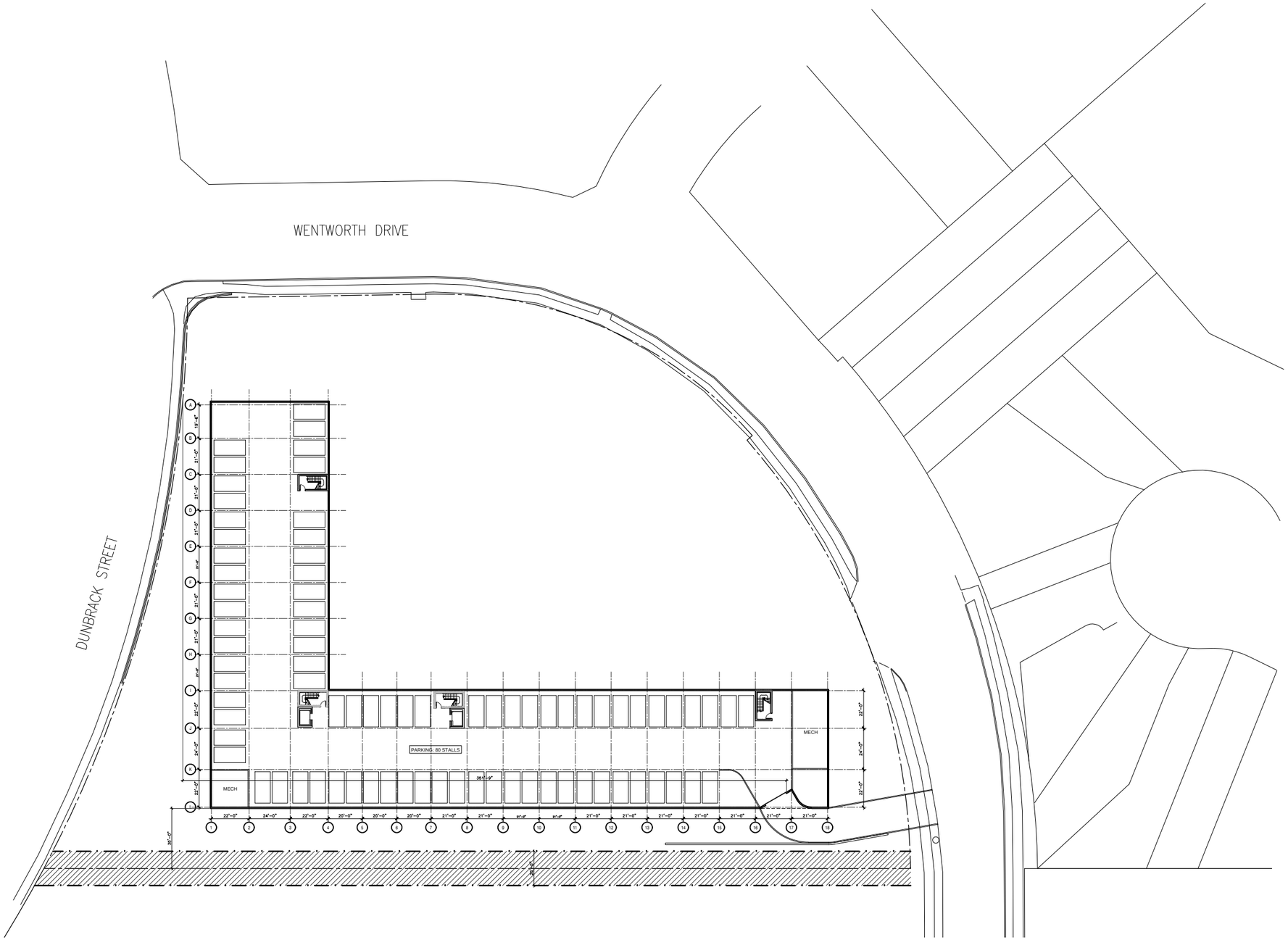
The corner of Wentworth and Dunbrack features a generous setback from the street allowing for a large landscaped buffer at this busy corner. At this corner we rise to the full 5 level height to create a feature massing in the development. The punctuated balconies create interest at the corner and at the main level features the fitness room. Here the grade drops around the building raising the fitness room from being right at the street elevation.

Townhouse buildings

The general design strategy for the townhouse portion of the development was to line the street of the property to maintain a neighborhood feel to the streetscape. This will include connections to the sidewalk with landscaped walkways and a series of terraced planters to the building face.

The northern facades feature a predominant Bay window projection clad in warm western red cedar cladding. This Cedar cladding also wraps the recessed covered entry way into the townhouse. Living space is predominantly located on the upper two levels to maximise privacy for tenants and minimize disturbance to residence due to traffic

On the souther interior courtyard side the townhouses have individual garages and rear entrances clad in wood. The southern faces feature building articulation in a series of roof terraces and Juliet balconies. Landscaped drives and property landscaping further refine the residential feel to the rear yards.



1/64"=1'-0" 1 A-100 PARKING PLAN

EKISTICS PLANNING & DESIGN

KEY PLAN

02	R4 SUBMISSION REVIEW	2017.06.06
01	D.A. SUBMISSION	2016.12.11
REVISIONS		DATE

PROJECT

STONEHAVEN AT ROCKINGHAM SOUTH DEVELOPMENT

CLIENT

SCALE	DATE	
	2017.06.06	
DRAWN BY	CHECKED	REVIEWED

APPROVED

SEAL

NOT FOR CONSTRUCTION

DRAWING

PARKING_-01

DRAWING NO.

A-100

UNITS / LEVEL BREAKDOWN
LEVEL 01 – 21 UNITS + AMENITY
LEVEL 02 – 18 UNITS + AMENITY
LEVEL 03 – 21 UNITS
LEVEL 04 – 21 UNITS
LEVEL 05 – 18 UNITS
TOTAL : 98 UNITS + AMENITIES

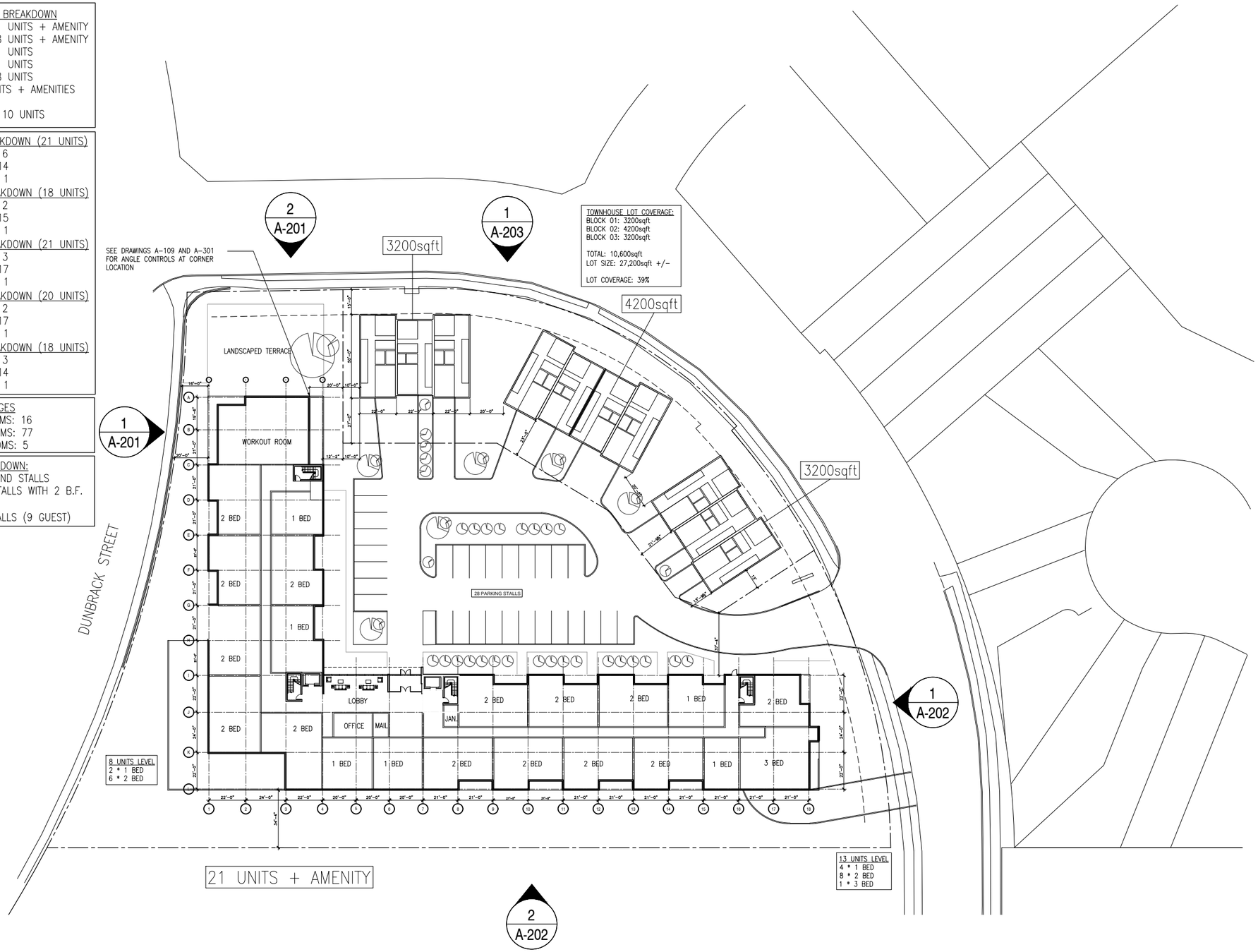
TOWNHOUSE – 10 UNITS

LEVEL 01 BREAKDOWN (21 UNITS)
1 BEDROOMS: 6
2 BEDROOMS: 14
3 BEDROOMS: 1
LEVEL 02 BREAKDOWN (18 UNITS)
1 BEDROOMS: 2
2 BEDROOMS: 15
3 BEDROOMS: 1
LEVEL 03 BREAKDOWN (21 UNITS)
1 BEDROOMS: 3
2 BEDROOMS: 17
3 BEDROOMS: 1
LEVEL 04 BREAKDOWN (20 UNITS)
1 BEDROOMS: 2
2 BEDROOMS: 17
3 BEDROOMS: 1
LEVEL 05 BREAKDOWN (18 UNITS)
1 BEDROOMS: 3
2 BEDROOMS: 14
3 BEDROOMS: 1

UNIT PERCENTAGES
16% 1 BEDROOMS: 16
78% 2 BEDROOMS: 77
6% 3 BEDROOMS: 5

PARKING BREAKDOWN:
80 UNDERGROUND STALLS
28 SURFACE STALLS WITH 2 B.F.

TOTAL: 108 STALLS (9 GUEST)



1/64"=1'-0"

1 / A-101 GROUND FLOOR PLAN LEVEL 1

EKISTICS PLANNING & DESIGN

KEY PLAN

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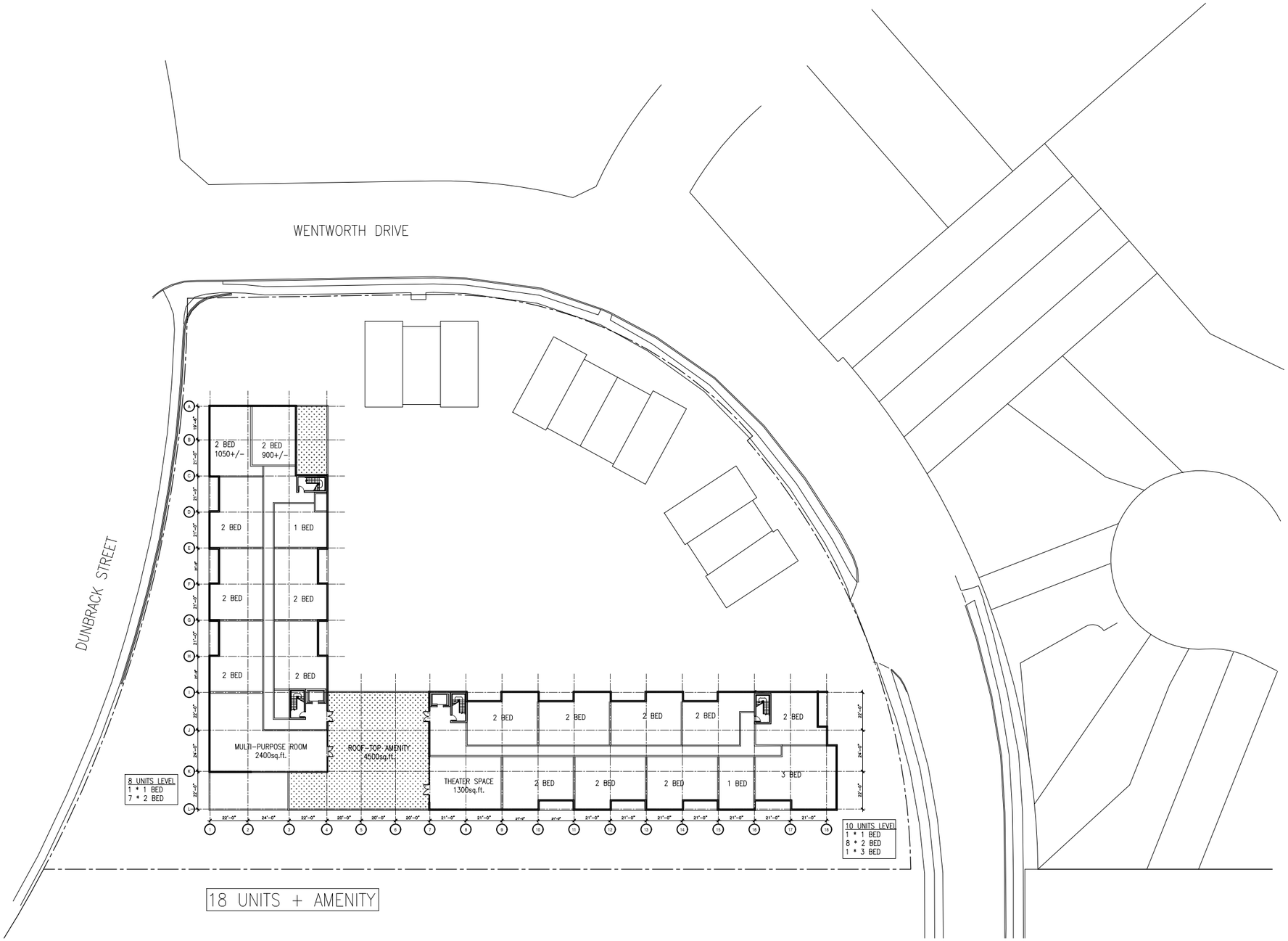
GROUND_FLOOR_PLAN

DRAWING NO.
A-101



1/64"=1'-0" 1 A-102 FLOOR PLAN LEVEL 2

GRID NORTH

EKISTICS PLANNING & DESIGN

KEY PLAN

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STONEHAVEN AT ROCKINGHAM SOUTH DEVELOPMENT

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LEVEL_02

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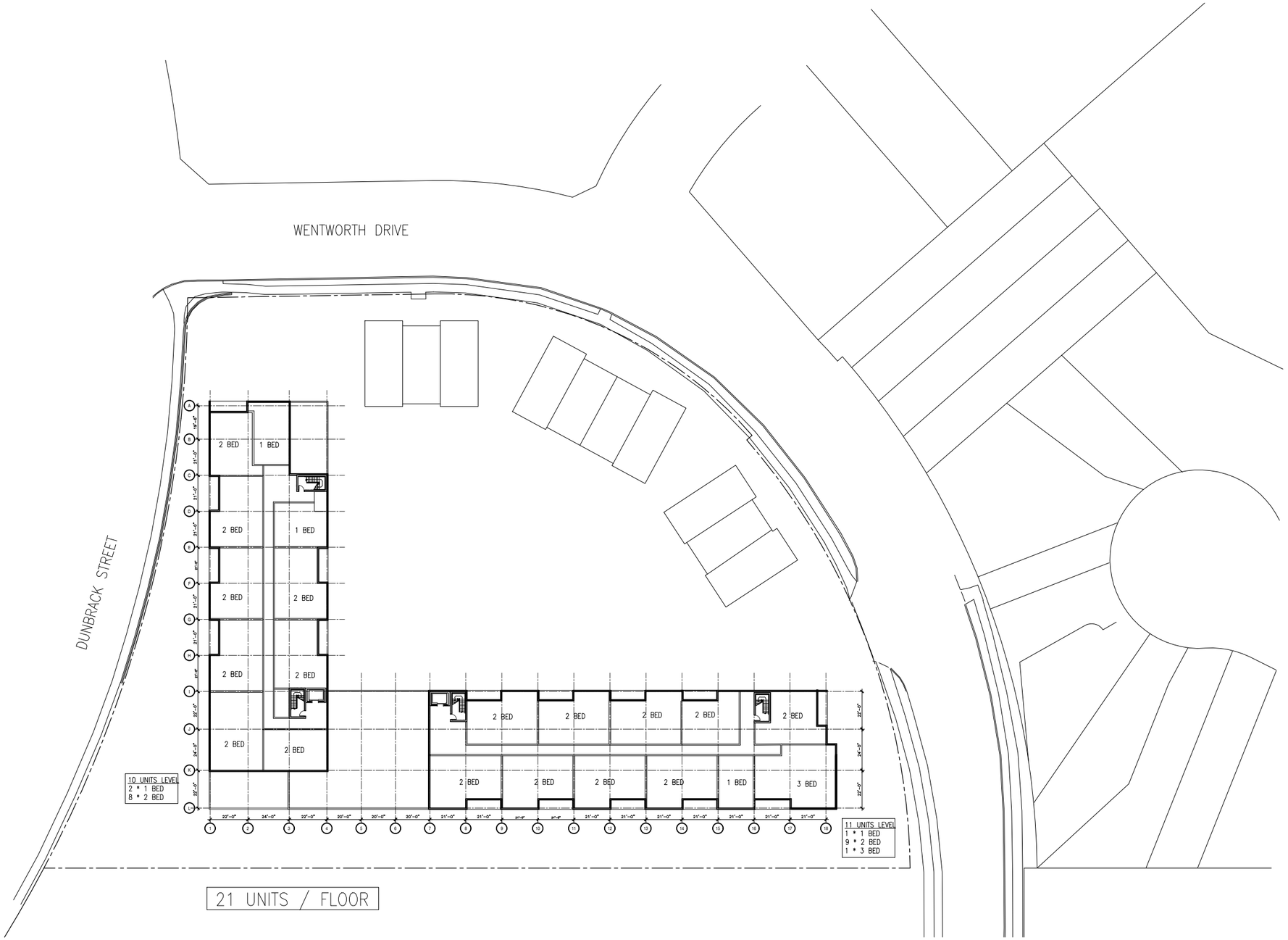
A-102



1/64"=1'-0" 1 A-103 FLOOR PLAN LEVEL 3

EKISTICS PLANNING & DESIGN

KEY PLAN

02	R4 SUBMISSION REVIEW	2017.06.06
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PROJECT

STONEHAVEN AT ROCKINGHAM SOUTH DEVELOPMENT

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LEVEL_03

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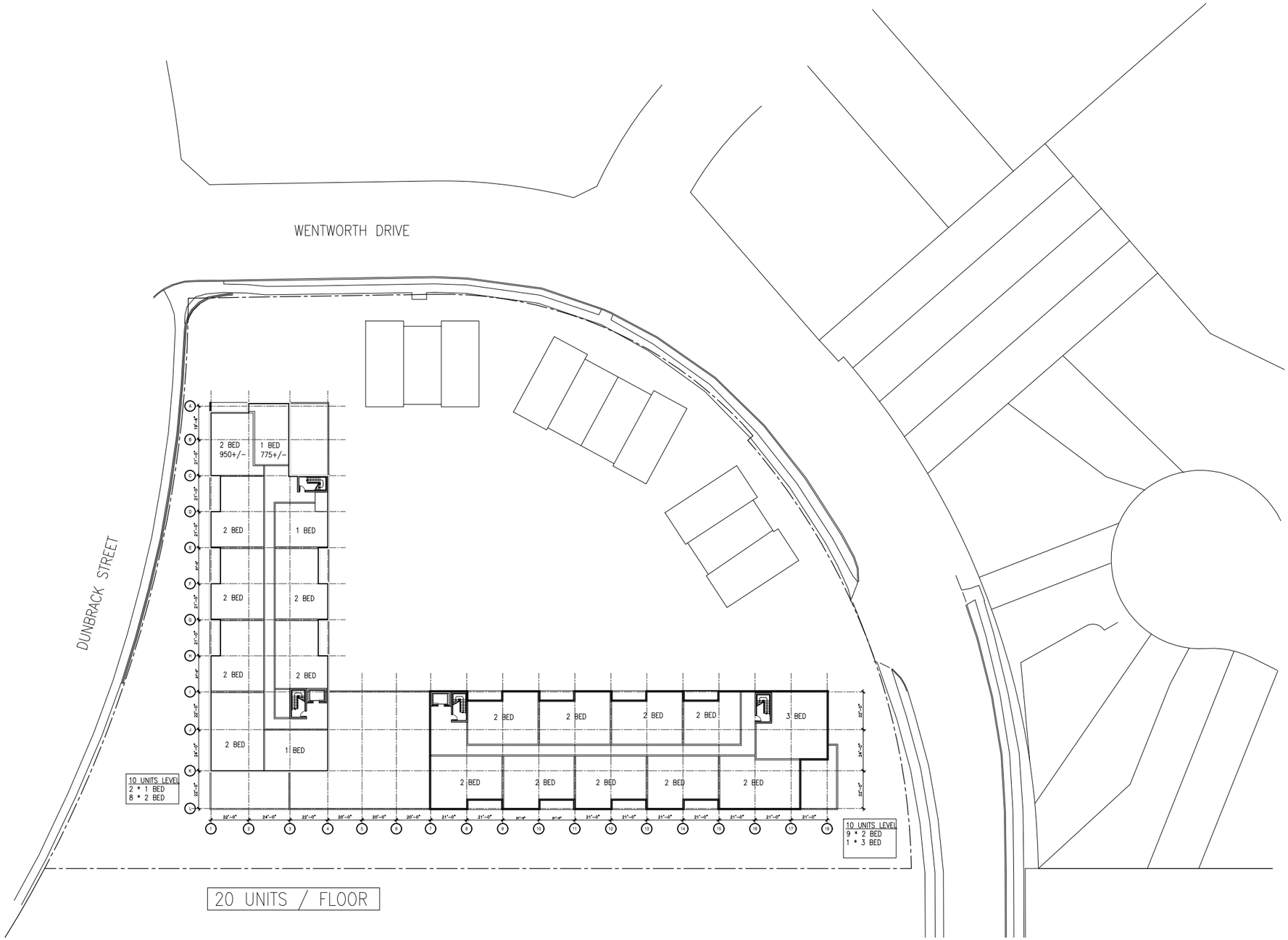
A-103



1/64"=1'-0" 1 A-104 FLOOR PLAN LEVEL 4

EKISTICS PLANNING & DESIGN

KEY PLAN

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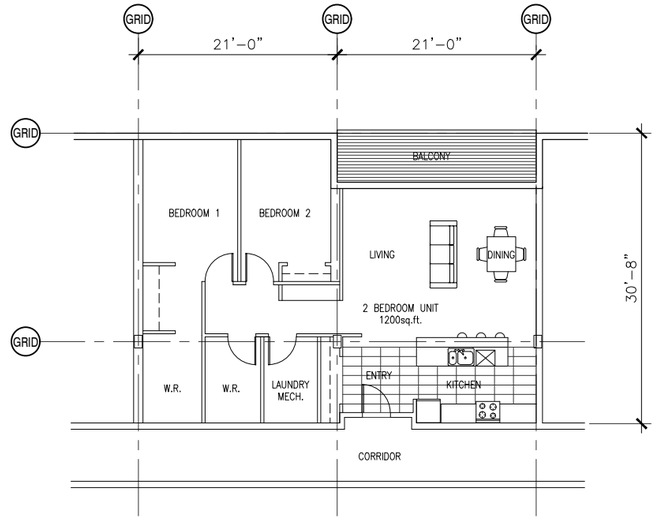
DRAWING

LEVEL_04

DRAWING NO.

A-104

1/32"=1'-0" 1 A-105 ENLARGED FLOOR PLAN LEVEL 2



1/16"=1'-0" 2 A-105 TYPICAL 2 BED LAYOUT

EKISTICS PLANNING & DESIGN

KEY PLAN

02	R4 SUBMISSION REVIEW	2017.06.06
01	D.A. SUBMISSION	2016.12.11

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STONEHAVEN AT ROCKINGHAM SOUTH DEVELOPMENT

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ENLARGED_PLAN_LVL2

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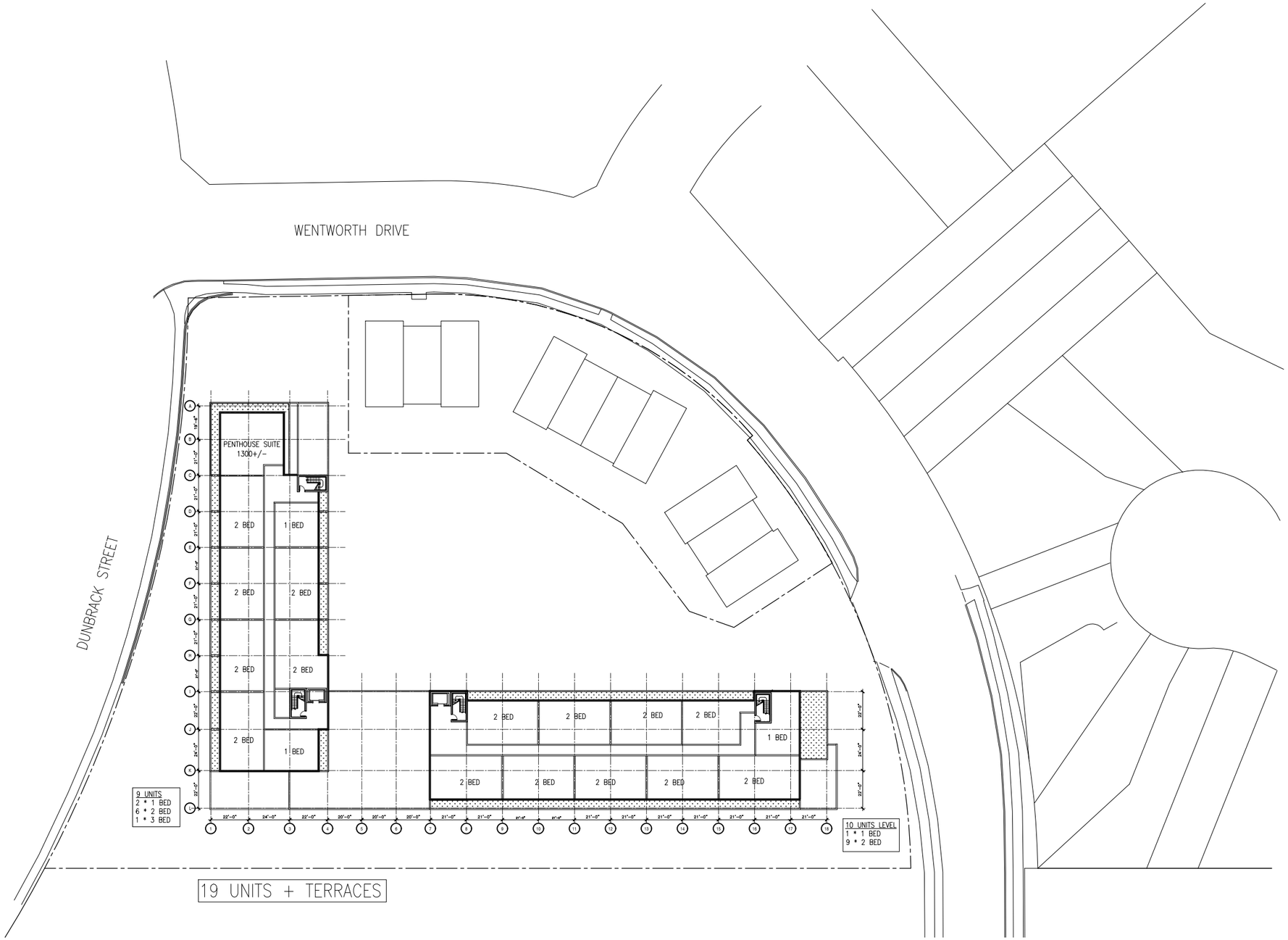
A-105



1/64"=1'-0" 1 A-106 FLOOR PLAN LEVEL 5

EKISTICS PLANNING & DESIGN

KEY PLAN

02	R4 SUBMISSION REVIEW	2017.06.06
01	D.A. SUBMISSION	2016.12.11

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STONEHAVEN AT ROCKINGHAM SOUTH DEVELOPMENT

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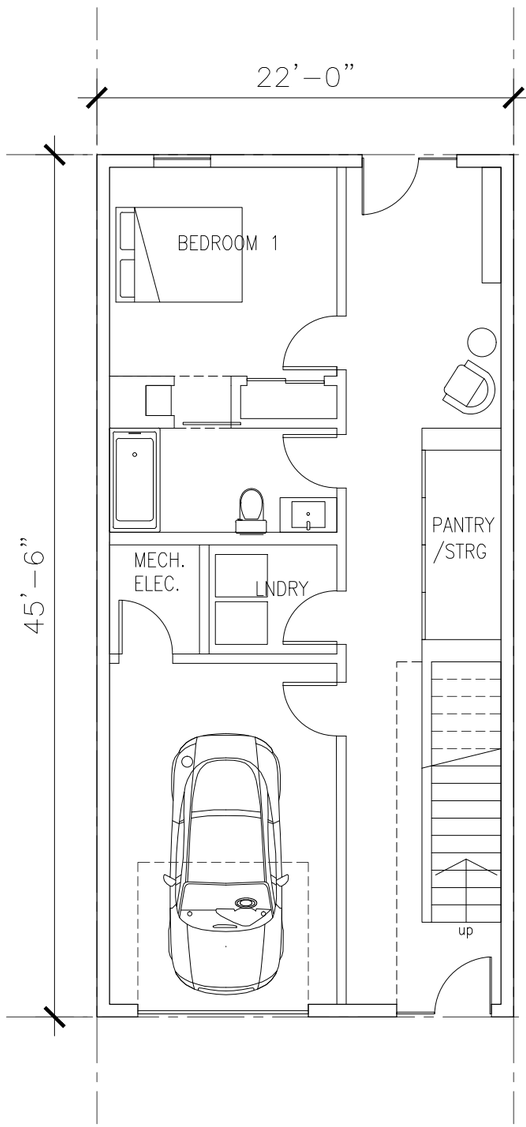
DRAWING

LEVEL_05

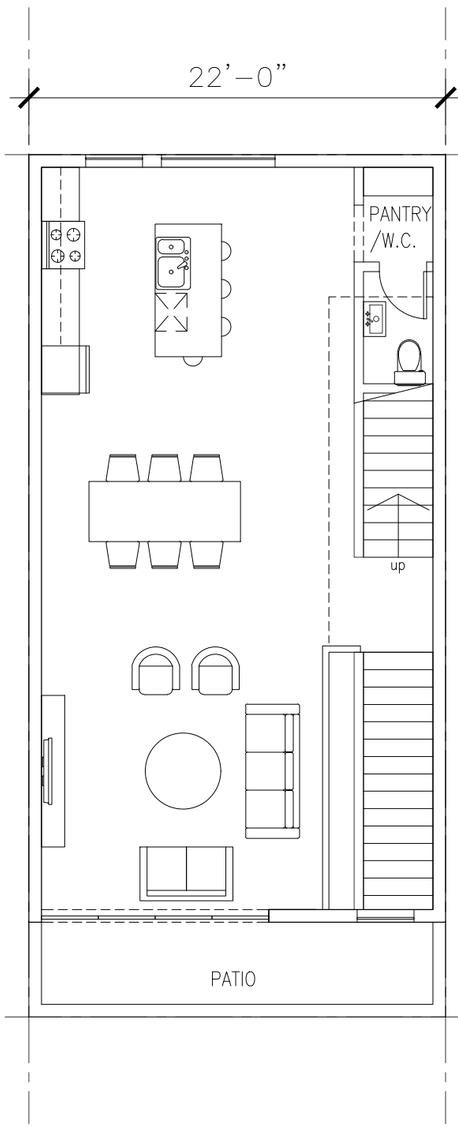
DRAWING NO.

A-106

TYPE A: MIDDLE UNIT : PREVIOUS MASTERPLAN COVERAGE



1/8"=1'-0" 1 A-108 TOWNHOUSE GROUND FLOOR



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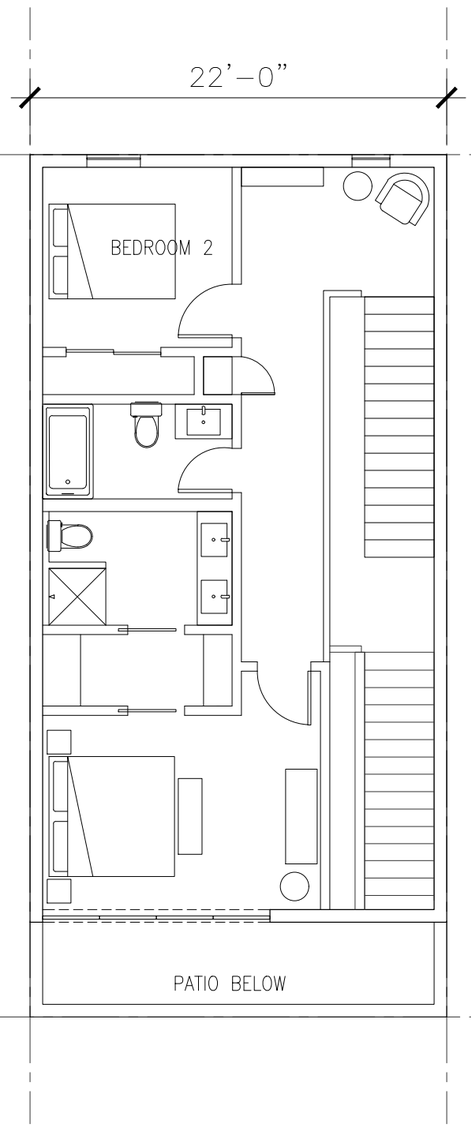

1/8"=1'-0" 3 A-107 TOWNHOUSE LEVEL 03

EKISTICS PLANNING & DESIGN

KEY PLAN

02	R4 SUBMISSION REVIEW	2017.06.06
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PROJECT

STONEHAVEN AT ROCKINGHAM SOUTH DEVELOPMENT

CLIENT

SCALE	DATE	
	2017.06.06	
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APPROVED

SEAL

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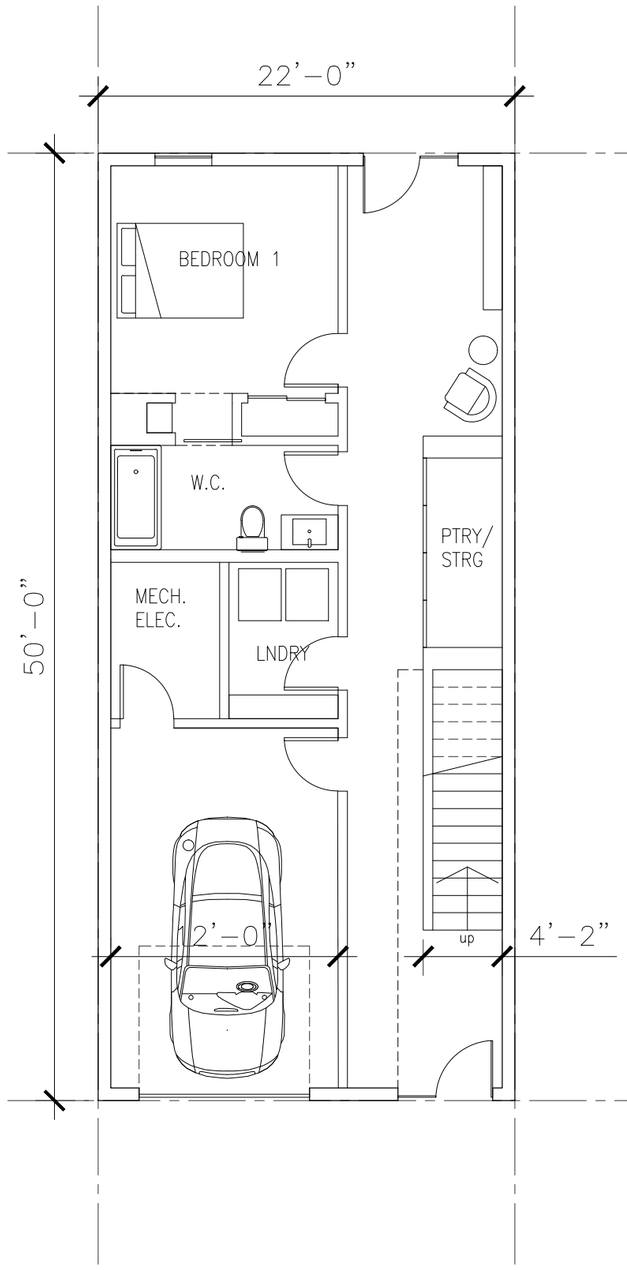
DRAWING

TOWNHOUSE_PLANS

DRAWING NO.

A-107

TYPE B: CORNER UNIT



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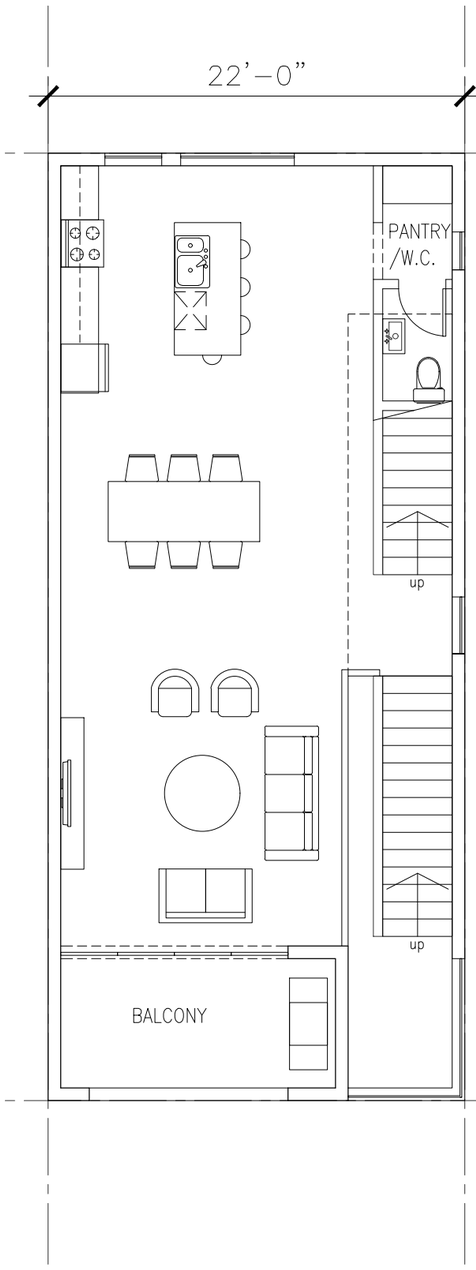
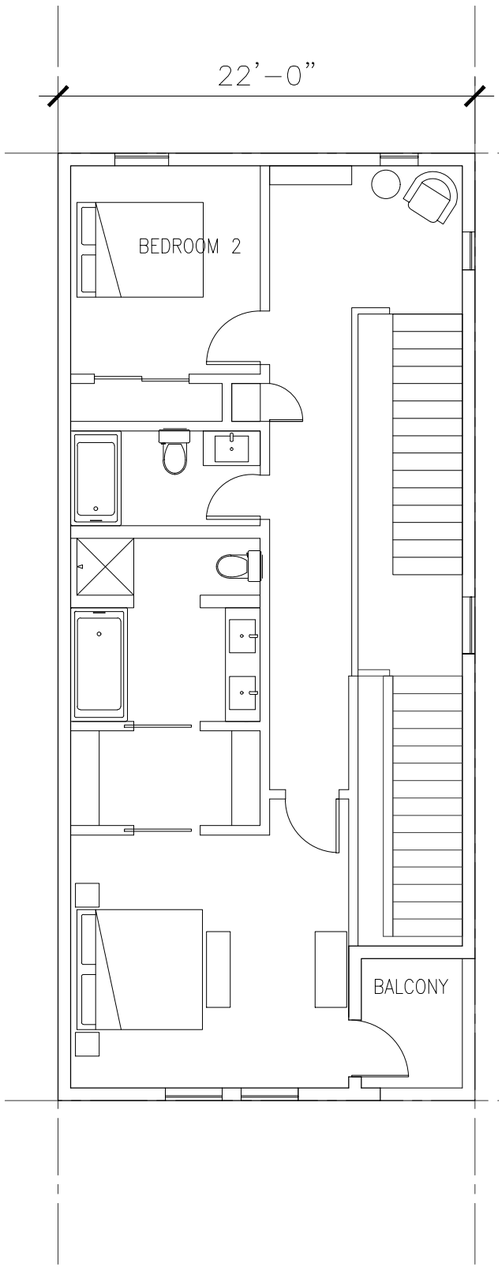


1/8"=1'-0" 2 A-108 TOWNHOUSE LEVEL 02



1/8"=1'-0" 3 A-108 TOWNHOUSE LEVEL 03

EKISTICS PLANNING & DESIGN

KEY PLAN

02	R4 SUBMISSION REVIEW	2017.06.06
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PROJECT

STONEHAVEN AT ROCKINGHAM SOUTH DEVELOPMENT

CLIENT

SCALE

DATE 2017.06.06

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SEAL

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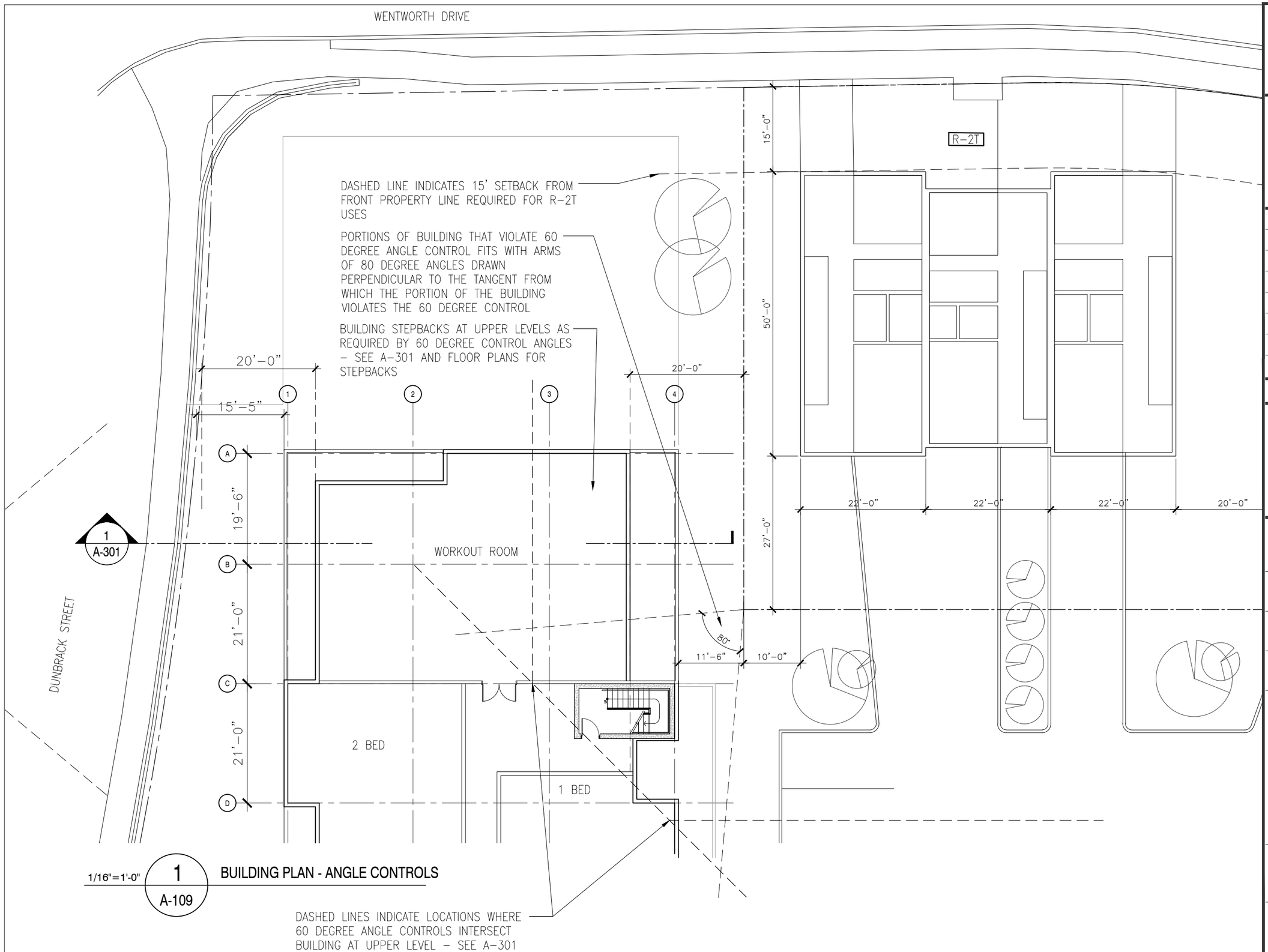
DRAWING

TOWNHOUSE_PLANS

DRAWING NO.

A-108



1/16"=1'-0" **1 BUILDING PLAN - ANGLE CONTROLS**

EKISTICS PLANNING & DESIGN

KEY PLAN

02	R4 SUBMISSION REVIEW	2017.06.06
01	D.A. SUBMISSION	2016.12.11
REVISIONS		DATE

PROJECT

STONEHAVEN AT ROCKINGHAM SOUTH DEVELOPMENT

CLIENT

SCALE

DATE 2017.06.06

DRAWN BY | CHECKED | REVIEWED

APPROVED

SEAL

NOT FOR CONSTRUCTION

DRAWING

ANGLE_CONTROLS

DRAWING NO.

A-109

TOTAL LOT AREA: 129,900sqft
TOWNHOUSE LOT AREA: 26,940sqft
MULTI-UNIT LOT AREA: 102,680sqft

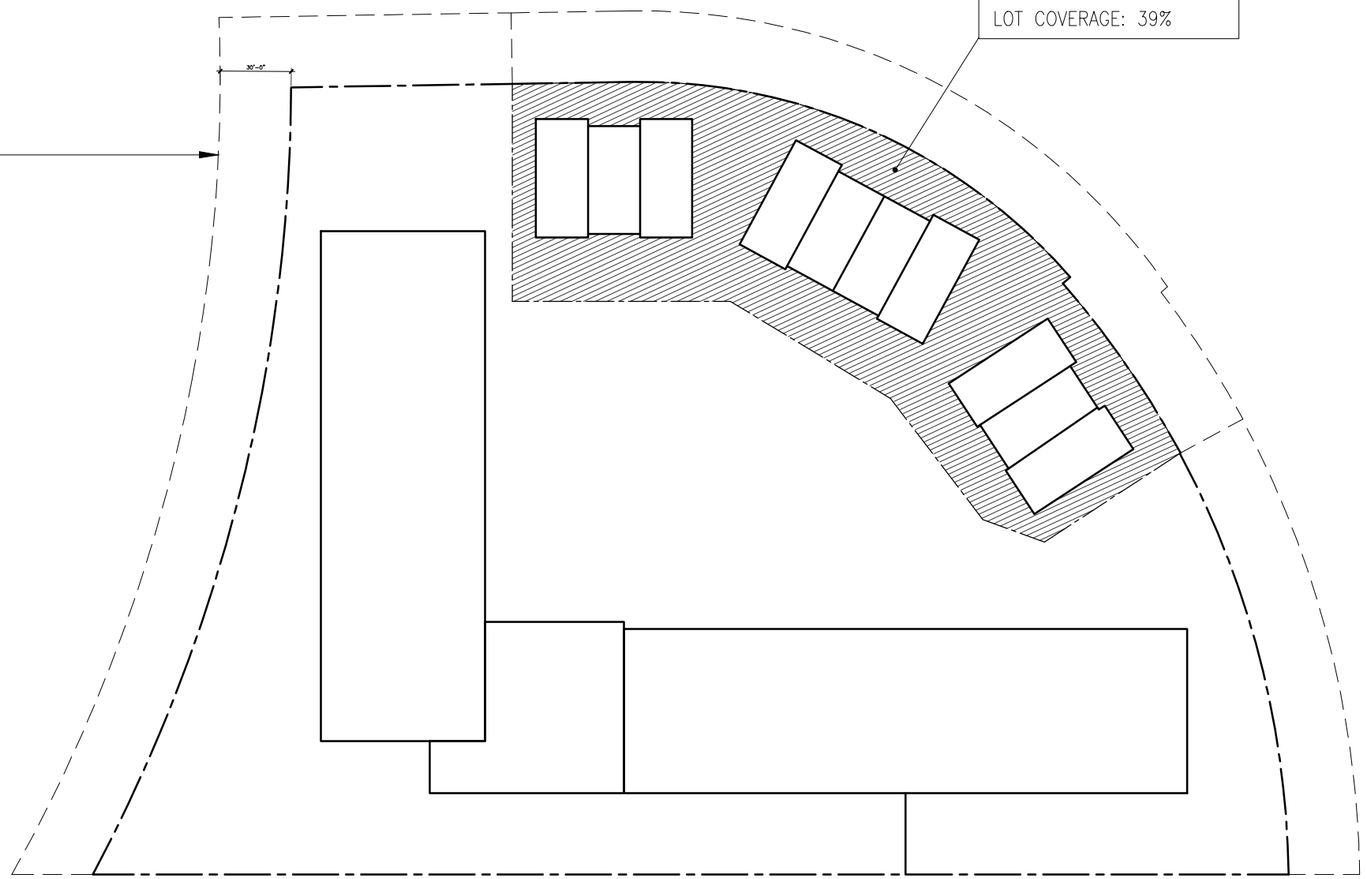
*AREAS DO NOT INCLUDE 30' EXTENSION ALLOWED FOR GROSS LOT AREA CALCULATIONS - SHOWN AS DASHED LINE

TOWNHOUSE BUILDINGS
LOT COVERAGE:
BLOCK 01: 3200sqft
BLOCK 02: 4200sqft
BLOCK 03: 3200sqft

TOTAL: 10,600sqft
LOT SIZE: 27,200sqft +/-

LOT COVERAGE: 39%

30' EXTENSION INTO STREET ALLOWED FOR GROSS LOT AREA CALCULATIONS



1/64"=1'-0" 1 A-110 TOWNHOUSE LOT COVERAGE

EKISTICS PLANNING & DESIGN

KEY PLAN

02	R4 SUBMISSION REVIEW	2017.06.06
01	D.A. SUBMISSION	2016.12.11

REVISIONS DATE

PROJECT
STONEHAVEN AT ROCKINGHAM SOUTH DEVELOPMENT

CLIENT

SCALE	DATE	
	2017.06.06	
DRAWN BY	CHECKED	REVIEWED

APPROVED

SEAL

NOT FOR CONSTRUCTION

DRAWING
TOWNHOUSE_LOTS

DRAWING NO.
A-110

OPEN SPACE REQUIREMENTS:

1 BEDROOMS: 16 X 275sqft = 4,400sqft.
2 BEDROOMS: 77 X 575sqft = 44,275sqft.
3 BEDROOMS: 5 X 950sqft = 4,750sqft.

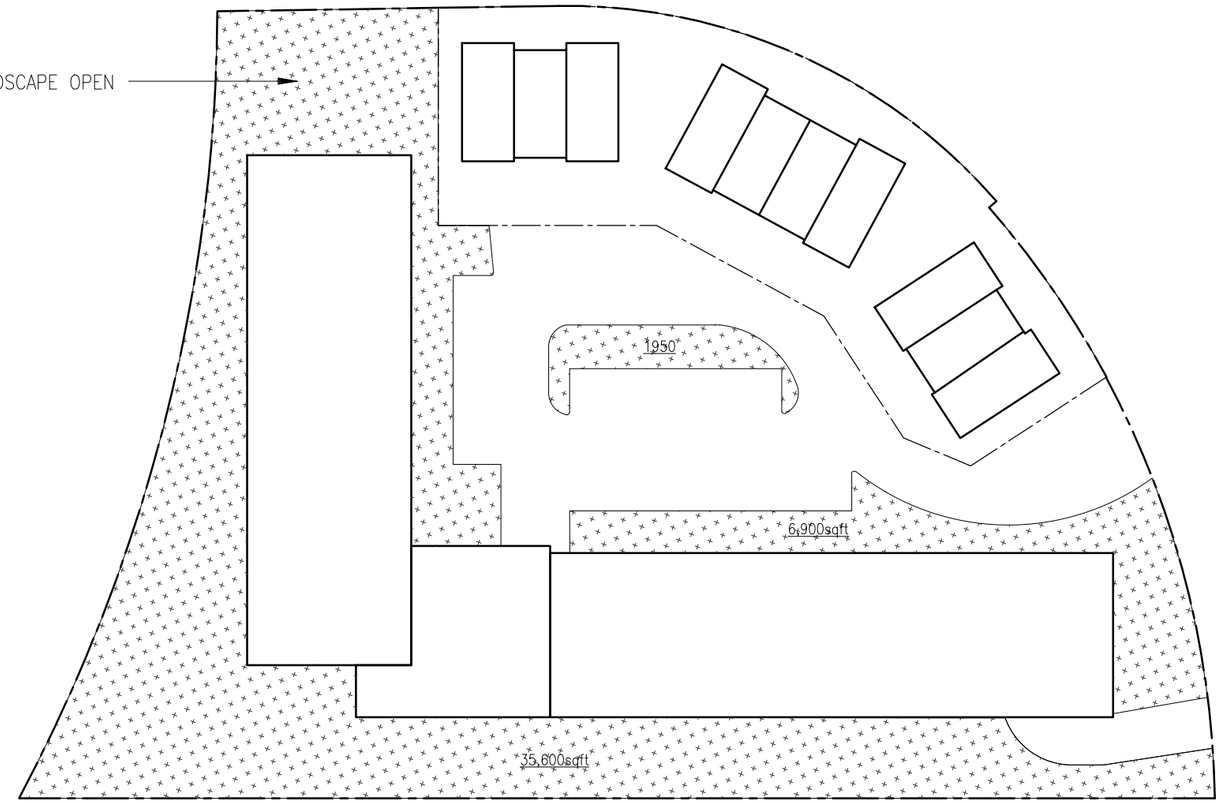
OPEN SPACE REQUIREMENTS: 53,425sqft.

LANDSCAPED OPEN SPACE:

(80% x 53,425SQFT) = 42,740sq.ft.

LANDSCAPED OPEN SPACE PROVIDED: 44,450sqft

HATCH SHOWS LANDSCAPE OPEN SPACE



1/64"=1'-0" 1 A-111 LANDSCAPED OPEN SPACE

EKISTICS PLANNING & DESIGN

KEY PLAN

02	R4 SUBMISSION REVIEW	2017.06.06
01	D.A. SUBMISSION	2016.12.11

REVISIONS DATE

PROJECT

STONEHAVEN AT ROCKINGHAM SOUTH DEVELOPMENT

CLIENT

SCALE

DATE 2017.06.06

DRAWN BY | CHECKED | REVIEWED

APPROVED

SEAL

NOT FOR CONSTRUCTION

DRAWING

OPEN_SPACE

DRAWING NO.

A-111

N.T.S. 1 A-201 BUILDING ELEVATION

SEE A-109 AND A-301 FOR STEP BACKS RELATED TO 60 DEGREE ANGLE CONTROLS AND 80 DEGREE CONTROL ARMS AT PROXIMITY TO TOWNHOUSE PROPERTY LINE

N.T.S. 2 A-201 BUILDING ELEVATION

EKISTICS PLANNING & DESIGN

KEY PLAN

02	RS4 SUBMISSION REVIEW	2017.06.06
01	D.A. SUBMISSION	2016.12.11

REVISIONS DATE

PROJECT

STONEHAVEN AT ROCKINGHAM SOUTH DEVELOPMENT

CLIENT

SCALE	DATE	
	2016.11.24	
DRAWN BY	CHECKED	REVIEWED

APPROVED

SEAL

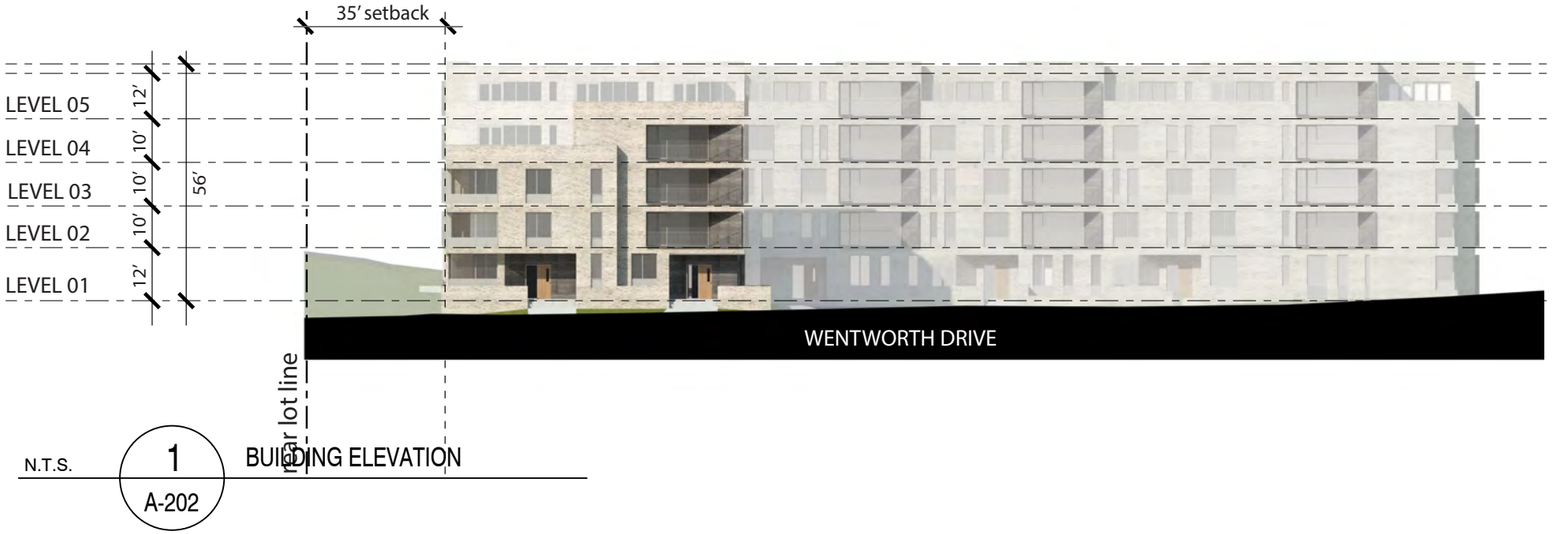
NOT FOR CONSTRUCTION

DRAWING

BUILDING_ELEVATIONS

DRAWING NO.

A-201



N.T.S. 1 A-202 BUILDING ELEVATION

N.T.S. 2 A-202 BUILDING ELEVATION

EKISTICS PLANNING & DESIGN

KEY PLAN

02	RS4 SUBMISSION REVIEW	2017.06.06
01	D.A. SUBMISSION	2016.12.11
REVISIONS		DATE

PROJECT

STONEHAVEN AT ROCKINGHAM SOUTH DEVELOPMENT

CLIENT

SCALE	DATE	
	2016.11.24	
DRAWN BY	CHECKED	REVIEWED

APPROVED

SEAL

NOT FOR CONSTRUCTION

DRAWING

BUILDING_ELEVATION

DRAWING NO.

A-202

N.T.S. 1 A-203 TYPICAL TOWNHOUSE ELEVATION

EKISTICS PLANNING & DESIGN

KEY PLAN

02	RS4 SUBMISSION REVIEW	2017.06.06
01	D.A. SUBMISSION	2016.12.11

REVISIONS DATE

PROJECT

STONEHAVEN AT ROCKINGHAM SOUTH DEVELOPMENT

CLIENT

SCALE	DATE	
	2016.11.24	
DRAWN BY	CHECKED	REVIEWED

APPROVED

SEAL

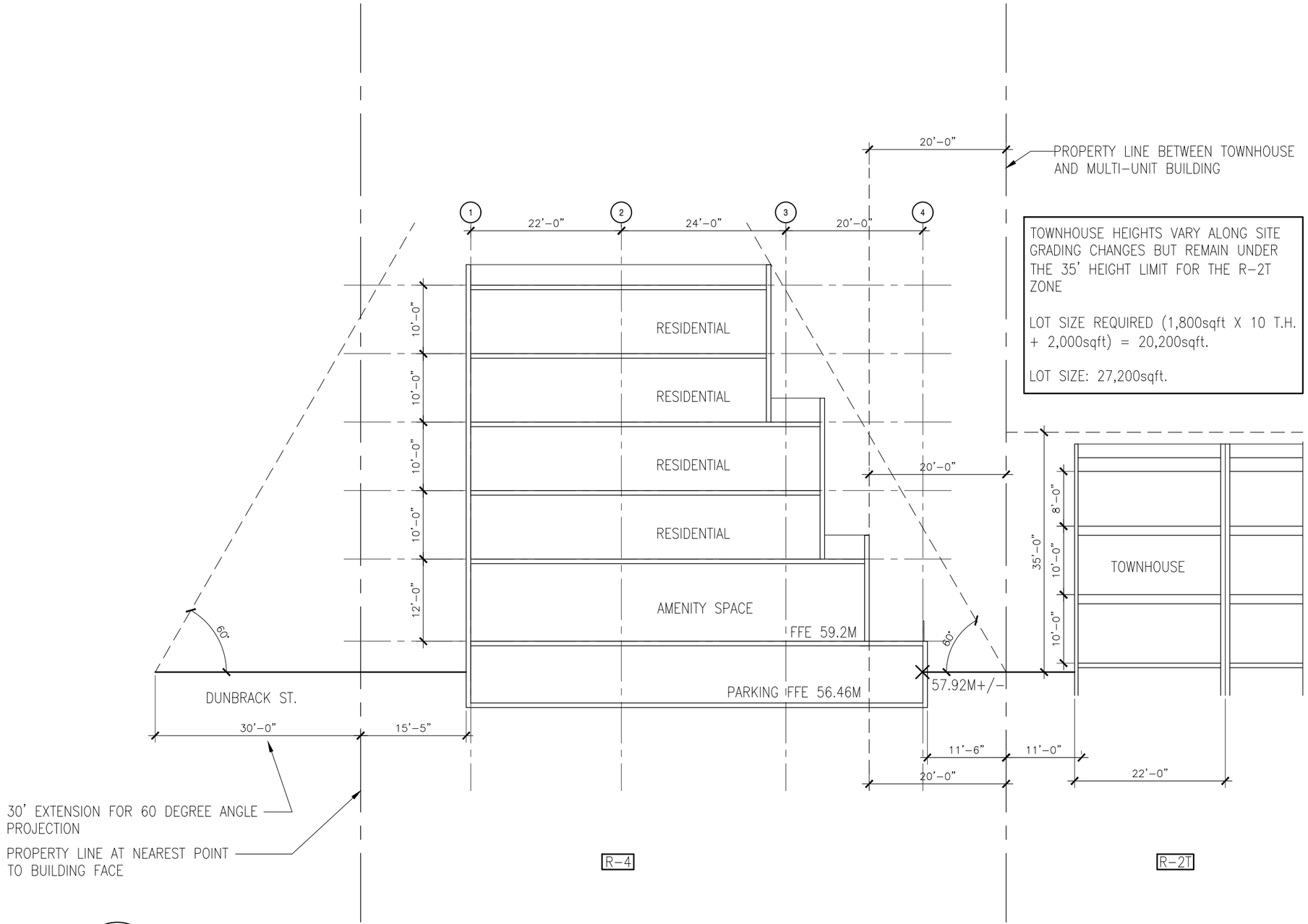
NOT FOR CONSTRUCTION

DRAWING

BUILDING_ELEVATION

DRAWING NO.

A-203



1/16"=1'-0" 1 A-301 **BUILDING/SITE SECTION**

EKISTICS PLANNING & DESIGN

KEY PLAN

02	R4 SUBMISSION REVIEW	2017.06.06
01	D.A. SUBMISSION	2016.12.11
REVISIONS		DATE

PROJECT

STONEHAVEN AT ROCKINGHAM SOUTH DEVELOPMENT

CLIENT

SCALE	DATE	
	2017.06.06	
DRAWN BY	CHECKED	REVIEWED

APPROVED

SEAL

NOT FOR CONSTRUCTION

DRAWING

ANGLE_CONTROLS

DRAWING NO.

A-301

SCHEDULE 2

WENTWORTH DRIVE
TOWNHOUSE BUILDING
TOWNHOUSE BUILDING
TOWNHOUSE BUILDING
LANDSCAPE TERRACE
ALTERNATE ENTRY
PARKING ENTRY
MULTI-UNIT APARTMENT BUILDING
DUNBRACK ST.

Appendix A

PART 2: APPLICATION DETAILS

Type of planning application: (please check all that apply)

- ☑ **Land Use By-law Map Amendment (Rezoning):** RZ **Zone to** R4/R-2 **Zone**
- ☐ **Land Use By-law Text Amendment**
- ☐ **Development Agreement**
- ☐ **Development Agreement Amendment**

SPLIT Zone

PROJECT INFORMATION

Attach detailed written description/letter of proposed use/development			
Existing Land Use(s)	RAW LAND		
Existing Residential Units	N/A	Existing Commercial Floor Area	N/A
Proposed Land Use(s)	Town Homes (10) Two APT Buildings		
Proposed Number of Residential Units	108	Proposed Gross Commercial Floor Area	None
Gross Floor Area of Other Land Uses (ie. industrial, institutional)	N/A		
Number of Proposed Residential Units by Type	~~Studio~~: 3 Bedroom 5	1-bedroom: 16	2+ bedrooms: 77
Proposed Maximum Height (in floors and metres)	5 Storey 56'	Number of Buildings Proposed	2 mFR + 10 Town Homes
Sanitary Service Type	Yes	Water Service Type	Yes
Total # of Proposed Parking Spaces:	Vehicle Spaces Indoor: 80	Vehicle Spaces Outdoor: 28 (2 Barrier Free)	

PROPERTY INFORMATION & ENCUMBRANCES

PID	Civic Address	Owner(s) Name
00293308		Armaan Investments Inc
40433849	Appendix B	
40433858		

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

☑ Yes ☐ No See ATTACHED. BASIC UTILITY EASEMENT

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

HERITAGE

Is this a registered Heritage Property? ☐ Municipal ☐ Provincial ☐ Federal ☑ No	Does this property abut a registered Heritage Property? ☐ Yes ☑ No

Are you aware if the site contains any of the following cultural/heritage resources?

☐ archaeological sites or resources
☐ buildings, structures, and landscape features of historical significance or value
☐ cemeteries or known burials

None

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

Applicants are required to meet with staff before submitting an application.

1. Please contact Planning & Development to arrange of meeting with a planner.
2. Staff will review your request, confirm whether or not planning policies enable you to submit an application, and identity all supporting information requirements.
3. After receiving your application, staff will review it for completeness and advise if any further information is required.

Information Required for ALL APPLICATIONS.

- ☑ 1 copy - a written Project/Design rationale (explain the proposal and how it satisfies applicable Municipal Planning Strategy policy & relates to adjacent lands)
- ☑ 1 copy - Detailed Site and Floor Plans *(see note 1)*
- ☑ 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 required as part of the application, depending on the application nature and scale. Please consult with staff before submitting your application. The need for additional information or printed copies beyond the material listed here may be identified as the application progresses through the review process.

- ☐ Latest survey plan (where available)
- ☐ Preliminary landscape plan *(note 2)*
- ☐ Design rationale *(note 3)*
- ☐ Building drawings *(note 4)*
- ☐ Application summary table *(note 5)*
- ☐ Context map *(note 6)*
- ☐ Traffic Impact Statement or Study *(note 7)*
- ☐ Shadow study *(note 8)*
- ☐ Wind impact assessment or analysis with mitigation strategy *(note 8)*
- ☐ Servicing schematic, if serviced by central sanitary, storm sewer or water systems *(note 9)*
- ☐ Legal description of property (development agreements only)
- ☐ Aerial photograph(s)
- ☐ Preliminary stormwater management plan *(note 10)*
- ☐ Building / site signage plan
- ☐ Building / site lighting plan
- ☐ Material board *(note 11)*
- ☐ Projected population density (must include calculations in accordance with applicable land use by-law)
- ☐ On-site sewage disposal system details
- ☐ Colour perspective drawings, showing proposed development and existing development from pedestrian perspectives
- ☐ Electronic Sketchup model of the proposal
- ☐ Groundwater assessment (Level 1 or 2 as required)
- ☐ Heritage impact statement (where a registered heritage property is part of development site)
- ☐ Environmental assessment (for contaminated sites)
- ☐ Large format versions of any drawings
- ☐ Any other information as deemed 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., 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 be scalable, 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. Site plans, context plans, and landscape plans should be submitted in metric of a legible scale appropriate to the size of the development while imperial scaled plans shall be accepted only for building drawings, elevations, and floorplans

NOTE 1 Detailed Site/Floor Plans

The site plan must be at an appropriate scale and print format, and must include:

- Dimensions and area of all subject lands based on the most recent surveys and legal descriptions
- Location and names of all existing and proposed streets, registered easements, and rights-of-way,
- A key plan, compass rose, scale, property identification (PID #, lot number, and/or civic number), and name of property owner, in addition to the date and version number of the plans
- For developments involving new street construction, the same information required in the *Regional Subdivision By-law* (section 94) for Concept Plans
- The location of any municipal service boundary on the site (if applicable)
- Locations of surrounding curbs, sidewalks, and property lines
- The footprint and area of proposed buildings, setbacks from all property boundaries, and the location of any existing buildings or structures to be retained or demolished
- Existing and proposed grades and spot elevations at all building corners; (or a separate grading plan)
- Driveway locations, landscaping, bike parking, and surface parking areas
- Surface type (e.g. asphalt, gravel, sod, woodland etc.) and areas of existing vegetation to be retained
- Proposed ground sign locations

NOTE 2 Preliminary Landscape Plan

The preliminary landscape plan must be prepared by a Landscape Architect and provide details on:

- General description of type and location of hard and soft surface materials
- Location, size and species of existing trees (for sites in Urban Service boundary)
- Delineation of areas of existing trees to be retained
- Description or details of proposed method(s) of tree protection
- General description of proposed plant material (e.g. deciduous trees, coniferous shrubs, sod) graphically shown on the plan
- General location and type of fencing, retaining walls and site furnishings

NOTE 3 Design Rationale

A submission prepared by the project architect showing the consideration given to existing site conditions, topography, adjacent uses/buildings, creating a sense of place, unique natural features, heritage, etc. which resulted in the proposed site design choices.

NOTE 4 Building Drawings

Building drawings must be prepared by a qualified professional and include the following details:

- Height and number of storeys
- Location and measurements of all setbacks at grade and all stepbacks of upper floors

- Building materials and colours
- Pattern and size of windows
- Roof lines
- Angle controls (if applicable)
- View plane locations, where applicable
- Signage (if applicable)
- Elevation drawing of each building face
- Floor Plans with uses labelled, location, type & number of unit with uses labelled, dimensioned, and areas calculated

NOTE 5 Application Summary Table

A table indicating a summary of quantitative data for the project potentially inclusive of but not limited to the number of residential units broken down by their bedroom count, total commercial gross floor area, total residential gross floor area, total building gross floor area, property area, lot coverage, project floor area ratio, landscape open space, interior amenity space, vehicle parking, and bicycle parking.

NOTE 6 Context Map

A plan which shows the immediate context of the development site inclusive of development on adjacent lots labeled with the use and height (in storeys) of the buildings, names/addresses of existing or approved surrounding buildings, surrounding streets, registered easements, and rights-of-way, and any natural features such as lakes, rivers, ocean, ravines, etc.

NOTE 7 Traffic Impact Statement/Study

The traffic impact statement/study must be prepared and stamped by a Professional Engineer in accordance with the current version of HRM's *Guidelines for the Preparation of Transportation Impact Studies*. These studies may require input from the NS Department of Transportation and Infrastructure Renewal. Copies of these requirements are available upon request.

NOTE 8 Micro Climate Conditions

- Shadow Study which evaluates the shadow impact for various times during the day on each of the following dates: March 21, June 21, September 21 & December 21
- Wind Assessment Study/Model and a Mitigation Strategy which predicts wind impacts and advises of methods to reduce such impacts.

NOTE 9 Schematics

The Preliminary Servicing Plans must be prepared by a Professional Engineer in accordance with the *Regional Subdivision By-law, Municipal Design Guidelines, and Streets By-law* and must contain at a minimum:

For Development not requiring street construction:

- Lot layout and building footprint
- Preliminary lot grading showing grading/drainage directions (general intent)
- Driveway location(s) including dimensions as per the *Streets By-law*
- Sewer lateral locations including size
- Water lateral locations including size
- Existing trunk services that will service the property
- Preliminary sanitary flow calculations
- Preliminary storm flow calculations (pre and post development)

For Development requiring street construction:

- Proposed street and lot layout
- Proposed central services size and location & direction of flow (water, sanitary and storm)
- Proposed forcemain and pumping station locations (if required)
- Existing trunk services that will service the project
- Existing street network abutting the project
- Preliminary lot grading showing grading/drainage directions (general intent)
- Preliminary sanitary flow calculations
- Preliminary storm flow calculations (pre and post development)

The level of detail shown on servicing schematics must be relative to the scale of the development. The above represents minimum standards acceptable for typical planning applications. Any requested variances from the requirements of the Municipal Design Guidelines or Streets By-law must be identified and explained.

NOTE 10 Preliminary Stormwater Management Plan/Drainage Plan

These plans must be prepared and stamped by a Professional Engineer in accordance with the *Municipal Service Systems Design Guidelines*, any applicable provincial requirements, and HRM's *Regional Subdivision By-law*.

NOTE 11 Material Board

A board 11x17 in size including samples (or, where impractical, pictures of materials) of all proposed building materials as well as glazing inclusive of colour and tint.

PART 4: FEES

$2600 charge Previously Carried

Internal Use Only	☐ Major	☐ Intermediate	☐ Minor
Processing Fee: $1100.00		Advertising Deposit: $1500.00	Total: $2600.00

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

- ☐ Industrial, Commercial or Institutional Proposals [Floor Area over 930m² (10,000 ft²)]
- ☑ Multiple Unit Dwellings and Townhouses
- ☐ Proposals Involving Large Tracts of Land (i.e. Commercial Recreation Uses, Master Plan Areas, Lands Zoned Comprehensive Development District, etc.)
- ☐ Conservation Design Development
- ☐ Regional Plan, Regional Subdivision By-law or MPS Amendments
- ☐ Substantive Amendments to Major Applications

INTERMEDIATE Applications **$330 Processing Fee + $1500 Advertising Deposit* = $1,830**

- ☐ Industrial, Commercial or Institutional Proposals [Floor Area< 930m² (10,000 ft²)]
- ☐ Text Changes to the Land Use By-law
- ☐ Heritage Property or Lot Modification Development Agreements
- ☐ Decks, Balconies and Signs
- ☐ Additional Dwelling Unit in Existing Building with less than 5 Units
- ☐ Demolition or De-registration of Heritage Properties
- ☐ Non-substantive Amendments to Major Applications or <u>any</u> Amendment to Intermediate Applications

MINOR Applications **$330 Processing Fee + $450 Advertising Deposit* = $780.00**

- ☐ Time Extensions
- ☐ Discharge Development Agreement (Advertising Deposit not required)

*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 to the following location

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

Arnaout agrees that shall provide a 20 foot easement to either W.M. or Sobeys, whoever is the owner of PID 00292730, for the purpose of a utility easement for water, sewer or storm sewer. Said easement will be centered on the boundary line between Lots 2 and 3 of the proposed Phase 1 Arnaout subdivision as shown on the plans attached as Schedule "A".

HALIFAX

PLANNING & DEVELOPMENT

PLANNING 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):		
ARNAOUT INVESTMENTS INC		
Mailing Address: [redacted] HALIFAX, N.S. [redacted]		
Phone:	Cell: [redacted]	Fax:
Applicant?* ☐ Yes	☑ No	

Consultant:		
KWR APPROVALS INC.		
Mailing Address: P.O. Box 44153, Bedford, N.S B4A 3Z8		
E-mail Address: Kevin@KWRApprovals.com		
Phone: 902 431 1700	Cell: [redacted]	Fax: [redacted]
Applicant?* ☑ Yes	☐ 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 complete in both the comprehensiveness of the data used and that the analysis methodology is in keeping with HRM standards, they will be available for release to the public for inspection. Upon request by HRM, I agree to [redacted] es or additional information as may be necessary.

[redacted]

ORIGINAL APPLICATION Dec 12, 2016
SUPPLEMENTAL APPLICATION MAY 25, 2018

Application Date

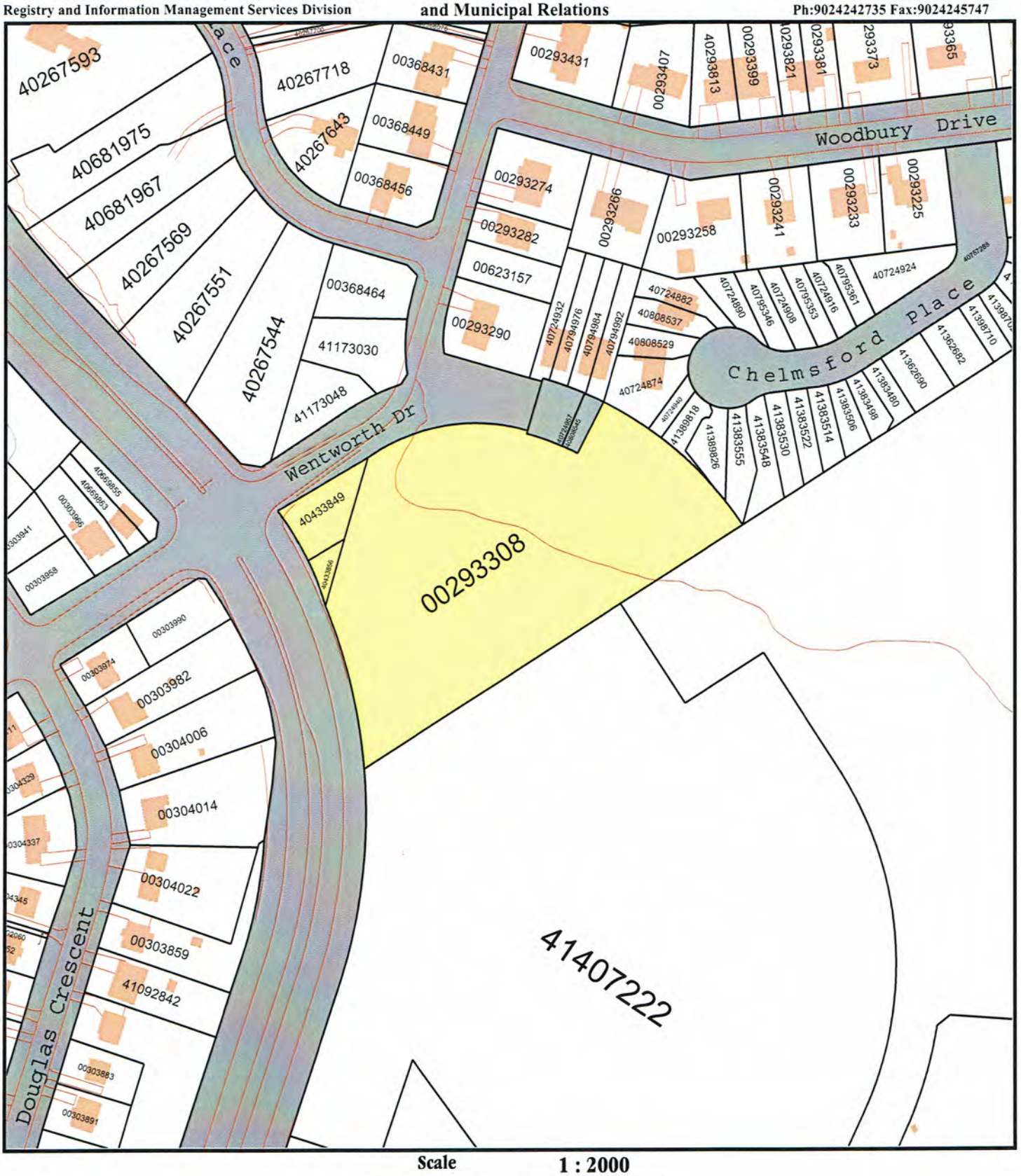
All applications must include the written consent of all registered owners of the subject lands, contain complete and accurate information, and include the appropriate fees. **Incomplete applications will not be processed - applications cannot be processed unless all required information has been provided.**

Appendix B

LAND REGISTRATION OFFICE (LRO) - CENTRAL REC
Registry and Information Management Services Division

Service Nova Scotia and Municipal Relations

780 WINDMILL RD DARTMOUTH
Ph:9024242735 Fax:9024245747



Scale **1 : 2000**

0 40 80 120 meters

0 100 200 300 400 feet

Printed for:
Date Printed: Thursday, August 6, 2015
Time Printed: 9:13:49 AM

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

Date: 2015-08-06 09:15:10

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
00293308	ARNAOUT INVESTMENTS INCORPORATED (FEE SIMPLE)	ARNAOUT INVESTMENTS INCORPORAT [redacted]	8937826	WENTWORTH DRIVE	1996	DT		22515	
8/54			$275,000.00	HALIFAX	1998	DT		24458	
MU0825	ARNAOUT INVESTMENTS INCORPORATED (FEE SIMPLE)		2015	PARCEL R-D-X2	2012	DT		100075080	
ACTIVE			14124.86 SQUARE METERS		1996	1201	1	31640	346
2012-05-22			2015-07-14 15:01:27		2012	1203	1	100170738	
Y	00292730 (EASEMENT/ROW HOLDER (BURDEN) - DOMINANT PID)		NO REFE		2012	1201	1	100703587	
LR					2013	1307		259452	
2012-04-04					2015	1307		268098	
2015-03-30					1900	IP		40808545	
NOT APPLICABLE					1996	IP		40724700	
					1996	IP		40724783	
					1996	IP		40724791	
					1996	IP		40724809	
					1996	IP		40724817	
					1996	IP		40724825	
					1996	IP		40724833	
					1996	IP		40724841	
					1996	IP		40724858	
					1996	IP		40724866	
					1996	IP		40724874	
					1996	IP		40724882	
					1996	IP		40724890	
					1996	IP		40724908	
					1996	IP		40724916	
					1996	IP		40724924	

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)].

Parcel Historic Listing Report

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								

		1996	IP	40724932
		1996	IP	40724940
		1996	IP	40724957
		1996	IP	40757288
		2012	CN	40832057
		2012	CR	40832057
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		2012	IP	41362666
		2012	IP	41362674
		2012	IP	41362682
		2012	IP	41362690
		2012	IP	41362708
		2012	IP	41362716
		2012	IP	41362724
		2012	IP	41362732
		2013	IP	41397852
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		2013	IP	41397878
		2013	IP	41397886
		2013	IP	41397894
		2013	IP	41397902
		2013	IP	41397910
		2013	IP	41397928
		2013	IP	41397936
		2013	IP	41397944

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e: 2015-08-06 09:15:10

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
					2013	IP		41397951	
					2013	IP		41397969	
					2013	IP		41397977	
					2013	IP		41397985	
					2013	IP		41397993	
					1980	101		34185	3427/ 121
					1985	101		77513	4101/ 907
					1994	101		5521	5526/ 852
					1996	416		35641	5936/ 300
					1998	423		26583	6268/ 210
					2012	830		100270793	
					2012	805		100424036	8119/ 628
					2015	408		106851638	
40433849 8/54 MU0825 ACTIVE 1987-08-10 Y LR 2012-05-29 2012-05-29 NOT APPLICABLE	ARNAOUT INVESTMENTS INCORPORATED (FEE SIMPLE) HALIFAX REGIONAL MUNICIPALITY (PARTY TO AGREEMENT (BURDEN))	ARNAOUT INVESTMENTS INCORPORAT [redacted]	10451361 $62,800.00 2015 631.65 SQUARE METERS 2013-10-21 12:32:19 NO FIELD CARD REFERENCE FOUND	DUNBRACK STREET HALIFAX PARCEL 102-A	1987	DT		10138	
					2012	1203	1	100170738	
					2013	1307		259452	
					1987	101		8441	4330/ 639
					1994	101		5521	5526/ 852
					1999	433		49471	5816/ 434
					2012	830		100764399	
					2012	805		100769109	8120/ 241
40433856			10451371		1987	DT		10138	

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)].

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
8/54 MU0825 ACTIVE 1987-08-10 Y LR 2012-05-29 2012-05-29 NOT APPLICABLE	ARNAOUT INVESTMENTS INCORPORATED (FEE SIMPLE) HALIFAX REGIONAL MUNICIPALITY (PARTY TO AGREEMENT (BURDEN))	ARNAOUT INVESTMENTS INCORPORAT [redacted]	$15,700.00 2015 156.36 SQUARE METERS 2013-10-21 12:32:19 NO FIELD CARD REFERENCE FOUND	DUNBRACK STREET HALIFAX PARCEL 103-A	1996 2012 2013 1987 1994 1999 2012 2012	1201 1203 1307 101 101 433 830 805	1 1	31640 100170738 259452 8441 5521 49471 100764563 100769158	346 4330/ 639 5526/ 852 5816/ 434 8120/ 242

END OF REPORT **Total PID's on Report:** 3

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.

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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

KEY PLAN

SCALE = 1:##,000

0 5 10
1:250

NO.	DESCRIPTION	DATE

ekistics plan+design
1 Starr Lane, Dartmouth, NS B2Y 4V7
902.461.2525 www.ekistics.net
Landscape Architecture | Engineering | Architecture

CLIENT

-

PROJECT

WENTWORTH STREET DEVELOPMENT

WENTWORTH STREET, HALIFAX

SHEET DESCRIPTION

SITE PLAN

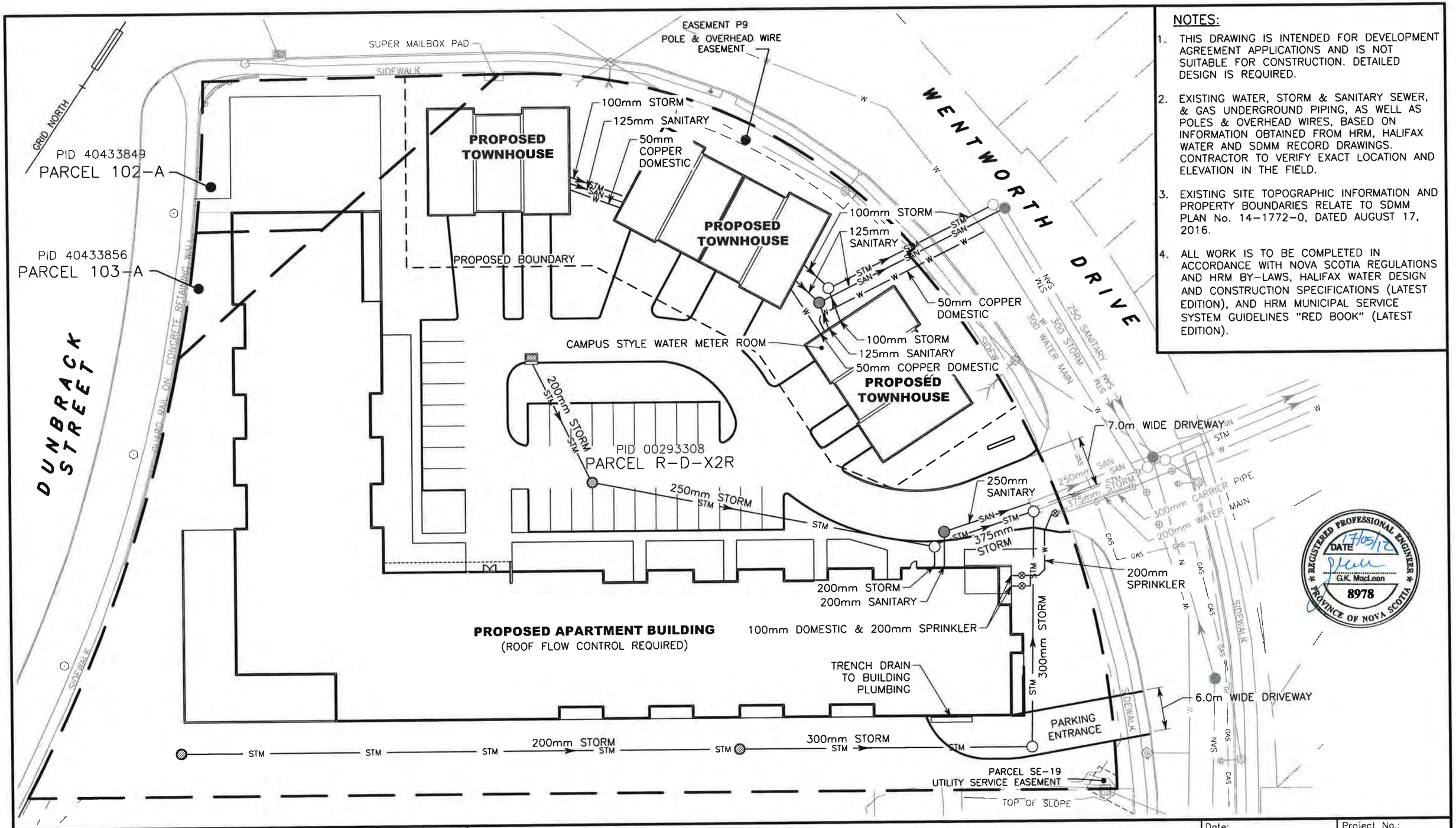
SCALE	DATE	SHEET
1:250	2016/12/07	1

DRAWN	CHECKED	PROJECT NO.	OF
DJH	RTL	16-129	1

December 7, 2016

DATE: 2016/12/07 FILE: \\SERVER2012R2\active projects\Wentworth Street - Azmi 2016\Active\CADD\Links\SITE LAYOUT.dwg

Appendix D



SDMM
Servant, Dunbrack, McKenzie & MacDonald Ltd.
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BAYERS LAKE BUSINESS PARK
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OFFICE: (902) 455-1537
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WEB: www.sdmm.ca

Project:
STONEHAVEN AT ROCKINGHAM SOUTH - DEVELOPMENT
WENTWORTH DRIVE, HALIFAX, NOVA SCOTIA

Title:
SITE SERVICING SCHEMATIC

Date: MAY 12/2017
Scale: 1:500
Prepared by: G. MacLean
Project No.: 1-4-160 (32538)
C1

Appendix E

Stonehaven at Rockingham South Traffic Impact Statement

March 2018

Prepared for

Servant Dunbrack McKenzie & MacDonald Ltd

JRL consulting

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4 CONCLUSIONS AND RECOMMENDATIONS 12

Prepared by

Jeff R. LeBlanc, P.Eng., PMP

45 Thorndale Terrace, Bedford, Nova Scotia B4A 0B7
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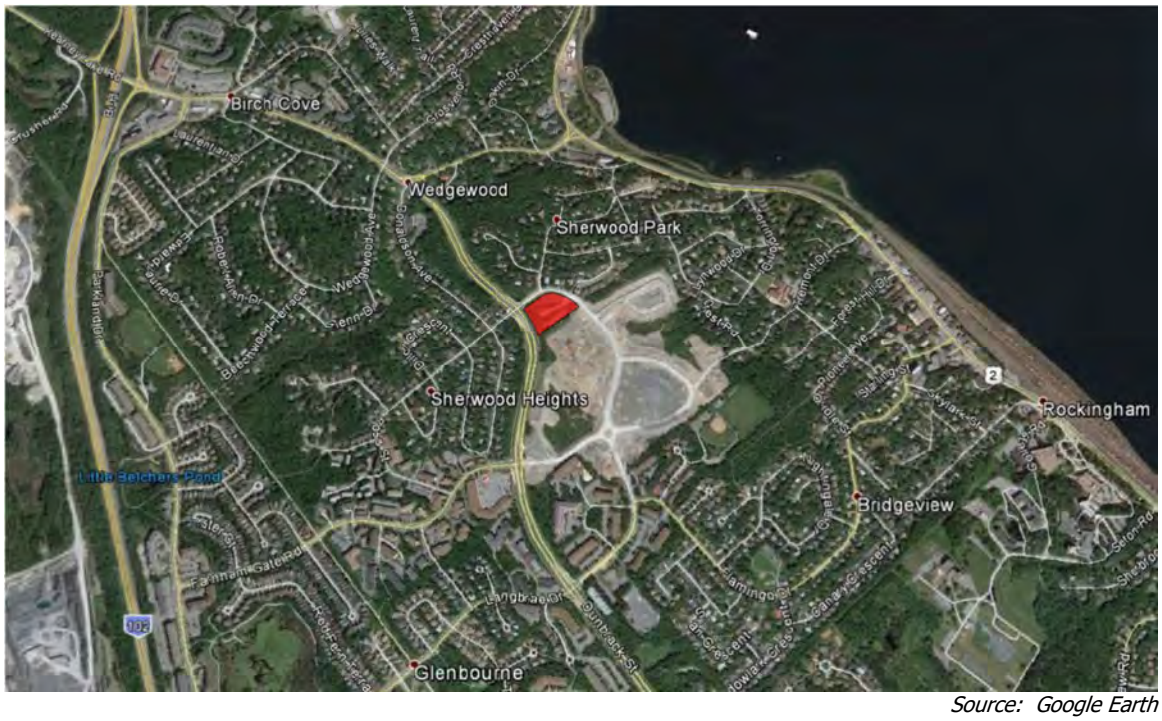
1 Introduction

1.1 Background

Servant Dunbrack McKenzie & MacDonald Ltd., on behalf of the owner, are working on a proposal to develop a parcel of land at the southeast corner of the Dunbrack Street/Wentworth Drive/Ross Street intersection in Halifax, Nova Scotia called Stonehaven at Rockingham South. Exhibit 1.1 shows the site in red in the context of the surrounding area.

Exhibit 1.1 – Stonehaven at Rockingham South in Halifax, Nova Scotia

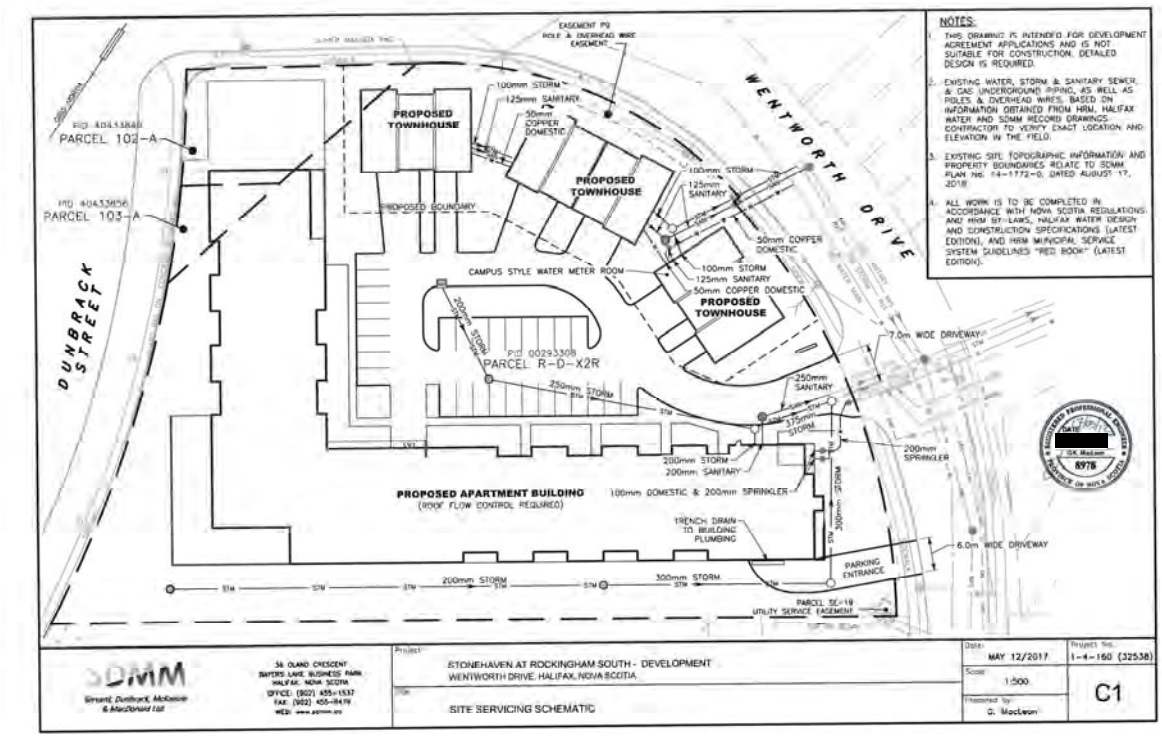


Source: Google Earth

The proposed development will be a mixture of residential land uses including 98 apartment units and 10 townhouses. The townhouses and surface parking for the apartments will be accessed from a proposed driveway on Wentworth Drive with a 2nd driveway for the underground parking associated with the apartment building.

Refer to the following Exhibit 1.2 for a proposed site plan prepared by Servant Dunbrack McKenzie & MacDonald Ltd and ekistics plan+design.

Exhibit 1.2 – Stonehaven at Rockingham South Proposed Site Plan



2 Existing Traffic Conditions

2.1 Description

The principal routes affected by this development are Dunbrack Street and Wentworth Drive. Exhibit 2.1 summarizes HRM's Characteristics of Street Classes from HRM's Municipal Service Systems Design Guidelines.

Exhibit 2.1 - HRM Characteristics of Street Classes

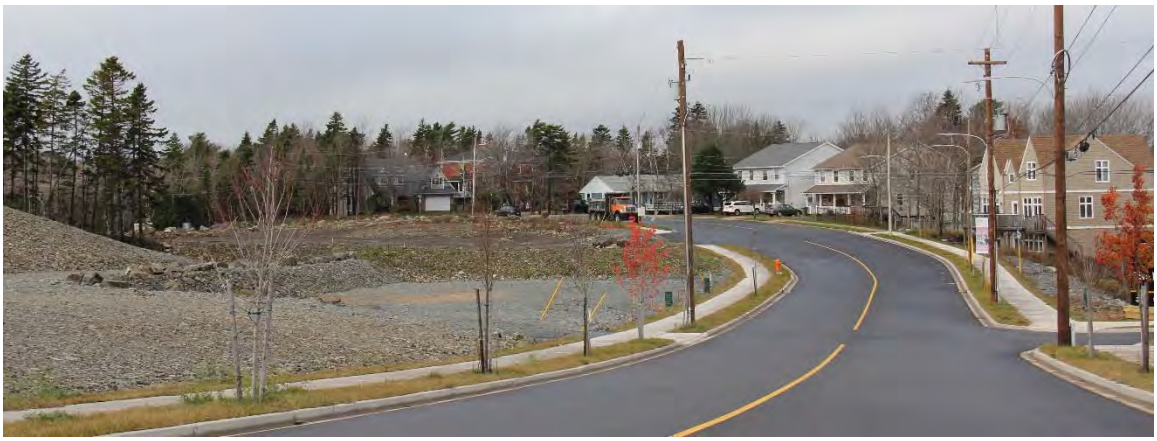
Characteristic	Arterial Street	Major Collector	Minor Collector	Local Industrial	Local Street
1. Traffic Service Function	First Consideration	Traffic movement primary consideration, land access secondary consideration, some parking	Traffic movement of equal importance with land access, parking permitted	Traffic movement secondary consideration with land access primary consideration, parking permitted	Traffic movement secondary consideration with land access primary consideration, parking permitted
2. Land Access Function	Limited Access with no parking				
3. Range of design traffic average daily volume	More than 20,000	12,000 to 20,000 or more	Up to 12,000	Less than 3,000	Less than 3,000
4. Characteristics of traffic flow	Uninterrupted flow except at signals; w/ pedestrian overpass	Uninterrupted flow except at signals and crosswalks	Interrupted flow	Interrupted flow	Interrupted flow
5. Average running speed in off-peak conditions	50-70 km/hr	40-60 km/hr	30-50 km/hr	15-30 km/hr	15-30 km/hr
6. Vehicle types	All types	All types but trucks may be limited	All types with truck limitation	All types	Passenger and service vehicles, transit buses; large vehicles restricted
7. Connects to	Expressways, arterials, major collectors, minor collectors	Expressways, arterials, major collectors, minor collectors, some locals	Arterials, major collectors, minor collectors, locals	Some major collectors, minor collectors, locals	Some major collectors, minor collectors, locals

Dunbrack Street is an arterial street that runs in a general north-south direction from Kearney Lake Road at the north to Highway 102 at the south where it becomes Northwest Arm Drive to Old Sambro Road. There are two lanes in each direction with a full median and dedicated left turn auxiliary lanes at a number of intersections. Access to Dunbrack Street is restricted to roads only and there is a posted speed limit of 60km/hr near the proposed development. There are concrete sidewalks on both sides of Dunbrack Street in this area.

Wentworth Drive is a minor collector that now extends from its intersection with Dunbrack Street through the new Rockingham South development to a new roundabout that connects to Kinghtsridge Drive. It has a single marked yellow center line. There are concrete sidewalks on both sides and the posted limit speed limit is 50 km/hr.

Refer to Exhibit 2.2 for photos of the Study Area near Stonehaven at Rockingham South.

Exhibit 2.2 – Study Area Photos



Wentworth Drive looking northwest to Stonehaven on left

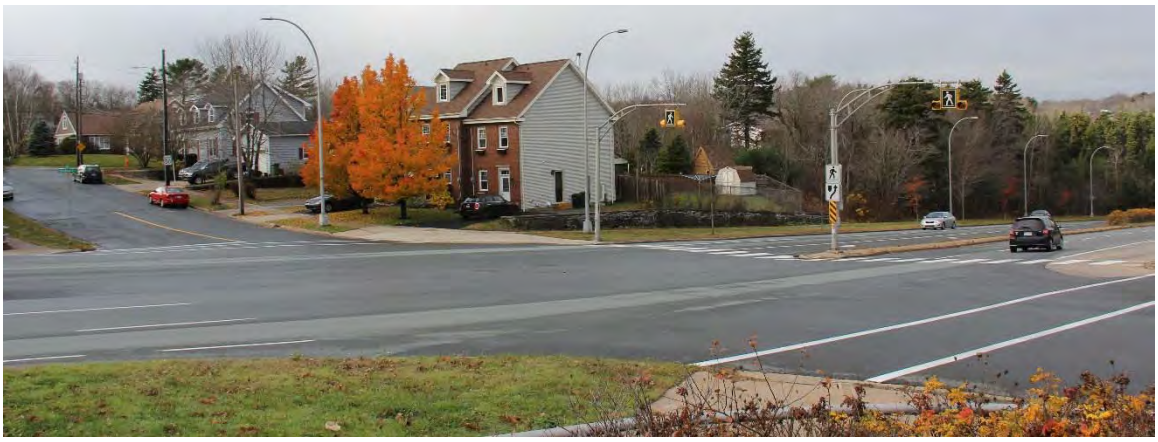
Wentworth Drive looking southeast at proposed driveway to Stonehaven

Stonehaven property from south corner

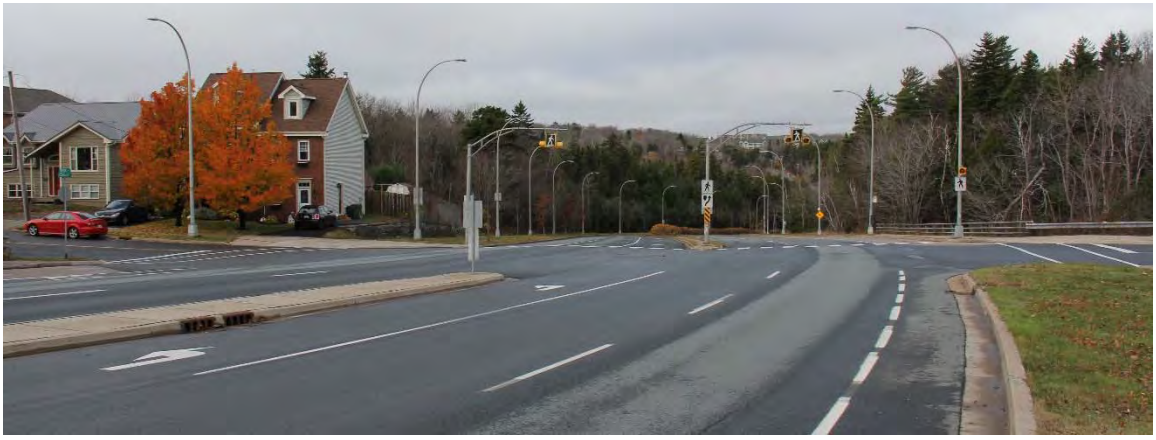
Wentworth Drive at proposed entrance looking southeast

Wentworth Drive at proposed entrance looking northwest

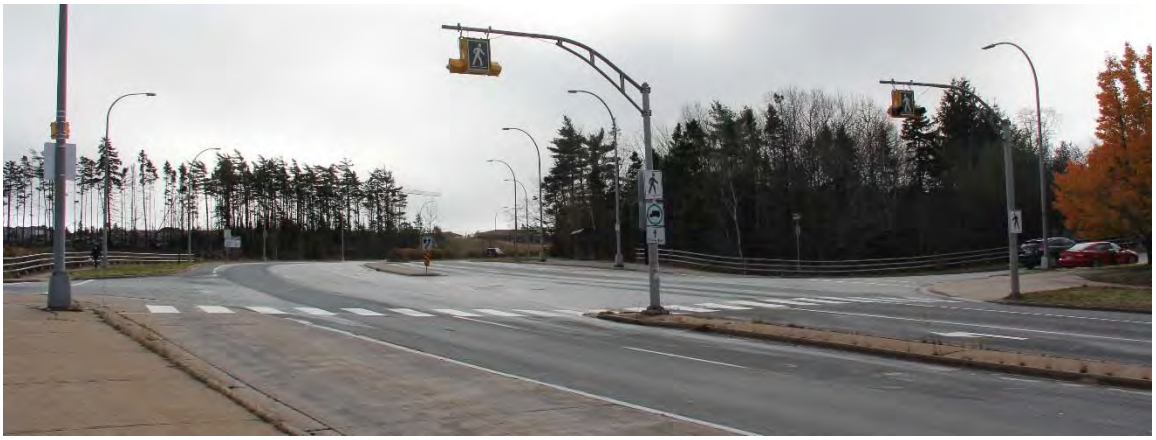
Wentworth Drive at Dunbrack Street



Dunbrack Street at Wentworth Drive/Ross Street



Dunbrack Street at Wentworth Drive/Ross Street looking northwest



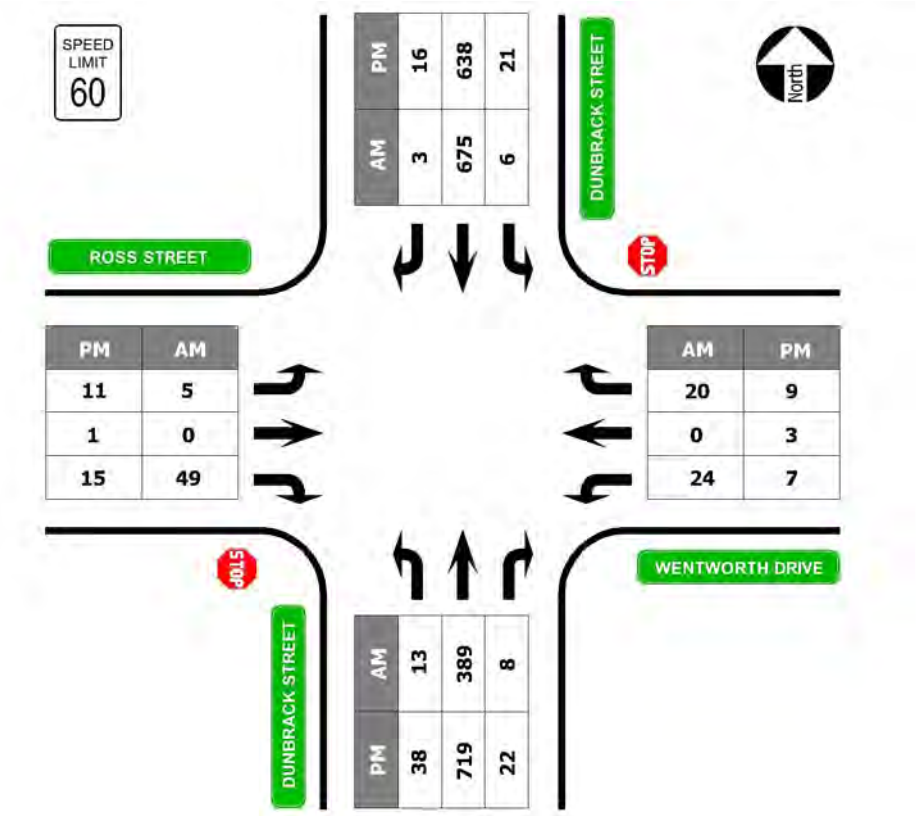
Dunbrack Street at Wentworth Drive/Ross Street looking southeast

2.2 Existing Traffic Volumes

We completed a site review at the proposed Stonehaven development at Rockingham South and the unsignalized Dunbrack Street at Wentworth Drive/Ross Street intersection will be impacted.

HRM completed AM and PM peak hour manual turning movement counts at this intersection in June 2009. These counts provide an estimate of the traffic on Dunbrack Street near the development in the AM and PM peak hours. We applied an annual background growth rate of 2% to estimate the peak hour traffic in 2016 as summarized in Exhibit 2.3.

Exhibit 2.3 – Dunbrack Street at Wentworth Drive/Ross Street Estimated Existing Traffic 2016



HRM also completed 24-hour tube counts on Dunbrack Street in 2012 and the two-way Annual Average Weekday Traffic (AAWT) was 11,144 with 5,468 southbound and 5,676 northbound.

2.3 Existing Trip Distribution

HRM counts at the Dunbrack Street/Wentworth Drive/Ross Street intersection provide an accurate picture of current trip distribution in the study area and we expect that traffic generated by the proposed Stonehaven development at Rockingham South will follow similar patterns.

2.4 Stopping Site Distance

As per the Transportation of Canada Geometric Design Guide for Canadian Roads, adequate stopping site distance *"is essential for safe operation that the vehicle operator be able to see far enough ahead to stop if necessary. Conditions that would force a vehicle operator to stop are for example, an object on the roadway, a culvert washout or other fault in the roadway.*

Adequate stopping site distance is required throughout the length of the roadway. Minimum stopping site distance is the sum of two distances namely:

- *Brake reaction distance*

  The distance travelled during the brake reaction time, that is the time that elapses from the instant an object, for which the driver decides to stop, comes into view to the instant the driver takes remedial action (contacts brake pedal).

- *Braking distance*

  The distance travelled from the time that braking begins to the time the vehicle comes to a stop."

For a design speed of 50 km/h, the minimum stopping site distance is 65 m.

The proposed driveway is in place and we completed a visual assessment during our site visit as shown in Exhibit 2.2. There are no issues with stopping site distance for northbound traffic on Wentworth Drive at the proposed driveway as the visibility is good. The driveway is located on a horizontal curve and there is a vertical crest on Wentworth Drive to the north of the driveway so we recommend that adequate stopping site distance be confirmed on Wentworth Drive for southbound traffic with a survey.

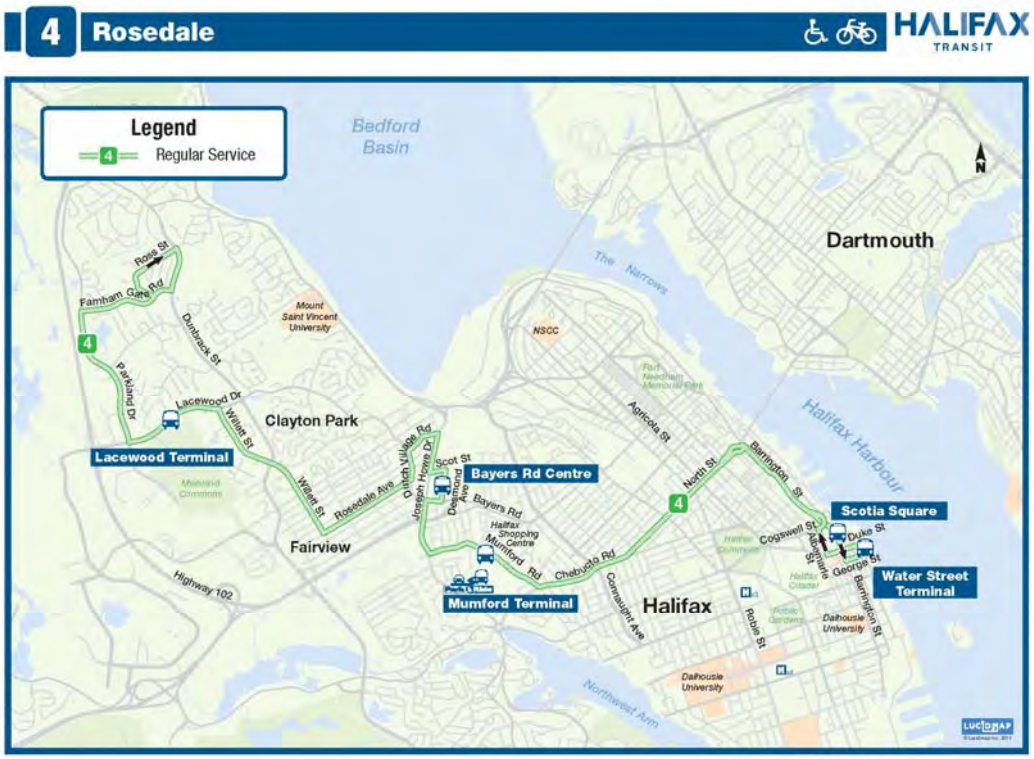
2.5 Transit and Pedestrians

The study area is well serviced by Halifax Transit on Route 2 Wedgewood and Route 4 Rosedale (see Exhibit 2.4).

There are concrete sidewalks on both sides of Dunbrack Street and Wentworth Drive near at the proposed Stonehaven development at Rockingham South. There is a marked RA-5 crosswalk on Dunbrack Street at Wentworth Drive/Ross Street with pedestrian actuated overhead amber warning lights.

Exhibit 2.4 – Halifax Transit Route Maps

Effective Date: August 1, 2015



Effective Date: August 1, 2015

3 Site Generated Traffic

3.1 Trip Generation

The proposed Stonehaven development will be a mixture of residential land uses including 98 apartments and 10 townhouses.

We completed trip generation estimates using equations provided in Institute for Transportation Engineer's Trip Generation Manual Ninth Edition. We used the following ITE Land Use Code to assess site generated trips:

- ITE Land Use 210 Single Family Detached Housing

"Single-family detached housing includes all single-family detached homes on individual lots. A typical site surveyed is a suburban subdivision." The unit of measurement for average vehicle trip ends is dwelling units.

- ITE Land Use 220 Apartment

"Apartments are rental dwelling units that are located within the same building with at least three other dwelling units, for examples quadraplexes and all types of apartment buildings." The unit of measurement for average vehicle trip ends is dwelling units.

Exhibit 3.1 – Stonehaven at Rockingham South Site Generated Traffic Volumes

LAND USE	QUANTITY	AM PEAK			PM PEAK		
		TOTAL	ENTER	EXIT	TOTAL	ENTER	EXIT
Single Family Detached Housing	10	17	25%	75%	13	63%	37%
			4	13		8	5
Apartments	98	52	20%	80%	72	65%	35%
			10	42		47	25
TOTAL		**68**	**15**	**54**	**85**	**55**	**30**

4 Conclusions and Recommendations

- This Traffic Impact Statement has provided a high level overview of the proposed Stonehaven at Rockingham South residential development in Halifax, Nova Scotia.
- It includes an estimate of existing site generated trips as well as an analysis of existing traffic volumes in the surrounding area.
- We estimate that the proposed development creates **68** vehicles trips in the AM peak hour period and **85** vehicle trips in the PM peak hour period.
- Site generated traffic will most likely follow existing trip distribution patterns along Dunbrack Street in the AM and PM peak hours.
- We recommend that Stopping Site Distance on Wentworth Drive at the proposed Stonehaven site entrance be confirmed by survey.

Appendix F

Servant, Dunbrack, McKenzie & MacDonald Ltd.
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March 12, 2018

Josh DeYoung, P.Eng.
Halifax Water
450 Cowie Hill Road
Halifax, NS
B3P 2V3

Re: Stone Haven at Rockingham South, Wentworth Drive, Halifax, NS – Downstream Wastewater Sewer Analysis

Arnaout Investments Incorporated is proposing to develop at the intersection of Dunbrack Street and Wentworth Drive. The development consists of 10 townhouse units and a 98 unit apartment building. As per Halifax Water Design and Construction Specifications (2017) Section 4.2, and at the request of Arnaout Investments Incorporated, SDMM has prepared the following capacity analysis for the sewer immediately downstream of the proposed development.

Tributary Areas and Population

The downstream terminus of this analysis was established based on previous discussions with Halifax Water during SDMM's design of the adjacent Rockingham South subdivision. This point was established to be the intersection of Bedford Highway and Kearney Lake Road. This required nine (19) sections of sewer, directly downstream of the development, to be analyzed. Tributary areas for this sewer are depicted in CSK-1 and CSK-2 (see Appendix).

SDMM has estimated contributing populations based on the following:

- Halifax Water Design & Construction Specifications (2017)
- Mainland North Servicing Strategy (1982)
- SDMM's downstream sanitary analysis for the Rockingham South subdivision (2013)

We note that the population of Rockingham South was determined previously as part of the downstream wastewater sewer analysis completed in support of the subdivision.

A summary of the density and population calculations are presented in Table 1 (see Appendix).

Estimated Wastewater Flow Calculations

Estimated wastewater flows were calculated for each reach of sewer based on the hydraulic design formula outlined in Section 4.2.5.4 of the Halifax Water Design & Construction Specifications (2017). Flows calculated include the Halifax Water safety factor of 1.25 with allowances of 0.30m^3 per person per day for residential development and infiltration allowances. A summary of the estimated wastewater flow calculations are presented in Table 2 (see Appendix).

Existing Pipe Capacity

Existing pipe capacities were calculated using Manning's Equation for each reach of downstream sewer utilizing pipe characteristics provided by Halifax Water GIS information. A summary of the pipe capacities are presented in Table 3 (see Appendix).

Conclusion

Comparisons between the estimated flows calculated in Table 2 and existing pipe capacities calculated in Table 3 for each reach of sewer indicate that the downstream sewer system has sufficient capacity to accommodate the anticipated wastewater flows generated by this proposed development.

For additional information or comment please contact the undersigned.

Regards,

Servant, Dunbrack, McKenzie & MacDonald Ltd.

[redacted]

Logan McDowell, P.Eng., PMP
Project Engineer
Z:\SDMM\33000-33999\33250\33256\Sewer Analysis\Sewer Analysis Report.docx

APPENDIX

Table 1 - Tributary Areas and Population				
Area	Sub-Area	Tributary Area (ha)	People per Hectare/Unit	Equivalent Population
P.D. (Proposed Development)				
	10 Townhouse Units	1.21	3.35 ppu	34
	98 Unit Apartment Building		2.25 ppu	221
	Sub-Total	**1.21**	-	**255**
1				
	Area 1 Subtotal	**20.94**	-	**2,208**
2				
	Area 2 Subtotal	**0.62**	**50**	**31**
3				
	Area 3 Subtotal	**0.16**	**50**	**8**
4				
	Area 4 Subtotal	**0.56**	**50**	**28**
5				
	Area 5 Subtotal	**0.58**	**50**	**29**
6				
	Area 6 Subtotal	**1.47**	**50**	**74**
7				
	Area 7 Subtotal	**0.76**	**50**	**38**
8				
	Area 8 Subtotal	**0.18**	**50**	**9**
9				
	Area 9 Subtotal	**0.72**	**50**	**36**
10				
	Area 10 Subtotal	**0.25**	**50**	**13**
11				
	Area 11 Subtotal	**7.71**	**50**	**385**
12				
	Area 12 Subtotal	**0.47**	**50**	**24**
13				
	Area 13 Subtotal	**0.18**	**50**	**9**
14				
	Area 14 Subtotal	**2.08**	**50**	**104**
15				
	Area 15 Subtotal	**0.07**	**50**	**4**
16				
	Area 16 Subtotal	**0.33**	**50**	**17**
17				
	Area 17 Subtotal	**0.36**	**50**	**18**
18				
	Area 18 Subtotal	**0.71**	**50**	**35**
19				
	Area 19 Subtotal	**0.58**	**50**	**29**
20				
	Area 20 Subtotal	**0.24**	**50**	**12**
21				
	Area 21 Subtotal	**0.13**	**50**	**7**
22				
	Area 22A Subtotal	**348.50**	**50**	**17,425**
	Area 22B Subtotal	**97.51**	**75**	**7,313**
23				
	Area 23 Subtotal	**0.17**	**50**	**9**
24				
	Area 24 Subtotal	**0.25**	**50**	**12**
25				
	Area 25 Subtotal	**0.16**	**50**	**8**
	Total	**486.90**	**Total**	**28,138**

Table 2 - Estimated Wastewater Flows Calculations																			
	Pipe																		
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
Area Number(s)	P.D.+1-3	P.D.+1-4	P.D.+1-5	P.D.+1-5	P.D.+1-7	P.D.+1-8	P.D.+1-9	P.D.+1-10	P.D.+1-13	P.D.+1-15	P.D.+1-16	P.D.+1-17	P.D.+1-18	P.D.+1-19	P.D.+1-20	P.D.+1-21	P.D.+1-23	P.D.+1-24	P.D.+1-25
Tributary Area (ha)	22.93	23.48	24.06	24.06	26.30	26.48	27.20	27.45	35.81	37.96	38.29	38.65	39.36	39.94	40.17	40.31	486.49	486.74	486.90
Equivalent Population	2502	2530	2559	2559	2671	2679	2715	2728	3146	3253	3270	3288	3324	3352	3364	3371	28118	28130	28138
Average Dry Weather Flow, a (m^3/d)	750.6	758.9	767.6	767.6	801.2	803.8	814.6	818.4	943.8	976.0	981.0	986.5	997.1	1005.7	1009.3	1011.3	8435.4	8439.0	8441.4
Harmon Peaking Factor, M	3.51	3.50	3.50	3.50	3.48	3.48	3.48	3.48	3.42	3.41	3.41	3.41	3.40	3.40	3.40	3.40	2.50	2.50	2.50
Infiltration/Inflow Allowance, b (m^3/d)	550.2	563.5	577.5	577.5	631.2	635.4	652.7	658.7	859.3	911.0	918.9	927.7	944.6	958.5	964.2	967.3	11675.8	11681.7	11685.5
Peak Dry Weather Flow, a x M (m^3/d)	2633.1	2659.3	2686.8	2686.8	2791.9	2800.2	2833.9	2845.6	3232.2	3330.5	3345.5	3362.1	3394.2	3420.4	3431.2	3437.2	21130.2	21137.8	21142.8
Peak Design Flow, (a x M) + b, (m^3/d)	3183.3	3222.9	3264.3	3264.3	3423.1	3435.6	3486.5	3504.2	4091.5	4241.4	4264.4	4289.8	4338.8	4378.9	4395.4	4404.5	32805.9	32819.5	32828.3
Safety Factor	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25	1.25
Estimated Flow, Q (m^3/d)	**3842**	**3888**	**3936**	**3936**	**4121**	**4136**	**4195**	**4216**	**4900**	**5074**	**5101**	**5130**	**5187**	**5234**	**5253**	**5264**	**38088**	**38104**	**38114**

Table 3 - Pipe Capacity																			
	Pipe																		
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
Pipe ID	Unknown	Unknown	Unknown	Unknown	119572	119368	119575	119577	119623	123813	117949	115903	115905	115907	115891	117698	115894	117458	117428
From	MHS5	MHS4	MHS3	MHS2	MH7587	MH7589	MH7592	MH7594	MH7602	MH7604	MH7614	MH7616	MH7620	MH7622	MH7630	MH7624	MH7625	MH9621	MH9623
To	MHS4	MHS3	MHS2	MHS1	MH7589	MH7592	MH7594	MH7602	MH7604	MH7614	MH7616	MH7620	MH7622	MH7630	MH7624	MH7625	MH9621	MH9623	MH9624
Sewer Type	Unknown	Unknown	Unknown	Unknown	Sanitary	Sanitary	Sanitary	Sanitary	Sanitary	Sanitary	Sanitary	Sanitary	Sanitary	Sanitary	Sanitary	Sanitary	Sanitary	Sanitary	Sanitary
Diameter (mm)	250	250	250	250	250	250	250	250	250	250	250	250	250	250	300	300	750	750	750
Material	CONC	CONC	CONC	CONC	CONC	CONC	AC	AC	AC	AC	CONC	CONC	CONC	CONC	CONC	CONC	CONC	CONC	CONC
Slope (%)	2.12	3.81	4.06	3.28	5.11	6.76	6.30	11.68	8.38	9.08	5.58	3.70	1.30	1.31	0.99	0.81	0.62	0.49	0.54
Mannings Coefficient, n	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.013
Manning's Capacity, Qc (m^3/d)	**7478**	**10029**	**10353**	**9305**	**11616**	**13363**	**12898**	**17556**	**14874**	**15480**	**12134**	**9883**	**5863**	**5877**	**8301**	**7497**	**75442**	**67442**	**70592**
Wastewater Percentage of Capacity	**51%**	**39%**	**38%**	**42%**	**35%**	**31%**	**33%**	**24%**	**33%**	**33%**	**42%**	**52%**	**88%**	**89%**	**63%**	**70%**	**50%**	**56%**	**54%**

SDMM

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Project: STONEHAVEN AT ROCKINGHAM SOUTH, HALIFAX, NOVA SCOTIA
DOWNSTREAM WASTEWATER ANALYSIS

Title: TRIBUTARY AREAS FOR PIPE REACH

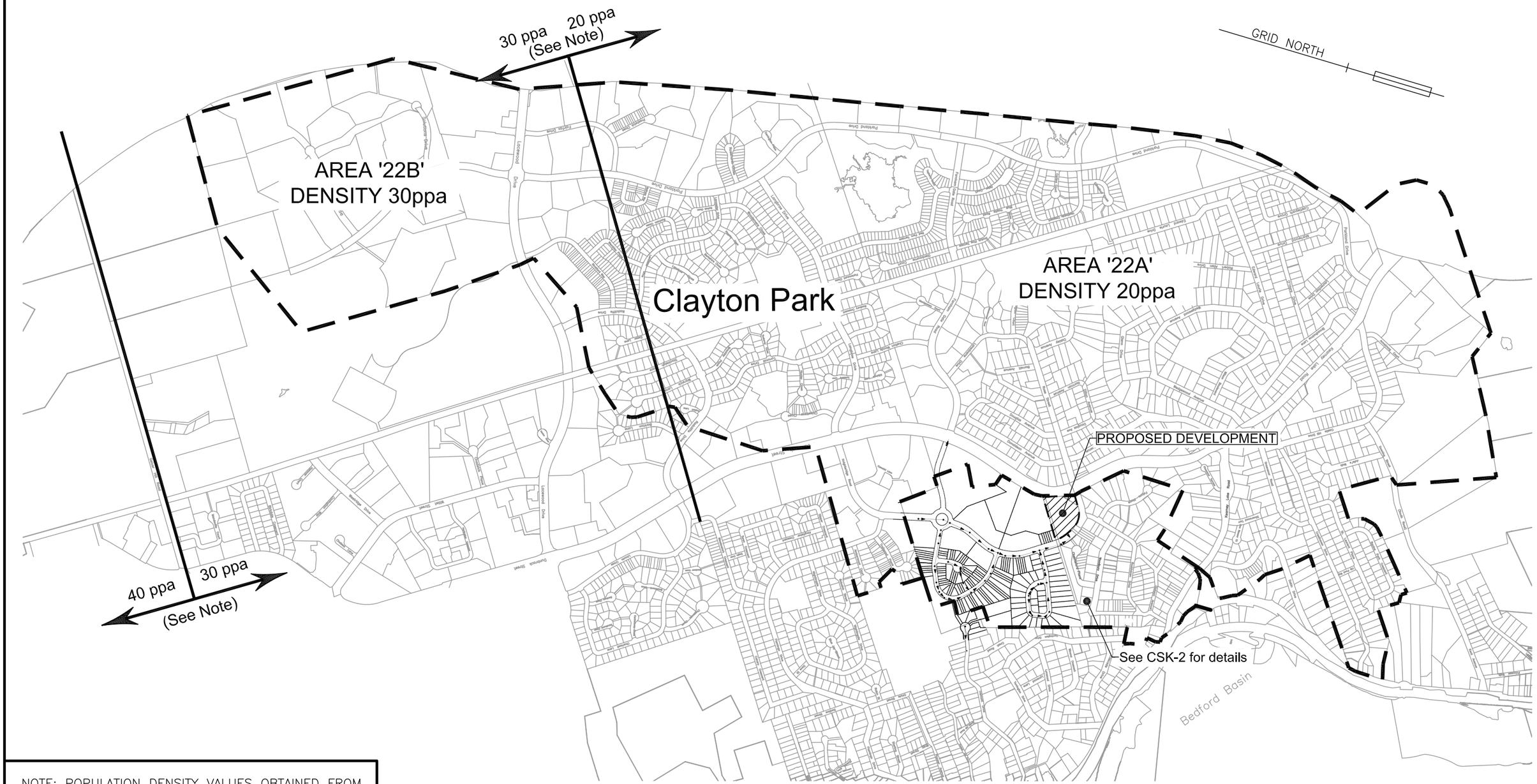
Date: NOVEMBER 14/2016

Project No.: 1–4–160 (32082)

Scale: 1:3000

Prepared by: L MCDOWELL

CSK-2



NOTE: POPULATION DENSITY VALUES OBTAINED FROM HALIFAX MAINLAND NORTH SERVICING STRATEGY (DATED 1982) EXHIBIT B.2

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Project: STONEHAVEN AT ROCKINGHAM SOUTH, HALIFAX, NOVA SCOTIA
DOWNSTREAM WASTEWATER ANALYSIS

Title: TRIBUTARY AREAS

Date: NOVEMBER 14/2016

Project No.: 1-4-160 (32082)

Scale: 1:1250

Prepared by: L MCDOWELL

CSK-1

Appendix G

HALIFAX

LAND USE BY-LAW

HALIFAX MAINLAND

R-2T ZONE

TOWNHOUSE ZONE

28AJ(1) The following uses shall be permitted in any R-2T zone:

(a) R-1 and R-2 uses;
(b) townhouse building;
(c) uses accessory to any of the foregoing uses.

28AJ(2) No person shall in any R-2T zone, carry out, or cause or permit to be carried out, any development for any purpose other than one or more of the uses set out in subsection (1).

28AJ(3) No person shall in any R-2T zone use or permit to be used any land or building in whole or in part for any purpose other than one or more of the uses set out in subsection(1).

SIGNS

28AK No person shall in any R-2T zone erect, place or display any billboard or sign except those permitted in R-1 zones.

REQUIREMENTS

28AL(1) Buildings erected, altered or used for R-1 or R-2 uses in an R-2T zone shall comply with the requirements of the R-1 and R-2 zones respectively.

28AL(2) Buildings erected, altered, or used as a townhouse building shall comply with the following requirements:

(a)	Minimum lot frontage	18 feet per townhouse, plus 20 feet
(b)	Minimum lot area	1,800 sq.ft. per townhouse plus 2,000 sq.ft.
(c)	Maximum height	35 feet
(d)	Maximum lot coverage	40 percent, provided that this regulation shall be applied as if the lot was subdivided into as many lots as townhouses
(e)	Minimum front yard	15 feet
(f)	Mean rear yard	20 feet
(g)	Minimum side yard	10 feet

28AM **SUBDIVISION OF TOWNHOUSE BUILDING**

(a) A townhouse building may be subdivided so that each townhouse is on its own lot, provided that the minimum requirements of Section 28AL(2) are met. Furthermore, no side yard shall be required along the common lot boundary dividing the townhouse building.

(b) Notwithstanding Section 28AL(2)(a) for townhouse buildings existing on the date of adoption of this provision, the townhouse building may be subdivided so that each townhouse is on its own lot, provided that each lot has at least 10 feet of frontage on a street. Furthermore, no side yard shall be required along the common boundary dividing the townhouse building.

ACCESSORY BUILDINGS

28AN (a) Any accessory building shall not require any side yard or rear yard if such building is located entirely within the rear yard of the lot on which such building is located.

(b) Where an accessory building is situated on a corner lot, it shall be at least 10 feet from the flanking street line abutting such lot.

R-4 ZONE

MULTIPLE DWELLING ZONE

29(1) The following uses shall be permitted in any R-4 Zone:

(a) R-1, R-2 and R-2T uses;
(b) boarding house;
(c) lodging or rooming house;
(d) apartment house;
(e) uses accessory to any of the foregoing uses if not specifically prohibited;

OTHER USES

(f) in any one building, one office for rendering professional or personal services, provided that the net area for such purposes does not exceed 700 sq.ft.;
(g) special care home;
(h) greenhouse;
(i) the office of a consulate located in a single-family dwelling provided such dwelling is used by the consul as his private residence.
(j) **day care facility (RC-Mar 3/09;E-Mar 21/09)**

29(2) No person shall in any R-4 Zone carry out, or cause or permit to be carried out, any development for any purpose other than one or more of the uses set out in subsection (1).

29(3) No person shall in any R-4 Zone use or permit to be used any land or building in whole or in part for any purpose other than one or more of the uses set out in subsection (1).

COMMERCIAL USES

29A Notwithstanding the provisions of Section 9(d), 14 and 29(1), an apartment house at or within 120 ft. of an intersection, which contains 100 or more self-contained dwelling units may include those commercial uses which are permitted in Section 38A(1), except a bowling alley, a motion picture theatre, a service station and billboard, provided that such uses are located on the ground floor of the apartment and are separately accessible from the building exterior.

SIGNS

29B Exterior advertising of the commercial uses described in Section 29A shall be permitted provided such advertising is not illuminated.

NO WINDOW DISPLAY

30 Where any building is used in an R-4 Zone for any of the purposes described in clause (f) of Section 29(1), no display window shall be permitted, nor shall any evidence of the use of such building for such purposes be visible from the exterior of such building, PROVIDED HOWEVER, that nothing contained herein shall prohibit the display of a

sign not exceeding one square foot in area and bearing the name and profession as set forth in clause (f) of Section 29(1) of any person occupying such building.

R-1, R-2 AND R-2T USES IN R-4 ZONE

31 Buildings erected, altered, or used for R-1, R-2 and R-2T uses in an R-4 Zone shall comply with the requirements their respective zones.

BILLBOARDS

32(1) No person shall erect or display any billboard or illuminated sign in an R-4 Zone.

NON-ILLUMINATED SIGN

32(2) A non-illuminated sign not to exceed 6 square feet in size may be erected in an R-4 zone, provided such sign will not cause a hazard or nuisance to the public.

33 Where any building is erected, altered or used for R-4 uses in an R-4 zone, such building shall comply with the following requirements:

MINIMUM LOT AREA

33(1)
(a) The minimum lot area upon which such building is located shall be 6,000 square feet with a minimum continuous street frontage of at least 60 feet on one street, except when a lot faces on the outer side of a curve in the street, in which case the frontage may be reduced to 30 feet;
(b) The Council may, after public hearing if deemed necessary, permit modification of the minimum lot area and continuous street frontage as provided in clause (a) of this subsection if, in the opinion of Council:
  (i) the amenity, convenience, character, and value of neighbouring properties will not be adversely affected; and
  (ii) conditions necessitating such modification are unique to the lot and have not been created by either the owner of such lot or the applicant.

DISTANCE FROM LOT LINES - 80 ANGLE

33(2)
(a) The distance from any part of such building and any official street line or lines abutting upon such lot shall be not less than 20 feet measured at right angles to any such official street line or lines, provided, however, that such distance may be reduced to not less than 10 feet at right angles to any such official street line or lines if that part of the building which is less than 20 feet from any such official street line or lines is entirely contained within the arms of an 80 degree horizontal angle as determined in subsection (3) of this section;
(b) The distance from any part of such building and any lot line of such lot other than an official street line shall be not less than 10 feet measured at right angles to such lot line;
(c) All windows and doors serving habitable rooms in such building shall be located not less than 10 feet from any lot line of such lot measured at right angles to such lot line;

(d) Notwithstanding the provisions of clauses (a) and (b) of subsection (2), the distance from any part of such building, not containing any windows or doors serving habitable rooms, to any official street line or lot line may be less than the distance prescribed in said clauses (a) and (b) herein or may extend to any such official street line or lot line of the lot upon which such building is located, provided that:

(i) The height of such part of the building does not exceed 5 feet above the natural ground level measured at any point on any official street line abutting such lot and extending for a horizontal distance of 10 feet measured at right angles to any such official street line;

(ii) The height of such part of the building does not exceed 5 feet above the natural ground level measured at any point on any lot line of such lot other than an official street line; and

(iii) The building is so designed that it does not interfere with traffic safety.

(e) (Deleted)

SIZE OF BUILDING - 60 ANGLE

33(3) (a) Subject to the provisions of subsection (2), such building or any part thereof shall not project beyond the angular planes determined by constructing such angular planes over such lot;

(i) From each lot line at natural or finished ground level, whichever is the lower, at a vertical angle of 60 degrees above the horizontal and measured perpendicular to such lot line or, in the case of a curved lot line, perpendicular to the tangents of all points of such lot line provided, however, that where the natural ground level at the lot line is more than 5 feet above the finished ground level established at any point on the wall opposite the lot line and where the horizontal distance to the face of any part of such wall or its vertical projection is less than 50 feet, the angular planes shall be constructed over the lot from all points on the intersections of the vertical projection of the lot line and the horizontal projection of the finished level; or

(ii) In the case where a lot line of such lot coincides with an official street line from the center line of such street or from any intervening line parallel to such center line provided, however, that:

(A) the distance from the line on which the plane is constructed and the lot line does not exceed 30 feet; and

(B) the vertical angle of 60 degrees is constructed perpendicular to the line on which the plane is constructed or in the case of a curved line, perpendicular to the tangents of all points of the curved line.

EXCEPTION TO 60 ANGLE

(b) Notwithstanding the provisions of clause (a) of subsection (3) and subject to the provisions of subsection (2), any part of such building may project beyond any prescribed 60 degree angular plane if:

(i) The projection through the plane subtends a horizontal angle not exceeding 80 degrees formed by lines drawn from a point on the line on which the 60

degree angular plane is constructed opposite to the center of the projection; and

(ii) The extremities of the projection are enclosed by the arms of such 80 degree horizontal angle.

DISTANCE BETWEEN EXTERNAL WALLS - 65 ANGLE

33(4) (a) For the purposes of this subsection:

(i) "Base line" means, in the case of a wall rising from the ground, the natural or finished level of the ground adjoining the base of the wall, whichever is lower, and in all other cases means the lowest line of the wall above the natural or finished level of the ground, whichever is lower;

(ii) A wall supported by construction above posts, pillars, or other open construction shall be deemed to rise from the ground, and the base line of the wall shall be deemed to be the line on which the projection downward of the face of the wall meets the natural or finished level of the ground, whichever is lower; and

(iii) Where external walls are not parallel to each other, but the angle of divergence does not exceed 85 degrees, such walls shall be deemed to face each other.

(b) The provisions of subsection (4) shall only apply if any part of such building is erected within the arms of horizontal angles of 65 degrees constructed outwards at the natural level of the ground from the nearest extremities of external walls that face each other provided, however, that where the two extremities of one such wall are respectively equidistant from the opposite extremities of the other wall or where the two extremities of one wall are equidistant from the nearest extremity of the other wall, the 65 degree horizontal angle may be constructed from either pair of equidistant extremities;

40 ANGLE

(c) The distance between any external walls of such building that face each other shall be not less than 50 feet, and any part of such building shall not project beyond any of the angular planes determined by constructing such angular planes outwards from the base line of each such external facing wall of each part of such building at a vertical angle of 40 degrees above the horizontal and measured perpendicular to such line or in the case of a curved base line, perpendicular to the tangents of all points of such curved base line;

(d) Where two external walls of such building face each other and neither wall contains any door or window serving a habitable room, the provisions of clause (c) of subsection (4) shall not apply; but the distance between such walls shall be not less than 6 feet.

BALCONIES, CORNICES, EAVES, AND CANOPIES

33(5) (a) Notwithstanding the provisions of subsection (3) and (4) of this section, separate individual balconies, which are open on three sides, cornices, eaves, and canopies may project through the angular planes as determined in such

subsections provided, however, that any part of such balcony, cornices, or eaves shall be not less than 10 feet from any lot line of such lot;

(b) Notwithstanding clause (a) of subsection (5), canopies may project to within 5 feet of the street line.

34 Where any building is erected, altered, or used as a boarding house, lodging, or rooming house, or an apartment house in an R-4 Zone, such building, in addition to the requirements hereinbefore set out in Section 33, shall comply with the following requirements:

DENSITY

34(1) The population density of such building shall not exceed 75 persons per acre.

OPEN SPACE

34(2) The lot upon which such building is located shall contain a minimum open space of:

(a) 150 square feet for each bachelor unit/275 square feet for each one-bedroom unit/575 square feet for each two-bedroom unit/950 square feet for each three-bedroom unit/1,325 square feet for each four-bedroom unit and over;

(b) At least 80 percent of the open space required in clause (a) of subsection (2) of Section 34 shall be landscaped open space, provided that:

(c) For the purposes of subsection (2) the roof or any portion therefore of any part of such building that has no residential accommodation included below such roof or portion thereof may be calculated as landscaped open space provided that:

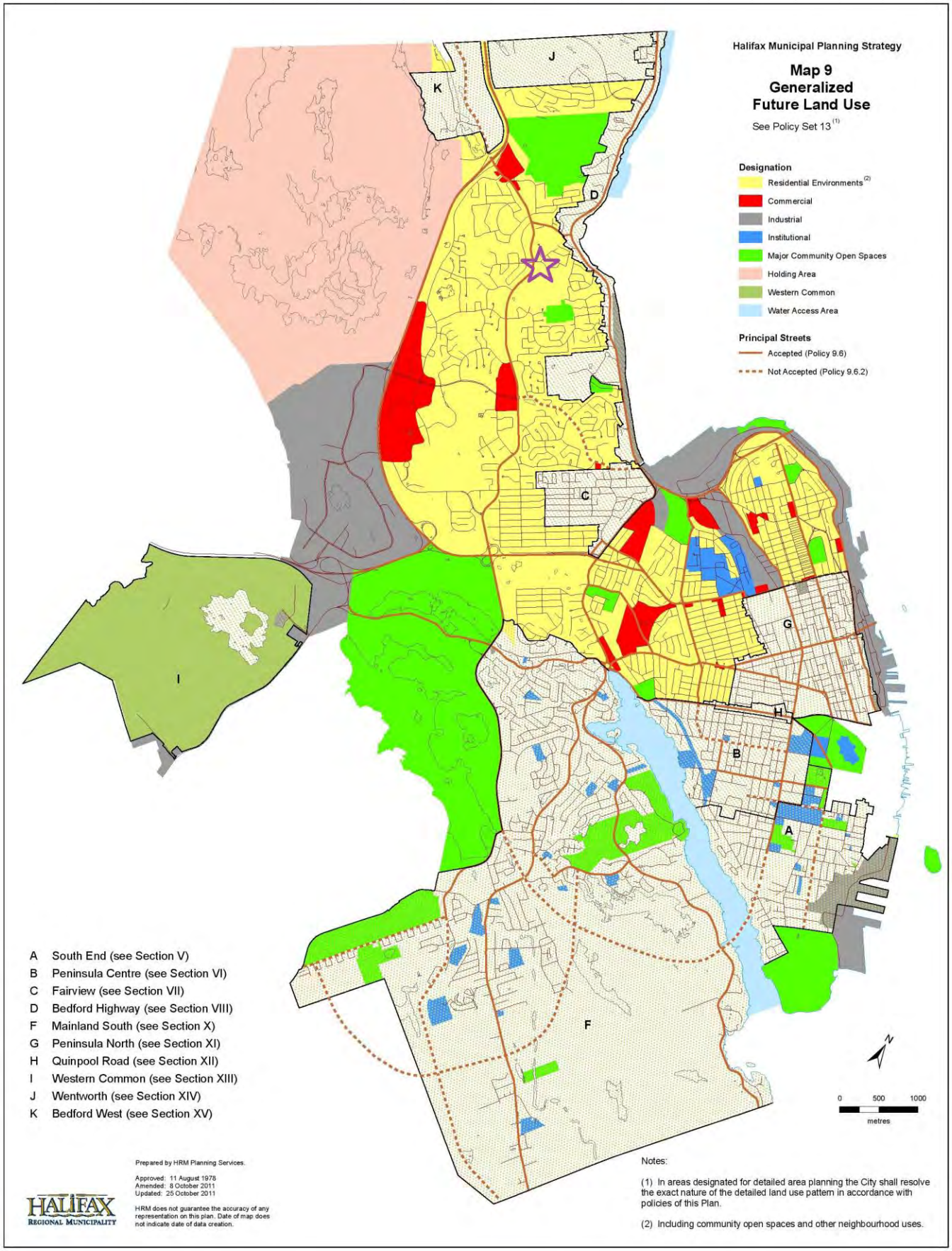
(i) no part of such roof is more than 5 feet above the ground level of at least one lot line of such lot; and

(ii) such roof or portion thereof is capable of being used as landscaped open space.

SPECIAL CARE HOME - LANDSCAPED SPACE

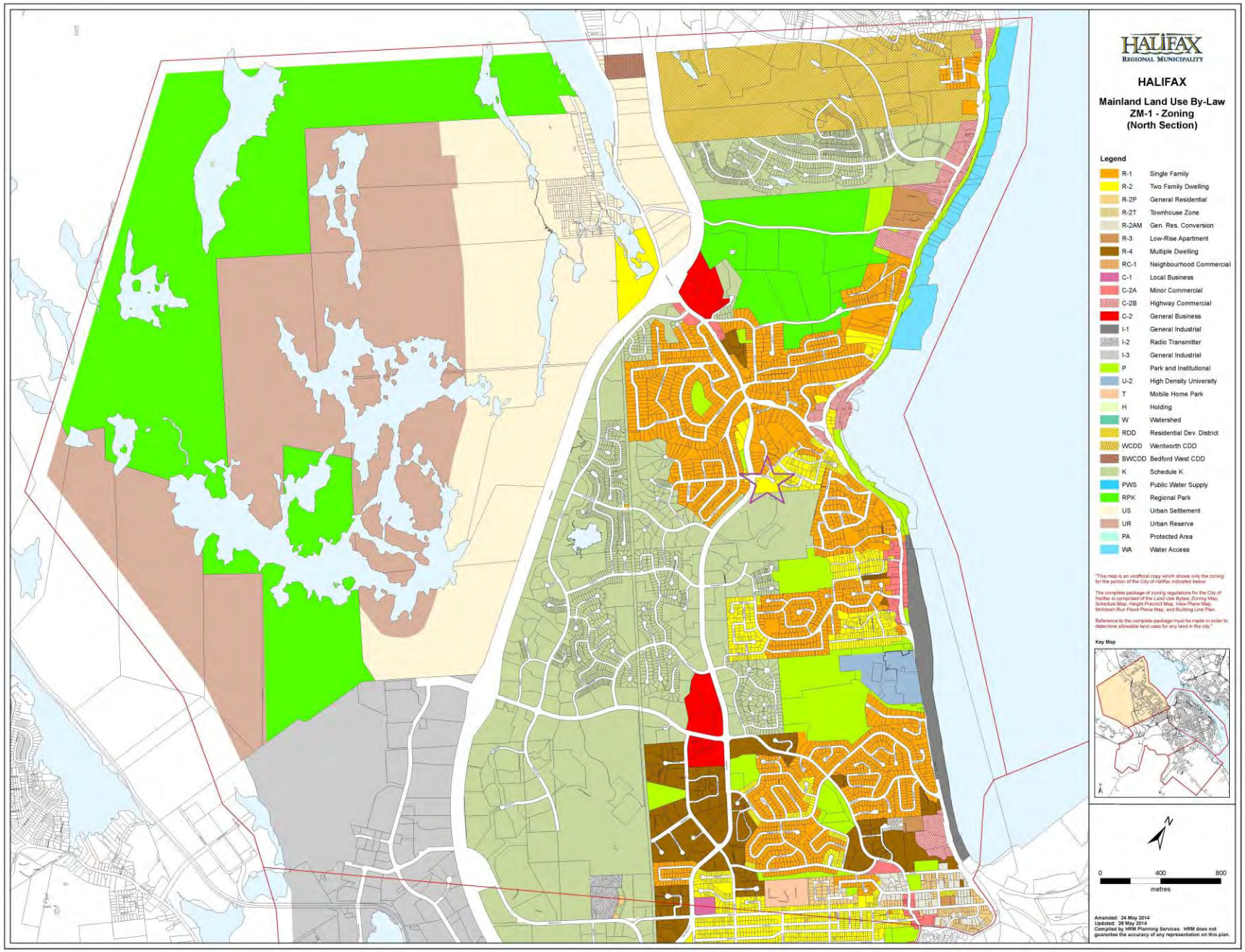
34(3) A minimum of 35 percent of the lot area of any lot on which a building is erected, altered or used as a special care home, shall consist of landscaped open space.

Appendix H



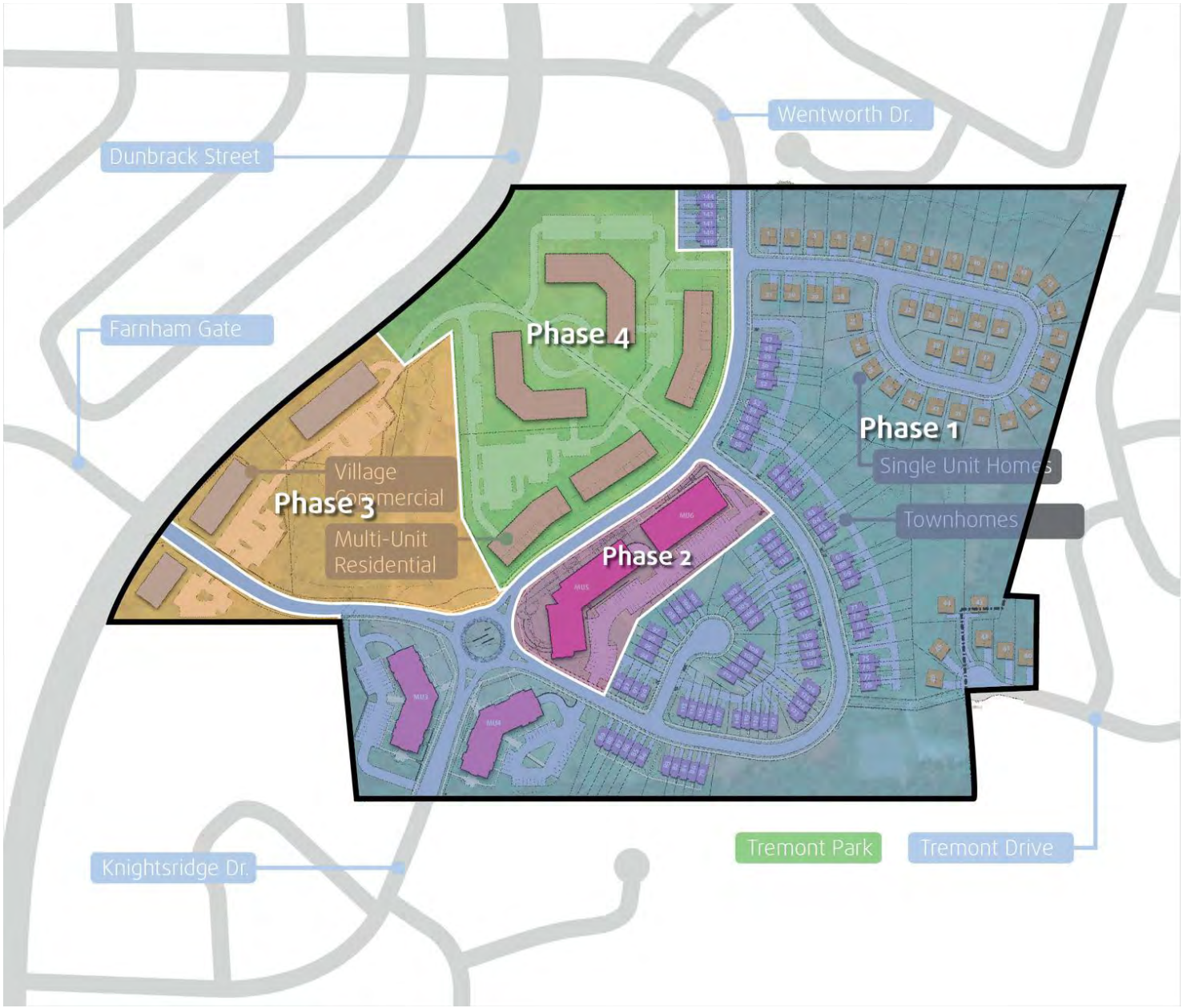
Appendix K: GFLUM Map, Halifax Municipal Planning Strategy

Appendix I



Appendix L: Zoning Map, Halifax Mainland Land-Use Bylaw

Appendix J



Appendix M: Four Phase Site Plan - Rockingham South

Chelmsford Place
Wentworth Drive
Ross Street
Oakhill Drive
Crest Street
Tremont Drive
Wetland
Pond
Wetland
Land dedicated for Park Dedication
Dunbrack Street
Wetland
Farnham Gate Road
MU3
MU4
Knightsridge Drive

ROCKINGHAM SOUTH

WM FARES GROUP

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