

**HALIFAX REGIONAL MUNICIPALITY**  
**Public Information Meeting**  
**Case 20983**

*The following does not represent a verbatim record of the proceedings of this meeting.*

---

**Thursday, December 13, 2018**  
**7:00 p.m.**  
**St. Peter's Anglican Church Hall**

**STAFF IN**

**ATTENDANCE:** Jamy-Ellen Klenavic, Planner, HRM Planning and Development  
Jared Cavers, Planning Technician, HRM Planning and Development  
Cara McFarlane, Planning Controller, HRM Planning and Development

**ALSO IN**

**ATTENDANCE:** Councillor Russell Walker, District 10  
Kevin Riles, KWR Approvals Inc.  
Julien Boudreau, Ekistics Architects Limited

**PUBLIC IN**

**ATTENDANCE:** Approximately 13

---

The meeting commenced at approximately 7:00 p.m.

**1. Call to order, purpose of meeting – Jamy-Ellen Klenavic**

**Ms. Klenavic** is the Planner and Facilitator for the application and introduced the area Councillor, the Applicant(s) and staff members.

Case 20983 - KWR Approvals Inc., on behalf of the property owner, Arnaout Investments Incorporated, is applying to rezone property at the southeast corner of the intersection of Dunbrack Street and Wentworth Drive from R-2 (Two Family Dwelling) Zone to R-2T (Townhouse) Zone and R-4 (Multiple Dwelling) Zone under the Halifax Mainland Land Use By-law.

The purpose of the Public Information Meeting (PIM) is to:

- Identify the proposal site and highlight the proposal;
- Give the Applicant an opportunity to present the proposal; and
- Receive public feedback and input regarding the proposal that will be used to prepare the staff report and go forward with this application.

No decisions are made at the PIM or have been made up to this point.

**2. Presentation of Proposal – Jamy-Ellen Klenavic**

**Ms. Klenavic** provided a proposal information sheet to the audience and gave a brief presentation of the proposal for the property located at the southeast corner of the intersection of Dunbrack Street and Wentworth Drive, Halifax outlining the status of the application, the Applicant's request, site context of the subject lands, the current proposal and concept plan, the relevant planning policies (2.1, 2.4, 2.8, 3, 4, 4.1 and 4.2) within the Halifax Municipal Planning Strategy and existing

R-2 Zone / proposed R2-T and R-4 Zones within the Halifax Mainland Land Use By-law (LUB).

#### **Presentation of Proposal – Kevin Riles, KWR Approvals Inc.**

**Mr. Riles** presented the proposal outlining the subject properties (2.98 acres in size), providing background on the Developer and outlined the professional development team.

#### **Presentation of Proposal – Julien Boudreau, Ekistics Architects Limited**

**Mr. Boudreau** presented the design rationale, site context, density transition, site concept, accesses, landscape buffer and renderings of the development from different views in the area.

#### **Presentation of Proposal – Azmi Arnaout, Arnaout Investments Inc.**

**Mr. Arnaout** briefly explained their development rationale.

### **3. Questions and Comments**

**Heather Lynch, Rockhaven Drive** believes that although the step-down from the multi to the townhomes is appreciated, there needs to be a larger buffer zone between the proposed development and the Rockhaven/Falcon Place/Woodbury neighbourhood as it is zoned R-2 and predominantly R-1 (20 to 30-year old homes). There is a fair amount of high density construction already happening in the area and is intrusive and a burden to the existing homes and residents in the area. Lynch was also concerned that the attendance for the public information meeting was lower than expected due to the time of year.

**Kimberlee Leslie, Wentworth Drive** lives across the street from the proposal and would like clarification on the where the access to the development will be located. As it is shown, the access is directly across from their driveway which will make it difficult entering onto the street. Increased traffic and how it will affect transit going up Wentworth Drive, damage from blasting and noise pollution are also concerns. K. Leslie agrees with Lynch regarding the buffer zone and density. Would there be amendments beyond this approval to increase the density? Leslie is opposed to the multi-unit building. It doesn't promote a community feel. Personal safety with construction sites and debris during the night is also an issue. **Klenavic** - Because this is a rezoning application, the development engineers will use the standards and practices to establish where that access will be at the permitting stage. Due to angle controls and the size of the property, it would be difficult to increase the density of the building and the LUB would control the height of the building. It was encouraged to send an email to have specific questions answered.

**Bern Davies, Rockhaven Drive** has lived across the street for 30 years and wondered about the planning procedure. What was once a wooded area is now a rock pile with multiple high-rise buildings with a tremendous amount of traffic and density. Will property taxes go down? Houses will become harder to sell. Increase in density will create a huge influx in traffic which is a concern for pedestrian safety. Davies opposes the proposed multi-unit building (maybe townhouses and/or single-family dwellings). How large is the landscape buffer? **Klenavic** – A density of 212 is proposed for the multi-unit on the proposed site. The LUB requires one parking space/unit. When an application is received, planning staff is required to bring it before Halifax and West Community Council (HWCC) who then decides on whether to move forward. The required front buffer zone is a minimum of 15 feet in the R2-T Zone.

**John Brophy, Chelmsford Place** asked for clarification on the density of 212. **Klenavic** clarified that 212 was for the multi-unit building only. Density is based on the number of habitable rooms in each unit. **Brophy** agrees with the previous speaker regarding traffic (speeding) and density.

If the proposal could be changed slightly to decrease these issues it may be a bit more palatable. When the other multistories in the area fill with people, the increase in traffic will be tremendous.

**Mary Leslie, Wentworth Drive** lives across the street from the proposed development, has seen modifications made to allow the buildings in the area to be developed as larger structures than approved and is concerned that will happen with this proposal. M. Leslie agrees that there is not enough of a buffer zone. M. Leslie is not opposed to multi-unit buildings but in the right neighbourhood, not on this site. The proposal will overpower the neighbourhood and will create many issues. Perhaps if the proposal was scaled down. Traffic is already an issue with shortcutting which is a concern for pedestrian safety as there are many school children in the area. Currently, most of the buildings in the area are only partially full. Damage from blasting is a concern as their home is in close proximity and the foundation is underground. **M. Leslie** is concerned that people are not aware of this proposal. The whole picture of the neighbourhood has to be considered when developing a site to benefit the community.

**Linda Davies, Rockhaven Drive** – Recent construction has allowed for high-rises in the area and when people start moving in, the roads will not accommodate the increase in traffic. The proposed site has been an eyesore for many years and residents would love to see the lot developed. L. Davies would like the Developer to consider the neighbourhood and realize that there are already enough multi-unit buildings in such a small area.

**Gerald Mallon, Chelmsford Place** bought their house with the pretense that the subject property was going to be a cul-de-sac and certainly not a multi-unit building. **Mallon** shares the other speakers' sentiments and is concerned when it comes time to sell their home because of property values decreasing as a result of this development. The neighbourhood has a lot of character and it is a shame to see this happening in the area. Traffic is a major factor and hopes it can be addressed.

**Ms. Klenavic** – If HWCC decides to schedule a public hearing, notices will be sent to the same residents notified for this meeting along with two notices in the Herald appearing at least 14 days prior to the public hearing and a notice posted on the website. The timeline depends on the complexity of the application.

There was some discussion regarding people accessing information about the proposal, visibility of the proposal sign on the property and the notification area of the meeting.

**A. Arnaout** explained the rationale for the proposal.

**Paul Behner, Bedros Lane** has lived in the area for 50 years and supports the development. There has been a lot of development which brings traffic. **Behner** sympathizes with the comments tonight but the area is convenient to a lot of businesses. **Behner** has done a lot of preparation work for the property over the years. There is a small amount of rock blasting that would cause concern.

**Riles** – In regards to blasting, the HRM Blasting By-law is very stringent. Residents can have a pre- and post-blast survey done to determine if any damage to their property/homes has occurred due to the blasting. Any damage would be covered through the developer's insurance. In terms of the height, due to the size of the proposed site, there is an architectural restraint due to the allowable density on the site (93 units would be the maximum).

There was some concern expressed regarding the variation in density numbers. **Ms. Klenavic** explained that if the rezoning is approved, the Halifax Mainland LUB dictates the numbers on the site. An explanation was given. The development has to meet the requirements laid out in the LUB.

**Bonita Hutchins, Rockhaven Drive** – While waiting for this site to be developed, high-rises have been constructed in the area. As a result, traffic has increased on Wentworth Drive and it is not safe. The buffer for the property should include trees in front and a buffer in the rear. The area would provide more security with lights on the property and people living there. The Developer plans to make it more subdued with a lighted gateway and trees to protect the site from the surrounding ones. These developments can provide affordable housing for some people.

**Behner** – In 1996, through the Rockingham South development, there was an order from the former City of Halifax to expand Ross Street to a collector road (a main corridor connecting Dunbrack Street to Knightsridge), in order to handle large volumes of traffic. **Klenavic** – Wentworth Drive was designed to be a minor collector road (handle approximately 1200 cars/day).

**Luigi Benigno, Theresa McNeil Grove** likes the proposed concept plan and is in favour of this development. Traffic has always been an issue on Dunbrack Street. **Klenavic** – A Traffic Impact Statement was submitted by the Applicant and is available on the website under Case 20983. Development Engineering will review the statement and comment on the capacity of the road network.

**A resident** echoes all the concerns mentioned tonight along with the possibility of properties being expropriated to accommodate the increase in traffic.

**Mallon** asked how the numbers for the traffic study were calculated. **Riles** – The Traffic Engineer looks at the safety of the proposed site (in this case, the interior courtyard parking) and looks at the overall development. The proposed development has 1:1 ratio of underground parking and 25 visitor parking spaces.

#### **4. Closing Comments – Jamy-Ellen Klenavic**

**Ms. Klenavic** thanked everyone for coming and expressing their comments.

#### **5. Adjournment**

The meeting adjourned at approximately 8:40 p.m.