

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.

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.

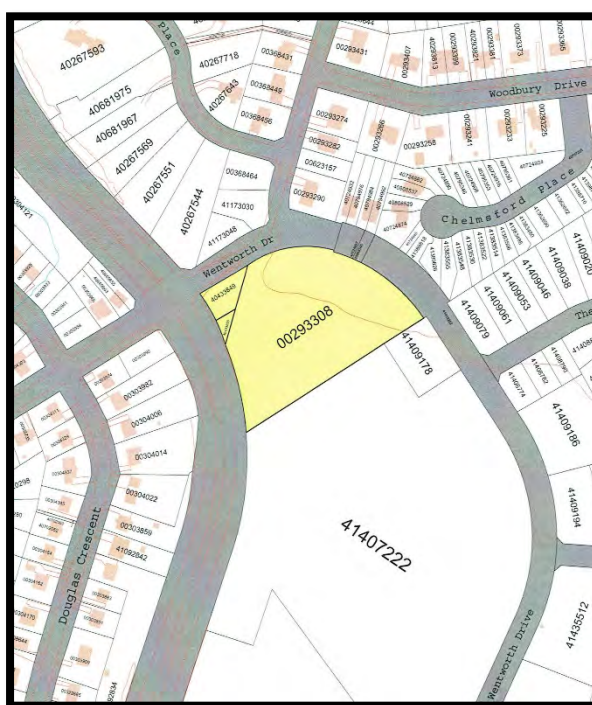


Figure 1 - LIMS Map of Subject Land Assembly

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 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.

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

Today, a number of established

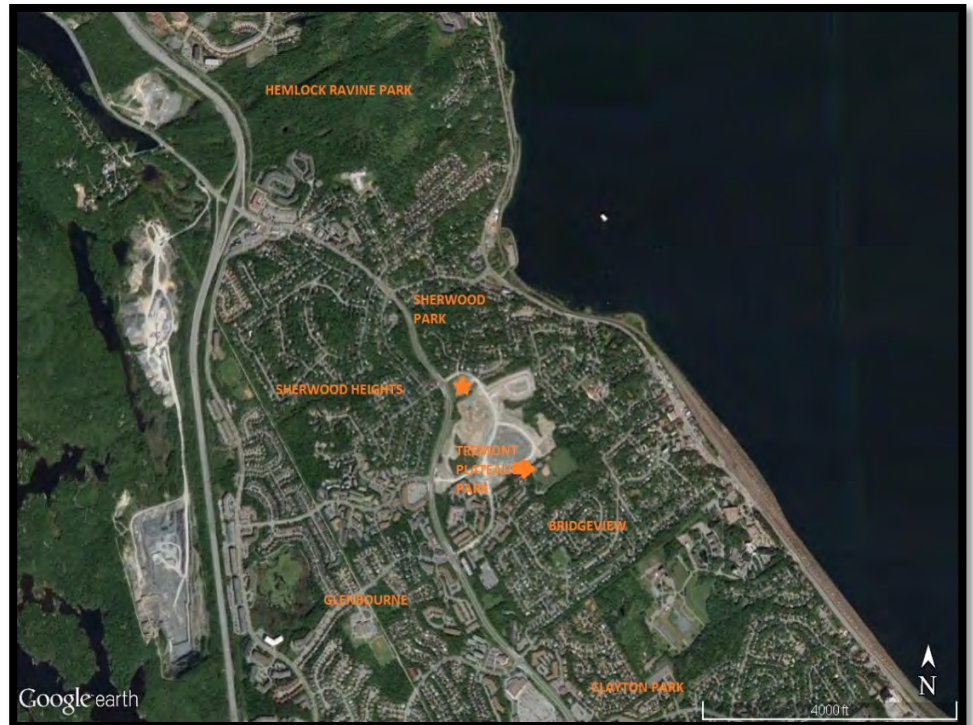


Figure 3 - Rockingham Community.

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.

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



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

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.

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

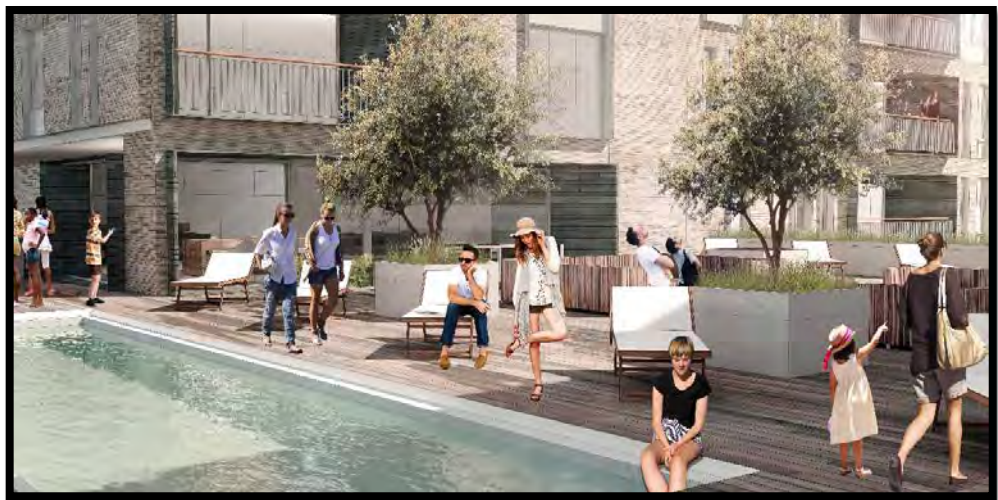


Figure 6 – Pool, Stonehaven at Rockingham South. Ekistics Plan + Design.

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.

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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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.
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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.

Re-Zoning of Three Parcel Land Assembly to R-4 and R-2T

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 rezoning 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**

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 provided 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.