



October 5, 2018

Hand Delivered and E-Mailed

Ms. Jamy-Ellen Klenavic, Planner II

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

Dear Jamy-Ellen:

Re: Supplemental Submission No. 4 for Rezoning Application Case No. 20983

Stonehaven at Rockingham South (PIDs 00293308, 40433849 and 40433858), off Wentworth Drive & Dunbrack Street, Rockingham South, HRM.

On behalf of Arnaout Investments Inc. (Arnaout) and the other members of the Project Development Team, KWR Approvals Inc. (KWR) is pleased to submit this fourth supplemental submission from our original December 12th, 2016 application and most recent May 25th, 2018 supplemental submission number three.

In this supplemental submission the spirit of the original application and overall proposed development known as **Stonehaven at Rockingham South** is the same, however, we have addressed questions and comments raised by HRM Planning & Development staff in their June 25, 2018 memorandum. We also want to acknowledge the approximate three months to prepare this Supplemental Submission No. 4 is reflective of our PDT and client working through the revisions and not delays with HRM processing the application. We have and do appreciate your patience in working with us collaboratively on these matters. Thank You.

This supplemental submission is the summation of a working collaboration with Planning Staff over the past approximately two years for the three parcel land assembly.

Although the enclosed submission addresses the questions and comments from HRM's June 25th, 2018 memorandum, the following highlights what changes were made compared to the May 25th, 2018 submission. The overall premise was that the proposed development must meet the requirements of the R4/R2-T zone as part of the rezoning application. Ekistics Architects responsible for the design and architecture for the proposed development outlined in their October 3rd, 2018 letter to HRM (attached) the revisions they undertook in this October 5th Supplemental Submission No. 4 and provided further clarification. Please consider:

1. **Gross Lot Area:** A site plan prepared by Ekistics Architects confirms the actual three parcel land assembly lot area is 2.98 acres (129,900 sq. ft.) with an additional 0.71 acres (30,780 sq. ft.) included with land area extending 30 ft. beyond the land assembly where street frontage is at Wentworth Drive and Dunbrack Street. This 30' extension as per the local Planning documents is permitted to be included in the gross lot area for the purposes of density calculation. The three parcel land area plus 30' land extension totals 3.69 acres or 160,680 sq. ft. Therefore 3.69 acres was used as a density (unit calculation) for the proposed development.
2. **Watercourses & Wetlands:** There are no watercourses or wetlands on the land assembly.
3. **Subdivision & Townhouses:** During the initial discussions with HRM Staff and moving forward, the proposed ten townhouses (with maximum height of 35') were viewed as a complimentary, sympathetic and nice transition from the residences across the street to Wentworth Drive to the five storey multiple-family buildings at the center to rear of the property. In early discussions with HRM and between your Transportation Department and our Traffic Consultant, it was viewed (we supported this decision) to not have ten (10) separate entrances from the townhouses onto Wentworth Drive to prevent traffic confusion.

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The entrances to the townhouses would therefore be driveways coming off the internal courtyard to **Stonehaven at Rockingham South**. This approach also created a nice neighbourhood and community courtyard 'feel'. Not having the townhouse driveway entrances with direct access onto a public street (Wentworth Drive), requires a condominium approach to these dwelling units. The enclosed coloured Ekistics Architects site plan highlights this. To ensure conformity with the R-2T zone two revisions had to be made to the site plan with the 10 townhouses as follows:

- The three townhouse blocks of three, four and three dwelling units needed to be connected above surface. This has been achieved.
- The end townhouse unit closes to the main entrance to the courtyard had a rear setback of 13' versus the 20' requirement as per the LUB. This has been revised to ensure conformity with the zone. All other LUB zone requirements such as parking and maximum lot coverage have been satisfied.

4. **Multiple-Unit Building:** We believe the MFB meets the parking and angle control requirements of the R4 zone. We acknowledge at time of development permit there is a requirement for bike parking whether Class A or B is chosen that requires .5 spaces per unit.

Open Space requirements have been achieved.

Density: Density is based on a total of 277 people (75 ppa as per the R4 zone with gross lot area of 3.69 acres). The proposed unit breakdown is 43 one bedrooms (46.2%) and 50 two bedroom (53.8%). In our market analysis there is growing need for retirees, single professionals, widowers, DINKS (double income no kids) and transitional living residents looking to significantly downsize. These residents are looking for high quality multiple-residential living in established communities and Stonehaven at Rockingham South is an ideal location with urban amenities within walking, public transit and driving distance. The 93 multiple-family dwelling units is a reduction from the previous May 25th 2018 submission of 98 dwelling units.

Technical Studies: The previous technical studies (i.e. Servicing Capacity, Traffic Impact Statement (TIS) and Servicing) were based on 10 townhouses and 98/99 MFB units and not 93. The reduction of 5/6 MFB units does not in any way affect these studies since they were analyzed for more units. If you would like a supplemental letter added to these indicating such, please let me know.

A considerable amount of care and consideration has been undertaken our client and the entire Project Development Team regarding the various submissions and overall approach to **Stonehaven at Rockingham South**. We believe that the proposed development, consisting of five-storey, multiple-unit residential building, 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 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.

Once you have had a chance to review the electronic copy, we can as per our normal approach provide as many copies of the full Supplemental Submission No. 4 as you wish and/or individual studies/site plan and other components.

We thank HRM Planning & Development staff for their assistance to date and we look forward to continue to work with you and moving toward the Public Information Meeting (PIM).

Thank you and Warmest Regards,

Kevin W. Riles

Kevin W. Riles
President & CEO

cc: Azmi Arnaout – Owner, Arnaout Investments Inc.
Julien Boudreau & Chris Crawford – Ekistics Plan + Design
Geoff MacLean, SDMM

October 3rd 1, 2018

To the Halifax Development and Planning offices,

Please consider the modifications to the Wentworth Drive development proposal for re-zoning. The changes are based on various comments from Karen Godwin and Jamy-ellen, as well as an ongoing discussion between KWR (Kevin Riles) and the respective departments.

Understanding that this is a *Re-zoning Application* that will eventually require a *Development Permit*, we have reviewed the proposed design to align with the requirements of the Halifax *Mainland Land-use By-law* zones; R-4 for the multi-unit building and R-2T for the townhouse building. After a thorough review, the attached drawings demonstrate that we can meet the requirements. The major changes are as follows;

01 Townhouse Design: The townhomes have been merged into one townhouse building with 10 units. They share a significant common wall (full height) and meet the requirements for the R-2T zone. All the setbacks and zoning requirements are compliant. This also provides more space between the Multi-Unit Building and along the Wentworth Side entry for more landscape features. See drawing A-110 for townhouse site plan and setbacks.

02 Density Calculation: See attached Gross Lot Area drawing A-100 illustrating the 30' extension into the facing streets – in both cases lesser than the center of street. The *Gross Lot Area* is 3.69 acres, for a total density of 277 persons (75 persons / acre). The combined density of the Multi-unit building and the Townhouse is 276 persons for the entire site.

03 Multi-Unit Building: Based on the density calculation of 277 people, we have re-configured the unit mix and type within the multi-unit building, resulting in 93 units (43 1-bedrooms and 50 2-bedrooms). Recognizing that the density per unit is based on the *Habitable Rooms* definition, we have included a layout for the largest 1-bedroom unit to illustrate that it does not exceed the 2-person density used in our calculations. See drawing A-111 for largest 1-bedroom layout.

04 Parking/Bicycle Parking: Based on the 93 units shown on the plans, we require 47 bicycle stalls. 80% Class A (38 stalls) and 20% Class B (9stalls). See drawing A-102 for Class A stalls, and A-103 for Class B. The townhouse units have their own parking in private garages, with room for bicycles. Additional Class B stalls can be added at various locations on the site. The multi-unit building, combined with the surface parking, has 1 vehicle stall per unit, and additional guest parking.

We are confident that the design is compliant with the respective zone regulations and will meet the requirements at the Building *Permit phase* of the project. Should there be any concerns, we can supply clarification drawings upon request.



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