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Item No. 13.1.4
Halifax and West Community Council
May 7, 2019

TO: Chair and Members of Halifax and West Community Council

Original Signed

SUBMITTED BY: _____
Kelly Denty, Director of Planning and Development

DATE: April 4, 2019

SUBJECT: **Case 20983: Rezoning of lands at the intersection of Wentworth Drive and Dunbrack Street, Halifax**

ORIGIN

Application by KWR Approvals Incorporated.

LEGISLATIVE AUTHORITY

Halifax Regional Municipality Charter (HRM Charter), SNS 2008, c. 39, Part VIII, Planning & Development.

RECOMMENDATION

It is recommended that Halifax and West Community Council:

1. Give First Reading to consider approval of the proposed amendment to the Land Use By-law for Halifax Mainland, as set out in Attachment A, to rezone properties at the intersection of Wentworth Drive and Dunbrack Street from R-2 to R-4 and R-2T, and schedule a public hearing.
2. Adopt the amendment to the Land Use By-law for Halifax Mainland, as set out in Attachment A.

BACKGROUND

KWR Approvals Inc., on behalf of 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) to R-2T (Townhouse) and R-4 (Multiple Dwelling) under the Halifax Mainland LUB.

Subject Site	Wentworth Drive and Dunbrack Street (PIDs 00293308, 40433856 and 40433849), Halifax
Location	Rockingham/Clayton Park
Regional Plan Designation	US (Urban Settlement)
Community Plan Designation (Map 1)	RES (Residential Environments)
Zoning (Map 2)	R-2 (Two-Family Dwelling) Zone
Size of Site	12,066.6 m ² (129,883.9 ft ²) for the three-lot assembly
Street Frontage	Approximately 297 m (974 ft.) combined Dunbrack Street and Wentworth Drive
Current Land Use(s)	Vacant
Surrounding Use(s)	Single and two-unit dwellings, multi-unit dwellings, neighbourhood commercial uses, open space

Proposal Details

The applicant proposes to rezone properties located on the southeast corner of the intersection of Dunbrack Street and Wentworth Drive from R-2 (Two-Family Dwelling) to a combination of R-4 (Multiple Dwelling) and R-2T (Townhouse) to enable construction of a multi-unit dwelling and ten townhouse units.

The applicant has provided conceptual plans describing their intentions for the form of the development. Staff do not question the sincerity of these intentions, however, since approval of rezoning cannot be made conditional on any particular development proposal, evaluation of rezoning applications should be in the context of the full development potential in the proposed zone(s) and an assessment of whether that potential meets the intent of the MPS policies. Council and the public should acknowledge that, if the rezoning is approved, any development application that complies with the approved zone could be carried out without further public engagement or additional Council approval.

The applicant's concept proposal includes a 90-unit apartment building on the interior of the subject lands and 10 townhouses fronting on Wentworth Drive.

The major features of the apartment building portion of the proposal are as follows:

- A multi-unit dwelling composed of two five-storey buildings connected by a shared single storey entrance hall with frontage on Wentworth Drive at the south-east corner of the site;
- The multi-unit dwelling proposes 90-units (30 two-bedroom units and 60 one-bedroom units); and
- Subdivision will occur generally as shown on Schedule A of Attachment A to create the R-4 lot and R-2T lot. A further subdivision of the R-2T will subsequently occur to place each townhouse unit on an individual lot.

The major features of the concept townhouse design are as follows:

- One townhouse building with ten 3-bedroom townhouse units along the northern edge of the subject site, facing Wentworth Drive; and
- Access to the townhouse units from a single internal driveway.

Enabling Policy and LUB Context

The site is designated Residential Environments under the Halifax MPS, and not included in any Secondary or Detailed Plan Area. The enabling policy is Implementation Policy 3.1.1. Staff have provided a full policy analysis (Attachment B), however the key focus of this and other relevant MPS policies is:

- Compatibility with existing neighbourhoods;
- Promoting the stability of existing neighbourhoods;
- Maximizing the use of existing and planned services and amenities; and
- Providing a variety of housing options for existing and future residents.

The subject site is currently zoned R-2 (Two-Family Dwelling) under the Halifax Mainland LUB and permitted as-of-right in the zone include all R-1 Zone uses (office of a professional person or home occupation, day care in a dwelling for up to 8 children, a special care home, and public uses) and a two-unit dwelling.

COMMUNITY ENGAGEMENT

The community engagement process is consistent with the intent of the HRM Community Engagement Strategy. The level of community engagement was consultation, achieved through providing information and seeking comments through the HRM website, signage posted on the subject site, postcards mailed to property owners within the notification area and a public information meeting held on December 13, 2018.

61 postcard notifications of the public information meeting were mailed, and approximately 13 people attended the meeting. Attachment C contains a summary of the discussion. Additionally, staff received written comments from five people, and these comments addressed the following topics:

- Incompatibility between the requested rezoning and concept design to the existing lower density residential environment;
- Concern that local schools would not be able to absorb any new students moving into the neighbourhood;
- Inadequate notice of the public information meeting and inappropriate placement of the on-site sign notifying residents of the planning application;
- Existing traffic along Wentworth Drive travelling too fast;
- Aggravating existing traffic congestion in the surrounding area;
- Concern that the development would not provide sufficient parking, and that cars would park on Wentworth Drive; and
- Concern that the rezoning would negatively affect property values in the surrounding lower density residential environments;

A public hearing must be held by Halifax and West Community Council before it can consider approval of the proposed LUB amendment. Should Community Council decide to proceed with a public hearing on this application, in addition to the published newspaper advertisements staff will notify property owners within the notification area shown on Map 3 by mail. The HRM website will also be updated to provide notice of the public hearing.

The proposal will potentially affect residents, property owners and business owners in the area surrounding the subject site.

DISCUSSION

Staff have reviewed the proposal relative to all relevant policies and advise that it is reasonably consistent with the intent of the MPS. Attachment A contains the proposed rezoning that would allow townhouse development in the proposed R-2T (Townhouse) Zone, and a multi-unit dwelling in the proposed R-4 (Multiple Dwelling) Zone.

LUB Amendment Review

Attachment B provides an evaluation of the proposed rezoning in relation to relevant MPS policies. Of the matters reviewed to satisfy the MPS criteria, the following have been identified for more detailed discussion:

Compatibility

Rockhaven

The “Rockhaven” neighbourhood located to the north and east of the subject site is an established, lower density neighbourhood that is zoned R-1 and R-2 (Map 2), with the built form being a mix of one and two-unit dwellings. There is a concrete sidewalk along the south/east side of Chelmsford Place and along both sides of Wentworth Drive, but otherwise this neighbourhood is not provided with any dedicated pedestrian or cycling infrastructure. All of these streets, except Wentworth Drive, are local streets.

Rockingham South (Development Agreement Area)

Lands regulated by the Rockingham South development agreement are adjacent to the subject site to the south and east, generally bounded by Dunbrack Street, Ruth Goldbloom Drive, Tremont Plateau Park and Wentworth Drive.

A series of development agreements have been approved in this area permitting a mixed-density residential environment composed of single unit dwellings, townhouses, multi-unit dwellings and neighbourhood-scale commercial uses. The area is no longer predominantly a low-density residential environment and now features a wide range of housing types including several multi-unit dwellings close to the subject site.

Abutting Lots

Two lots abut the subject site to the south. The first lot, fronting on Wentworth Drive (93-101 Wentworth Drive), will be developed with townhouses, similar to the current proposal for the subject site. The second lot (155 Wentworth Drive) will be the location of a 7 storey plus penthouse multi-unit dwelling, which is a taller building than what the applicant is proposing in its concept design.

To satisfy the overall policy requirement for compatibility, the subject site should be developed in a manner that provides effective transition to and from the higher density residential uses to the south and the lower density residential uses to the north. The subject site proposes to accomplish this by stepping down from the approved 7-storey plus penthouse multi-unit dwelling at 155 Wentworth Drive to the proposed 5 storey multi-unit dwelling with a further transition to townhouses with the same maximum height limit as the existing one and two-unit dwellings in Rockhaven.

Townhouses

The proposed R-2T (Townhouse) Zone permits development that is similar to the existing semi-detached dwellings on Wentworth Drive directly across the street from the proposed R-2T Zone and similar to the existing semi-detached dwellings on the western end of Chelmsford Place which abut Wentworth Drive with their rear yards. R-1 and R-2 uses are also permitted in the R-2T Zone and are also compatible with these adjacent uses although it should be noted that that the current concept design proposes townhouses.

The following table compares the zone standards for the R-1, R-2 and R-2T uses:

	R-1 uses (Single unit dwellings)	R-2 uses (Two-unit dwellings)	R-2T uses (Townhouses)
Maximum height:	10.6 metres (35 feet)	10.6 metres (35 feet)	10.6 metres (35 feet)
Maximum lot coverage:	35%	35%	40%
Minimum front yard:	6.1 metres (20 feet)	6.1 metres (20 feet)	6.1 metres (20 feet)
Minimum side yard:	2.4 metres (8 feet)	2.4 metres (8 feet)	3.0 metres (10 feet)
Minimum rear yard:	2.4 metres (8 feet)	2.4 metres (8 feet)	6.1 metres (20 feet) average

The similarities among these zone standards result in a high degree of compatibility between the existing

built form in the Rockhaven neighbourhood and all other forms of development permitted in the R-2T Zone including the townhouses described in the applicant's concept plan.

Multi-Unit Dwelling

The proposed R-4 (Multiple Dwelling) Zone, along the south and west parts of the subject site, would provide a transition from the approved seven storey plus penthouse multi-unit dwelling at 155 Wentworth Drive. The angle control provisions of the Halifax Mainland LUB would determine the required setbacks and the permitted height of the final design noting that the bylaw requires any multi-unit dwelling to maintain a minimum setback of at least 3 metres (10 feet) from any lot line. Application of angle control provisions combined with the comparatively small R-4 Zone portion of the subject site would temper the height and mass of the building in a manner that would be compatible with the surrounding development. In addition, the proposed townhouses would provide a transition and separation from the multi-unit dwelling to Wentworth Drive and the Rockhaven neighbourhood.

Traffic

A Traffic Impact Study was provided by the applicant and accepted by HRM Traffic Management. The requested rezoning and any development permitted on the subject site is not expected to have a significant impact on traffic. Daily projected traffic generation from the concept design was 153 cars per day during peak periods. The traffic impact statement has indicated that the existing street network can absorb the additional traffic generated by the proposed development, and HRM Traffic Management have raised no concerns.

Rezoning

The Halifax Mainland LUB prohibits more than one building per lot in the R-2T Zone. Therefore, constructing the concept design would require the subject site to be subdivided into at least two lots. Dividing the subject site into R-4 (Multiple Dwelling) and R-2T (Townhouse) zoned portions means that the angle control provisions in the Halifax Mainland LUB will limit the height and bulk of any multi-unit dwelling constructed on the subject site.

It should be clearly noted that the R-4 Zone does not include a defined maximum building height. If the proposed zoning were approved, the finished height of the building will be determined at the permitting stage based on application of angle control regulations.

Similarly, the maximum number of residents in the R-4 (Multiple Dwelling) Zone portion of the subject site would be determined at permitting, based on the mix of unit types and the number of habitable rooms indicated on the final floor plans.

Civil Property Agreements

Staff has been advised of the possible existence of a private agreement restricting the maximum residential density on the subject site. HRM is not party to any such agreement nor was it provided with a copy of any such agreement. HWCC should not consider any such agreement relative to its decision to approve or refuse the proposed rezoning. The consideration for HWCC is whether the rezoning reasonably carries out the intent of the MPS.

Conclusion

Staff have reviewed the proposal in terms of all relevant policy criteria and advise that the proposal is reasonably consistent with the intent of the MPS.

Notwithstanding that the proposed rezoning will create some capacity for a building form that is not completely known at this time, the developer has provided a concept plan that staff advise is compatible with the surrounding area and reflects the diverse residential environments in this neighbourhood by

offering a progression from higher to lower density residential uses. In addition, staff note that the requirements of the proposed zones are sufficient to ensure compatible development forms if circumstances were to change and alterations to the applicant's current concept plan were proposed.

Council has invested heavily in services, streets, social and cultural amenities, recreation facilities and transit services in the area surrounding the subject site; adding residents to this area would maximize the benefits of these investments and provide new, infill housing that uses existing municipal infrastructure.

Staff recommend that the Halifax and West Community Council approve the proposed LUB amendment.

FINANCIAL IMPLICATIONS

The HRM cost associated with processing this planning application can be accommodated with the 2019-2020 operating budget for C310 Urban and Rural Planning Applications.

RISK CONSIDERATION

There are no significant risks associated with the recommendations contained within this report. This application may be considered under existing MPS policies. Community Council has the discretion to make decisions that are consistent with the MPS, and such decisions may be appealed to the N.S. Utility and Review Board. Information concerning risks and other implications of adopting the proposed LUB amendments are contained within the Discussion section of this report.

ENVIRONMENTAL IMPLICATIONS

No environmental implications are identified.

ALTERNATIVES

1. Halifax and West Community Council may choose to refuse the proposed LUB amendment, and in doing so, must provide reasons why the proposed amendment does not reasonably carry out the intent of the MPS. A decision of Council to refuse the proposed LUB amendment is appealable to the N.S. Utility & Review Board as per Section 262 of the *HRM Charter*.
2. Halifax and West Community Council may choose to approve the proposed LUB amendment subject to modifications, and such modifications may require a supplementary report. A decision of Council to approve this proposed LUB amendment is appealable to the N.S. Utility & Review Board as per Section 262 of the *HRM Charter*.

ATTACHMENTS

Map 1: Generalized Future Land Use
Map 2: Zoning
Map 3: Notification Area

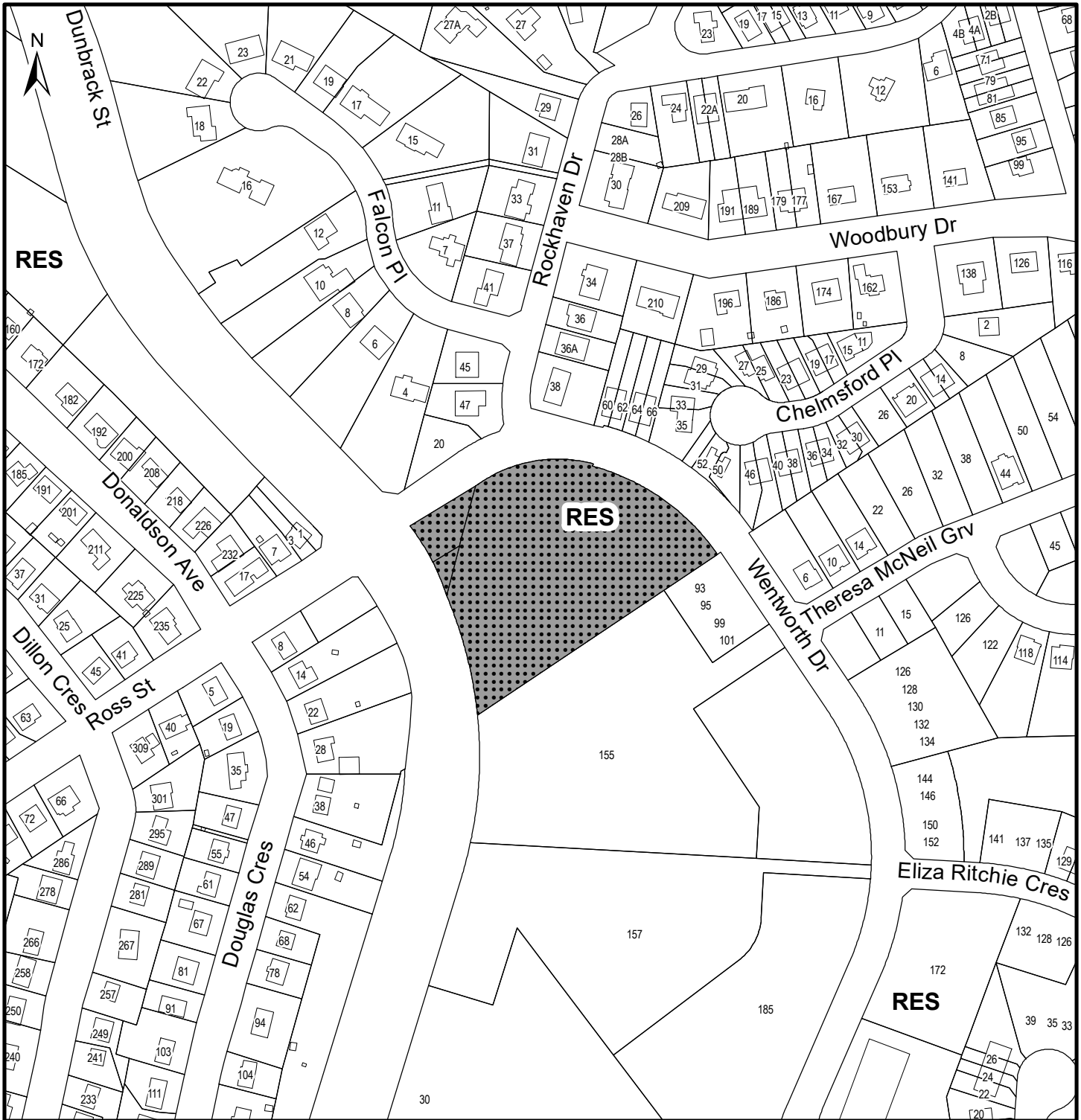
Attachment A: Proposed Amendment to the Land Use By-law for Halifax Mainland
Attachment B: Review of Relevant Halifax MPS Policies
Attachment C: Public Information Meeting Summary

A copy of this report can be obtained online at halifax.ca or by contacting the Office of the Municipal Clerk at 902.490.4210.

Report Prepared by: Jamy-Ellen Klenavic, Planner II, 902.490.2665

Original Signed

Report Approved by: _____
Steven Higgins, Manager, Current Planning, 902.490.4382



Map 1 - Generalized Future Land Use

(PIDs 40433849, 40433856 and 00293308)

Dunbrack St and Wentworth Dr

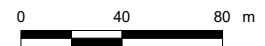
Halifax

HALIFAX

 Subject Properties

Designation

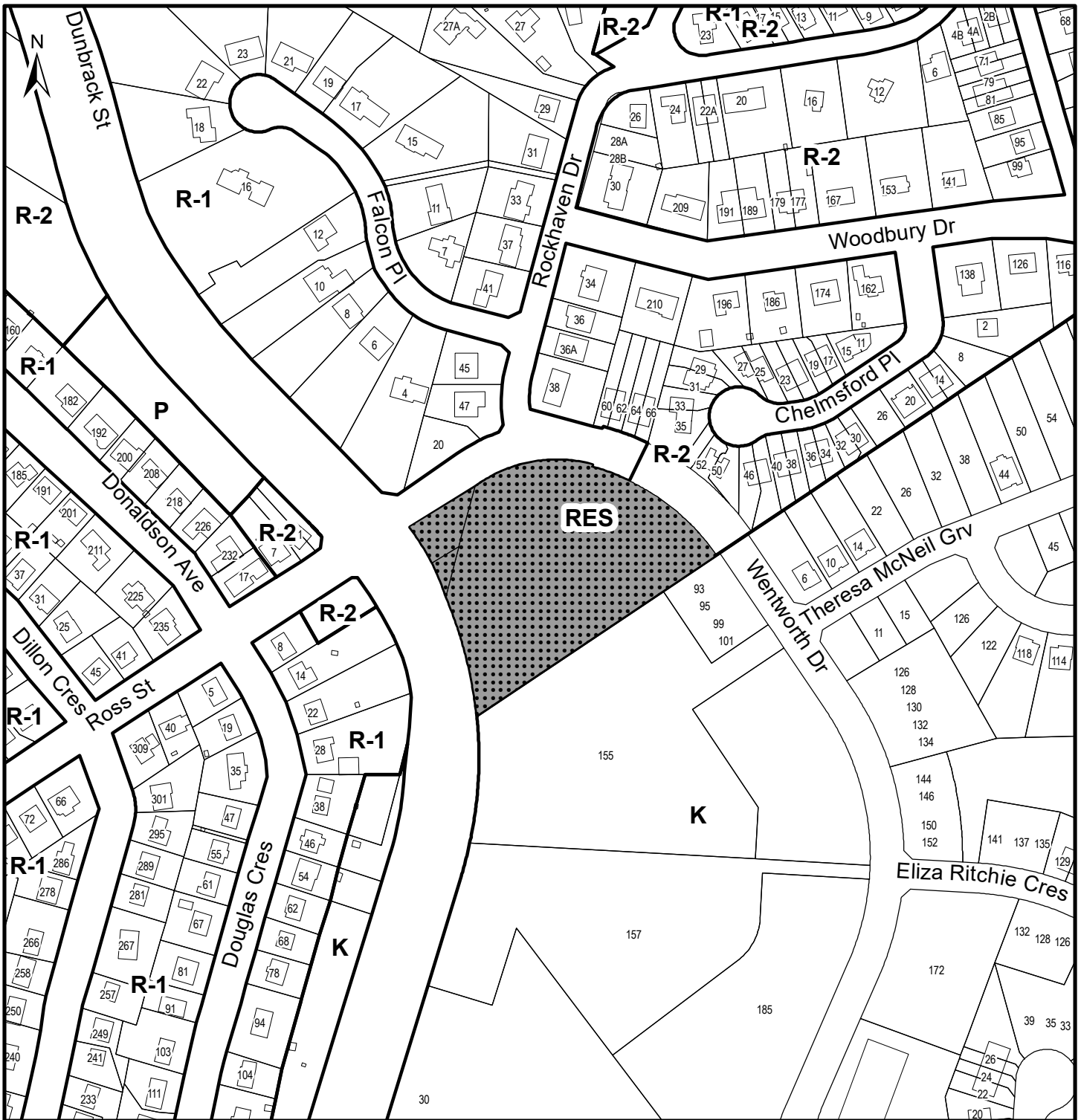
RES Residential Environments



This map is an unofficial reproduction of a portion of the Generalized Future Land Use Map for the plan area indicated.

The accuracy of any representation on this plan is not guaranteed.

Halifax Plan Area



Map 2 - Zoning

(PIDs 40433849, 40433856 and 00293308)

Dunbrack St and Wentworth Dr

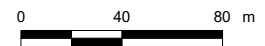
Halifax

 Subject Properties

Halifax Mainland
Land Use By-Law Area

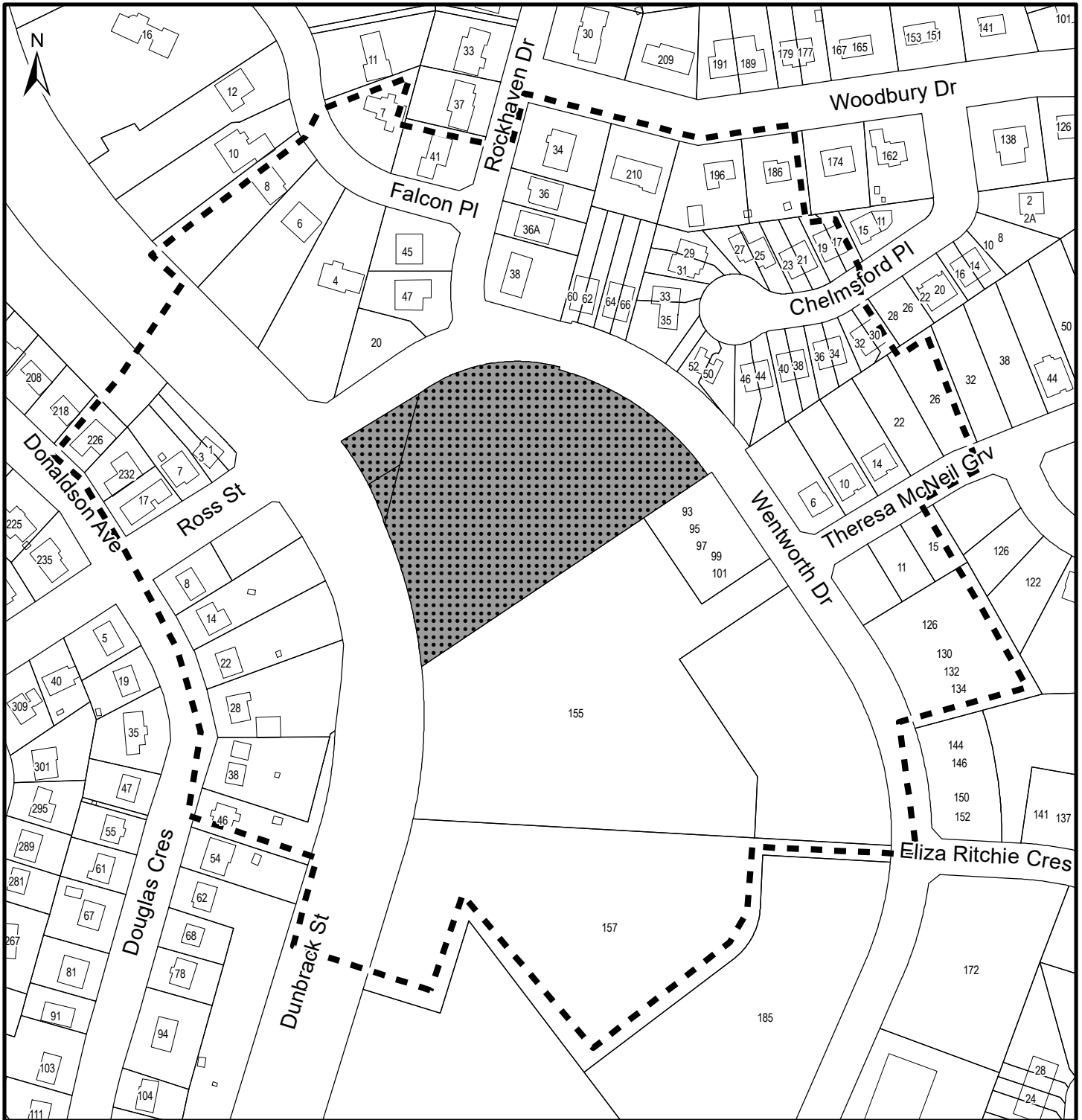
Zone

- K Schedule K
- P Park and Institutional
- R-1 Single Family Dwelling
- R-2 Two Family Dwelling



This map is an unofficial reproduction of a portion of the Zoning Map for the plan area indicated.

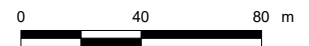
The accuracy of any representation on this plan is not guaranteed.



Map 3 - Area of Notification
 (PIDs 40433849, 40433856 and 00293308)
 Dunbrack St and Wentworth Dr
 Halifax

HALIFAX

 Subject Properties



The accuracy of any representation on this plan is not guaranteed.

ATTACHMENT A

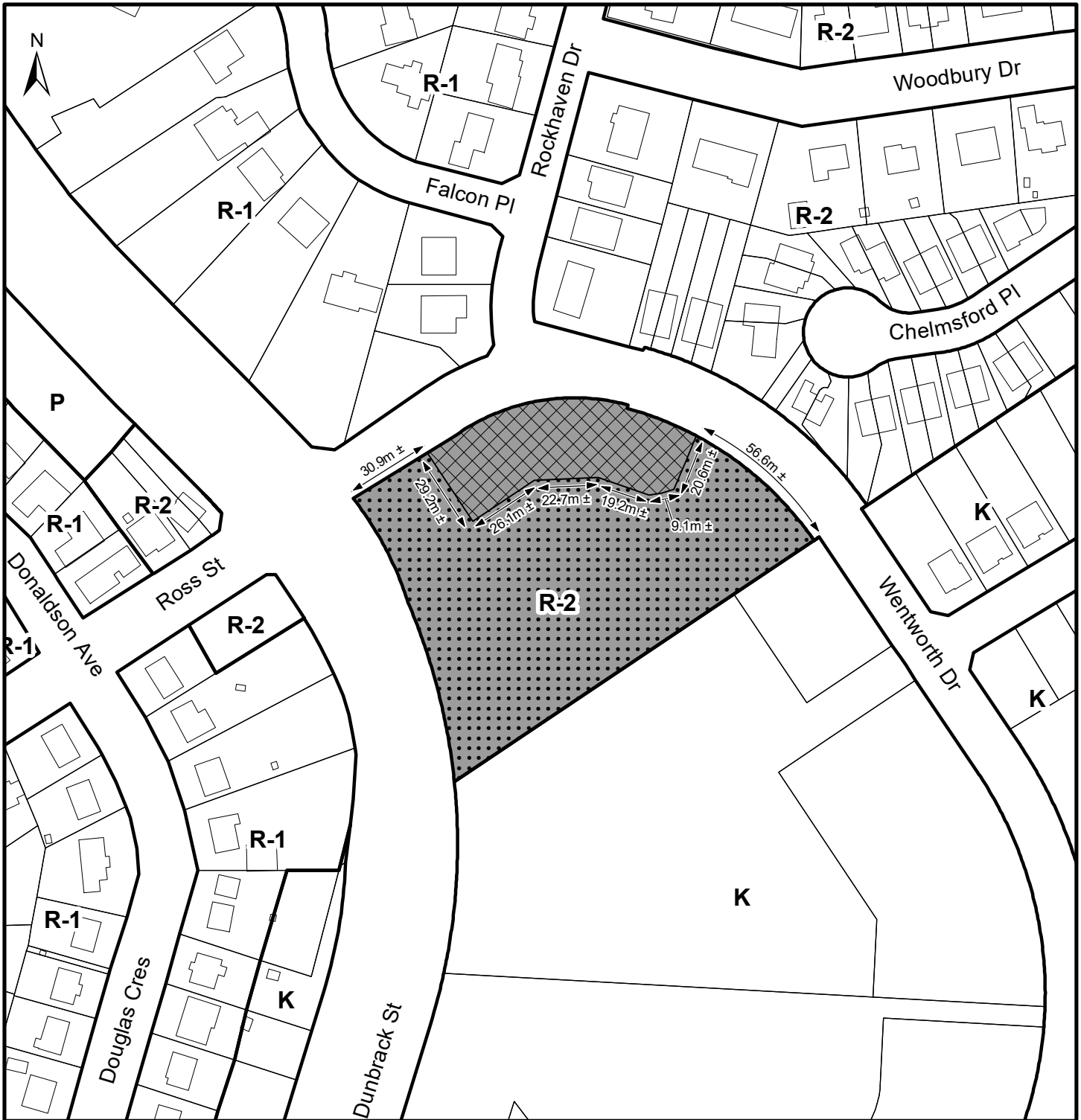
Proposed Amendment to the Land Use By-law for Halifax Mainland

BE IT ENACTED by the Halifax and West Community Council of the Halifax Regional Municipality that the Land Use By-law for Halifax Mainland is hereby further amended as follows:

1. Amend Map ZM-1 – Zoning (North Section), the Zoning Map, by rezoning the properties identified as PID's 00293308, 40433856 and 40433849 from the R-2 (Two-Family Dwelling) Zone to the R-2T (Townhouse) Zone and the R-4 (Multiple Dwelling) Zone, as shown on the attached Schedule A.

I, Kevin Arjoon, Municipal Clerk for the Halifax Regional Municipality, hereby certify that the above-noted by-law was passed at a meeting of the Halifax and West Community Council held on [DATE], 2019.


Kevin Arjoon
Municipal Clerk




Schedule A

(PIDs 40433849, 40433856 and 00293308)
 Dunbrack St and Wentworth Dr
 Halifax

HALIFAX

 Area to be rezoned from R-2 (Two Family Dwelling) to R-4 (Multiple Dwelling)

 Area to be rezoned from R-2 (Two Family Dwelling) to R2-T (Townhouse)

Halifax Mainland
 Land Use By-Law Area

Zone

- K Schedule K
- P Park and Institutional
- R-1 Single Family Dwelling
- R-2 Two Family Dwelling



This map is an unofficial reproduction of a portion of the Zoning Map for the plan area indicated.

The accuracy of any representation on this plan is not guaranteed.

Attachment B: Review of Relevant Halifax MPS Policies

SECTION II CITY-WIDE OBJECTIVES AND POLICIES

Part 2: Residential Environments	
Objective:	
The provision and maintenance of diverse and high quality housing in adequate amounts, in safe residential environments, at prices which residents can afford.	
Policy	Staff Comment
<p><i>Policy 2.1</i> <i>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.</i></p>	<ul style="list-style-type: none"> • Staff do not anticipate any financial consequences arising from this application; • The subject site is inside the service boundary, with access to central water and sewer; • Central water infrastructure extends the full length of the subject site's frontage with Wentworth Drive; • Central collection/sanitary infrastructure extends along part of the subject site's frontage with Wentworth Drive; • Subject site also close to other HRM services and amenities including: <ul style="list-style-type: none"> - Tremont Plateau Park, Wedgewood Park, Hemlock Ravine Park, D.J. Butler Park, and Sheffield Park - Halifax Mainland Common - Keshen Goodman Public Library - Halifax Transit Lacewood Terminal - Canada Games Centre, and the Centennial Arena
<p><i>Policy 2.2</i> <i>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.</i></p>	<ul style="list-style-type: none"> • Present neighbourhood development pattern includes a wide range of residential densities including singles, two-units, townhouses, and multi-unit dwellings; • Requested rezoning would integrate with present neighbourhood development pattern; • Rezoning would accommodate higher density than permitted under existing zoning and infill development that would contribute to operational and maintenance costs of existing municipal infrastructure including parks, libraries, recreation facilities, playgrounds, water and sanitary services, streets, sidewalks and public transit; • Neighbourhood context has changed with approval of Rockingham South development agreement, existing zoning no longer reflective of neighbourhood context;

	<p>Policy 3.1 – Repealed Policy 3.2 – N/A (relates to detailed plan areas)</p>
<p><i>Policy 2.3.1 The City should restrict ribbon development which does not conform to the policies of this document and should seek ways to remove any such development which may become obsolete.</i></p>	<ul style="list-style-type: none"> • Concept development is for two buildings (one multi-unit dwelling and a series of 10 townhouses) with internal access and circulation and two accesses to Wentworth Drive; • No ribbon development proposed.
<p><i>Policy 2.3.2 Ribbon development along principal streets should be prohibited in order to minimize access points required by local traffic.</i></p>	<ul style="list-style-type: none"> • Two access points proposed to Wentworth Drive (Minor Collector); • No access proposed to Dunbrack Street (Arterial); • Access approval will be provided at permitting and is subject to HRM standards and practices.
<p><i>Policy 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.</i></p>	<p><u>Rockingham South</u></p> <ul style="list-style-type: none"> • Rockingham South neighbourhood to the south and east of the subject site is permitted by development agreement and is under construction; • Rockingham South will provide a mix of residential densities, built form, and commercial uses; • Concept development for subject site compatible with Rockingham South; • The maximum density in the requested R-4 zone would be 75 people per acre of gross lot area; • Based on gross lot area of 11479.8 m² (123,568 ft²) for the part of the lot proposed to be rezoned to R-4, the maximum density would be 212 people; • Halifax Mainland Land Use By-law does not provide a maximum density for the R-2T zone; <p><u>Rockhaven</u></p> <ul style="list-style-type: none"> • To the north and east of the subject site, the Rockhaven neighbourhood consists of one and two-unit dwellings with R-1 and R-2 zoning, and provides less residential density than is contemplated for the subject site and approved for Rockingham South; • The concept design provides a step-down transition from the 7-storey plus penthouse multi-unit dwelling on the abutting property to the south with a 5-storey multi-unit dwelling transitioning to

	<p>townhouses south of the Rockhaven neighbourhood;</p> <ul style="list-style-type: none"> • Maximum building height permitted in the R-2T zone in the Halifax Mainland Land Use By-law is 35 feet, which is the same maximum height as permitted in the R-1 and R-2 zones; • Angle control provisions in the Halifax Mainland Land Use By-law would determine maximum height of the multi-unit in the proposed R-4 zone; • Requested rezoning and concept design provides an adequate transition between Rockingham South and Rockhaven neighbourhoods and is compatible with both of these environments.
<p><i>Policy 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.</i></p>	<ul style="list-style-type: none"> • No new roads are proposed as part of the development; <p>Policy 3.1 – Repealed Policy 3.2 – N/A (relates to detailed plan areas)</p>
<p><i>Policy 2.4.2 In residential neighbourhoods alternative specialized housing such as special care homes; commercial uses such as daycare centres and home occupations; municipal recreation facilities such as parks; and community facilities such as churches shall be permitted. Regulations may be established in the land use by-law to control the intensity of such uses to ensure compatibility to surrounding residential neighbourhoods.</i></p>	<ul style="list-style-type: none"> • No concerns – these land uses are not proposed; if development plans change, they will be regulated by the Halifax Mainland Land Use By-law.
<p><i>2.4.2.1 Pursuant to 2.4.2 the land use by-law may regulate the number, size, height, illumination and location of signs.</i></p>	<ul style="list-style-type: none"> • No concerns – if the rezoning is approved, signage would be regulated by the Halifax Mainland Land Use By-law.
<p><i>Policy 2.6 The development of vacant land, or of land no longer used for industrial or</i></p>	<ul style="list-style-type: none"> • Subject site is vacant; • Requested rezoning allows a transition from a high density multi-unit dwelling approved for

<p><i>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.</i></p>	<p>abutting property south of subject site (155 Wentworth Drive - part of Rockingham South development) to the lower density residential environment to the north and east of subject site through an R-4 zone stepping down to an R-2T zone fronting Wentworth Drive;</p> <ul style="list-style-type: none"> • Size of lot proposed for R-4 zone will limit height and bulk of multi-unit dwelling through angle control provisions in the Halifax Mainland Land Use By-law; • Requested R-2T zone fronting Wentworth Drive is compatible with similar townhouse development approved on lot abutting subject site to the south that also fronts Wentworth Drive (93-101 Wentworth Drive). <p>Policy 3.1 – Repealed Policy 3.2 – N/A (relates to detailed plan areas)</p>
<p><i>Policy 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.</i></p>	<ul style="list-style-type: none"> • No redevelopment proposed; • Subject site is vacant - no dislocation of existing residents and no existing housing stock in need of protection. <p>Policy 3.1 – Repealed Policy 3.2 – N/A (relates to detailed plan areas)</p>
<p><i>Policy 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</i></p>	<ul style="list-style-type: none"> • Housing affordability is not discussed in the applicant's submissions, however the proposed development could provide opportunities for different tenure (rental vs. ownership); • There is no subsidized housing proposed for the subject site, but could be provided under the Halifax Mainland Land Use By-law;

<i>those groups which have special needs (for example, those groups which require subsidized housing, senior citizens, and the handicapped).</i>	<ul style="list-style-type: none"> Housing for groups with special needs would be regulated through Halifax Mainland Land Use By-law – not possible to require special needs housing through rezoning.
<p>Policy 2.9 <i>The City shall actively seek to influence the policies and programs of other levels of government in order to implement the City's housing policies and priorities, and shall also actively seek taxation preference as one method of encouraging rehabilitation of existing housing stock.</i></p>	<ul style="list-style-type: none"> N/A – the subject site is vacant, there is no existing housing stock on the site.
<p>Policy 2.11 <i>For all residential uses the parking and storage of vehicles such as trailers, boats and mobile campers, shall be restricted to locations on the lot which create minimal visual impact from the street.</i></p>	<ul style="list-style-type: none"> No concerns - the applicant is not proposing any vehicle storage except parking to accommodate residents.

Part 9: Transportation

Objective: The provision of a transportation network with special emphasis on public transportation and pedestrian safety and convenience which minimizes detrimental impacts on residential and business neighbourhoods, and which maximizes accessibility from home to work and to business and community facilities.

Policy	Staff Comment
<p>Policy 9.4 <i>The transportation system within residential neighbourhoods should favour pedestrian movement and discourage vehicular through traffic in both new and existing neighbourhoods. A pedestrian system that utilizes neighbourhood streets and paths to link the residents with the commercial and school functions serving the area will be encouraged.</i></p>	<ul style="list-style-type: none"> Site development and internal connectivity will be controlled by the Halifax Mainland Land Used By-law; Concrete sidewalks on both sides of the street serve both Dunbrack Street and Wentworth Drive; The intersection of Dunbrack Street and Wentworth Drive is not signalized and could be challenging for pedestrians and cyclists, however there is a marked crosswalk with overhead signage at this location; Dunbrack Street is an arterial street, Wentworth Drive is a minor collector, and Ross Street is a local street;

Implementation Policies	
Policy	Staff Comment
<i>Policy 3.1.1</i>	<ul style="list-style-type: none"> The application is consistent with Policy 2.4 (see 2.4 above);

<p><i>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.</i></p>	
<p><i>Policy 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.</i></p>	
<p><i>Policy 4.1 The City shall ensure that the proposal would conform to this Plan and to all other City by-laws and regulations.</i></p>	<ul style="list-style-type: none"> • Staff are satisfied that the proposed rezoning is reasonably consistent with the Halifax Municipal Planning Strategy; • Staff circulated the proposed rezoning to other HRM departments, relevant provincial bodies and utilities, and are satisfied that the proposed rezoning complies with relevant by-laws and regulations; • Any development on the subject site would be subject to the usual permitting process, and would be required to conform with all by-laws and regulations at that time.
<p><i>Policy 4.2 The City shall review the proposal to determine that it is not premature or inappropriate by reason of:</i></p>	
<p><i>i) the fiscal capacity of the City to absorb the costs relating to the development; and</i></p>	<ul style="list-style-type: none"> • No new public roads or infrastructure are proposed, existing infrastructure has capacity to absorb development without modification; • Staff do not anticipate any financial consequences from the proposed development.
<p><i>ii) the adequacy of all services provided by the City to serve the development.</i></p>	<ul style="list-style-type: none"> • No concerns. Service capacity analysis submitted by Applicant and accepted by Halifax Water as reasonable; • Existing street, transit and active transportation infrastructure is sufficient to handle anticipated increase in vehicle and pedestrian traffic.

Attachment C: Public Information Meeting Summary

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 would like clarification on the where the access to the development will be located. As it is shown, the access is directly across from _____ 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 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, 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.