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1 Canal St, Dartmouth NS B2Y 2W1
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June 29, 2022

Maureen Ryan
Current Planning | Planning & Development
Halifax Regional Municipality

Re: Development Agreement Application: Seniors Citizen Housing Development at 445 Winslow Drive, Upper Tantallon, NS (PIDs: 41277773, 41277765)

Dear Maureen,

On behalf of our client, Ramar Construction Ltd., Zzap Consulting Inc. is pleased to submit this Development Agreement (DA) application for a proposed senior citizens residential development at 445 Winslow Drive, Upper Tantallon, NS (PIDs: 41277773 & 41277765). To support this application submission, the following materials are enclosed:

- Completed Planning Application Form
- Attachment A: Policy Interpretation Table
- Attachment B: Site Plan
- Attachment C: Building Massing Drawings
- Attachment D: Traffic Impact Statement

1.0 Summary of Development Proposal

Ramar Construction Ltd. is seeking to develop a residential building at the subject site, catered towards senior citizens seeking housing options that align with their lifestyle requirements and/or desires.

The proposed development includes a total of 33 residential dwelling units within a 3-storey apartment building (see Attachment C). In addition to the residential dwelling units, the proposed development also includes a variety of elements which are noted below and illustrated on Attachment B:

1. Outdoor community amenity space
2. 26 surface and 30 underground parking spaces for residents and visitors
3. The retention of the existing vegetation buffer abutting Hammonds Plains Road



The site is located adjacent to a large commercial node offering a variety of amenities and services and is buffered from neighbouring low-density residential development by undeveloped lands.

The lands are proposed to be accessed through a private driveway that intersects with Winslow Drive and connects to the development. The driveway is proposed to include sidewalks to enable safe and convenient pedestrian access through the development and to abutting streets.

2.0 Enabling Policy

The subject properties are zoned R-1 within the Beaver Bank, Hammonds Plains and Upper Sackville Land Use Bylaw (LUB). The properties are designated 'Residential' within the Beaver Bank, Hammonds Plains and Upper Sackville Municipal Planning Strategy (MPS).

Policy P-39 of the MPS enables for community council to consider senior citizens housing developments through a development agreement process, subject to several policy assessment criteria that are noted in Attachment A of this application.

3.0 Rationale

We feel that the proposed development is consistent with applicable planning policies and proposes a comprehensively planned senior citizen housing development in an area where demand for this type of housing is high, and supply is currently low. Please refer to Attachment A which outlines how the proposed development complies with applicable planning policy criteria.

CMHC data for the Hammonds Plains community shows that 20.2% of the population is 55 years or older. That equates to 3,550 residents within the community being 55 years or older, 1,465 of these residents being 65 years or older and 1,090 of that population being within the age of 65- to 74 years.

Currently, the surrounding area offers very limited options for older adults looking to 'downsize' and stay within their community. Although there are other applications for seniors housing in the area, the statistics noted above outline an obvious gap between potential demand and supply.

By providing seniors housing options in an area where there is a current lack of supply, more residents have an option to stay in the community they are familiar with, close to their friends, family, and existing social support systems. This will help to maintain those residents' social participation and inclusion in their communities. Furthermore, retaining older adults who might otherwise leave a community can be an important part of the overall economic success of a region.



We recognize that other similar style developments in the community are also in the planning stages, however market research indicates that the demand and desire for this housing is still prevalent, despite the planned supply that is being considered through the various applications.

The applicable planning documents for these lands defines Senior Citizen Housing as “housing designed for occupation by senior citizens”. Due to the general nature of how this particular land use is defined, there is little information within the planning documents to guide how senior citizen housing can be achieved through a Development Agreement process.

Through further research and consultation with staff, we have identified four themes that primarily relate to senior citizen housing developments. While some of these themes include elements that link directly to applicable planning policies, some do not have as direct a policy link:

1. **Accessibility:** Is the development designed for an individual to age in place while maintaining the maximum amount of independence?

The proposed development is designed and is intended to cater to individuals who may be looking to downsize and age in place within their community, as well as individuals who have specific accessibility requirements.

Individuals living within the development may have different accessibility needs, and individuals may require further accessibility needs as they continue to age as a resident of the development. As such, the development proposes to include a variety of design elements to ensure that individuals accessibility needs are catered to:

- Building entrances will be accessible with ramps or at grade
- Indoor and outdoor walkways will be wide to allow the passage of a wheelchair and one person without stopping
- An elevator will be located near the main entrance
- Windows with rotating cranks for ease of operation.
- One underground parking space per unit is provided to allow residents to enter and exit their vehicles while sheltered from the weather
- Common indoor amenity spaces will have barrier-free washrooms and kitchens.
- Barrier free sidewalks throughout the development that are separated from vehicular driveways.

- The following accessibility design elements are being considered for residential dwelling units to cater to the intended senior population, in addition to those noted prior:
 - Controls within the dwelling units (electrical outlets, switches and thermostats, bathroom fixture, appliance controls, home automated systems, levered door handles) that are accessible for all users.
 - Widened doorways to provide the users with an accessible entrance way.
 - Bathroom or kitchen fixtures with lever style handles. Seats and grab bars in showers. Grab bars in bathtubs. Grab bars next to toilets and clearances for transfer to one side.
 - Showers with “lips” that are no more than ½” so that residents can roll-in.
 - Bedrooms having special clearances / dimensions for barrier free circulation.

2. **Connectivity:** Does the development provide opportunity for a resident to socially connect with their neighbours, and can the resident easily access services in the community?

The proposed development will include generous outdoor communal amenity space to foster social connectivity within the development and will consider the inclusion of additional communal facilities indoors and outdoors.

Pedestrian connections will be provided throughout the development and out to Winslow Drive, where the site is within close walking proximity to several local amenities including a public library, recreational facilities, grocers, medical services, food establishments, and public transit.

3. **Safety:** Does the development provide a safe physical environment as residents become more frail and vulnerable?

The proposed development is designed to create a safe and comfortable environment for senior citizens who may be more vulnerable through the following:

- All parking areas are located ‘off street’, meaning they are completely separated from the main access driveway into the development where traffic and movement of motor vehicles primarily occurs. This will reduce

potential conflicts between individuals entering or exiting their vehicles, and drivers entering or exiting the development.

- Pedestrian pathways are provided within the surface parking to provide safe connection to the building and the larger sidewalk network.
- Building entrances and pathways will be lit at night
- Buildings face driveways and common areas providing 'eyes on the street'.
- Underground parking will be provided for almost every unit, providing safe and sheltered access to the building.
- Property maintenance will be the responsibility of the developer or their property management company, reducing risk to residents of injuries related to regular maintenance activities.

4. **Economic Security:** Is the development of a sufficient scale to provide economic security to residents?

The proposed development includes a variety of unit sizes. The intent is to provide a variety of housing options within the development to cater to senior citizens with varying lifestyle and economic needs. The development will also include smaller 1-bedroom units that reduce the interior maintenance burden on individuals and add to certain residents' economic sense of security as the reduced size assists in keeping these units at a more affordable price point.

The proximity of a variety of amenities within close walking distance of the development also reduces transportation/travel costs for individuals or may eliminate the need to own a car and the cost burden that comes with it. The development will also contemplate the inclusion of various common amenities that residents can immediately access and utilize without having to pay the additional costs associated with accessing amenities outside the development.

4.0 Servicing

The proposed development is outside of the municipal service boundary and will therefore be serviced by on-site facilities. Sanitary service for the development is proposed through a common private on-site septic system as shown on Attachment B. Water service will be provided through common on-site wells. Further servicing analysis can be provided upon request.



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5.0 Traffic Access Driveway Sight Distance

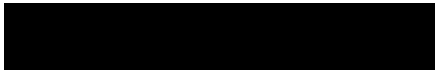
The attached traffic impact statement was completed for a previously contemplated commercial land use. Our understanding is that a new TIS is not required by HRM engineering at this stage because the proposed seniors housing use is less of a traffic generator than what was previously proposed.

With regards to sight distances for the proposed access driveway. The site design at the permitting stage will confirm the final location of the site accesses and ensure that minimum driver sight distances, intersection corner clearances and sight triangles are provided to adequate standards.

6.0 Closing

We trust that the enclosed materials satisfy the application requirements, and we look forward to working with Staff, Council, and members of the public throughout the application process. Should you have any questions, clarifications, or comments regarding this application, please do not hesitate to contact the undersigned.

Sincerely,



Connor Wallace, MCIP, LPP
Principal
ZZap Consulting Inc.
connor@zzap.ca
902-266-5481