



MEMO

TO: Tyson Simms, **Planner II**, Halifax Regional Municipality
FROM: Connor Wallace, **Urban Planner**, WSP Canada Inc.
SUBJECT: Case 20110: Windgate, Beaver Bank, NS
DATE: June 21, 2017

REVISED DOCUMENTS

As per staff's request, please find attached the following documents:

- 1 Revised Concept Plans (A & B)
- 2 Phasing Plan for Concepts A and B
- 3 Traffic Addendum

PLANNING RATIONALE FOR PROPOSED MULTI-UNIT RESIDENTIAL DEVELOPMENT

As of 2016 in Canada, there are more people over the age of 64 than children under 15 for the first time in history. It is projected that by 2031, close to one in four Canadians will be 65 years or older. These numbers are projected to be even higher in Nova Scotia. In light of these statistics, important documents to assist governments and municipalities in creating age-friendly communities have been released over recent years including: The World Health Organization's (WHO) *Global Age-Friendly Cities: A Guide*, which includes eight community dimensions for an age-friendly community; the Federal/Provincial/Territorial Ministers Responsible for Seniors' *Age-friendly Rural and Remote Communities: A Guide*; and most recently *Shift: Nova Scotia's Action Plan for an Aging Population*.

Marque Investments Limited (Marque) desires to create a community that is inclusive and accommodating to all generations. Currently, the Beaver Bank area offers very limited options for older adults looking to 'downsize' and stay within their community. The intent of Marque is to include multi-unit residential development within their proposal is to introduce a new housing stock that is currently missing within the Beaverbank Community. The multi-unit development is intended to cater to older adults at a stage of their lives where they are looking to downsize, but do not require assisted living facilities. By providing apartment options aiming to accommodate the active older adult demographics, while the development is still inclusive to all demographics, more residents can 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 (part of the WHO's eight community dimensions for an age-friendly community). Furthermore, retaining older adults who might otherwise leave a community can be an important part of an overall economic success for a region.

Marque has also approached Halifax Transit to highlight the importance of improving transit in the area. This would support the existing and proposed residential population, as well as help to create a more age-friendly community. This discussion included Marque making land available to Halifax Transit for a Park and Ride facility.

As a future phase, Marque also desires to develop adjacent walkable/accessible local commercial uses on a portion of land they own located between the subject site and Windgate Drive. The local commercial uses are intended to support the residential population proposed within this application, as well as the abutting residential neighbourhoods of Capilano Estates and Monarch/Rivendale Estates. Marque has explored options of a method to enable these uses under the applicable planning policies. Their intention would be to apply for to enable them under a separate planning application in the future.

APPLICABLE POLICIES

As Marque Investments Limited's application for a classic open space design development pre-dates the updated Regional Municipal Plan Strategy (2014), it is grandfathered under the previous policies. Under the 2006 Regional Plan, Section 3.5.1. large-scale residential development may be considered through development agreement if it is in some form of Open Space Design. Policies S-15 & S-16 permit the development of Open Space residential communities within the Rural Commuter zone and Rural Resource designation outside of the Urban Service Area. Policy requires that an overall ration of unit-count per square metres be maintained (i.e., 1 unit per 4,000 square metres). Therefore, including higher density multi-unit residential buildings in the overall development increases the ability to preserve more land within the subject site, rather than strictly proposing development of single-detached homes, because it requires less roads and other services to be implemented in association with the development. This is a win - win. I diverse community and large tracts of undisturbed land.

BUILDING FEATURES/EXAMPLES

The proposed multi-residential buildings would have accessible features, wide hallways, elevators, covered entrances and age-friendly landscaping features. Landscape features will include pedestrian walkways from the parking area, enhanced landscaping in the parking area and around the property and lighting of the walkways in the parking area as well as building lighting. Note that on the concept plan, the proposed buildings are positioned in a way that buffers their density from surrounding standalone residential through landscape features. The design intent is to construct buildings that have a classic/timeless look that have low maintenance costs. Light colours and earth tones will be used for the exteriors. Buildings will also be designed to break up their massing through exterior finishes. There is also an existing trail system throughout the property that accommodates active recreation.

The following images are provided to depict the type of multi-unit residential development, as well as building exteriors, envisioned for the site.

Figure 1: Age-friendly landscape features/outdoor amenity space, earth toned/mix of exterior material breaking up massing



Figure 2: Age-friendly landscape features – pedestrian walkways in parking lot landscaping



Figure 3: Multi-unit residential building with a mix of exterior finishes breaking up massing, covered entrance/drop-off and age-friendly landscape features



Figure 4: Multi-unit residential building with a small casement windows that are easily accessible from interior of units. First floor units are also raised above grade to improve safety and security



WSP trusts that the enclosed materials satisfy HRM's re-submission request, and we look forward to working with Staff throughout the remainder of the application process. Should you have any questions, comments or concerns with regards to this memo or enclosed materials, please do not hesitate to contact the undersigned

Sincerely,
WSP Canada Inc.

Original Signed

Connor Wallace, BCD
Urban Planner
T +1 902 835-9955 ext. 434
C +1 902 220 8465
Connor.Wallace@wsp.com