



November 18, 2020

Ms. Thea Langille
Principal Planner
Planning and Development, Current Planning
40 Alderney Drive, 2nd Floor
Dartmouth, N.S. B2Y 2N5

Re: Development Agreement Application for PIDs 00422378 and 00421925, Hammonds Plains, NS

Dear Ms. Langille:

On behalf of our client, Alumitech Holdings Ltd ('Alumitech'), WSP Canada Inc. (WSP) is pleased to apply for a Development Agreement under Policy P-39 in the Beaverbank, Hammonds Plains, and Upper Sackville Municipal Planning Strategy (MPS). The intent of this Development Agreement would be to enable a neighbourhood of 41 single- and semi-detached residences directed towards the 55+ retirement demographic.

The following letter includes a summary of the applicable MPS Policies (P-39 and P-137) and outlines how the proposed development fulfils the requirements of these policies.

1. SUPPORTING MATERIAL

To assist with the application process, the following supporting materials are enclosed:

1. Completed Planning Application Form
2. Appendix A: Proposed Site Plan
3. Appendix B: Preliminary Building Elevations
4. Appendix C: Preliminary Landscape Plan
5. Appendix D: Preliminary Servicing Plan + a letter confirming the on-site capacity
6. Appendix E: Preliminary Subdivision (Consolidation) Plan
7. Appendix F: Traffic Impact Statement
8. Appendix G: Operating Speed Analysis
9. Appendix H: Legal Description of Parcels & Registered Easements

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2. SITE OVERVIEW & CONTEXT

The subject site consists of two legal parcels (PIDs 00422378 and 00421925) which both have frontage on Hammonds Plains Road. The two parcels combined create a total site area of 26,904.6 m² and have a combined frontage of approximately 98 m. The site is predominantly wooded and is currently vacant of any building, but the larger property (PID 00422378) has driveway access off the right-of-way from a former single-unit dwelling located on the property. The site is adjacent to the Kingswood development commercial area and is bounded by commercial, residential, and mixed-use properties. For the legal descriptions of these parcels, please refer to Appendix H. For a preliminary plan of subdivision (consolidation), please refer to Appendix E.

The site is located close to large, established residential neighbourhoods and also close to many commercial and community amenities, such as grocery stores, pharmacies, and the BMO and Hammonds Plains Community Centres. The site is well-served by the existing transportation network on Hammonds Plains Road and is close to Highway 102 (the Bi-Hi) and Larry Uteck Boulevard. Figure 1, below, outlines the land use context in the surrounding area and along Hammonds Plans Road.

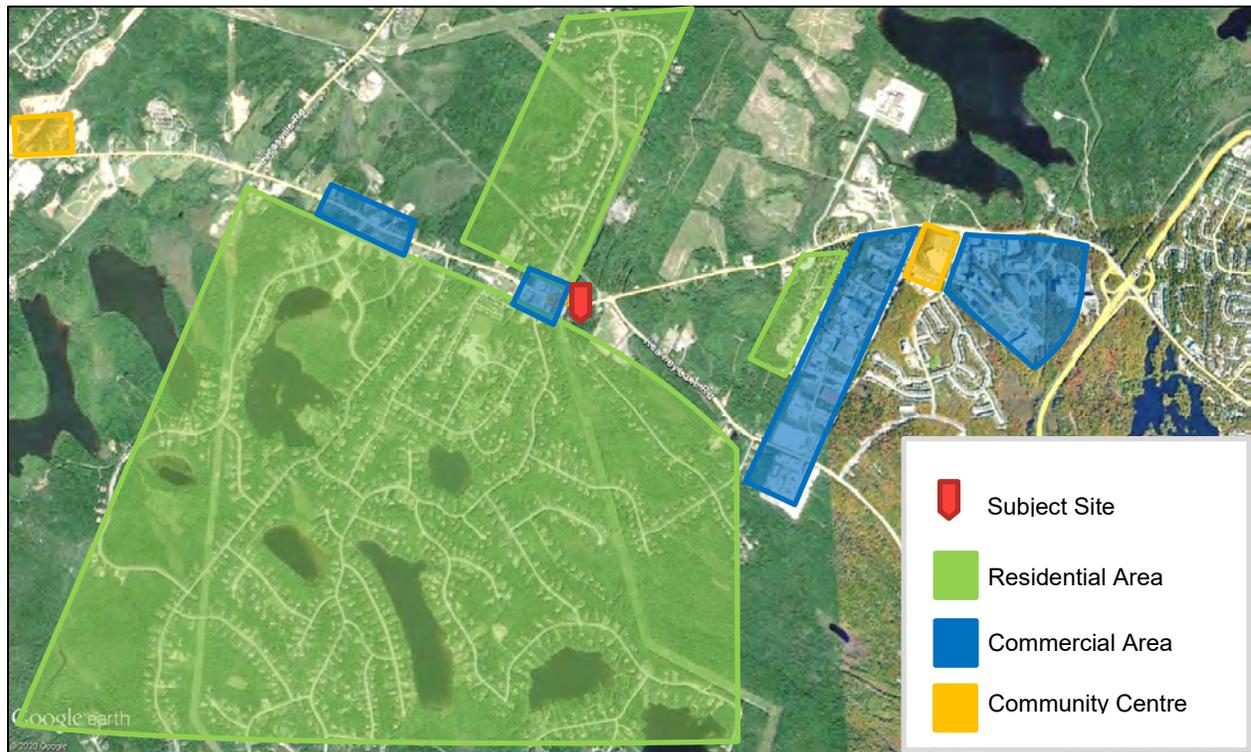


Figure 1: Land Use Context surrounding the subject site

3. SITE ACCESS

In preparation of submitting the Application, a Traffic Impact Statement (TIS) was completed to review the anticipated impacts of the proposed development on the transportation network and the proposed location of the site access. The proposed site access is a ‘right-in, right-out, left-in’ access. The initial driveway location reviewed for the TIS was located at the same location of the existing driveway, on the larger lot. On this access point, the TIS measured Stopping Sight Distances (SSDs) based on HRM’s standard acceptable SSDs (see Table 1).



Table 1: Required SSD to meet HRM Standards

	Eastbound Approach	Westbound Approach
Grade Present	-6%	+6%
Approach Speed	70 km/h	70 km/h
Minimum SSD Requirement	123 m	99 m

Upon completing the measurements, it was found that the proposed driveway location does not meet the minimum required SSDs at the posted speed limit of 70 km/h. Another driveway location was investigated approximately 12 m west on Hammonds Plains Rd of the existing driveway. The minimum SSD requirement for the eastbound approach (-6% grade @ 70km/h) is 123 m. The maximum SSDs available from the western edge of the property are 88 m (150 mm object height) and 125 m (600 mm object height). The minimum SSD requirement is met with respect to the 150 mm object height, however, it is not met with respect to the 600 mm object height. The 150 mm object height represents items that could fall into the roadway such as a tree or rock, construction debris from a truck and/or a person, whereas the 600 mm object height represents vehicle tail/brake lights.

Table 2: Available SSD at initially-proposed driveway and alternative driveway approx. 12 m west

Driveway Description	Object Height	Eastbound Approach	Westbound Approach
Proposed Driveway Location	150 mm (6")	88 m	>100 m
	600 mm (24")	121 m	>100 m
~12 m West of Proposed Driveway Location	150 mm (6")	88 m	>100 m
	600 mm (24")	125 m	>100 m

In communication with HRM’s Traffic Management team at TPW, WSP completed an additional study on the prevailing operating speeds on this section of Hammonds Plains Road (see Appendix G). This study found that 85th percentile average speeds are approx. 61km/h westbound and 68km/h eastbound, which is less than the posted speed of 70km/h.

Given that the required SSD is met in all but one criteria and that the prevailing operating speeds are less than the posted speed limit, thereby reducing the SSD required to achieve a safe environment, it was suggested to HRM’s Traffic Management team that moving the driveway westward on the property is a good solution for property access and would achieve HRM’s conditions for safety. HRM’s Traffic Management team confirmed that, based on these circumstances, the application can proceed and would be accepted by this team. Should email correspondence be required to confirm these findings, WSP would be pleased to provide it.

4. PLANNING DESIGNATION AND ZONING

The subject properties are located within the area of the Beaverbank, Hammonds Plains, and Upper Sackville MPS and are designated Residential and zoned R-1. The MPS and associated LUB permit single-unit dwellings as-of-right on R-1 parcels. The MPS also notes the Municipality’s interest in increased development of housing which caters to the needs of seniors in this plan area. Policy P-39 in the MPS permits such development on existing residentially-designated lots.

P-39 Within the Residential Designation, it shall be the intention of Council to consider permitting senior citizen housing by development agreement and according to the provisions of the Municipal Government Act.

Also applicable to this DA policy is the associated implementation policy, P-137. A review of both P-39 and P-137 and an explanation of how the proposed development meets these policies can be found in the table in Section 5 of this letter.

5. DEVELOPMENT PROPOSAL

The need for housing for seniors in this Plan area is well-established in the MPS, which states that “*Senior citizen housing provides much needed accommodation for community residents.*” The proposed development will provide seniors and those who fall within the 55+ year age demographic with housing options in the Hammonds Plains area, specifically close to the predominantly large, single-unit homes that characterize the Kingswood Subdivision.

This new community, called ‘Second Spring’ will offer retired individuals increased options for aging in place in their existing neighbourhood, which offers many commercial amenities, like groceries, restaurants, and a pharmacy. Figure 2 below illustrates the proposed conceptual site plan for the subject site. For a more detailed and enlarged site plan, see Appendix A of this application submission.



Figure 2: Preliminary Proposed Concept Plan for Second Spring Development

Neighbourhood Compatibility

The southern edge of the subject site is located next to established R-1, single-unit homes within the Kingswood Subdivision, and other single-unit homes on the east and west sides. These residential neighbourhoods predominantly serve families desiring large lots and homes, but at present time, there are very few smaller homes or

semi-detached/townhouse communities in which retired individuals whose children no longer live at home can downsize into while remaining in their neighbourhood.



Figure 3: Images of homes in the Kingswood residential subdivision, which are predominantly large, single-unit homes on large lots

This proposal for 41 single-storey single- and semi-detached homes provides an opportunity for a smaller, more compact built form for retirement-aged individuals which is in keeping with the surrounding residential neighbourhood. The units proposed for the site are designed as one- and one-and-a-half-storey single- and semi-detached units (see Appendix B for building elevations). The units themselves are approximately 10 m wide and 14 m deep. Each will have a private front and back patio, providing a total footprint of approximately 145 m² of living space. All units will have direct frontage on the shared access driveway, with individual entrances, driveways, and garages provided to each unit. This serves to create a compact, walkable neighbourhood feeling for future residents that transitions well from the surrounding R-1 neighbourhood homes. There will be no additional height to the development which eliminates any shadow or wind impacts on to existing properties. Land uses are residential with opportunity areas for public recreation space (e.g. sitting, walking, etc.).



Figure 4: Preliminary Building Renderings of the proposed units (loft unit left, one-storey unit right)

This development is filling a growing housing need for independent seniors close by to the established residential neighbourhoods along the Hammonds Plains Road. Houses in this area tend to be larger, single-unit dwellings. As families age and need less living space, there are currently limited options in the neighbourhood that are ground-oriented homes. Additionally, the majority of homes in this area are available for purchase. The proposed development increases the diversity of housing tenure in the neighbourhood and can provide retirement-aged people

with the peace of mind of renting. In summary, this proposal will provide 41 units to the area and allow for seniors to age in their community and amongst their family and friends, in single-storey, ground-oriented living, close to the amenities they have been accustomed to accessing, without the responsibilities of owning and maintaining a large home on a large property.



Figure 5: Preliminary Building Rendering of the proposed unit (duplex units)

Amenities

The Second Spring community will feel like an intimate, cottage community for retirement aged people, offering the proximity to everyday amenities and services in a quiet, suburban setting. While the units are relatively close to one another and one are semi-detached to create a neighbourhood feeling, While the units are semi-detached in many cases, planting has been used to foster privacy between the units and landscaping has been designed carefully to distinguish the different units. In cases where rear yards are nearby to the shared access driveway or the public trails, low hedges have been provided to increase privacy and visual separation between public and private areas.

Walking for transportation and recreation will be easy and enjoyable in this neighbourhood. The perimeter of the shared access driveway is lined by a sidewalk which connects directly to the pathways of exterior units and to Hammonds Plains Road. In addition to the sidewalk, there are stonedust walking trails through the centre of the site, creating pathway shortcuts. The north-east side of the site provides residents with an opportunity to the enjoyment of nature while participating in active or passive recreation, with an interconnected loop walking trail, leading to a gazebo and featuring rest areas with benches. This area will have a naturalized feel and will be surrounded by a variety of planted landscaping, flower beds, and trees. The below figure (Figure 6) shows the location of different landscaping features and trails. For a larger and more detailed version, the Preliminary Landscape Plan can be found in Appendix C.



Figure 6: Preliminary landscape plan showing planting and trails

The proposed development will be owned and maintained by Alumitech, with the individual units available for rent. Alumitech’s intention is to, through maintenance contracting, maintain the shared access driveway, the garbage and recycling, the sidewalk, the paths leading to the units, and the trails throughout the year. This arrangement allows tenants to relax and enjoy their neighbourhood and the amenities, without having to dedicate time in their retirement to maintenance.

Lot Siting

With the intent of fostering a walkable, close-knit community, the proposed units are all located oriented towards the new shared access driveway which has a sidewalk and traffic moving in only one direction. Given that the proposed development will be offered as rental units, individual lots will not be created. However, the yards and setbacks are roughly in keeping with the R-2 Zone in the Beaverbank, Hammonds Plains, and Upper Sackville LUB.



R-2 ZONE

PROPOSED DEVELOPMENT

Lot Frontage	30.5 m / 100 ft	98 m / 322 ft
Front and Flanking Yard	6.1 m / 20 ft	6.1 m - 28.5 m / 20 ft - 94 ft
Side and Rear Yard	2.4 m / 8 ft	Side: 2.45 m (4.9 m min separation between units) / 8 ft Rear: 4 m - 26.6 m / 13 ft – 87ft
Lot Coverage	35%	Approx. 21%
Height of Main Building	10.7 m / 35 ft	5.4 – 7.9 m / 18 - 26 ft
Lot Area for On-Site Services	2700 m ² / 29,064 ft ²	26, 904 m ² / 321, 883 ft ²

We do anticipate, however, that these site requirements are subject to discussion as part of the DA process.

Land Use Distribution

The proposed development includes 41 single- and semi-detached units that will be built for retirement-aged (55+) tenants. The neighbourhood has been designed with seniors’ safety and comfort in mind, and includes sidewalks, walking trails, and a gazebo to provide active and passive recreational opportunities for future residents. The site plan proposes the following approximate land use distributions:

Shared Access Driveway: 9%

Sidewalk: 3%

Units and Individual Driveways: 25.5%

Private Yards, Open and Amenity Space: 47.5%

Walking Trails: 3%

WWTP: 12%

Transportation and Site Circulation

The proposed access driveway is a ‘private shared access’ driveway which provides access to each of the units for future residents. The access off of Hammonds Plains Rd is located toward the western end of the front property line. The proposed vehicular access will permit ‘right-in, right-out, left-in’ travel on the shared access driveway and from Hammonds Plains Rd. The shared access driveway is a one-way driveway moving counter-clockwise, and will support slow-moving traffic for residents and visitors.



6. MPS POLICY REVIEW

POLICY CLAUSE

RATIONALE FOR DEVELOPMENT PROPOSAL

MPS Policy P-39 <i>Within the Residential Designation, it shall be the intention of Council to consider permitting senior citizen housing by development agreement and according to the provisions of the Municipal Government Act. In considering a development agreement, Council shall have regard to the following:</i>	
<p>(a) <i>That the architectural design, including the scale of any building(s) and its exterior finish are compatible with adjacent land uses.</i></p>	<p>Project proposes single-unit and semi-detached dwellings. Keeping with the surrounding single-dwelling unit neighbourhoods. Refer to Preliminary Building Drawings (Appendix B) for additional information.</p>
<p>(b) <i>That adequate separation distances are maintained from low density residential developments and that landscaping measures are carried out to reduce visual effects.</i></p>	<p>Rear lot line of the existing larger site is adjacent to a neighbouring single-dwelling residential lot/neighbourhood. The separation distance is approx. 40 metres from the rear lot line to the closest house of the adjacent neighbourhood.</p> <p>Refer to Concept Site Plan (Appendix A) and Preliminary Landscape Plan (Appendix C) for details on landscape measures as well as the proposed development layout. As noted in proposed development lot requirements table above, the rear yard setback for the development varies from 4m – 26.6m (13 ft – 87 ft).</p>
<p>(c) <i>That open space and parking areas are adequate to meet the needs of senior citizens and that they are attractively landscaped.</i></p>	<p>Existing parking requirements in the LUB require 1 space per dwelling unit for all low- and medium-density developments. Additionally, the LUB requires only 1 space per dwelling unit for senior citizen multi-units.</p> <p>The project proposes separate or shared driveways for each single-unit and semi-detached dwelling. In addition, project proposes walk trails and amenity space to be located within the wastewater treatment plant (WWTP) area. Refer to Concept Site Plan (Appendix A) and Preliminary Landscape Plan (Appendix C) for additional details and layout.</p>
<p>(d) <i>Preference for a site which has access to commercial and community facility uses.</i></p>	<p>Subject site is 5-minute walk or 1-minute drive from the Kingswood commercial plaza, which includes a dentist, a pharmacy, a Tim Horton's, etc.</p> <p>Additionally, subject site is approximately 5-minute drive to Hammonds Plains Community Centre and 5-minute drive to BMO Centre.</p>
<p>(e) <i>General maintenance of the development.</i></p>	<p>The proposed development will be owned and maintained by Alumitech, with the individual units available for rent. Alumitech's intention is to, through maintenance contracting, maintain the shared access driveway, the garbage and recycling, the sidewalk, the paths leading to the units, and the trails throughout the year.</p>



POLICY CLAUSE

RATIONALE FOR DEVELOPMENT PROPOSAL

<p>(f) <i>Preference for a development which serves a local community need.</i></p>	<p>The existing neighbourhood is comprised of mainly large single-unit dwellings. There are some smaller multi-unit dwellings close by, near the Bedford Highway, but very few smaller, rental homes that would allow retirees to downsize while staying in their neighbourhood.</p>
<p>(g) <i>The provisions of Policy 137.</i></p>	<p>See below for Policy 137 details.</p>
<p>MPS Policy P-137</p> <p><i>Within the Residential Designation, it shall be the intention of Council to consider permitting senior citizen housing by development agreement and according to the provisions of the Municipal Government Act. In considering a development agreement, Council shall have regard to the following:</i></p>	
<p>(a) <i>That the proposal is in conformity with the intent of this Plan and with the requirements of all other municipal by-laws and regulations.</i></p>	<p>Intent of the MPS, and specifically the residential designation, is to “recognize and support the predominantly suburban residential character of these subdivision areas”.</p> <p>The objectives of the regional plan include:</p> <p><i>“Design communities that:</i></p> <ul style="list-style-type: none"> <i>(a) are attractive, healthy places to live and have access to the goods, services and facilities needed by residents and support complete neighbourhoods ...;</i> <i>(b) are accessible to all mobility needs and are well connected with other communities; ...</i> <i>(d) protect neighbourhood stability and support neighbourhood revitalization; ...</i> <i>(g) provide housing opportunities for a range of social and economic needs and promote aging in place;</i> <p>The proposed development is located close to existing suburban residential neighbourhoods and has access to nearby amenities and services. It is a low-density residential use, in keeping with the existing neighbourhood, and offers a housing opportunity (smaller homes for retirement-age people) to help meet the need for aging in place in this community.</p>



POLICY CLAUSE

RATIONALE FOR DEVELOPMENT PROPOSAL

<p>(b) <i>That the proposal is not premature or inappropriate by reason of:</i></p> <ul style="list-style-type: none"> (i) <i>The financial capability of the Municipality to absorb any costs relating to the development;</i> (ii) <i>The adequacy of central or on-site sewerage and water services;</i> (iii) <i>The adequacy or proximity of school, recreation, or other community facilities;</i> (iv) <i>The adequacy of road networks leading or adjacent to or within the development; and,</i> (v) <i>The potential for damage to or for destruction of designated historic buildings and sites.</i> 	<p>The shared access driveway for the proposed site will be privately owned and maintained at no cost to HRM. Halifax Transit routes are in place for this area. The current application does not propose any additional public transit requirements.</p> <p>The proposed development features an on-site wastewater treatment plant (WWTP), which will be privately owned and maintained at no cost to HRM. The subject site is serviced by Halifax Water, however, water service within the development (e.g. laterals) will be privately owned and maintained.</p> <p>There are two community centres would ideally serve the proposed development in proximity to the site: the BMO Community Centre and the Hammonds Plains Community Centre. While this development is proposed to be geared toward retirement-aged people, should need dictate, Kingswood Elementary School is approximately a 3-minute drive or a 15-minute walk.</p> <p>There have been no historic buildings or sites identified as part of this development application.</p>
<p>(c) <i>That controls are placed on the proposed development so as to reduce conflict with any adjacent or nearby land uses by reason of:</i></p> <ul style="list-style-type: none"> (i) <i>Type of use;</i> (ii) <i>Height, bulk, and lot coverage of any proposed building;</i> (iii) <i>Traffic generation, access to, and egress from the site, and parking;</i> (iv) <i>Open storage;</i> (v) <i>Signs; and,</i> (vi) <i>Any other relevant matter of planning concern.</i> 	<p>Little conflict is anticipated with adjacent land uses, due to the low-density residential nature of the proposal.</p> <p>Type of Use: Single-Unit and Semi-Detached Dwellings</p> <p>Height: 5.4 – 7.9 m / 18 - 26 ft</p> <p>Lot Coverage: Approx. 21%</p> <p>Refer to Appendices F and G (Traffic Impact Statement and Operating Speed Study) for details related to traffic generation and access. All units will have individual or shared driveways.</p> <p>Refer to Appendix A (Concept Site Plan) and Appendix C (Preliminary Landscape Plan) for details on the open spaces, walking trails and amenity spaces for the proposed development.</p> <p>An entrance sign is proposed at the entrance of the shared access driveway, surrounded by landscaping.</p>
<p>(d) <i>That the proposed site is suitable in terms of the steepness of grades, soil, and geological conditions, locations or watercourses, marshes or bogs, and susceptibility to flooding.</i></p>	<p>There are no nearby watercourses or wetlands identified in the LUB. Refer to the Preliminary Servicing Plan (Appendix D).</p>



7. CONCLUSION

In conclusion, this development application aligns itself with the goals, objectives, and policies of the Regional Plan and the Beaverbank, Hammonds Plains, and Upper Sackville MPS. It does this by:

- ✓ Meeting an ever-increasing need for homes where retirement-aged individuals can age in place nearby to services, amenities, and their community.
- ✓ Proposing a low-density, single- and semi-detached neighbourhood in keeping with adjacent uses and scales.
- ✓ Offering excellent amenity spaces and trails which will encourage both active and passive recreation and foster a strong sense of community in the Second Spring neighbourhood.

This development proposal makes a positive contribution to the neighbourhood by increasing the diversity of housing forms and tenure types. In addition, it makes a positive contribution to the growing population of seniors in HRM who will require housing suited to their needs.

We trust that this information is sufficient for the application process and we look forward to working with HRM as we move ahead with the planning process for this application. Should you have any comments or questions, please do not hesitate to contact me.

Yours sincerely,

Jenny Lugar, LPP, MCIP

Jenny Lugar
Planner

JL/jh

cc: Norsat Eblaghi, Alumitech Holdings Ltd.; Husayn Eblaghi, Alumitech Holdings Ltd.; Andrea Fox, Alumitech Holdings Ltd.; Jessica Harper, WSP

Encl.
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