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MEMORANDUM

TO: Chair and Members of North West Planning Advisory Committee

FROM: Erin MacIntyre, Planner II

DATE: May 17, 2016

SUBJECT: **Case 20501: Application by Shelley Dickey Land Use Planning to enter into a Development Agreement for Senior Citizen Housing at 15 Brenda Drive, Hammonds Plains**

Background: Shelley Dickey Land Use Planning has submitted a request to enter into a development agreement to allow for senior citizen's housing at 15 Brenda Drive in Hammonds Plains.

Location: 15 Brenda Drive, Hammonds Plains

Existing Use: The property is currently used as senior citizen's housing for six (6) residents. The application is to make that use lawful for seven (7) residents and to make minor modifications to the building to upgrade accessibility.

Designation: R (Residential) under the Beaver Bank, Hammonds Plains and Upper Sackville Municipal Planning Strategy (MPS) (Map 1)

Zoning: R-1 (Single Unit Dwelling) Zone under the Beaver Bank, Hammonds Plains and Upper Sackville Land Use Bylaw (LUB) (Map 2)

MPS Policy: This application can be considered under Policies P-39 and P-137 (Attachment A), which allows Council to consider senior citizen housing through the development agreement process, provided the proposal is consistent with the intent of the MPS.

Proposal: The applicant has outlined their intention for the property in a letter of request (Attachment B). The property is currently under investigation by HRM's Municipal Compliance department and the property owner wishes to make the current use of the property lawful in its use. The proposal includes accommodation for seven (7) residents

Public Engagement: A mailed notice with request for comment was sent to property owners in the neighbourhood as shown on Map 2. The response from the community was limited to one resident, who called with questions of clarification.

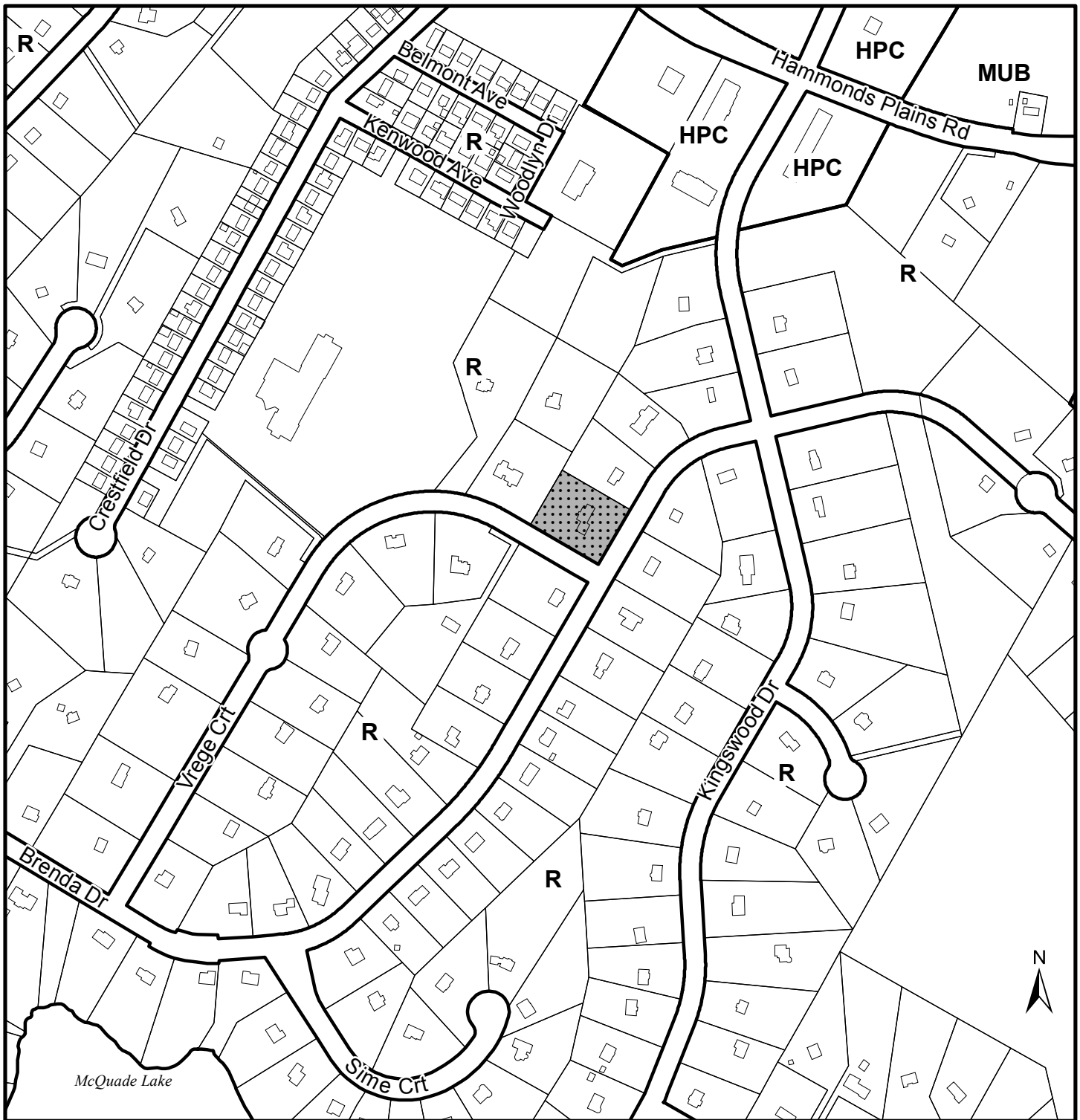
Input Sought from North West Planning Advisory Committee

Feedback is sought from NWPAC relative to this proposed application. NWPAC's recommendation will be included in the staff report to North West Community Council.

Attachments:

Map 1 Generalized Future Land Use Map
Map 2 Zoning Map


Attachment A Excerpt from the Beaver Bank, Hammonds Plains and Upper Sackville Municipal Planning Strategy
Attachment B Applicant's Submission Letter
Attachment C Traffic Impact Statement



Map 1 - Generalized Future Land Use

15 Brenda Drive
Hammonds Plains

HALIFAX

 Subject Property

Designation

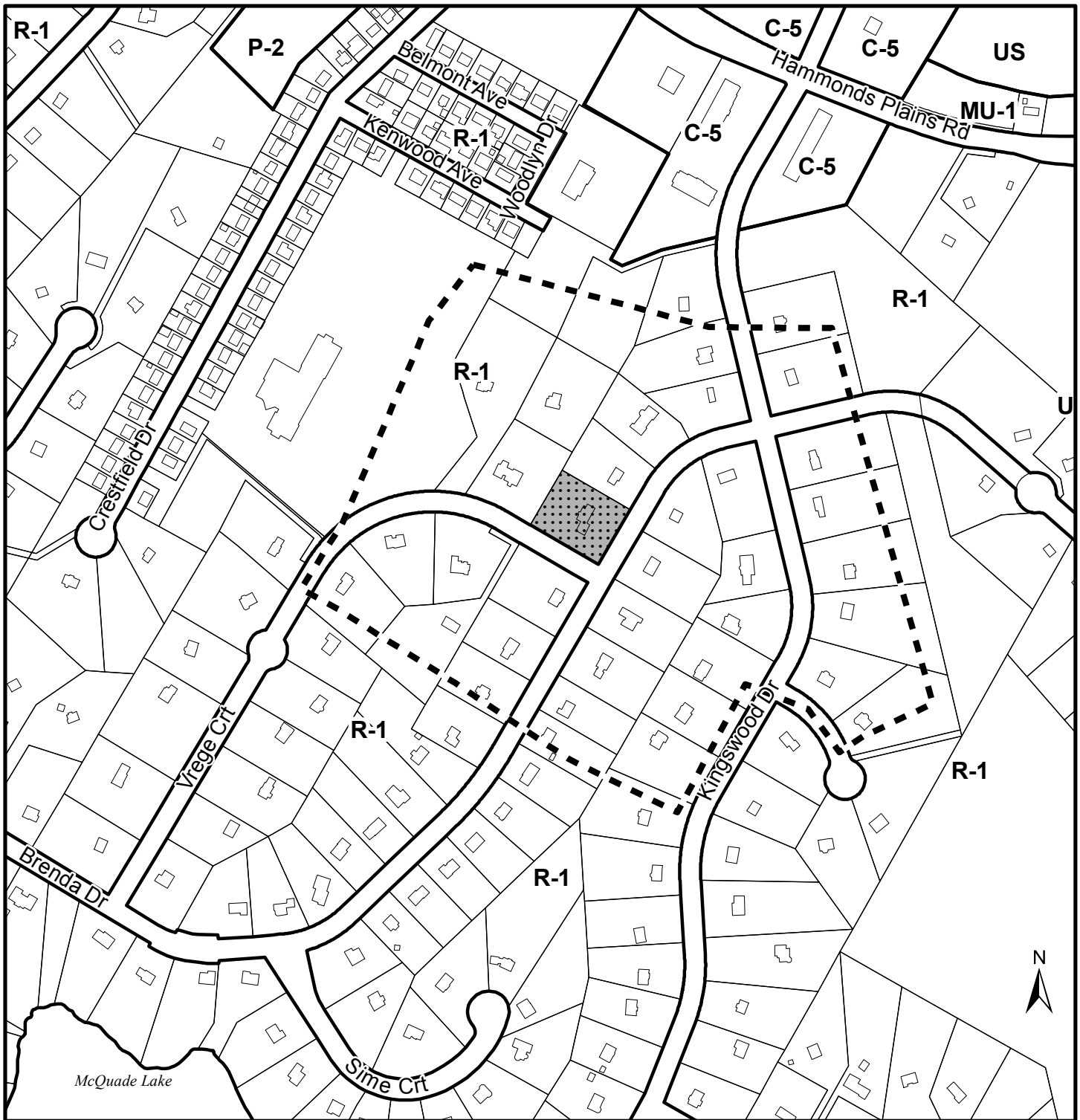
R Residential
MUB Mixed Use B
HPC Hammonds Plains Commercial

0 50 100 150 m

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.

Beaver Bank, Hammonds Plains and Upper Sackville Plan Area



Map 2 - Zoning and Notification

15 Brenda Drive
Hammonds Plains


HALIFAX

 Subject Property

Zone

R-1 Single Unit Dwelling
C-5 Hammonds Plains Commercial
MU-1 Mixed Use 1
US Urban Settlement
P-2 Community Facility

0 50 100 150 m

 Area of Notification

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

Beaver Bank, Hammonds Plains
and Upper Sackville Land Use By-Law Area

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

Case 20501 – Attachment A:

Excerpt from the Beaver Bank, Hammonds Plains and Upper Sackville MPS

Senior citizen housing provides much needed accommodation for community residents. The Department of Housing selected a site in Uplands Park, to serve the Hammonds Plains area and the Municipality approved the required zoning to allow the project to proceed. Sites in other communities may be needed in the future. However, because of the more intensive residential use such facilities entail, there is a need to ensure that the design, scale, layout, and maintenance of such facilities is compatible with the surrounding lower density neighbourhoods.

- 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. In considering a development agreement, Council shall have regard to the following:
- (a) that the architectural design, including the scale of any building(s) and its exterior finish are compatible with adjacent land uses;
 - (b) that adequate separation distances are maintained from low density residential developments and that landscaping measures are carried out to reduce visual effects;
 - (c) that open space and parking areas are adequate to meet the needs of senior citizens and that they are attractively landscaped;
 - (d) preference for a site which has access to commercial and community facility uses;
 - (e) general maintenance of the development;
 - (f) preference for a development which serves a local community need; and
 - (g) the provisions of Policy P-137.
- P-137 In considering development agreements and amendments to the land use by-law, in addition to all other criteria as set out in various policies of this Plan, Council shall have appropriate regard to the following matters:
- (a) that the proposal is in conformity with the intent of this Plan and with the requirements of all other municipal by-laws and regulations;
 - (b) that the proposal is not premature or inappropriate by reason of:

- (i) the financial capability of the Municipality to absorb any costs relating to the development;
 - (ii) the adequacy of central or on-site sewerage and water services;
 - (iii) the adequacy or proximity of school, recreation or other community facilities;
 - (iv) the adequacy of road networks leading or adjacent to or within the development; and
 - (v) the potential for damage to or for destruction of designated historic buildings and sites.
- (c) that controls are placed on the proposed development so as to reduce conflict with any adjacent or nearby land uses by reason of:
 - (i) type of use;
 - (ii) height, bulk and lot coverage of any proposed building;
 - (iii) traffic generation, access to and egress from the site, and parking;
 - (iv) open storage;
 - (v) signs; and
 - (vi) any other relevant matter of planning concern.
- (d) that the proposed site is suitable in terms of the steepness of grades, soil and geological conditions, locations of watercourses, marshes or bogs and susceptibility to flooding.
- (e) Within any designation, where a holding zone has been established pursuant to "Infrastructure Charges - Policy P-81", Subdivision Approval shall be subject to the provisions of the Subdivision By-law respecting the maximum number of lots created per year, except in accordance with the development agreement provisions of the MGA and the "Infrastructure Charges" Policies of this MPS.
(RC-Jul 2/02;E-Aug 17/02)

Application for Development Agreement:

Senior Citizens Housing

Kingswood Residence- 15 Brenda Drive- Kingswood

March 31, 2016



Shelley Dickey Land Use Planning

sd@shelleydickey.com

www.shelleydickey.com

902.463.2004

Introduction:

Please accept this development agreement application on behalf of Krzysztof Ganski and Mariola Ganska to authorize the use of the existing dwelling at 15 Brenda Drive Kingswood- Hammonds Plains (PID 4058657) as senior citizens housing for 7 (seven) seniors. We are seeking approval under Policy P-39 of the Beaver Bank, Hammonds Plains and Upper Sackville Municipal Planning Strategy which permits senior citizens housing in the Residential Designation.

Supporting Material:

In support of this application the following materials are attached:

- Completed planning application form
- Application fee of \$1830
- Site Plan of the existing property (4 copies)
- Floor Plans of the existing dwelling (4 copies)
- Photographs of the existing dwelling
- Traffic Impact Statement dated March 21st, 2016 (4 copies)
- Letter dated March 11, 2016 verifying the capacity of the existing sewage disposal system
- Letter from Halifax Regional Fire and Emergency Services dated October 14, 2003.
- Statement from the owner
- Electronic copies of above material

Background:

The property at 15 Brenda Drive, known as Kingswood Residence, is an existing senior citizens residence for 6 seniors located within a 4191 square foot dwelling on a 50,000 square foot lot with 250 feet of frontage. It is located on the corner of Brenda Drive and Vrege Court in Kingswood, Hammonds Plains. This property is serviced by central water and an on-site sewage system.

Kingswood Residence is located in the Beaver Bank, Hammonds Plains and Upper Sackville Municipal Planning Strategy area and it is our understanding that it is designated Residential and zoned R-1 (Single Unit Dwelling) under the Land Use Bylaw. It has been determined that seniors housing accommodating more than 3 seniors can only be established in this R-1 zone by development agreement.

Kingswood Residence:

Kingswood Residence is a family owned and operated business which has been providing housing for seniors in the Kingswood community. This two storey residence provides 7 large single bed suites available for seniors - the majority with a private bedroom/sitting room and two piece bathroom.

Seniors living in the residence are provided with meals served in a common dining room, and have three main common areas to socialize - the piano room, the lounge and the upstairs alcove (see floor plans). There is also a common bath and shower room provided for the senior residents. Housekeeping, laundry service and limited personal care services are provided when needed. Staff are in the residence 24 hours a day to provide supervision and for security.

Kingswood Residence offers a secure and supportive environment for independent and semi-independent seniors who require minimal assistance in their daily routine. Its location within the Kingswood neighbourhood allows these seniors to live in a familiar home environment while providing them with access to companionship, security, and services. Kingswood residence has been designed to allow the residents to maximize their independence, privacy, and decision making.

Proposal:

It is proposed that the existing dwelling at 15 Brenda Drive be used as senior citizen housing for seven seniors in seven rooms. Modifications to the property have been proposed to improve the overall accessibility to the dwelling and the grounds. These alterations consist of an upgraded front ramp, a new rear ramp, and widening of the front and rear walkways.

MPS Policy:

The MPS for Beaver Bank, Hammonds Plains and Upper Sackville plan area anticipated the growing need to accommodate senior citizens housing throughout the plan area and more particularly within lower density residential neighbourhoods. As such it is our understanding that Policy P-39 of the MPS allows Council to consider *senior citizens housing* in the Residential Designation including the R-1 zone by development agreement. Senior citizen housing is defined in the Land Use Bylaw as "housing designed for occupation by senior citizens".

Policy P-39

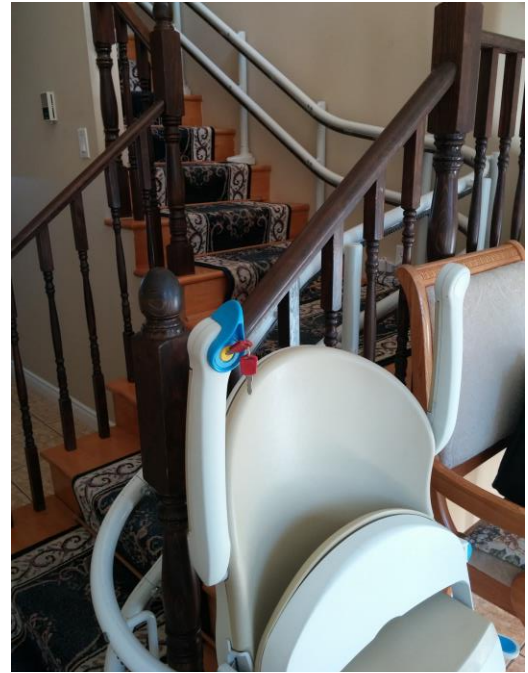
Senior citizen housing provides much needed accommodation for community residents. The Department of Housing selected a site in Uplands Park, to serve the Hammonds Plains area and the Municipality approved the required zoning to allow the project to proceed. Sites in other communities may be needed in the future. However, because of the more intensive residential use such facilities entail, there is a need to ensure that the design, scale, layout, and maintenance of such facilities is compatible with the surrounding lower density neighbourhoods.

Assessment as Seniors Citizens Housing:

Kingswood Residence has been designed to meet the needs of the independent and semi-independent seniors who have made it their home.

1. Overall Accessibility:

The existing dwelling has been made accessible to those who may have reduced mobility by the placement of a ramp at one of the two front entrances to the dwelling. It is proposed that this ramp be upgraded and that another ramp be constructed to the rear entrance to improve barrier free access/egress to the dwelling. The rear exit will mainly be used for emergency access and egress. From the front ramped entrance there is level access to the driveway/parking area and to the two patios provided for the residents in the front of the dwelling (see site plan) via a walkway which is proposed to be increased from 2 to 4 feet in width. There are two seniors' rooms located on the second floor of the residence. A stair lift has been installed to allow access to the second floor for these residents who live upstairs if required.



Stair Lift

2. Mobility/maneuverability:

Kingswood residence has been configured for the comfort and convenience of its senior residents. There are flush door transitions from all of the seniors' rooms to the hallways and the common areas. The washrooms are equipped with bars and handrails and adaptations have been made to the bathroom fixtures for each resident based on their specific needs which may change over time. The majority of plugs and switches have been lowered for ease of use by the senior, and the windows in the seniors' rooms can be easily opened and closed. The common shower and bathing room has been provided with grip bars and a shower seat to enable use by the seniors with or without assistance.



Common Shower /Bathing Room

3. Common areas:

In addition to the individual seniors' rooms there are several common areas available. Meals are served family style in a communal dining room which is large enough to allow all of the seniors to eat at the same time if desired. There are two common lounge areas on the ground floor which allows the seniors to congregate and socialize and they have access to coffee and a fridge for snacks if desired any time during the day. There is a table provided for use by the seniors for cards, puzzles and games in lounge area. Upstairs there is a common alcove area which allows the residents to engage in quiet activities such as reading outside of their individual rooms.



Communal Dining Room

4. Security/Safety:

Kingswood residence provides 24 hour supervision and assistance with staff quarters on the second floor including an office, staff washroom and sleeping/rest area. In addition the home has been equipped with a fire, security and personal alarm system for each resident which provides an audible alarm in the home and is also monitored remotely.

In summary, Kingswood Residence has been designed and configured based on the needs, comfort and convenience of the independent and semi-independent seniors who now occupy it and for those who would wish to live in this type of seniors' residence in the future. It is our opinion that 15 Brenda Drive meets the definition of *senior citizens housing* in the Land Use bylaw and its establishment can be considered by development agreement based on the evaluation criteria assessed below.

Policy Analysis:

Policy P-39 <p>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:</p>	
Policy Criteria	Analysis
(a) that the architectural design, including the scale of any building(s) and its exterior finish are compatible with adjacent land uses;	The architectural design and finish of this dwelling is comparable to and indistinguishable from any single family dwelling in the Kingswood community. (see photograph). The facade of the original home as well as the addition are brick which is in keeping with many of the surrounding dwellings. With a total area of 4191 square feet over two stories, this dwelling is well within the range established by nearby dwellings.
b) that adequate separation distances are maintained from low density residential developments and that landscaping measures are carried out to reduce visual effects;	This residence is set back from adjacent dwellings and from the street following a similar pattern established along Brenda Drive and other residential streets in the area. This residence is set back approximately 87 feet from the front property boundary and is 92 feet from the adjacent dwelling to the north at # 9 Brenda Drive (see site plan). As this is a corner lot there is no adjacent dwelling to the south. The dwelling is set back 111 feet from the rear property line and the dwelling to the rear at 42 Vrege Court is 210 feet away. In addition to these large separation distances, the residence is surrounded on three sides by wooded area and landscaping and is only visible from Brenda Drive. Although it is well separated and buffered from surrounding dwellings, the visual impact of 15 Brenda Drive is consistent with other homes on the street.

Attachment B - Applicant's Submission Letter

*Kingswood Residence- 15 Brenda Drive- Kingswood
Application for Development Agreement*

<p>(c) that open space and parking areas are adequate to meet the needs of senior citizens and that they are attractively landscaped;</p>	<p>The lot has over 18000 square feet of attractively landscaped open space. The open space areas which are most used by the residents for relaxation and recreation are located in the front of the building on the two landscaped patio areas which can be accessed by those with mobility challenges (site plan).</p> <p>Regarding parking requirements, the double wide paved driveway provides adequate parking for the residents, staff and visitors to the residence. It is rare for a senior resident to have a car and there is adequate room in the current driveway to park up to eight vehicles in tandem if necessary.</p> <p>Providing adequate parking in the driveway which serves the needs of the seniors in Kingswood Residence makes this dwelling and lot indistinguishable from neighbouring residential properties.</p>
<p>(d) preference for a site which has access to commercial and community facility uses;</p>	<p>This residence is very close to a variety of commercial and community services for its senior residents. The Hammonds Plains community centre is located 4.4 kilometers from the site and Uplands Park is only 750 metres away. The commercial centre at the corner of Kingswood Drive and Hammonds Plains Road (600 metres) has several businesses including financial services, a hair studio, a pharmacy, and various health care providers. There are two churches in close proximity to the residence on Hammonds Plains Road.</p>
<p>(e) general maintenance of the development;</p>	<p>The standard of maintenance of this property is exceptional and is to the standard of the Kingswood community.</p>

Attachment B - Applicant's Submission Letter

*Kingswood Residence- 15 Brenda Drive- Kingswood
Application for Development Agreement*

<p>(f) preference for a development which serves a local community need; and</p>	<p>There are facilities and residences in Hammonds Plains and the surrounding communities which provide housing for seniors. There are a number of nursing homes and residential care facilities which provide medical and supportive care for seniors who require these services. Alternatively there are properties which provide completely independent apartments for mature adults over 55 who require no additional support. Kingswood Residence provides an alternative to these two types of housing that is needed and has been chosen by senior members of this community. Over its years of operation approximately two-thirds of the residents have either come from Hammonds Plains and the surrounding communities, or have moved to Kingswood Residence to be near family members who live in these communities. This further demonstrates a local need for this type of seniors housing.</p>
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Policy- P-137 In considering development agreements and amendments to the land use by-law, in addition to all other criteria as set out in various policies of this Plan, Council shall have appropriate regard to the following matters:	
Policy Criteria	Analysis
(a) that the proposal is in conformity with the intent of this Plan and with the requirements of all other municipal by-laws and regulations;	<p>This proposal conforms to the intent of the plan to provide housing for senior citizens which both meets their specific needs and is designed and functions in a manner which integrates with their neighbourhoods.</p> <p>The dwelling conforms to all municipal bylaws and regulations including its septic system, fire regulation and building code regulations.</p>
(b) that the proposal is not premature or inappropriate by reason of:	
(i) the financial capability of the Municipality to absorb any costs relating to the development;	There are no costs to the municipality related to this development
(ii) the adequacy of central or on-site sewerage and water services;	It has been confirmed that the existing septic system is capable of supporting a residence for 7 seniors based on both past water consumption records and on standard design flows. Central water is provided to the property.
(iii) the adequacy or proximity of school, recreation or other community facilities;	As discussed above this property is well served by community and recreation facilities including a number of nearby churches, a community centre and a large park.
(iv) the adequacy of road networks leading or adjacent to or within the development; and	The traffic impact statement (attached) concludes that the surrounding road network extending to Hammonds Plains Road is adequate to support the transportation requirements to and from the site with no modifications.
(v) the potential for damage to or for destruction of designated historic buildings and sites.	There are no heritage resources on this site.

(c) that controls are placed on the proposed development so as to reduce conflict with any adjacent or nearby land uses by reason of:	
(i) type of use;	This supportive residence for seven seniors functions as a single unit dwelling in terms of the traffic generated during peak periods and its parking provision. Furthermore it has the form and appearance of a single unit dwelling in relation to its scale, height, external finish, landscaping, and maintenance of the dwelling.
(ii) height, bulk and lot coverage of any proposed building;	The scale of this dwelling is comparable to surrounding dwellings. This two storey 24 foot dwelling is 4191 square feet in total area and has a footprint of 2883 square feet, including the garage. It sits on a 50,000 square foot lot with a lot coverage of less than 6 percent. These values are within the limits permitted for any single family dwelling in this R-1 zone of 35 feet height, and 35 percent lot coverage.
(iii) traffic generation, access to and egress from the site, and parking;	The traffic impact statement has concluded that Kingswood Residence will have no noticeable impact on the surrounding transportation network and that there are no predictable conflicts expected from this residential use in relation to trip generation, access and egress from the site or parking.
(iv) open storage;	There is no open storage proposed for this site.
(v) signs; and	The existing sign which notes that the property is called Kingswood Residence is of a scale and building materials suitable to the character of the property and the neighbourhood.
(vi) any other relevant matter of planning concern.	None indicated.
(d) that the proposed site is suitable in terms of the steepness of grades, soil and geological conditions, locations of	This site is already fully developed as a dwelling.

watercourses, marshes or bogs and susceptibility to flooding.	
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Summary/Conclusion:

In summary, it is our opinion that the establishment of supportive housing for seven seniors at 15 Brenda Drive in Kingswood is enabled by the provisions of Policy P-39 which allows senior citizen housing by development agreement in the Residential Designation.

In addition, it is our opinion that Kingswood Residence meets the policy criteria in P-39 and P-137 which have been put in place to ensure that senior citizen housing in the Plan area meets the needs of the seniors who make it their home, functions in a manner which respects surrounding residential uses, and has an appearance and form which conforms to other dwellings in this neighbourhood.

Authorizing the use of 15 Brenda Drive as senior citizen housing meets the overall intent of the Beaver Bank, Hammonds Plains and Upper Sackville Municipal Planning Strategy to encourage opportunities for seniors to live within established communities and serves to address the increasing demand for quality seniors housing in HRM.

We trust that our application submission is complete and satisfactory and look forward to initiating this planning process.

Respectfully submitted,

Shelley Dickey

Shelley Dickey Land Use Planning- Dartmouth, Nova Scotia



 Landscape Architecture

 Environmental Planning

 Architecture

 Engineering

March 21, 2016

Shelley Dickey, Planner
 Shelley Dickey Land Use Planning
 75 Tulip Street
 Dartmouth, NS B3A 2T2

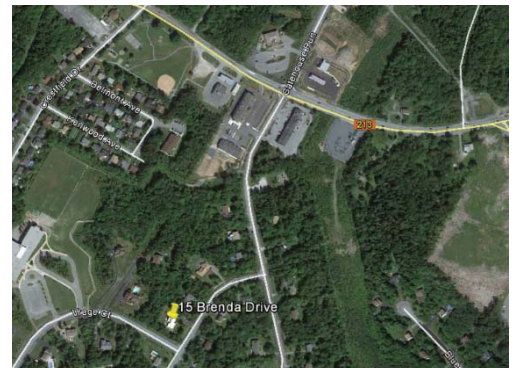
**RE: Traffic Impact Statement for Senior Citizen Housing at 15 Brenda Drive
 Kingswood, Nova Scotia**

Dear Ms. Dickey:

We are pleased to submit this traffic impact statement addressing the expected transportation impacts related to the proposed development at 15 Brenda Drive in the Kingswood Subdivision.

Existing Conditions

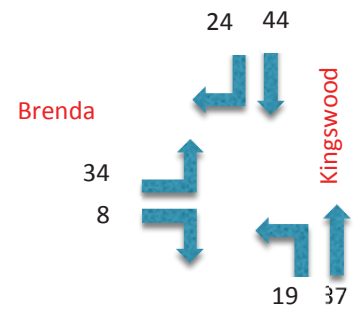
15 Brenda Drive is an existing residential property located in the northwest quadrant of the Brenda Drive / Vrege Court intersection and approximately 200 meters west of Kingswood Drive. The residential dwelling unit is approximately 3,500 ft² in size with a two lane driveway connecting directly to Brenda Drive approximately 50 meters north of Vrege Court.



Brenda Drive is a 2-lane undivided rural local road which is 8 meters wide (travel lanes) with a 3-meter gravel shoulder on the east side and a 2-meter paved shoulder (separated by a white painted line) on the west side with a small gravel strip prior to the ditch. This paved shoulder continues along Brenda Drive onto Vrege Court, past the Kingswood Elementary school and terminates at the continuation of Brenda Drive.



To better understand operations at the property, a site visit and traffic operations investigation was completed during the PM peak hours of traffic (approximately 3 to 5:30 pm) on Thursday, March 10, 2016. Observations of traffic between 3:30 and 4:45 showed an average of 2.3 to 3 vehicles per minute passing the site. A more detailed manual turning movement count at the intersection of Brenda Drive and Kingswood resulted in the count volumes shown to the right for a 30-minute period between 4:15 and 4:45 pm. In general, volumes on the surrounding road network were very low. During the observation period there was no activity at the development site.



Proposed Development

There will be no additions or fundamental changes to the dwelling unit itself to support the proposed change to operate as a 7-unit senior citizen housing property. In this function, there are a number of relevant points that should be considered, including:

- Most residents in seniors homes are very infrequent travelers (on their own accord);
- Most residents are not likely to own a vehicle (historically, very few residents have owned vehicles);
- There will likely be some limited visitor traffic to and from the site;
- Most trips to and from the site will take place in off peak hours (with the exception of some potential employee trips);
- Service or delivery vehicles are expected to be minimal; and,
- Active transportation traffic is expected to be little to none.

Trip Generation

To make a practical trip generation estimate for the site, we used the industry standard Institute of Transportation Engineers (ITE) Trip Generation Guide. Operating as a typical single family dwelling unit, the residence would have an average weekday trip generation rate of 9.57 trips/unit with 0.75 trips occurring during the AM peak hour and 1.01 trips during the PM peak hour as shown in the table below.

As a 7-unit senior citizen housing development, two potential land uses could be used: Land Use 252 – Senior Adult Housing, Attached; or, Land Use 254 – Assisted Living. For comparison purposes, we have included both in the table below.

	ITE Code	Variable	Weekday		AM Peak		PM Peak	
			Average Rate	Trips	Average Rate	Trips	Average Rate	Trips
Single Family Dwelling Unit	210	Dwelling Unit	9.6	9.7	0.8	0.8	1.0	1.0
Senior Adult Housing	252	Occupied Units	3.5	24.4	0.1	0.6	0.1	0.8
Assisted Living	254	Occupied Beds	2.7	18.9	0.2	1.2	0.3	2.0

Both the potential land uses have very low trip generation numbers that are similar to the single family dwelling unit. The trips generated by the development may equate to 1 to 2 trips per hour during the day based on the ITE Trip Generation Guide, and discussions with the owner's representative and site observations suggest that trip generation may even be less. In summary, the trip generation to and from this site under any of the scenarios is extremely low and will have no negative impacts on the surrounding road network.

Conclusions

Operating as a 7 unit seniors housing unit, the development is not expected to have any noticeable impact to the surrounding road network as the number of trips will be extremely low. In fact, the proposed development may have a lower peak hour trip generation rate to and from the development as compared to a single family dwelling unit based on guidance provided in the ITE Trip Generation Guide and discussions regarding operation of the site.

The existing two lane wide driveway is adequate to accommodate parking, pickups, and drop off activities to the site with no foreseeable negative impacts. The road network surrounding the development is adequate to support the transportation requirements to and from the site with no modifications required. This includes all infrastructure up to and including Kingswood Drive to Hammonds Plains Road.

In summary, it is our opinion that the proposed development will have no impact on the surrounding transportation network. There are no predictable or foreseen conflicts expected from any aspect of the operations of this site including trip generation values, access to and egress from the site or parking.

Should you have any questions on the content of this Traffic Impact Statement, please contact the undersigned at (902) 233-1152, or by email at Roger@Ekistics.net.

Sincerely,

Original Signed

Roger N. Boychuk, P. Eng.
Senior Transportation Engineer

