

PO Box 1749
Halifax, Nova Scotia
B3J 3A5 Canada

MEMORANDUM

TO: Chair and Members of North West Planning Advisory Committee

FROM: Luc Ouellet, Planner III

DATE: July 14, 2016

SUBJECT: **Case 20384: Application by West Bedford Holdings to enter into a development agreement to enable three, 12-storey, and one, 6-storey multiple unit residential building on Innovation Drive near Hammonds Plains Road and Angus Morton Drive, Bedford.**

Proposal: There are four lots involved in the application, although only two of them are proposed to be developed (identified as Lot 1 and Lot 2 on Map 1). The other two lots (identified as Lot 3 and Lot 4 on Map 1) will be classified as unbuildable in the development agreement and will be used to convey density to the two buildable lots. The applicant is proposing to develop three multiple unit residential building on the bigger of the two buildable lots (identified as Lot 1 on Map 1), with heights of buildings in the range of eight to twelve storeys. The smaller of the two buildable lots (identified as Lot 2 on Map 1) is proposed to house a 6-storey multiple unit residential building. The four buildings will contain a total of 306 multiple residential units.

The applicant is not proposing to be the builder, but will instead sell the properties to one or two private builders. Therefore, the plans contained in Attachment B are only conceptual in nature. It is proposed that the language of the development agreement will need to be flexible enough to deal with a future sale of the lands, all the while containing appropriate controls to ensure a quality development and to minimize any potential negative impacts on surrounding properties.

Location: The subject lands are located on Innovation Drive, Bedford, in close proximity to the Hammonds Plains Road and Angus Morton Drive intersections (see Map 1).

Existing Use: All properties making up the subject lands are currently vacant.

Designation: The subject lands are designated Bedford West Secondary Planning Strategy (BWSPS) under the Bedford Municipal Planning Strategy (see Map 2). They are also included in Sub-area 3, which has a Mixed Use Business Campus (MUBC) Sub-designation.

Zoning: The subject lands are zoned BWBC (Bedford West Business Campus) under the Bedford Land Use By-law (see Map 3).

MPS Policy:

The current zoning permits multiple uses on the subject lands, however, a development agreement is required for any residential developments within the Mixed Use Business Campus Designation (Policy BW-37). Attachment E contains relevant policies.

Public Engagement:

The community engagement process is consistent with the intent of the HRM Community Engagement Strategy. The level of community engagement was intended to be consultation, achieved through a Public Information Meeting (PIM). A PIM was scheduled for June 2, 2016. Notices of the PIM were posted on the HRM website, in the newspaper and mailed to nearby property owners. However, the PIM was cancelled by the assigned Planner at 7:10 pm, due to the lack of attendance from members of the public. This memorandum therefore does not include minutes for a PIM. Nonetheless, two individuals did show up as staff were packing up and questions were informally answered and the two individuals were invited to make a submission via e-mail. One of the two individuals did submit questions and comments via e-mail, which is included as part of the package of public submission received (Attachment F).

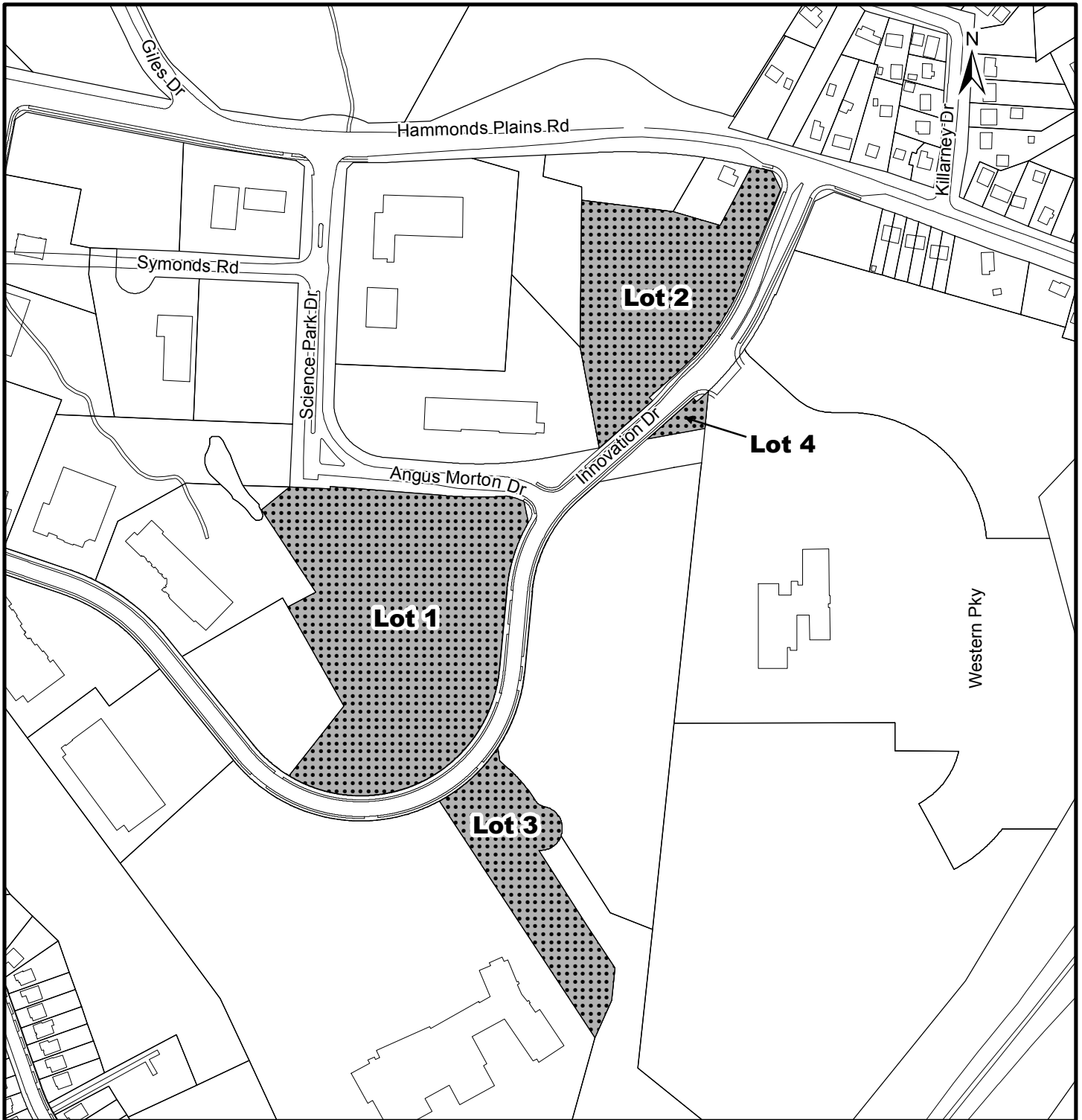
Input Sought from North West Planning Advisory Committee:

Pursuant to the NWPAC's Terms of Reference, feedback is sought from the Committee relative to the development agreement application. NWPAC's recommendation will be included in the staff report to North West Community Council.

Attachments:

- Map 1 Location
- Map 2 Generalized Future Land Use
- Map 3 Zoning and Notification


- Attachment A Application Letter
- Attachment B Concept Plans
- Attachment C Traffic Impact Assessment
- Attachment D Hollyhock Way Sight Lines Plan and Profile
- Attachment E Excerpt from the Bedford Municipal Planning Strategy
- Attachment F Public Submission



Map 1 - Location

Innovation Drive,
Bedford

HALIFAX

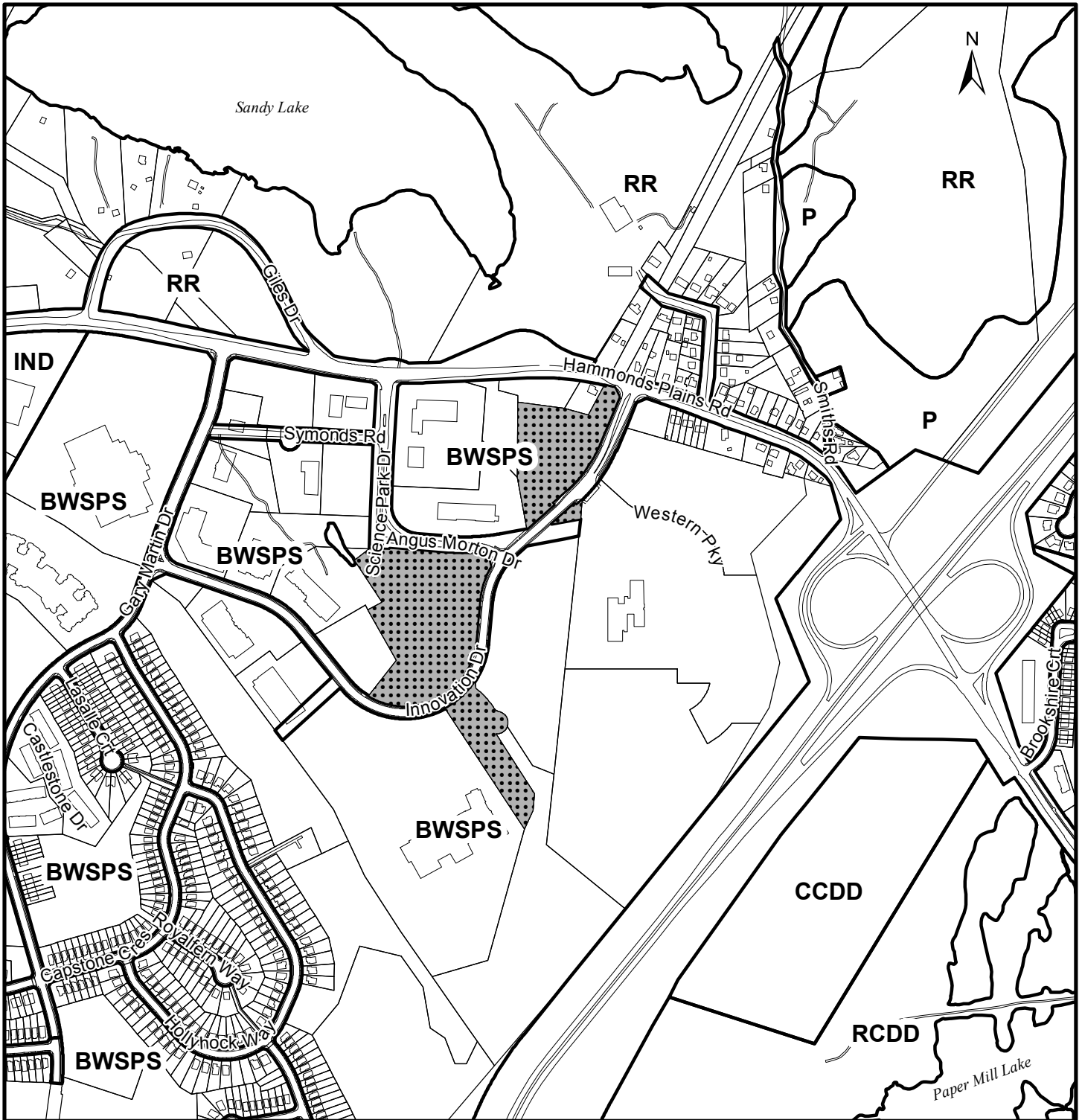
 Area of Proposed
Development Agreement



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.


Bedford
Plan Area



Map 2 - Generalized Future Land Use

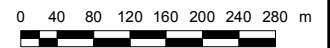
Innovation Drive,
Bedford

HALIFAX

 Area of Proposed Development Agreement

Designation

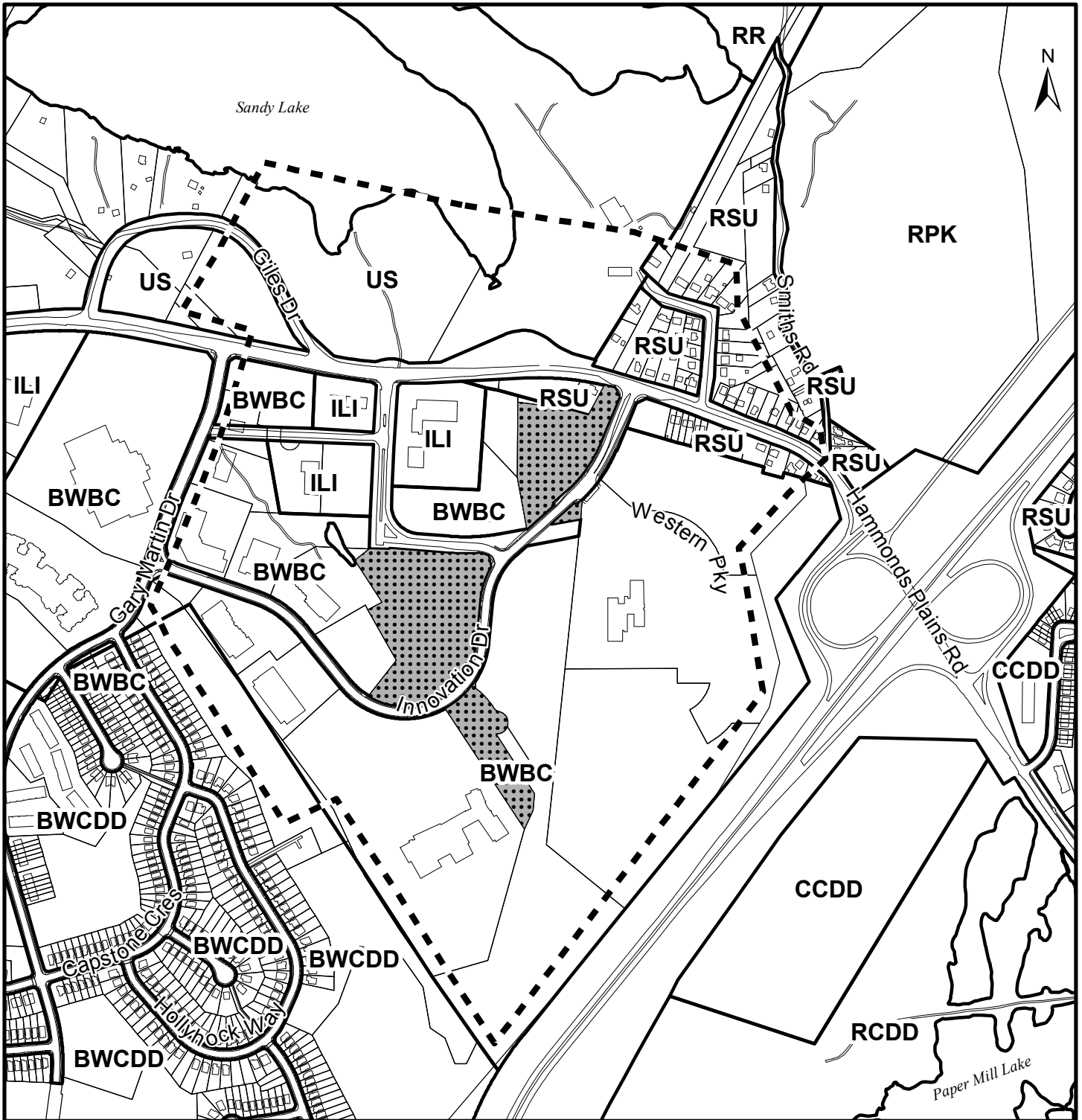
- RCDD Residential Comprehensive Development District
- RR Residential Reserve
- P Park and Recreation
- CCDD Commercial Comprehensive Development District
- IND Industrial
- BWSPS Bedford West Secondary Planning Strategy



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.


Bedford
Plan Area




Map 3 - Zoning and Notification

Innovation Drive,
Bedford

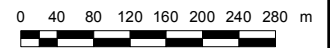
HALIFAX

 Area of Proposed Development Agreement

 Area of Notification

Zone

- RSU Single Unit Dwelling
- RCDD Residential Comprehensive Development District
- BWCDD Bedford West Comprehensive Development District
- RR Residential Reserve
- CCDD Commercial Comprehensive Development District
- ILI Light Industrial
- BWBC Bedford West Business Campus



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.

Bedford
Plan Area

Attachment A: Application Letter

February 2, 2016

Thea Langille, MCIP, LLP
Major Projects Planner
Planning and Development
Western Region, Halifax Regional Municipality
7071 Bayers Road, Suite 2005
Halifax, NS



Dear Ms. Langille:

RE: Development Agreement Application: Multiple Residential, Innovation Drive

West Bedford Holdings Limited (WBHL) is pleased to submit an application for development agreement to enable multiple residential development within the Bedford West Business Campus (BWBC). This application also seeks to retain existing rights under the current WBBC zoning, ultimately providing the option for either land use.

Site Description

As of 2007, lands within the BWBC, owned by WBHL, have evolved into a mixed-use neighbourhood consisting of civic facilities (BMO Centre, CPA High School and associated Community Centre), multiple residential housing, and business campus uses. In addition, HRM has confirmed their intent to acquire Block WBC-05 (Schedule A) for a future Park and Ride facility. The subject parcels are located on Innovation Drive and are serviced with municipal sewer and water. Lands to be included in the proposed development agreement are shown in Table 1 and illustrated in Schedule "A".

Parcel Name	PID	Area (Acres)
WBC02	41168261	4.18
WBC04	41288036	8.0
WBC06	41324443	2.0
Block AM-2	41263781	0.159
Innovation Dr./ Gladys Porter Pl.		2.87
Totals:		17.2

Table 1

Planning Rationale & Density

Three specific plan policies are particularly germane to this application, BW-37, Policy BW-32, and BW-16(a). Policy BW-37 recognises market uncertainties and permits the conversion of business campus uses to residential uses. Policy BW-37 states: "*Residential developments may be considered by development agreement within the Mixed Use Business Campus designation.*"

Consideration will be given to policy BW-32". Policy BW-32 addresses matters that shall be considered for development agreement applications within the Residential Neighbourhood Designation. We believe the proposed lot provisions and design criteria, discussed below, adequately addresses Policy BW-32.

The subject lands (Schedule "A") are designated "Mixed Use Business Campus", as identified on the Bedford West Community Concept Plan (Schedule BW-7) of the Bedford West Secondary Planning Strategy. These lands are subject to Policy BW-16 (a), which establishes a maximum density of 40 persons per acre within the mixed use business campus. Table 2 identifies parcel area, corresponding population, and the equivalent number of multiple residential units for each of the parcels included within the proposed development agreement. Notwithstanding municipal ownership of both Innovation Drive and Gladys Porter Place, density has been utilized from these roads as capital cost contribution calculations have included these lands at 40 persons per acre. A total of 306 multiple residential units can be attributed to 17.21 acres. These units will be allocated between blocks WBC-02 (74 units) and Block WBC04 (232 units). Precedent for this method of deriving density has been established under a previously approved development agreement on Innovation Drive (Case # 17847, 2012).

Parcel Name	Area (Acres)	Population (@40ppa)	Equivalent Multiple Residential Units
WBC02	4.18	167.2	74.3
WBC04	8.0	320	142.2
WBC06	2.0	80	35.5
Block AM-2	0.159	6.36	2.8
Innovation Dr./ Gladys Porter Pl.	2.87	114.8	51.02
Totals:	17.21	688.4	305.8

Table 2: Development Agreement Parcels and Equivalent Population and Residential Units

The specific number of buildings, building footprints, and site layout has not yet been determined and will be finalized at the time of development permit. Similar to existing development agreements within Bedford West, we believe it is best to create terms and conditions within a development agreement that would control design details such as: density, building form, architecture, pedestrian environment, and recreation space. These controls would give Council and the public an appropriate comfort level with the final development product.

As of late, a significant amount of time has been spent with HRM staff, articulating these types of design details for Sub-areas 7 & 8 of Bedford West (an agreement currently being considered by Council). We propose that the following lot provisions, and design criteria be incorporated in the development agreement.

Detailed Lot Provisions

- (a) Minimum lot frontage: 30.48 metres (100 feet)
18.28 metres (60 feet) on a curve or part thereof
- (b) Minimum lot area: 929 square metres (10,000 square feet)
- (c) Minimum front, side or rear yard: 6.10 metres (20 feet) or one half the height of the building, whichever is greater
(Front, side and rear yards are not applicable to interior property lines. Zero (0) yards are permitted on interior lot lines, subject to having a minimum 22.9 metres (75 feet) of building separation.)
- (d) Minimum flankage yard: 4.57 metres (15 feet)
- (e) Where a building has a parking podium or where a building tower portion is setback from the face of a building, the setbacks shall be measured as follows:
 - (i) For the parking podium or lower building, the parking podium or lower building, all setbacks shall meet the minimum setback required above or one half the height of the parking podium, whichever is greater; and
 - (ii) For the tower portion, the tower portion shall be setback, half the height of the tower.
- (f) Maximum lot coverage: 50%
- (g) Maximum building height: 12 habitable storeys on block WBC04;
6 habitable storeys on block WBC02
- (h) underground parking shall be provided to satisfy a minimum of fifty percent (50)% of the parking requirements.

Wind Mitigation

As a condition of the issuance of a development permit for buildings exceeding eight (8) storeys, the Developer shall submit a qualitative (desktop) wind impact assessment, prepared by a qualified professional. The assessment shall confirm, pursuant to industry standards, that wind conditions, as a result of the proposed building, are suitable for sitting, standing, or walking in the following areas:

- (a) Sitting: Areas around residential terraces, balconies, and outdoor amenity space at the ground or podium level during the summer;
- (b) Standing: Public and private sidewalks, trails and walkway located in areas adjoining the Lands and all main building lobby entrances during the spring, summer and fall seasons; and
- (c) Walking: Public sidewalks located in areas adjoining the Lands during spring, summer and fall seasons.

Pursuant to industry standards, the levels of comfort, noted above, shall be expected for a minimum of four out of five days (80% of the time) during the noted seasons.

Should a wind assessment for a proposed building not meet the required comfort levels, in order to achieve the specified levels of pedestrian comfort, mitigation measures, such as but not limited to the installation of canopies, screens, and vegetation shall be integrated into the building and site design. The Developer shall provide a letter, prepared by a qualified professional, identifying the design changes taken to mitigate wind issues identified in the wind assessment and identifying that the proposed building including any design changes are in compliance with comfort conditions identified above. Once the proposed building meets these conditions, and all other requirements of this Agreement, the Development Officer may issue relevant permits.

Site Lighting

Lighting shall be directed to driveways, parking areas, building entrances and walkways and shall be arranged so as to divert the light away from streets, adjacent lots and buildings.

Security lighting for multiple unit dwellings shall be directed to all walkways and parking areas. Freestanding security lighting shall not exceed a height of 5.4m (18 feet). All exterior lighting shall be directed downwards with luminaries shielded to prevent unnecessary glare.

The Developer shall prepare an exterior lighting plan, and submit it to the Development Officer for review to determine compliance with this Agreement. The lighting plan shall contain, but shall not be limited to, the following:

- (a) Plans indicating the location on the premises, and the type of illuminating devices, fixtures, lamps, supports, other devices;
- (b) The lighting plan shall include certification from a qualified person that the lighting plan meets the requirements of this Agreement; and
- (c) Prior to building occupancy, the Developer shall provide to the Development Officer a written confirmation from a qualified person that the installation of lighting meets the requirements of this Agreement.

Design Criteria

Multi-unit building developments shall conform with the following design criteria:

- a) Architectural detailing including, but not limited to, lintels, pediments, pilasters, columns, porticos, overhangs, cornerboards, frieze, fascia boards, shall be incorporated on all facades of the building;
- b) Propane tanks and electrical transformers and all other exterior utility boxes shall be located and secured in accordance with the applicable approval agencies. These facilities shall be screened by means of opaque fencing, structural walls or view obstructing landscaping;
- c) Electrical power, telephone, cable and similar utilities shall be brought by underground conduit to the building;
- d) All exposed foundation in excess of 0.61 metres (2 feet) in height shall be architecturally detailed or veneered with stone or brick;

- e) All exposed lumber on the exterior shall be painted, stained or clad in a painted metal or vinyl;
- f) Mechanical equipment shall be screened from view by a combination of architectural treatments, fencing and view obstructing landscaping;
- g) Residential towers located on the same lots shall be a minimum of 22.9 metres (75 feet) apart;
- h) Exposed underground parking shall not exceed 1.37m (4.5 feet) above grade facing a public street;
- i) The rooftop or top floor of a building shall include design elements, a change in building materials or colour to accentuate the top storey. The Development Officer may permit the extension of these elements beyond the face of the lower floors of the building;
- j) Pedestrian walkways shall be provided from the street to the main entrance of the multiple unit dwelling. Such walkways shall be a minimum of 1.5 metres (5 feet) in width and be constructed of concrete or asphalt;
- k) All buildings will be designed to include a discernible top, middle and bottom by use of different architectural elements and treatments, materials and colours and tones, to break up vertical massing;
- l) Buildings shall not have a floor width greater than 38 metres (125 feet) with the exception of the base or podium and architectural elements at the top of a building;
- m) Design the top of the building and/or the top of its podium to include communal outdoor amenity space. Nothing in this agreement shall preclude the placement of green roofs, rainwater recovery and solar panels on rooftops ;
- n) Each dwelling unit shall have an exterior balcony with a minimum depth of 1.53 metres (five feet) and an area of 4.65 square metres (50 square feet); and
- o) The perimeter of all parking areas shall be screened from adjacent streets, public sidewalks, and adjacent uses by either of the following methods:
 - i) A berm 1 metre (3.3 feet) high with a maximum slope of 3 (horizontal):1 (vertical) in combination with coniferous and deciduous trees and shrubs, or
 - ii) A low view obstructing landscaped hedge at least 1 metre (3.3 feet) high, planted in a triangular pattern so as to achieve full screening at maturity; or
 - iii) A low decorative masonry wall at least 1 metre (3.3 feet) high in combination with view obstructing landscaping; or
 - iv) Natural view obstructing vegetation; or
 - v) A combination of any of these methods.

Site Amenities / Recreation

Formal subdivision parkland requirements for the proposed development have been addressed in the Sub-area 3-4 development agreement. Clause 3.6.3 of the agreement acknowledges that the parkland dedication within Sub-area 3-4 is sufficient to serve future development of the business campus. From a recreation perspective, play areas, including soccer fields and basketball courts, are located at the new CPA High School. These sites are also well served with access to community walking trails located adjacent to CPA High School. Notwithstanding existing recreation opportunities, we recognize the importance of including amenity space, specifically for the residents of these multiple residential clusters.

To this end, we are proposing a mixture of indoor and outdoor site amenities and recreation spaces be provided. Specifically, Block WBC-04 shall contain a minimum 1,672 square metres (18,000 sq.ft.) of outdoor recreation space. Outdoor recreation spaces may be located on landscaped podiums and may include but is not limited to swimming pools, walking tracks, garden / sitting areas, and open play areas with natural or artificial surfaces. Outdoor recreation space may be clustered in one recreation area or may be decentralized into various recreation areas. In addition to outdoor recreation areas, indoor amenity space shall also be provided. Indoor amenity space may include, but is not limited to recreation rooms, libraries, exercise rooms and swimming pools. The amount of indoor amenity space required shall be 2.0 square metres (21.5 square feet) per dwelling unit. Indoor amenity space may be clustered and contained in one building.

Viable outdoor recreation space is not feasible on Block WBC-02 due to the natural topography. However, Block WBC-02 shall include adequate indoor amenity or recreation space of 2.0 square metres (21.5 square feet) per dwelling unit. Indoor amenity space may include, but is not limited to recreation rooms, libraries, exercise rooms and swimming pools.

Conceptual Layout

With the above criteria in mind, Kassner Goodspeed Architects Ltd. were commissioned to prepare several graphic renderings illustrating the proposed massing and building relationships of the site. Schedule 'B' illustrates a proposed master plan for these sites. Block WBC04 contains three buildings utilizing a joint parking podium. The required outdoor amenity space will necessitate that the top podium deck be landscaped and essentially developed into a recreation area, creating an asset for the residents. Schedule 'C' depicts a perspective view of Block WBC04. Eight to twelve-storey buildings, proposed under this concept, are compatible with the surrounding uses. The podiums facing the public street may also contain minor community commercial uses. Appropriate setbacks also ensure that sufficient landscaped area will exist between Innovation Drive and the buildings. Schedule 'D' provides a perspective view of Block WBC02. Although this site is challenging from a grade perspective (not represented in the massing perspective), as well as bisected with power lines, the site is still able to maintain green areas adjacent Innovation Drive and will be capped at six-storeys. For further clarification, these illustrations are intended for demonstrative purposes only; the final customer will have unique designs, which will conform to the development agreement regulations established through this process.

Traffic & Infrastructure

The conversion from mixed use business campus to multiple residential dwellings has negligible impact on traffic volumes. WSP Canada Inc. has provided a traffic impact statement (enclosed). Their concluding remarks state the following, *"While the directional split for residential trips results in some additional trips exiting the development during the AM peak hour and entering during the PM peak hour, the change from commercial to residential land use is expected to reduce the estimated number of two-way trips by approximately 50% during both AM and PM*

peak hours. The change in land use from commercial to multi-unit residential is not expected to have any significant effect to traffic impacts of the development.” (WSP Canada Inc., 2015, p.3).

DesignPoint Engineering & Surveying Ltd. conducted a review of the existing sanitary system and concluded that the replacement of business campus uses with 306 multiple residential units can be accommodated by the downstream sanitary system. The full report is enclosed.

Stormwater management plans have been previously submitted for these lots. “Master Stormwater Management Plan for The Parks of West Bedford Subareas 3, 4 and 6” was prepared by Stantec in December, 2007. Additional copies of this document are available.

We trust this submission is satisfactory to begin the development agreement application process. Please advise should you require additional information. We look forward to discussing this proposal with you at your convenience.

Yours Truly,

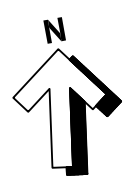
West Bedford Holdings Limited

Original Signed

Kevin Neatt
Manager – Community Design
Clayton Developments Limited.

Attachment B: Concept Plans

Schedule A

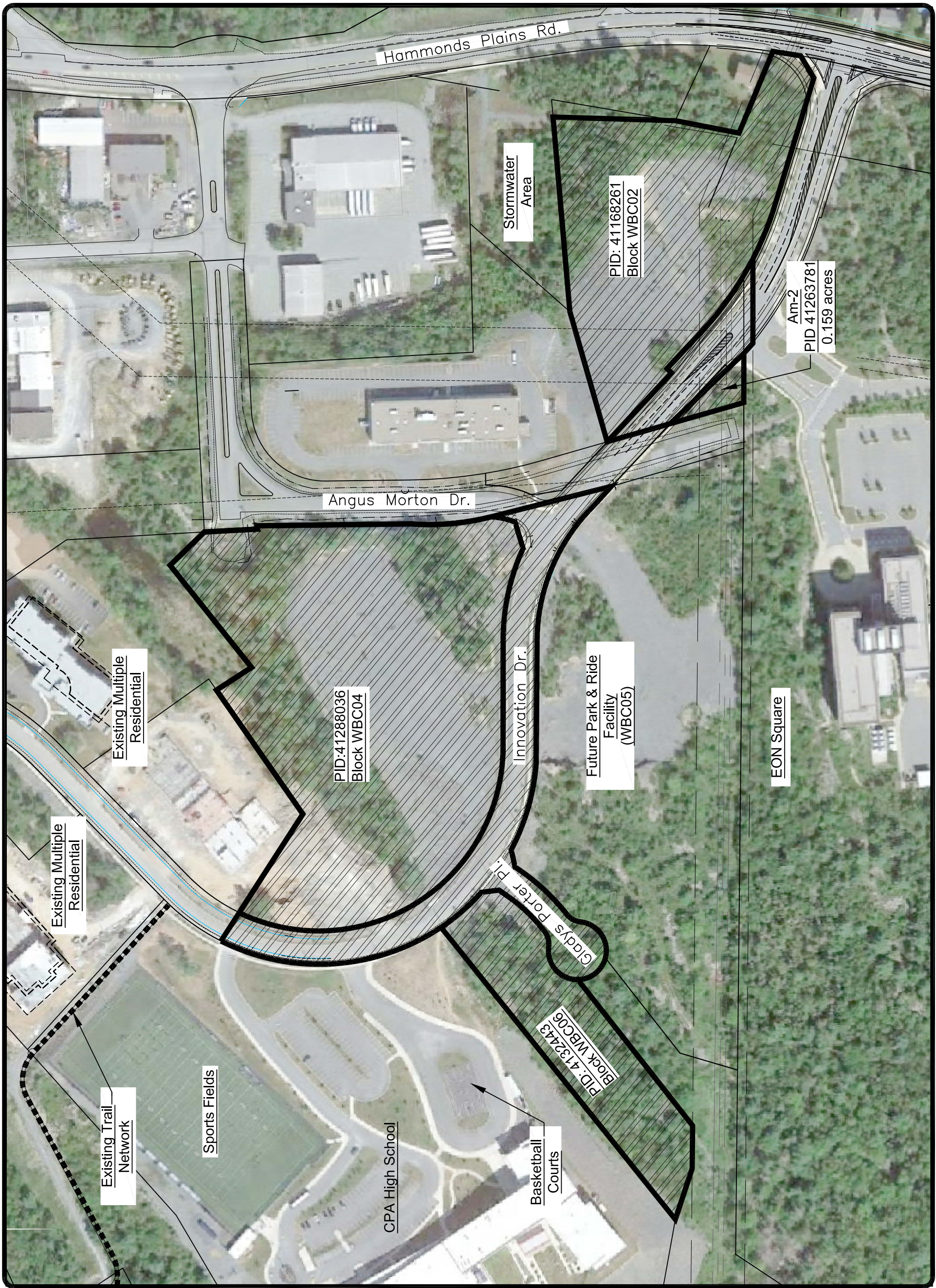


<u>Development Area</u>
<u>17.2 Acres</u>
<u>Block WBC02</u> 4.18 Acre Site
<u>Block WBC04</u> 8.0 Acre Site
<u>Block WBC06</u> 2.0 Acre Site
<u>Block AM-2</u> 0.159 Acre Site
<u>Roads</u> (Innovation Dr & Gladys Porter Pl.) 2.87 acres
17.2 "Density Acres" 17.2 x 40ppa 688 People 306 Multiple residential units

<u>FILE</u> Innovation DA
<u>SCALE</u> N.T.S
<u>CREATION DATE</u> Apr 05, 2016

PROJECT West Bedford

DRAWING Innovation Dr. Development Agreement Area

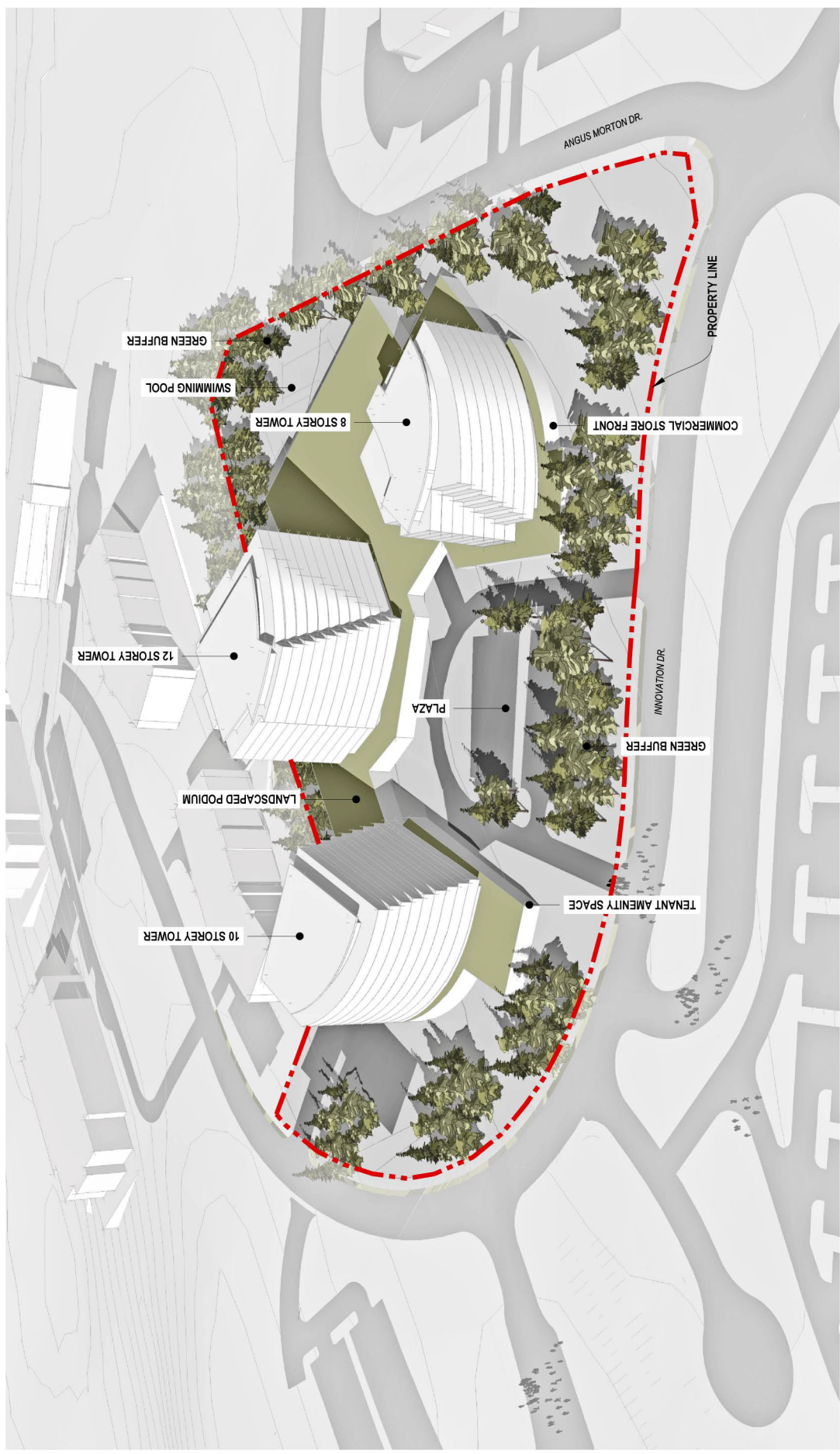




PROPOSED MIX-USE DEVELOPMENT



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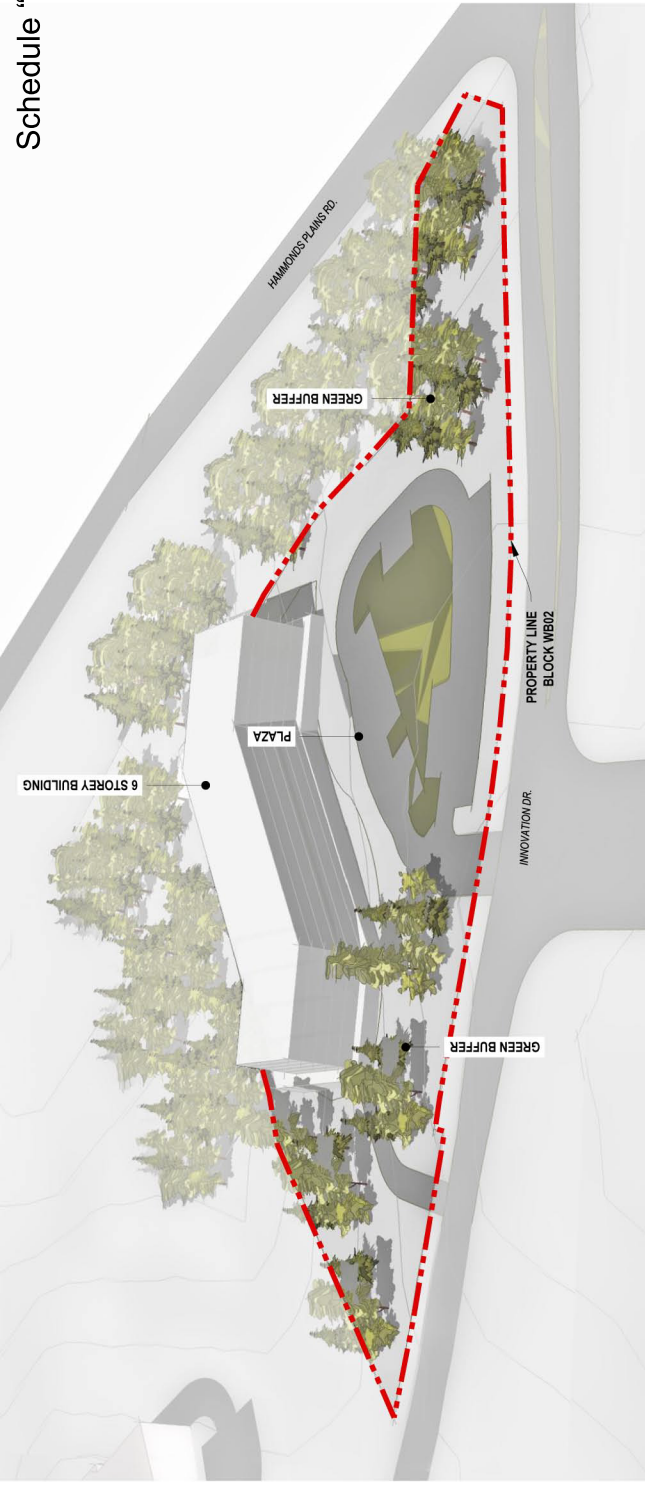


PROPOSED MIX-USE DEVELOPMENT
 BLOCK WB04 INNOVATION DRIVE, BEDFORD, NS

PERSPECTIVE VIEW
 CONCEPT



Schedule "D"



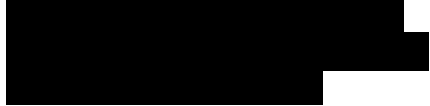
Attachment C: Traffic Impact Assessment



Ref. No. 121-13751 (2015)

November 18, 2015

Mr. Kevin Neatt



RE: Trip Generation Comparisons, Blocks WB02, WB04, and WB 9R, Innovation Drive, Bedford West

Dear Mr. Neatt:

Bedford West Holdings Ltd. is proposing to change the proposed land use from commercial to multi-unit residential for development of Blocks WB02, WB04, and WB 9R, Innovation Drive, Bedford West (Figure 1). This is the trip generation comparison letter that you requested for making applications to Halifax Regional Municipality (HRM).

Description of Previous and Proposed Development Concepts - The previously considered commercial land uses and current proposed residential land uses are summarized in Table 1.

Block	Previous Commercial Use (Sq. Ft.)	Current Proposed Residential Use (Apartment Units)	
		Mid-Rise Units	High Rise Units
WB02	31,600	66	-
WB04	72,000	-	240
WB 9R	16,500	No Development	No Development
TOTALS	120,100	66	240

Trip Generation Estimates - Trip generation estimates (Table 2) have been prepared using published rates from *Trip Generation, 9th Edition* (Institute of Transportation Engineers, 2012). It is assumed that the previous development proposal with 120,100 square feet of commercial space would include 90% General Office (Land Use 710) and 10% Specialty Retail (Land Use 826). Trips generated by the proposed residential development have been calculated for 240 High-Rise Apartment units (Land Use 222) and 66 Mid-Rise Apartment units (Land Use 223).

Trip generation estimates (Table 2) for the **previous proposed development** include 185 two-way vehicle trips (157 entering and 28 exiting) during the AM peak hour and 193 two-way vehicle trips (41 entering and 152 exiting) during the PM peak hour.

Trip generation estimates (Table 2) for the **current proposed development** include 92 two-way vehicle trips (24 entering and 68 exiting) during the AM peak hour and 110 two-way vehicle trips (66 entering and 44 exiting) during the PM peak hour.



Block WB02
4.18 Acre Site

Block WB04
8.0 Acre Site

Block WB 9R
2.0 Acre Site

Road
3.03 acres

17.2 "Density Acres"
17.2 x 40ppa
688 People
306 Multiple residential units

Figure 1

FILE
MULTIPLE -3 BUILDING
LAYOUT-A concept plan.dwg

SCALE
N.T.S.

CREATION DATE
Nov 16, 2015

PROJECT
West Bedford

DRAWING
Conceptual Multiple
Residential
Development Area

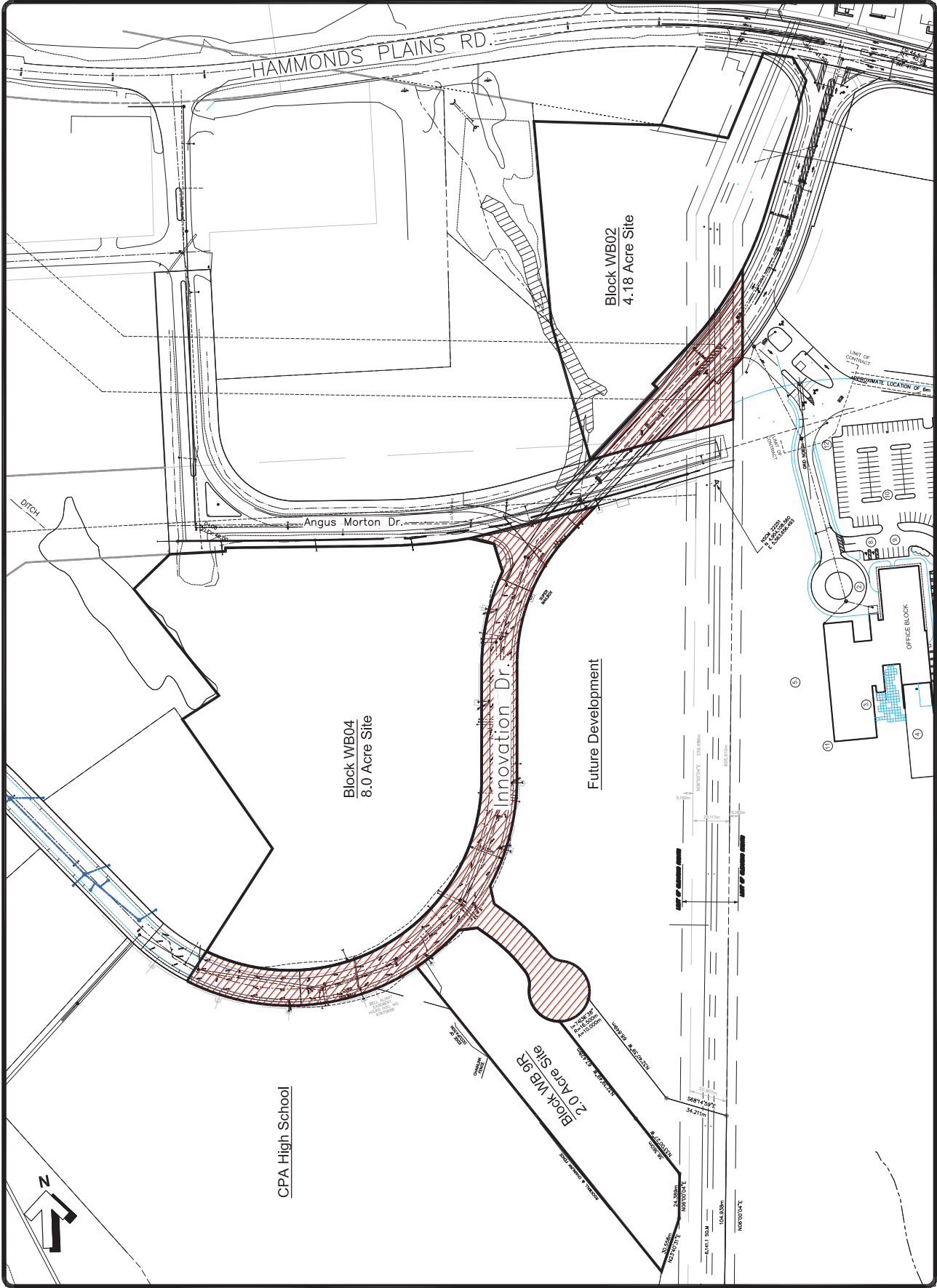


Table 1 - Trip Generation Estimates for Previous Commercial and Proposed Residential Developments									
Land Use ¹	Number Units ²	Trip Generation Rates ¹				Trips Generated ³			
		AM Peak		PM Peak		AM Peak		PM Peak	
		In	Out	In	Out	In	Out	In	Out
Trip Generation Estimate for Previous Proposed Commercial Development									
General Office (Land Use 710)	108.1 KGFA	1.37	0.19	0.25	1.24	148	21	27	134
Specialty Retail ⁴ (Land Use 826)	12.0 KGLA	0.76	0.60	1.19	1.52	9	7	14	18
Trip Generation Estimates for Previous Proposed Development						157	28	41	152
Trip Generation Estimate for Current Proposed Multi-Unit and Commercial Development									
High-Rise Apartment (Land Use 222)	240 Units	0.075	0.225	0.214	0.136	18	54	51	33
Mid-Rise Apartment (Land Use 223)	66 Units	0.093	0.207	0.226	0.164	6	14	15	11
Trip Generation Estimates for Current Proposed Development						24	68	66	44
Comparison Trip Generation Estimates Previous Commercial Development and Current Residential Development									
Commercial Trip Estimates less Residential Trip Estimates						133	(40)	(25)	108
NOTES: 1. Trip generation rates are for indicated Land Uses and Land Use Codes, <i>Trip Generation, 9th Edition</i> , Institute of Transportation Engineers, 2012. 2. KGLA is 'Gross Leasable Area x 1000 square feet'. KGFA is 'Gross Floor Area x 1000 square feet'. 3. Rates are 'vehicles per hour per unit'; trips generated are 'vehicles per hour for peak hours'. 4. The Specialty Retail (Land Use 826) rate for 'Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 PM' has been used. Since there is no published rate for the AM peak hour of adjacent street for this Land Use, and since AM peak hour trips to Specialty Retail are generally low, AM trip rates have been assumed to be 50% of the PM rate with reversal of the directional split.									

Conclusion - While the directional split for residential trips results in some additional trips exiting the development during the AM peak hour and entering during the PM peak hour, the change from commercial to residential land use is expected to reduce the estimated number of two-way trips by approximately 50% during both AM and PM peak hours. The change in land use from commercial to multi-unit residential is not expected to have any significant effect to traffic impacts of the development.

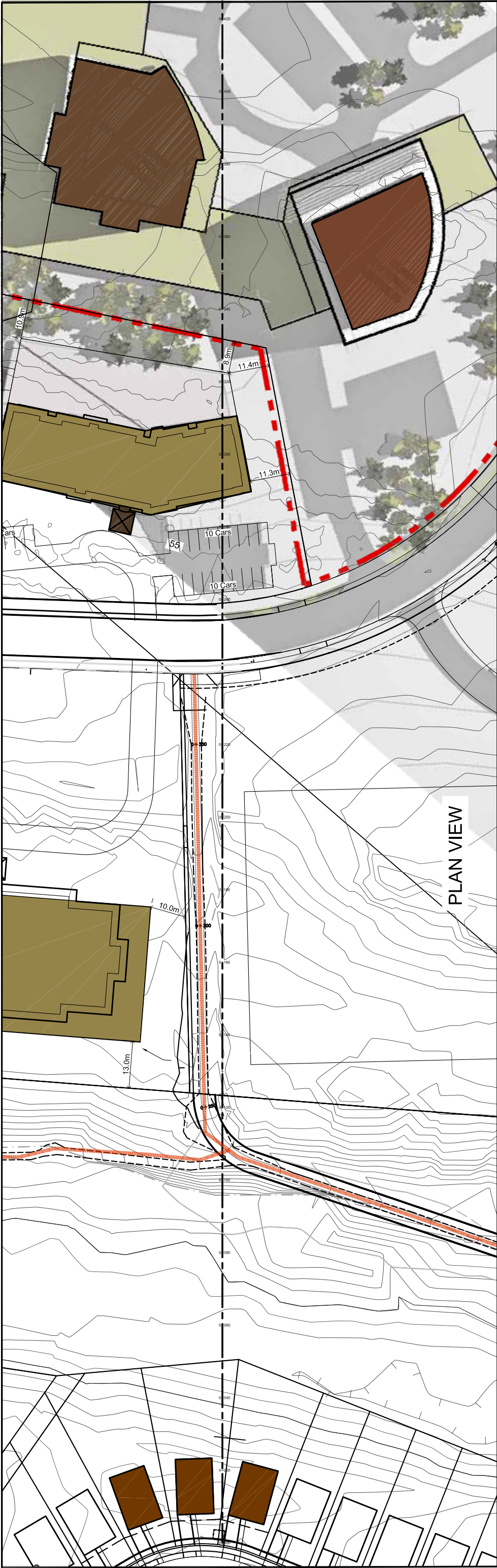
If you have questions, or require additional information, please contact me by Email to ken.obrien@wspgroup.com or telephone 902-443-7747.

Sincerely:
Original Signed

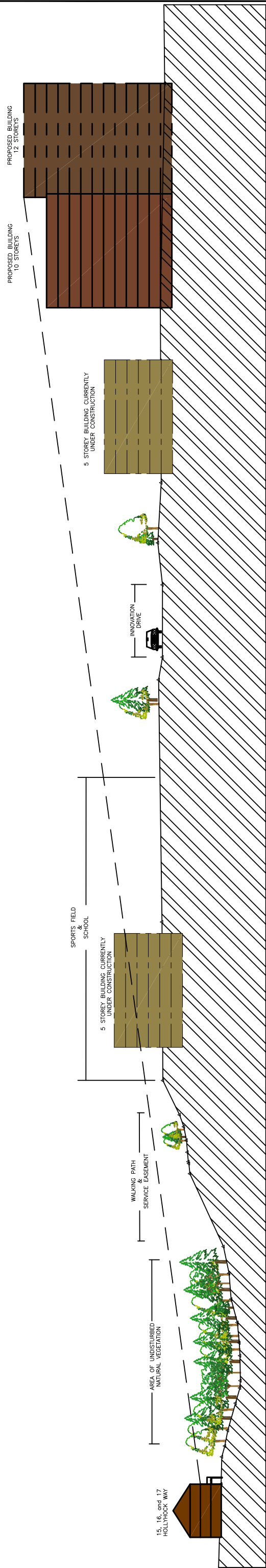
Ken O'Brien, P. Eng.
 Senior Traffic Engineer
 WSP Canada Inc.



Attachment D: Hollyhock Way Sight Lines Plans and Profile



PROFILE VIEW



Attachment E: Excerpts from the Bedford Municipal Planning Strategy

Trigger Policy

Policy BW-37:

Residential developments may be considered by development agreement within the Mixed Use Business Campus Designation. Consideration will be given to policy BW-32.

Supporting Policy

Policy BW-32:

The following matters shall be considered for all development agreement applications within a Residential Neighbourhood Designation shown on Schedule BW-7:

- a) the density of housing units shall not exceed 6 units per acre per Sub-Area except that if the maximum density permitted in one development Sub-Area is not achieved, the Municipality may consider transferring the difference between the maximum permitted and actual number of housing units to another development Sub-Area provided all policy criterion can be satisfied and the housing density does not exceed seven units per acre in any development Sub-Area;
- b) community facilities such as schools, churches and day care centres and businesses that provide goods and services at a neighbourhood level, such as convenience stores, may be permitted within a residential neighbourhood. Convenience stores shall be encouraged to locate at intersections with a Community Collector Street and at transit stops;
- c) sidewalks and pathways facilitate comfortable and convenient pedestrian travel to transit stops on the Community Collector Street System, the Community Trail System and to community services;
- d) the design of neighbourhood streets facilitate shared use by cyclists and encourage safe vehicular speeds and discourage short-cutting and excessive speeds by automobile while enabling direct routes for pedestrians and cyclists;
- e) a variety of housing types is provided within each Sub-Area and distributed so as to avoid a congested appearance of streetscapes. Consideration shall be given, but not limited, to the design guidelines of policies R-12A, R-12B and R-12C of the Municipal Planning Strategy, although the limitations placed on building height and units per building under policy R-12A shall not be applied;
- f) the allocation of housing and the massing and placement of buildings contributes to a sense of community vitality, energy conservation, surveillance of public spaces and provides an effective integration with established neighbourhoods;
- g) building locations, height, scale, site and architectural design, landscaping, and streetscape elements reinforce the themes of neighbourhood identity, pedestrian safety and compatibility with the natural environment;
- h) single unit dwelling lots have a minimum street frontage of 40 feet, a minimum area of 4,000 square feet, a minimum side yard of 4 feet, and a minimum separation of 12 feet between buildings;
- i) natural vegetation, landscaping or screening is employed around parking areas for institutional and multiple unit buildings to provide screening from streets and, for buildings containing forty-eight or more housing units, provision of underground parking or a structure allowing for stacked parking shall be a mandatory component of the on-site parking supply;

- j) Vegetation is maintained or landscaping measures, a fence or other physical barrier provided so as to provide a buffer between new developments and commercial or industrial developments which is effective in ensuring public safety and mitigating visual or noise impacts;
- k) all open space dedications proposed conform with the objectives and policies adopted for open space under this secondary planning strategy and any administrative guidelines adopted by the Municipality; and
- l) the proposal conforms with all applicable provisions and requirements adopted under this Secondary Planning Strategy regarding environmental protection, the community transportation system and municipal services.

Attachment F: Public Submission

Ouellet, Luc

From: Ariana Development [REDACTED]
Sent: May-25-16 1:07 PM
To: Ouellet, Luc
Subject: Case 2038Details.php

Hello Mr, Ouellet,

On behalf of Ariana Developments, I have reviewed the Notice of Public Information Meeting in regards to West Bedford Holdings' application, and would like to express my thoughts in regards to this proposal. Currently, we have two residential projects in this area, which we started under the assumption that this zone will remain as a business campus. If West Bedford Holding's proposal is approved, this site will be highly populated by residential buildings, which in turn will influence our business, the area's population density and traffic. As such, we would like to express our opposition to this proposal.

Regards,
Ariana Development Ltd

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Ouellet, Luc

From: [REDACTED]
Sent: June-03-16 12:46 PM
To: Ouellet, Luc
Cc: [REDACTED]
Subject: Meeting BMO (HRM) - 7pm Thursday 2 June 2016 Innovation Drive

Good morning Mr Ouellet;

Just following up on a few points from last evenings planning meeting. Firstly I would like to have my name placed on record as attending.

Tessa Burney - 25 Killarney Drive - Resident/Bedford

My apologies for being 15 min late as I was at a meeting at the High School for my sons football team, however I assumed the presentation would be at least an hour. Is there a policy in place setting out the amount of time/length for these meeting to allow people time to show up? In addition I would like to have a copy of the list of the addresses that the letter regarding last evenings meeting were mailed to.

The reason I attended the meeting was to hear what plans if any had been put in place (infrastructure/roads/lights) to accommodate adding more people/cars be it office buildings or apartment/condo's to an already overly congested poorly designed/planned/controlled traffic situation.

Hammond's Plains road, specifically the intersection at Innovation Drive still has the unresolved issue of 5 lanes changing into 4 lanes along with lack of parking.

At various times of high traffic during the day the middle lane (blending lane? -5th) is full sometimes all the way back to Smith's Road which does not allow me to turn left when driving back from dropping my son at school (CPA) in the morning or picking him up in the afternoon.

The school bus is another issue that should have been addressed when the 5 lane highway was built. I have over the years been dealing with Stock transport, the HRM, School Board, and police department to try to educate the public to stop when the school bus lights turn red STOP. Unfortunately, I strongly believe that no matter how many days the police sit at the intersection of Killarney Drive and Hammonds Plains Road and write tickets the public simply does not get it. When they get to court they tell the judge that they went past the school bus because the person in front of them did. They simply do not understand that no matter how many lanes 2, 4, 6, 8 when the "red" light goes on the bus all traffic needs to stop in both directions.

The solution to the school bus is to have the bus turn right onto Killarney to drop of the children and then either turn around in the parking lot of Sandy Lake Academy or speak to them, meaning Sanding Lake Academy, about using their private driveway to turn out of to get back onto Hammonds Plain's Road.

The lack of a proper/safe crosswalk at the intersection of Hammonds Plains Road and Innovation Drive is another issue that needs addressing as the present traffic situation makes this an **impossible and very unsafe road to cross.**

You mentioned last evening that there is a disconnect between the Province (regarding the highway portion connecting bedford to this area) and the HRM in terms of working through these present issues. As a tax paying resident of Bedford I would like to see **more transparency** regarding all these issues.

Regards,

Tessa Burney




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Ouellet, Luc

From: [REDACTED]
Sent: June-17-16 2:43 PM
To: Ouellet, Luc
Subject: Case 20384, West Bedford Holdings

Hello Mr. Ouellet,

In regards to the development mentioned in Case # 20384 we would like to object to the approval of the project. Our property is [REDACTED] Hammonds Plains Road. We have multiple objections but below is our main concerns

-The project is directly behind our lot and will negatively affect in a number of ways. There will be increased noise, congestion. We will this development is going to negatively affect our property and our ability to sell our property.

-Also we have privacy concerns as multiple story building will be essentially overlooking our back yard and home.

-We feel that the quality of life in the community will be negatively affected by this development as this portion on Innovation Drive/Hammonds Plains Road is all detached single dwellings, we feel the addition of a high rise tower will be detrimental to the quality of life of the residents on this street, as there is already enough congestion as is.

Thank you,

Mat Jarrar
[REDACTED]
[REDACTED]