

## **NOTICE OF PUBLIC INFORMATION MEETING BEDFORD/HALIFAX**

The North West Planning Advisory Committee and HRM Planning Staff will be holding a public meeting on Monday, April 7, 2014, beginning at 7:00 p.m. at St. Peter's Anglican Church Hall, 3 Dakin Drive, Halifax, NS, to discuss the following application:

**Case 18514 - Application by Clayton Developments, on behalf of Cresco Holdings Limited, to:**

- a) **amend the Bedford Municipal Planning Strategy (Bedford West Secondary Planning Strategy (SPS) and Bedford South SPS) and the Halifax Municipal Planning Strategy (Bedford West SPS and Wentworth SPS) to enable the re-allocation of residential units in the vicinity of the Larry Uteck Boulevard interchange, Bedford; more specifically from Bedford West Sub-Area 9 (south of the Larry Uteck Boulevard Interchange) to Wentworth/Bedford South (south of 530 Starboard Drive), by development agreement;**
- b) **amend the existing development agreement for Bedford West Sub-Area 9 to reduce the number of multiple unit dwellings by 118 units including the removal of a 50 unit multiple unit dwelling from site MR-2, located west of the Larry Uteck Boulevard Interchange, and the removal of 68 units from site CMR-1, located southeast of the Larry Uteck Boulevard Interchange; and**
- c) **amend the existing development agreement for Wentworth/Bedford South (east and south of 530 Starboard Drive) to:**
  - i) **add 118 multiple unit dwellings to the parcel of land south of 530 Starboard Drive;**
  - ii) **permit the reconfiguration of parkland (1.7 acres) on Road D;**
  - iii) **identify the location where Transom Drive connects with Starboard Drive;**
  - iv) **reconfigure Road "C" (connecting to Fleetview Drive) from a crescent street to a cul-de-sac;**
  - v) **permit the establishment of 45 foot wide single unit dwelling lots on Starboard Drive;**
  - vi) **permit the establishment of 34 foot wide single unit dwelling lots on Fleetview Drive;**
  - vii) **permit the establishment of a Community Commercial site at Starboard Drive and Road D (east of 530 Starboard Drive).**

The purpose of the meeting is to receive feedback regarding the above-noted application. The applicant will be present to discuss the proposal. Planning staff will be present to discuss the process and the application with respect to the provisions of the Municipal Planning Strategies and Land Use By-laws for Bedford and Halifax. The meeting is open to anyone who wishes to attend to seek information about the proposal and/or express any comments which they may have.

A copy of the initiation report is available upon request by contacting Planning Applications at 490-4393. Alternatively, additional information can be viewed at the following website address:

<http://www.halifax.ca/planning/applications/Case18514Details.php>

**PROPOSAL INFORMATION: Case 18514**

**APPLICANT:** Clayton Developments, on behalf of Cresco Holdings Limited

**REQUEST:** To amend the Bedford Municipal Planning Strategy (Bedford West Secondary Planning Strategy (SPS) and Bedford South SPS) and the Halifax Municipal Planning Strategy (Bedford West SPS and Wentworth SPS) as outlined on the reverse side of this page.

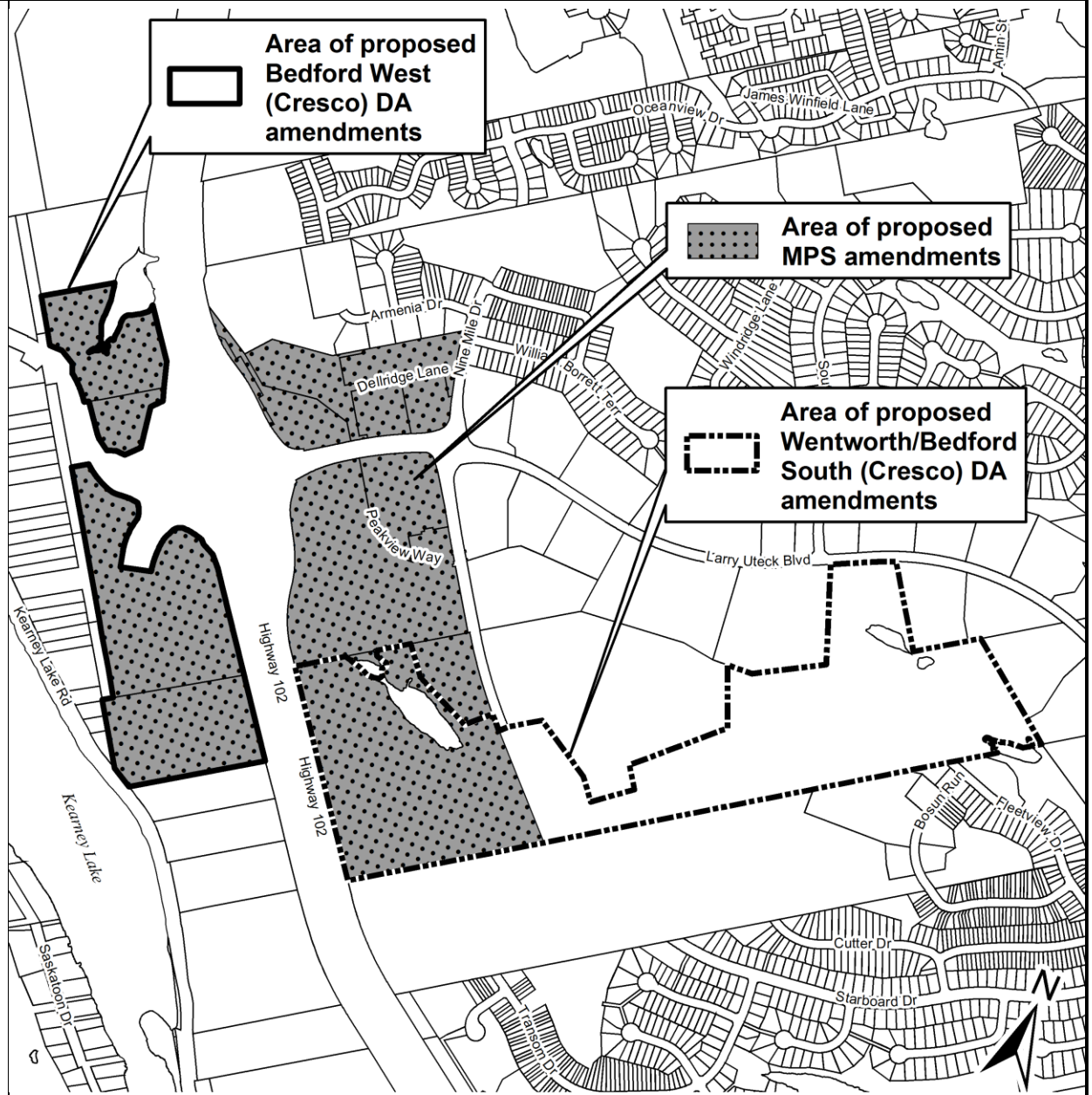
**PROPOSAL:** The applicant is seeking to enable the re-allocation of residential units in the vicinity of the Larry Uteck Boulevard interchange. Further, the applicant is proposing to amend the existing development agreements for Bedford West and Wentworth/Bedford South as outlined on the reverse side of this page.

**DISTRICT:** 16 (Bedford - Wentworth) – Councillor Tim Outhit

**SITE INFORMATION: Bedford West/Wentworth/Bedford South**


**PLAN AREA:**

- Halifax Plan Area (Bedford West Secondary Planning Strategy)
- Bedford Plan Area (Bedford West Secondary Planning Strategy)



For further information, please contact **Andrew Bone**, Senior Planner, (902) 490-6743, bonea@halifax.ca or visit <http://www.halifax.ca/planning/applications/Case18514Details.php>

**Item No.11.1.11**  
**Halifax Regional Council**  
**September 10, 2013**

**TO:** Mayor Savage and Members of Halifax Regional Council  
Original signed by 

**SUBMITTED BY:** \_\_\_\_\_  
Richard Butts, Chief Administrative Officer

Original Signed by \_\_\_\_\_  
Mike Labrecque, Deputy Chief Administrative Officer

**DATE:** August 26, 2013

**SUBJECT:** **Case 18514 – Initiation of Amendments to the Bedford South, Wentworth and Bedford West Secondary Planning Strategies to change residential density near the Larry Uteck Blvd. Interchange, Bedford and Halifax**

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**ORIGIN**

Application by Clayton Developments Limited on behalf of Cresco Holdings Ltd.

**LEGISLATIVE AUTHORITY**

*Halifax Regional Municipality Charter, Part VIII, Planning & Development*

**RECOMMENDATION**

It is recommended that Halifax Regional Council:

1. Authorize staff to initiate the process to consider amending the Bedford South, Wentworth and Bedford West Secondary Planning Strategies (SPS's) and subsequently, Bedford and Halifax Mainland Land Use By-laws and supporting Development Agreements, to enable reallocation of residential density near the Larry Uteck Boulevard Interchange in Bedford and Halifax;
2. Direct staff to include a policy provision requiring the completion and connection of Starboard Drive prior to Construction Permits being issued for the proposed reallocation of residential density around the Larry Uteck Boulevard Interchange; and
3. Request staff follow the public participation program as approved by Council in February 1997.

## **BACKGROUND**

An application has been submitted by Clayton Developments, on behalf of Cresco Holdings Limited, to create site-specific policy to enable the reallocation of residential density near the Larry Uteck Boulevard Interchange in Bedford and Halifax. Specifically, Cresco Holdings Limited has approval for commercial and residential development on the northwest corner of the Interchange. They wish to transfer 118 residential units from the northeast corner to the southeast corner of the Interchange off Starboard Drive (Map 1, Site A to Site B). The existing policies enable a mix of commercial and residential development to be considered by development agreement on both sides of the Interchange. However, these policies do not enable the reallocation of development rights from one side of the Larry Uteck Boulevard Interchange to the other. Therefore, an amendment to the existing policies is being requested.

### **Location, Designation, Zoning and Surrounding Land Use**

The subject lands are:

- located immediately to the north west and south east of the Larry Uteck Boulevard Interchange (Maps 1, 2 and 3);
- located within the Bedford and Halifax Municipal Planning Strategies (Maps 1 and 2);
- located within the Bedford South, Wentworth and Bedford West Secondary Planning Strategies (SPS) (Map 1);
- encompassed by three approved development agreements:
  - Case 01159 (*lands near the Interchange and Peakview Way – See Map 1*)
  - Case 01194 (*lands labelled Site B on Maps 1,2 and 3*)
  - Case 16666 (*Sub Area 9 and 10 – see Map 2*)
- designated Urban Settlement under the Regional Municipal Planning Strategy;
- designated Bedford South Comprehensive Development District, Wentworth Comprehensive Development District and Bedford West Comprehensive Development District (Map 1); and
- zoned BSCDD (Bedford South Comprehensive Development District) Zone, WCDD (Wentworth Comprehensive Development District) Zone and BWCDD (Bedford West Comprehensive Development District) Zone (Map 3).

### **The Proposal**

Clayton Developments Ltd, on behalf of Cresco Holdings Ltd., wish to amend the Bedford South, Wentworth and Bedford West SPSs to create policy to enable Council to consider the relocation of 118 multiple dwelling units from the Bedford West SPS (north-west) side of the interchange (Map 1, Site A) to the Bedford South SPS and Wentworth SPS (south-east) side of the interchange (Map 1, Site B) by development agreement.

### **Existing Planning Policy Context**

From the Regional Plan perspective, the subject area is designated Urban Settlement and the Bedford South (east) side of the interchange is identified as a Suburban Local Centre and the Larry Uteck Boulevard Interchange area is identified as a Transit Hub. The land use characteristics of a Suburban Local Centre are low to medium density residential density with convenience commercial uses.

Within the Bedford South, Wentworth and Bedford West SPSs, the lands bordering the Larry Uteck Boulevard Interchange are permitted a broad range of commercial, retail, office and medium to high density residential use. Policies in the respective SPSs enable a mix of residential and commercial uses on the subject lands in proximity to the Larry Uteck Boulevard Interchange and existing development agreements in this area provide for this mix of uses. Development of much of the Bedford South area has taken place. However, several vacant parcels remain undeveloped. These undeveloped lands within the Bedford South and Wentworth SPSs include the remainder of Starboard Drive and the lands within the Bedford West area.

Although multiple dwelling units are enabled on the subject lands, policies within the respective SPSs do not enable redistribution or reallocation of land use rights between the SPSs. To enable such an option, policy amendments to the Bedford South, Wentworth and the Bedford West SPSs and subsequently, Bedford and Halifax Mainland Land Use By-laws and supporting Development Agreements, would be required.

### **DISCUSSION**

Generally, MPS (or SPS) amendments are not supported by staff unless circumstances warrant such a change in policy. Typically, these types of amendments require significant justification to be considered. In this case, the applicant is seeking amendments to SPS policies and existing development agreements that would see the reallocation of approximately 118 multiple dwelling units from one side of the interchange to the other. The following rationale has been provided by the applicant in support of the development proposal:

- *While Bedford West policy enables the transfer of density within the greater bounds of the Bedford West Secondary Plan area, the holdings which are under the control of Cresco Holdings Limited appear to be unsuitable for the density which should be relocated. This is either because of the intended use of the other parcels, the size of the parcels, or the environmental features on the parcel make development difficult.*
- *Site conditions on Cresco Holdings Limited lands within the Bedford West – Sub Area 10 are such that development of the lands is more difficult than originally anticipated.*
- *Due to the configuration chosen by Cresco for the development of their Bedford South lands, a large parcel near the interchange is developed below its potential. Thus there is a larger amount of land available for development which would enable a better residential development than would be possible on the Bedford West side of the interchange.*
- *The relocation of residential units would maximize tree retention on Block MR-2 which is adjacent a pond and wetland.*
- *Traffic and central services would use the same networks to service the development and thus there should be very limited impacts.*
- *Capital cost implications related to transportation and sewer and water should be neutral.*

Further, staff reviewed the request and identified the following rationale in support:

- The development of the Bedford South/Wentworth and Bedford West master plan areas were completed at separate times and are separate policy sets. However, both documents focus

higher density and commercial developments around the Larry Uteck Boulevard interchange. Policy envisaged the creation of a transit friendly node around the Larry Uteck Boulevard Interchange, including multiple dwelling units.

- Assessing and assigning land use rights over the entirety of the interchange area allows the residential land uses to be placed in the most appropriate areas and in a form most appropriate for the site and for the Bedford South/Wentworth and Bedford West area in general. For this reason, looking at the interchange area as a whole rather than as two separate parts may be beneficial.
- It is anticipated the net benefit of this approach would be to minimize the scale of buildings on the Bedford West side of the interchange, which permits a maximum height of twelve storey while not altering the scale of anticipated development on the Bedford South side of the interchange, which permits a maximum height of six storey.
- Minimal impact is anticipated on the existing water, storm and sanitary infrastructure as the subject areas (Site A and Site B on Maps 1, 2 and 3) utilize the same infrastructure systems. However, this will be further reviewed if the Plan Amendment process is initiated.

### **Completion of Starboard Drive**

For the reasons identified above, the consideration of changes to the land use policies around the interchange warrant consideration. However, there are constraints on the Bedford South (east) side of the interchange that should simultaneously be considered. Specifically, Starboard Drive is a significant component of the transportation infrastructure required to service both of the Bedford South/Wentworth Estates and Royale Hemlocks subdivisions. To date, the majority of Starboard Drive is complete with the exception of the portions located on lands owned by Cresco Holdings Limited and Emscote Limited (Map 4). The completion of Starboard Drive is a key consideration and the existing development agreements require the construction of Starboard Drive as the next phase of each development (Cresco and Emscote). The next phase of each development has yet to occur. Therefore, to ensure Starboard Drive is completed prior to any additional development being permitted, staff advises that any future policy should include a provision requiring Starboard Drive be completed and connected prior to permits being issued for any reallocated density.

### **Conclusion**

Staff is of the opinion the proposal to change the SPSs to reallocate residential development around the Larry Uteck Boulevard Interchange has merit. Staff recommends that Regional Council approve the request to initiate the process to consider amending the Bedford South, Wentworth and Bedford West Secondary Planning Strategies and subsequently, Bedford and Halifax Mainland Land Use By-laws and supporting Development Agreements. Staff also recommend that Regional Council direct staff to consider the proposed amendment with conditions, specifically, that there be a requirement for the completion of Starboard Drive, prior to permits being issued for the proposed reallocated units.

### **FINANCIAL IMPLICATIONS**

The HRM costs associated with processing this planning application can be accommodated within the approved 2013/2014 operating budget for C310 Planning & Applications.

## **COMMUNITY ENGAGEMENT**

Should Council choose to initiate the MPS amendment process for this proposal, the *HRM Charter* requires that Council approve a public participation program when considering any amendment to an MPS. In February of 1997, Regional Council approved a public participation resolution which outlines the process to be undertaken for proposed MPS amendments which are considered to be local in nature. This requires a public meeting be held, at a minimum, and any other measures deemed necessary to obtain public opinion.

The proposed level of community engagement will be consultation, achieved through a public meeting and/or public workshop early in the review process, as well as a public hearing prior to Regional Council considering approval of any amendments.

Amendments to the Secondary Planning Strategies, Land Use By-laws and supporting Development Agreements will potentially impact the following stakeholders: local residents, property owners, community or neighbourhood organizations, other HRM business units, and other levels of government.

## **ENVIRONMENTAL IMPLICATIONS**

The proposal meets all relevant environmental policies contained in the MPS.

## **ALTERNATIVES**

1. Council may choose to initiate a process to amend the Bedford South, Wentworth and Bedford West Secondary Planning Strategies (SPS's), and subsequently, Bedford and Halifax Mainland Land Use By-laws and supporting Development Agreements, to enable reallocation of residential density around the Larry Uteck Boulevard Interchange in Bedford and Halifax. If this option is selected, staff recommends that Council direct staff to consider policy which requires the completion of Starboard Drive before additional development along Starboard Drive can be permitted. A decision of Council to initiate the potential amendments is not appealable to the N.S. Utility & Review Board as per Section 262 of the *HRM Charter*. This alternative is the recommendation of staff as outlined in the above report.
2. Council may choose to refuse the request to amend the Bedford South, Wentworth and Bedford West Secondary Planning Strategies (SPS) to enable the reallocation of residential density around the Larry Uteck Boulevard Interchange in Bedford and Halifax. A decision of Council to not initiate the potential amendments is not appealable to the N. S. Utility & Review Board as per Section 262 of the *HRM Charter*.
3. Council may choose to initiate policy amendments that would differ from those outlined here. The impact of such amendments would need to be considered by staff.

**ATTACHMENTS**

Map 1	Generalized Future Land Use
Map 2	Bedford West Sub Areas
Map 3	Zoning
Map 4	Starboard Drive
Attachment A	Excerpts from the Bedford MPS: Bedford South SPS
Attachment B	Excerpts from the Halifax MPS: Wentworth SPS
Attachment C	Excerpts from the Bedford MPS: Bedford West SPS
Attachment D	Excerpts from the Halifax MPS: Bedford West SPS

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A copy of this report can be obtained online at <http://www.halifax.ca/commcoun/cc.html> then choose the appropriate Community Council and meeting date, or by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

Report Prepared by: Andrew Bone, Senior Planner, 869-4226

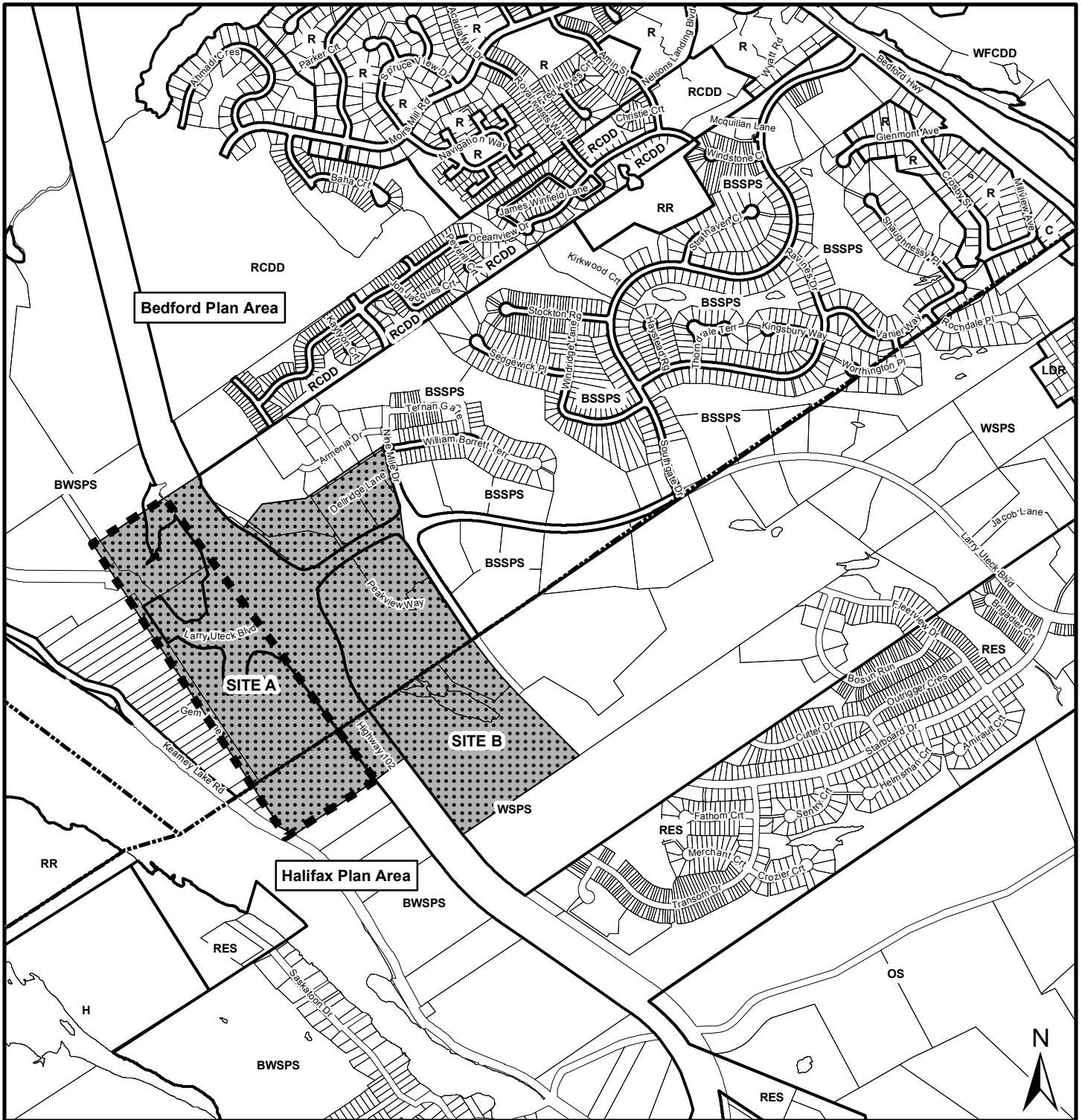
Report Approved by: \_\_\_\_\_  
Kelly Denty, Manager of Development Approvals, 490-4800

Report Approved by: \_\_\_\_\_  
Austin French, Manager of Planning, 490-6717

Report Approved by: \_\_\_\_\_  
Brad Anguish, Director of Community & Recreation Services, 490-4933

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# Map 1 - Generalized Future Land Use

Bedford West and Bedford South



Subject Lands

- Bedford Designations**
- R Residential
  - RR Residential Reserve
  - C Commercial
  - RCDD Residential Comprehensive Development District
  - WFCDD Waterfront Comprehensive Development District
  - BSSPS Bedford South Secondary Planning Strategy
  - BWSPS Bedford West Secondary Planning Strategy

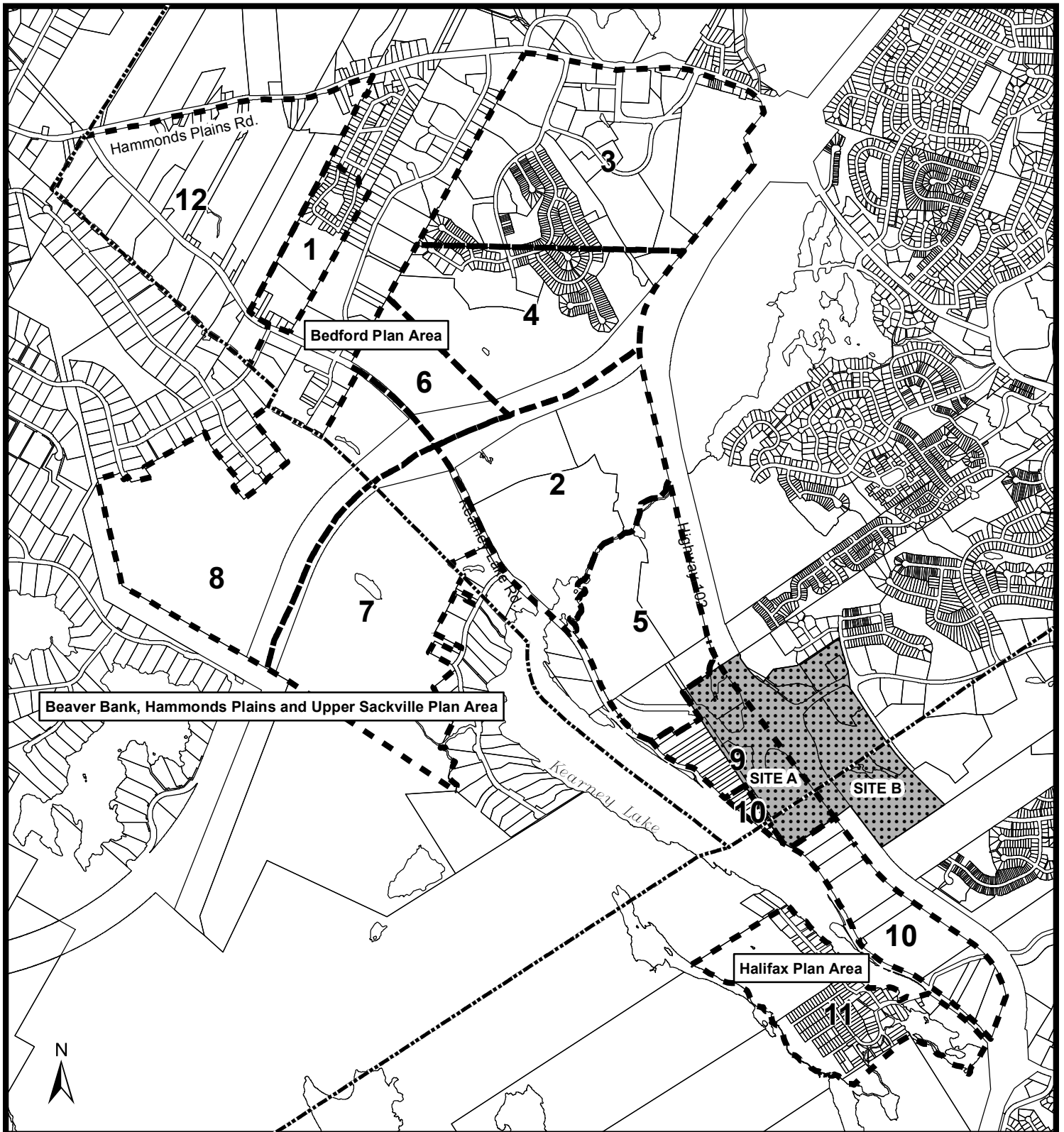
- Halifax Designations**
- RES Residential Environments
  - H Holding Area
  - OS Major Community Open Spaces
  - LDR Low Density Residential
  - BWSPS Bedford West Secondary Planning Strategy
  - WSPS Wentworth Secondary Planning Strategy



This map is an unofficial reproduction of a portion of the Generalized Future Land Use Map for the plan area indicated.

HRM does not guarantee the accuracy of any representation on this plan.

Bedford and Halifax Plan Areas



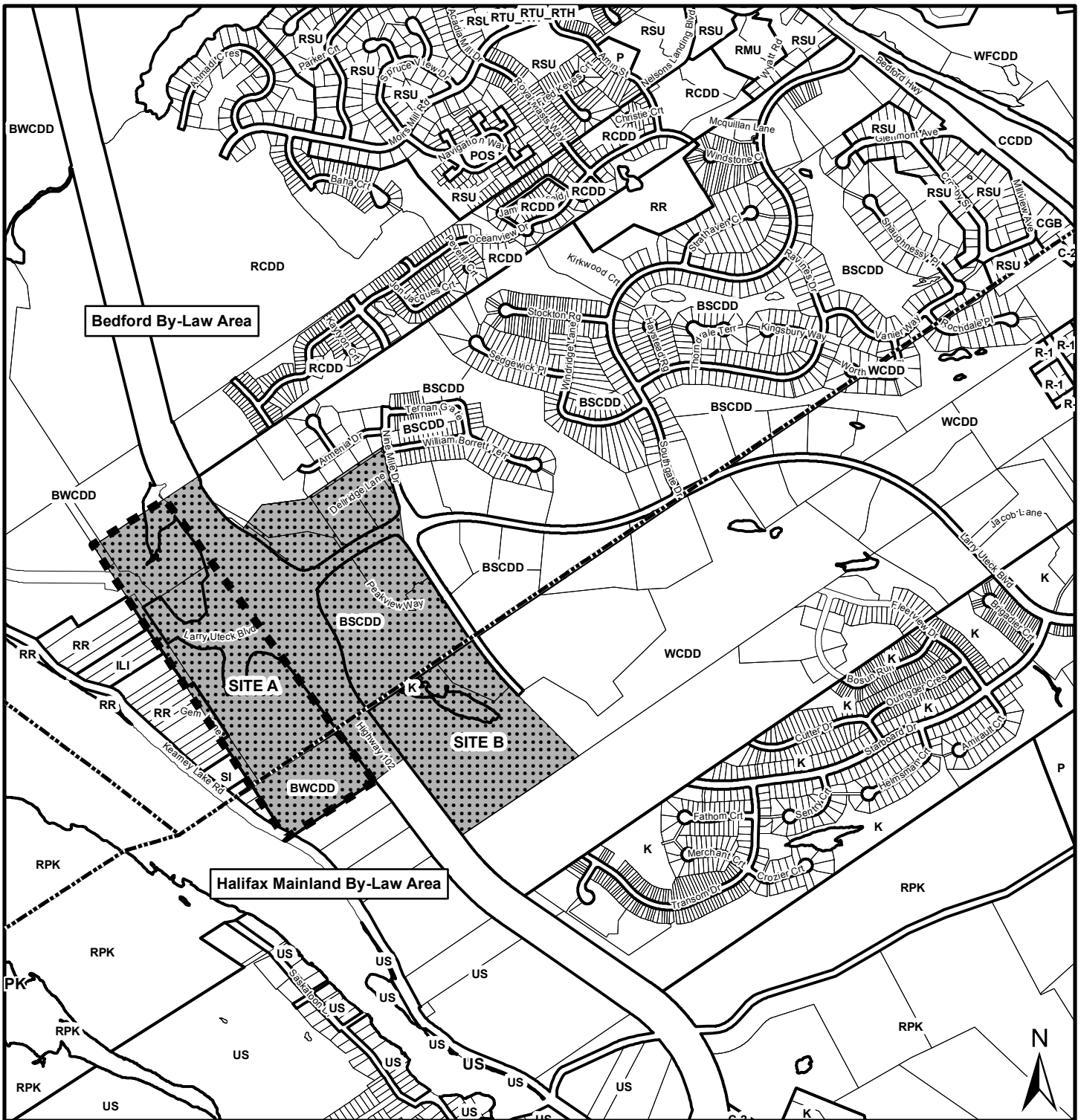
Map 2 Bedford West Sub-Areas

**HALIFAX**  
 REGIONAL MUNICIPALITY  
 DEVELOPMENT APPROVALS

 Bedford West Sub-Areas

0 20 40 60 m

HRM does not guarantee the accuracy of any representation on this plan.



**Map 3 - Zoning**  
Bedford West and Bedford South



Subject Lands

**Bedford Zones**

RSU	Single Dwelling Unit
RTU	Two Dwelling Unit
RMU	Multiple Dwelling Unit
RTH	Townhouse
RR	Residential Reserve
ILI	Light Industrial
CGB	General Business District
SI	Institutional
RCDD	Residential CDD
CCDD	Commercial CDD
WFCDD	Waterfront CDD
BSCDD	Bedford South CDD
BWCDD	Bedford West CDD

**Halifax Zones**

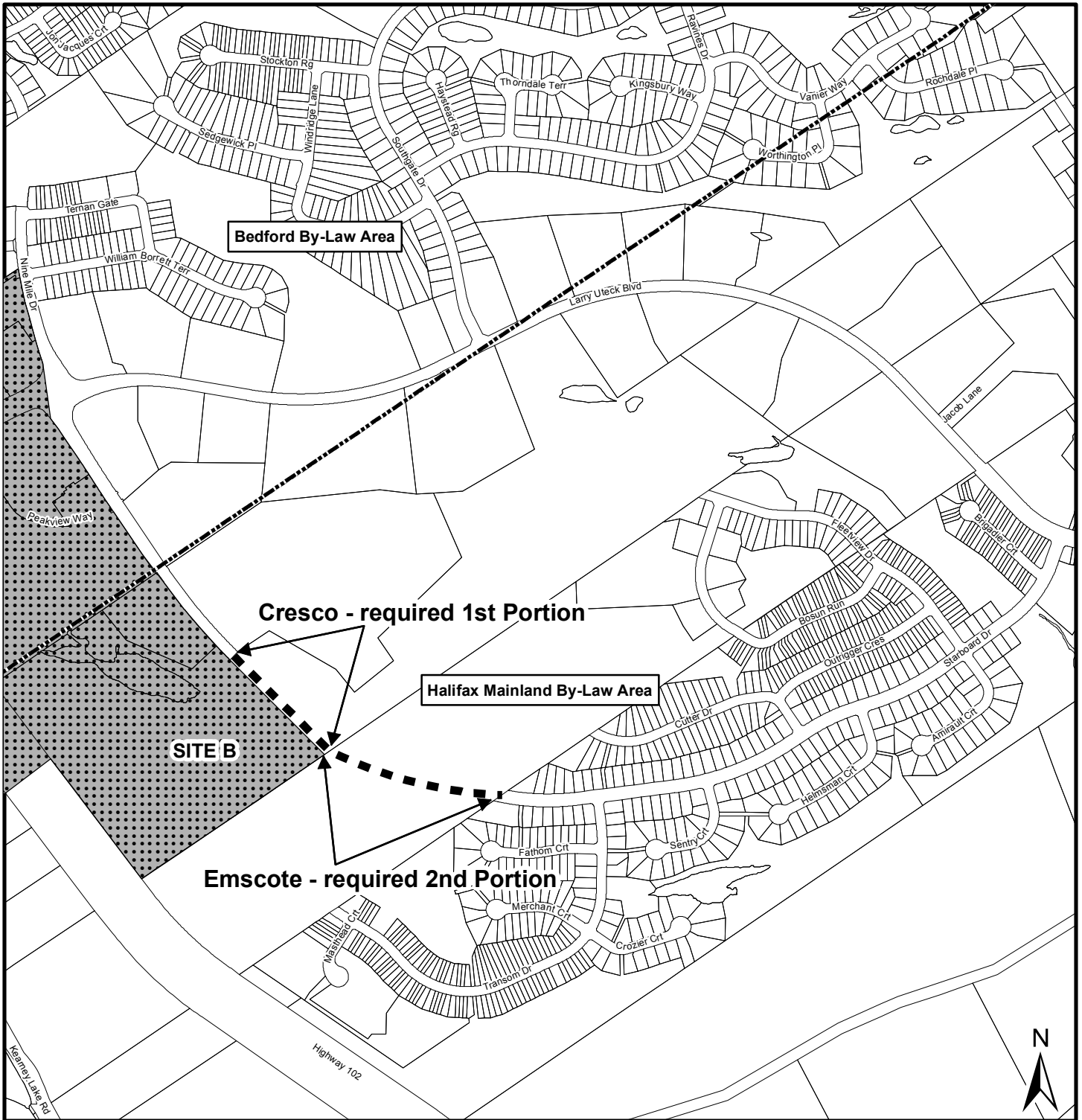
R-1	Single Family
K	Schedule K
P	Park and Institutional
RPK	Regional Park
US	Urban Settlement
WCDD	Wentworth CDD



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


HRM does not guarantee the accuracy of any representation on this plan.

Bedford and Halifax Main Land Use By-Law Areas



**Map 4 - Starboard Drive**  
Bedford West and Bedford South



 Subject Lands

**Bedford Designations**

R	Residential
RR	Residential Reserve
C	Commercial
RCDD	Residential Comprehensive Development District
WFCDD	Waterfront Comprehensive Development District
BSSPS	Bedford South Secondary Planning Strategy
BWSPS	Bedford West Secondary Planning Strategy

**Halifax Designations**

RES	Residential Environments
H	Holding Area
OS	Major Community Open Spaces
LDR	Low Density Residential
BWSPS	Bedford West Secondary Planning Strategy
WSPS	Wentworth Secondary Planning Strategy



Bedford and Halifax  
Plan Areas

HRM does not guarantee the accuracy  
of any representation on this plan.

**Attachment A:  
Excerpts from the Bedford MPS: Bedford South Secondary Planning Strategy**

**THE BEDFORD SOUTH SECONDARY PLANNING STRATEGY**

*Policy MCP-1:*

*The Community Concept Plan, presented as Schedule I, shall form the framework for land use allocation within the master plan area and all policies and actions taken by the Municipality shall conform with the intent of this plan. A comprehensive development district zone shall be applied to all lands within the master plan area and any development of the land shall be subject to approval of a development agreement.*

**The General Commercial Designation**

*Policy GC-1:*

*The General Commercial Designation shall support a wide range of goods, services and facilities with the exception of adult entertainment uses, automobile sales and leasing or any other business requiring extensive outdoor display areas. Multiple dwelling units shall also be permitted. The following matters shall be considered in any development agreement application:*

- a) Except as may be accessory to a permitted use, the outdoor storage of building or waste materials in the GC Zone shall be prohibited;*
- b) the criteria of policy MUBC-1 with the exception of clause (b).*

**Municipal Services**

*Policy MS-1:*

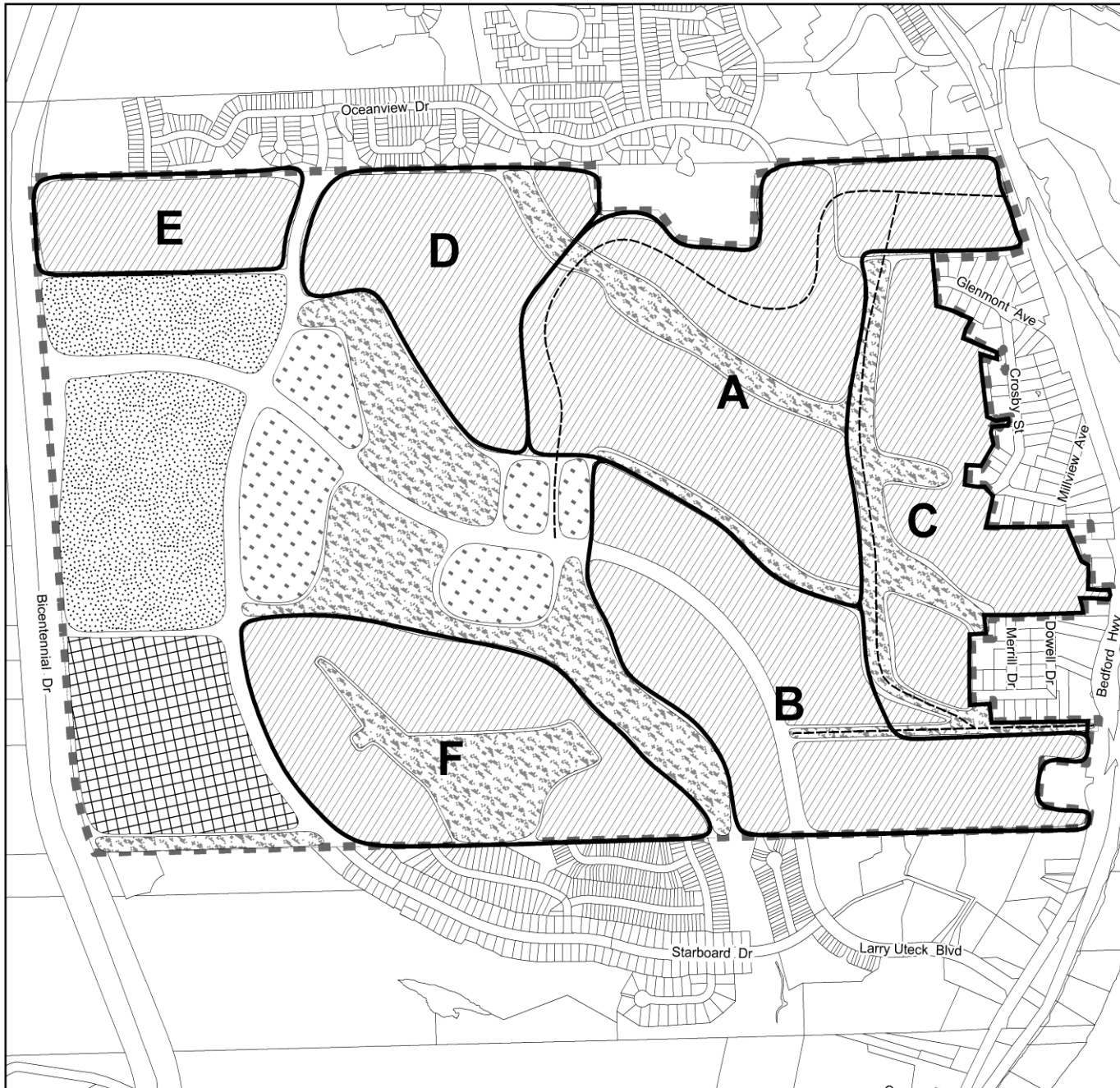
*For sewage flow calculations, the population of the master plan area shall not exceed a gross density of twenty (20) persons per acre. To provide for an equitable distribution of development among property owners, three sub areas are established as illustrated in Schedule III. Within each area, a maximum twenty persons per acre shall be permitted.*

*Policy MS-2:*

*Populations shall be calculated based on an assumed occupancy of 3.35 persons per single unit, two-unit or townhouse dwelling and 2.25 persons per unit in each multiple unit dwelling. Commercial densities shall be calculated to a maximum of 50 persons per acre for general commercial uses and to a maximum of 30 persons per acre for community commercial, community facility and institutional uses. Final determination of the commercial densities shall be established by development agreement in accordance with intended land uses. In the event that the design population proposed for a residential neighbourhood or commercial designation is less than the maximum permitted, the Municipality may allow the difference to be allocated to another residential neighbourhood or commercial designation within the applicable sub area, provided that all other policy criteria can be satisfied.*

Schedule 1

**Community Concept Plan**  
Land Use Designation



**Proposed Land Use**

-  Residential Neighbourhoods
-  General Commercial
-  Community Commercial / Institutional
-  Mixed Use / Business Campus
-  Park / Open Space (Major Areas)

Note: Neighbourhood Parks to be confirmed by Development Agreement.



18 April 2005

HRM Planning and Development Services  
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Schedule III

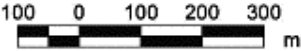
**Community Concept Plan**

Density Allocations

A = 375 acs

B = 142 acs

C = 106 acs



28 August 2002

HRM Planning and Development Services  
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wentworth\_sched3.pdf





**Attachment B**  
**Excerpts from the Halifax MPS: Wentworth Secondary Planning Strategy**

**2. THE COMMUNITY CONCEPT PLAN**

*Policy MCP-1:*

*The Community Concept Plan, presented as Schedule I, shall form the framework for land use allocation within the master plan area and all policies and actions taken by the Municipality shall conform with the intent of this plan. A comprehensive development district zone shall be applied to all lands within the master plan area and any development of the land shall be subject to approval of a development agreement.*

**9. THE MIXED USE BUSINESS CAMPUS DESIGNATION**

*Policy MUBC-1:*

The Mixed Use Business Campus designation shall support a wide range of businesses which produce goods and services, as well as institutional facilities. To encourage development of the Community/Commercial and General Commercial Designations, retail uses and restaurants shall only be permitted as accessory uses within larger buildings and retail uses shall be restricted in floor area. The following matters shall be considered in any development agreement application for business and institutional facilities:

- (a) building facades incorporate materials and design elements to create a sense of interest from public streets;
- (b) no outdoor storage or outdoor display and sales shall be permitted and any outdoor waste containers shall be screened;
- (c) open spaces are integrated into the layout and where feasible, larger trees are retained;
- (d) landscaping is introduced to all areas disturbed during construction;
- (e) where more than twenty parking spaces are to be provided, no more than fifty percent (50%) of the parking spaces shall be located between a building and the front lot line and no loading bays shall be located on the building facade facing a public street and parking areas are buffered to provide a visual break from the street and adjacent land uses with fencing, landscaping or both;
- (f) bicycle storage facilities are provided near the main entrances to the building and/or in designated public spaces.
- (g) walkways shall extend from the entrances of buildings to a public sidewalk in front of the building and to any public trail system abutting the property and, unless otherwise not possible, shall not cross any driveways or parking areas;
- (h) buildings, structures and parking lots are located on a lot so as to minimize the alteration of natural grades and to minimize the area of impervious surfaces;
- (i) a storm water management plan has been prepared by a Professional Engineer with any measures required to prevent the contamination of watercourses and, where possible, allows surface water flows to be directed to permeable surfaces;
- (j) 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.

*Policy MUBC-2:*

*Residential developments may be considered by development agreement within the Mixed Use Business Campus Designation. Consideration will be given to the provisions of policies RN-3 and the provisions for Residential Neighbourhood F under policy RN-3.*



## **10. THE GENERAL COMMERCIAL DESIGNATION**

### **Policy GC-1:**

The General Commercial Designation shall support a wide range of goods, services and facilities with the exception of adult entertainment uses, automobile sales and leasing or any other business requiring extensive outdoor display areas. Multiple dwelling units shall also be permitted. The following matters shall be considered in any development agreement application:

- (a) Except as may be accessory to a permitted use, the outdoor storage of building or waste materials in the GC Zone shall be prohibited;
- (b) the criteria of policy MUBC-1 with the exception of clause (b).

### **Policy MS-1:**

*For sewage flow calculations, the population of the master plan area shall not exceed a gross density of twenty (20) persons per acre. To provide for an equitable distribution of development among property owners, three sub areas are established as illustrated in Schedule "III". Within each area, a maximum twenty persons per acre shall be permitted.*

### **Policy MS-2:**

*Populations shall be calculated based on an assumed occupancy of 3.35 persons per single unit, two-unit or townhouse dwelling and 2.25 persons per unit in each multiple unit dwelling. Commercial densities shall be calculated to a maximum of 50 persons per acre for general commercial uses and to a maximum of 30 persons per acre for community commercial, community facility and institutional uses. Final determination of the commercial densities shall be established by development agreement in accordance with intended land uses. In the event that the design population proposed for a residential neighbourhood or commercial designation is less than the maximum permitted, the Municipality may allow the difference to be allocated to another residential neighbourhood or commercial designation within the applicable sub area, provided that all other policy criteria can be satisfied.*

**Schedule I and III are the same as found in Attachment A**

**Attachment C**  
**Extracts from the Bedford MPS: Bedford West SPS**

**Municipal Services**

**Water and Sanitary Sewer Systems:**

*Policy BW-15:*

*The sanitary sewer system shall be designed in conformity with the schematics illustrated on Schedule BW-4 and in accordance with the Municipality's Service Systems Specifications, as amended from time to time. Sewage flow calculations, shall be based on an assumed occupancy of 3.35 persons per single unit, two-unit or townhouse dwelling and 2.25 persons per unit in each multiple unit dwelling; 50 persons per acre for general commercial uses within the Community Commercial Centre shown on Schedule BW-7 or proposed within Sub-Area 9; and 40 persons per acre for mixed use business campus uses; and 30 persons per acre for local commercial, community facility and institutional uses<sup>1</sup>.*

*Policy BW-16:*

*Based on the assumed occupancies under policy BW-15 and the phasing plan illustrated on schedule BW-6, the sanitary sewer system shall be designed to satisfy the following conditions:*

- b) a maximum density of 50 persons per acre shall be permitted for all lands designated community commercial centre within Sub-Areas 2, 6, 7 and 8 as illustrated on schedule BW-7 or proposed for general commercial uses within Sub-Area 9 and 12;*

*In the event that any Sub-Area is not developed to the maximum permitted density, the Municipality may consider allowing the difference to be allocated to another Sub-Area provided that the development proposal conforms will all other policies established under this secondary planning strategy.*

*Policy BW-16A*

*The maximum permitted population for Sub-Area 9 (including portions within the Halifax Municipal Planning Strategy) shall not exceed 1476 persons. (RC-Mar 15/11;E-May 28/11)*

**Development Phasing and Cost Recovery**

*Policy BW-20:*

*A development Sub-Area plan is established for this secondary plan area as illustrated on Schedule BW-6 in which the following conditions shall apply:*

- a) Any approvals within Sub-Areas 1 to 12 will also be contingent upon availability of capacity within municipal service systems;*
- f) no municipal approvals will be granted for Sub-Areas 7, 8 and 9 until the Highway 102/Larry Uteck Drive interchange and Kearney Lake Road connector are constructed or financing has been secured and a time frame for completion agreed upon;*
- g) no development agreement shall be entered into for Sub-Areas 5 unless a servicing and phasing plan has been prepared and included in the agreement for the extension of municipal sewer and*

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<sup>1</sup> For the purposes of this Secondary Planning Strategy, all density calculations are based on gross area.

- water services to both Sub-Areas 5 and 9.*
- h) *The requirement of clause (g) may be waived if a development agreement for Sub-Area 9 has been approved prior to an application for Sub-Area 5 and the agreement provides for the extension of municipal services to Sub-area 9 at no cost to the Municipality.*

## **Land Use**

### *Policy BW-23:*

*The Community Concept Plan, presented as Schedule BW-7, shall form the framework for land use allocation within the master plan area and all policies and actions taken by the Municipality shall conform with the intent of this plan. A comprehensive development district zone shall be applied to all lands within the community concept plan area and any development of the land shall be subject to approval of a development agreement. In the event that the lands allocated for the proposed Highway 113 right-of-way are not required by the Province for a highway, then the lands may be used for development permitted within the abutting land use designation.*

## **The General Commercial Centre**

The General Commercial Designation envisions a built form with a range of commercial, activities and medium to higher density residential. Recognizing the location of the General Commercial Designation adjacent the Larry Uteck Boulevard and the Bicentennial Highway (Highway 102) interchange, the following objectives are intended:

- to provide for general and highway commercial uses;
- to enable a portion of the site to be developed as medium or higher density residential;
- integrate pedestrian access between surrounding residential areas and commercial activities;
- to encourage innovative design and comprehensive planning; and
- to support public transit.

### *Policy BW-38A:*

*A range of general and highway commercial, medium and higher density residential, institutional, and recreational uses may be permitted within the General Commercial Centre Designation shown on Schedule BW-7 subject to consideration of the following matters:*

- a) *natural vegetation, landscaping or screening is employed around parking areas and measures are employed to provide safe and convenient pedestrian access to the buildings they are intended to serve;*
- b) *sidewalks and/or plazas are provided so as to encourage a secure and inviting walking environment throughout the commercial centre and to neighbouring residential neighbourhoods;*
- c) *provisions are made for the storage of bicycles;*
- d) *exterior materials, street furniture; trees, lighting and landscaping measures are incorporated in buildings to foster an interesting and secure environment;*
- e) *the windows, exterior features and materials and signs employed in any building create a sense of interest from public streets;*
- f) *the massing, height of buildings and architectural detail contribute to a pedestrian oriented environment; and*
- g) *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. (RC-Mar 15/11;E-May 28/11)*

#### Sub-Area 9:

These lands drain towards the proposed sewage pumping station at the outlet of Kearney Lake and encompasses the proposed connector road between Kearney Lake Road and the new Larry Uteck Boulevard interchange with the Bicentennial Highway. Lands in the vicinity of the interchange may be suitable for both community commercial and highway commercial uses. The remaining lands may be developed with residential uses. The steep slopes offer challenges to integrating development with the natural environment and opportunities to take advantage of the vistas of Kearney Lake and the forested regions to the west. Comprehensive planning over larger properties is therefore supported with the opportunity for public input in the planning and design process.

There are also a number of narrow, smaller properties with frontage on the Kearney Lake Road - a number of which have been developed with residences serviced by well and septic systems. Municipal sewer and water systems proposed for surrounding lands will be designed to allow for extensions to these properties. The current zoning applied to these lands shall be reviewed before any extensions are considered.

The capacity of the temporary pumping station and force main (directing sewage to the Mill Cove Treatment facility) has been sized to service both sub-areas 5 and 9 before a permanent pumping station and forcemain are required to direct sewage to the Halifax Treatment Facility (policy BW-16, clause (d)). An application may be made to service sub-area 9 from the temporary pumping station provided that all associated servicing costs are assumed by the developers (BW-20, clause (h)).

#### *Policy BW-39:*

*A comprehensive development district zone shall be applied to larger undeveloped parcels within Sub-Area 9. Commercial uses may be considered on lands in the vicinity of the proposed interchange with consideration given to the criteria of policy BW-38A (RC-Mar 15/11;E-May 28/11). Residential uses may be permitted on the remaining lands with consideration given to the criteria of policy BW-32. No development agreement application shall be considered for approval unless a public participation program has been undertaken to identify development opportunities and constraints and to facilitate collaboration in preparing a conceptual community design for the Sub-Area.*

#### *Policy BW-39A*

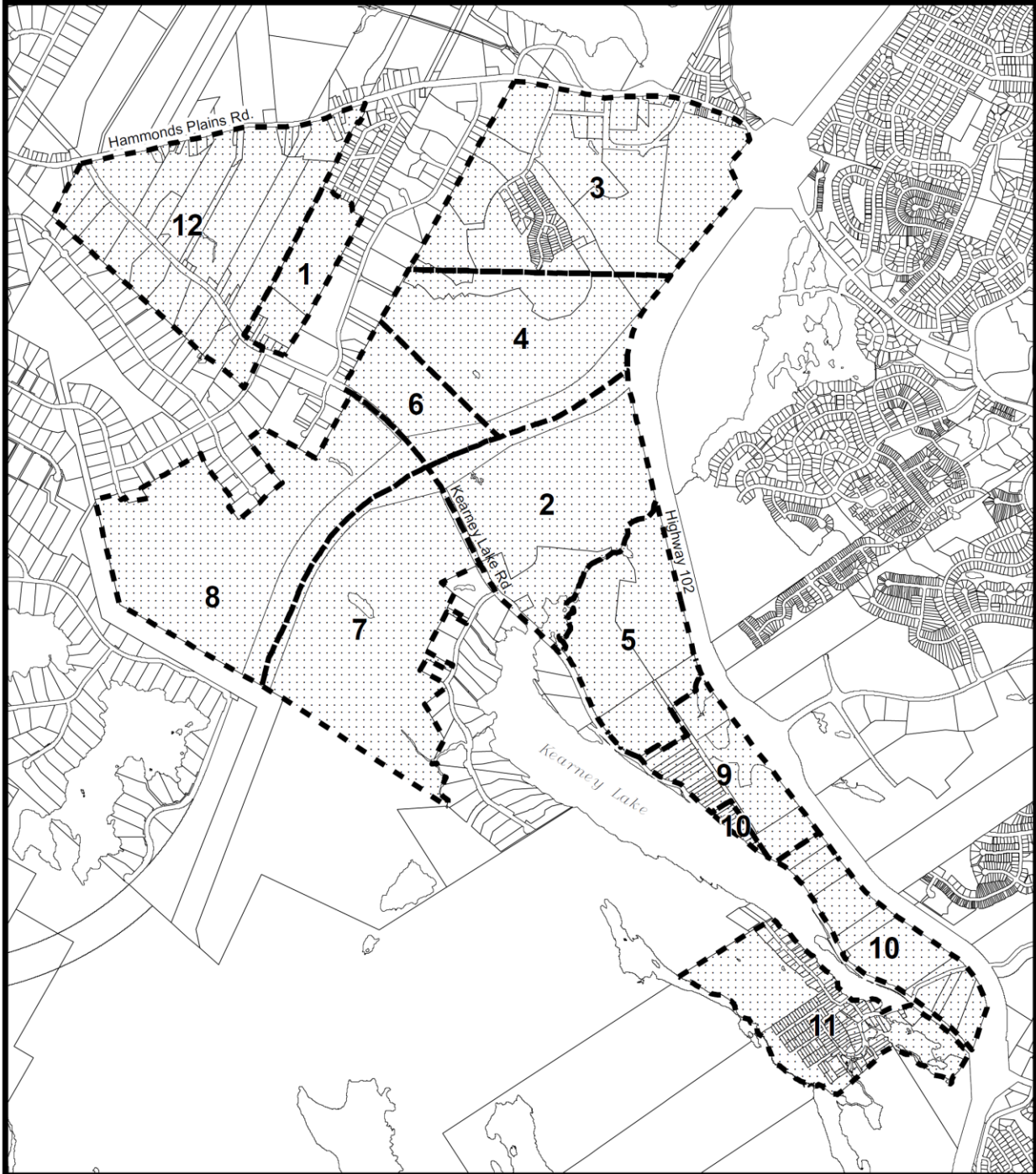
*A public participation program was undertaken to identify development opportunities and constraints and to facilitate collaboration in preparing a conceptual community design for larger undeveloped parcels within Sub-Area 9. Schedule BW-7 shall form the framework for land use allocation within these portions of Sub-Area 9 and all policies and action taken by the Municipality shall conform to the intent of this plan. (RC-Mar 15/11;E-May 28/11)*

#### *Policy BW-39B*

*Further to Schedule BW-7, Sub Area 9 may be comprised of medium or higher density residential land uses on the northwest side of the site, and general commercial uses south of the interchange. On the south-east portion of the Sub-Area, general commercial or higher density residential land uses may be permitted. (RC-Mar 15/11;E-May 28/11)*

#### *Policy BW-39C*

*Within the Sub Area, population assigned under BW-16A may be redistributed throughout the Sub Area covered by development agreement provided the intent of the all policies is maintained. (RC-Mar 15/11;E-May 28/11)*



Schedule BW-6



Bedford West Development Sub-Areas



**HALIFAX**  
REGIONAL MUNICIPALITY  
Planning Services

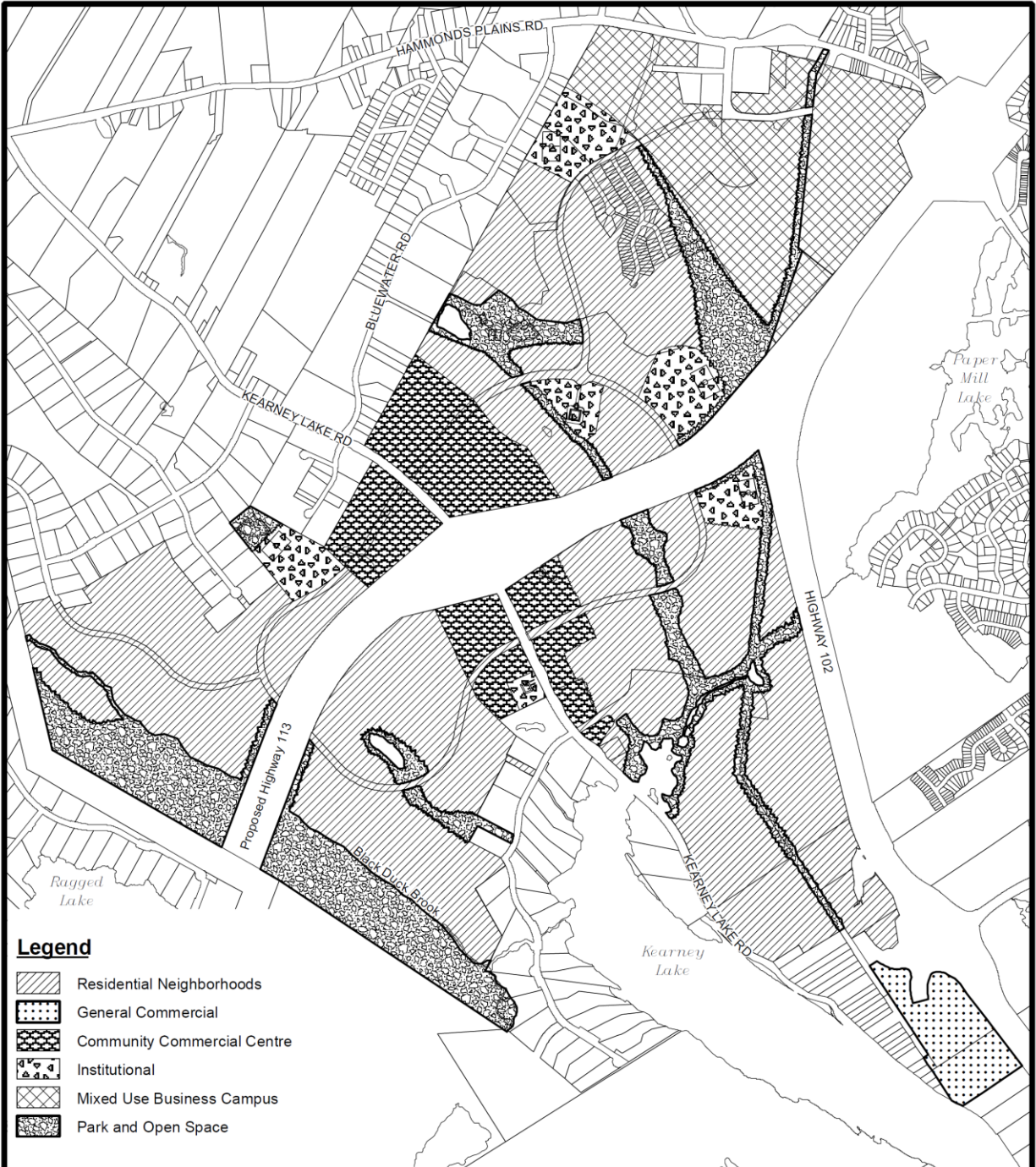


Nov. 15, 2010

HRM does not guarantee the accuracy of any base map information on this map.

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**Legend**

-  Residential Neighborhoods
-  General Commercial
-  Community Commercial Centre
-  Institutional
-  Mixed Use Business Campus
-  Park and Open Space

Schedule BW-7  
Bedford West Community Concept Plan



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Planning Services



Nov. 15, 2010

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**Attachment D**  
**Excerpts from the Halifax MPS: Bedford West SPS**

**4. WATER AND SANITARY SEWER SYSTEMS**

*Policy BW-15:*

*The sanitary sewer system shall be designed in conformity with the schematics illustrated on Schedule BW-4 and in accordance with the Municipality's Service Systems Specifications, as amended from time to time. Sewage flow calculations, shall be based on an assumed occupancy of 3.35 persons per single unit, two-unit or townhouse dwelling and 2.25 persons per unit in each multiple unit dwelling; 50 persons per acre for general commercial uses within the Community Commercial Centre shown on Schedule BW-7 or proposed within Sub-Area 9; and 40 persons per acre for mixed use business campus uses; and 30 persons per acre for local commercial, community facility and institutional uses<sup>8</sup>.*

*Policy BW-16:*

*Based on the assumed occupancies under policy BW-15 and the phasing plan illustrated on schedule BW-6, the sanitary sewer system shall be designed for a maximum density of 50 persons per acre for general commercial uses and a maximum density of 20 person per acre shall be permitted for all residential uses.*

*Policy BW-16B*

*The maximum permitted population for Sub-Area 9 (including portions within the Bedford Municipal Planning Strategy) shall not exceed 1476 persons. (RC-Mar 15/11;E-May 28/11)*

**6. DEVELOPMENT PHASING AND COST RECOVERY**

*Policy BW-20:*

*A development Sub-Area plan is established for this secondary plan area as illustrated on Schedule BW-6 in which the following conditions shall apply:*

- a) Any approvals within Sub-Areas 1 to 12 will also be contingent upon availability of capacity within municipal service systems;*

*Policy BW-21:*

*In accordance with the provisions and requirements of the Municipality's Infrastructure Charges Best Practice Guide and Part II of this Municipal Planning Strategy, an infrastructure charge area shall be established under the Subdivision By-law over the area governed by this Secondary Planning Strategy and no subdivision approvals shall be granted until infrastructure charges are in effect.*

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<sup>8</sup> For the purposes of this Secondary Planning Strategy, all density calculations are based on gross area.

#### Sub Area 9:

These lands drain towards the proposed sewage pumping station at the outlet of Kearney Lake and encompass the proposed connector road between Kearney Lake Road and the new Larry Uteck Boulevard interchange with the Bicentennial Highway. Lands in the vicinity of the interchange may be suitable for both community commercial and highway commercial uses. The remaining lands may be developed with residential uses. The steep slopes offer challenges to integrating development with the natural environment and opportunities to take advantage of the vistas of Kearney Lake and the forested regions to the west. Comprehensive planning over larger properties is therefore supported with the opportunity for public input in the planning and design process.

The capacity of the temporary pumping station and force main (directing sewage to the Mill Cove Treatment facility) has been sized to service both sub-areas 5 and 9 before a permanent pumping station and forcemain are required to direct sewage to the Halifax Treatment Facility (policy BW-16A. An application may be made to service sub-area 9 from the temporary pumping station provided that all associated servicing costs are assumed by the developers (BW-20A).

#### *Policy BW-21A:*

*A public participation program was undertaken to identify development opportunities and constraints and to facilitate collaboration in preparing a conceptual community design for larger undeveloped parcels within Sub-Area 9. Schedule BW-7 shall form the framework for land use allocation within these portions of Sub-Area 9 and all policies and action taken by the Municipality shall conform to the intent of this plan. (RC-Mar 15/11;E-May 28/11)*

#### *Policy BW-21B:*

*A comprehensive development district zone shall be applied to larger undeveloped parcels within Sub-Area 9. Commercial uses may be considered on lands in the vicinity of the proposed interchange with consideration given to the criteria of policy BW-21E, except that clause 1 shall not apply. Residential uses may be permitted on the remaining lands with consideration given to the criteria of policy BW-28, except that clause (a) shall not apply. (RC-Mar 15/11;E-May 28/11)*

#### *Policy BW-21C:*

*Further to Schedule BW-7, Sub-Area 9 may be comprised of medium or higher density residential land uses on the northwest side of the site, and general commercial uses in the center portion of the Sub-Area, south of the interchange. On the south-east portion of the Sub-Area, general commercial or higher density residential land uses may be permitted. (RC-Mar 15/11;E-May 28/11)*

#### *Policy BW-21D:*

*Within the Sub Area, population assigned under BW-16B may be redistributed throughout the Sub Area covered by development agreement provided the intent of the all policies is maintained. (RC-Mar 15/11;E-May 28/11)*



## The General Commercial Centre

### *Policy BW-21E:*

*A range of general and highway commercial, medium and higher density residential, institutional, and recreational uses may be permitted within the General Commercial Centre Designation shown on Schedule BW-7 subject to consideration of the following matters:*

- a) natural vegetation, landscaping or screening is employed around parking areas and measures are employed to provide safe and convenient pedestrian access to the buildings they are intended to serve;*
- b) sidewalks and/or plazas are provided so as to encourage a secure and inviting walking environment throughout the commercial centre and to neighbouring residential neighbourhoods;*
- c) provisions are made for the storage of bicycles;*
- d) exterior materials, street furniture; trees, lighting and landscaping measures are incorporated in buildings to foster an interesting and secure environment;*
- e) the windows, exterior features and materials and signs employed in any building create a sense of interest from public streets;*
- f) the massing, height of buildings and architectural detail contribute to a pedestrian oriented environment; and 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. (RC-Mar 15/11;E-May 28/11)*

**Schedules BW-6 and BW-7 can be found as attachments to Schedule C.**