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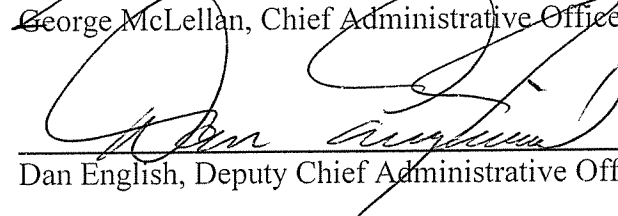
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Halifax Regional Council
February 1, 2005

TO: Mayor Kelly and Members of Halifax Regional Council

SUBMITTED BY:


George McLellan, Chief Administrative Officer


Dan English, Deputy Chief Administrative Officer

DATE: January 24, 2005

SUBJECT: **Case 00738 - Amendments to the Bedford South and Wentworth Secondary Planning Strategy (SPS).**

ORIGIN

Request by Clayton Developments Limited to amend the Bedford South and Wentworth Secondary Planning Strategy (SPS).

RECOMMENDATION

It is recommended that Regional Council:

1. Authorize staff to initiate the process to amend the Bedford South and Wentworth Secondary Planning Strategy (SPS) to consider the reconfiguration of Neighbourhoods "A" and "D".
2. Instruct that the SPS amendment process include a public participation program in accordance with the Public Participation Resolution adopted by Halifax Regional Council on February 25, 1997.

BACKGROUND

Overview:

Planning residential development on a neighbourhood basis is the central theme to the Wentworth and Bedford South Secondary Planning Strategies (SPS). The Strategies identify six (6) residential neighbourhoods bounded by a community park/open space, and a community collector road and pathway system within an area known as the Wentworth/Bedford Master Plan Area (*refer to Map 1*).

In December of 2002, North West and Chebucto Community Councils approved the development, by development agreement, of the first two phases of this Master Plan Area. The first phase consists of Neighbourhoods “A” and “C” which encompass approximately 160 acres (64.75 hectares) within the north-east portion of the Master Plan area¹. This area is bounded by Millview and Fernleigh Park subdivisions to the north and north-east with Whyatt Road and the lower portion of Oceanview Drive to the north-west.

The development agreement for Neighbourhoods “A” and “C” enable 543 residential dwelling units comprising of:

- single unit dwellings
- semi-detached dwellings,
- townhouses; and
- 134 units within two multiple unit dwellings.

The agreement also enables two (2) commercial sites, parkland and open space. As of January 19, 2005 approximately 99 building permits (22% of the total for Neighbourhood “A” and “C”) for residential dwelling units had been issued.

Proposal:

Clayton Developments Limited, the developer, has requested an amendment to the Bedford South and Wentworth Secondary Planning Strategies (SPS) to permit the construction of either townhouses or single unit dwellings with minimum lot frontages of 40 ft (12.2m) within the area of Road 8 identified on Map 2 of this report. Road 8 is located with the Residential Neighbourhood Designation “D”.

DISCUSSION

Policy Evaluation:

The SPS policy requires the Municipality to only consider development agreement applications which encompass an entire Residential Neighbourhood Designation (i.e. A, B, C, D, F or E) (*refer to Policy RN-1*). The proposal is to develop Road 8 located within Neighbourhood “D”. According to Policy RN-1 the development of Road 8 can only be considered when all of Neighbourhood “D”

¹The Wentworth/Bedford South Master Plan area is now the Wentworth and Bedford South Secondary Planning Strategies.

is considered comprehensively. The developer has indicated that in hindsight, Road 8 should have been included in Neighbourhood "A" given the area is physically separated from the remainder of Neighbourhood "D" by a well-defined watercourse and has indicated that the subject area directly abuts a recently constructed section of Southgate Drive. The developer has indicated they are not prepared to proceed with their development plans for Neighbourhood D and has suggested that Road 8 is best suited to be developed as part of Neighbourhood A and its existing development agreement.

Policy RN-3 states "*Neighbourhood "A": ...A maximum of twenty percent of the housing units may be townhouses or semi-detached dwellings.*" If Road 8 is reallocated into Neighbourhood "A", this policy would have to be amended to enable twenty-five percent of the housing units to be townhouses or semi-detached dwellings to accommodate the development of residential units on Road 8.

Traffic Impact on the Bedford Highway:

Given the on-going concern of increased traffic along the Bedford Highway, Policy MS-6 restricts the maximum number of residential units which may be permitted prior to the construction of an interchange off the BiCentennial Highway to 1,330 units within the Wentworth/Bedford South Master Plan Area. Allocation of the 1,330 units has been divided between three Sub Areas (by property owner).

Neighbourhoods "A", "D" and the majority of "C" are located with Sub Area A where up to 615 units are permitted. Neighbourhoods "A" and "C" comprise approximately 42 (%) percent of the total number of units permitted to the interchange and approximately 88(%) percent of Sub Area A. Clayton Developments Limited has stated "it is not our intention to increase the number of "pre-interchange" units as a consequence of this application and the construction of this road (Road 8) will simply mean a delay in the construction of another street within Neighbourhood "A". Subject to the adoption of amended SPS policy, this stipulation could be included in a development agreement.

Summary and Recommendation:

Therefore, the request from Clayton Developments Limited is to enable the reconfiguration of the boundaries of Neighbourhood "A" and "D". Specifically, to amend Schedule 1 (Community Concept Plan) of the SPS's by reallocating approximately three (3) acres of land, identified as Road 8, to the immediate south of the Bedford South School from Neighbourhood "D" to Neighbourhood "A" (refer to Map 2) and amend Policy RN-3 to enable the development of either townhouses or single unit dwellings with a minimum lot frontage of 40 ft (12.2 m) in the area identified as Road 8 on Map 2 of this report.

The proposed amendments to the Wentworth/Bedford South Secondary Planning Strategy are not contrary to fundamental or baseline policies of this Master Plan area. Therefore, staff recommends that the SPS Amendment Process to consider reallocating Road 8 from Neighbourhood D to Neighbourhood A and the development of either townhouse or single unit dwellings with minimum lot frontages of 40 feet (12.2m) on this Road.

BUDGET IMPLICATIONS

There are no budget implications to HRM to initiate the MPS amendment process.

FINANCIAL MANAGEMENT POLICIES / BUSINESS PLAN

This report complies with the Municipality's Multi-Year Financial Strategy, the approved Operating, Capital and Reserve budgets, policies and procedures regarding withdrawals from the utilization of Capital and Operating reserves, as well as any relevant legislation.

ALTERNATIVES

1. Council may choose to initiate the MPS amendment process. This is the staff recommendation.
2. Council may choose not to initiate the MPS amendment process. This is not recommended for reasons discussed above.

ATTACHMENTS

Map 1: Neighbourhoods Concept Map

Map 2: Reconfiguration of Neighbourhood "A" and "D"

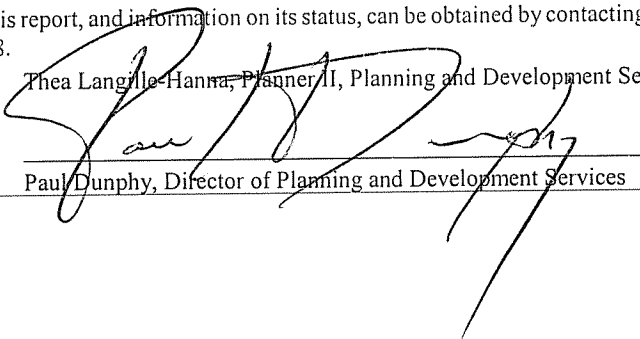
Attachment A: Excerpts of the Bedford South Secondary Planning Strategy

ADDITIONAL REPORTS (available upon request)

Case 00492 - Neighbourhood A and C of the Bedford South Secondary Planning Strategy, November 14, 2002










Additional copies of this report, and information on its status, can be obtained by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

Report Prepared by: Thea Langille-Hanna, Planner II, Planning and Development Services 869-4262

Report Approved by: 
Paul Dunphy, Director of Planning and Development Services

FUTURE DEVELOPMENT NEIGHBOURHOOD "D"

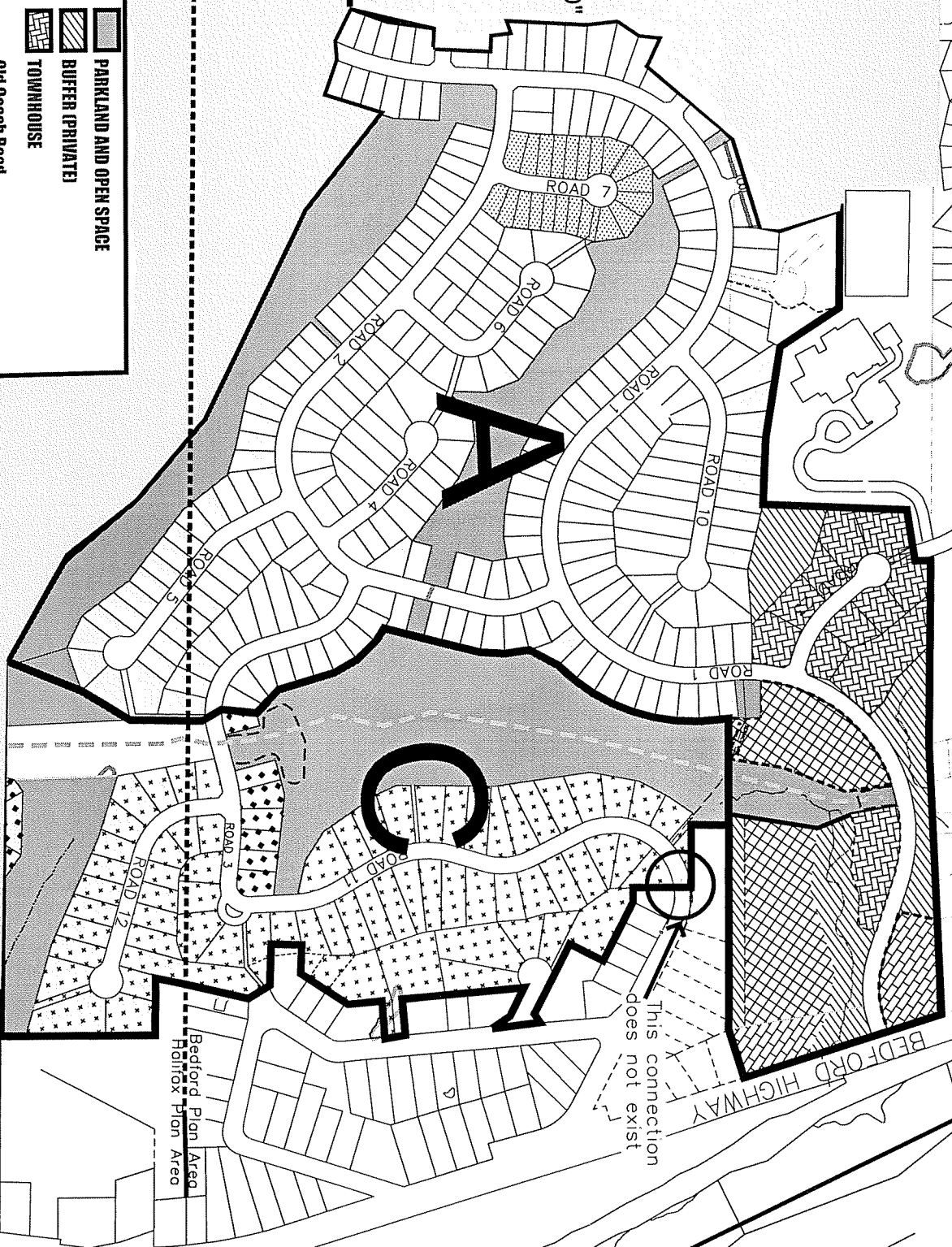
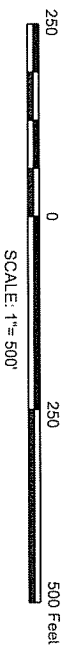
CLAYTON

- | | | | |
|--|-------------------------|---|-------------------------|
|  | COMMUNITY COMMERCIAL |  | PARKLAND AND OPEN SPACE |
|  | MULTIPLE UNIT DWELLING |  | BUFFER (PRIVATE) |
|  | 60 FT. LOTS RESIDENTIAL |  | TOWNHOUSE |
|  | 50 FT. LOTS RESIDENTIAL |  | Old Coach Road |
|  | 40 FT. LOTS RESIDENTIAL | | |

Map 1

Neighbourhoods 'A' & 'C'

Concept Plan

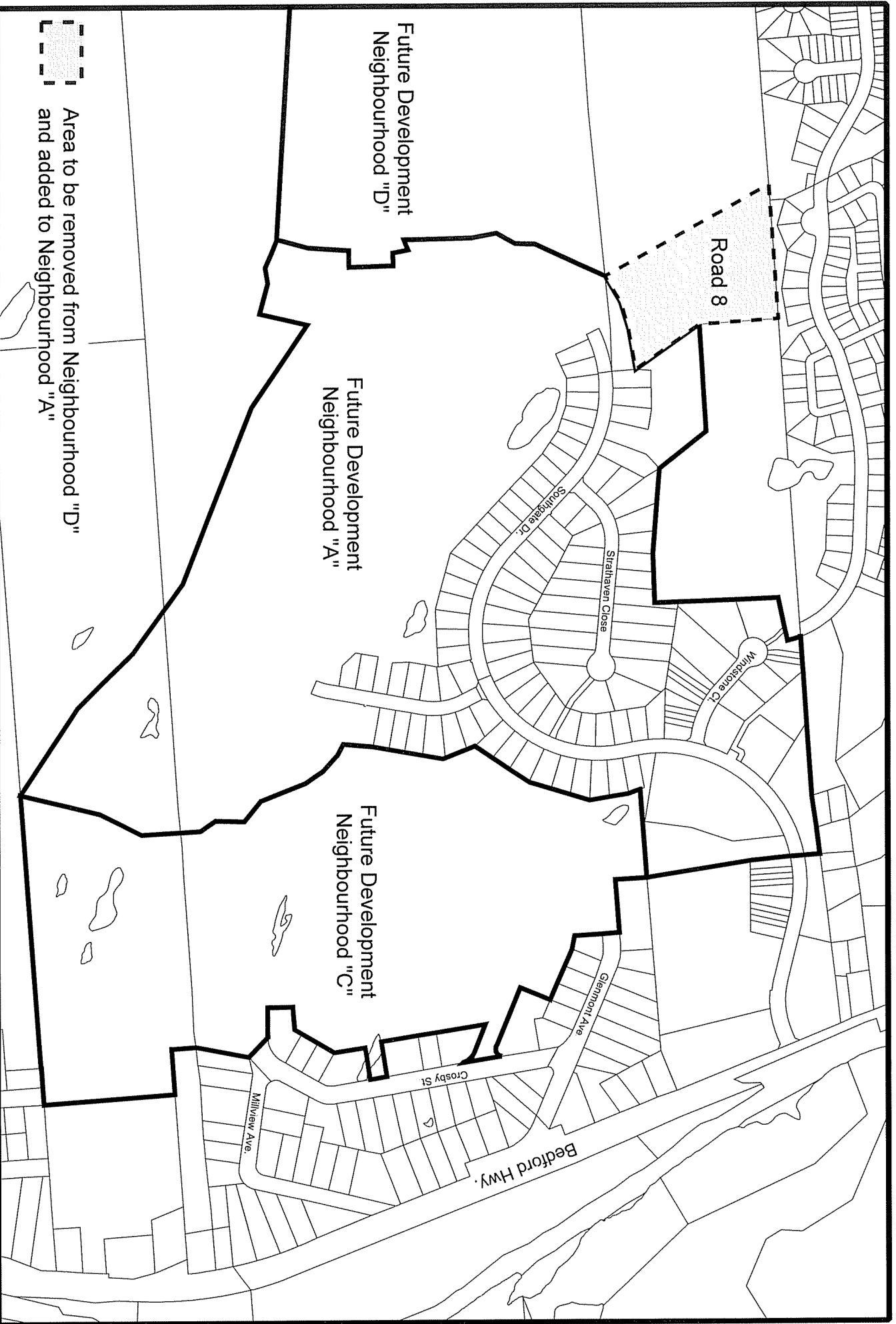


Jan. 25, 2005

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

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PLANNING SERVICES



Map 2
Proposed Reconfiguration of Neighbourhoods "A" and "D"



ATTACHMENT A

Excerpts of the Bedford Municipal Planning Strategy

Policy RN-1:

The Municipality shall require that any development agreement application encompass an entire Residential Neighbourhood Designation unless satisfied that a property owner within the designation is not willing to participate. In such instance, a development agreement may be approved for part of the neighborhood provided that a neighbourhood concept plan is prepared for the entire neighbourhood which identifies the significant transportation systems, parkland and open space features and municipal service systems and the Municipality is satisfied that the concept plan conforms with all objectives and policies established under this Secondary Planning Strategy and provides for a fair and reasonable allocation of development rights among property owners. Any subsequent development agreement application within the affected Residential Neighbourhood shall conform with neighbourhood concept plan unless an alternative design is provided which is satisfactory to the Municipality.

Policy RN-2:

The following matters shall be considered for all development agreement applications within a Residential Neighbourhood Designation:

- (a) the density of housing units does not exceed six units per acre within neighbourhoods A, C, D or E;
- (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 safe 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 automobiles while enabling direct routes for pedestrians and cyclists;
- (e) 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;
- (f) building locations, site and architectural design, landscaping, and streetscape elements reinforce the themes of neighbourhood identity, pedestrian scale and compatibility with the natural environment;
- (g) 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;
- (h) all open space/parkland dedications proposed conform with the objectives and policies adopted for the community parkland/open space under this municipal planning strategy and any administrative guidelines adopted by the Municipality and;
- (i) 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 RN-3:

Each residential neighbourhood shall conform with the following provisions:

Neighbourhood "A":

Lands located between the minor neighbourhood collector street and the Old Coach Road will be primarily developed with single-family dwellings of varying lot sizes. Single unit dwellings shall have a minimum lot frontage of forty feet, a minimum side yard of four feet and a minimum separation of twelve feet between buildings. A majority of the single unit dwelling lots shall have a minimum fifty foot lot frontage and 5,000 square feet of lot area. A maximum of twenty percent of the housing units may be townhouses or semi-detached dwellings.

Lands abutting the Neighbourhood Collector Road in the vicinity of the Old Coach Road and the Bedford Highway may be developed with apartment buildings and townhouses, provided that townhouse units have shared driveway access to the Neighbourhood Collector Road. Any apartment building development shall be limited to five storeys above grade and shall maintain a minimum fifty foot non-disturbance area from any existing single unit dwelling lot abutting Glenmount Avenue.

Commercial uses may also be considered on lots which have frontage on the Bedford Highway.

Neighbourhood B:

This neighbourhood is intended primarily for apartment building and townhouse developments, although lower density housing units and other developments supported in the Residential Neighbourhood Designation may also be considered. Buildings will not exceed twelve stories above ground level, except that no building shall exceed five stories in height if located within 200 feet of an existing residential lot within Fernleigh Park Subdivision.

Neighbourhood C:

Development will be restricted to single-family dwellings with minimum lot frontages of sixty feet. No new development shall be permitted on any lot abutting Crosby Street unless serviced with municipal sewer and water services.

Neighbourhood D:

Lands located between the neighbourhood collector and Nine Mile Drive will contain a mixture of single unit, semi-detached and townhouse units with a majority being single unit. No apartment buildings will be permitted and single family dwellings will be required to have a minimum lot frontage of forty feet, a minimum four foot side yard and a minimum twelve foot separation between buildings.

Neighbourhood E:

Lands will be developed primarily with lower density residential housing which may include single, semi-detached and townhouse units. Apartment buildings may be considered on lands abutting the Bicentennial Highway provided that a minimum separation distance of 100 feet is maintained between any buildings and the Bicentennial Highway right-of-way. Single unit dwellings shall have a minimum lot frontage of 40 feet, a minimum four foot side yard and a minimum twelve foot separation between buildings.

Policy MS-6:

A maximum of 1,330 residential units may be permitted within the master plan area prior to the construction of the proposed interchange. The allocation to each sub area shown on Schedule III shall be as follows:

Sub Area "A":	615 units
Sub Area "B" :	235 units
Sub Area "C" :	480 units

Policy MS-7:

No development agreement shall be approved which would permit building permits to be granted for more than 2,000 housing units within the master plan area and the abutting Royale Hemlocks Subdivision unless:

- (a) the interchange has been constructed and connected to Larry Uteck Boulevard or the financing for the interchange and roads has been secured, a time frame for implementation agreed upon; and
- (b) consideration is given to the transportation improvements recommended by the Prince's Lodge/ Bedford South Transportation Study or any other transportation study available to the Municipality. A development agreement application shall not be approved where a traffic study concludes that the level of service for any road within the secondary planning strategy or connecting to the abutting road network does not conform with the performance criteria established under the Municipality's Guidelines for Preparation of Traffic Impact Studies and the applicant shall be required to provide the analysis, prepared by a qualified consultant, needed to make such a determination. Without limiting the generality of the foregoing statement, particular consideration will be given to traffic impacts on the Bedford Highway, Nine Mile Drive and Oceanview Drive.