



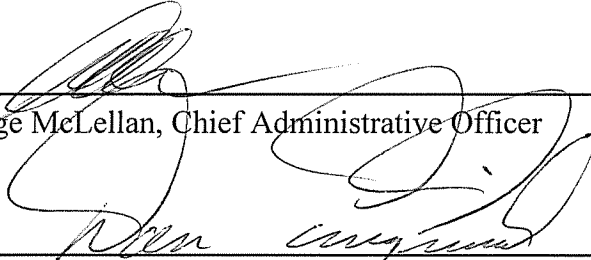
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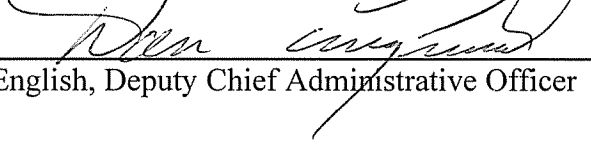
10.2.3

Halifax Regional Council
February 11, 2003

TO: Mayor Kelly and Members of Halifax Regional Council

SUBMITTED BY:


George McLellan, Chief Administrative Officer


Dan English, Deputy Chief Administrative Officer

DATE: January 17, 2003

SUBJECT: Bedford West Master Plan (Project 00382)

ORIGIN

At the July 9, 2002 Council session staff was directed to initiate a master planning study for the Annapolis Group Inc. lands as well as surrounding land on the west side of the Bicentennial Highway, in the vicinity of the Hammonds Plains and Kearney Lake Roads.

RECOMMENDATIONS

It is recommended that Regional Council:

1. Approve the Bedford West master plan study area boundary illustrated on Attachment I;
2. Approve the Bedford West master plan study Terms of Reference presented in Attachment II;
and
3. Adopt a public participation program for Bedford West as described in Attachment V.

Overview

Last year two property owners requested amendments to the Bedford and Halifax County Municipal Planning Strategies (MPS's) to allow serviced residential development of a large area of land in the Bedford West area (i.e Hammonds Plains Road, Kearney Lake, Bicentennial Highway). Council directed staff to initiate a master planning study for the area prior to making any decisions to amend the MPS's. The study is to include "the Annapolis Group Inc. land holdings as well as surrounding properties in the vicinity." In this report Council is being asked to approve the study's objectives, geographic boundaries and public participation program.

Objectives

The study includes consideration of the regional role of the proposed community, integration with existing communities, demographic/housing projections, servicing needs/impacts, impact upon HRM's operating and capital budgets, allocation of costs, phasing, open space opportunities, environmental issues and integrated transportation/transit design (Attachment V).

Public Participation Program

The public participation program is based upon the use of a public participation committee consisting of community residents. The Committee's role is to ensure adequate public input and to provide advice in the preparation of any master plan design, policies and regulations. The Committee will confer with the Regional Planning Stakeholder Committee prior to making its final recommendations to Regional Council. This ensures that overlapping issues have been identified and discussions between the two committees have taken place before a recommendation is submitted to Council for consideration (Attachment II).

Boundaries

The boundaries of the study are generally based upon six factors.

- Sanitary sewage servicing capacity is the most determining factor for the study area. The Mill Cove Sewage Treatment Plant in Bedford has limited capacity to accommodate new development and this capacity is allocated to future development in the Bedford/Sackville area. Consequently the Bedford West study is based upon a proposal to have sewage flow to the Halifax system along the Kearney Lake road. All land within this watershed and along the proposed Kearney Lake sewer line is therefore included in the study area.
- Land immediately adjacent to this watershed is also included since it is reasonable to examine the feasibility of using pumping stations in these areas to access the proposed Halifax sewer line.
- New development can impact the water quality of the lakes in the area (e.g. Kearney Lake and Paper Mill Lake). To ensure this issue was addressed, land in these watersheds has been included in the study.
- Access to the surrounding collector/arterial road network has also been considered. These roads include Kearney Lake, Hammonds Plains and the proposed Highway 113.

- Proximity to existing neighbourhoods and development has also been considered, especially where there are opportunities to achieve compatible new development or address issues in existing developed areas.
- A small portion of the land in the proposed study area may have significant development constraints. This land however may fulfill a role in open space planning and has therefore been included in order to explore this option.

The proposed study area encompasses approximately 2,600 acres of undeveloped land (Attachment I). For comparative purposes, the proposed study boundary is more than four times the area of the Wentworth/Bedford South master plan study. Two public meetings have been held in the area (Attachment III). The boundaries of the proposed study area reflects this input.

Community and Regional Context

The servicing option, road network and existing neighbourhoods in the Bedford West area dictate that a large study area is considered prior to developing any particular parcel of land. Prior to making Municipal planning and investment decisions in this area it is crucial to properly understand the opportunities and constraints associated with each major piece of land. Reducing the size of the study would limit its usefulness for making informed policy decisions for this area, surrounding communities and the region.

Issues of relevance to nearby communities and the region as a whole include the following:

- The capacity of the proposed Halifax sewage treatment facility to accommodate additional flows anticipated from this study area;
- Costs and benefits associated with alternative development areas which could feed into the Halifax sewage treatment plant;
- Traffic impacts on the surrounding road network and roads serving the neighbouring communities of Bedford and Mainland/Peninsula Halifax;
- The implications for upgrading the infrastructure in this study area and other potential development sites in light of the Municipality's multi-year financial strategy and capital cost contribution policy.

Studies being undertaken as part of the regional program may assist in making policy and investment decisions regarding this area. Most notably, the Greenfield Study Analysis is evaluating ten sites around the region for development potential with regard to infrastructure requirements and costs. Terms of reference for this study (including maps illustrating the ten evaluation sites are presented as Attachment IV of this report). The Bedford West lands and lands surrounding Sandy and Jack lakes are two of the ten sites included in this study.

Final Recommendations

Upon completion of the master plan study any development boundary proposed may be smaller than the initial study area due to a number of factors such as servicing costs, traffic implications or

environmental constraints. It is also conceivable that, given projected population growth rates for the region and the availability of other land for development, the time horizon for developing this area will extend many decades into the future.

BACKGROUND

- In April 2000 Annapolis Group Inc. requested a master planning study be initiated for approximately 1,200 acres of their land. This land is located on the west side of the Bicentennial Highway in the vicinity of the Hammonds Plains and Kearney Lake Roads. Subsequently Annapolis requested an amendment to the Bedford Municipal Planning Strategy (MPS) to allow for serviced development on 480 acres of its lands while work continued on a master plan for the full 1,200 acres.
- Robert Donovan and Mickey Macdonald also requested an amendment to the Bedford MPS to allow for a 40 acre, 200 lot expansion of the Peerless Subdivision. The Peerless Subdivision is located between the Hammonds Plains and Kearney Lake Roads, to the west of the Annapolis Group Inc. lands.
- During this period HRM consultants (SGE) were undertaking the capital cost contribution study for the Wentworth/Bedford South master planning study. The consultants were asked to simultaneously undertake a preliminary servicing feasibility study of the Annapolis Group Inc. and Peerless lands.

- At the July 9, 2002 session of Regional Council, the following motion was approved:

“that a master planning study, similar in scope and process to the one recently completed for Wentworth/Bedford South, be initiated for the Annapolis Group Inc. land holdings as well as surrounding properties in the vicinity; thereby, facilitating proper design of municipal service systems, appropriate phasing of development and allocation of costs to benefiting property owners, as well as identifying open space opportunities and environmental protection measures needed, and further that this be an HRM funded study.”

- In the fall approximately 130 people attended an open house session regarding the master planning study. A summary of the public comments, as well as written submissions received afterwards, is presented as Attachment III. The written submissions include a request by Kimberly-Lloyd Developments Ltd. to include its Kearney Lake land in the master planning study.
- A second meeting was held with area property owners to review the proposed study area boundary. Based upon this input minor revisions were made to the proposed boundary.

DISCUSSION

Proposed Study Boundary

To properly design adequate infrastructure and determine the associated phasing and cost apportionment, it is necessary to estimate the potential ultimate service demands. This involves determining which lands can potentially be developed on common infrastructure.

In the case of the Wentworth/Bedford South master plan this was simple. The Bedford and Bicentennial Highways, Crestview Estates and Royale Hemlocks subdivisions were obvious boundaries. For the Bedford West study the boundaries are not as obvious.

The Mill Cove Sewage Treatment Plant in Bedford has limited capacity to accommodate new development and this capacity is allocated to future development in the Bedford/Sackville area. The Bedford West study boundary has therefore been rationalized primarily on the basis of a sanitary servicing proposal which directs sewage flow to the Halifax system along the Kearney Lake Road. The preliminary servicing feasibility study undertaken for this area last year indicates this proposal is feasible. All land within this watershed and along the proposed Kearney Lake sewer line is therefore included in the study area. This also allows the study to address the impact upon water quality in the area lakes (e.g. Kearney and Paper Mill Lakes). In addition, land immediately adjacent to this watershed is included since it is reasonable to examine the feasibility of using pumping stations in these areas to access the proposed Halifax sewer line. Access to the surrounding collector/arterial road network was also given prominent consideration in determining the proposed study area. Proximity to existing development was also a factor.

The proposed study area is approximately 2,600 developable acres. Approximately 100 acres of this will be dedicated to the proposed Highway 113. (Highway 113 will remove traffic from Hammonds Plains Road by linking Highway 103 and the Bicentennial Highway.) While this is a large study area, upon completion of the study a smaller area may be proposed for inclusion within a new development boundary. In the interests of public participation and transparency it is better to make these decisions as part of the master planning study process rather than exclude certain lands now.

The study area is divided into five subareas (shown on attachment I). The following sections of this report describe each of these subareas and the rationale for their inclusion.

Area 1 (660 developable acres): Annapolis owns most of the undeveloped land in this area. HRM owned land at the intersection of the Bicentennial Highway and Hammonds Plains Road (the site previously proposed for the blood fractionation plant) is also included. This area is in the Kearney Lake watershed. Sewage flows would be directed to the Halifax system using the proposed sewer along Kearney Lake Road.

This area also allows for direct road connections to the Kearney Lake and Hammonds Plains Roads, the two principal collector roads serving this area. This area will also have access to the proposed interchange at Kearney Lake Road and the proposed Highway 113. The proposed location of Hwy. 113, which would link Highway 103 with the Bicentennial Highway, in relation to the study area is illustrated on Attachment I.

Area 2A (448 acres): The undeveloped lands within this area are owned by Annapolis. The land to the east of Black Duck Brook slopes toward Kearney Lake. These lands could be developed with a gravity sewer system which connects to the pumping station proposed at Kearney Lake Run. A road system can also be developed with direct access to Kearney Lake Road.

Area 2B (203 acres): A significant ridge extends along the west side of Black Duck Brook. A majority of these lands are at too high an elevation to receive central water from the distribution system proposed for this study area and may require a direct dedicated supply from the Pockwock

transmission. This would appear to limit the potential for a continuous development pattern with lands to the east in area 2A.

This area does however have the potential for development with road connections to the Kingswood/Blue Mountain Estates neighbourhood on lots serviced with on-site septic systems and either wells or central water. In addition, consideration can also be given to including this area in an open space system with abutting crown lands. Annapolis has advised that it would not object to excluding this area from the master planning study since it is focussing its design efforts on developing a community with central sewer and water services. As mentioned above however there is merit in keeping it in the master plan study to explore its recreation potential in the community.

Area 3 (286 acres): The primary land owners in this area are Annapolis, the Water Commission, Cresco, Emscote, and Lafarge Canada. There are also numerous smaller parcels under separate ownership.

This area slopes toward Kearney Lake from the Bicentennial Highway. A gravity sewage flow system could therefore be designed to direct flows to the pumping station and force main proposed along the Kearney Lake Road.

The proposed Wentworth/Bedford South interchange on the Bicentennial Highway abuts this area. This creates the potential for direct access to the Bicentennial Highway as well as direct access between two communities (i.e. Wentworth/Bedford South and Bedford West.)

Area 4A and B (450 gross acres, 260 acres of developable lands): This is a triangular area between the Kearney Lake and Hammonds Plains Roads in which 190 acres has been developed and 260 acres remains undeveloped. The Atlantic Acres Industrial Park and Peerless Subdivision (shown as area 4B on attachment I) are in this area. Both have central sewer and water systems. Sewage from both developments is currently pumped into the Mill Cove treatment plant.

Although this area is outside the Kearney Lake watershed, preliminary consideration has been given to directing sewage from this area to the Halifax system via pumping stations. This also has the advantage of potentially creating new capacity in the Mill Cove Treatment Plant by redirecting the effluent from Peerless Subdivision and Atlantic Acres to the Halifax system.

In addition, proximity of this area to Hammonds Plains Road, Kearney Lake Road, and the Kingswood/Blue Mountain neighbourhood make it a reasonable area to include in the master plan study.

Area 5 (707 acres): This area is primarily owned by Darvill Hamshaw, Kimberly-Lloyd Developments and Annapolis. This area also includes existing development on the south side of Kearney Lake served by on-site well and septic systems.

There is merit in including this area in the study. Approximately 130 acres is within the Kearney Lake watershed (area 5A on Attachment I) and could be easily serviced by the proposed Halifax sewer line in Kearney Lake Road. This system might also be designed to accommodate the existing development in the area which currently uses onsite services.

The remaining 576 acres (area 5B on Attachment I) is in a different watershed. There is merit however in exploring whether this area could reasonably access the proposed Halifax sewer line via a pumping station.

There are, however, a number of constraints which have to be overcome, the most notable being the inability to build a new road connection directly to the Kearney Lake Road. New roads would have to extend from the existing streets of an older subdivision on the south side of the lake. In addition some land may be at too high an elevation to receive central water from the distribution system proposed for this study area. It may require dedicated supply from the Pockwock transmission.

There is however merit in including this area in the study since it also provides an opportunity to consider how development of these lands could be integrated with potential future development and an open space system around Quarry and Suzie Lakes to the south.

Areas Outside the Study

Some land between Hammonds Plains Road and Sandy Lake was considered for inclusion in the study. The sewer and water services needed to develop these lands could potentially be integrated with the service systems proposed for the Bedford West area. On balance however development of these lands would be more appropriately considered in conjunction with a master plan study for the Jacks Lake/Sandy Lake area which is in a different watershed. The Jacks Lake/Sandy Lake area is currently being reviewed under the regional Greenfield Study. Adding the Jacks Lake/Sandy Lake area to the Bedford West study would be an additional 1,000-2,000 acres. At this scale, the study would begin to become too big.

In addition, the majority of the Crown land on the west side of Kearney Lake, between areas 2 and 5, have not been included in the study. It does not appear that this land is available for development. The Province is currently evaluating its open space value as part of the environmental assessment process for Highway 113. If the Province concludes that an exchange of this parcel with other private land holdings in the area would further the public in open space dedications, this area could be added to the master plan study. At present this seems unlikely.

Study Terms of Reference

The study terms of reference recommended in Attachment II is the same as that approved for the Wentworth/Bedford South master plan study with the exception that specific reference is made to the Municipality's recently approved Capital Cost Contribution Policy. The terms of reference provide broad guidance as to matters which are to be addressed through subsequent studies and deliberations.

Public Participation Program

Public participation for the Wentworth/Bedford South master planning exercise centred around a series of public meetings hosted by staff. In retrospect the inclusion of a public participation committee would have provided more opportunity for collaboration with area residents.

For the Bedford West Planning study staff is proposing that a public participation committee be established with representatives from the three affected polling districts (Attachment V). The

proposed composition is Prince's Lodge - Clayton Park (two representatives), Bedford (four representatives) and Hammonds Plains - Timberlea (two representatives). Appointments would be made by the respective Community Councils. The committee's mandate is to:

- Chair all public meetings and ensure that members of the public have adequate opportunities to participate in the master planning study for the area;
- Collaborate in negotiations with land owners and municipal staff in the preparation of the master plan;
- Provide advice on any amendments to planning and regulatory documents put forward for approval as a consequence of the master planning study; and
- Confer with the HRM's Regional Planning Citizen Advisory Committee.

BUDGET IMPLICATIONS

There are no budgetary implications associated with the recommendations of this report.

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. Adopt the staff recommendations.
2. Council could instruct staff to amend the study area boundary by excluding any of the subareas illustrated on Attachment I or by including additional lands.
3. Council could decide not to establish a public participation committee and instead have staff host a series of public meetings as was done with the Wentworth/Bedford South master planning process. A public participation committee would be beneficial in providing a more collaborative approach with area residents. This alternative is therefore not recommended.
4. The composition of the public participation committee could be altered or Regional Council could decide on the nominees.

ATTACHMENTS

I Proposed Master Plan Study Area

II Study Terms of Reference

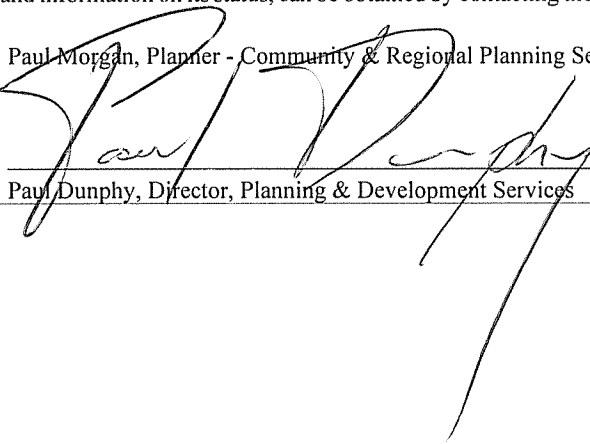
III Summary of comments received at the Open House Session of October 3, 2002 and written submissions received afterwards.

IV Terms of Reference for the Greenfield Study Analysis

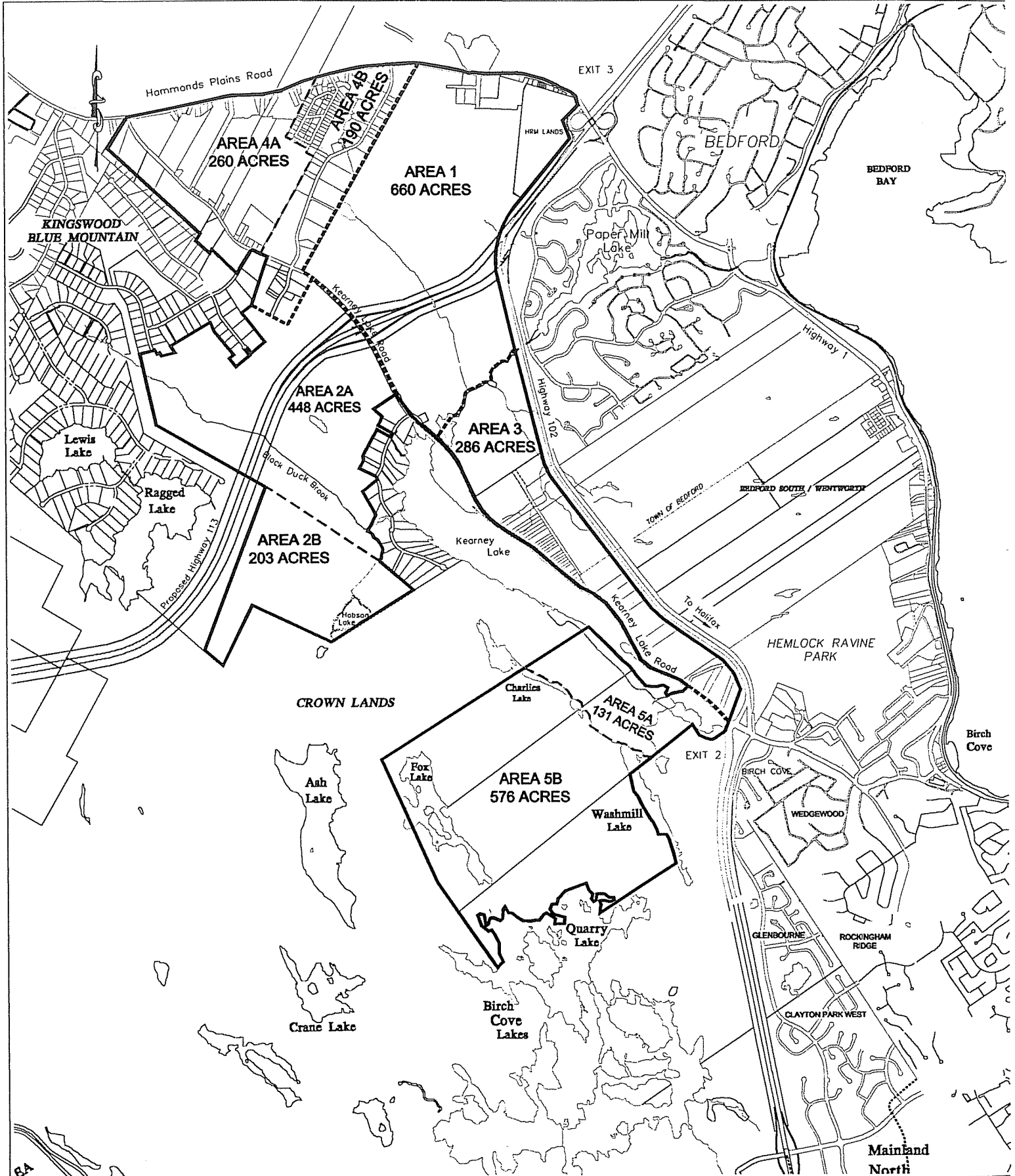
V Terms of Reference for the Bedford West Public Participation Committee

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: Paul Morgan, Planner - Community & Regional Planning Services

Report Approved by: 
Paul Dunphy, Director, Planning & Development Services

Attachment I: Proposed Study Area Boundary



**Bedford West Master Planning
Study: Terms of Reference**

Objectives: to prepare a plan for the Bedford West study area boundary which:

- anticipates future community needs having regard for trends in demographics, housing affordability, building technologies, economics and social issues with specific consideration given to how the community proposed could fulfill a role in responding to needs within a regional context;
- integrates design with established neighbouring communities in terms of the natural and man made environment;
- reduces travel time and energy requirements, encourages the use of public transit, pedestrian and cycling facilities and enhances public safety through innovative integration of land use components with the transportation and open space systems;
- preserves sensitive environmental areas and unique cultural features and responds to the opportunities and constraints imposed by the environment;
- maintains adequate service levels for municipal infrastructure (sanitary sewer, storm drainage, potable water and road systems) both within the area of new development and off-site while minimizing costs to all parties;
- allows for design flexibility in recognition of future changes to external circumstances and market conditions
- minimizes future demands on the Municipality's fiscal resources (capital and operating budgets) and provides fair and predictable cost-sharing of community infrastructure costs between the Municipality and individual property owners in terms of division and timing in accordance with the Municipality's Capital Cost Contribution Policy;
- provides policy guidance for more detailed negotiations with property owners/developers with specific consideration given to phasing of development with associated community infrastructure and the responsibilities of each party (property owners/developers and the Municipality).

Bedford West Open House

Thursday October 3 2002, 7 – 9 PM
Lebrun Centre – 36 Holland Avenue, Bedford

Compiled Comments

Written Comments (from clip charts)

- Please look into an 18” storm line flooding the triangle shaped lot behind 24 Smith Road. (Peter Beaini, P.Eng. (830-3392))
- A desire for the provision of fishways (fish ladders) over all three dams. Dams should meet the Canadian Dam Association Standards.
- The provision of a 100 metre buffer for all water courses
- The perception that the projected Hwy #113 will not alleviate Hammonds Plains Road congestion, and that the #113, in proximity to Blue Mountain, will:
 - create noise pollution,
 - create atmospheric pollution increasing CO², and NO levels in Blue Mountain area,
 - not reduce heavy trucks on Hammonds Plains Road
 - not alleviate Bayers Lake egress problem
- Availability of water and sewage demands are not defined.
- Get the 30,000 cars per day off of the Hammonds Plains Road!
- Provisions for Places of Worship.
- Will the zoning of lands be re-evaluated under this Master plan review?
- Ensure that there is no direct discharge of stormwater into lakes/brooks.
- Ensure no change of grade or vegetation removal next to/in buffers of lakes/brooks.
- This proposal must go to HRM Water Advisory Board.
- Jacks Lake should be retained for regional park use.
- Lot services charges = \$50,000 per lot to HRM.
- Traffic??

- Any new development must be contingent upon collateral agreements, which provide new schools, new play spaces. People will only be further negatively impacted by continued situation.
- Amount of parkland should exceed 5% in Planning Act – equivalent amount to “Old Bedford”.

Written Comments (from clip charts) Continued.

-
- No further subdivision development until they fix the Bicentennial Entrance into Bayers Road, and the Bedford Highway exchange at Windsor/ Kempt Rd. etc.
 - The new Hwy #113, which is too close to Kearney Lake, should include sidewalks and a bicycle lane.
 - Sidewalks and a bicycle lane should be added to both the Kearney Lake road and the Hammonds Plains Road.
 - All services in the new study area should be underground.
 - Existing homes in area should have services.
 - Plan for schools and recreational facilities.
 - Is development prepared to treat waste somewhere “on-site” just like all rural areas (residential and small commercial)?
 - Very concerned about future provision of connector from St. George Boulevard to New Hwy #113. St. George is NOT designed to be a collector road which it will be from Hammonds Plains. Major upgrade will be needed (widening, sidewalks, lights).
 - All water frontage to be kept PUBLIC e.g. trails, floodplains, buffers.
 - Tree retention – do not cut stems over 8” or trees over 80 years.
 - A project this size should have to undergo an environmental impact assessment.
 - Blasting – no damage – do not disturb water/groundwater flow
 - Long-time residents, who live on Kearney Lake Road, and who have been bypassed, want water and sewer. We have had beautiful scenery destroyed, which is located in our backyards – also have to put up with severe traffic issues and poor existing water quality.
 - Create an public oversight committee for the planning process.
 - Compensation for loss of habitat.
 - Hammonds Plains Road and Bedford Highway must be upgraded to cope with the increase in traffic prior to further development.

- Municipal water and sewer services and sewage treatment plant – are these able to cope with new development?
- Prohibit NSPI vegetation easement over lands used for distribution systems.
- Ensure integrated parkway system.
- School, churches, soccer fields, playgrounds, parks.
- No blasting – disrupts natural systems.
- Conserve soil and water. Conserve trees – they are carbon filters.

Verbally Communicated Issues of Concern

Traffic Issues:

- St George Boulevard, in Kingswood Subdivision, is not meeting the increasing amount of local traffic generated as the subdivision expands.
- The concept of phased planned subdivisions (like Kingswood) appears to have not taken into consideration the increased demands placed on local streets as more people moved into the area.
- Existing and expected future additional traffic impacts associated with the new subdivision just north of Kingswood that is currently under construction.
- The close proximity of the projected new Highway #113 to existing residential development.
- The severe traffic congestion at the intersections of St George Boulevard and Hammonds Plains Road, Highway #102 and Hammonds Plains Road, Kearney Lake Road and Highway #102.
- The need to better understand the source, destination and routing of traffic in the area, including the ability of existing infrastructure (e.g. Windsor intersection, Bedford Highway, Kearney Lake and Hammonds Plains Roads, etc.) to move traffic in and out of these neighbourhoods, without causing increased impacts to downstream neighbourhoods, such as Rockingham and Clayton Park.
- The perception that the projected Highway #113, originally intended to act as a bypass and connected between Highways 102 and 103, is now being considered as an alternative for alleviating local traffic problems in the general study area.
- The need for more consideration of alternative modes of public transportation, including commuter rail, improved bus service, express lanes, sidewalks and bicycle lanes.

Environment Issues:

- Watercourses in the area, including the lakes, streams and wetlands, are an important local and regional resources and must be protected from the impacts of increased development. Protection of watercourses provides benefit to all users of the area. There is a need to ensure adequate no –disturbance buffers.

- Fish passage throughout the Susie Lake, Kearney Lake, Papermill Lake system should be provided around all existing dams and obstacles, especially for gaspareau and salmonids. There is considerable potential to re-introduce viable populations of Atlantic salmon into the watershed.
- There are concerns for the existing and potential future water quality in lakes and stream in the area. Residents believe that the lakes in Kingswood are already showing signs of impacts from development.
- Stormwater management must be an integral component of the new master plan, with special emphasis on management of peak flows and prevention of pollution.
- There was considerable concern over private ownership and maintenance of the areas dams (considered to be poor at this time).

Verbally Communicated Issues of Concern (continued)

Development Issues:

- Planners should take into careful consideration the existing and potential future problems associated with phased residential developments such as the Kingswood Subdivision. Residents of the area are unhappy that assurances given by the subdivision development have not, and potentially will not, come to fruition. These included:
 - active recreational facilities such as baseball and soccer pitches
 - new schools in the immediate area;
 - public bus routes within the subdivision
 - water and sewer provided by the municipality
 - upgrades to Hammonds Plains Road
- Having full serviced lots only increases the density of housing in the area as opposed to on-site services which has greater impact on the environment.
- There should be no further development in the area until solutions for the existing problems are implemented.
- Developers should be required by the municipality to live up to the terms of the agreements under which residential lots are sold.
- Developers should not be permitted to market proposed area amenities to buyers unless the proposed future services (eg public transportation, recreational facilities, municipal water and sewer) are confirmed in writing by the municipality.
- Developers should bear the cost of new municipal services to their developments, as part of the cost of doing business, even if that means that lot prices must increase.

- There is a need to shift the focus (or centre) of Bedford from the Bedford Highway to the study area through the provision of a commercial centre that addresses not only the new study area but also the Kingswood area (this discussion was coming from the Annapolis Group).
- The municipal lands in the Jacks Lake area should become a park (again Annapolis Group).

Bedford West Open House

Thursday October 3 2002, 7 - 9 PM
Lebrun Centre - 36 Holland Avenue, Bedford

Halifax Regional
Municipality

OCT 11 2002

Planning Services
Heritage Property Program

Comment Card

Please take a few minutes and tell us what you think about the feasibility and desirability of accommodating development of the lands generally bounded by the Bicentennial Highway, the Hammonds Plains Road and the Kearney Lake Road.

Comment Cards can be forwarded to the HRM Planning staff, care of:

Mr. Paul Morgan

Halifax Regional Municipality Planning Services,
West End Mall Office, 6960 Mumford Road, Suite R19
PO Box 1749 Halifax, Nova Scotia B3J 3A5
Fax: 490-4406; E-mail: morganp@region.halifax.ns.ca

Name: FRED LINDEITER

Address: 993 HAMMONDS PLAINS RD
BEDFORD NS
B4B 1B2

Comments:

I AM CONCERNED ABOUT THE INCREASE IN VEHICLE TRAFFIC IN THIS AREA, SPECIFICALLY KEARNEY LAKE RD BEDFORD HWY, + HAMMONDS PLAINS RD.

I HAVE SEEN AN EXPLOSION OF DEVELOPMENT UP THE HAMMONDS PLAINS RD AND THE RESULTANT TRAFFIC INCREASE ON ROADS THAT CANT HANDLE SUCH TRAFFIC. I HAVE SPENT MY OWN MONEY TO BUILD A TURNAROUND ON MY OWN PROPERTY SO THAT I DID NOT HAVE TO BACK OUT OF MY DRIVEWAY + ONTO THE HAMMONDS PLAINS RD. THE 102 OFF RAMP TO H.P.R. BACKS UP TO THE 102 WITH VEHICLES MAKE A LEFT TURN ON H.P.R. I CAN GO ON + ON + ON BUT I'M CERTAIN THAT CITY STAFF KNOW ALL ABOUT IT. THE CITY GROWS + GROWS + GROWS, BUT WE ARE STUCK WITH ROADS THAT WERE DESIGNED FOR A VILLAGE. HELP!!!

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OCT 16 2002

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Comment Card

Please take a few minutes and tell us what you think about the feasibility and desirability of accommodating development of the lands generally bounded by the Bicentennial Highway, the Hammonds Plains Road and the Kearney Lake Road.

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Mr. Paul Morgan

Halifax Regional Municipality Planning Services,
West End Mall Office, 6960 Mumford Road, Suite R19
PO Box 1749 Halifax, Nova Scotia B3J 3A5
Fax: 490-4406; E-mail: morganp@region.halifax.ns.ca

Name:

Mary Ann McGrath, MCA

Address:

202-264 Bedford Hwy
Hfx NS B3M 2K7

Comments:

4 of 5 exits/entrances to this development are on Kearney Lk Rd. The potential for the bulk of the traffic to use the K.L. Rd to access Hfx. is overwhelming!
There is a proposal for a diversion of the K.L. Rd, toward the Hwy 102 to access the new interchange proposed for the Bedford South development. This should be quickly ~~formed~~ acted upon (A) to relieve existing traffic on K.L. Rd from the Hammonds Plains area. (B) to set infrastructure in place at the beginning of the project - not when the problems are unbearable.

OCT 16 2002

Planning Services
Heritage Property Program

DATE: October 9.2002

TO: Paul Morgan

RE: Bedford West Open House

FROM: Derek Sarty 422-7148
1574 Argyle Street, Suite 5 dsarty@dbis.ns.ca
Halifax, Nova Scotia
B3J2B3

I am a landowner resident of Sandy Lake as well as a director of the Sandy Lake Watershed Association. Our association, in conjunction with other similarly minded groups in Sackville and the surrounding area, is devoting considerable effort to monitoring and maintaining the quality of the watershed in the Sandy Lake, Marsh Lake, and Sackville River area. Since any development pressure in the lands that are part of and surround this watershed could directly impact this watershed in terms of the quality of its water, its land and the ecosystem existing therein, we are very interested in keeping abreast of any plans to alter the region.

For example, we would like to know whether "development of the lands generally bounded by the Bicentennial Highway, the Hammonds Plains Road and the Kearney Lake Road" might include development of the lands in the Jacks Lake area north of the Hammonds Plains Road and, if so, what manner and size of development might ensue. Further, when and what might be the long range planning regarding the "Prison" lands and the rest of that area between the Bicentennial Highway, Hammonds Plains Road and the Sandy Lake, Marsh Lake, Sackville River corridor?

For several decades development around the shoreline of Sandy Lake has been subject to special protective zoning (established when our Sandy Lake Area Residents Association, along with then Bedford Mayor Francine Cossman, reacted to the substantial environmental degradation that was brought on by the clearing of the land and building of Farmer's Dairy). We have learned that a parcel of land (some 17 acres) on the south shore of Sandy Lake, bordering the Hammonds Plains Road has recently changed hands and that there is some interest in developing that land. Since the restrictive zoning calls for a landowner to have 5 acres on a publically serviced road, this land could be developed. We would like to know whether this development might become an apartment complex or condo complex. Such a development could dramatically alter both land and aquatic traffic.

Similarly, a large parcel of land running from the Hammonds Plains Road north to end at the beach on the north-western Sandy Lake shore could be developed under the existing protective zoning.

We would also like to know whether there might be any plans to alter the protective zoning now in place.

Essentially, after close to 30 years of careful stewardship on the Sandy Lake area, we sense that the final fate of the region is about to be cast. We are concerned because we believe the Sandy Lake, Marsh Lake, Sackville River corridor to be the last pristine waterway in this rapidly developing area and that its potential as a parksystem could be compromised without a broad-view, long-term approach to any planning and potential development that may take place— such a view would, in our opinion, argue for the wisdom of retaining the protective zoning around Sandy Lake.

We would greatly appreciate a response to this note and to be kept abreast of any developments, meetings or public forums concerning the region.

Thank you.



From: Paul Morgan
To: Derek Sarty
Date: 10/17/02 5:52PM
Subject: Bedford West Master - Open House

Thank you for your correspondence, dated October 9, 2002. You raised a number of questions and requested my response. The following responses are given:

1. The boundary of the master plan area has not been determined at this point so I am not in a position to advise you whether any of the Jack Lake or Sandy Lake lands or more generally, any lands on the north side of the Hammonds Plains Road, will be included. Our department anticipates making a recommendation to Regional Council regarding the master plan boundary and a public participation program in the near future. In light of your interest in this matter, I will forward a copy of the staff report that will be tabled with Council once it is prepared and available to the public (the report will be available prior to Council deliberating on these matters). Among the matters which will be taken into consideration in making a staff recommendation regarding the boundary will be the technical feasibility and cost of extending municipal services, environmental impacts and public comments received.
2. With regard to the 17 acre parcel bordering on Sandy Lake and the Hammonds Plains Road, I was not aware of the recent sale that you referenced. However, all privately owned properties abutting the lake are zoned RR (Residential Reserve) under the Bedford Land Use By-law which restricts residential development to single unit dwellings on a minimum lot area of 5 acres. Therefore, an apartment or condominium complex could not be considered under the current zoning provisions. In fact, a plan amendment would be required to allow for this use. I am not aware of any proposal of this nature at this time but it may be possible that someone will make an application at some point in the future or request that provisions for this proposal be incorporated into the master planning process for the area.
3. There are currently no plans to alter the protective zoning around the lake but I suppose that this may be possible if the master plan boundary included this area. Again, it is difficult for me to offer any more definitive answer because our department is not yet in a position to make any recommendation on the boundary and, ultimately, the decision will rest with Regional Council in any event.

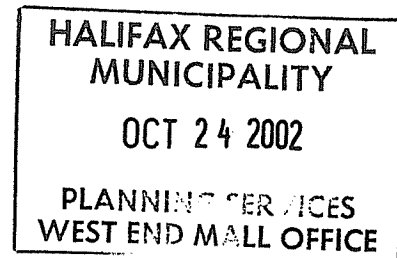
I hope I have answered your questions but, if further clarification is needed, please feel free to contact me.

CC: David Nantes; June Cook; Len Goucher; Peter Bigelow

Kimberly-Lloyd

October 22, 2002

Halifax Regional Municipality
P.O. Box 1749
Halifax, NS



Attention: Mr. Paul Morgan

Dear Mr. Morgan:

Re: Bedford West – Master Plan Process

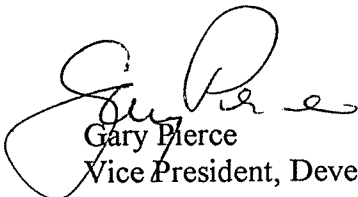
I recently attended a public information meeting concerning HRM's initiative to look at creating a new Master Plan area in the Bedford West region. It is my understanding that the area being considered is part of the watershed to Kearney Lake and is bounded by the Hammonds Plains Road, the Kearney Lake Road and the Bicentennial Highway.

We believe that if HRM proceeds with Master Plan development in this region, the area should include all of the lands contributing to the Kearney Lake watershed, west of the Bicentennial Highway. This would enable a thorough consideration of the servicing requirements for gravity sewers, as well as traffic networks, to the two major collector systems.

As landowners within the area, we would be supportive of this process and would welcome the opportunity to become involved. Please keep us informed as to the progress of this initiative.

Yours truly,

KIMBERLY-LLOYD DEVELOPMENTS LIMITED



Gary Pierce
Vice President, Development

GP/bjp

Cc: Mr. Austin French

HALIFAX REGIONAL
MUNICIPALITY
OCT 29 2002
PLANNING SERVICES
WEST END MALL OFFICE

Bedford West Open House

Thursday October 3 2002, 7 - 9 PM
Lebrun Centre - 36 Holland Avenue, Bedford

Comment Card



Please take a few minutes and tell us what you think about the feasibility and desirability of accommodating development of the lands generally bounded by the Bicentennial Highway, the Hammonds Plains Road and the Kearney Lake Road.

Comment Cards can be forwarded to the HRM Planning staff, care of:

Mr. Paul Morgan
Halifax Regional Municipality Planning Services,
West End Mall Office, 6960 Mumford Road, Suite R19
PO Box 1749 Halifax, Nova Scotia B3J 3A5
Fax: 490-4406; E-mail: morganp@region.halifax.ns.ca

Name: GORDON D. HERB

Address: 6180 OAKLAND ROAD
HALIFAX, NS
B3H 1P2

Comments: ALL DEVELOPABLE LANDS IN THE
ABOVE DESCRIBED "TRIANGLE" SHOULD BE
TREATED EQUALLY

Kimberly-Lloyd

January 7, 2003

BY FAX (490-4406)

Halifax Regional Municipality
P.O. Box 1749
Halifax NS B3J 3A5

Attention: Paul Morgan

Dear Paul:

RE: Bedford West Master Plan

Further to various discussions and meetings on the Bedford West Master Plan, we would like to advise that we are currently investigating concerns with access to our land as well as water pressure and advise options are available to address these issues.


We understand that our land is to be included in the initial boundary recommendation but with only partial support. We believe that it would be irresponsible not to include our lands as they provide a charge area at the commencement of the sewer extension. To exclude a land area that can reasonably be included and share in the costs would certainly show prejudice.

Solutions are continuing to be finalized to address these concerns and details will be available as we move through the process. We trust these issues will be the subject of further discussions.

If you would like to discuss the above points or have any questions please contact the undersigned at 423-4000.

Yours truly,

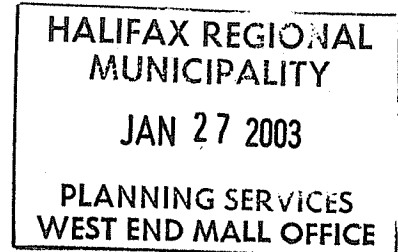
KIMBERLY-LLOYD DEVELOPMENTS LIMITED



Robert MacPherson, P.Eng.
General Manager Development

↑↑↑↑↑↑↑↑	
FEED DOCUMENT THIS DIRECTION	
IMPORTANT FAX MESSAGE	
TO	<u>Paul Morgan</u>
COMPANY	<u>HRM</u>
FAX NO.	<u>490-4406</u>
FROM	<u>Robert MacPherson</u>
NO OF PAGES	<u>1</u>
RE	<u>Bedford West Master Plan</u>

January 27, 2003

Mr. Paul Morgan
Planning Services
Halifax Regional Municipality
6960 Mumford Road Suite R19
Halifax NS B3J 3A5



Dear Mr. Morgan: 

Re: Bedford West Area - Master Plan Strategy

We are writing to clarify the position of the Annapolis Group in relation to the study areas currently being considered. It is our position that the following areas should be excluded from the upcoming Master Plan study area:

1. Annapolis lands in the Birch Cove Lake / Quarry Lake area.
2. The 200-acre component of Bedford West lands which are located above Black Duck Brook.

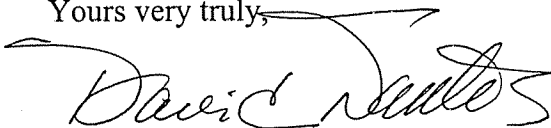
In our view, these areas should be considered as part of a Greenfield's Study Area for future development and include also other areas in the Birch Cove Lakes and the Crown lands extending from Quarry Lake area to the 200 acre Annapolis land component above Black Duck Brook. This area is generally at a much higher elevation, a different water zone area, and also may have significant traffic access issues.

The result of this direction would be that the Bedford West lands to be included in the Master Plan strategy would be a total of approximately 1,000 acres plus the 100 acres comprising the lands for the future Highway 113.

We believe that this approach is consistent with both the short and long term planning needs for the area and will facilitate moving ahead with the direction provided in the HRM Council motion approved on July 16, 2002.

If you have any questions, please do not hesitate to contact us.

Yours very truly,



G. David Nantes, P. Eng.
Vice President

DN/as

Attachment IV: Terms of Reference for the Greenfield Study Analysis

Purpose

Information provided to HRM as a result of this study will be used for public education purposes and form an integral component of HRM's current Regional Planning Initiative. The Scope of Work is intended to serve as a guideline only, and may not be all inclusive.

The overall purpose of this study will be to:

- ▶ **identify and estimate cost thresholds** for each of the ten Greenfield Sites listed below, in terms of piped services, treatment plants, roads and transit systems
- ▶ **identify any additional greenfield sites** which may merit further investigation
- ▶ **select and delineate at least six Study Areas** drawn from the above Greenfield Sites, based on the cost thresholds, and in consultation with HRM staff
- ▶ **estimate, compare and explain costs** associated with development in each of the six or more selected Study Areas assuming conventional density and modal split
- ▶ **determine the sensitivity of these costs** to cost thresholds and changes in density and modal split, based on the scenarios set forth in Table 1 below.

Greenfield Sites and Study Areas

The ten Greenfield Sites are listed below and indicated conceptually on the attached map indicated as Attachment I. Boundaries will be resolved in consultation with HRM staff. The consultant may recommend including one or two additional sites in consultation with HRM staff. Following identification of cost thresholds for each site, ***at least six of these locations and their boundaries (which will be referred to as Study Areas) will be identified for in-depth costing, through discussion between the consultants and HRM staff.***

Mainland South Backlands
Ragged Lake
Birch Cove Lakes/Governors Lake
Bedford West/Bedford South
Jack's Lake
Sackville/Beaver Bank
Dartmouth North/Anderson Lake
Port Wallace/Dartmouth East
Nova Scotia Home for Coloured Children Lands
Morris - Russell Lake/Shearwater - Eastern Passage

Degrees of Development

Development costs are affected by cost thresholds determined by capacities of existing piping, treatment and transportation facilities. The point at which these thresholds arise depends on the degree and type of development in relation to the various system capacities. This Call for Proposals addresses three assumptions about the degree of development:

- i) **Baseline:** assumes a continuation of past trends, allocated in the region according to the assumptions used in the HRM Integrated Servicing Study (ISS). The ISS provides the starting point for this Call for Proposals by allocating growth costs for piped services under a baseline assumption. The consultant will go beyond the work of the ISS by proposing and costing basic concept plans including major servicing elements. In addition, the consultant will allocate the ISS traffic data to individual traffic zones associated with each Greenfield Site, will update the traffic data and will provide a recalibrated model.
- ii) **Threshold:** assumes that development in a Greenfield Site continues up to, but not including, the first major capacity improvement that would be required in terms of treatment plants, piped services, roadways or transit. The nature and cost of this first threshold must be finalized for each Greenfield Site in consultation with HRM staff. The maximum amount of development that can be accommodated in each location without having to make this first major investment to increase capacity defines the Threshold assumption.
- iii) **Buildout:** This is based on development of all available land at a Greenfield Site, regardless of cost thresholds. All necessary investment to attain full buildout must be identified and costed (+/-20%). Full buildout assumes that zoning would be amended to allow development of all lands except for conservation and recreation areas, and except for hazard lands, all to be determined in consultation with relevant HRM staff (e.g., Parkland Planning, Planning and Development Services, Engineering and Public Works).

Development Densities

On a per-unit basis, density affects the costs of infrastructure, maintenance and operations. Density also determines the usage and efficiency of public transit, reducing the need for roadway expansion. To test the impact of density on costs, the present study will compare costs for two density assumptions at Greenfield Sites:

- i) **Conventional:** Low-density residential development averaging 5 units per acre and dominated by large-lot single-family dwellings, segregated from large-footprint, low-rise commercial uses.
- ii) **Alternative:** Medium-density residential development averaging 9 units per acre, with a mix of smaller-lot single-family dwellings, duplexes, townhouses and low-rise apartments, with some

commercial uses integrated with apartments, and with other commercial uses in nearby smaller-footprint, mid-rise buildings.

Transportation Choices

The degree to which residents choose alternative travel modes to driving affects traffic volume/capacity ratios and the cost of roadways. To test the impact of alternative transportation usage on costs, the study will compare development costs for current levels of automobile use and for significantly reduced automobile use such as might arise through any future policy shift in favour of higher density, pedestrian oriented design, cycling facilities and public transit investment. Research suggests that when residential density is doubled, a 20 to 30% decline in drive-alone auto commuting is observed.¹ The comparison will be done by using two different modal split assumptions at Greenfield Sites:

- ▶ **75% of peak-hour trips by automobile:** This is close to current modal splits found in some suburban and most semi-rural portions of HRM for driving to work. For example, the ratio is 70% in Eastern Passage/Cow Bay and 79% in Hammonds Plains.
- ▶ **60% of peak-hour trips by automobile:** This is close to the current average modal split for some well-established suburban communities in HRM. For example, the ratio is 63% for the Halifax Mainland and 60% for Dartmouth. Achieving such ratios in greenfield locations would require careful attention to density, design and transit service levels.

Community Design

Community design interacts with development density and transportation investment to determine public acceptability of alternative development forms and transport modes. These factors lie beyond the scope of the present study.² Because of their complexity and the need for specialized expertise, community design factors will be examined separately.

Costing Assumptions

The assumptions for the degree of development, its density and modal split are combined below in Table 1, to produce six Costing Assumptions:

TABLE 1: COSTING ASSUMPTIONS

Density/Modal Split >>> Degree of development vvv	Conventional 5 units per acre 75% peak-hr auto trips	Alternative 9 units per acre 60% peak-hr auto trips
Baseline Trend (ISS)	Conventional Baseline	Alternative Baseline
Threshold	Conventional Threshold	Alternative Threshold
Buildout	Conventional Buildout	Alternative Buildout

DUTIES OF HRM:

- ▶ **HRM will provide an information package** containing background information.
- ▶ **Preliminary capital cost analysis for piped services** on a region-wide basis has already been done through the Integrated Services Study (ISS). The ISS did not allocate transportation costing to individual traffic zones. Allocation of the ISS traffic data to each Greenfield Site will be the responsibility of the consultant (see below).
- ▶ **The HRM traffic model** which was built and calibrated using QRSII version 5.0.3, and has 190 zone centroids, 1700 links, and 1200 nodes. The capacity constraint feature is employed at all major street intersections. There is no transit modeling component to the model. The consultant will be required to update and recalibrate the model (see below).
- ▶ **Additional information** available through HRM will include relevant MPS Policy, land ownership patterns; topography; soil and geological conditions; hydrology; vegetation; existing infrastructure; watershed boundaries; sewershed boundaries; and environmentally sensitive areas.
- ▶ **HRM studies and/or planning guidelines for:**
 - Land use planning and zoning
 - Subdivision
 - Transportation (including provincial highways, transit, parking, cycling and walking)
 - Environmental planning
 - Parkland
 - Recreation
 - Fire and police protection
 - Waste management

Engineering design
Capital Cost Contribution (CCC)

- ▶ **Relevant reports/studies prepared by or for HRM** will also be available (see Appendix A). The availability of relevant data and background studies may differ between sites. Some data and environmental feature mapping may be obtainable from the Regional Open Space Plan being undertaken by Recreation Services. Use of this data would be subject to provincial and municipal data sharing agreements.
- ▶ **Meetings with HRM planning, engineering, transit and parkland planning staff** as required to resolve locations and boundaries of Greenfield Sites, Study Areas, conservation areas, regional parks, transportation elements, developable lands, recreation needs and other assumptions. HRM staff will also meet with the consultant at the completion of each of the project steps (see below).

DUTIES OF CONSULTANT

Step One: Opportunities and Constraints

1) Objectives:

Re-calibrate and update the transportation model: The model must represent the current population and employment of the region and include the current major roadway network.

Allocate traffic data from the Integrated Servicing Study (ISS) for traffic zones associated with each Greenfield Site, using the recalibrated QRSII traffic model, based on each of the six assumptions set forth in Table 1.

Identify opportunities and constraints for optimizing land development costs for each of the ten Greenfield Sites under each of the six assumptions in Table 1 above, giving consideration to:

- ▶ integration with established neighbouring communities
- ▶ preservation of environmentally sensitive areas
- ▶ existing servicing studies relevant to the study area
- ▶ approved and proposed subdivision development
- ▶ existing and proposed HRM and Nova Scotia parkland and open space plans
- ▶ existing and proposed HRM and Nova Scotia transportation plans
- ▶ existing and proposed HRM transit services, including Metro Transit Strategy Phase I and ferry/commuter rail proposals

Identify population/cost thresholds for each Greenfield Site which would necessitate major upgrades or extensions of piped services, treatment plants, roads and transit services. Include costs of these thresholds and possible trade-offs (e.g., transit in lieu of roads).

Compile a package portraying a reasonable understanding of the development potential of each Greenfield Site.

Choose and map at least six Study Areas from among the Greenfield Sites with a view to minimizing public costs and environmental impacts.

2) Deliverables:

Re-calibrated and updated transportation model representing the current population and employment of the region and including the current major roadway network.

Allocated QRSII traffic modeling data for all zones affected by each Greenfield Site, under each of the six assumptions set forth in Table 1.

Opportunities & Constraints Report describing and evaluating each of the ten Greenfield Sites, identifying population/cost thresholds, and estimating the threshold costs in terms of piped services, treatment plants, roads and transit systems. Major environmental assets and constraints should also be noted for each Greenfield Site.

Study Area Selection Report delineating at least six study areas drawn from the ten greenfield sites, based on the findings of the Opportunities & Constraints Report and in consultation with HRM staff

Study Area Maps showing 10-metre contour intervals, shorelines, water features, wetlands, forested areas, major rock outcrops, roads, railways, major wearpaths, buildings, parks and public land holdings.

Step Two: Land Use and Transportation Concepts

1) Objectives:

- i) Consult stakeholders (land owners) for the six or more Study Areas** in accordance with the draft Capital Cost Contribution Policy.
- ii) Prepare basic land use and transportation concept maps for each of the six or more Study Areas.** A separate concept should be prepared for each of the two density/modal split scenarios set forth in Table 1 above. The concepts should reflect the above opportunities and constraints, while bearing in mind the results of the stakeholder consultation.

2) Deliverables:

- ▶ **Stakeholder meeting** for each of the six or more selected Study Areas
- ▶ **Concept Report including high level concept land use maps** for each of the six or more Study Areas. This must indicate basic land uses, open space, transportation routes/modes and basic inter-relationships with existing communities and infrastructure. The consultants will portray conceptual land use patterns outlining a reasonable approach to development for each study area as defined by each of the Development Assumptions set forth in Table 1. Overall residential and commercial densities in each proposed neighbourhood of the Study Area shall be indicated in units per acre, with no requirement to show individual lots.

Step Three: Servicing Analysis**1) Objectives:**

- i) Develop recommendations and costs for each of the six or more study areas** with respect to existing, proposed and possible future developments of the trunk sewer and water systems including:
 - ▶ **areas capable of being serviced** from the present systems, or expansion of the present systems, with emphasis on trunk needs, preferred locations and integration with the other elements of the system
 - ▶ **feasibility of servicing options for areas that are presently unserviceable** by the present systems
 - ▶ **specific conclusions** on trunk sewer needs (storm and wastewater) and wastewater treatment needs
 - ▶ **preparing and utilizing hydraulic network computer models** (in consultation with the Halifax Regional Water Commission) to assess/determine the water system infrastructure that is required to service the Study Areas

- ii) Study and state conclusions on the configuration and costs of existing, proposed and possible future transportation systems** for each Study Area and each Costing Assumption, including but not limited to:
 - ▶ **allocation of projected traffic** using QRSII model
 - ▶ **road network requirements**, including provincial highways, using the QRSII model and estimated demands in the study area plus traffic generated outside the study area, including traffic likely to be induced by any network improvements
 - ▶ **location of new elements for road network components**, including provincial highways, taking into account the topography and environmental sensitivity of the area
 - ▶ **location of serviceable connections to all 100 series highways** in consultation with the Nova Scotia department of Highways and HRM staff in the context of the road network needs for the area
 - ▶ **estimated relative impact on parking demand** in the downtown and at park-and-ride transit terminals
 - ▶ **transit options** that show potential locations of main transit corridors, major stops and feeder routes. These options should include estimates of capacities, levels of service and integration of transit services into the overall transportation strategy

- ▶ **order-of-magnitude estimate of reductions in roadway and parking needs** (including downtown parking demand) attributable to reducing automobile modal split from 75% to 60% of peak-hour trips

iii) **Comment on the appropriateness of HRM design guidelines and policies** for planning, transportation, parking, environmental, parkland and engineering for each Study Area.

2) Deliverables:

- ▶ Servicing Report identifying service system concepts, designs and current-dollar costs for each Study Area including cost sensitivity analysis based on each of the six Costing Assumptions defined in Table 1. It is important for HRM to understand which of these patterns produces the least cost concept for development. The cost of providing "hard" services must be determined by analyzing the infrastructure requirements for development of each study area. Cost estimates are required to be in the category of (+/-) 20 percent and expressed in current dollars. Hard services include water transmission and distribution, sanitary sewage collection and treatment, transportation systems (including non-automobile modes and provincial highways), and storm water management. Hard service costs will include initial capital costs and periodic rehabilitation costs. HRM requires a break-out of the oversizing cost component for each servicing type. Infrastructure requirements include both oversized components of the "trunk" or "collector" systems within the area, as well as new or upgraded requirements external to the study area. The report will define the servicing element(s) which form the most significant constraint to future development for each Study Area.
- ▶ **Maps showing the general locations of potential new servicing elements** such as sewer lines, water lines, transit routes, transit terminals and roadways using 1:1000 scale.
- ▶ **Digital copy of hydraulic network computer model, modeling results and applicable summary report(s)** for the water system, to be provided to HRM and the Halifax Regional Water Commission.
- ▶ **Capital Cost Estimate Spreadsheet expressed in current dollars**, in the category of (+/-) 20 per cent, with supporting documentation. Capital costs must include, as a separately itemized amount, the cost of anticipated periodic rehabilitation. Costs for provincial highways must be included but tabulated separately from costs for municipal roadways.
- ▶ **Appendix showing order-of-magnitude estimates of the relative impact on the municipal operating budget** among the development assumptions and study area locations. Operating costs will be estimated on a comparative basis, including on-going maintenance. This information will provide input to a separate study which will compare operating costs in more detail among alternative development scenarios.
- ▶ **Appendix outlining implications for non-municipal utilities** such as electricity and gas supply, in terms of land requirements for trunk routes, major capital cost and maintenance thresholds, and applicable fees.
- ▶ **Appendix outlining the impact on "soft" services** such as regional parks and trails, recreation

facilities, schools, medical facilities, libraries, garbage collection, police and fire protection, estimated on a comparative basis in terms of capital and operating requirements.

Step Four: Capital Cost Contribution Comparison:

1) Objectives:

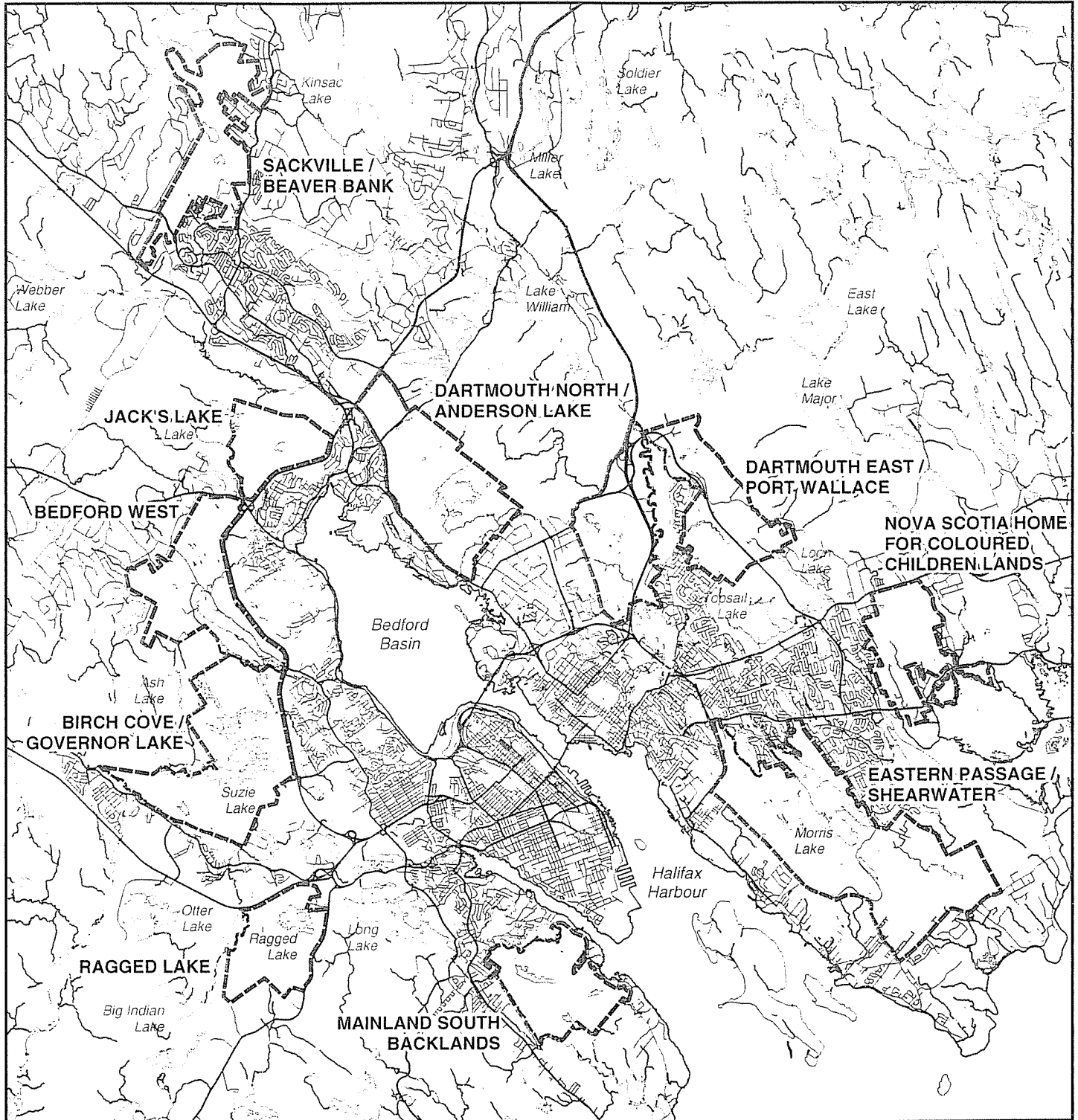
HRM's proposed Capital Cost Contribution (CCC) program has been designed to identify and capture costs of new infrastructure (both on and off-site) necessary to provide reliable service to a proposed area.

- i) Prepare comparative Capital Cost Contribution calculations** for each Study Area, following the attached HRM CCC Best Practices Guide indicated as Attachment II . Calculation of the actual charges for levying purposes will require more detailed analysis beyond the scope of this study.
- ii) Conduct a sensitivity analysis** on the impact on the CCC charge for each Study Area, based on the six Costing Assumptions in Table 1. The purpose is to provide comparative calculations indicating relative differences between CCC charges in each study area under each set of assumptions.
- iii) Prepare preliminary high-level maps** integrating land use, service schematics and phases.




Deliverables:

- ▶ **Capital Cost Contribution Report, including a detailed spreadsheet**, identifying comparative costs and relative changes to charge rates over time with respect to each of the Costing Assumptions in Table 1 for each of the Study Areas.
- ▶ **Preliminary high-level maps** integrating land use, service schematics and phases.

STUDY AREAS



Base Features

-  Study Areas
-  Major Roads
-  Minor Roads

1:150,000



Figure Number :	1.1
Scale :	1:150 000
Issue Date :	January, 2003
Cartography By :	Shiju Mathew



Attachment V

Terms of Reference

Bedford West Public Participation Committee

Membership

- Two representatives - Prince's Lodge - Clayton Park
- Four representatives - Bedford
- Two representatives - Hammonds Plains

Appointment

- Appointments shall be made by the respective Community Council in which the polling district is located.

Responsibilities

- Chair all public meetings and ensure that members of the public have opportunities to express opinions;
- Collaborate in negotiations with the land owners and administrative staff in the preparation of the master plan;
- Provide advice on any amendments to planning and regulatory documents put forward for approval as a consequence of the master planning study; and
- Confer with the HRM's Regional Planning Citizen Advisory Committee.