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**Bedford Watershed Advisory Board July 13, 2011
North West Planning Advisory Committee July 5, 2011**

TO: Bedford Watershed Advisory Committee
North West Planning Advisory Committee

SUBMITTED BY:

A handwritten signature in cursive script, appearing to read "Paul Dunphy".

Paul Dunphy, Director, Community Development

DATE: June 21, 2011

SUBJECT: Bedford Waterfront Design Study

ORIGIN

- Regional Council endorsement of a Vision Statement and Strategic Action Plan prepared by the Bedford Waterfront Community Liaison Group in 2007.
- Adoption of a public participation program for the Bedford Waterfront study area at the September 20, 2008 Regional Council meeting and approval of the composition of the Bedford Waterfront Design Steering Committee.
- At the February 24, 2009 Regional Council meeting, Ekistics Planning & Design was awarded the contract to prepare to undertake design studies for the Birch Cove and Bedford Waterfront study areas.
- The Birch Cove Waterfront Plan (Ekistics Planning & Design, November 2009).
- The attached report of the Bedford Waterfront Design Steering Committee.

RECOMMENDATIONS

It is recommended that the Bedford Watershed Advisory Board and the North West Planning Advisory Committee recommend to the North West Community Council that Regional Council:

1. Initiate amendments to the Bedford Municipal Planning Strategy and Land Use By-law in accordance with the recommendations of the Bedford Waterfront Steering Committee presented in the attached report; and
2. Follow the public participation program as described in Section 6.0 of this report.

BACKGROUND

Please refer to the background section of the attached Steering Committee report for a detailed chronology of planning initiatives pertaining to this project, the mandate of the committee, the study area and the proposed development.

DISCUSSION

1.0 The Regional Planning Strategy:

One of the guiding principles of the Regional Plan is to “manage development to make the most effective use of land, energy, infrastructure, public services and facilities and considers healthy lifestyles”. Opportunities identified to achieve this include:

- Promotion of walkable, mixed-use communities where people can be more active in their daily lives;
- A foundation for improved urban and community/neighbourhood design by outlining design guidelines;
- Provision of more efficient services by focusing growth on key areas;
- Growth areas of sufficient size to easily accommodate the projected demand for new housing, while supporting the goals of cost effective and environmentally sustainable growth;
- Clarity to investors and developers;
- Reduced costs and improved services through the integration of the settlement pattern with transportation planning;
- Greater access to public transit; and
- Taking advantage of the harbour as a natural transportation corridor.

The Regional Plan identifies a series of centres in which community visioning and secondary planning exercises are to be undertaken to determine such matters as boundaries, population targets, development densities, design policies and mechanisms for implementation. Excerpts from the Regional Plan pertaining to the process and matters to be considered are presented as Attachment A.

This study area is identified by the Regional Plan as Mill Cove and characterized as a “suburban local centre” which is to support:

- A mix of low to medium density and convenience commercial uses;
- 'All day transit to connect to other centres and the Regional Centre;
- Surface park & ride or parking structures; and
- Street or side yard parking for pedestrian-oriented retail.

Mill Cove is also identified by the plan as a potential transit terminal location for a high speed ferry to Downtown Halifax.

2.0 The Bedford Waterfront Vision Statement and Strategic Action Plan:

A copy of the vision and strategic action plan which was endorsed by Regional Council is presented as Attachment B.

3.0 The Bedford Waterfront Design Study: Final Report (Ekistics Planning & Design, November 2009)

Stemming from the Community Vision & Action Plan, Council approved the retaining of consultants to undertake the Bedford Waterfront Design Study and the establishment of the Bedford Waterfront Design Steering Committee.

The Bedford Waterfront Study Area includes all lands and water lots on the east side of the Bedford Highway northward from the property boundary of the Clearwater property to the Boutilier Boatyard property on Shore Drive. The consultant study presented development opportunities over four sub-areas referenced as:

- Shore Drive Parcel;
- Moirs Village;
- Bedford Highway Lands; and
- Bedford Waterfront Lands.

The Bedford Waterfront lands are further divided into three phases referenced as:

- Phase 2A;
- Phase 2B; and
- Phase 2C.

The study area and sub-areas are presented on Maps 1 and 2 of the attached Steering Committee report and highlights of the proposed development for each are presented on Maps 3 to 8. A proposed 'open space plan' is presented in Map 9.

Detailed information pertaining to this project including the consultant's reports, background staff reports, the steering committee minutes and a video of the public presentation of the final report can be found at:

<http://www.halifax.ca/VisionHRM/BedfordWaterfront/index.html>

The study also made recommendations regarding policy objectives, preservation and creation of public view corridors, parking requirements, and design guidelines for building architecture, streetscapes and landscapes. Details can be found in chapters 4 and 5 of the study.

4.0 Site Plan Approval:

The Steering Committee has also recommended that Regional Council seek an amendment to the Halifax Regional Municipality Charter to allow for a site plan approval provision on the Bedford

Waterfront similar to that allowed under HRM by Design. Council has, in fact, already made this request to the Province of Nova Scotia.

Development within the study area currently requires Community Council approval of a development agreement. Under procedures adopted with HRM By Design, the approval authority for development applications rests with the development officer for non-discretionary matters and with a design review committee that is appointed by Regional Council for discretionary matters. Council only becomes involved in the event of an appeal of the decision of the design review committee.

A comparison of the procedures between site plan approval and development agreements is presented in Attachment C.

5.0 Staff Position on the Steering Committee Recommendations:

From an overall perspective, the recommendations made in the Bedford Waterfront Design Study report are consistent with the intent and direction of the Regional Planning Strategy and the Bedford Waterfront Vision Statement and Action Plan. The following points are highlighted:

- This location is well-suited for a growth centre which could be served by and supportive of either a ferry service, commuter rail or bus service and the proposed street design would allow for efficient transit service.
- The proposed mix of residential and retail uses is linked by sidewalks, walkways and streets designed to accommodate bicycles and reduce trips by automobiles.
- The study has proposed design standards for buildings, landscaping and streets, similar to those advocated in the HRM By Design process, which should provide an aesthetically attractive environment, conducive to walking.
- A location has been reserved for a multi-use civic building and potential ferry terminal that is linked with a system of walkways along the water's edge which accesses plazas and floor level commercial spaces.
- A parking area is reserved beside the railway line which allows for shared parking for a ferry service or commuter rail and visitors to the community.
- Moirs Pond is restored to a more attractive state with walkways and limited development around its periphery.
- Key public view corridors to the basin are identified and retained and several new opportunities are created for additional views.

This design study contains numerous detailed recommendations which the Steering Committee reviewed in depth after receiving comments at the public meeting and the numerous submissions

received (attached to the Steering Committee report). Concerns were expressed on various issues such as traffic and environmental impacts which the Committee has tried to address through its recommendations.

6.0 Conclusion:

Staff is recommending that the Bedford Watershed Advisory Board and the North West Planning Advisory Committee recommend that the recommendations of the Bedford Waterfront Design Study (Ekistics Planning & Design, June, 2010) be accepted, subject to the additional recommendations of the Steering Committee, as the basis for preparing amendments to Bedford Municipal Planning Strategy and Land Use By-law.

The public participation program is proposed to entail presentation of the draft amendments at a public meeting for review and comment with additional meetings scheduled, if needed. The final draft policies would then be presented to the Bedford Watershed Advisory Board, the North West Planning Advisory Committee and the North West Community Council for review before proceeding to Regional Council for a public hearing and consideration of adoption.

If directed by Council to proceed with drafting amendments to the Bedford Planning Strategy and Land Use By-law, two matters will have to be addressed before a package can be brought back for consideration of approval. These are

- (a) Negotiations with Sobeyes Leased Properties Ltd. will need to be successfully completed to ensure that the Municipality will be able to acquire the lands around Moirs Pond to allow for restoration and re-development of a public park; and
- (b) Negotiations with United Gulf Ltd. will need to be successfully completed to allow for the street right-of-way across its Bedford Highway property that is needed to allow for public access to the Phase 2 Bedford Waterfront lands.

Various studies, currently being undertaken, will also be reviewed to ensure that municipal service systems will be capable of supporting the proposed development. An infrastructure charge area may need to be considered to recoup costs for any upgrades needed.

With regard to the Charter amendment recommended, the site planning approval process introduced under HRM by Design was intended to streamline the approval process and create greater certainty towards the outcome. It is too early to determine whether these objectives will be realized but, based on applications processed to date, the outlook is promising.

Staff, therefore, support this initiative as it would allow for another potential implementation mechanism. However, as the required Provincial approval cannot be assumed, staff would propose initially preparing planning documents based on a development agreement approach. The documents could easily be modified in the event Provincial approval is received.

BUDGET IMPLICATIONS

The costs to process this project can be accommodated within the proposed 2011/12 operating budget for C310 Regional Community Planning.

FINANCIAL MANAGEMENT POLICIES / BUSINESS PLAN

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

COMMUNITY ENGAGEMENT

Three public events were held which are summarized as follows:

- A workshop was held on April 15, 2009 with approximately 60 in attendance. Working groups were formed to share ideas on the future of these lands. This was followed by an on-line survey. A summary of the results can be found on pages 13 and 14 of the final design report.
- A public meeting was held on June 10, 2009. The consultants presented three alternative designs, followed by an opportunity for comment and questions. Written submissions were also solicited. Participants were advised that their comments would be considered by the Steering Committee in providing direction to the consultants and would be attached to the committee report. Minutes of the meeting and written submissions received are presented as Attachments A and B of the attached Steering Committee report.
- A public meeting was held on June 16, 2010 at which the final design study report was presented to an estimated audience of 300. The consultant's presentation was video-taped and posted on HRM's website. The meeting minutes and submissions received are presented as Attachments C and D of the attached Steering Committee report.

Community awareness of this process was made through numerous means including:

- Detailed information regarding the visioning process, history of the development and infill project, meeting information, the consultant studies and minutes of the Steering Committee as posted on Halifax.ca.
- Mass mail-outs sent to all residents of District 21 (Bedford) prior to the public meetings.
- Public service and media advisories issued for public meetings.
- Verbal, written and electronic notification of committee meetings sent out and posted on HRM's online calendar.
- The Community Liaison Group used direct communications approaches such as hand-outs during Bedford Days to get people involved in the visioning process.
- Advertisements for each public meeting were published in the Chronicle Herald under the HRM Municipal Notices section.

- WDCL also posted information on the project on its website.

ALTERNATIVES

Recommend that Regional Council:

1. Adopt the Steering Committee recommendations presented in the attached report and request staff to prepare amendments to the Bedford Municipal Planning Strategy and Land Use By-law in accordance with the Steering Committee recommendations and prepare an amendment to the Municipality's Charter for Provincial approval to allow for site plan approval provisions similar to that allowed for under HRM By Design. This is the staff recommendation.
2. Instruct staff to prepare amendments to the Bedford Municipal Planning Strategy in accordance with the Steering Committee recommendations but with further amendments as specified.
3. Take no further action on the study recommendations and not consider any amendments to the Bedford Municipal Planning Strategy.

ATTACHMENTS

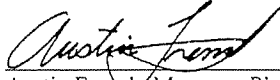
Attachment A: Excerpts from the Regional Planning Strategy pertaining to Community Visioning and Secondary Planning

Attachment B: Bedford Waterfront Vision and Strategic Action Plan

Attachment C: Summary Comparison of Development Agreement vs. Site Plan Approval

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: Paul Morgan, Planner, Community & Regional Planning, 490-4482

Report Approved by: 
Austin French, Manager, Planning Services, 490-6717

Attachment A: Excerpts from the Regional Planning Strategy pertaining to Community Visioning and Secondary Planning

The Urban Settlement Designation includes both the urban and suburban centres. These centres will be designed through Community Visioning and secondary plan review processes as mixed-use transit-oriented communities, to accommodate a mix of housing types, office, retail and institutional uses in addition to parks, trails, community gardens and safe public open spaces. Growth can occur in many of the existing areas in the HRM by developing vacant land or redeveloping under-used sites where appropriate. Policies in this Plan provide protection to established neighbourhoods from rapid unplanned change, directing most future growth to areas where it can occur without affecting residents.

This Plan envisions that low-density residential uses consisting of single unit dwellings, accessory apartments, two-unit dwellings, and townhouses may be considered in appropriate locations within the established neighbourhoods which are within walking distance of the commercial and transit focus of each centre. It is anticipated that a mix of medium to high density residential and commercial uses will be situated around key focal points within the centre such as transit stations. This density is expected to gradually decrease and the proportion of residential land uses is expected to increase toward the periphery of the centre in the transition area between the centres and the surrounding neighbourhoods. The density of each centre will vary and be considered within its regional context.

The community centre and surrounding neighbourhoods will be serviced with an interconnected system of streets, pathways, sidewalks, and bicycle lanes where appropriate. Buildings within the centre will have varied architectural facades which will frame the street and have direct connection to the public sidewalk and street. The ground floor of buildings within the core of a centre that front on corridors and public facilities will be developed with commercial uses such as shops, restaurants and cafes with large windows that add visual interest for pedestrians and provide shelter in the form of awnings, structured colonnades or street trees. Adequate short-term parking will be provided to service these retail areas, without compromising pedestrian access from the sidewalk.

Maintaining the integrity of rural communities and lands is integral to this Plan, and policies regarding rural areas provide recognition of their ecological, economic and social values. Centres in rural areas will be focussed around areas where a service centre has already begun to develop to serve the outlying area. Sustainable growth is envisioned in a way that will protect the rural resource base and ensure the retention of rural community character.

S-1 HRM shall, through secondary planning processes, define the centres within each designation. The general characteristics of the centres are provided in Table 3-1. These planning strategies shall also define the specific boundaries of the centres, population targets and will develop detailed design policies related to the layout of the centres, range of permitted uses, development densities and mechanisms for implementation.

The centres shall be designed in consideration of the criteria described in Chapter 9 and all other applicable policies of this Plan.

9.4.2 Community Visioning

As a first step, HRM will undertake a Community Visioning process. Community Visioning will provide an informal opportunity for communities to think creatively about each of the Centres designated in this Plan, in terms of how they could function, how they might change, and what they might look like over a 25-year time frame. The public will have an opportunity to participate at the community level, combining local familiarity with innovative ideas and concepts.

Community Visioning will explore how this Plan could be expressed in different ways in different locations while retaining its overall intent. In this manner, the Community Visioning will prepare the path for the official Secondary Plan reviews that will follow.

As an informal prelude to secondary planning, the Community Visioning process will have no legal status but will be useful for understanding options and opportunities which the reviews themselves will take into account. Community Visions will define goals and objectives compatible with this Plan while bearing in mind limited municipal resources. The process will be broad in scope, involving many different disciplines such as architecture, engineering, ecology and open space design.

To facilitate discussion and encourage innovative problem solving, examples may be used from other locations, including successes and lessons learned. Differences will be considered between these locations and the characteristics and culture of HRM. It will be especially important to distinguish between Centres according to their rural, suburban or urban context.

Unlike Secondary Planning which involves a statutory legal process resulting in land use regulation, Community Visioning will be relatively brief and informal. It will expedite the formal Secondary Planning by identifying options and opportunities early, so that local residents and businesses have time to develop their thoughts in preparation for the Secondary Planning process itself.

G-11 HRM shall undertake Community Visioning exercises with public participation for various areas, including Centres, throughout the Municipality, as a basis for the development of community design objectives and the adoption of secondary planning strategies.

9.4.3 Secondary Planning

HRM is currently divided into a large number of Plan Areas, each of which already has a Municipal Planning Strategy. Upon adoption of this Plan, these Strategies will become known as Secondary Planning Strategies. To implement this Plan, the many Plan Area boundaries will

need to be revisited, and these Secondary Planning Strategies will need to be reviewed to ensure that they are compatible with the new regional vision. Moreover, just as this Plan defines future actions to be undertaken by HRM to achieve its purposes, so the new Secondary

Plans will define such actions to achieve the goals of each community. The secondary planning process will take several years, and in the meantime, most of the existing plan policies will remain in effect. Secondary plans will be reviewed in order of priority in accordance with Policy IM-24.

As the second step for interpreting this Plan at the local level, secondary planning will draw upon Community Visioning, respecting the diversity within HRM while remaining consistent with the overall regional direction. This Plan will rely on Secondary Planning to achieve several key elements of the overall regional vision.

9.4.4 Integration and Design

The strategy for future growth management depends on integrating land use and transportation systems. Over the next 25 years, HRM will need not only to invest in transit, but also to develop communities which accommodate a variety of alternative transportation modes and require less driving. Compact mixed-use development designed to facilitate walking and access to transit can occur within most centres in HRM, whether in an urban, suburban or rural context. The type and density of development will vary according to this context and the character of each community.

Creating livable communities requires a commitment to good design. These standards should strive for a functional and complementary relationship between buildings and the spaces around them, and address how they work together over time to create an attractive and safe place. Good community design needs to be an important component of this Plan and all subsequent secondary planning strategies.

9.4.5 Context and Heritage

It is important to recognize that community design objectives and standards cannot be considered or applied universally throughout HRM. Communities and centres within the Urban Settlement Designation will require a different form of community design than in communities and centres within the Rural Designations. For example, applying a full range of design standards in rural centres should not be necessary and would not be consistent with the historic rural character of these communities. Within these areas, community form is characterized by low densities, undisturbed land, vistas and rural landscapes.

There must also be a concerted effort to preserve strategic heritage and natural elements. It is important to recognize, enhance and preserve the positive attributes of HRM and to improve the living environment where it is less than satisfactory. The design of streets, parks and civic buildings can enhance community identity and social interaction.

9.4.6 Criteria to Consider for Visioning and Planning

The policies described below provide a set of community design criteria to consider during the visioning exercises and secondary planning processes. Participants will tailor the resulting vision and plan policies to the type of each community or centre and its location within HRM.

G-12 To facilitate community stability, adaptability, vitality, quality, character and safety, Community Visioning exercises and secondary planning strategies shall consider:

- (a) encouraging compatibility in design while allowing sufficient scope to adapt to changing needs and markets;
- (b) encouraging adaptable building designs and appropriate re-uses of older buildings;
- (c) facilitating the availability and affordability of a variety of housing for all citizens;
- (d) adopting regulations aimed at avoiding unnecessary or excessive rates of change;
- (e) adopting performance standards to minimize light and noise;
- (f) investing in parks, streetscapes, public spaces and facilities;
- (g) encouraging more people to live, work and play in existing communities where services such as schools or other community facilities already exist, while ensuring that new development is compatible with adjacent neighbourhoods;
- (h) building on existing employment nodes and established suburban and rural centres by providing a variety of housing options closer to jobs and transit;
- (i) the potential for incentives, such as expedited approval processes, to encourage development proposals which are consistent with regional, community and neighbourhood goals and objectives; and
- (j) separation and buffering between residential and industrial uses to:
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G-13 Community Visioning exercises and secondary planning strategies shall consider the following criteria, as appropriate to the land use designation (Urban and Rural) and type of centre being studied:

- (a) how to ensure that development within the centres supports walking and transit use and integrates transit with the density and mix of surrounding uses;
- (b) a parking strategy for each centre;
- (c) a compact, mixed-use building form with transit, shops, services and schools in close proximity to the centre;

- (d) opportunities for incorporating commercial, community and cultural facilities within the focal points of each centre;
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- (g) the location of buildings close to streets and sidewalks, enclosure of secluded public spaces and creation of visual interest; and
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Community Visioning will explore how this Plan could be expressed in different ways in different locations while retaining its overall intent. In this manner, the Community Visioning will prepare the path for the official Secondary Plan reviews that will follow.

As an informal prelude to secondary planning, the Community Visioning process will have no legal status but will be useful for understanding options and opportunities which the reviews themselves will take into account. Community Visions will define goals and objectives compatible with this Plan while bearing in mind limited municipal resources. The process will be broad in scope, involving many different disciplines such as architecture, engineering, ecology and open space design.

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As the second step for interpreting this Plan at the local level, secondary planning will draw upon Community Visioning, respecting the diversity within HRM while remaining consistent with the overall regional direction. This Plan will rely on Secondary Planning to achieve several key elements of the overall regional vision.

9.4.4 Integration and Design

The strategy for future growth management depends on integrating land use and transportation systems. Over the next 25 years, HRM will need not only to invest in transit, but also to develop communities which accommodate a variety of alternative transportation modes and require less driving. Compact mixed-use development designed to facilitate walking and access to transit can occur within most centres in HRM, whether in an urban, suburban or rural context. The type and density of development will vary according to this context and the character of each community.

Creating livable communities requires a commitment to good design. These standards should strive for a functional and complementary relationship between buildings and the spaces around them, and address how they work together over time to create an attractive and safe place. Good community design needs to be an important component of this Plan and all subsequent secondary planning strategies.

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It is important to recognize that community design objectives and standards cannot be considered or applied universally throughout HRM. Communities and centres within the Urban Settlement Designation will require a different form of community design than in communities and centres within the Rural Designations. For example, applying a full range of design standards in rural centres should not be necessary and would not be consistent with the historic rural character of these communities. Within these areas, community form is characterized by low densities, undisturbed land, vistas and rural landscapes.

There must also be a concerted effort to preserve strategic heritage and natural elements. It is important to recognize, enhance and preserve the positive attributes of HRM and to improve the living environment where it is less than satisfactory. The design of streets, parks and civic buildings can enhance community identity and social interaction.

9.4.6 Criteria to Consider for Visioning and Planning

The policies described below provide a set of community design criteria to consider during the visioning exercises and secondary planning processes. Participants will tailor the resulting vision and plan policies to the type of each community or centre and its location within HRM.

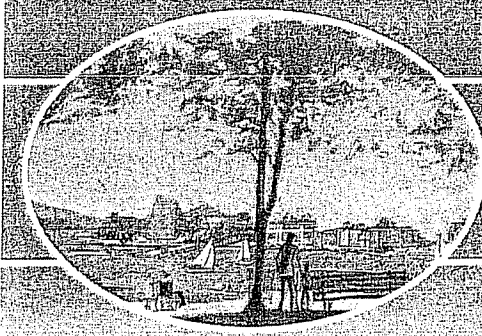
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- (g) the location of buildings close to streets and sidewalks, enclosure of secluded public spaces and creation of visual interest; and
- (h) any other mechanism to strengthen the centre's role as both a destination and an attractive place to live.



Bedford Waterfront

Vision and Strategic Action Plan

October 2007

Bedford Waterfront was one of the first communities to create a Community Vision (see Appendix I) through VisionHRM. Working in collaboration with Halifax Regional Municipality (HRM), local residents used a visioning process (see Appendix II) to engage the broader community in a dialogue on what their community should look like, feel like and be like 10-20 years into the future.

The challenge for the Bedford Waterfront Community Liaison Group (CLG) was to communicate to the citizens of Bedford, the focus of its work was the Bedford Waterfront not Bedford in its entirety.

During the course of community engagement, the Community Liaison Group held community meetings, met with stakeholder groups, conducted a survey, distributed information to Bedford households and businesses, hosted an online forum, published articles in the local newspapers and maintained a community web page.

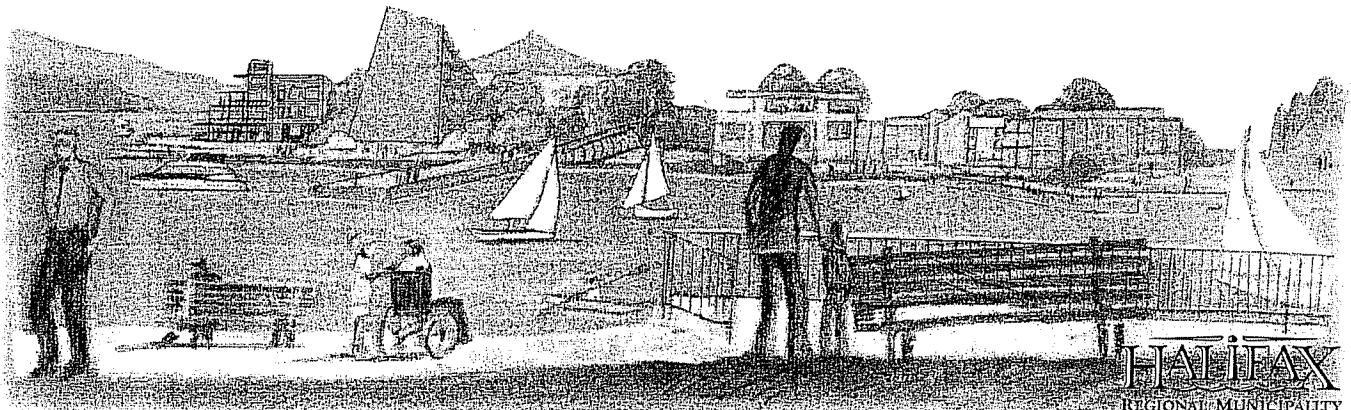


The focus of the visioning process was defined as including the area from the mouth of the Sackville River to the site of Clearwater Fine Foods (former Bedford Town Line) and inland to include the view-planes from Basinview Drive and Clipper Court. The connection of the Bedford Waterfront as it borders on the greater Bedford area, however, could not be ignored.

Looking Back

Bedford has a long history of adaptation. Because of its strategic location at the mouth of the Sackville River the Mi'k Maq used it as a meeting place. The town was built around the British fortification Fort Sackville (1749). The fort commanded a view not only of the Sackville River but also of

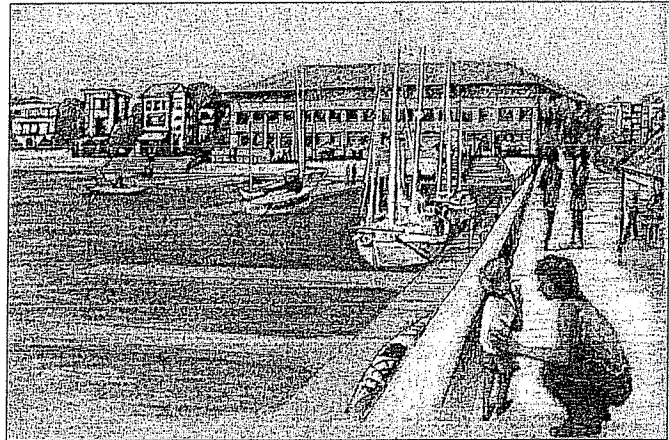
Bedford Basin extending into Halifax Harbour. Because of the plenitude of water, small mills were established for the production of lumber, paper, woolens, flour and chocolate. With the coming of the railroad in 1854, the community further expanded.



Regional Planning

Including the Bedford Waterfront, the Municipality's Regional Plan defines four growth centres in/around the greater Bedford area. Development in the surrounding new communities of **Bedford West** and **Bedford South** is expected to add more than 17,000 residents in an estimated 7,300 households over the next 25 years. Future visioning and community planning initiatives in the vicinity of **Sunnyside Mall** will also serve to position this "Suburban District Centre" for higher order transit and a mix of commercial and residential uses with an emphasis on pedestrian oriented retail and an interconnected system of streets, pathways, sidewalks and bicycle lanes.

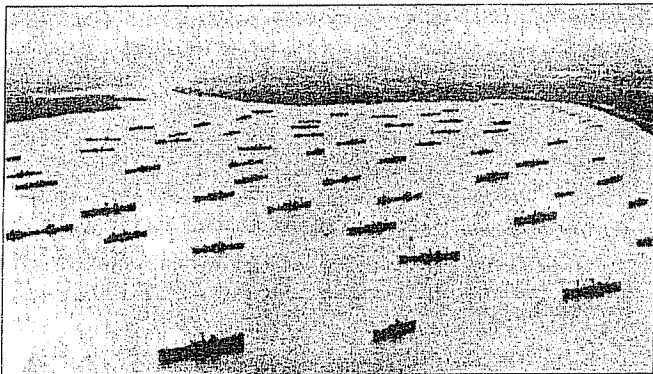
The Vision for the Bedford Waterfront will further the goals and policy objectives of the Regional Plan by encouraging the development of the waterfront area as a Suburban Local Centre. By supporting an increase in mixed use development, community services and facilities, and improved transit and active transportation linkages including a proposed high speed ferry, the waterfront could become a draw for families and commuters. By encouraging tourist amenities and cultural and social activities, the waterfront could also become a destination for other HRM residents and visitors.



Artistic Impression of the Vision

Bedford's Waterfront

Bedford has approximately 13 kilometres of shoreline along the Bedford Basin and Bedford Bay. Originally used by water-related industries and other marine transportation uses, the waterfront was most visible during WWII with the assembling of war time convoys. More recently the main use has been for public and private recreational areas.



Marion Christie Scrapbooks
Courtesy of The Fort Sackville Foundation

World War II Convoy, Bedford Basin

In 1983 the **Bedford Waterfront Development Corporation (BWDC)** was formed to...

...promote the development of Bedford's waterfront project area as an active year-round mixed-use urban waterfront area containing public spaces and activities with residential, commercial, cultural and institutional uses that when developed; emphasize the waterfront project area's location, heritage and environment.

The former Town of Bedford had planned to build its Town Hall on the Bedford Waterfront; it would be the "heart of Bedford". To this day there is no place the residents of Bedford can call its heart. As well, the BWDC envisioned a cultural/entertainment centre for the waterfront to serve Bedford and the surrounding community.

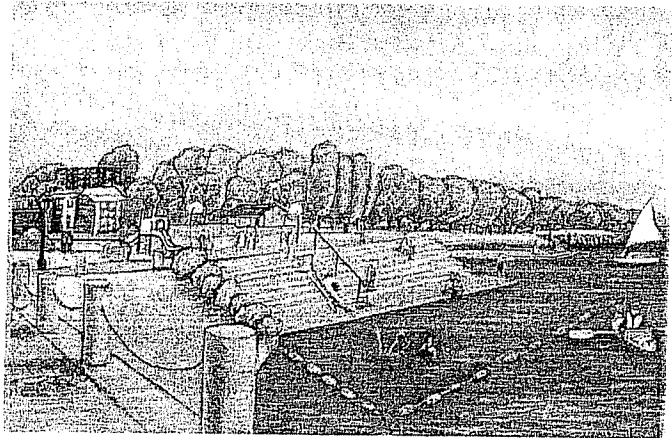
A market analysis by IBI Group (August 1985) saw this as feasible, reporting that...

...it would appear that sufficient market support based on the present and forecasted demand for live and non-live entertainment, will likely exist to sustain the proposed new theatre in Bedford. Further it would appear the overall level of use will continue to increase over time due to population growth and demographic changes in the age profile of the resident population (p. 35).

Creating a Vision for Bedford Waterfront

All told, the recent community process to create a vision for the Bedford Waterfront has served to confirm many of the ideas and goals of previous undertakings. Top priorities identified through the community engagement process include:

- Improved access to the waterfront area
- More public green space
- Protection of view corridors from public lands
- Facilities for cultural events and recreational activities
- Design guidelines for development
- Mixed uses with ground floor commercial



Artistic Impression of the Vision

Vision Statement

The overall vision of Bedford residents, for its waterfront, is one that is balanced and vibrant. The waterfront will be the heart of the Bedford community. It will cater to residents, visitors and businesses through the provision of a broad range of services including efficient transportation, tourist amenities and cultural and social activities for all segments of the community. The Bedford waterfront will provide opportunities for residential and business development while being committed to achieving social and environmental sustainability.

As residents of Bedford we value:

- Our “small town” sense as a safe, inter-connected community fed by our heritage and civic pride
- Our connections to the natural world and the protection and enhancement of our environment
- Our spirit and the energy of our people
- Our diversity and dedication to inclusivity
- Our strong sense of belonging that comes from living in this community

Strategic Action Plan

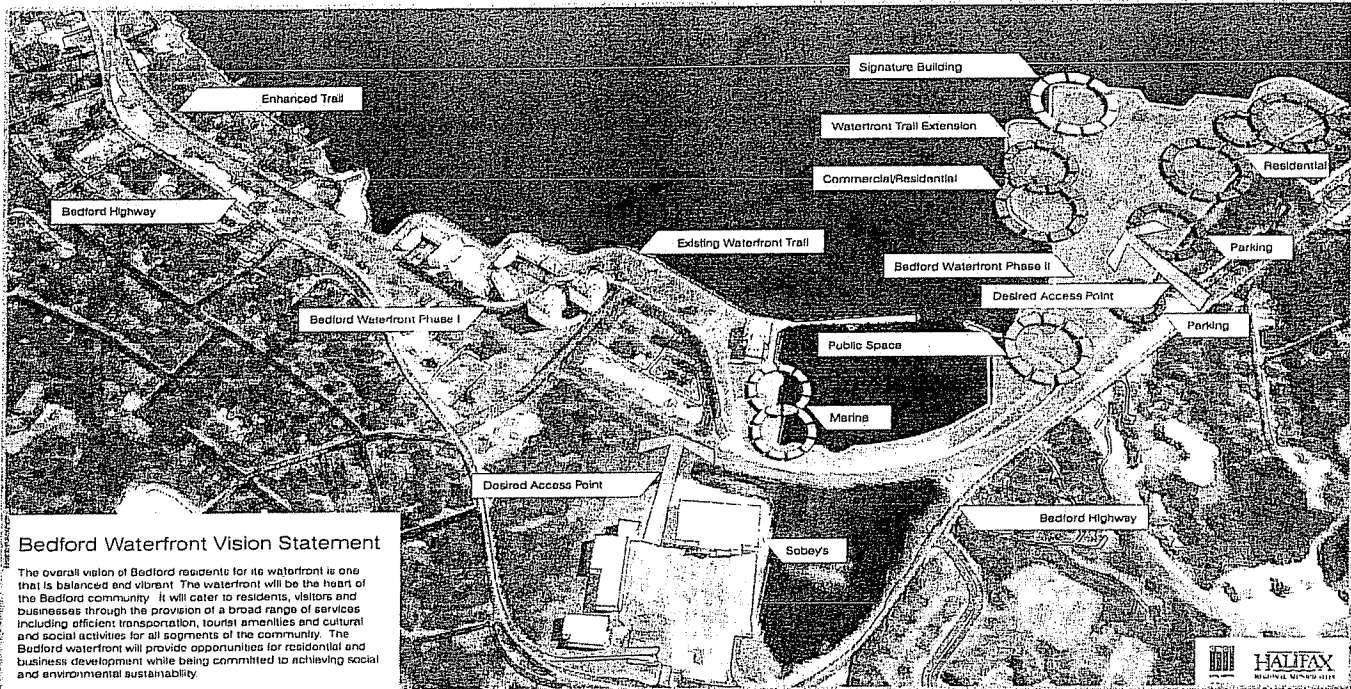
Simply put, a plan of action is needed to achieve any vision. Without a plan, the vision will not be realized.

The summary below lists those actions necessary to accomplish the vision objectives for the Bedford Waterfront. The actions are organized under the main themes which emerged during the visioning process. While typically, many are linked to municipal services, other actions require the leadership and cooperation of the community, the private sector and other levels of government.

The full action plan (see Appendix III) includes information on proposed target dates, resources necessary to undertake the actions, implementation partners including the community's role, challenges and opportunities, and other projects or HRM initiatives underway or proposed which could impact the action.

Development & Design

- Develop strong design guidelines which are in accord with the Bedford Waterfront Vision. These guidelines would include appropriate landscaping; require public access on the ground level of structures; protect public view corridors; allow community events to “spill out” to the street.
- Identify and protect key public view corridors.
- Examine the use of landscaping, siting, and limiting building height and/or scale as possible mechanisms to mitigate visual impacts on view corridors.
- Designate and zone waterfront lands to achieve the Bedford Waterfront Vision.
- Incorporate water-based public activities, including transportation, into the overall design.



Vision Objectives

1. Promote and develop the Bedford Waterfront as the focal point for Bedford throughout all seasons of the year.
2. Improve the level of public access to the waterfront both from land and sea.
3. Provide an "iconic" multi-use facility for the arts, recreation and leisure activities. This facility could include the Library and ferry terminal. This will symbolically be the Heart of Bedford. It will be the bridge between the indoors and outdoors thus ensuring the Bedford Waterfront is "alive" all seasons of the year.
4. Promote aesthetically pleasing and quality design that respects public view corridors.
5. Provide safe, secure, full-serviced, publicly accessible facilities to pedestrians, boaters and cyclists.
6. Promote and expand recreational, cultural, residential and business activity at the Bedford Waterfront which is accessible to all members of the community.
7. Provide a range of housing types to meet the changing needs of residents through all life stages.
8. Promote the Bedford Waterfront as a contributor toward the economic vitality of HRM by enhancing the vibrancy and quality of business activity at the Bedford Waterfront through diversification of businesses and expansion of events and attractions.
9. Provide viable road and water transportation links.
10. Anticipate and provide for future parking needs.

Appendix I – Definitions:

"Community Visioning" means a process of identifying, developing and documenting vision and values, leading towards strategy and tactics.

"Mixed Use" means multiple land uses in the same structure or same general area of a community, such as the Bishops Landing development on the Halifax Waterfront.

"Shared Parking" means parking areas or spaces used to serve two or more individual land uses where the land uses

have different parking demand patterns. Shared parking is most effective when land uses have significantly different peak parking characteristics. Shared parking strategies result in fewer total parking spaces needed.

"View Corridor" means a three dimensional area extending out from a viewpoint. The width of the view corridor depends on the focus of the view. The focus of the view may be a single object or group of objects.

Attachment C: Summary Comparison of Development Agreement vs. Site Plan Approval

	Development Agreements	Site Plan Approval (HRM by Design)	Site Plan Approval (all other areas of HRM)
Approval Body	Community Council	Site Plan Review Committee (members appointed by Regional Council)	Development Officer (appointed by Council)
Opportunities for Public Input	Mandatory public hearing before a decision is made and public information meeting normally scheduled at the beginning of an application	Public meeting mandatory under Land Use By-law provisions.	Only in the event of an appeal of a decision by the development officer.
Appeal Body	Nova Scotia Utility & Review Board	Regional Council	Community Council
Time Requirements for a decision	None	60 days from receiving a completed application and appeal must be heard within 60 days	No time specified for approval decision. Notification of decision within 7 days and appeals must be filed with 14 days of notification
Content	Any matters that a land use or subdivision by-law can address, hours of operation, maintenance, performance bonding	Site layout and building design features but cannot include permitted use	Site layout features but cannot include permitted use or building design features
Bonus Provisions	Can be provided for through policy statement in Municipal Planning Strategy (MPS)	Where provided for by MPS, can be permitted through incentive or bonus zoning agreements	Cannot be considered



P.O. Box 1749
Halifax, Nova Scotia
B3J 3A5 Canada

Community Planning & Economic Development Standing Committee July 14, 2011
Bedford Watershed Advisory Board July 13, 2011
North West Planning Advisory Committee July 6, 2011

TO: Community Planning & Economic Development Standing Committee
Bedford Watershed Advisory Committee
North West Planning Advisory Committee

SUBMITTED BY: 
Doug Kolmer, Chair, Bedford Waterfront Design Steering Committee

DATE: June 7, 2011

SUBJECT: Bedford Waterfront Design Study

ORIGIN

At the September 30, 2008 meeting, Regional Council established the Bedford Waterfront Design Steering Committee to lead a public participation program for the Bedford Waterfront Study Area and make recommendations to North West Community Council and Regional Council regarding future development. Its mandate included conferring with the Regional Plan Advisory Committee, the Bedford Watershed Advisory Committee, and the North West Planning Advisory Committee.

A consulting team (Ekistics Planning & Design and Associates) was engaged to assist the committee. *The Bedford Waterfront Design Study: Final Report, June 2010*, was reviewed by the Steering Committee and consideration was also given to the public input received.

RECOMMENDATIONS

It is recommended that the Community Planning & Economic Development Standing Committee, the Bedford Watershed Advisory Board, and the North West Planning Advisory Committee recommend that Regional Council approve the following recommendations:

I That *the Bedford Waterfront Design Study Report* be used as the basis for preparing amendments to the Bedford Municipal Planning Strategy with the following clarifications and amendments:

(A) For the Shore Drive Parcel described under Section 4.5, pg. 68 of the study:

RECOMMENDATIONS CONTINUED ON PAGE 2

1. Vehicular access to the Shore Drive Parcel be from Waterfront Drive;
2. The low-rise (4-storey) building be moved to the south side of the site;
3. A bollard access on the multi-use trail from Shore Drive for emergency vehicles be incorporated into the design;
4. The northern side of the site consist of townhouses - consistent in design and configuration to abutting private residences; and
5. The waterfront trail be extended around the perimeter of the site on the shore of Bedford Basin into Shore Drive.

(B) For the Moirs Village lands described in Section 4.3.6, pages 62 to 65 of the study:

1. Density bonus provisions are made to allow for consideration of building heights up to 12 stories.

(C) For the Bedford Highway Lands described under Section 4.4, pg. 67 of the study:

1. Ensure provision for the primary vehicular and pedestrian access from the Bedford Highway over the railway is in place prior to any redevelopment of the Bedford Highway lands;
2. Establish as a criterion that buildings are to be sited so as to optimize views of the basin from the Bedford Highway;
3. Clarify that there are no current “existing views” from the Bedford Highway at this site;
4. Require that a public multi-use corridor be established over the site between the proposed access road and the Clearwater property; and
5. Ensure provision for a second vehicular and pedestrian entrance to the study area over the railway from the Bedford Highway to the south of the Clearwater property.
6. Consider Provision of density bonus application

(D) For the Bedford Waterfront Lands described in Sections 4.3.1 to 4.3.5, pages 44 to 61:

1. Re-designate the site identified for a ferry terminal as a civic building accompanied with a statement that there is a need for such a facility and this is the right location;

2. Undertake further analysis of the open space components. Ensure that the overall open space plan provides an appropriate mix of hard and soft spaces, allows for a range of passive and active recreation opportunities and that the public spaces are designed to facilitate connections with multi-use systems on all adjacent lands; and
3. Undertake further investigations to explore the feasibility of protecting or creating shallow marine habitats as part of the proposed development and open space plan.

(E) For all development within the study area:

1. Engage qualified experts in the design and placement of all buildings to ensure proper protection from, and in consideration of future storm surges, rises in sea level and related climatic changes; and
2. Monitor traffic and update integrated transportation studies on a regular basis to ensure that transportation infrastructure and services are able to accommodate the increased demand generated by further development.

(F) Include a glossary of terms, along with pictures, in municipal planning documents to explain the terms used to describe various types of public spaces.

II That Halifax Regional Council seek an amendment to the Halifax Regional Municipality Charter to allow for a site plan approval provision similar to that allowed for under HRMbyDesign.

BACKGROUND

A chronology of planning initiatives:

Planning for the development of the Bedford Waterfront was initiated several decades ago. A chronology of activities is summarized as follows:

- In 1983, the Bedford Waterfront Development Corporation (BWDC) was formed to “promote the development of Bedford’s waterfront project area as an active, year-round, mixed-use urban waterfront area containing public spaces and activities with residential, commercial, cultural and institutional uses that, when developed, emphasize the waterfront project area’s location, heritage and environment”.
- In 1985, a market analysis and Waterfront Development Plan were prepared for the BWDC and policies for the development of the Bedford Waterfront area were adopted under the Municipal Planning Strategy for the Town of Bedford.

- Infrastructure for the first phase began in 1987, encompassing developments along Convoy Run and Waterfront Drive, including DeWolf Park, which were built largely over silt dredged from the mouth of the Sackville River. Development of this first phase is nearly complete.
- With the adoption of the Regional Planning Strategy in 2006, the Mill Cove area was designated as a growth centre. The following year, a community-led visioning exercise was initiated by Regional Council.
- A Vision Statement and Strategic Action Plan were prepared by the Bedford Waterfront Community Liaison Group and endorsed by Regional Council in 2007. The action plan directed that high priority be given to developing strong urban/community design guidelines in accordance with the Vision Statement to address lack of controls, incentives, flexibility and confusion among the public and land developers.
- In September 2008, Regional Council approved a public participation program for the Bedford Waterfront Area. The Bedford Waterfront Steering Committee (“the Steering Committee”), comprised of four citizen members from the Bedford Waterfront Vision Implementation Committee and three representatives from the major land owners (Waterfront Development Corporation, United Gulf Ltd. and Sobeys Ltd.), was appointed to oversee the process.
- A consulting team, led by Ekistics Planning & Design, was retained by the Municipality and the Waterfront Development Corporation to assist in preparing a more detailed design plan and guidelines for the Bedford Waterfront study area (Illustrated on Map 1). The consultants held a public workshop, prepared a report with three alternative design options and then, based on the direction received from the Steering Committee, prepared a final report. The alternative designs and final report were presented at public meetings and comments were solicited.

The Bedford Waterfront Steering Committee

Regional Council gave the Steering Committee the following mandate:

- Provide direction to the consultant in evaluating alternative design proposals and recommend a final design concept for the Bedford Waterfront study area;
- Ensure that property owners and interested parties have adequate opportunities to participate and express their opinion;
- Schedule public meetings and workshops;

- Make recommendations to the North West Community Council and Regional Council regarding any policy and regulatory amendments proposed for the Bedford Waterfront study area; and
- Confer with the Bedford Waterfront Vision Implementation Committee, the North West Planning Advisory Committee, Bedford Watershed Advisory Board and Regional Planning Advisory Committee.

The workshop and public presentations were well attended and numerous submissions were received. Further detail is presented under the Community Engagement section of this report. The Steering Committee is, therefore, satisfied that property owners and interested parties were provided with adequate opportunity to participate in the process.

The Steering Committee recommendations presented in this report were made during the deliberations of three meetings and take into consideration the Vision Statement, the final design study report recommendations and public input received.

Further details regarding the history of this process, the study's terms of reference, public and committee meeting minutes and the consultant studies can be found at:
<http://www.halifax.ca/VisionHRM/BedfordWaterfront/index.html>.

The Study Area and the Proposed Development

The Bedford Waterfront Study Area includes all lands and water lots on the east side of the Bedford Highway northward from the property boundary of the Clearwater property to the Boutilier Boatyard property on Shore Drive (See Map 1). The consultant study presented development opportunities over four sub-areas referenced as:

- Shore Drive Parcel;
- Moirs Village;
- Bedford Highway Lands; and
- Bedford Waterfront Lands.

The Bedford Waterfront lands are further divided into three phases referenced as:

- Phase 2A;
- Phase 2B; and
- Phase 2C.

The sub-areas are presented on Map 2. Highlights of the proposed development for each are presented on Maps 3 to 8. A proposed 'open space plan' is presented in Map 9.

DISCUSSION

As a result of its deliberations, the committee wished to provide further rationale for decisions made within the final report recommendations as well as additional direction required as the development planning process proceeds.

Regarding Recommendation I

Recommendation A Rationale and Further Direction

- The Design Study identified two development options for the Shore Drive parcel – the first being 11 townhouses and a four-story condominium apartment building. The second option being seven single-unit dwellings. The committee felt that a definitive choice should be made and unanimously recommended Option 1. However, the committee recommended that the apartment building be located on the south side of the site in order to maintain adequate separation from the abutting single unit dwelling to the north.

Recommendation B Rationale and Further Direction

- Given that the two existing waterfront mid-rise condos are essentially ten stories high (comprised of eight floors residential, one floor mechanical and topped by one floor gabled roof), building heights for the Moirs Village lands should be limited to ten stories, with the possibility of up to two additional floors – incorporating the mechanism of ‘density bonus’.
- Regarding ‘density bonus’, the developer and HRM would negotiate a facility or amenity to be added or improved by the developer as compensation for the additional two stories.
- The Design Study has identified the level of green space to be protected and enhanced including the rehabilitation of the Moirs Pond shoreline. It should be noted that Moirs Pond is still privately owned.

Recommendation C Rationale and Further Direction

- The committee recognizes that the first element of the overall development should be the setting aside of adequate space for the primary pedestrian and vehicular access to the Phase II lands over the Bedford Highway lands and the railway.
- The committee believes that the Design Study recommendations protect against the adoption of an incremental planning approach leading to a ‘strip mall’ form of development along the Bedford Highway in the study area.
- (C) 3: This was added to facilitate the meeting of active transportation objectives of HRM and to contribute to safer and smoother traffic flow in that area of the Bedford Highway by providing separation between non-motorized and vehicular traffic in the vicinity.

Recommendation D Rationale and Further Direction

- (D) 1: A long-standing need has been identified for a civic building providing space for several distinct, but related community activities for Bedford. This could house a library, meeting rooms, public performance and/or rehearsal spaces, as well as art studio space.

The location is ideal given its proximity to the Design Study's proposed convergence of public transit options.

- (D) 2: Analysis of the public feedback revealed concern that the proposed development would preclude 'open' spaces. Recognizing that the Design Study is conceptual, the committee felt that the 'open space components'(See Map 9) of the study should be further analyzed to ensure the mix of hardscape and landscape waterfront public space is appropriate to the needs of the community.
- (D) 3: Recognizing that the Design Study is still conceptual, and before any infilling of the Western Ledges component of the Canal sub-area of the Design Study is carried out, the committee wanted to ensure that further work be done to determine the feasibility of incorporating shallow marine habitat within the overall design.

This action arose as a result of feedback following the June 16, 2010 Public Information Meeting. The steering committee deemed it worthwhile to investigate enhancing the proposed development's environmental quality and attractiveness.

Recommendation E Rationale and Further Direction

- (E) 1: The committee felt the need to emphasize the requirement to engage appropriate experts regarding siting and positioning of all buildings and infrastructure to ensure currency with future technological development is maintained to ensure proper protection from extreme weather events (storm surge, sea level rise, etc.).
- (E) 2: The committee recognized the need for continued traffic monitoring and updating of integrated transportation studies so that transit infrastructure and services are able to accommodate the eventual increased traffic the development will generate.

Regarding recommendation II, to apply to amend the Halifax Regional Municipality Charter to permit site plan approval for this area: the committee believes that in order to avoid dilution of the development concept over the projected 25- to 30-year implementation phase, site plan approval should be sought. The committee also believes that avoiding an incremental planning approach (by Development Agreement on a case-by-case basis) would BETTER keep the strengths of the concept intact over the life of the proposed development project.

Overall Observations

Communication

- Although a great deal of information on the Bedford Waterfront Visioning exercise exists, analysis of the feedback from public meetings and web solicited input indicated that it was not in a consolidated form easily accessed by the public. The committee recognized the need for (and encouraged the municipality's and WDCL's efforts in) developing and implementing a public information/communication strategy to begin addressing any information gaps existing around the public's concerns.

Review of Design Study Report

- The consultants' Design Study report proposed one concept of how the Bedford Waterfront Phase II could be developed over the next 20 to 30 years.
- The enduring strength of the document lies in two key components: 1) the use of principles to guide the development of the various elements of the proposal; and 2) the use of a phased approach to the implementation timetable.
- Using principles derived from the Bedford Waterfront Vision, in conjunction with a phased implementation approach, allows for the evaluation of new information and provides the time to react to unanticipated weather and other events and changes in technology, as will likely happen over the life of the project. It is for this reason that the Steering Committee decided not to reject the report out of hand.
- The consultants also called for more detailed study of certain elements of the proposed concept to evaluate their overall feasibility before carrying out further detailed planning. The committee recognizes the need for and encourages the undertaking of appropriate detailed studies.
- The Design Study creatively proposes the effective use of evolving and innovative technologies and building techniques that are not now widely used in development projects in Nova Scotia.

Public Feedback

All feedback from the two public information meetings (June 10, 2009 and June 16, 2010) was extensively reviewed and analyzed by the steering committee. The comments collected at and after the June 10, 2009 meeting, were key to informing the direction the Steering Committee provided to the consultants as they developed the overall concept of the Design Study. The comments collected at and after the June 16, 2010 meeting were reviewed and analyzed by the Steering Committee during its deliberations on the Design Study Final Report.

There were two major concerns among the comments received:

- (1) Why is fill being dumped in the Bedford Basin?; and
- (2) Why is development being considered here?

As identified earlier in the Discussion, under Communication, the Steering Committee realized that although much basic information existed to answer those questions, it was not in a consolidated form easily accessed by the public. We recognized the need for (and supported the municipality's and WDCL's efforts in) developing and implementing a public information/communication strategy to begin addressing any information gaps existing around these basic questions for the public.

(1) Infill Project

The Steering Committee researched the history of the infill project and determined that the use of the Mill Cove area as an approved site for the marine disposal of pyretic slate was sanctioned by

Environment Canada, Department of Fisheries and Oceans and by the Canadian Coast Guard at the request of the Bedford Waterfront Development Corporation in 1991.

Approval has been received from the Federal Department of Fisheries and Oceans to infill a portion of the pre-confederation water lots but approvals have not been received over other portions, thereby requiring a review by the appropriate federal and provincial regulatory bodies.

Regarding public concerns expressed about the environmental impacts of the infilling, the Steering Committee has recommended that further investigations be undertaken to explore the protecting or creating of shallow marine habitats as part of the proposed development and open space plan.

(2) Development on the waterfront

The Steering Committee respected direction from the Regional Municipal Planning Strategy 2006, that the Mill Cove area be designated a Suburban Local Centre (RMPS, Chapt.3, Section 3.4 Planning for Centres, Table 3-1 Characteristics of Centres). "These centres will be designed through Community Visioning and secondary plan review processes as mixed-use transit-oriented communities, to accommodate a mix of housing types, office, retail and institutional uses in addition to parks, trails, community gardens and safe public open spaces." (RMPS, pg. 52).

The consultant study proposed a compact urban development form to respect RMPS direction Policy S-1, (pg. 45) "...as the area where central wastewater and water distribution services are intended to be provided to facilitate an urban form of development over the next 25 years."

Further, the committee reviewed an analysis of the use of spaces in the Design Study and found the consultant's concept provides just over 30% of the 40 infilled acres as open and green space, aside from space dedicated to the perimeter boardwalk (6%) and a 20 m road right of way (22%).

The committee also found that the Design Study respected the spirit and intent of the RMPS 2006 and of the Community Vision Oct 2007. By using a defined set of principles to guide the development of the concept and a phased approach to the implementation schedule, the study has proposed a viable concept for serious consideration.

BUDGET IMPLICATIONS

Any budget implications associated with this study will be addressed under separate cover in the accompanying staff report.

FINANCIAL MANAGEMENT POLICIES / BUSINESS PLAN

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

COMMUNITY ENGAGEMENT

Three public events were held which are summarized as follows:

- A workshop was held on April 15, 2009 with approximately 60 in attendance. Working groups were formed to share ideas on the future of these lands. This was followed by an on-line survey. A summary of the results can be found on pages 13 and 14 of the final design report.
- A public meeting was held on June 10, 2009. The consultants presented three alternative designs, followed by an opportunity for comment and questions. Written submissions were also solicited. Participants were advised that their comments would be considered by the Steering Committee in providing direction to the consultants and would be attached to the committee report. Minutes of the meeting and written submissions received are presented as Attachments A and B.
- A public meeting was held on June 16, 2010 at which the final design study report was presented to an estimated audience of 300. The consultant's presentation was video-taped and posted on HRM's website. The meeting minutes and submissions received are presented as Attachments C and D.

Community awareness of this process was made through numerous means including:

- Detailed information regarding the visioning process, history of the development and infill project, meeting information, the consultant studies and minutes of the Steering Committee as posted on Halifax.ca.
- Mass mail-outs sent to all residents of District 21 (Bedford) prior to the public meetings.
- Public service and media advisories issued for public meetings.
- Verbal, written and electronic notification of committee meetings sent out and posted on HRM's online calendar.
- The Community Liaison Group used direct communications approaches such as hand-outs during Bedford Days to get people involved in the visioning process.
- Advertisements for each public meeting were published in the Chronicle Herald under the HRM Municipal Notices section.
- WDCL also posted information on the project on its website.

ALTERNATIVES

Recommend that Regional Council:

1. Adopt the recommendations of the Steering Committee presented on the first page and Attachment A of this report; or

Adopt the Steering Committee recommendations presented in Attachment A, but not pursue an amendment to the Municipality's Charter to allow for site plan approval provisions similar to that allowed for under HRMbyDesign;

2. Instruct staff to prepare amendments to the Bedford Municipal Planning Strategy in accordance with the Steering Committee recommendations with further amendments; or
3. Take no further action on the study recommendations and not consider any amendments to the Bedford Municipal Planning Strategy.

ATTACHMENTS

- Map 1: Bedford Waterfront Study Area
- Map 2: Development Sub-areas
- Map 3: Shore Drive Parcel
- Map 4: Moirs Village
- Map 5: Bedford Highway
- Map 6: Phase 2A of the Bedford Waterfront
- Map 7: Phase 2B
- Map 8: Phase 2C
- Map 9: Open Space Plan

Attachment A: Minutes of Public Meeting held on June 10, 2009

Attachment B: Submissions received in response to the three alternative design report

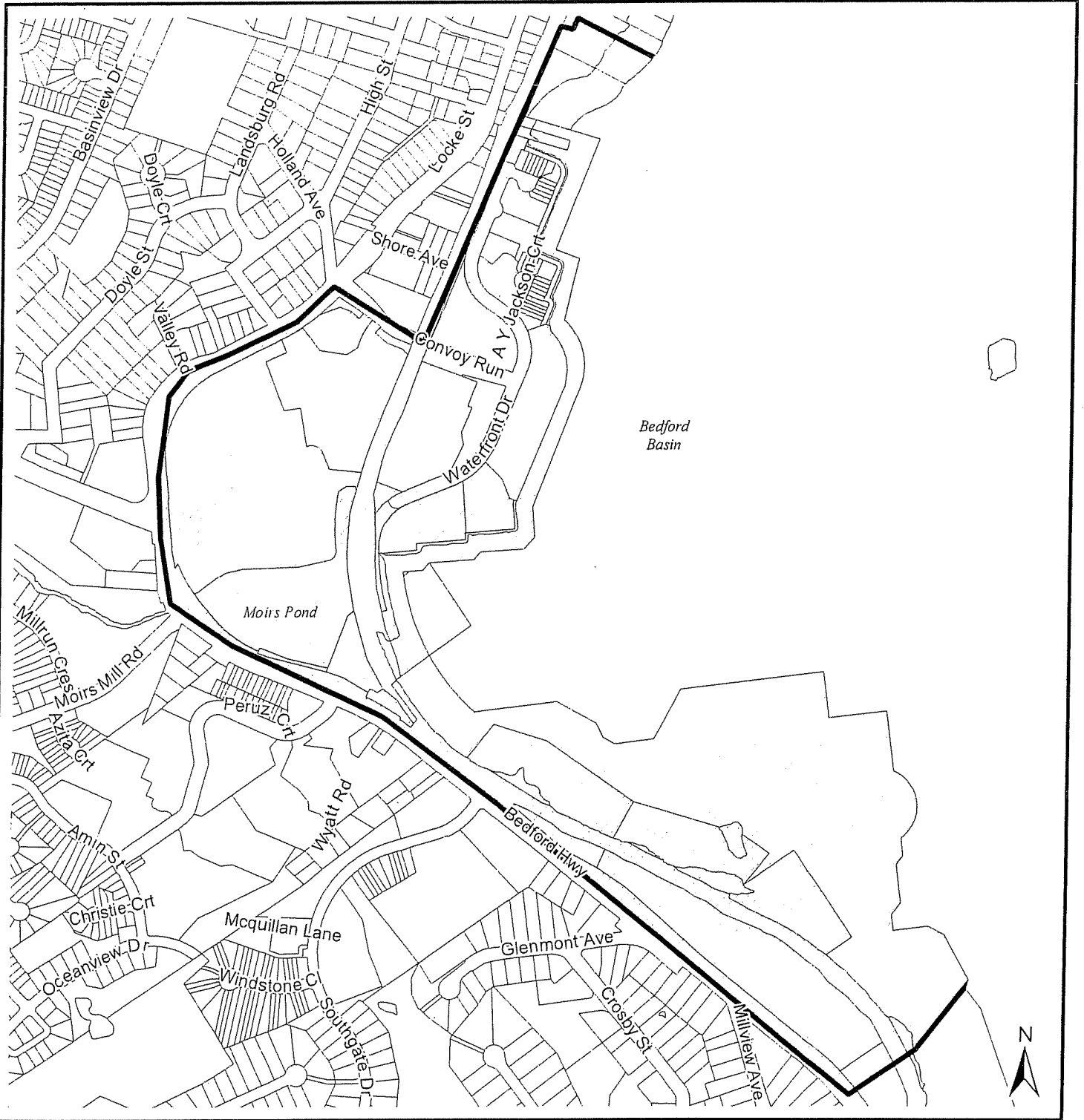
Attachment C: Minutes of Public Meeting held on June 16, 2010

Attachment D: Submissions received in response to final design report


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: Doug Kolmer, Chair, Bedford Waterfront Design Steering Committee with assistance from Paul Morgan, Planner, Community & Regional Planning, 490-4482

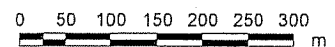
Report Approved by: Austin French, Manager, Planning Services, 490-6717



Map 1:
Bedford Waterfront Study Area

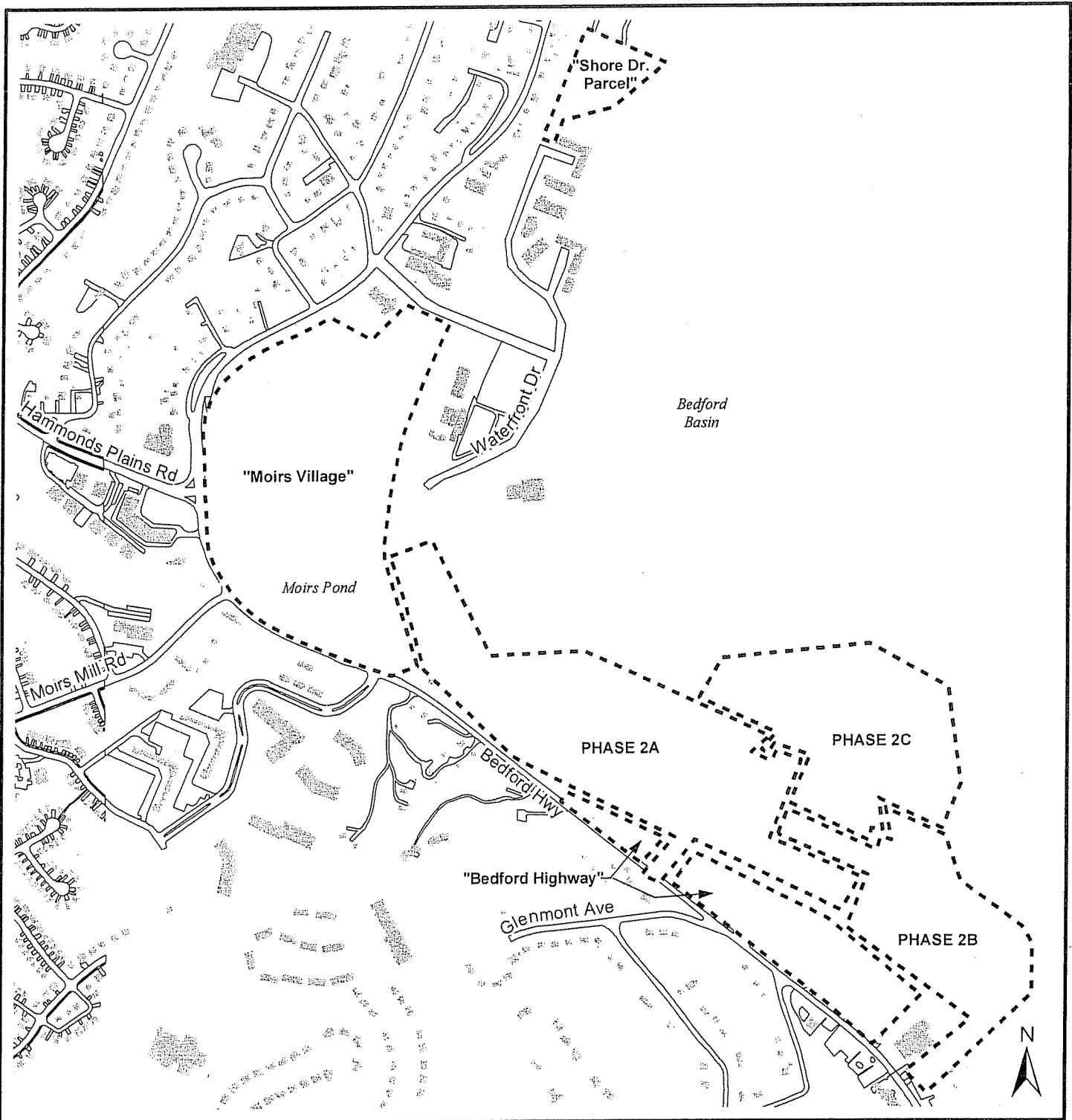
 Study Area

HALIFAX
REGIONAL MUNICIPALITY
REGIONAL AND COMMUNITY
PLANNING SERVICES





Bedford Plan Area,
Central Region

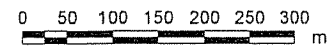
HRM does not guarantee the accuracy of any
representation on this plan



Map 2:
Development Sub-areas

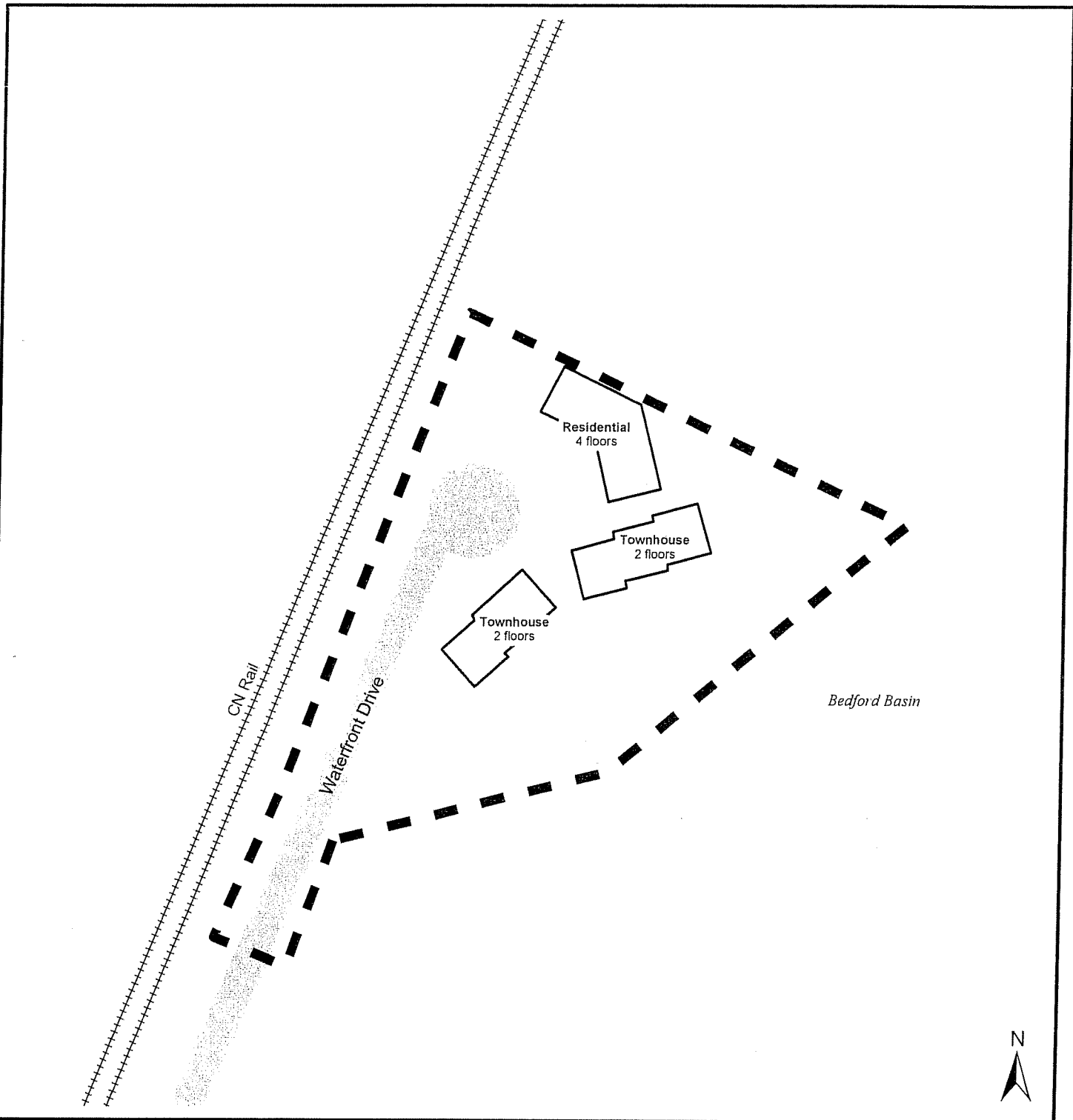
-  Sub-areas
-  Buildings

HALIFAX
REGIONAL MUNICIPALITY
REGIONAL AND COMMUNITY
PLANNING SERVICES








Bedford Plan Area,
Central Region

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representation on this plan.



Map 3:
Shore Drive Parcel

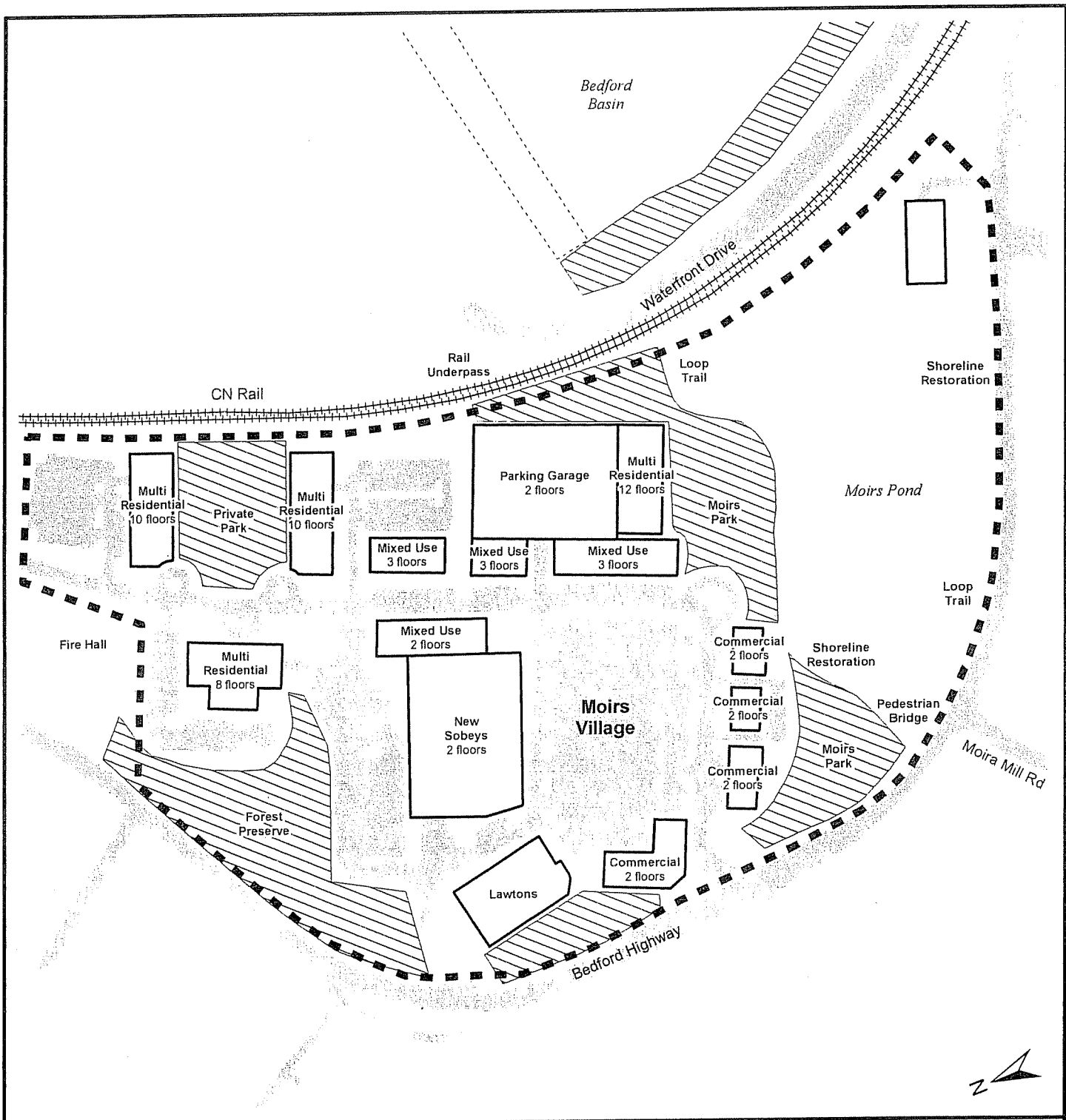
-  Road/Parking
-  Public Green space
-  Sub-Area
-  Building
-  Public Plaza

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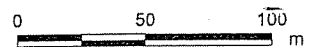
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Map 4:
Moirs Village

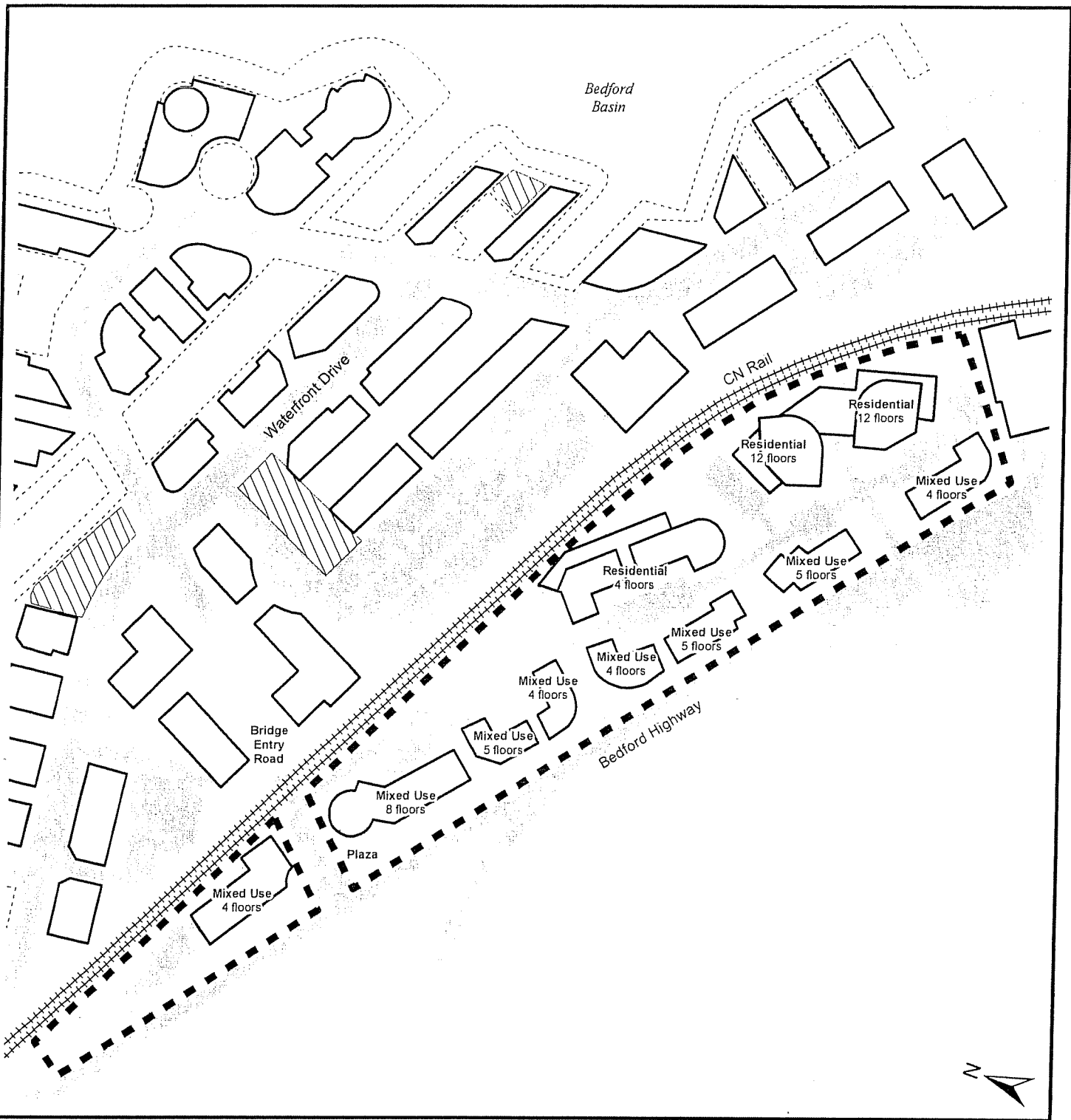
- Road/Parking
- Public Green space
- Sub-Area
- Building
- Public Plaza

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





Bedford Plan Area,
Central Region

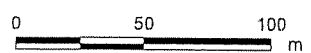
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Map 5:
Bedford Highway

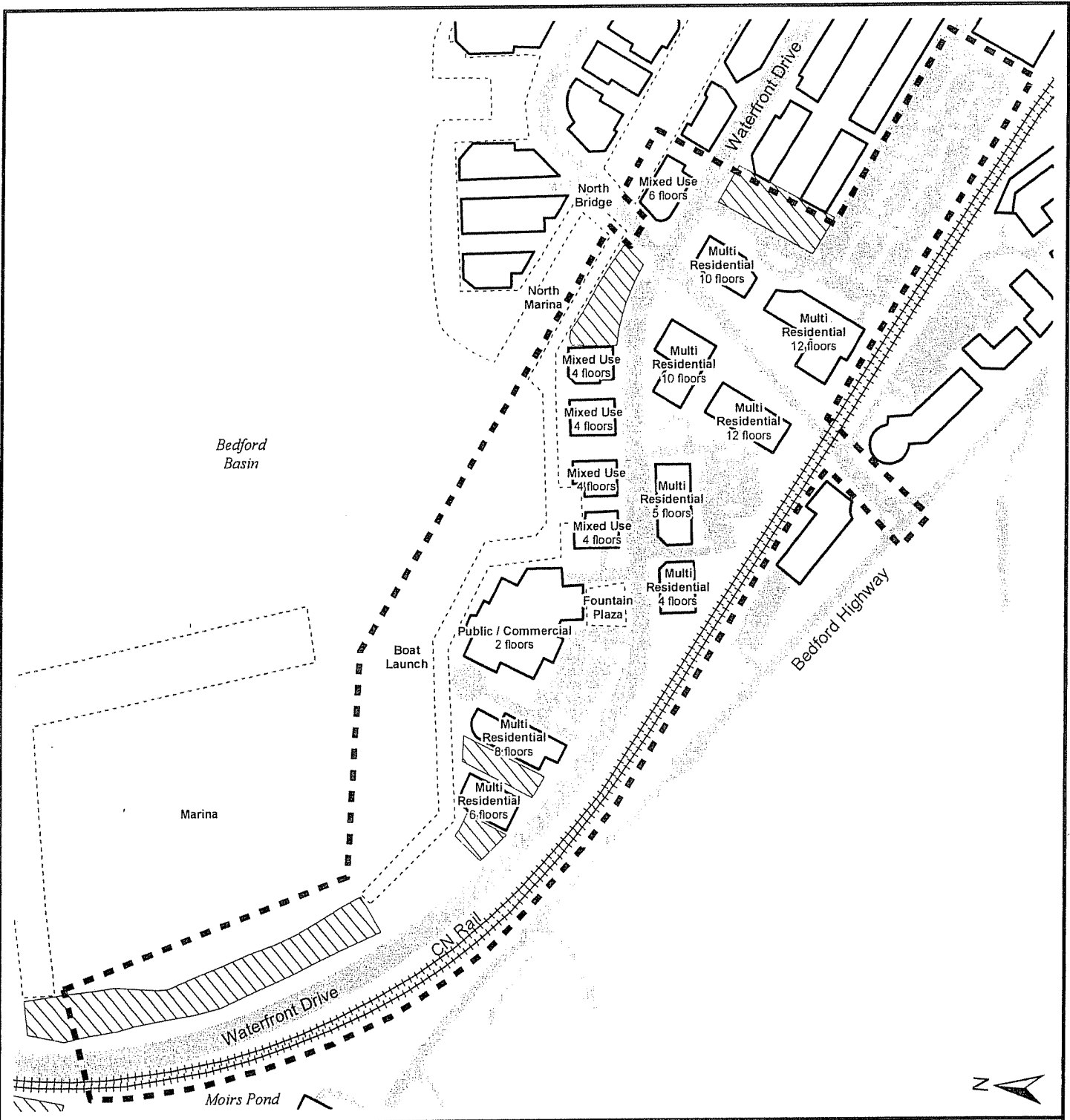
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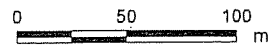


Map 6:

Phase 2A

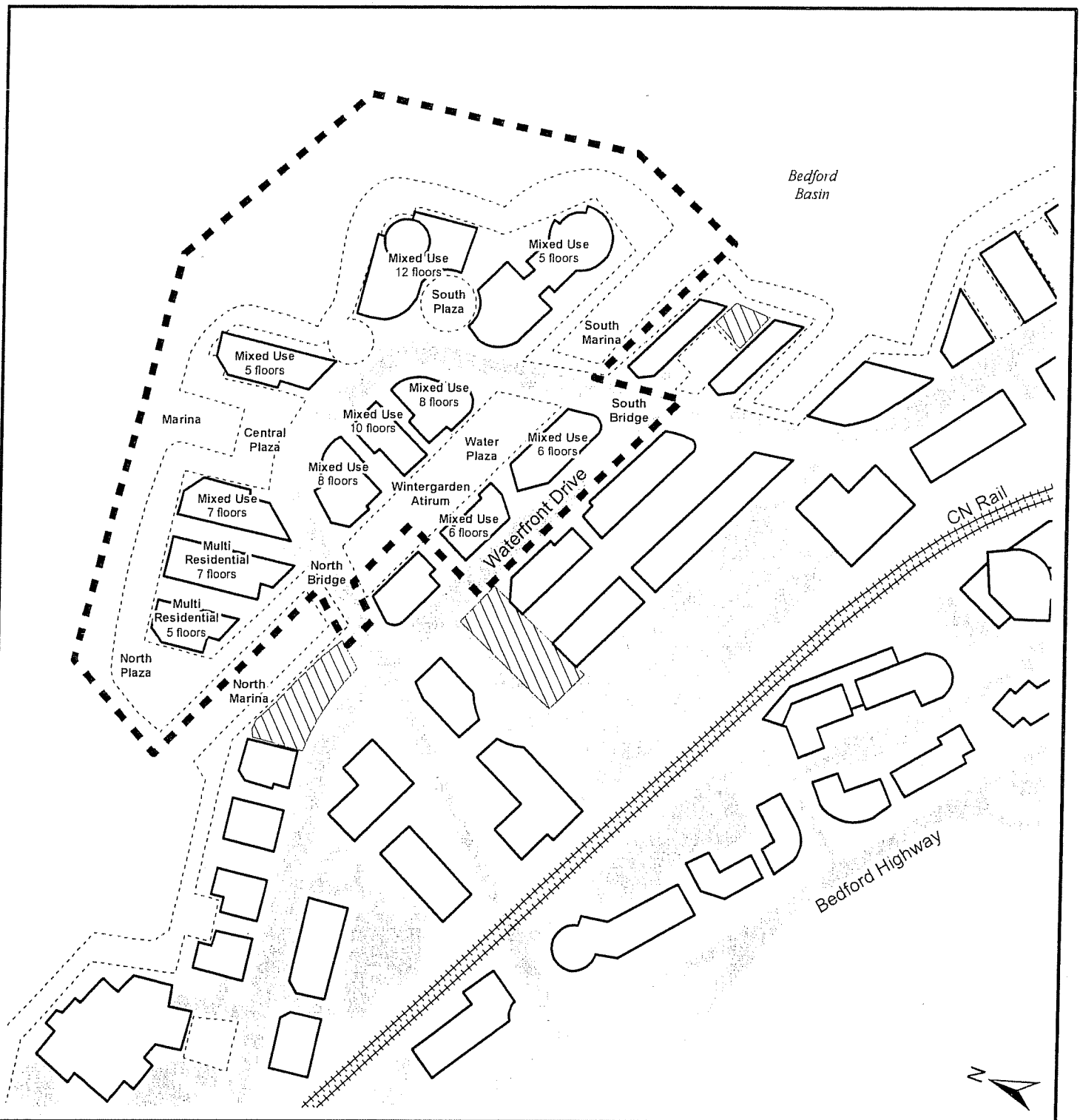
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


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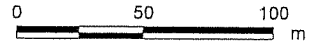
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Map 7:
Phase 2C

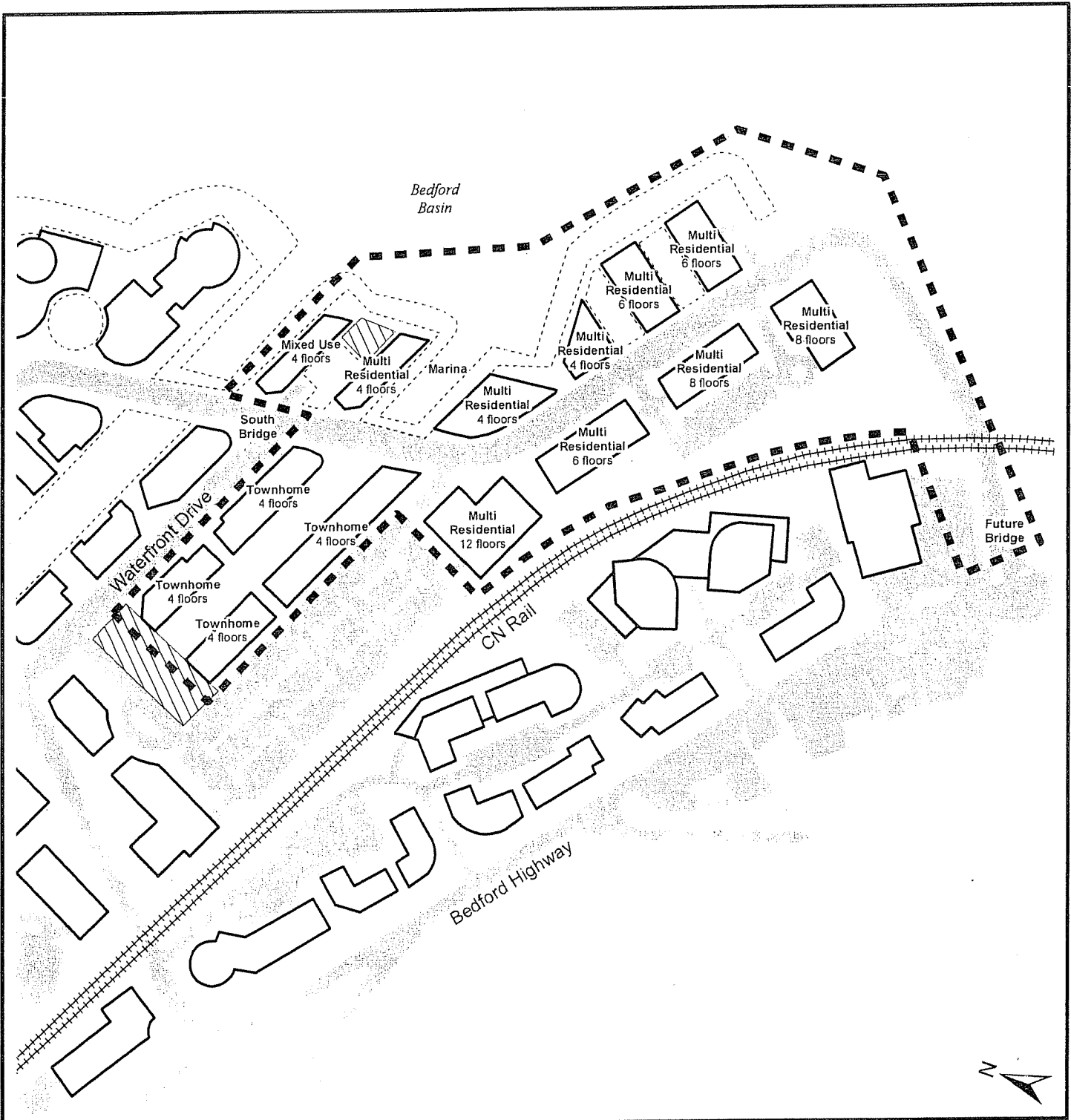
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-  Public Green space
-  Sub-Area
-  Building
-  Public Plaza

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



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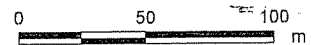


Map 8:

Phase 2B

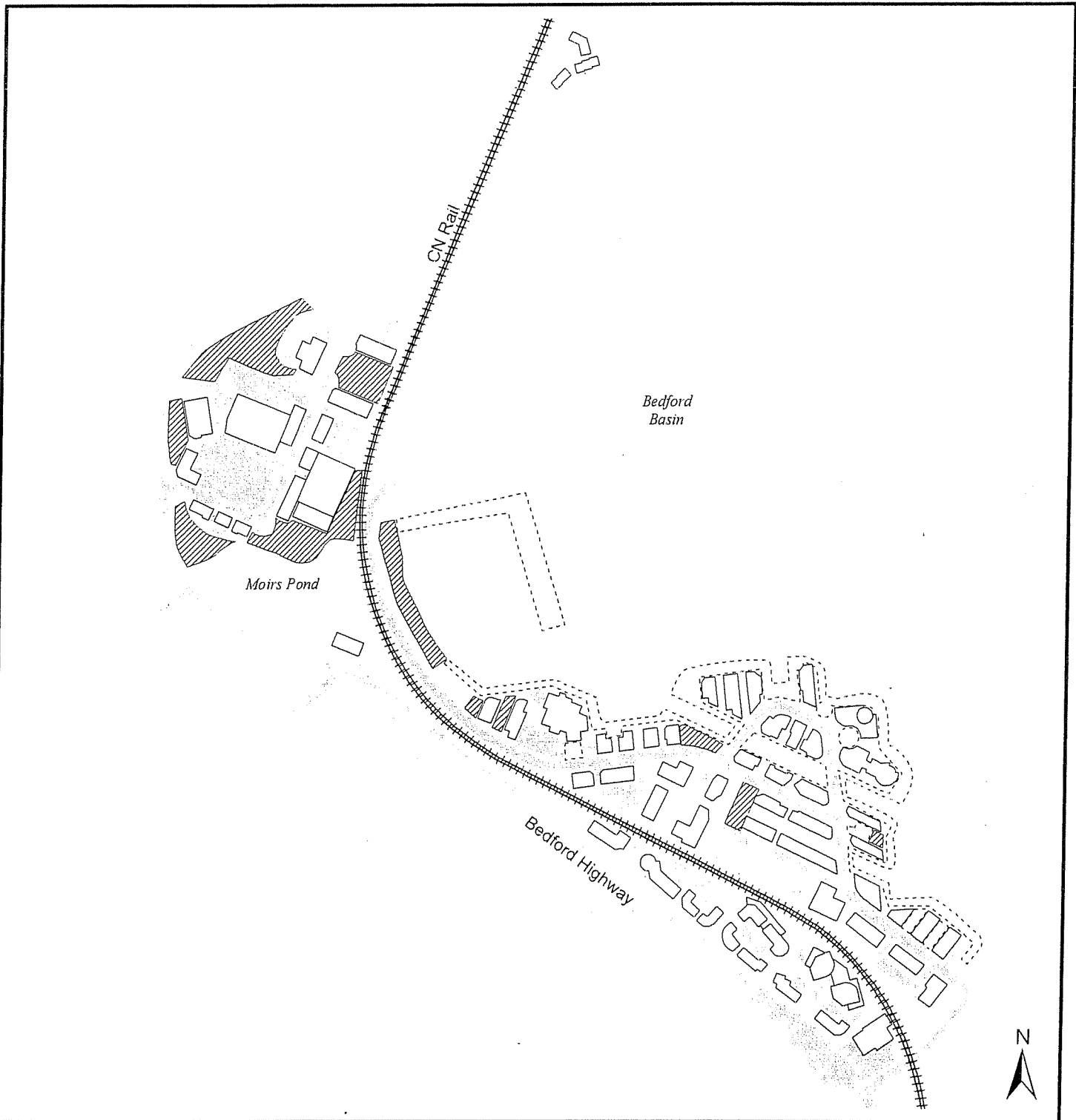
-  Road/Parking
-  Public Green space
-  Sub-Area
-  Building
-  Public Plaza

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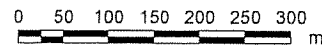
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 representation on this plan.



Map 9:
Open Space Plan

- | | |
|---|--|
|  Road/Parking |  Public Green space |
|  Building |  Public Plaza |

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**HALIFAX REGIONAL MUNICIPALITY
PUBLIC INFORMATION MEETING
PROJECT NO. 01149 - Bedford Waterfront Plan Options Report**

**7:00 p.m.
Wednesday, June 10, 2009
Basinview Community School (Cafeteria)**

STAFF IN

ATTENDANCE:

Paul Morgan, Senior Planner, HRM Planning Services
Alana Hines, Planning Controller, HRM Planning Services

ALSO IN

ATTENDANCE:

Councillor Tim Outhit, District 21
Consultants: Rob LeBlanc, Ekistics
Peter Klynstra, Ekistics
Ross Cantwell, Colliers International

MLA - Kelly Regan

PUBLIC IN

ATTENDANCE:

Approx. 150 +/- people

The meeting commenced at approximately 7:00 p.m.

1. Opening Remarks/Introductions/Purpose of Meeting

Harvey Doane introduced himself from the Bedford Waterfront Vision & Implementation Group and welcomed everyone for coming. Mr. Doane indicated the meeting this evening will show three different proposals on what could be done with the Waterfront lands. The plans have been prepared by Ekistics and Mr. Doane reminded everyone that the proposals shown tonight are proposals.

Mr. Doane introduced Councillor Tim Outhit and Kelly Regan, the local MLA, who were in attendance.

Paul Morgan, Senior Planner, HRM, advised that the study is being co-sponsored by the Halifax Regional Municipality and Waterfront Development Corporation. Mr. Morgan introduced Terry Drisdelle, Co-Manager on this project. Mr. Morgan advised that background information on this study can be found on the HRM website: www.halifax.ca (go to the drop down menu to Regional Planning). Going forward, after this meeting, the Steering Committee members will meet and review the options and provide direction to the consultant with the option (or combination of options) to proceed with for final design. Once this is completed there will be another presentation in the Fall for the public to see more detailed final design. This will also go to Council to have these policies incorporated in the regulations for Bedford.

2. Presentation by Ekistics - Three Options

Rob LeBlanc introduced himself from Ekistics. Mr. LeBlanc reviewed the presentation outline, vision objectives and plan goals. He further reviewed the Bedford Waterfront vision and strategic action plan, followed by the public workshop outcomes. The following three options were shown and described in detail:

Concept 1 - Traditional Waterfront

Concept 2 - Canals Option

Concept 3 - Island Option

Mr. LeBlanc reviewed the upcoming project schedule and then opened the floor for questions/comments.

3. Questions/Comments

Cesar Saleh asked about the two access points from the Bedford Highway to the waterfront. He wanted to confirm the access is the same in all three options. He also wanted the location of the first access clarified. Mr. LeBlanc said that the access points are similar in all three options and showed visually the location of the first access point (access is on the edge of the hotel lands). The whole plan anticipates re-development.

Amiro Arab asked what the anticipated heights of the buildings would be around the waterfront in all the concepts. Mr. LeBlanc said in all options they showed primary mid-rises. The plan could show anything from 5 to 10 story buildings. Mr. Arab asked what the time frame was for development starting. Ross Cantwell indicated that the time frame is going to take some time and the build out could possibly take 15 to 20 years to complete the overall development.

Andy Anderson indicated that he noticed in the presentation that the Hammonds Plains Road shows a view plane looking out over the water, he has traveled this road since 1972 and thinks that they would have to move the Sobeys store or move Hammonds Plains Road to get this view plane. Rob LeBlanc said where Sobeys sits now, it intrudes into the view plane, but they want to maintain the view out towards the bridges as you come down the road. In one of the options, Sobeys is re-oriented and the building is re-located for sometime in the future. Mr. Anderson asked what the green pad shown in one of the options was, he thought it was Boutillier's. Mr. LeBlanc, indicated that in Option 1, there were 7 high end waterfront residential; Option 2 had townhouses with 4 story low rise block and Option 3 actually connects Shore Drive thru to Waterfront Drive at some point in the future.

Steve Warburton asked what the heights of the mid-rises around the Sobeys would be. Mr. LeBlanc said about 6 to 8 stories. There would be a block of parking underground and the rest would be at grade parking. He asked if Sobeys is on board with having a Village Centre where outlined on the plans shown. Mr. LeBlanc indicated that they had discussions with all the property owners regarding

the outcomes of the public workshop, one of which is a Village Centre as shown. Ross Cantwell indicated that discussions have taken place with Sobeys and indicated that all the plans are possible development ideas. The intent is to come up with a Planning framework that individual landowners can use in the future when developing their property. Just in the same way we are all wearing different clothes tonight, with different colours, different developers will look at things in different ways and want to do different things, so this is one possible interpretation of how a development scenario could unfold. Once the rules are in place, even though different developers would come in and want to do different things they would have to fit in the same mold of the regulations. With respect to the Sobeys site, with Bedford South and Bedford West, with the two communities coming on line currently and building out over the next couple of decades, the master plans have included additional community centers that have grocery stores, pharmacies, dry cleaners, and other services that people tend to use on a daily basis and want close by. So the opportunity for this site in the long-term, is that as the waterfront gets developed and Bedford grows, the site will become unique. Mr. Woodward said he was at another meeting and understood that the infilling was going to take 6 to 7 years to do. Mr. Cantwell, said to fill up all that land, but that would not preclude starting to develop on other parts of the land. The infilling does not have to be all complete before development can take place.

Paul Morgan indicated that the three main property owners are represented on the Steering Committee - Sobeys, Waterfront Development Corporation, and United Gulf.

Water Regan, Sackville Rivers Association, indicated that he loves concept 3 and asked the following questions:

- (1) Did you think about closing the sewer plant and pumping the sewer into Halifax to have a class water in the basin as we've been promised from the Harbour Clean up. Mr. LeBlanc said it was not part of the terms of reference to look at this.
- (2) Mr. Regan indicated that he loves the idea of having fish ways above the dams, he believes it is long over due, and hopes that for compensations for the infill of the basin that this will be incorporated
- (3) Mr. Regan indicated that a small island was destroyed and wanted to know if there were any plans in any of the options to re-build the island. Mr. LeBlanc said there is in the Canals Option, one of the canals extends out and they could terminate the townhouse and keep the area as green space. Mr. LeBlanc thinks there are a number of ways to preserve it or commemorate it in some fashion.
- (4) Mr. Regan asked if there would be an oil/sewer pump out to the yacht club. Ross Cantwell said that it is a detail that will get addressed later on, but it is certainly a reasonable approach.
- (5) Mr. Regan said he feels there has to be a way to get to Sobeys to the waterfront under the track, a tunnel of some sort for a connection. Mr. LeBlanc indicated that an overpass is shown in one of the options. The challenge with going under is the engineering. Peter Klynstra said it is outrageously expensive and the tracks would have to be moved up for the

slope to be correct. Mr. Regan disagreed. Paul Morgan indicated that the whole project has been designed with an anticipated sea level rise of 2.5 meters as a starting design grade.

Rich Baucham asked about the physical movement of water across the area of in fill. He is worried about the acid slate. He attended a presentation by Gordon Bater, Geologist, who studies the contours of the underwater characteristics of both the bay and the basin. The bay is shallow and depends on tidal flushing to clean it out and he believes that about 10 years ago there was a pollution with a red tide because of things building up back in the bay and this is a risk to all of the people in Bedford and where the infilling is taking place is along the edge of the Bedford Bay and Basin. He wanted to know if this has been looked at and if they considered restricting tidal flow as a result of infilling. Rob LeBlanc indicated that they were given the boundary and there are a lot of details that need to happen as part of the subsequent to the master plan process. Once an overall master plan is established, there will need to be an environmental study of the entire area and the out fall of the sewage treatment plant that the new configuration doesn't affect any of the flow of the sewage from the outfall. There are many more detailed studies that will need to happen following the over all master plan.

Kayleen Bell indicated that as part of the presentation open space was discussed and wanted to know what the difference is between open space and green space. Open space, traditionally, is active or passive use; green space would be preserving the forest in the plans for example. The 36 acres of open space includes the green space. She asked Mr. LeBlanc to talk about plans and activities associated with green space/open space. She believes she is going to see lots of bricks and buildings but she doesn't believe she will see much green grass/green space. Mr. LeBlanc said there will be natural edges with trails all the way through the proposal, the forest will be maintained, along the waterfront they are trying to balance the traditional model of a suburban development, where there is low density and big lawns, with creating a heart for Bedford, with a more Urban model. Design guidelines still need to be established. In the waterfront option, it is more urbanized, and would have street trees, etc.

Ms. Bell said if there is any possibility that the rock in the Mill Cove area that is being developed could be turned into green space. Eric Burchall said he believes she is asking what will be the interim open space planning in advance of development to the site. Currently the Corporation is working on designs for an extension of a finished boardwalk through the Mill Cove area. An interim landscaping plan is being reviewed and includes softening the area of rock. There is also low scale development being looked at for the area. Ms. Bell asked about a time frame for this work. Mr. Burchall said it would be dependant upon how Bedford Waterfront process moves as well as on regulatory approvals and development agreements etc.

Paul Morgan added that the time frame depends on how soon financing for infrastructure takes place. When it is all said and done, HRM and Waterfront Development Corporation will have to enter into discussions/negotiations and that's hard to comment on right now.

Bruce McCulloch said he said he thinks this is a great process. He indicated he hopes that the buildings are LEED buildings that will be developed. In terms of what Eric just said, all the concepts have green around Moirs Pond and he believes this could be built on sooner than the long term

vision. He likes the idea of the forest being maintained as shown in two of the concepts. He wanted to know how the underground parking would work with the sea level. Mr. LeBlanc said there are 2.5 meter that they have to build to, that's the geodetic that has to be built above high water mark, which means the building floors can't go below this, but the parking levels can. Peter Klynstra said it would be similar to the Sheridan Hotel on the Halifax Waterfront. From the street it looks like it's at the street level, but it is actually below highwater level. The idea is that the basement level would be parking. Mr. McCulloch asked if the same idea could be used to create a tunnel under the tracks for connection as Mr. Regan mentioned earlier. Mr. Klynstra said that they would go back and re-visit Walter's inquiry. Mr. McCulloch said he is curious to hear what Sobeys had to say about the movement of their building. Mr. Cantwell said that the trend of strip malls is going away and the model is gaining popularity. Lastly, Mr. McCulloch is very concerned with the connection from Shore Drive and the waterfront and expressed that he thinks this is not a good idea.

Patricia Chalmers said she is concerned about the impact and location of access road. Mr. Klynstra indicated that these are intended to be lighted intersections, which will likely help with the access. Ms. Chalmers asked if he really thinks so. Mr. LeBlanc said due to the grades, the access roads can not work in any other areas. Mr. Cantwell indicated that these are preliminary concepts and they have a professional Engineer looking at these entrances and they will review the concerns. The Larry Uteck interchange will, once built, will help pull traffic away and off the Bedford Highway over time. Mr. Klynstra also said that by having three access points it will help reduce traffic flows.

Ms. Chalmers asked what is the expect residential population of Phase 2. Mr. Cantwell indicated some where in between 3800 to 5500 people.

Bill Rice said it looks like this is going to be very expensive to develop and feels the project has taken on a life of it's own. He also doesn't believe the cost of the land is going to make it possible to build the size of the buildings being proposed. Mr. Cantwell said he is hitting on key points and a big part of the process is to balance off the cost of infrastructure with the revenue being generated by development so that there is a good balance. This has been looked at as part of the preliminary review of the options and they all seem fairly reasonable right now and it will be explored in further detail as the options are refined to a final concept plan. Mr. Rice wanted to know if the tax payers will be funding this. Mr. Morgan said the actual financing is yet to be determined in the future. Some of it may come from the Municipality, but it is yet to be determined. Mr. Cantwell said the Waterfront Development Corporation, a Provincial Crown Agency, uses a line of credit to invest and build things and then ultimately when they develop something that has land that generates proceeds they can use to pay off the loan. There certainly is a focus on making sure there is fiscal balance to what we are doing. To the extend that there is land being sold for development, private developer would pay money to reimburse for that infrastructure to the extent that we have public amenities such as parks, libraries, etc. that the public wants, there would have to be another source for that. The financing is a very integral part of this planning process.

Les Reese noticed floating debris (i.e. trees after a storm) towards the infilled area (where Crosby Island use to be) and it turns and comes back up the harbour near Waterfront Drive and believes that there is something happening the inner basin. He has concern about the swirling of water in this area and thinks it should be studied, and therefore favours Option 3. Due to the proximity of the

proposal to the Basin, he said that they have to be very careful to ruin the basin. Mr. LeBlanc said this will be looked at.

Kevin Gildart is concerned that this is a major project and would like to see it broke into smaller components so that it can be completed withing a reasonable period of time. He would also like to see a focus on ferry and commuter rail.

Brian Lugar is concerned with the last concept (option 3) with the connection to Shore Drive to the Waterfront. It's a concern because Shore Drive is very narrow and a number of years ago the residents lobbied to closed the connection from the Bedford Highway to Shore Drive because of the amount of cut thru traffic in a quite residential area. Shore Drive is not wide enough to accommodate traffic, it doesn't have shoulders, etc. He encourages that this be left out of the options at this time.

Mr. LeBlanc said that mix and matching can be looked at.

4. Closing Comments

Mr. Morgan said he would like to have comments and concerns no later than June 26, 2009. Mr. Morgan also gave the HRM website address again www.halifax.ca and indicated he had business cards at the front table.

5. Adjournment

The meeting adjourned at approximately 9:00 p.m.

----- Original Message -----

From: "Tim Outhitt" <outhitt@halifax.ca>

To: [REDACTED]

Sent: Sunday, June 28, 2009 1:11 PM

Subject: Re: SOME POSITIVE RATHER THAN NEGATIVE INPUT TO
BEDFORDWATERFRONT DEVELOPMENT

Francis and Barry,

Many thanks for taking the time to write this thorough and passionate note!

Please be assured that my goal is to help create a balanced use of our waterfront and park. I want it to be vibrant, but also liveable.

I agree that many great things are finally starting to happen in Bedford in regard to infrastructure and facilities (rinks, schools, waterfront, interchange, bike lanes, lighting, paving, and playgrounds). My objective is to see that the new facilities are centrally located and that they are built for tomorrow's needs and population, as well as for today's. Most Bedford residents are supportive of these goals.

I promised that I would not get bogged down in "biggering over governance" and that I would focus on "leadership and action". Amalgamation is here to stay, and all I can do is try to obtain benefits for Bedford within the system. I do support expansion and more empowerment for our existing community councils. I do not support the previously proposed district councils that came out of a small group of Bedfordites and the previous provincial government. Bedford can be vibrant within a vibrant HRM!

The best way to get cars off the Bedford Hwy is for the new Uteck interchange to be built ASAP. Equally critical is the proposed Burnside bypass / connector. It will get traffic off the Bedford Hwy, Dartmouth Rd, and the Hammonds Plains Rd by connecting Burnside to the 102. Better bus service, bike lanes, and the proposed fast ferry are not sufficient to make a huge impact on the existing and anticipated congestion. Cars and trucks must be redirected above and around our downtown and our waterfront.

If we proceed with the fast ferry, we must also implement shuttles to the terminal and also the proposed park and ride at the 4-Pad arena (off the Hammonds Plains Rd and just past RIM). I believe that our new high school and most new recreation facilities also belong in this area of growth!

However, I do envision a new library and meeting / performing arts facility on the waterfront.

The new president of the Waterfront Development Corp (Colin MacLean) is a friend of mine. He has great energy and great vision for our waterfront. For example, he is already working with Blair Blakeney and me on permanent washrooms in DeWolfe Park, in addition to the Phase 2 development project.

Next year will see further work on the Lions Pool and more repaving of the Bedford Hwy. I am also hopeful that it will be the year in which we have 4 new rinks in Bedford. We can then look at our other needs, such as soccer and basketball, etc.

Better and more progressive days ahead, with all 3 levels of government working together!

Best,
Tim

Hi Tim

We are Frances & Barry Inglis of 1 A.Y. Jackson Court, the townhouse bordering the park.

We seem to be at variance with the general population of Bedford ever since we moved here fifteen years ago! We went to a meeting for amalgamation and when my husband spoke in support of it we found we were the only supporters in attendance. There were a few more of us when we went to support the new marina but we were definitely in the minority.

Now I see in my email inbox that a few of my neighbours have written to you on a number of issues. You probably know by now where this is going.

Although we love them dearly and they are absolutely wonderful neighbours, we are at variance with them on some of these issues. We love DeWolfe Park and everything that goes on there and as far a noise level goes there are not enough events for this to be a problem. We love the music, we like hearing the activity and as most of it centers around Bedford Days, one week, once a year, we say bring it on and let everyone join in the fun whether they want to leave their house or not.

We are happy to know that there are no plans to connect Shore Drive to Waterfront Drive.

We cannot complain about the infilling as we are the beneficiaries of the first of this land reclamation. We have always appreciated Jack Cruickshank's joke that we live in row housing on the other side of the tracks on reclaimed land next to the sewage treatment plant. We think it would not be very nice of us to love what we have and deny it to others.

Knowing the size and depth of the basin, we are not at all concerned that the infilling will go beyond what we can appreciate! If you listened to complaints from every established resident about new and renewal construction, nothing would ever get done. I find this particularly true of the Halifax Regional Municipality as a whole. The residents are great resisters to change of any kind unless it is of direct benefit to them. The thinking is always parochial rather than global.

Regarding "view planes", I am more concerned with my views being taken away by trees and fences of my neighbours than I am by anything the city plans to do. And I am also fully aware when you buy a house that nothing around it that you do not own has to remain the same. Many, many times, what people are able to see from their windows is lost through construction. If you apply this back to very early Halifax, nothing would ever have been built. I am also critical of people who buy or rent next to a Bar and then complain about the noise. The Bar was there before them and they should have been aware that it would have an impact on their lives! It is the same with the Park. It was here first and those of us who bought next to it should have been aware that activities surrounding a park will always have an impact on our lives.

Although we have lived in our current townhouse since our return home to Halifax in 1995, we purchased our first town home from Provident Development in 1993 when there were only 12 town houses and every other piece of land was rocks and rubble. We have to give full praise to John Greenough, the President of Provident for making our little community the treasure that it is. Just so you know, we are founding members of the Harbour Lights Homeowners Association.

Of course we are not against "impact" studies and encourage considering their results.

Yes, of course we agree that there are small annoyances and that it would be nice if everything were absolutely perfect. However, we have found that if we keep "pushing" what should get done gets done eventually.

We would like to add that we love living here and want to give the old Bedford Waterfront Development Corp., while it existed, and John Greenough and his company Provident Development high praise for their success. We don't think the Halifax Waterfront Development Corp. has continued to "carry the ball in Bedford". It looks to us like the corp. is comfortable making money off the landfill and really isn't concerned about hurrying along the development of it so that the Halifax Municipality can benefit from the taxation that will follow.

The park is beautiful and well used. Maintenance probably could be improved but this is true everywhere for everything!

The particular things that we personally would like to thank the government for include:

- a.. Admiral DeWolfe Park, a truly beautiful park on the waterfront and more suitable than a parking lot for every activity that takes place here including Bedford Days and Christmas Parade of Lights. We would be extremely disappointed to see either of these activities and many others go elsewhere. The children and adults of Bedford deserve to enjoy these festivities in the most beautiful venue possible.
- a.. The playground in DeWolfe park. It is truly awesome and brings in children from all around the greater HRM.
- b.. The signage is excellent
- c.. The artistic representations covering many, many blank spaces on walls and buildings throughout the city.

- d.. The two piers and the boat ramp at the end of Waterfront Drive. (The piers are awesome. We only wish they had the water and electric facilities to attract the beautiful large craft we sometimes see on the Halifax waterfront.
- e.. The newly refurbished basketball court next to the swimming pool at the Lions Club Park.
- f.. The best high school in the entire city (too bad it has to be old, ugly & dirty!)
- g.. Continuing support of kids and sports of every kind.
- a.. The bicycle path to Sackville from Bedford (and vice versa) was an excellent idea.

On the negative side (we feel obligated to do this as we don't want you getting too complacent.)

a.. You absolutely have to do something about the crush of traffic on the Bedford Highway at all times. (The new access ramp to the BiHigh from Larry Utech Drive is an excellent start.

b.. Try not to listen to too many "old Bedfordites" who resist change of any kind.

c.. Anything to beautify Mill Cove and get rid of that swamp of filth and mosquitoes that lie behind Sobeys would be wonderful. We never could understand the rallying to keep Mill Pond. We find it neither attractive nor necessary.

d.. Why don't we have a sports complex like all of the other areas of the city? I hear talk of a new pool in Spryfield and another one in Clayton Part when they already have one each. We have none! And please don't talk about stowing it away on Rocky Lake Drive. If you can drive there you can go the little extra distance to the Sackville one. Please try to put it in the heart of Bedford where it is accessible by bus and by foot, bicycle or stroller for the use of mothers and children. One you have to drive to and to where there is no bus service will certainly limit access to the facility. We think the site where the government planned to build the prison might be an excellent choice.

e.. Stop trying to attach us to Fall River. Anything built in between satisfies neither community.

f.. Public transportation between Bedford and Halifax needs a "look see". A hovercraft would be fun but is it realistic? A commuter train might be effective.

g.. The wild rose bushes in DeWolfe Park are truly beautifully and in the main well cared for. My criticism is for the ones that belong to the park and extend down the walkway between the townhouses and the Basin. The caretakers ALWAYS forget to weed them, trim them and replace dead ones. They seem to think they belong to us and not to the city. Many of us cut the grass by the fence just to keep it looking nice and because often the city workers forget but that does not mean they do not have to oversee it.

Warmest regards

Frances & Barry Inglis

>>> Paul Morgan 29/06/2009 9:57 am >>>

Thanks Kevin and all your neighbours who have sent in their comments. I'm not sure if I have responded to everyone as the submissions have been numerous but I can assure you that they are all being forwarded to the steering committee for review.

Community & Regional Planning
tel: 490-4482

>>> "Kevin Gildart" [REDACTED] 28/06/2009 10:33 pm
Dear Councillor Outhit:

We have read most of the recent e-mails generated by our friends and neighbours and forwarded to you. We feel all have been in a cooperative spirit, although not all viewpoints are shared equally by the group.

Ultimately divergent opinions and healthy debate result in the best of decisions.

Our viewpoints in a succinct fashion would be:

- neighbourhood activities in the form and fashion we have enjoyed in our six years in the neighbourhood are all wonderful. We enjoy spectating fun runs, dog performance trials, kite flying by young families, volunteer/ charity based walks, fireworks, street dances, motorcycle show and shines, community concerts, parents with strollers, fireworks, parade of lights and Bedford Days events. While there may be occasional noise, we feel it is a small price to pay for the great spirit within the neighbourhood, and the broader Bedford community. As an aside, Sandra and I were at the Beer Tent last night and stayed until the band finished at mid-night.
- our key point- traffic flows. I moved to Bedford in 1979. Having lived in 4 different homes, on opposite sides of town, I have witnessed very little in "actionable evidence" to address issues that had been anticipated since the early 1980's. While I have heard whispers of commuter rail, direct link busses to downtown and fast ferries. I am not aware of detailed analysis, and concluding results on any of these options, although I concede such studies and conclusions may indeed exist.

Possible transport model for consideration- Bermuda.- Island population (numbers approx)_, 65,000, split between Hamilton, 35,000, and 3 small villages of approximately 5,000 each and some minor outlying areas. The Bermuda Transit Authority operates Fast Ferry Service from the small towns to/from Hamilton

As frequent visitors, we use "scooter" and public transport. The public transit model that they employ vis-a-vis Fast Ferry is a regular service during peak traffic periods, with the last ferry running at approx 9:00pm. I assume this compliments the speed available to buses on the roads during periods of little or reduced congestion in the off-peak periods. For those nights where we wished to socialize in Hamilton, we would Ferry into the downtown, and bus back. The return bus trip was very pleasant as there was very little late night road traffic.

To facilitate ferry usage, they offer "mini-bus" collections in various neighbourhoods, with the drivers accessible to the residents via phone. For example: we called the "mini-bus" for our area, he advised when he would be at the collection centre. We walked the 3-4 minutes to the collection point prior to the appointed time, met other residents, and were dropped off at the ferry terminal. The entire program operates with one token or a monthly transit pass.

The Ferry, including the shuttle is \$4.75. I point this out as marine fuel and skilled labour in Bermuda would be either on-par or more expensive than the Nova Scotia based equivalents. I would assume that the population in the catchment area for a Bedford based Ferry would far exceed the catchment numbers for the Bermuda service. It would be interesting for HRM/ Metro Transit officials to investigate this model and it's financial dynamics.

Of course, these ferries had ample deck areas to accommodate bicycles and scooters, in addition to patrons.

We thank you for your time and efforts on behalf of all Bedford residents as you continue to advance our causes with your HRM Council Colleagues.

Yours truly,

Kevin Gildart and Sandra van der Made
16 A.Y. Jackson Court.

Kevin Gildart BBA, CSC(Hons), CFP
Phone- (902) 497-4285
e-mail- kevin.gildart@ns.sympatico.ca

>>> Heather Marriott [REDACTED] 26/06/2009 5:31 pm >>>

Paul and Tim

I will add my husband Clyde's and my voice to these recommendations and requests for information. Our experience as residents with the current phase has been frustrating on several levels and until there is evidence of the ability to better handle/manage the current development - additional plans are ill-advised.

A further management example is the noise level of DeWolfe park events - there is no reason to have the sound amplified to the extent that it is for movies and loudspeakers that are targeting people who are right in front of the soundstage. We live here - the people who attend these functions get to leave if they find it too loud. However closing all doors and windows in the warm, muggy weather we have had is not acceptable nor is it sufficiently effective in minimizing the sound.

Recommendation: turn down the amplifiers immediately, to a level that is acceptable for the many residents whose homes ring the park.

Heather Marriot and Clyde Beer

Heather Marriott

Vice President- Market Intelligence
Revenue Management Ltd
Direct Line: 902.493.2351
hmarriott@revenuemanagement.ca
www.revenuemanagement.ca
marketing research for managing revenues

>>> "David Tracey" [REDACTED] 26/06/2009 3:28 pm >>>

Paul

I would like to echo Pat and Debbie Logue's concerns listed below and ask that you employ whatever resources necessary to address this situation ASAP.

I am sure we can count on your support concerning this matter

Regards

Dave & Rosemary Tracey

David Tracey
Regional Sales Manager-Atlantic
Tel 902-450-1307 ext 222
Fax 902-450-1309

>>> "Patrick Logue" [REDACTED] 6/26/2009 11:05 AM >>>

Dear neighbors:

This is for your info only - Debbie and I have sent along the following input to Paul Morgan, the HRM Planner. We urge you all to also express your own opinions directly to Paul Morgan, since we have the opportunity to shape the future of our community.

Cheers, Pat.

From: Patrick Logue [REDACTED]
Sent: June 26, 2009 11:56 AM
To: 'morganp@halifax.ca'
Cc: 'outhitt@halifax.ca'
Subject: Resident Input to the Bedford Waterfront development (Phase 2)

Hello Paul.

It was good seeing you at the Basinview Drive Community School presentation, and again at the Bedford Waterfront display Wednesday evening. Thank you for taking the time to explain some of the plans and the next planning steps.

As residents of 5 A.Y. Jackson Court, and members of the Harbour Lights' Homeowners Association, we want to pass along our recommendations to The Planning Committee.

1) Planning Scope (Bedford Highway)

Although it was stated that the Bedford Highway was 'out of scope' of this planning exercise, we believe the mandate allows for recommendations to peripheral lands that border the existing scope.

To this end, we highly recommend that very careful consideration AND public input be given to the volumes on the current Bedford Highway. As the traffic volumes grow during Phase 2, thousands of new residents, visitors, retail customers, service vehicles, etc will exacerbate an already unsatisfactory situation. As intersections are added and the quantity of turning vehicles increases on the Bedford Highway, you WILL see frequent gridlock, and now is the responsible time to address and prevent that.

Include an examination of the Bedford Highway impact.

2) Traffic (Shore Drive access)

Under no circumstances nor option should Shore Drive be connected to Waterfront Drive - it would be irresponsible.

If they were connected, it would create a direct 'short cut' and expressway through residential areas from Clearwater to Magazine Hill as Phase 2 is completed. Further, as more residents, visitors, retail customers, service vehicles, etc are added in Phase 2, the already busy and narrow streets would no longer be safe. Today, both Waterfront Drive and Shore Drive and the Phase 1 walkway are used by people of all ages, but mostly seniors and mothers with children, the majority of which are accompanied by their pets. With all the extra traffic taking 'short cuts' off the already busy Bedford Highway, the value of the current residential atmosphere, and our current home equity, would be reduced forever.

The traffic to and from the previous marina at the Shore Drive location was ably serviced by Shore Drive in the past, and exchanging that traffic load for the small volume of new residents in the Shore Drive section would require no additional expense. Further, 'selling' those addresses as Shore Drive versus Waterfront Drive would yield higher values given previous housing trends. And avoiding an expensive 'connection' expense further supports that case. Finally, add in the preserved value of the existing Waterfront Drive residential setting, and you have a 'win-win-win' Scenario with maximum yield.

DO NOT connect them!

3) Infilling for Phase 2

(a) View planes - As existing waterfront investors and residents, we watch the constant infilling and disappearing view planes from our home windows.

While we agree that planned progress and careful development are required, we are increasingly worried that the infilling is decreasing the value of our current home investment by reducing our existing views. What is even more worrisome is that we have no reference point with which to make an informed decision to answer the question of 'how far are they actually going to infill?'

We recommend that regular aerial photos be superimposed over the layouts of the three options within Phase 2, such that existing residents can actually see how much has been done to date, and how far the infill will actually extend into the Basin when complete. In addition, we recommend prominent floating marker buoys be placed at the outside perimeter of the proposed infill for each of the three Phase 2 options. We know that the plan is likely to infill at least to include the least invasive Phase 2 option, so

we can only assume that even more encroachment of the Basin is yet to come.

However, that will happen AFTER the public opinion workshops, and it will be too late to voice any opinions.

The view planes should have a very high weighting in the overall Decision criteria since every existing resident has already invested based on The value the current view planes provide - that's why we purchased here.

Give us a method to view the actual FULL infill plans and Basin Encroachment ASAP.

(b) Water flows - We were surprised to hear that the Bedford Basin water flow studies on the impact of the massive infilling had not yet taken place. We hope we misunderstood that point, since it would seem logical to study and model the impact of the currents and flows, and the resulting impact on wildlife and Basin 'flushing' PRIOR to massive infilling. We all the heard the story of the floating tree that never did flush out from the inner Basin, which is a drastic change from previous deadhead and floating behavior and currents.

Confirm that the proper authorities are involved and assessing the Wildlife and water current impact of the massive infilling NOW.

4) Maintenance - Although not within the scope of the Waterfront Phase 2 Planning, the Planning Committee should recommend strong provisions For Phase 2 maintenance, and also recommend that budgets be allocated accordingly. Phase 1 is already suffering from a lack of attention in several areas, and if we cannot properly maintain the existing Phase 1, expanding into Phase 2 will only worsen the situation. There are many examples, and here are a few to support the point.

- The existing infill, walkway, and access road to the infill area cause a constant dust storm and eyesore for the whole area, and even after repeated 'promises' for ground cover and vegetation, it remains unchanged, and still resembles a strip mine.
- It took THREE YEARS of weekly pleading to have the Phase 1 walkway lights repaired for the safety and security of the thousands of people that use the walkway throughout the evenings.
- For OVER A YEAR, a huge hole at the entrance to the pier has been covered by a sheet of plywood just lying over the hole.
- A BLACK link chain installed at the pier entrance has surprised and tripped more than one evening jogger, especially since there are still NO LIGHTS on that pier.
- The grass along the walkway is never mowed by HRM's contractors and the local residents have to do it THEMSELVES, even after constant calls to HRM staff.
- Etc, etc.

Support our position by making a strong recommendation to the HRM and Waterfront Development Maintenance representatives.

Paul, please share our views with the appropriate representatives, since we are certain we are not alone in our opinions. We will circulate these to our neighbors and fellow Harbour Lights Homeowners' Association members, requesting that they also express their opinions and views directly to

the Planning Committee via you.

Bedford is a desirable place to invest, and we trust you will act upon our input keep it that way, protecting the investment of current, and future, residents.

We look forward to your return comments.

Pat and Debbie Logue
5 A.Y. Jackson Court
Bedford, NS B4A 4B4
(902) 835-9898

>>> "John Kernaghan" [REDACTED] 24/06/2009 11:43

pm >>>

Dear Paul Morgan,

I was away for your meeting about the 3 Options for Bedford Waterfront and I was pleased with all your options, my only concern is that the Boat Ramp at the South Jetty will be compromised as I do not see easy access to the Boat Ramp and the parking lot is gone, I over look this area (from my home) and it is well used and often in the summer it is common to see 14 trucks and boat trailers unloaded and enjoying the Bedford Basin, I feel this is the best boat ramp in HRM and I would be very sad to see it gone. I would also like to see the area from the not yet build Dockside Condominiums and the South Jetty to remain Parkland as once it is gone we will never get it back.

Thanks for your great work.

Sincerely,

John Kernaghan
404-36 Southgate Drive, Bedford NS B4A 4M4

Another satisfied customer.

>>> Paul Morgan 23/06/2009 9:56 am >>>

Thanks for your comments. They will be forwarded to the steering committee.

>>> William Musgrave [REDACTED] 23/06/2009 9:21 am >>>

I am speechless. This looks amazing. I hope this moves forward. It will be great for Halifax

>>> Paul Morgan 22/06/2009 5:03 pm >>>

Good afternoon Gloria: Our technician will be returning this Wednesday. I'm going to try to get him to print a colour copy on 11" by 17" so that you can read it. I only have access to 8" by 11".

The action plan adopted with the vision does speak to preparing urban design guidelines so if a reasonable consensus can be reached, consideration will be given to adopting them under the Bedford MPS.

Gloria Lowther [REDACTED] 22/06/2009 3:48 pm >>>
Hi Paul: Yes I was a member of the Visioning Committee until my mother took sick and I wasn't able to attend all the meetings, so I had to resign. I am still on NWPAC. Soon as I sent off my last email saying I did not know what VIC meant, I had a brain flash and knew that it had to mean Visioning Implementation Committee! Now I am having another mental lapse - you mention an immediate priority is to develop urban design guidelines for the waterfront -since we do have a Bedford MPSLUB that covers the Bedford Waterfront - do we not just develop an insert/plan amendments to that particular section of the MPS that includes objectives and policies that guide development on the second phase of the Bedford Waterfront? Thanks Paul for taking the time to answer my emails. Any word on a hard copy for me of the three design concepts that were presented at the June 10 Public Meeting

Quoting Paul Morgan <morganp@halifax.ca>:

Hi Gloria: VIC means vision implementation committee. It is a followup to the visioning committee which I thought you were a member of. One of the recommendations of the Visioning Committee was to develop urban design guidelines for the waterfront as an immediate priority.

Gloria Lowther [REDACTED] 18/06/2009 12:31 pm >>>
Hi Paul: Thanks. I can always make arrangements to pick a copy up from you - wherever you are located these days, if that is more convenient - or the Sackville Library Planning Office. Or mailing it to be is great. Whatever is > best for you.
In the composition of the Steering Committee appointed by Regional Council - you mentioned Bedford Waterfront VIC (?) what is VIC. We used to have a Bedford Waterfront Focus Group with members from NWPAC, BWAC and WDC plus community members and landowners. Does that not exist any longer? If it does, that is where reviewing of the concept plan should go as those were the people that knew the total background. Not sure what VIC means.
Thanks again.

Gloria Lowther sends.

Quoting Paul Morgan <morganp@halifax.ca>:

Hello Gloria: I will get a hard copy to you as soon as I can. Thanks for your confidence but I don't have any say in the final plan. A steering committee has been appointed by Regional Council which has the mandate of reviewing the three alternatives and providing direction to the consultant. The committee consists of the three main property owners (WDC, Sobeys, United Gulf) and four representatives from the Bedford Waterfront VIC. Terry is the WDC rep.

Gloria Lowther [REDACTED] > 17/06/2009 10:59 am >>>
Hi Paul: Thanks for the quick reply. Sorry for my delay in getting back to you but I am still living with my ailing mom (93) from Mon to Fri and only home on weekends. So I did not check my email until

today. I certainly would appreciate a hard copy of the Bedford Waterfront Design Study and look forward to reading the minutes on line - so do let me know when they are posted. Hope the meeting went well.

I have had a number of phone calls and emails re people's concern with leaving sufficient viewplanes that allow you to see the Bedford Basin without having to either live or be walking on the waterfront and to especially not have any buildings on the roadway that connects the north and south jetty leaving an unimpeded view from the Mill Cove area.

Plus they want to see green areas for the use of Bedford residents with a community centre and amphitheatre complex. I am sure these were all things that did come up at the public meetings and are included in the design concept. We just have to make sure that the land use policies for the Bedford MPS and LUB include these things. With you and Terry heading up the development in the Bedford Waterfront area, I have confidence that it will reflect what the residents want and that it will be done well. Thanks again Paul.

Quoting Paul Morgan <morganp@halifax.ca>:

Hi Gloria: The design brief will be placed on line in a couple of days. Are you O.K. with a digital copy? I don't have many hard copies but, if you really prefer a hard copy, I'll see what I can do (for you, I would find a way).. Minutes of the meeting will be taken and will be put on line when they are approved. I'll make a note to myself to notify you.

Gloria Lowther [REDACTED] 10/06/2009 2:23 pm >>>

Hi Paul: I am not going to be able to attend tonight's public meeting. Could you please mail a copy of the three design concepts that Ekistics Planning and Design will be presenting at tonight's meeting. Or I can make arrangements to pick them up. Will there be minutes taken of the meeting and will they be available on line. I would like hard copies of the three design concepts and any handout material that will be given out at the meeting, so would certainly appreciate getting them from you. Thanks. My mailing address is: 28 Loon Terrace, Bedford N.S. B4A 3X9

Paul Morgan 22/06/2009 4:06 pm >>>

Thank you for your comments, John. I will pass them on to the steering committee.

"Swales, John" [REDACTED] 22/06/2009 3:55 pm >>>

Paul

Upon review of Bedford Waterfront Plan (BWP) I favour "Concept 1" (C1) of the three but with C2 or C3 for Shore Drive and leaning towards the C3 Sobeys.

C1 strong points are minimal changes to private, minimal land reclamation, preservation of "full stretch of forest", redesign of Moir's Pond edge - the re-greening of the pond.

The large above ground parking space is a necessary evil of shoppers,

workers and commuters (to BW area and to light rail/fast ferry if and when); options could be considered. Snow removal is a design factor and operating cost factor. Covered walkway to/from terminals would be an asset (underground or surface).

I think either Shore Drive C2 or C3 is a better, more natural fit for the area as a whole.

The C1 mix of building use is well done.

Marina spaces, apart from the large marina, are far outdone, in progressive manner, on all three conceptual plans. Not money well spent. Will the boats come, will the customers pay, where will the boats winter, how many other private marina/condo developments (several!) are way ahead of the BWP? Security for moored boats is also an issue. Why enter into this competition?

A St Margarets Boat Club style - a fleet of 14 to 20' day sailers could be considered. Most private boats this size are trailered daily and need very good ramp access.

The Sobeys Village portion under C3 is excellent although I dislike item 10 in both C2 and C3 - the low rise at south end of Moir's Lake to "buffer" the Ultramar. Buffering may be a good idea but not with constructed concrete structures. A mixed Nova Scotia deciduous area with some perimeter conifers would suffice.

If Moir's can become a wild duck/bird pond it would be a definite draw/attraction. If it is to become a "Sullivan's Pond" with kept mallards and geese then it would benefit from a very large, light at night, display fountain.

What about sewage treatment - seriously.

Keep up the good work!

John Swales
B3L 3T7

Paul Morgan 22/06/2009 10:58 am >>>
Thanks for your comments. I will forward them to the steering committee.

Community & Regional Planning tel: 490-4482

>>> Sandy Peter Mattice Renowden [REDACTED] 18/06/2009
11:17 pm >>>

Hello Paul and Terry,

The healthy turnout at the June 10, 2009 meeting was a clear indication that the general public is interested in what happens on the Bedford waterfront. The power point was very helpful, but it would have been

even more helpful to have the 3 concepts displayed side by side on the wall for easy comparison. We found it difficult to come to an informed decision and complete the "opinion feedback" sheet handout without being able to compare the 3 concepts. It is much easier to make comparisons now that the concepts are on the HRM website, however we still find ourselves unable to choose a definitive winner. Nonetheless we are sending in our general comments on the waterfront development process and proposals.

SURVEY PARTICIPATION:-

We were disappointed to miss the opportunity to participate in the Waterfront Development survey in April. Didn't find out about it until it was mentioned at the June 10 meeting. We know many other residents who would have also participated had they known about the survey. Am not sure that 61 responses can be regarded as representative of Bedford's population.

NEED FOR A 4TH CONCEPT ?

Accepting the limitations of the small survey group, there is overwhelming evidence that the highest priority in popular opinion is to see the waterfront used as a park and open space. Although park/open space is included to some degree in each concept, we're not convinced that any of the 3 proposals reflect this priority as strongly as the general population has expressed it. In comments from other residents, their concern is not to create a concrete jungle on the waterfront. What percentage of land is allocated to green space in each plan, excluding the land owned by CN? Should a 4th concept be devised to use a much higher percentage as parkland? Would a greener alternative be less costly for the city to build and maintain?

SHORT TERM PLAN:-

All 3 concepts seem very ambitious and long term. We agree with the audience's sentiment at the June 10 meeting to make the waterfront more enjoyable and presentable in the short term while the longer term plan unfolds. We can see the waterfront from where we live on Southgate Drive and it is clear that the pattern of public use, even with rough roads and one "official" access point, is already very well established. Mention was made that the Moirs Pond part of the project could be completed which, although it would be an asset, will always be less of a draw than the main Basin trail. Any chance the two trails could be connected?

PEDESTRIAN ONLY ACCESS:-

Easy and convenient accessibility to the waterfront development will be a key factor in its success. Although mention was made of an access point at the back of Sobeys, there is another heavily used "unofficial" pedestrian access point at the back of the Ultramar station between Southgate and Nelsons Landing. Many walkers and runners, young and old, routinely cross the railroad tracks there each day to get to the waterfront trail. With the steadily growing flow of residents down

Southgate Drive from the Ravines of Bedford South, as well as those from the condos and townhouses on Nelson's Landing, and a new 51 unit apartment building under construction near Wyatt Road, it is clear that if a safe pedestrian access is not created to service these residents, they will continue to access the waterfront on their own well trodden path. The survey response shows that 77% of waterfront users want to access the waterfront on foot, which no doubt is something HRM would like to encourage. Isn't an already established well-trodden path a reliable indication of opinion as to the desirability of an access point location? One of the planners mentioned that Southgate was not a topographically viable spot for car access but would it be a viable pedestrian only access point?

BUILDING HEIGHTS:-

Our feeling is that nothing near the waterfront should be higher than 5 storeys. Even the two towers in Phase One seem out of place and an inappropriate scale in the Dewolfe Park setting.

VIEW PLANES:-

We noted that attention had been paid in all three concepts to protect view planes from Hammonds Plains Rd and from Glenmount as these streets approach the waterfront. We would respectfully request that Southgate Drive and Nelson's Landing be given the same consideration. Both concept 2 & 3 show large buildings directly across from the intersection of each street with the Bedford Highway, effectively eliminating the view.

The nature of our spectacular local topography dictates that much of the area's population looks down the steep hillside at the waterfront. View planes from this vantage point are unnecessarily marred by flat rooftops piled with unsightly mechanical equipment. Perhaps all architects involved in the waterfront development could be instructed to put more thought into the design of waterfront rooftops that creatively screen or camouflage essential equipment.

Thanks for both soliciting and listening to our comments. We genuinely appreciate your efforts in making Bedford a more liveable community!

Sandy Mattice & Peter Renowden
120 Southgate Drive
Bedford 431-8545

I've been recently following the Climate positive initiatives that are popping up all over the globe. I believe this might be a more progressive approach to development as an alternative to the more restrictive LEEDS Green Building Programs. Please take a look at the associated Clinton Initiative and think about if this might be an appropriate goal for our waterfront development.

Stephanie Nowe-Morris

Check out these links: <http://www.climatepositive.org/> or
<http://www.environmentalleader.com/2009/05/19/clinton-usqbc-to-promote-climate-positive-urban-projects/>

>>> Marcus Garnet 15/06/2009 12:34 pm >>>
Hi Paul,

Thanks for the opportunity to comment on this report. It is commendable for including multiple options for public transit, including both fast ferry, bus and rail in its concept plan. Whatever the current preferences might be, it is vital that we not build ourselves out of any particular possibility, especially when planning for a 25-year time frame.

In replying to any objections that may be raised against including rail as a potential long-term possibility, we must bear in mind that the catchment area of the Truro-Halifax rail corridor already has well over 110,000 residents, 23,000 students and 29,000 employees. This does not include the 32,000 new housing units envisaged at Bedford West. And we know from discussions with CN in the early 2000s, that viable trip times and train schedules are feasible even with mainly single track.

Note that rail and fast ferry need not be mutually exclusive, inasmuch as the rail line would potentially serve six campuses (MSVU, Dal, SMU, AST, NSCAD Waterside & Sexton) and five commercial centres (Village at Bayers Rd., Hx. Shopping Ctr., West End Mall, ManuLife Centre & South End Superstore) enroute, while the fast ferry would go directly to downtown Halifax. Also the rail line originates from well beyond HRM, and could potentially feed the fast ferry. The markets for each mode are different and, in some cases, complementary.

So the potential for convenient interchange between the two modes is important. In other words, the closer the rail station and fast ferry terminal are to each other, the better. It's also important that an attractive, retail-oriented pedestrian link with some degree of weather protection be provided between the parking with its potential rail station, and the fast ferry terminal. This link seems strongest in Option 3 and weakest in Option 2.

In addition, we must show walkable links to the potential ferry and station from existing development on the south side of Bedford Highway. Where would it be safe to cross the Highway? Where would topography facilitate a pedestrian-bicycle overpass across the highway? Where are trails planned or located on the south side of the Highway, and how might these connect with the transit terminals and waterfront boardwalk? I notice there are a couple of pedways between buildings across the railway line; but we should also show some safe means for crossing the tracks at the station itself, for pedestrians who live or work on the opposite side.

Roxane MacInnis will have more to say on trail connections, Active Transportation and cycling links. Have you sent her a copy? Also Cameron Deacoff with SEMO may wish to comment.

A few glitches need to be fixed in the graphics: my version does not colour the ferry terminal in red for "public transportation" in Option 1. Also the aerial views seem to omit the rail line altogether.

Thanks again for the opportunity to comment!

- Marcus

>>> "Sylvie Cormier" [REDACTED] 15/06/2009 11:35 pm >>>
Sir, Madam,

Following last week's meeting at Basinview school on Wednesday, June 10th at 7h00 pm here are my comments :

PLEASE LEAVE THE BEDFORD BASIN ALONE., let nature be nature. and perhaps concentrate on other areas to develop...where there is actual land. and also, you might want to that a look into the following web links and read up on the different subjects, if that has not already been the case for this study.

Hoping my comments will make a difference.

Best regards,
Sylvie Cormier

http://www.davidsuzuki.org/Climate_Change/Impacts/Global_Meltdown.asp
http://www.davidsuzuki.org/Climate_Change/Impacts/water.asp
<http://www.who.edu/filesserver.do?id=29685&pt=10&p=15840>
<http://www.who.edu/filesserver.do?id=42763&pt=10&p=15840>

Hank Muzerie [REDACTED] 15/06/2009 11:24 am >>>
Hello Paul,

This was a good meeting.
No time to wait for more info on the internet, as I am on my way to Ontario for a couple of weeks.

Attached I have some thoughts put together which as an engineer with many years of design and construction & project management came to mind.

No doubt the end result will be good. What is important for the residents of the area is the construction phase between now and then.

If I had the addresses for Kelly Reagan and Tim Outhit, I would send these notes too.

Cheers and good luck

Hank Muzerie

Mr. Muzerie's NOTES:

Bedford Waterfront II

Items worth considering:

a. Name

Crosby Park ? Moir's Corner ?

A name for this development seems to be in order.

b. Crosby Island

It seems that it can be maintained as is and probably be enhanced as a park area.

c. Options

The Island option is the least acceptable.

1. Island = Isolation.

2. Emergency access to and egress from the island, plus the S-shaped access road to the Bedford Highway.

3. The "Canal" may create problems in trying to keep clean.

4. In a "Juan" like storm the canal will act as a funnel with disastrous results at the end.

5. A "Docklands" type development as in Amsterdam may not be suitable in this area, climate and surroundings.

d. Overpass (-es)

Immediate planning, design and construction of the overpass near Glenmont is imperative for these reasons:

1. Cheaper for contractors and truckers and therefore for the taxpayers.

2. The sooner the present residents are rid of the noise and dust from the Convoy Run traffic the better.

3. The pavement on Waterfront Drive from the Convoy Run is already cracking up, mainly because of the heavy traffic for which it was not designed.

4. It will help ease traffic during construction of the new condo's on Waterfront Drive.

e. Railway line

1. Safety (for the residents) ?

2. Security (for CN personnel and equipment) ?

3. Noise abatement (for the residents) ?

f. Development along Bedford highway

This should be a separate development on an as-it-comes-up type of thing, mainly because of the existing rail line, as it (i.e. the rail line) basically isolates this from the development as a whole.

Any level crossing is naturally out of the question.

The new residents or occupants would have to use the new overpass or the roadway to the shopping area.

H. J. (Hank) Muzerie
204 - 99 Waterfront Drive
443 - 2480

muzerie@eastlink.ca

"David E. Brown" [REDACTED] > 11/06/2009 7:22 pm >>>
Dear Paul and Rob,

Thanks for the excellent presentation on the BWD proposals. You might recall that I was the geologist who chatted with you both after the meeting regarding my thoughts on Proposal 3. As per your suggestion, I summarize my thoughts below for inclusion in the process, and focus my thoughts on the Bedford Highway Commercial strip. I believe that this area offers some interesting opportunities regarding parking, commercial development, transit, access / egress, infill material and cost and time savings.

As this area is the highest elevation, I propose that a significant portion(all?) of this area be cut down from the tracks to the highway, to at least the track level or even deeper depending on the high-high tide and sea level rise predictions. Given that the bedrock is Goldenville formation meta-quartzites, it can be used as infill without any special treatment, as opposed to the sulfidic slates of the Halifax formation - a significant cost saving. The extreme proximity of this site to the infill area (100-200 metres - not many kilometers) is such that it would offer further savings regarding trucking costs, as well as accelerating development, keeping trucks off the local roads, reducing noise, etc.

Once the site has been excavated, a long 2-3 story parkade could be built up to the highway level upon which commercial and related developments, parks, etc. could be built - stores, restaurants and cafes overlooking the development and Basin, etc.. Access thus could be from the highway, or underground. Deliveries to all units could be made from the first underground level. Transit buses could easily access the site thus not having to cross the tracks.

Together, this scenario relieves pressure for parking on the water side of the tracks and reduces bus and vehicular traffic there. Traffic would have several options to get onto the highway thus allowing for smaller bridges over the tracks as there is less traffic to be accommodated - a further cost saving. Aesthetically, the parkade could be terraced with plants and hanging vines to soften the image and provide a sound barrier. Being underground also offers operational cost savings as it does not have to be plowed in the winter. Standard open parking lots do, and a place needs to be found to dump all that snow - not in the harbour as we well know.

Access to the waterfront from the parkade - highway commercial zone would be provided by a broad pedestrian walkway over the tracks. This would link to the cul-de-sac as currently shown. This would be broadened and lined on either side with 2-3 story buildings with stores on the first floor and living space above for the shop owners - sort of a Bedford Hydrostone if you will. The route leads directly to the ferry terminal thus the commercial corridor would be most attractive to businesses such as farmer's market, grocery stores, bakeries,

restaurants, pharmacies, dry cleaning, florists, cafe's, bars, etc. Lots of people would be moving through the area to and from work and home and local residents would have everything within a very short walking distance. Such a setting gives business what they need - high volumes of commuter and resident pedestrian traffic with needs.

I believe that this scenario offers a means to keep more cars and buses out of the waterfront area, and reduces traffic and parking pressures there and thus reduce the need for parking on the street. Most importantly, it brings people NOT cars and buses into the heart of the development, and keeps attendant noise and congestion out. It is people friendly, and cars are hidden away and on the right side of the tracks. High pedestrian flows from commuters and local residents provide the critical mass for successful business. Safe and free parking, and easy transit access encourages people to come to the site.

In closing, I again thanks you for the presentation and appreciate your interest in my ideas and proposals. Should you wish to discuss this further, please contact me at your earliest convenience.

Sincerely,

David E. Brown
145 Ridgevale Drive
Bedford, Nova Scotia
B4A 3S5

Tel: (902) 835-5692 (Res.)

Tel: (902) 496-0748 (Bus.)

Email: [REDACTED]
Email: [REDACTED]

Stephanie Nowe-Morris

We know so little about the impact our world is having on our planet. We need to be sensitive to all impacts of this project, not just the ones we can visually see. Rich raises really important items that we need to incorporate into our "next steps - recommendation to council" along with the design study.

I have the following recommendation:

The VIC implementation committee needs to prepare a 20 -30 year schedule to show how we believe the development should be phased and identify milestones and interim steps that are needed along with assigning responsibilities.(Government funding/actions) Ekistics maybe an ideal partner in preparing this additional documentation and we may want to ask HRM for support to ensure this is done in sequence with the present study.

Doug, maybe we can add this to our next agenda? Stephanie

-----Original Message-----

From: Paul Morgan [mailto:morganp@halifax.ca]

Sent: June 11, 2009 3:45 PM

Subject: Fwd: Re: Effect of Infilling by Crosby Island on Tidal Flushing of Bedford Bay
f.y.i.

>>> Paul Morgan 11/06/2009 3:42 pm >>>

Thank you for your input. I will forward your comments to the steering committee and consultants.

Richard Peckham [REDACTED] 11/06/2009 3:33 pm >>>
Paul Morgan and Waterfront Development Corporation:

To follow up on the concerns of several of us at last night's Bedford Waterfront Phase 2 plans meeting, please verify that the infilling of Bedford Bay at Crosby Island will not further impede the tidal flushing of the Bay.

Maps of the floor of Bay, Basin, and shelf between the two developed by Gordon Fader indicated existing restricted tidal flow, and that infilling would further restrict flow.

I also recall a red tide event which occurred in the Bay in the mid '90's.

I would think Ekistik's excellent design work would benefit from knowledge of the tidal flows; eg. possible stagnation of water in option 2 canals.

Thank you for an informative review of this exciting project.

Rich Peckham
21 Summit Street, Bedford

Hello Carla: Sounds like an interesting idea. I will bring your request to the attention of the committee and will also make some inquiries with other staff. If I don't get back to you within a couple of weeks, please send me a reminder.

Community & Regional Planning
tel: 490-4482

[REDACTED] 09/06/2009 2:58 pm >>>

Hello Mr. Morgan,

It has recently come to my attention that there is a committee working on the development of a vision for the Bedford Waterfront. I believe the area under consideration includes DeWolfe Park and that last year, a memorial to the Canadian Merchant Navy was erected there. I am emailing because in 2001, the role played by the Merchant Navy in the Second World War was designated a national historic event by the Government of Canada and for some time now, we have been looking for an appropriate spot at which to mount the plaque commemorating this event. I wonder if adjacent to the memorial at DeWolfe Park would be appropriate? Is this something for the committee to consider or is there someone else I might contact? I would appreciate any assistance or guidance you might provide in this regard.

Thank you,

Carla Wheaton
Cultural Resource Manager / Gestionnaire des ressources culturelles
Parks Canada, Mainland Nova Scotia
Parcs Canada, La Nouvelle-Ecosse continentale
P.O. Box 9080, Stn A / C.P. 9080, succursale A
Halifax, NS/N-E B3K 5M7

Tel: (902) 426-1992 Fax/Telec: (902) 426-4228

Paul Morgan 09/06/2009 2:23 pm >>>

Hello Mr. Maloney: Councillor Outhit is referring to Shore Drive. Consideration is being given to Waterfront Drive. Any opinions you have on that matter would be appreciated. Regardless, a second and possibly third access to the Bedford Highway is being proposed further south in the vicinity of Glenmount Ave. and to the south of the Clearwater site. For your information, three alternative designs for the site will be presented at the public meeting tomorrow. A steering committee, representing property owners and the members of the community, will meet later this month and provide direction to our consultants as to which design to proceed with. Public input will be sought at the meeting and afterwards. I will take the liberty of forwarding your comments to the committee and feel free to add anything further.

"Jerry Maloney" [REDACTED] 08/06/2009 1:45 pm >>>

Good morning, Tim Outhit's recent bulletin outlining the waterfront plan lists more than two-dozen plans/projects for the area. Glaringly absent is any mention of a second road into this area. Also he mentions connecting Shore ROAD with Waterfront Drive...does he mean Shore Drive..? In any case, having witnessed the heavy traffic and near misses along Convoy Run, the ONLY access road for hundreds of area residents, I am amazed that a second or even third access route would not be listed as a top priority in view of a potential major emergency as the result of a bridge accident. I am aware of the June 10 meeting. However, I would be interested in your views. Thank you, Jerry Maloney 832 0408.

>>> Tim Outhit 06/06/2009 4:11 pm >>>

Lem,

Many thanks for your note. Your knowledge and your passion came through loud and clear! I share your vision and concerns.

I am copying your note to Paul Morgan at HRM Planning, and hereby ask him to share it with the consultants, WDCL, and the committee.

Also, there be a day long workshop on Saturday, June 27 in Bedford. This workshop will bring together the committee and the consultants to discuss the issues heard on the 10th, and then to choose one of the 3 options suggested (or a hybrid). As a long time resident, and a BWAC member, your participation would be welcome!

Please let me know if you are available?

Best,

Tim

-----Original Message-----

From: "Lem Murphy" [REDACTED]
To: Tim Outhit <outhitt@halifax.ca>

Sent: 6/6/2009 3:31:45 PM

Subject: Bedford Waterfront Phase 2

Mr. Outhit,

I am going to Yellowknife on June 10th for a conference there and thus will not be able to attend the meeting on the Waterfront study at Basinview School on that day.

Thanks for the Special Bulletin on the Bedford Waterfront Plan. I found it quite interesting, especially since I was away for previous meetings.

The outcomes of the public workshop were basic brainstorming issues. Many of them have been talked about for years and some are new thoughts. As might be the case for everyone there are several that I am quite enthusiastic about and some that I have concerns with. I am writing this note to you since I won't be at the meeting to present them myself. I would appreciate it if you would consider them in your thoughts and presentation at the meeting.

One that concerned me is: "Protection of public view planes for the Hammonds Plains Road." Perhaps it is just the choice of words but there is a significant difference between protecting the view plain from the Bedford Highway and protecting it from the Hammonds Plains Road. The later would permit minimum two story buildings all the way along the area between the north and south jetties the view of the Basin would only be enjoyed by the residents of some of the Condos above Tim Horton's and drivers cresting the hill as they approach the Bedford Highway on the Hammonds Plains Road. One of the reasons for saving Moirs Pond was protection of the view plane. I strongly believe that the view plane should continue to be protected so that the Basin does not become the private purview of the residents of a continuous ring of buildings around the waterfront.

The suggestion of a floating restaurant in Moirs Pond is another view plane argument from my perspective. There are some water lots in Moirs Pond that predate confederation and thus there is a right to develop those lots. This makes the remainder of the Pond very irregular in shape for development. But in any case I do not believe that it should be developed. If it is, then the view plane is destroyed and any arguments for restrictions on the waterfront become moot.

If we are going to develop the area discussed between the rail right of way and waterfront then there truly needs to be a second vehicle access between the Bedford Highway and the waterfront. That will not be easy as the railway is very reluctant to negotiate. Note, that the rail has nothing to gain by granting/selling/leasing an easement. A bicycle lane could be added to the bridge over the tracks.

There is tremendous potential for an upscale commercial/town center development along the waterfront area. I see a hotel as being part of that and necessary to serious development. But the whole issue is a house of cards and one of the lower tier keys is a second bridge across the tracks.

There should be some demarcation of the HRM right-of-way along the south side of the Sobey parking lot.

There is an obvious requirement for transportation hub to be located in Bedford. A high speed ferry is one option but I see it as being a bit expensive to be successful as a private venture. Aside from that, the issue is not about a ferry or transportation facility to move the folks of Bedford to downtown Halifax but rather a means of efficiently providing a way of getting folks from Sackville, Fall River, Hammonds Plains and area to downtown. Regardless of the hue and cry about dispersed commercial development and strategic town centers in the suburbs, and whether they are successful or not, there continues to be growth in the workforce in downtown Halifax. I do not see any change in the growth curve in at least the next ten years. We may think about the scarcity of land in the down town core, but every new building is higher than the ones it replaces.

Sobeys have a right to develop the area between the north-west side of their mall parking lot and the Fire hall. This is a logical area for medium to high density residential development and could lend significant support to commercial/town center development on the waterfront. A "Village Center" as part of developing the Sobey's property is a great idea but may not be the most attractive exploitation of their property from a pure business perspective. However, with proper encouragement I see potential to meet both town and business goals.

I guess that I should stop rambling on. I am 100% in favour of developing the waterfront and having it become a showplace of Bedford. Protecting the view plane and making it people oriented. Having a town center with open space and a good commercial mix. Integration of the Sobey property in the overall plan and making it an attractive place to visit.

Cheers,
Lem

Lem Murphy
11 Kissock Court
Bedford, NS B4A 3X9
Tel: (902) 835-9776

"storminwerstie" [REDACTED] 08/06/2009 10:16 am >>>
Thank you very much for your answer. I do believe a market is important for a community. It not only encourages local farmers but also allows people of an area to regroup themselves and share the joy of food (I am French and yes we do love food and all that it brings with it!) . I hope that a market will be included as a definit use in the community vision and that the consultant will work with this in mind. Halifax has a market; Dartmouth also but Bedford.....

Have a great day and thank you for all trying to make Bedford an extra-wonderful place to live.....I love Bedford.

Sylvie Ross.

From: "Paul Morgan" <morganp@halifax.ca>
To: [REDACTED]
Sent: Monday, June 08, 2009 9:49 AM
Subject: Bedford Waterfront

Thank you for your submission. A market was not specifically identified as a potential use in the community vision statement for the Bedford Waterfront. However, this use would be consistent with the vision statement of the waterfront being the heart of the Bedford community. The study steering committee will be meeting later this month to provide direction to our consultant. Your submission, and all other submissions received, will be made available to the committee members for their consideration. Thank you for your input.

>>> "storminwerstie" [REDACTED] 06/06/2009 8:20 am >>>
Thank you very much for your e-mail. I noticed on the Bedford Waterfront Plan that there is no mention of a market. Is it not part of the vision or are you planning to use one of the buildings to locate a market?.

Thank you
S. Ross

----- Original Message -----
From: "Vision HRM" <visionhrm@halifax.ca>
To: "VisionHRM" <msclg@halifax.ca>
Sent: Friday, June 05, 2009 9:28 AM
Subject: Public Meeting - Bedford Waterfront Design Study

A presentation of the 3 design concepts is scheduled for Wednesday, June 10th commencing at 7 p.m. in the cafeteria of Basinview Community School, 273 Basinview Drive in Bedford.
For more information see the newsletter attached [PDF, 3.7KB] or visit: www.halifax.ca/visionhrm/bedfordwaterfront

Background

In March 2009, Ekistics Planning & Design was retained by HRM and the Waterfront Development Corporation (WDC) to prepare a master plan for the Bedford Waterfront. The plan will build upon the waterfront vision coordinated by the Bedford Vision Implementation Committee (BVIC) in 2007. The plan will guide the development of the Bedford waterfront including much of the surrounding waterfront area around the Sobeys Plaza, Moirs Pond and the Fire Station. The complete build-out is expected to take at least 10 years but the plan and associated policies will guide the placement, mix, style, and scale of development and open space as it develops over the next decade.

Now is your chance to have a say in what the waterfront can become! The waterfront study will run till October 2009. The outcomes will then be used to formulate land use policy for the Municipal Planning Strategy and zoning By-law into 2010.

Please share this notice with family, friends and colleagues. Thank you.

Sometimes it is quite crowded. Any concentration of buildings along the green strip would necessarily limit the space available to pass other users, and make the whole walkway less enjoyable.

I hope the final plans will allow for the retention of the boat ramp and its car park, and for the retention of the newly landscaped strip along the walkway around the marina. This is currently a lovely area, which would be enhanced by the development of the reclaimed land the other side of the boat ramp car park to provide a library and theatre, restaurant, etc. for the Bedford area. This would provide a focal gathering area for young and old alike in Bedford, and keep the natural beauty of the area.

Mary Farmer

From: Patrick Farmer <[REDACTED]>
To: <morganp@halifax.ca>
Date: 03/07/2010 5:49 pm
Subject: Bedford Waterfront Design Study

Dear Mr. Morgan,

First, I commend HRM, WDC, and the Bedford Waterfront Steering Committee for the consultative approach taken throughout the planning process.

I was very impressed with the presentation by Ekistics on June 16. The designs presented are imaginative, and the 'Island' design option is particularly exciting. However, while appreciating the necessity of a rather high density development, I do have some misgivings regarding the limited amount of OPEN public green space.

Mixed use buildings southwest of the south jetty seem extraneous to the overall plan. Why not leave the area recently seeded with grass as open park land where young people can play informally, e.g., tossing a frisbee, kicking around a soccer ball, etc? Similarly, in the plan for Moirs Pond, a new four-storey residential building is shown at the south end of the Pond, opposite Nelson's Landing. It seems counterproductive to cover green space adjacent to a newly rehabilitated Moirs Pond with a building. To suggest that the remaining perimeter of Moirs Pond constitutes green space usable by children is disingenuous. Certainly, the shoreline will present a pleasant walking path, but that is of very limited interest to children. Mr. Leblanc pointed out that the conceived Moirs Park along the north shore of the Pond would represent more green space than De Wolfe Park. That is 100% dependent on the reconfiguration of the Sobeys shopping center. There is absolutely no assurance that that will ever happen, and it seems unlikely to during the next 40 years.

On a more positive note, I love the notion of an Envac Waste system! Also, the public bicycle share program (which would be very simple and cost effective to implement.) The emphasis on planting and encouraging native flora is a very positive aspect. Further, raised pedestrian road crossings would be a terrific feature.

Overall, my reaction to the proposal is very positive. Thank you for the opportunity to respond.

Patrick Farmer
[REDACTED] Southgate Drive
Bedford

From: John Salvage [REDACTED] >
To: <morganp@halifax.ca>
Date: 03/07/2010 6:27 pm
Subject: Bedford Waterfront Plan

Hi Paul,

I live in "The Tides" condominium building on Southgate and look directly onto the land that is currently being infilled.

While I have no problem with creating the additional space for future development, at present, the land does look like a "bomb site". I understand it will be like this for possibly years to come before a suitable development is approved and built.

In the interim period, I would like to propose that we turn this barren area into a public park that can be enjoyed by the local community and provide an exceptional recreational space right on the water. Just seeing the congestion and crowding in the adjacent Dewolf Park is a good indication of the need for another local park in Bedford South.

I am sure you have planned for recreational areas in the new development, so why not get on with these now. anything to improve this unattractive and un-usable blot on our otherwise attractive Bedford Waterfront.

Thank you for this opportunity to voice my comments.

Regards,

John Salvage

[REDACTED], [REDACTED] Southgate Drive.

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To: morganp@halifax.ca
July 4, 2010

Re: VisionHRM – Bedford Waterfront

Further to your Public Meeting – Bedford Waterfront Design Study of June 16, 2010, the following are my comments relative to the proposed design.

The proposed development that would accommodate upwards of 6,500 people would represent a population much greater than many or most of the townships in the Province of Nova Scotia. This is obviously an extreme density factor, is that what we need or is the property tax revenue more important than meeting the needs and wishes of the general public? Whenever the various levels of government propose development of a public area, it needs to be for all the people, not just for the elite. The proposed island (or peninsula) and the private canal areas are a clear example of who this development is for, it is definitely not for the general public.

The view planes which have been a major issue are not addressed in the proposed design. The proposed view corridors are simply a form of tunnel vision which is a poor example of maintaining acceptable view planes.

The boardwalk proposed to encompass the residential and commercial areas simply provides a glimpse of where the elite live, it will be of little value to the general public.

It is difficult to understand where the Department of Fisheries and Oceans Canada is while this massive infill is taking place. This is definitely not a Bedford Waterfront Development, it is actually a Bedford Basin Development. In speaking to people in the area they find it hard to believe what they are seeing, massive infilling of the Bedford Basin.

In reviewing all the information provided by the press releases, from the Waterfront Development Corporation, and from the committee, the issue of view planes, building heights, and green areas have been prominent points of concern. However, the proposed development to date has not addressed these concerns to any acceptable extent.

In closing we do not need another Bedford created on the “Bedford Basin”. We do indeed need a waterfront recreational type area that includes the amenities that coincide with how the area will be used by the general public.

Respectfully Submitted
Victor H. Perry

CC: outhitt@halifax.ca

Bedford Waterfront Design Study - feedback

I attended the June 16 Public Meeting that launched the Design Study. As well, I have attended Visioning meetings, Workshops with Ekistics and other public opportunities. And recently, I visited the existing infill area and new pathway along the waterfront, a popular site awaiting benches for walkers who need to take a break.

Although I am not a Bedford resident, my interest in this project is based on my involvement in community trails and a passion for the environment and the importance green spaces can play in healthy living. Starting with the Visioning exercise, when invited to speak to the team, our message as a trails group was one of connectivity to community and neighbourhoods. I find this study is lacking in connections for people to the trail linking to Halifax and trail in the rest of the community surrounding the Waterfront. Being able to connect on foot, bicycle or rollerblades is a must for a vibrant community. I did not understand any Transit major connections. I did hear Ferry mentioned but I do not think this will be an economic process. I look at Woodside Ferry sitting idle more than it is in use - that is not economic transportation. The infrastructure required to enable a Ferry dock, apart from the required ferry(s) would not be an economic investment - the few people served will not pay the necessary tariff to cover costs. A more viable effort is an LRT or additional bus routing that has more than one destination at both ends! Please delete the ferry from this project.

The infill area is currently a mass of rock with little natural components. Is this what we want as a new living community. Please ensure that native species, common to the existing edges, indeed in the wetlands adjacent to the tracks, are replanted in an appropriate manner. Introducing non-native species as plantings makes an artificial neighbourhood even more foreign. I would hope that a vibrant and balanced community can be created with a limit of height and lots of green spaces, access to the water edges and opportunity for water play. What I observed at the meeting was a lot of brick and cement that was not that inviting - yes, it would be nice to live on the water but public access would be a better choice. The two are self-limiting, a balance must be struck so young families can participate as easily as those in their senior years. Lets keep the eco in economics.

One feature that should remain as natural as is possible, in its nearly destroyed state is Crosby Island. A little bit of green must be saved. As well, the access to the water around Mill Pond is a positive design feature. The bridge at Moirs Mill should be widened asap so that the public can walk safely in the area. There is a mass of construction going forward along the BH opposite the study area, at the current time. It would be appropriate to await these structures so that next steps can be designed accordingly. Infrastructure is needed so that a second access point - bridge or underpass to the Waterfront is brought on stream. Traffic is a major issue through the intersection at Hammonds Plains Rd and BH - this needs further study. The commercial area at Sobeys/Lawtons must have a higher standard of façade, etc for the remainder of the storefronts so that a quality of view plain exists. The recent addition of the gas station should never have been allowed - it detracts from the vision of the study area. Any other additional buildings should be stalled from that area until the final design is accepted.

In closing, I maintain that connectivity, within and to neighbouring communities must be enhanced and encouraged. There did not seem to be a sense of this feature - if so, it was not highlighted.

Wendy McDonald,
District 10
July 5, 2010

From: Al Havill <alhavill@northland.ca>
To: <morganp@halifax.ca>
Date: 05/07/2010 11:03 am
Subject: Bedford Waterfront Devel Plan Feedback

CC: Jennifer Ramsay <jramsay@northland.ca>
Hi Paul,

My name is Alan Havill, I am the owner of a small business in Bedford and have been a Bedford resident for 14 years. I have reviewed the waterfront development information on the website and the feedback provided by Jennifer Ramsay. I agree with all the points discussed by Jennifer Ramsay, and I hope that her views are considered as the views of many who live, and work the Bedford area.

The development of the Bedford waterfront offers an opportunity to enhance the beauty and lifestyle that the Bedford Community has to offer to all who live, work, and visit the Bedford Community. The long-term implications of this project are vast. Before this, or any plan gains final approval, I would like to see Jennifer Ramsay's concerns addressed.

Regards,

Alan Havill
Havill's/Northland Mini & Mobile Homes

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BEDFORD WATERFRONT DEVELOPMENT

The following is offered as a commentary response to the June 16, 2010 presentation on the Bedford Waterfront Study held at Basinview Drive Community School

The volunteer committee, Commission, consultants and developer offered an interesting and complex product that was impressive and tempting, but in the final analysis, for this participant, inappropriate and even grandiose for the community of Bedford. The tone of the presentation was that of a "done deal" that needed but a few tweaks, time and, of course, a great deal of money from the HRM (that is "us"), the investors and a specific class of wealthy property purchasers. I had the feeling at the end that the "public amenity" dimension of the project would amount to we, ordinary people, being allowed to walk around and "enjoy" the extended selling-points and value enhancements of the property owners. I was about to add "free of charge" but the cost to me as a tax-payer for the infrastructure and its maintenance would be considerable and long term.

The presenters contended that they had studied and incorporated contemporary concepts from Canadian and European experience, as for example, surface water reuse from Vancouver. I question however whether they have reflected and incorporated not so new but tested ideas from Vancouver, as in Stanley Park. That massive preserve in the midst of a very large city is a respite of relaxation, environmental preservation, health and beauty. Does any visitor to Vancouver not include Stanley Park as a "must". It is a haven for all residents of greater Vancouver, the Lower Mainland and visitors from all over the world. This is **t-h-e** lesson for us. Have they learned the lesson European cities and communities re-learned from their ancient predecessors? The post war explosion of the auto and economic development reduced their ancient town and city squares to parking lots. The revitalization of these communities included the restoration of these areas once again to people places, where citizens did business yes, but relaxed, met conversed, strolled, entertained and were entertained. They became once again vital centers and, in addition, attractions to tourists who sought beauty, security, and relaxation.

Without questioning their integrity and good faith, I did have the feeling that the presenters lacked respect for the intelligence and gut instincts of the audience and particularly those who raised questions. Not one comment or question was addressed, really addressed. My personal question with regard to the immediate and area traffic implications was dismissed with the "adage" that a traffic study is/was part of HRM planning. The Bedford Highway and Hammonds Plain Road are access and egress headaches for locals as well as those who commute through this area. Adding another 6000 concentrated residents along with other projected resident population increases and visitors to the waterfront site, is not addressed by reference to someone else's responsibility but rather by how the implications are being met by whomever. Even within the plan, two-way vehicular traffic on streets seems like an even greater anomaly than allowing autos in the first place.

Another example of insult to intelligence is the justification for hyper-expensive real estate development and similar amenities directly private to residents is to address the significant costs of infrastructure. Let's be honest, the cost of infrastructure is directly proportional to that which the infrastructure supports. The infrastructure costs of a mini-Venice, Burano or micro-Monaco is not proportional to those of an environmental preserve and recreational area that also houses a few public services.

One could go on in this vein with the insulting suggestion that landscaping the surround to Moir's Mill Pond and strips of landscaping here and there (including railroad easement) amounts to meeting "recreational space" regulations.

The contention that deWolfe park recreational space having been in excess of minimum requirements justifies the further reduction of recreational space in the proposal is simply unacceptable. Though I have lived only five years in Bedford, it has always been my understanding that the "Town of Bedford" was committed to meeting the needs of residents, not toying with standards to increase development revenues.

What confirmed my opinion of the development was the constant reference to an "iconic building" which would be the focus from the water and of the development. Purdy's Wharf comes to mind immediately. Before the meeting and the reference, I reflected on the "dead space" of the Halifax harbour development area. While Purdy's Wharf development seems to be the equivalent "iconic" building which is the focal point for photos of the harbour, reality is that the area from the former casino on to and including Purdy's Wharf is dead, sterile. Furthermore, an "iconic" structure should be appropriate to a space and define that space. If there is to be one, let it be something that speaks of us and to us, not to a developer's label or to a developer's concept of affluence.

If we have a clean harbour why do we reserve water access to boats, and what would seem to be rather exclusive craft? Why is there not a beach area? Why is there not a clearly delineated public canoe and kayak facility? These, to me, are further indicators of the revenue attractiveness and exclusiveness objectives of the amenity dimension of the development plan.

The further development of the Bedford waterfront must include functionality, agreed, but it should be primarily space of security, leisure, health, beauty and welcoming access to land and water. The development should invite broad public access and use rather than give the impression of "allowing". The role of community government is the convenience, peace, health and security of its citizens. This plan seems to be a ruse, a reclamation of land for development disguised behind a community purpose.

The citizens of Bedford and the Halifax Regional Municipality are the custodians of a small but significant bit of a threatened earth. An esoteric concept maybe, but in truth a simple, unavoidable truth. Like most we have in the past abused this responsibility. While one can legitimately cite the unnecessary diminution of the Bedford Basin by this recent infill as a continuation of this abuse, its further development must be a contribution to restoring the immediate and the larger balance of custodianship over utility.

Dennis MacDonald
[REDACTED] Brookshire Court
Bedford, NS
[REDACTED]

July 5, 2010

From: David Patriquin [REDACTED]
To: <morganp@halifax.ca>
Date: 05/07/2010 7:27 pm
Subject: Bedford Waterfront Project: please conserve sandpiper & intertidalhabitat

Paul Morgan, Planner
HRM Regional & Community Planning
Phone: 490-4482
Fax: 490-3976
Email: morganp@halifax.ca

Dear Mr. Morgan,

I will add my voice to many, I expect, who are expressing concern about the apparent plan to infill a small "reef" and sandpiper habitat in the Bedford Basin as part of the Bedford Waterfront development as highlighted in a popular YouTube video (<http://www.youtube.com/watch?v=GAoenfm0gOI>)

I note the following statements from the design study document:

"The Bedford waterfront will provide opportunities for residential and business development while being committed to achieving social and environmental sustainability."

1.3.1 Study Area Objectives

- » Provide landscape design guidance for public and private spaces, with consideration given to the environmental ecology of the site;

- » Ensure the development that is proposed is ecologically and fiscally responsible

I trust that the project will be modified to protect this area.

Sincerely,

David Patriquin
[REDACTED] Murray Place
Halifax, N.S.
Canada [REDACTED]

Professor of Biology (retired)
Dalhousie University <http://www.dal.ca>

Halifax Field Naturalists <http://halifaxfieldnaturalists.ca>
Nova Scotia Wild Flora Society <http://nswildflora.ca>
Woodens River Watershed Environmental Organization <http://wrweo.ca>
Control of Chinch Bug without Pesticides <http://versicolor.ca/lawns>

From: Jennifer & James MacLeod <[REDACTED]>
To:
Date: 05/07/2010 8:51 pm
Subject: Re: Bedford Waterfront Development Project Feedback

Good Day,

Just wanted to provide some feedback to you regarding to Bedford Waterfront Development Project.

I understand it has been brought to your attention that this area is home to many wild creatures marine and otherwise. I know there are many people pushing for this development to happen as money does make the world go round. BUT... I am one of many who do not want it. In the wake of the BP disaster, do we really need to destroy yet another natural place? Can it not be said that Bedford has been developed to such a point already that it is next to impossible for people to get in and out of it without developing a terrible case of road rage? Could this area not be used more graciously for something that can work in conjunction with the natural life already there, a refuge for people and wildlife alike? Many come to Nova Scotia specifically because of the water, the beautiful beaches, the whales and other wildlife, etc.. Surely the town of Bedford could benefit from a natural place where everyone who lives there could enjoy it. Please do not destroy this precious area.

Thank-you,
Jennifer MacLeod

From: Sandi Banfield <[REDACTED]>
To: <morganp@halifax.ca>
Date: 05/07/2010 9:01 pm
Subject: Opinions about the Infilling of the Bedford Basin

Mr.Morgan,

I am writing in to voice my opinion about the plan to infill a natural tidal pool and reef and sandpiper habitat in the Bedford Basin.

Feel free to view the popular YouTube video
(<http://www.youtube.com/watch?v=GAoenfm0gOI>) that has been circulating for some days now..and growing in views showing strong support against the infilling of that particular area of "natural" shoreline.

Also i'm noting the following statements from the design study document:

"The Bedford waterfront will provide opportunities for residential and business development while being committed to achieving social and environmental sustainability."

1.3.1 Study Area Objectives

» Provide landscape design guidance for public and private spaces, with consideration given to the environmental ecology of the site;

» Ensure the development that is proposed is ecologically and fiscally responsible

We trust that is the case. I know at the public meeting it was mentioned that if we had opinions to be sure to email them to you. I'm sure you will receive many more emails on this subject matter.

sandra banfield
bedford resident.

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<http://go.microsoft.com/?linkid=9734384>

From: "Ron Colpitts" [REDACTED]
To: <morganp@halifax.ca>
Date: 05/07/2010 9:52 pm
Subject: Bedford Water Front Plans

To whom it may concern.

Regarding the Herald article by Patricia Brooks Arenburg, we have the following comments. Since we have resided on Nelsons Landing Blvd, our remarks pertain to "our" community in which we have made some investment.

1. We have some misgivings about the role of Halifax planner. Case. The Boulevard, a 4 lane through-fare, leads directly into a duplex house. Case 2 At a construction nearby, the contractor agreed as part of th development agreement to develop a children's playground on Amin St. A few years later, the site is grown over mightily. Case 3 In developing this area several years ago, the contractors agreement included a "spill off" road conecting the Boulevard to Hammons Plain Road, still unfinished.!!!

2. With the influx of young families, there is an increasing need for recreation facilities in this area. Those facilities attract the "older set" too! There is little or none described in the plan. Further, highrise builings can be placed on land away from the shore. Note that Ottawa have built many such buildngs, but still cater to recreational ares throughout the city. Unfortunately, the "theme" of the plan does not include green spaces, a necessary connector to our environment; a perplexing situation given HRM.'s emphasis on GREEN.

3. There are several years to complete such an ambitious project. Indeed many situations can, and do change in such long intervals. It seems to us that there should be some measure(s) to allow for adjustments, large or small, to be made in plans.

4. In summary, our comments are intended to be constructive and to be seriously included in any reveiw of these plans.

Respectfully submitted, Kathleen and Ronald Colpitts

From: heidi verheul <[REDACTED]>
To: <morganp@halifax.ca>, <drisdelle@wdcl.ca>
Date: 06/07/2010 11:04 am
Subject: WDCL Bedford Development

CC: <mayorhrm@gmail.com>, <outhitt@halifax.ca>

Dear Paul Morgan, Planner HRM Regional & Community Planning and Terry Drisdelle, WDCL Project Manager

I have just heard about the Waterfront Development Corporation Limited's development that is taking place in the Bedford Basin. This development involves the infilling a section of the harbour for condos and retail space. As an environmental educator and a citizen of the Halifax Regional Municipality, I would encourage you to do everything in your power to stop this development. It is further destroying a fragile ecosystem that has been devastated by pollution, poor development, and mismanagement. This small recovering ecosystem in the heart of HRM should be protected as a common for everyone, not infilled and destroyed for the economic benefit of the few.

According to section 35 of the Fisheries Act:

"No person shall carry on any work or undertaking that results in the harmful alteration, disruption or destruction of fish habitat."

And according to your own planning documents with respect to this development:

The Bedford waterfront will provide opportunities for residential and business development while being committed to achieving social and environmental sustainability.

1.3.1 Study Area Objectives Provide landscape design guidance for public and private spaces, with consideration given to the environmental ecology of the site;

Ensure the development that is proposed is ecologically and fiscally responsible I would encourage you to take a look at this video (<http://www.youtube.com/watch?v=GAoenfm0gOI>) and consider if this development is in line with upholding your own policies and regulations. I would encourage future developments meet stringent environmental and sustainability goals for the Halifax Regional Municipality. Business that continues to negatively impact our environment is not sustainable and will continue to erode the life support systems we need to survive. Smart developments that consider the full cost analysis that benefit the environment should be supported and encouraged. This project does more harm than good to an already weakened habitat for fish, birds, invertebrates, and sea plants.

Further, I inquire if there has been any thought as how this development will be impacted by rising ocean levels and more violent storms expected as a result of climate change? Who will pay the bill for rescue operations, damaged property, and repair work? The developer? The businesses and residents? The Taxpayers? Our coasts are our buffers and HRM needs a serious plan to restrict development on our shores to mitigate the losses and damages we expect to incur from climate change.

I look forward to your response on this issue.

Respectfully,
Heidi Verheul

Southgate Drive, Suite
Bedford, Nova Scotia

T:

Terry Drisdelle, Project Manager, WDC
Paul Morgan, Planner, HRM Planning
Doug Kolmer, Chair, Bedford Waterfront Vision Implementation Committee
Tim Outhit, Councillor, HRM
Peter Kelly, Mayor, HRM
Kelly Regan, MPP, NS

Re: **Feedback on the "Final" Plan of the Waterfront Development Phases
2a, 2b and 2c**

We are speaking against the proposal as it has been submitted.

Our appreciation is extended to all those people who have given so much of their time and energy to bring the project to this point; It is indeed an ambitious endeavour, and the effort expended to date in obtaining community input has been admirable.

That being said, we had looked forward to seeing the "final" draft of the overall plan. From the previous three plans presented, our preference was for the "canal" plan. It conveyed a modern, imaginative expression – one of open areas, and a sense of pride. This is NOT what we saw in the "final" plan.

What We Saw

- a) Phase 2b and 2c are almost nothing but high-rises with very little – or no - usable green space. This appears to be a very exclusive, high-rent area, restricted to use by the residents, apart from the perimeter boardwalk, with no green space. To us, green space means **usable space**, not railroad tracks, not grass on roof tops, or rough terrain unsuitable for building upon. Green space is open parkland for general public enjoyment and entertainment. The proposed boardwalk is a treasure and appears to be the only area available to the general public in either 2b or 2c. The heavy density will result in a 'shield' (visible or otherwise) to residents of those areas.
- b) Almost no view-planes. Views of the harbour as one drives along Bedford Highway are disappearing dramatically (witness recent buildings along harbour-side). With present waterfront projections, this sad trend would continue. Whenever view-planes are mentioned, the proponents are quick to point to Hammonds Plains Rd. however, a quick glance at the harbour as one negotiates the normal dense traffic in that area is so fleeting as to be almost meaningless. Bedfordites have lived, or have chosen their homes here, in most instances, because of the harbour view. This is being eroded supposedly to provide "what the community wants". Well, not according to the people we've talked to. We hope you are hearing what the community really wants – **a community for the benefit of the people!** - not a few thousand who can afford to live on the choicest real estate in the area. And view-sights (as opposed to view-planes) shown in the proposed plans, are two very different things, the latter accounting for little benefit to the community.

Concept

While the pay-as-you-go concept is one most taxpayers would appreciate, there are times when this does not lead to the best results and a compromise would better serve the common good. We think development of the Bedford Waterfront is one such instance. Bedford is in an extremely enviable situation with its fabulous harbour – an attraction few other locations in Canada offer. It is why we chose to live in Bedford, and undoubtedly is why thousands of others have done so as well.

Because the present infill is being done on a revenue-neutral basis - thanks to tipping fees - if the present area was finished as useable green area, similar to DeWolf Park, there would be little extra costs incurred, as we understand it. It's only when building starts - community, residential, or commercial, does costs due to infra-structure expense start to mount. It's a vicious circle – the more community facilities wanted, the more residential/commercial development there must be to offset such costs. Commercial enterprises, such as restaurants and stores need near-by residents to support them. That's a given. But ***let's first find out what public amenities we want to pay for, keeping in mind they would be situated on the most expensive real estate in the area – and then build just enough rental/commercial property to support these amenities, leaving the rest of the space green!***

Is the formula backwards? Are the maximum number of homes trying to be squeezed in to obtain as much revenue as possible, so community facilities can be built accordingly – leaving very little green as a result?

The point was also made that Bedford's population would approach 100,000 in the next several years. Bedford has considerable area for future growth and does not warrant swallowing up most of the newly created waterfront simply to build accommodation for 6,000 plus new residents.

On another – but related – point: One ingress/egress for all trucks – large, and very large – carrying fill for the in-filling is not sufficient. A second entrance is planned but for years in the future! Why has this 2nd access not already been developed so these and all future trucks travelling to the development area, for the next decade or two, can use, thereby avoiding Convoy Avenue and DeWolfe Park. We all know big trucks and playing children don't mix. The delay, we're told, is getting permission to pass over the railroad tracks, as it took 5 years to obtain permission in the past. This was known, so why hasn't permission been applied for years ago? Meanwhile, the public is being asked to put up with this situation for the next several years and will have no other alternate route in case of an emergency!

Respectfully submitted;

Sandy & Julie Irwin, Bedford

July 6, 2010

[http://www.halifax.ca/visionhrm/BedfordWaterfront/documents/BedfordWaterfrontDesignStudy.p
df](http://www.halifax.ca/visionhrm/BedfordWaterfront/documents/BedfordWaterfrontDesignStudy.pdf)

From: "Joseph Allen" <[REDACTED]>
To: "Paul Morgan" <morganp@halifax.ca>, "Terry Drisdelle" <drisdelle@wdc...>
Date: 06/07/2010 6:17 pm
Subject: Comments re Bedford Waterfront Design Study

Terry Drisdelle, Project Manager, WDC

Paul Morgan, Planner, HRM Planning

Doug Kolmer, Chair, Bedford Waterfront Vision Implementation Committee

Tim Outhit, Councillor, HRM

Peter Kelly, Mayor, HRM

Kelly Regan, MPP, NS

A few years ago, when my wife & I still lived in Halifax, a friend from New Jersey visited us. On the way in from the airport, driving towards Halifax, she exclaimed, "My goodness, look at all the undeveloped land!" Indeed there is no shortage of land near HRM, and Bedford in particular, that can be developed or redeveloped for residential or commercial use. Developers already have the commercial incentive to find the land they need to develop to satisfy their markets

The infilled land that was previously part of Bedford Basin is rare and precious. How part of a public body of water in this country that has so many environmental agencies & regulations - and such a large part - could be expropriated for infilling leaves me incredulous. But now that there is this land, where before there was none, let us remember that it has been raised out of an area of water that belonged to all of us, particularly to those who used it for boating or who could view it and enjoy it from their homes, their places of work, from their vehicles, etc. Surely, it should remain as a common facility, still available to all, with only minimal development. If someone buys a piece of property with another piece of land adjacent, that person takes the risk that someone else will develop the adjacent property in a way that impacts his own property if only to change the view. However, if somehow a large area of land is allowed to be created where before there was a publicly enjoyed area of water, surely we should strive to minimize the impact on the nearby properties.

I am struck by the density and heights of the buildings in the illustrations of the proposals for developing the Bedford waterfront. The proposals all appear crowded and cluttered. They will push inland areas of Bedford that currently enjoy proximity to the Basin.

Please go slowly with this project, keep the buildings small and few, and reserve the bulk of the space for common enjoyment.

Joseph Allen, P Eng

[REDACTED] Southgate Drive

Bedford NS [REDACTED]

From: Mel & Cheryl Ritcey <[REDACTED]>
To: <morganp@halifax.ca>, <outhitt@halifax.ca>
Date: 06/07/2010 7:16 pm
Subject: Bedford Waterfront Community Feedback

Stop the infilling ,Please!!

The most unique aspect of living in Bedford is to see the water.
To see the sun rising over Bedford Basin is a true gift,and we are
loosing it!

Where is the benefit to be living by the ocean and not being able to see it?
Forget about the constant noise of construction,the dust in the air,the
destruction of the natural habitat of various wildlife and possible
safety issues with trucks lumbering through populated areas.We have a
beautiful natural resource in Bedford Basin,and it hurts to see it
evaporate!

We are not against progress, but enough is enough!

Please do not ruin any more of the Basin's beautiful character and charm.
Obviously,continued infilling is our number one concern.As to the
proposed development plan,we have two observations:

- A growing community like ours needs more green space and recreational
areas for families to enjoy.The current plan provides insufficient
common recreational space,
- Building height must not further destroy citizens' ability to view the
basin.A 12 story building on the water is excessive and out of character
with the 'feel' of the community.

Thank you for the opportunity to provide input to the planning process.

Mel and Cheryl Ritcey
[REDACTED] Southgate Dr
Bedford,N.S.

July 6, 2010

Mr. Paul Morgan, Planner,
HRM Planning,
Halifax Regional Municipality
Email: morganp@halifax.ca

Dear Mr. Morgan:

Re: **Feedback on the "Final" Plan of the Waterfront Development Phases 2a, 2b and 2c**

It is my understanding that comments regarding the proposed **Plan of the Waterfront Development Phases 2a, 2b and 2c** are due July 7, 2010. As a resident of Bedford I do not support the development as currently outlined. My reaction to this proposal is based on three factors as follows:

- **Land Ownership and Use**

It is my understanding that the land currently being considered for development is owned by the Waterfront Development Corporation. The Waterfront Development Corporation Limited is a provincial Crown Corporation, established in 1976 with the mandate to champion provincial interest for lands and water lots owned by the Corporation around Halifax Harbour and Bedford Basin. As a provincial Crown Corporation the land, including the infill, is owned by the public.

The first use for consideration should be public use. Waterfront access by the public will be severely limited by the proposed development.

What business case was used to substantiate a private development on public land? This question will become clearer with the demand and development analysis outlined in the next two factors.

- **Demand**

The HRM Regional Municipal Planning Strategy with amendments to May 8, 2010 [MPS] identifies the demand for dwellings as follows:

Table 1-2: Projected Housing Demand by Type and Sub-Region 2001-2026¹

¹ Regional Municipal Planning Strategy with amendments to May 8, 2010 page 10.

Sub-region	Single and Semis	Townhouses	Apartments and Other	Total
Urban	3,428	1,715	9,911	15,054
Suburban	18,851	735	11,013	30,599
Rural	11,996	-	1,101	13,098
Total	34,275	2,450	22,025	58,750

Map 1 of the MPS identifies nine² Suburban Local Centres including Bedford Mill Cove and four³ Suburban District Centres. Based on the above table total Suburban dwelling demand is expected to be thirty thousand five hundred and ninety-nine (30,599) from 2001 to 2026 for **all** of the Suburban Centres.

- **Approved Development**

Bedford West and Bedford South are adjacent to Bedford Mill Cove waterfront. Both developments have received approval to proceed.

Bedford West⁴

- is set to begin selling lots in October of 2009 and will be made up of over 526 Hectares and when finished, be home to some 18,000 residents of the Halifax Regional Municipality;
- is estimated to take 25 years until completion;
- will consist of 5 residential neighbourhoods that will consist of 6,000 residential units with everything from single-family homes to apartment complexes;

² Tacoma Drive; Westphal; Cole Harbour; Morris Lake; Eastern Passage; Clayton Park West; Birch Cove; Bedford South; and Bedford Mill Cove

³ Russell Lake; Burnside East; Sunnyside Mall; and Bedford West

⁴ Source: <http://halifaxrealestatebroker.com/2009/06/24/the-parks-of-west-bedford/>

- will even have a continuing care facility that is expected to open in 2010;
- will incorporate West Bedford Business Park and will encompass about 40 hectares and will take 10 to 12 years to develop; and
- will have double the Green Space required by the city with approximately 20% of the area with a network of walking & running trails and roads will connect the whole development.

Bedford South⁵

- *is a 907-acre development located in Halifax Regional Municipality (HRM), north of the Hemlock Ravine between the Bedford Highway and the Bicentennial Highway;*
- *will have a projected population of 17,000, representing 5,000 dwelling units;*
- *contains a considerable commercial/residential and community/commercial areas, creating opportunities for homes and businesses to be in close proximity;* and
- includes 25% of it becoming green space.

These two developments will provide twelve thousand (12,000) dwelling units or thirty-nine percent (39%) of the total projected Suburban demand. Keeping in mind there are thirteen Suburban Local and District Centres we are not facing any shortage of development options in Bedford to meet demand well into the future.

• **Conclusion**

Given the demand and approved supply there is no compelling demand need for the proposed development of public lands at Mill Cove as proposed. No doubt the waterfront lands are very desirable for development given their location. However this development will come at a significant cost to public access to a waterfront that can be developed to benefit all HRM and Bedford residents.

Has a public decision been made for development of the Bedford waterfront as proposed and at this late date is any alternative development for public use being considered?

⁵ Source: http://www.terraingroup.com/s_project_bedfordsouth.html

If a public decision has been made to develop the waterfront as proposed HRM should use the precedent established by the above two private sector developers and specify at a minimum twenty-five percent (25%) of the land should be designated for recreation with public access and that this should be primarily along the shore line with multiple access points for public use.

I leave you with the question I raised at the start of this submission:

What business case was used to substantiate the proposed development on public land?

Yours truly,

Eric Schibler

█ Nelsons Landing Blvd.

Suite █

Bedford, Nova Scotia

█

CC. Mr. Peter Kelly, Mayor HRM, Mr. Tim Outhit, Councillor HRM, Mr. Doug Kolmer, Chair Bedford Waterfront Vision Implementation Committee and Ms. Kelly Regan, MPP

From: "Kevin W. Lynch" <[REDACTED]>
To: <morganp@halifax.ca>
Date: 06/07/2010 9:31 pm
Subject: Bedford Waterfront Design Study

Dear Mr. Morgan,

I wished to write a brief bit of feedback on the Bedford Waterfront Design Study as presented on June 16th and the final report available on the VisionHRM website.

I'm disappointed in the plan overall. I've lived in South Bedford for 12 years now and, in that time, have been repeatedly struck by the poor development decisions that have resulted in vast tracks of green space being levelled for the addition of residential and commercial development. There is a continuing disregard for creating areas within the community that are available to all, that allow us to "get away" without needing to leave the city. Buildings, parking lots, traffic, noise. It seems it's Bedford's present and future.

I came to Bedford from Halifax in 1998 to escape the bustling city life. The community seemed peaceful and inviting. Unfortunately, the city appears to have followed me to Bedford and the final plan for the waterfront is likely to push me out. I'm sorry to see Bedford change so much and see the plans for its future.

Regards,

Kevin Lynch

Bedford
[REDACTED]

From: VJ Harrison <[REDACTED]>
To: <morganp@halifax.ca>
Date: 06/07/2010 10:43 pm
Subject: Feedback on Bedford Waterfront Development Plan

CC: <outhitt@halifax.ca>, <mayorhrm@gmail.com>, <regkm@gov.ns.ca>
To: Paul Morgan, Planner, HRM Municipality

Terry Drisdelle, Project Manager, Waterfront Development Corporation

We support a waterfront development in Bedford near Mill Cove, but object to infill of the Basin. We request a modified development plan that severely restricts the height of the buildings and includes more public green space.

1. Infill of the Bedford Basin should not be allowed due to adverse effects on the natural habitat, the Basin water environment, and the surrounding community. We request that any plans for future infill projects be halted. Please follow recommendations from the Bedford Institute of Oceanography.

2. Building Height. The current plan should not exceed the 2009 HRM Municipal Planning Strategy for Bedford (Policy WF-13) maximum height of eight storeys.

The current plan concentrates a large population in the area, necessitating huge new roadway infrastructure. This large population increase would over-burden the current limited recreational and medical resources in the area. Instead, the concentration of buildings should be low to reduce population impact and to maintain views of the Basin. Buildings of more than 4 to 6 storeys would not blend in with the established neighbourhood.

Recommendation/suggestion: Reduce the plan to a mix of much lower buildings (such as, 2, 3, and 5 storeys), to greatly lessen the population and blend with the neighbourhood.

3. Recreation/ Green Space. According to Policy WF-7, "the waterfront project area shall become a major recreational resource which shall provide for recreational activities on both land and water that broaden rather than duplicate the quality and choice of existing recreational facilities in the Town."

The multi-use public building will be of great benefit, but only if its plan includes space for events like seniors' Tai Chi and other small-group events in addition to the larger spaces. The shoreline walking trail is an excellent resource, but not sufficient for the diverse population.

Recommendation/suggestion: The project needs more large-area public green

space. The shore area from Moirs Pond marina to the current short pier (including land adjacent to the railway tracks) could be developed as a public park with benches, paths, and public access to the Marina. This would require eliminating the eight story residential building on "The Landing".

4. Appreciation. The current Bedford Waterfront development plan is applauded for its efforts to improve shore usage by including a community and residential focus rather than commercial industries. The plan for public access to recreational resources is commendable. Further, the requirement of view corridors between buildings is appreciated. A well-planned development will undoubtedly result in benefits and progress for the surrounding community.

Thank you for your attention and consideration,

John Harrison and Valerie Harrison

██████████ Southgate Drive, Bedford NS ██████████
██████████ ██████████

From: "Robert Aske" <[REDACTED]>
To: <morganp@halifax.ca>, <driisdelle@wdcl.ca>
Date: 07/07/2010 7:50 am
Subject: Bedford Waterfront Design Study

Congratulations on these ambitious plans.

My one comment will echo others. More green space please. When we fill in the harbour we lose public space - we must replace that with much more than private places with token parks. We need a large open space here, for residents to gather and enjoy the harbour, in addition to a certain amount of private development.

Good luck as this moves ahead.

Thanks.

Rob Aske
[REDACTED] Dewolf Ct
Bedford [REDACTED]

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From: [REDACTED]
To: <morganp@halifax.ca>
Date: 07/07/2010 12:46 am
Subject: Feedback on Bedford Waterfront Design Study

Hi Paul, the following is my feedback on the Bedford Waterfront Design Study that was presented June 16 at Basinview Drive School in Bedford.

Likes:

- Library or Community Center at waterfront
- walking trail around Moirs Pond and water's edge of Phase 2
- one or two additional vehicle access points to waterfront
- walking path over or under train rail bed behind Sobey's to enable safer/convenient pedestrian access to waterfront

Dislikes:

- height, mass and density of many of the buildings in the next phase of the waterfront development. This seems much higher than what was suggested by the public during the visioning stage that I was involved in as a CLG member. The mass (for 6,000 additional residents) is too much for the site and there is too little recreation space planned for the site. I suggest mass of this size be located away from the waterfront to ensure existing public "view planes" are preserved. I recall that during the visioning phase the public desired some residential and commercial use (similar mass and scale to Phase 1) along with more open space for another park like Dewolfe Park, tennis courts, etc. The waterfront would be a much more suitable place for these facilities than "highrise" structures that block "view planes". I understand the recent Design Study uses the term "view corridors" that is a much narrower scope than "view planes".

In summary, I would be extremely disappointed to see the presented Design Study approved by HRM. The scale of the buildings does not fit with vision of many Bedford residents during the visioning phase and that attended the June 16, 2010 meeting, including me. Surely a better design can be created that would be appealing to the majority of Bedford residents. Otherwise, why include the residents in the visioning process to begin with?

Regards,
Bruce Ford
email: [REDACTED]
phone: [REDACTED]

From: <[REDACTED]>
To: <morganp@halifax.ca>
Date: 07/07/2010 2:02 pm
Subject: Bedford Waterfront

Mr Morgan, after being at the recent meeting when the proposal for the Bedford waterfront was presented it is clear to me that this is still all very far in the future. While I thought the ideas were exciting I still have great concerns about the current safety of the whole environment here. As I raised at the meeting, the trucks running down towards and then past the park represent a hazard to the people who already live here and the many who come to enjoy the waterfront. Since the second phase of the infilling began I have been distressed at the lack of a second entrance to the worksite from the Bedford Highway. While I understand the complications of needing to put an overpass across railway lines, I believe that not enough consideration has been given to certain safety issues.

First, the trucks going by a busy park present an inherent hazard. Watching the near misses and confusion during Bedford Days setup again this year highlighted all over again the reality of the situation.

Second, there is only one way in and out of this waterfront area. Should there be an accident or some other occurrence which would render the overpass or Convoy Run impassable, even for a short time, the residents here would be in danger. Should an ambulance or other emergency vehicle need access, there would be no way to get the required help to the area in a timely fashion. As I have spoken with various city and waterfront officials about this over the years I was always told that in an emergency a vehicle could come over the tracks from Sobey's parking lot or along the cut through from Shore Drive. After examining both of these options myself I would beg to differ. Neither would permit an ambulance or firetruck to get through.

I would like to once again urge those of you in planning positions to do everything possible to speed up the development of the specific area where the second access will be positioned. It would seem possible to install an overpass before all of the infill is completed.

At a minimum, the cut through from Shore Drive to Waterfront could immediately be made accessible by widening the laneway. Access could be controlled by the use of bollards, operated only by an emergency vehicle, which I have seen in operation in many other cities. It has been made very clear that the residents of Shore Drive and of Waterfront Drive do not want to see this roadway opened up for general traffic, but an emergency access route which could be controlled is a different matter.

Thank you for the time and effort you have all put into this endeavour. As I said earlier, it all looks very exciting. Now let's make it safe.

Colleen Umlah
[REDACTED] Waterfront Drive
Bedford, NS
[REDACTED]
[REDACTED]

From: aidan carey [REDACTED]
To: <drisdelle@wdcl.ca>, <morganp@halifax.ca>
Date: 07/07/2010 5:06 pm
Subject: Feedback Bedford Waterfront

Dear Madame/Sir,

I am writing in response to your request for feedback for the Bedford Waterfront Design Study - Final Report.

I am writing in regards to the Shore Drive parcel design as I will be directly affected by the development that will inevitably happen there. I reside at 101 Shore Drive - one house away from the Boutillier property. I have recently purchased this property from my parents. I grew up here and have slowly begun to refurbish my beloved family home.

The plan suggestions that I have seen are of great concern to me. As I read the meagre amount of information that has been made available in regards to this section of the development I am left to think that the developers will have free reign. The two "possibilities" that are suggested in this report are for townhouses with a multi unit condo or 7 housing lots. One does not have to be a registered appraiser to know that there is in truth but one option. That would include (now a four storey) condo presented as a "low rise" building.

I am not so naive to believe that the 7 lots are a true option with a best use policy in place, and in my opinion townhouses (similar to those that already exist) would be a very suitable option for the property, fitting in beautifully with the landscape. However the condo associated with them is not.

I am vehemently opposed to this condo development as presented for two reasons. Firstly, the developers have placed this building directly beside my neighbours home with what looks like 8 feet separating the two. This building is to be plunked onto the residential street with no regard for the existing character or properties that have been here for more than 60 years.

According to the plan, this building is in a completely inappropriate location.

Secondly, the height of the supposed "low rise" building is not in keeping with the character of the area or with the lay of the land. It would seem a better option to place the building at the lower end of the Boutillier property where it will not tower over the houses that exist or the townhouses proposed. My understanding a year ago was that the building was to be three stories - now they indicate four, and I suppose that once a developer gets involved it will increase again to five stories.

Similarly, the suggestion that a fence be placed at the end of Shore Drive for emergency vehicles is worrying. The connection of the two streets will create more problems than it solves - and this leaves possibilities open for some greedy developer in the future. This end of Shore Drive is already used extensively by walkers and runners and has a certain quiet charm that people like. If developers put up their four storey building that too will be lost.

I realize that this parcel is less of a concern for the committee or planners however, it will likely be one of the first developed. I hope that some members will take into account the existing properties and not give developers the chance to destroy the residential nature and character of our street and homes.

Thank you,

Janet McMillan

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From: Lynn Reicker <[REDACTED]>
To: <drisdelle@wdcl.ca>, <morganp@halifax.ca>
Date: 07/07/2010 5:18 pm
Subject: Bedford waterfront

Hello,

It was said we had till today to send in our thoughts from the public meeting, so here are mine.

I love Dewolf Park, but am not a fan of the Halifax waterfront. I don't understand why you (?) kept emphasizing the "very expensive boardwalk." Why do you need a boardwalk? How about a paved path like on the beautiful Dartmouth waterfront? Or grass or dirt or gravel like the 'Green' in downtown Fredericton. If you make it as unattractive (buildings, fences, power line towers, etc.) as the Halifax waterfront, I won't be going. Last weekend, I was at the Multicultural Festival in Halifax with power line towers going right through the venue, plus you couldn't even see the waterfront because of all the buildings in front of you.

One thing I did like about your proposal was the idea of a building like they have at Alderney Landing, combined library/government/business, etc., but with lots of lovely green space as well.

I do find the 'filling in' of that space in the Bedford basin a bit upsetting in that it's getting harder to have a good view of Halifax from the Convoy Quay area now. With potential buildings going there, the site lines will be disappearing even more.

Thanks for 'listening '

Sincerely,

Lynn Reicker
Bedford, NS

From: Burton MacDonald <[REDACTED]>
To: "morganp@halifax.ca" <morganp@halifax.ca>
Date: 07/07/2010 5:26 pm
Subject: Bedford Waterfront!

I am a resident of The Tides, 36 Southgate Drive, Bedford, NS, B4A 4M4.

I am supportive of the development on the Bedford Waterfront. However, if the project is to proceed there needs to be money and that money will have to come from the developers who ought to be encouraged to spend money on the waterfront. Such developers will not spend money unless they have the assurance of the HRM's support and the hope of making a profit from their investment.

I would be supportive of buildings which would be not more than six stories high since this would not block out the view of too many residents of the area, especially the residents who live up Southgate Drive and neighbouring drives. These buildings could be in the form of residential units, restaurants, shops, and public facilities, e.g., a library and/or public meeting space.

My recent experience on Highway 102 and on the Bedford Highway leads me to hope that a Halifax Harbour ferry will receive the support of the Halifax Municipal Council. This ferry ought to have a landing - pick up and drop off - place on the Bedford Waterfront. I envision a ferry that would serve various locations on the harbour and not be viewed merely as a Bedford one.

Thank you for the opportunity to express my views on this matter which is important not only for Bedford but for the entire HRM.

Burton MacDonald, PhD

From: Jen Graham [REDACTED]
To: <morganp@halifax.ca>
Date: 07/07/2010 5:29 pm
Subject: Bedford Basin project

Dear Paul Morgan,

The EAC has been following the ongoing infilling at the Head of the Bedford Basin for some time. We are concerned with the extent of infilling at the head of Bedford Basin, and the potential impact on coastal habitat and shoreline features. We know that natural shorelines, with rocky outcroppings, tidal pools, wetlands, and natural vegetation are not only ecologically productive, important habitat for marine and coastal species and vegetation, but also the most cost-effective way to buffer coastal areas against climate change.

Consequently, we'd like to see HRM stake a step back and re-assess the proposed Halifax Waterfront Development Corporation project. We would like to see the proposed condo/shopping project halted pending a full Environmental Assessment of the entire project.

We would also prefer that HRM complete its Master Plan for the Harbour before allowing any new projects build on infill to proceed. In light of climate change, HRM needs to be thinking about how to restore coastal habitats and reduce the property exposed to rising sea levels and storm surges, not increasing our risks by continuing to build in unsuitable places.

We also think the Halifax Waterfront Development Corporation should pay compensation for the habitat damage it has already caused, and for any future habitat loss associated with this project. HRM should request that DFO lay charges under the Fisheries Act to ensure the public is compensated for damage done to benefit a private corporation.


Furthermore, we think HRM should follow its own municipal bylaws - if we require setbacks of 20 metres from any water body, why are we allowing HWDC to build on water?

Lastly, we support the development of a provincial coastal policy with consistent guidelines around land use in the coastal zone. How does this project show HRM's commitment to this ongoing process?

Sincerely,

Jennifer Graham
Coastal Coordinator
Ecology Action Centre

Jennifer Graham
Coastal Coordinator
Ecology Action Centre

 Fern Lane

B3K 4L3



Help the Environment - Join the EAC or another organization of your choice.

From: alastair ingram [REDACTED] >
To: "'Planner Halifax regional & Community Planning'" <morgan@halifax.ca>
CC: <outhitt@halifax.ca>
Date: 07/07/2010 7:53 pm
Subject: Bedford Waterfront

Dear Messrs. Morgan & Outhitt

The Waterfront Development Commission has requested input via public consultation and dialogue concerning proposed development of the Bedford Waterfront. The undersigned wish to add their voice to that consultation. Since 1983 when mixed use development of the "accessible" waterfront land was first envisioned much has happened and changed. Phase I at 16 acres of infilling indeed accomplished the original objective of using the Sackville River silt for infill and has been a positive mixed use. The Phase II 38 acres with 22 acres now developed and a further 16 acres to be infilled provides a very different scenario. The original objective of having primarily public access to waterfront land seems to have been forgotten. The current proposal is apparently designed to be cost effective and for the benefit of developers. High density development including high rise buildings is a complete distortion of the original wish of the Bedford public. A Library and concert building with LIMITED carefully designed low rise residential and with a majority of the land dedicated to Public Park and waterfront access would be in keeping with the original concept. The proposed five storey condominium development at the end of Shore Drive is totally unacceptable. Quality single family development would be in keeping with the existing use of Shore Drive land. Bedford Highway has been overloaded for years, therefore, the increase in traffic that would be created by the proposed development on this already overloaded route seems to have been overlooked. We suggest that the current proposal be completely redesigned with the public good as the guiding principle and that the current proposal be totally rejected.

Yours Truly,

Dr. Alan McMillan

Dr. M. Macmurdo

Alastair & Ann Ingram

Dr. Leon Kind

Mrs. Betty Jo Kind

Mrs. Avis Fullerton

From: "Susan Boyd" [REDACTED]
To: <morganp@halifax.ca>, <drisdelle@wdcl.ca>
Date: 07/07/2010 10:43 pm
Subject: Bedford Waterfront Development Phase 2

I have just finished reviewing the plan for the waterfront development proposed at the recent meeting with Bedford residents, and I find it exciting. I am particularly pleased that stress has been placed on walking routes and public access. Also I like the idea of a European type of town core very much, with shops, restaurants and residential use. But I have one major objection: please forgo the idea of having a ferry. It would be hugely expensive, and would be insufficiently used to justify the enormous cost. Instead, use the money to develop improved bus routes, a commuter train, and bicycle routes to the city.

Susan Boyd,
[REDACTED] Shore Drive,
Bedford [REDACTED]

From: Russell Boyd <[REDACTED]>
To: <morganp@halifax.ca>
CC: <drisdelle@wdcl.ca>
Date: 07/07/2010 10:28 pm
Subject: Bedford Waterfront

I was unable to attend the recent public meeting concerning the development of the Bedford waterfront. After a quick scan of the planning report, I am generally in favour of the plan. However, I strongly disagree with one aspect. Please abandon the idea of a ferry to downtown Halifax. This is simply a bad idea. There are better ways to invest in transportation infrastructure. The ferry idea is too costly both in terms of initial investment and operating costs.

Russell Boyd
[REDACTED] Shore Drive

From: John Walker <[REDACTED]>
To: <morganp@halifax.ca>, <drisdelle@wdcl.ca>, <outhitt@halifax.ca>, <kelly@...>
Date: 07/07/2010 11:48 pm
Subject: Waterfront Vision Study

Sirs,

I attended the meeting at Basinview School and have some serious concerns about the plan presented. I think there are some fundamental flaws.

1 - The need for green space in Bedford has been grossly underestimated. DeWolfe Park was said to be over built, but those of us who use it now see many citizens enjoying it to full capacity. The plan presented shows only token walkways around the area, not recreational space, but walkways. Bedford neighborhoods are woefully short on parks and recreational space, the waterfront must include that.

2 - The buildings are vertically oriented, and the canals, or "vistas" are open to the strong northwest winds that routinely follow passage of cold fronts, and which cause extreme pedestrian discomfort as is obvious to persons who have walked on similar exposures on Barrington Street and other vertically aligned tunnels downtown. The vertical passages are poor excuses for vistas, when the whole plan cuts off the views that we now enjoy from the waterfront and the road around Moirs Pond. The paucity of recreational space is going to be exacerbated by the discomfort of turbulent winds.

3 - The buildings are out of keeping with Bedford, and struck me as being taken from a rendering of Amsterdam with structures crowding canals. Why is there such a need to concentrate property on this small space other than a profit motive.

4 - The inclusion of Bedford's version of the Sydney Opera House is just bizarre. Such a facility only takes up space on the waterfront that it does not need - people watching indoor performances may as well be attached to a shopping mall as taking up what could be outdoor recreational space. Surely the approach advocated by Kelly Regan makes much more sense, make occasional space multi-user space, encourage the arts in the schools, focus on community resources.

5 - The plan goes against and ignores some valid concerns presented by people in the area regarding traffic safety, medical and emergency service access and the integrated planning that needs to take place. I am not in the adjacent properties, but think those who are did not receive valid answers to valid questions.

6 - I did not find the plan met my expectations for an inclusive, welcoming, and vibrant community. Rather the buildings appear to be isolated and exclusive. Yes, it's subjective, but I like to feel at home on the streets of my community (of 15 years). I find in discussion with other persons who attended the meeting that there is a common feeling that this vision is not aligned with our expectations.

I would be happier to see much less development, and development on a level that invited all members of the community to share the space and the environment.

J. I. Walker

[REDACTED] Trafalgar Court

From: "Dusan Soudek" <[REDACTED]>
To: "Paul Morgan" <morganp@halifax.ca>
Date: 08/07/2010 8:14 am
Subject: comments on the Bedford Waterfront Design Study

Hello Mr. Morgan,

I am sending the following comments on the above study on behalf of Canoe Kayak Nova Scotia, an association of recreational canoeists and kayakers throughout the province:

1. The concept behind the Phase II waterfront development, i.e. a relatively high density residential/commercial community easily accessible by public transit as opposed to low density suburbia, is to be highly commended.
2. The construction of "canals," to increase the waterfrontage of the Phase II development, is highly innovative
3. We greatly support the concept of "greening" Moirs Pond. Why not go a step further and construct a small island or two within the pond, as has been done in Sullivans Pond in Dartmouth, to increase its attractiveness for roosting or nesting waterfowl?
4. We strongly support the preservation of Crosby Island and any other bedrock remnants of Bedford Basin's original shoreline. They should be separated from the pyritic slate infill by a strip of saltwater.
5. We strongly support the concept of preservation of the fine forest behind the current Lawton's Pharmacy.
6. Finally, we hope that the current boat ramp, an essential access point for canoeists and kayakers visiting Bedford Basin, will continue at its current location, together with available nearby parking for the paddlers' vehicles.

Sincerely yours,

Dusan Soudek

Director of Environment
Canoe Kayak Nova Scotia
www.ckns.ca

[REDACTED]
[REDACTED]

cc- Blair Doyle (President, CKNS)
Tamara Stephen (Administrator, CKNS)

From: "Mary Marson" <[REDACTED]>
To: <morganp@halifax.ca>, <drisdelle@sdcl.ca>
Date: 08/07/2010 2:05 pm
Subject: Filling in of the Bedford Basin

All though I do not live in Bedford now, I raised my son there and spent most of the happiest years of my life with my family there. Even though I was raised in south end Halifax, before it was the land of the rich and famous, I consider Bedford my home. I don't think we need to fill in the Basin. For What? More Condos? The Bedford Highway can't handle anymore traffic. I am in real estate and there are numerous people who are sorry they bought in Bedford because of the traffic problems within Bedford itself and with trying to get to work in the morning or coming home in the evening. Who was the brain behind this? A 3 yr old like the one who made the improvements on the Fairview overpass??

As a resident of HRM and one time resident of the town of Bedford, I strongly oppose this project. I don't see the need for it or any improvement it will give the Bedford area. There is plenty of vacant land around HRM, use that up first!!!! HRM is talking GREEN big time. So their idea of green is killing off the wild life that needs the tidal pool and shores of Bedford Basin to exist. Does not make sense.

I really think this project should be re examined and STOPPED.

Mary Marson
HRM Resident

[REDACTED]

From: [REDACTED]
To: <morganp@halifax.ca>
Date: 08/07/2010 6:48 pm
Subject: Bedford Waterfront Development

Hello,

Better late than never!

I think most of your suggestions for the waterfront development are "right on the money", with one exception, to move the library!

We have lived in 3 provinces, and 2 countries, and anywhere we've traveled, where there was an active and vibrant waterfront community, there was always a mix of commercial (shops, cafe's, bakery, restaurants with a view), offices above, and residential on the higher levels. There has to be a reason to attract the public to the site; walkways, shopping, skating, boating etc.

The library is just around the corner from our house now, and the parking lot there is never full. Moving the library to one of the communities most expensive waterfront properties, is not the highest and best use of this waterfront public land. The city should take this opportunity to create an increasing tax base from the development. Public walkways, ferry terminals, and commuter rail system are all brilliant, as are the creation of an island, canal, boat access (public docking, I hope), and winter skating.

Good luck in the final planning.

Deborah Wilcox

Bedford has the opportunity to create something unique and vibrant. With the character of the surrounding community, an "old town" facade would work beautifully.

From: Jennie McLeod [REDACTED]
To: <morganp@halifax.ca>
Date: 15/07/2010 1:21 pm
Subject: Save the Bedford reef!

Dear Mr. Morgan.

My name is Jennie McLeod. I am 14 years old and starting grade 10 in the fall. I am writing this letter to you today to express my concern on the Bedford Waterfront development project.

When I was a little girl, I would run on the sand bars of Bass River NS and chase the sand pipers. But over the years the population (as you probably know) of sand pipers have declined drastically and are now an endangered species. I want to save them!

There is a small population of sand pipers, that is at a great risk on the bedford waterfront that should be protected but is being destroyed. I know that you probably think I'm just a kid that should mind her own business, but it is my dream to one day, as an adult, see my own children run on a sand bar somewhere and chase the sand pipers.

Please don't let these poor innocent birds suffer!

Sincerely yours,
Jennie McLeod.

From: Michael Devanney [REDACTED]
To: <morganp@halifax.ca>, <drisdelle@wdcl.ca>
Date: 16/07/2010 3:07 pm
Subject: Bedford basin infill

I want to go on the record as being fully against the infill going on in the Bedford Basin. Our economic system fails as of yet to acknowledge positive and negative externalities. Until this is fixed, it is up to those in positions of power to account for hidden costs of developments such as these.

Thank you,

Michael Devanney

Larry Uteck Blvd

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From: Sandi Banfield [REDACTED]
To: <regankm@gov.ns.ca>, <kelly@kellyregan.ca>
Date: 21/07/2010 1:36 pm
Subject: INFILLING IN BEDFORD BASIN
Attachments: ArielView.jpg; panaramicView.jpg; multipleStarfish.jpg; BedfordBasinInfilling.jpg
CC: <mat.mla@ns.sympatico.ca>, <snsmrmin@gov.ns.ca>, <premier@gov.ns.ca>, <d...

Hello Kelly and others,

My name is Sandra...i am writing to you to let you know, Kelly, as you are the MLA for our Bedford area, and others about the infilling that's going on in Bedford Basin...by the Bedford Waterfront Development...who plan to put up condos and shopping boutiques and a mini urban city. Their design plan can be viewed by clicking on their link on the HRM website for more details on the full plan. However, are you aware that besides "Crosby Island" which is being protected...there is also more natural shoreline as well. The area we are all concerned about is a natural tidal reef and pool..which is teeming with marine life, and also is home to nesting sandpipers along the shore..and there are ancient rock carvings in the Bedrock (which my partner has sent out to the museum of natural history to determine its origins), and all the natural forest as well, that will be at risk.

We had many photos of this natural habitat, and sent them on to a good friend who's a videographer..who created this beautiful yet disturbing video for Youtube. Also i have started a facebook group page called Save the Bedford Reef! in order to raise public awareness..and make available the email addresses of the project managers..as they indicated at the public meeting in June, that those are the email addresses where they could be reached, should someone wish to comment.

The youtube video has already reached over 2,270 views in just a little over 2 weeks. The viewing numbers are growing every day.

We have contacted the prov and fed wildlife officers, the bird conservationists, the ecology action center, david suzuki, the museum of natural history, Tim Outhit, local counsellor for Bedford District 21, the mayor Peter Kelly and countless others with our concerns.

While reading the "Coast" magazine the other day(July 15-July21 issue) ..i came across a great article about the HRM getting involved with Dalhousie to ensure a sustainable future for our urban forests. That is both impressive and wonderful!

On the website for Halifax's Urban Forest Master Plan..it states:

"HRM and Dalhousie University are developing an Urban Forest Master Plan (UFMP) to ensure a sustainable future for our urban forest. The Plan will provide a way forward for the stewardship of trees in the urban forest. We need citizens to take an active role in protecting and enhancing our urban forest for the health of our community, so get involved with the UFMP! "

Shouldn't citizens also need to take an active role in protecting the coastal shoreline and harbor as well as the forests?

Also in that same article it mentions that

"Trees are also important to a city's social health because they affect the look and feel of the places where we live, work and play".

That is true...and there are many trees in danger in the area next to Crosby Island on the Bedford Basin as well as the natural shoreline.

Wouldn't it make sense to save those trees, and that natural tidal reef and pool and bird habitat and incorporate it into the design plans for the waterfront?

It also states in the article in the Coast magazine that:

"HRM's urban forest includes ALL trees with in the urban core Street trees, park trees, trees on private and public land all make up our urban forest".

That being said, wouldn't the trees in this area, along with the natural shoreline and habitat being included in that? I am just a concerned citizen, who is taking an active role in trying to protect this natural habitat

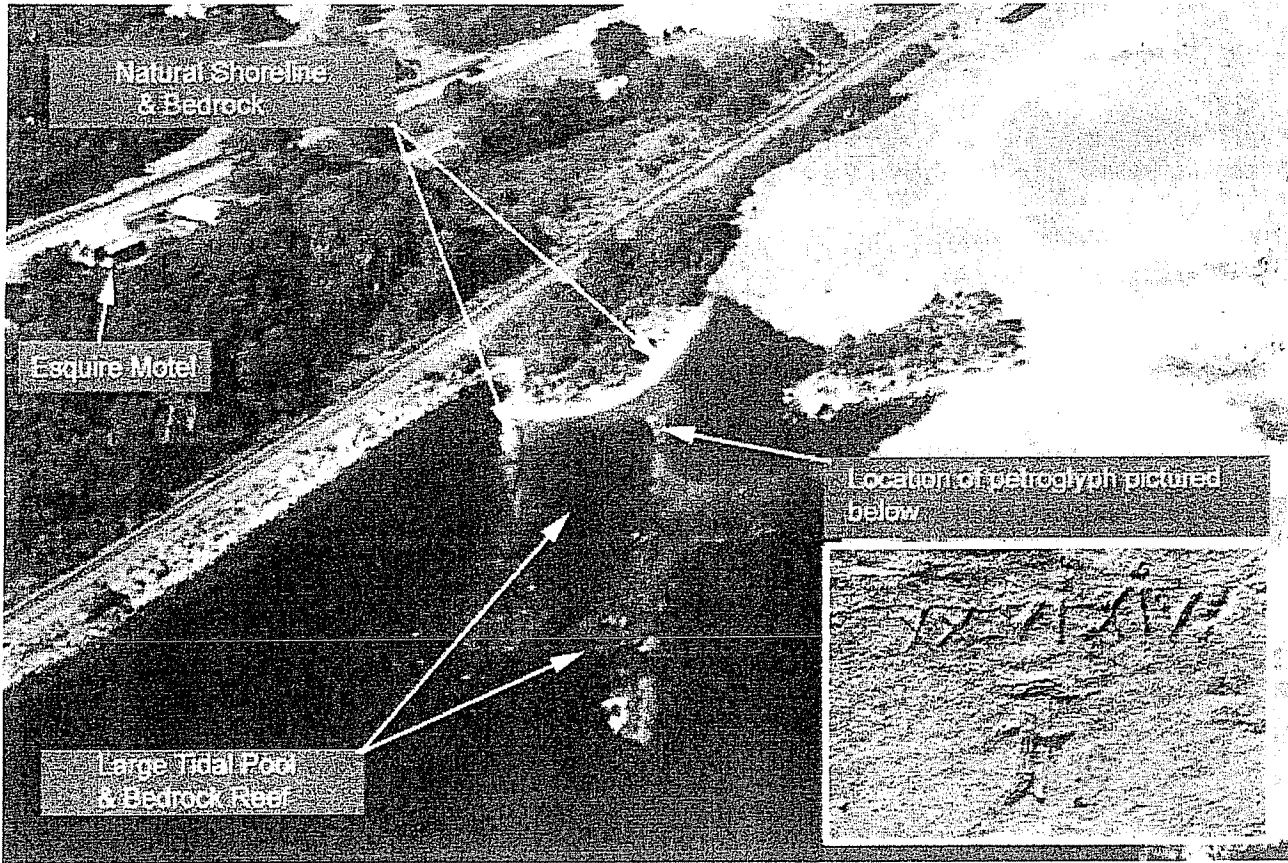
Thank you for your time, and i hope you have a chance to view the video. Getting feedback on it daily, and it

seems the general public is not in support of destroying this area.

<http://www.youtube.com/watch?v=GAoenfm0gOI>

kindest regards,
Sandra

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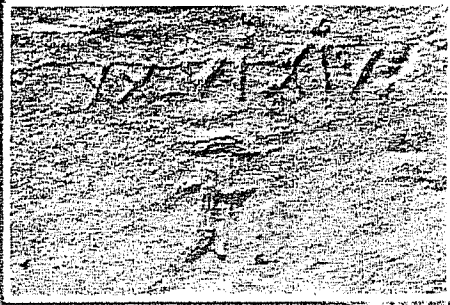


Natural Shoreline
& Bedrock

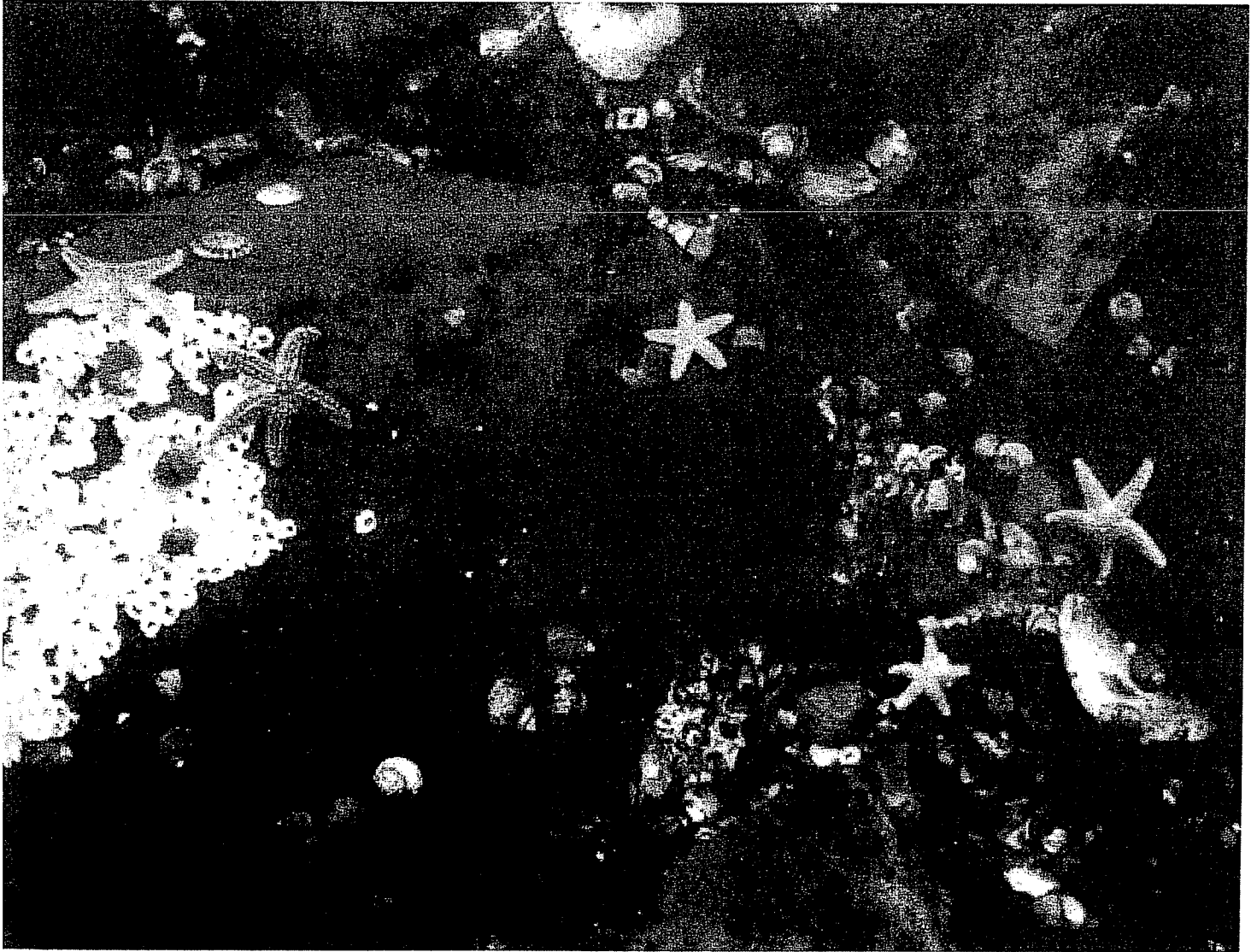
Esquire Motel

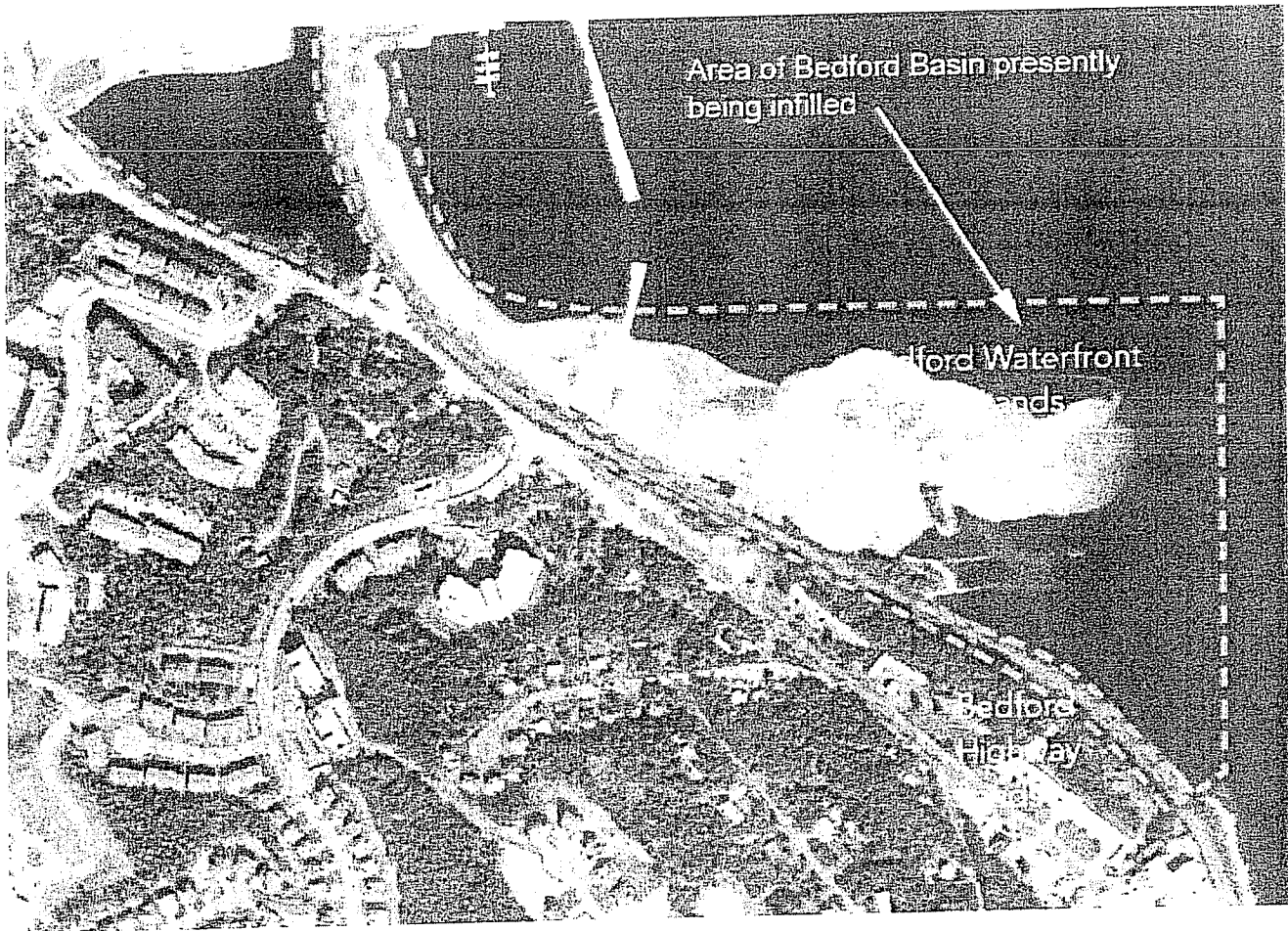
Large Tidal Pool
& Bedrock Reef

Location of petroglyph pictured
below









Area of Bedford Basin presently being infilled

Bedford Waterfront

Bedford Highway

From: Kate Dunlay [REDACTED]
To: <morganp@halifax.ca>, <drisdelle@wdcl.ca>, <kellyp@halifax.ca>, <outhitt...>
Date: 24/07/2010 2.58 pm
Subject: moving back from the edge rather than infilling

When I first saw the infilling happening in Bedford Basin, I thought to myself that some developer must have found a big loophole to be allowed to do such a thing in this day and age. It was distressing to me to find that government is actually in on this venture. Don't those involved realize the value of the natural bedrock reef in the basin? That is a resource, and a habitat for wildlife, which cannot be replaced. Secondly, we shouldn't be building anything on land that low anymore because it's going to be hard enough to deal with a rise in sea level in the future as it is.

There are other areas in Bedford that could be used to build the sort of development you are planning. High-density development is a good alternative to suburban sprawl, if planned well. It is also important to create vibrant community centres that will be places for cultural activity. Attention to public transportation is crucial. However, our immediate shorelines are not the place for this type of development -- except where already irretrievably changed by prior development. Move the development back from the edge of the shoreline.

I suppose it could be argued that since the project has started already, the damage is already done, which is clearly why the project proceeded before it should have. Please stop infilling before it's too late to save anything natural. Please limit the infilling and protect natural areas. Please re-examine basic assumptions. Artificial concrete waterfront is not of the same intrinsic value as natural waterfront.

Sincerely,
Kate Dunlay
Nightingale Drive, Halifax

From: Paul Morgan
To: Doug Kolmer
CC: Susan Caldwell
Date: 26/07/2010 9:43 am
Subject: Fwd: Re: Fw: Effect of Infilling by Crosby Island on Tidal Flushing of Bedford Bay

Doug: fyi.

[REDACTED]

>>> Paul Morgan 26/07/2010 9:38 am >>>
Richard: Sorry for the delay in responding to your question. Got caught up in a high priority report. The steering committee received your correspondence and met on July 14. There was deliberation but no recommendations have been made at this point. A lot of comments have been received. The committee meets again in September. You have been put on our E-mail notification list so I will keep you apprized of the status of this project.

>>> Richard Peckham [REDACTED] > 20/07/2010 9:46 am >>>
Hello Paul -

This issue was not brought up at the meeting.

Please let me know what happened.

Thanks,

Rich

----- Original Message -----

From: "Paul Morgan" <morgamp@halifax.ca>
To: "Richard Peckham" [REDACTED]
Sent: Monday, June 14, 2010 2:29 PM
Subject: Re: Fw: Effect of Infilling by Crosby Island on Tidal Flushing of Bedford Bay

Hello Richard: My co-manger on this project, Terry Drisdelle of Waterfront Development Corporation, will speak to this matter at the public meeting.

>>> Richard Peckham [REDACTED] 13/06/2010 7:05 pm >>>
Hello Paul -

When I raised this issue [below] at the June 10, 2009 Waterfront Design meeting, staff indicated that it would be looked into.

Please inform us on the outcome.

Thank you,

Rich Peckham
[REDACTED] Summit Street, Bedford

----- Original Message -----

From: Richard Peckham
To: Paul Morgan
Cc: Tim Outhit ; Walter Regan ; Gordon Fader
Sent: Thursday, June 11, 2009 3:33 PM
Subject: Effect of Infilling by Crosby Island on Tidal Flushing of Bedford Bay

Paul Morgan and Waterfront Development Corporation:

To follow up on the concerns of several of us at last night's Bedford Waterfront Phase 2 plans meeting, please verify that the infilling of

Bedford Bay at Crosby Island will not further impede the tidal flushing of the Bay.

Maps of the floor of Bay, Basin, and shelf between the two developed by Gordon Fader indicated existing restricted tidal flow, and that infilling would further restrict flow.

I also recall a red tide event which occurred in the Bay in the mid '90's.

I would think Ekistik's excellent design work would benefit from knowledge of the tidal flows; eg. possible stagnation of water in option 2 canals.

Thank you for an informative review of this exciting project.

Rich Peckham
Summit Street, Bedford

From: DenEde [REDACTED]
To: <drisdelle@wdcl.ca>, <morganp@halifax.ca>
Date: 28/07/2010 6:17 pm
Subject: Bedford Waterfront Development

I feel assured that had you realized the uniqueness of the environmental area that you are about to destroy you would have come up with an innovative solution. Please, now that you are aware, do it.
a concerned citizen and former resident of Bedford
Edie Hippern
902-435-5363

From: Paul Morgan
To: Paul Morgan
Date: 29/07/2010 10:31 am
Subject: Re: FW: Waterfront update

From: S. Swin [REDACTED]
Sent: July 20, 2010 5:33 PM
To: Undisclosed-Recipient;;
Subject: Waterfront update

After not hearing back from Terry Drisdelle (Project Mrg for the Waterfront), from neither my email nor my phone call, I emailed his boss, who in turn called Terry and asked him to get back to me, which he did. Here's the results:

They had lots of feedback as a result of the last (final) plan and have had a couple of meetings to plan how they will address the response back to the public. They are more-or-less taking the rest of the summer off to give some free time to those who have spent the past 3 years working on this volunteer project. They will be presenting the final plan, along with the feedback they received to council sometime this fall (I believe).

My main concern was the continued expansion of the infill into the harbour and I wanted clarification as to whether 60% of the infill already done (with 40% remaining) was of the entire project, and not just for phase 2, because if it was just for phase 2, it would mean we were only 60% of the way there. I was somewhat mistaken in my terminology in that there only is a Phase 1 (which was done, including deWolf Park) and the present infill area, being labeled A, B, C, so far. Terry has assured me that the 40% remaining refers to the part going up the coast to Clearwater (once ownership hurdles are addressed) and that the infilling in the present area is finished. Yay!!!!

He did mention that there was a lot of ignorance (ie, not understanding the rationale behind some of the decisions being made). For example, some were of the opinion that some greedy developers saw the infilling as a great opportunity to create tons of money and did not appreciate that the BWD had concluded that there was no way infilling could be done as it would cost too much to do. It was not until the province began to run out of space to put the pyritic slate that the province approached them and suggested that they could charge tipping fees for the dumping. Based on this new information, a study was done and it was determined that they would have to charge a tipping fee of \$7.50/ton, which would be enough to pay for capping the slate, and wind up with a "finished" base. This is how the project get started again and how it has led to where we are now.

Another point he made was the damage that some felt would be done to the environment (mainly fish habitat). He said that when he explained that because the slate had not been deposited properly in the past, it had leached into the streams resulting in considerable fish kill in the Sackville River about 7-8 years ago. This would continue to get worse unless a safe place was found to offset this damage. Once they heard this, they were on board.

He did say that the green space (deWolf Park) was always meant to be part of the whole development and not as an entity unto Phase 1 only.

He also said that there was a lot of open space (I think he mentioned 19%) in the Island and Canal areas that really didn't show on the map as green

space (ie, playgrounds) but were open-air fountains, skating rinks, etc.

We did not get into the lack of view planes from the Bedford Highway.

Thought you might appreciate getting this info.

sandy

From: Peter Kelly
To: bill.grace [REDACTED]
Date: 17/08/2010 3:41 pm
Subject: Re: Letter re Basin

CC: Paul Morgan; Tim Outhit
Dear Mr. Grace,

I apologize for the delay in responding to your Thank you for your correspondence of July 1, 2010 in which you expressed your strong disapproval of the infilling activities on the Bedford Waterfront. While I respect your opinions on this matter, I would like to take the opportunity to provide you with some background on this matter.

Being a founding member of the Bedford Waterfront Development Corporation in 1981, the thrust and focus of our vision was to bring "the basin back to the people" as it was an important asset that the public wanted access to. And as you stated, that access was restricted to those with ownership, or club ownership or easements. That being said, the area being infilled in the Bedford Basin is a water lot owned by the Waterfront Development Corporation Ltd. (the WDCL) which is a provincial Crown Corporation with a mandate to oversee the long-term development, and mixed use re-development and revitalization of the waterfronts in Bedford, Dartmouth and Halifax.

The WDCL has received all required federal and provincial approvals to infill this water lot. Additionally, the water lot being infilled has been approved as a safe disposal site for pyritic slate, which has provided a solution to protect the integrity of watersheds and wetlands throughout the Municipality. Development of this water lot was first proposed under the 1985 Waterfront Development Plan and policies for its future development were adopted by Bedford Town Council under the Bedford Municipal Planning Strategy in 1992.

In 2007, Halifax Regional Council, under its newly approved Regional Plan, initiated a Community Visioning Process for this area with a Community Liaison Group. Numerous opportunities were afforded for public input throughout the process. The resultant Bedford Waterfront Vision Statement and Strategic Action Plan was approved-in-principle by Regional Council in 2008. Stemming from the Vision Statement and Action Plan, a consulting team has been engaged by HRM and WDC to assist in preparing a concept plan and design guidelines for the Bedford Waterfront area. Council appointed a steering committee with representatives from the community and landowners to oversee the study and ensure that the public had opportunities for input. A public workshop and two well attended public presentations have been held to date.

Further detail regarding the Visioning Process and the Design Study may be found at the HRM web site (www.halifax.ca) and clicking on the Bedford Waterfront Design study. Should you wish further information or clarification, I suggest you contact Paul Morgan, the Planner assigned to this project, at 490-4482 (E-mail: morganp@halifax.ca).

Respectfully, I remain

Peter Kelly
Mayor

>>> "bill.grace@ns.sympatico.ca" <bill.grace@ns.sympatico.ca> July 10, 2010 2:59 pm >>>
See Attachment

From: Sandi Banfield [REDACTED]
To: <kelly@kellyregan.ca>, <outhitt@halifax.ca>, <regankm@gov.ns.ca>, <kelly...>
Date: 18/08/2010 8:24 am
Subject: FW: Links

Hi Kelly,

I look forward to speaking with you this morning. Here are some links to the youtube video, the online petition, (we will also have a paper petition going into the schools for the children in September when school starts) the children are very concerned about the environment and projects like this that destroy natural habitat. There is also a link for my facebook group which was put in place to raise public awareness, and i get many emails from people who are concerned and happy to have a place to voice their opinion and be kept up to date on what is happening in their own city. Also there is a link for the Vision HRM design project...so people can see the scope of what is proposed and what area will be completely lost.

The Urban Forest Master Plan openhouse meeting is tonite, with question and answer period to follow, i've already been informed by Jen Ross that it is outside of their "scope" to be able to save the wooded area around the reef/ western ledge of the bedford basin and surrounding area, but that i'm more than welcome to voice my concerns at the meeting. I am hoping something can be done to save the wooded areas as well, considering it is UFMP's mandate that they are all about sustainable forests within the HRM. I can forward you the email i sent to them as well. I have copied them on this email so that they are in the loop.

Also I have emailed to have copies of the meeting at Basin View School from June 16th of this year where the new proposal for the waterfront design study was unveiled. I have been informed via email that those minutes have not yet been approved and will not be until Sept 15th at the next meeting. I am eagerly awaiting seeing those published minutes of the meeting, as is much of the public.

thank you for your time Kelly,
i look forward to speaking to you,
kindest regards,
Sandra

Please see links below. we also have another online petition that was up before this one, and we have already collected and printed the names from that one. this is our second one.

Youtube Video "Bedford Waterfront Development"

<http://www.youtube.com/watch?v=GAoenfm0gOI>

Petition to "Save the Bedford Bedford Basin Reef"

<http://www.ipetitions.com/petition/bedfordbasinreef/>

Facebook page "Save the Bedford Basin Reef"

<http://www.facebook.com/group.php?gid=106453252739921>

Bedford Waterfront Design Study

<http://www.halifax.ca/visionhrm/BedfordWaterfront/>

From: Lynn Doucette [REDACTED]
To: <morganp@halifax.ca>
Date: 01/09/2010 10:00 am
Subject: Bedford infilling

Lets keep the Reef in Bedford. We need to protect nature!

From: Melissa Keith [REDACTED]
To: <morganp@halifax.ca>, <drisdelle@wdcl.ca>
Date: 13/10/2010 11:08 am
Subject: Re: Bedford Basin Infilling for Condos

Dear Mr. Morgan and Mr. Drisdelle:

I am writing to express my anger at the level of over-development that HRM is permitting on Bedford Basin, as exemplified in this You Tube video:

<http://www.youtube.com/watch?v=GAoenfm0gOI>

This is not acceptable. I am a resident of Lower Sackville and am studying Environmental Engineering Technology (Water Resources), and it appears to me that there is a blatant putting of short-term profit for few (i.e. developers) ahead of long-term benefits for all of us (i.e. humans, other species, the land itself, the water). The argument that this sensitive area "needs" development is flawed--there is no shortage of housing in HRM. In fact, headlines in local and national media repeatedly showcase the same trend: fewer buyers for real estate in general, and the aging of our population (i.e. many moving in with adult children or into nursing/seniors facilities in the next few years).

Please consider the species in this area, and the fact that there are adequate other housing options available in HRM already. (It is not as though this is low-income subsidized housing addressing the needs of the one group that is genuinely poorly provided for in this area.) I have sampled water at Mill Cove and seen, first-hand, the starfish, birds, jellyfish (salps), and other fauna present there. Where will they go when the Basin is uninhabitable due to constant encroachment and destruction?

If HRM wishes to retain young professionals with a green mindset, this type of "development" is a very poor way to demonstrate it. I certainly plan on moving out of the Municipality upon acquiring my diploma, unless there is some concrete and demonstrable action to halt this type of short-sighted urban planning. Please watch the following video, by Australian band Midnight Oil, to take a look at another example of what we stand to lose, in exchange for more coastal eyesores and infilling:

<http://www.youtube.com/watch?v=OcKcjpSWmm0&ob=av2e>

Thank you for your time.

Sincerely,

Melissa Keith
[REDACTED]

From: "dskolmer" [REDACTED]
To: "Paul Morgan" <morganp@halifax.ca>
Date: 03/11/2010 2:08 pm
Subject: FW: Environmental Assessment Feedback - ITS Action Bedford Waterfront

Hi Paul,
here is the reply I received from NS Environment.

Doug

-----Original Message-----

From: Bernard J Matlock [mailto:MATLOCBJ@gov.ns.ca]
Sent: November 1, 2010 2:33 PM
To: dskolmer [REDACTED]
Cc: Norma J Bennett; Stuart G Dockerty; Stephanie A Jobe; Maxine M
Manuel; Stephen B Westhaver
Subject: Fwd: Environmental Assessment Feedback - ITS Action

Doug: I have been requested to respond to your e-mail enquiry regarding the infilling of Mill Cove in the Bedford Basin. I will attempt to answer your questions in the order which you have posed them.

1. I am not aware of any Environmental Assessment which was done on this project in the 1980's. The first provincial Environmental Assessment legislation to be promulgated was in 1988 and there would be no specific trigger to have this require a provincial environmental assessment. It is my understanding that federal authorities, including Transport Canada, Canadian Coast Guard, DFO and Environment Canada were aware of the infill project and granted written authorizations between the early years of 1988 and 1991. The Waterfront Development Corporation currently holds an approval from our Department for the infill.
2. Yes, the limit is specified in the approval and generally covers pre-confederation water lots owned by the Waterfront Development Corporation.
3. Yes, the disposal was reviewed and deemed to be acceptable. Sub-aqueous storage and disposal of sulphide bearing materials, (including what is termed slates) is today widely accepted by the mining industry to be the preferred option for the mitigation of potentially acid generating materials.
4. If you wish to obtain of a copy of the provincial approval # 2005-048440 you will need to make application through our Access to Information process. An Environmental Registry application can be obtained at the following web address: <http://gov.ns.ca/nse/resources/permits.asp#information.access>
5. A study was commissioned in 2002 by the Waterfront Development and Environment Canada in 2002. The final report was prepared by Jacques Whitford on behalf of the two parties and is entitled " Final Report, Marine Placement of Acidic Soils, Investigation of Environmental Aspects, Bedford Basin Study Area, Halifax , N. S. Project No. 14387 August 26, 2002.

In general, the finding supports the continued long term placement method being undertaken at the site.

Should you have any questions I can be reached at 430-5942.

Bernie Matlock, P. Eng.

Bernie Matlock, P. Eng.
Central Regional Office

>>> Norma J Bennett 2010-10-21 8:46 PM >>>
Hi Bernie,

Please provide a response to the email below and copy me, Maxine and Stephanie Jobe,

Thanks,

Norma

>>> Christine M Penney 2010-09-15 2:58 PM >>>
Norma,

Please provide a reply and cc; Maxine and Stephanie. Thanks Christine

>>> Web Account Environmental Monitoring and compliance 9/15/2010 11:51 AM
>>>
Hi Christine.

Could you please respond to this inquiry and copy me on the response.

Thanks,
Stephanie

[REDACTED]

name: Doug Kolmer

email: [REDACTED]

comments: Infilling at Mill Cove in Bedford basin: 1. Was there an EA done in the early 1980s? 2. Was there a limit established for the physical extent of the infill? 3. I understand that it was justified as a safe means of disposing of pyretic slate - putting the slate under salt water and covering it with capstone and riprap. Is that the case? 4. How can I obtain a copy of the EA? My name is Doug Kolmer and I'm the Chairperson of the Bedford Waterfront Vision Implementation Committee. We'd like to know if the science behind the decision still stands, and if there's a need for updating the assessment. Thank you for whatever help you can provide.

Page Last Viewed: www.gov.ns.ca/nse/ea/projects.asp

From: "dskolmer" [REDACTED]
To: "Brad Harnett" [REDACTED]
Date: 04/11/2010 2:25 pm
Subject: FW: Gordon Fader's Talk

Hello folks,

Here's a copy of emails between Alan and Mark Currie
The guy who produced the You Tube video last summer.

We agreed to circulate it to the committee.

Doug

-----Original Message-----

From: Alan McIver [REDACTED]
Sent: November 3, 2010 5:52 PM
To: Doug Kolmer; Terry Drisdelle; paul morgan
Subject: Fw: Gordon Fader's Talk

To Doug, Terry and Paul

For your information regarding Fader's talk and my subsequent
correspondence with Mark Currie

Alan

From: "Mark Currie" [REDACTED]
Sent: Tuesday, November 02, 2010 11:46 PM
To: "Alan McIver" [REDACTED]
Subject: Re: Gordon Fader's Talk

> Hi Alan,

>

> You may pass it along at your discretion. Have you been given an
> opportunity to read an assessment of any sort surrounding the infill?

>

> Regards, Mark

>

>

> Alan McIver wrote:

>> Hello Mark

>>

>> Thanks for your follow up e-mail. Interesting that we happened to sit
>> together! The presentation was fascinating and Gordon gave a lot of
>> points for consideration, particularly regarding the 23 m former
>> shorelines and the fact that the area in the vicinity of Crosbie Island
>> in the 9000 year time-span when the area surrounded fresh-water lakes,
>> during Mi'kmaq occupancy would have been a prime camping and fishing area
>> with probable middens present.

>>

>> There were not a lot of questions after yours. I asked one of the last
>> questions related to the vulnerability of the proposed development site
>> in the event of a "catastrophic" storm surge. He said that such an event

>> is highly probable and would be very significant. Subsequent to
>> Hurricane Juan he had personally advised the raising of wharf heights by
>> at least a metre in the Halifax harbour and adding that even much of
>> lower Water street is already quite vulnerable if such an event were to
>> occur.

>>

>> Yes, I am still a member of the Visioning Committee and we continue to
>> look at all aspects of the current design study before it goes to the
>> next Committee level. Our comments will include Environmental as well as
>> Social concerns together with recommendations to help planners and
>> decision-makers in their plans to development this site.

>>

>> If you agree, I would like to share your e-mail comments with Doug
>> Kolmer, the chairman of the Bedford Vision Implementation Committee (and
>> the other members of the committee too if appropriate). Doug showed
>> great interest in attending Gordon Fader's presentation but was
>> unavoidably away when the presentation was given.

>>

>> All the best,

>>

>> Alan McIver

>>

>> -----

>> From: "Mark Currie" [REDACTED]

>> Sent: Saturday, October 30, 2010 10:27 AM

>> To: "Alan McIver" [REDACTED]

>> Subject: Gordon Fader's Talk

>>

>>> Hello Alan,

>>>

>>> Great to see you & your brother again Tuesday evening
>>> Apologies for the delay in contacting you. I have been scrambling this
>>> week to put the final touches on my son's Halloween costume.

>>>

>>> Gordon's presentation was fascinating. It clearly illustrated the
>>> archaeological potential of the western ledges and the importance of the
>>> Goldenville Quartzite formation. So many interesting aspects to this.
>>> How productive was the Q&A session? Was there further discussion
>>> surrounding the infill & Western Ledges?

>>>

>>> We have been working hard to preserve the ledges since we last
>>> communicated over the summer and are making headway. We recently met
>>> with the WDCL and proposed, in writing, the establishment of a coastal
>>> park with what is left of the ledges. Also, I found out that the WDCL
>>> never conducted an archaeological assessment. This was determined
>>> through dialog with Laura Bennett, Coordinator, Special Places
>>> Department of Tourism, Culture and Heritage. As a result, the the WDCL
>>> has been advised by Laura Bennett to conduct a full terrestrial and
>>> underwater archaeological survey of the project area.

>>>

>>> Through a bit of pestering we were also able to obtain a copy of the
>>> 2002 Environmental Screening Report for the two water lots the encompass
>>> Crosby Island & the reef. I had Chris Taggart, Fisheries Oceanographer
>>> at Dal, to have a look at it. His opinion of this Environmental Report
>>> is nothing short of scathing! I had a Geologist look at it well and he
>>> had an equally dim view of it's contents or, shall I say, lack of it.

>>> WDCL is well aware of the opinions of Chris Taggart as he attended the meeting with us!

>>>

>>> Lots going on. We now have the support the Ecology Action Center, Nova Scotia Environmental Network, and the David Suzuki Foundation have confirmed that they are aware of activities and watched our Youtube video. The Atlantic Sierra Club and the Halifax Field Naturalist Society are supportive and we have had dialog with Aboriginal Affairs over the last month or so. (Gordon Fader's talk outlined just how much potential there is in the area for early occupation). Interestingly, maps of the 1840-50s show Crosby Island named Indian Island! Many more organizations and individuals have been contacted and are too many to list.

>>>

>>> Our Facebook group is now up to 350 members and continues to grow with the Youtube video also up with over 3100 views.

>>> A ton of work left to do to save the reef and lobby for a coastal park!

>>>

>>> Are you still a member of the Vision Implementation Committee for the Bedford waterfront?

>>>

>>> Mark

>>>

>>>

>>

>

>