

North West PAC – April 2, 2014

M E M O R A N D U M

TO: Chair and Members of North West Planning Advisory Committee (NWPAC)

FROM: Andrew Bone, Senior Planner

DATE: March 17, 2014

SUBJECT: **Case No. 18781 - Application by West Bedford Holdings Limited to enter in to a development agreement to permit a mixed used (residential, institutional and commercial) subdivision at Sub-Areas 7 and 8, Bedford West, Kearney Lake Road, Bedford and Hammonds Plains.**

The Bedford West area is in excess of 1200 acres located between Hammonds Plains Road, Highway 102 and the Kingswood Subdivision. The area is covered by three HRM planning documents; the Bedford, Halifax and Beaver Bank, Hammonds Plains and Upper Sackville Municipal Planning Strategies (MPS's). Within each of these documents, the Bedford West Secondary Planning Strategy is placed.

In 2006, Regional Council selected Bedford West and several other areas of the Municipality as urban growth areas and established policies in the Municipal Planning Strategy (MPS) which would enable such growth to be entertained through the development agreement process. These policies cover issues such as environmental protection, community design, phasing, parkland requirements and engineering and transportation issues.

A series of development agreements for mixed use subdivisions (including residential, commercial, institutional and parkland land uses) have been negotiated and approved by North West Community Council since 2006 for Sub Areas 2, 3, 4, 5 and 9 (Map attached).

The applicant is proposing to enter in to a development agreement for Sub Areas 7 and 8 of the Bedford West area. Please find attached a set of plans and supporting information detailing the above noted proposal by West Bedford Holdings Limited.

Existing Use: The subject lands are undeveloped and forested.

Designation: Bedford West Secondary Planning Strategy (BWSPS) under the Beaver Bank, Hammonds Plains and Upper Sackville Municipal Planning Strategy (MPS), the Bedford MPS and the Bedford West Secondary Planning Strategy.

Zoning: BWCDD (Bedford West Comprehensive Development District) Zone under the Beaver Bank, Hammonds Plains and Upper Sackville Land Use By-law (LUB) and the Bedford LUB. All development in this zone is required to proceed through a development agreement process.

Sub Area: The Bedford West area is divided in to various Sub Areas which each have their own specific criteria for development. The Subject lands are in Sub Areas 7 and 8 which are located immediately west of Kearney Lake Road, north west of Belle Street and south-east of Blue Mountain Estates subdivision.

Proposal: West Bedford Holdings, the property owner, is seeking a development agreement (legal contract) to permit a mixed used subdivision at Sub Areas 7 and 8 of Bedford West. The Sub Areas are located west of Kearney Lake Road in the communities of Bedford and Hammonds Plains. The proposal includes a mix of commercial, residential, institutional and parkland land uses. The combined proposal includes approximately:

- 697 (single, semi, townhouse) dwelling units
- 950 multiple unit dwelling units
- 7.6 acres institutional
- 34.2 acre commercial (including 468 multiple unit dwelling units)
- Total 2115 dwelling units

MPS Policy: The application can be considered subject to the Bedford West SPS policies, which allow Council to consider mixed use subdivisions for Sub Areas 7 and 8. Relevant planning policy is attached for your reference (Attachment A).

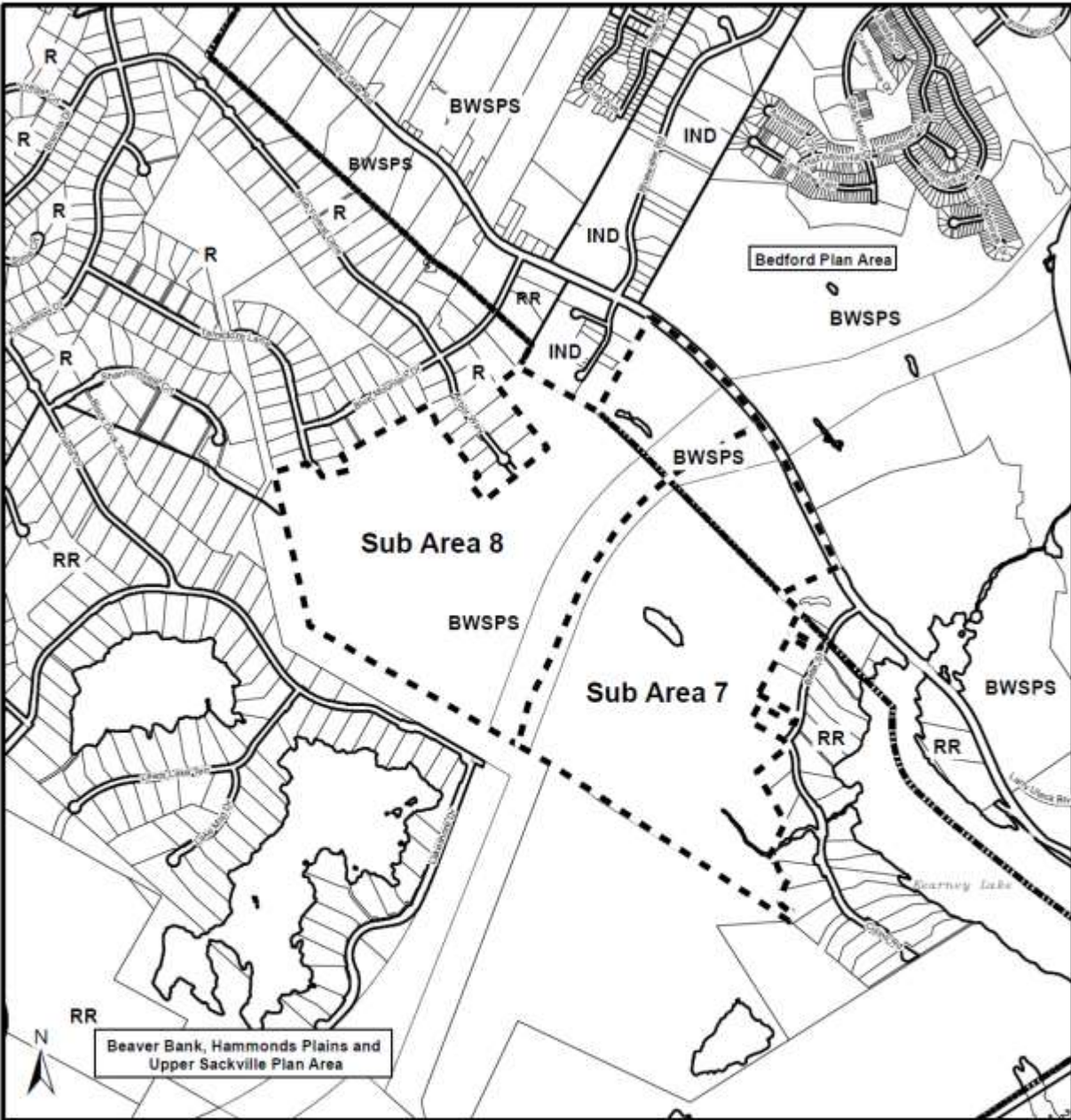
Process: Staff have opened the above noted application and held a Public Information Meeting on Monday, December 2, 2013. A copy of the meeting notes for the public information meeting are attached for reference.

Input Sought from Committee:

Staff is requesting that NWPAC review the application and provide comments related to land use compatibility concerns, community form or requirements for the development that should be identified. PAC's recommendation will be forwarded to Community Council at a later time under a separate report.

Attachments:

Map 1	Generalized Future Land Use
Map 2	Zoning
Map 3	Bedford West Sub Area Map
Attachment A	Relevant Bedford West SPS Policies
Attachment B	Application Letter
Attachment C	Proposed Plan Package
Attachment D	Meeting Notes - December 2, 2013



Map 1 - Generalized Future Land Use
Bedford West



Bedford and Beaver Bank,
Hammonds Plains and Upper Sackville
Plan Area

Bedford Designations

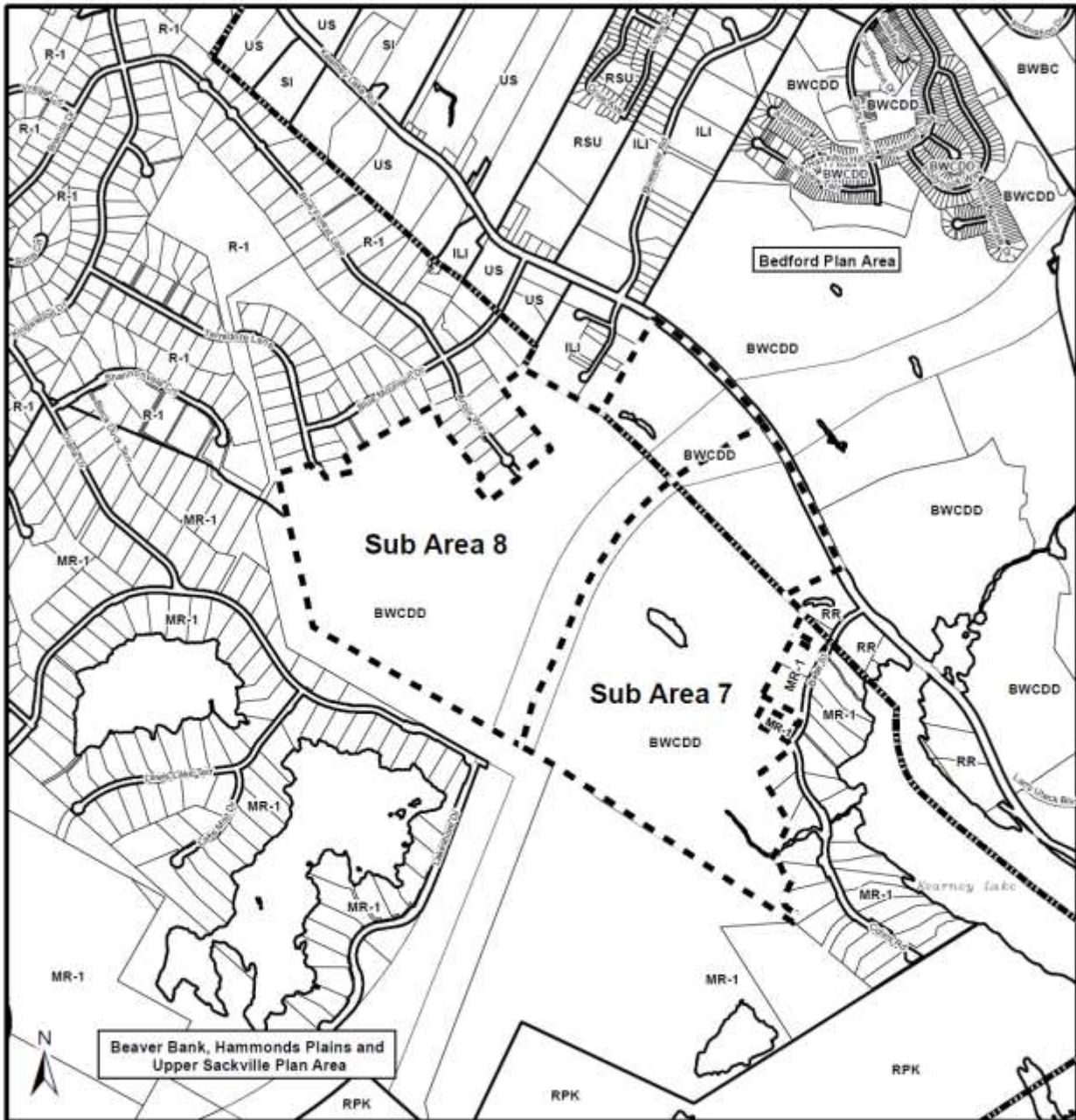
RR	Residential Reserve
IND	Industrial
RCDD	Residential CDD
CCDD	Commercial CDD
BWSPS	Bedford West SPS

**Beaver Bank, Hammonds Plains and
Upper Sackville Designations**

R	Residential
RR	Rural Reserve
BWSPS	Bedford West SPS

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

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



Map 2 - Zoning

Bedford West

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DEVELOPMENT APPROVALS

Bedford Zones

RSU	Single Dwelling Unit
RR	Residential Reserve
US	Urban Settlement
SI	Institutional
LI	Light Industrial
BWCCD	Bedford West Comprehensive Development District
BWBC	Bedford West Business Campus

Beaver Bank, Hammonds Plains and Upper Sackville Zones

R-1	Single Unit Dwelling
MR-1	Mixed Resource
RPK	Regional Park
BWCCD	Bedford West Comprehensive Development District

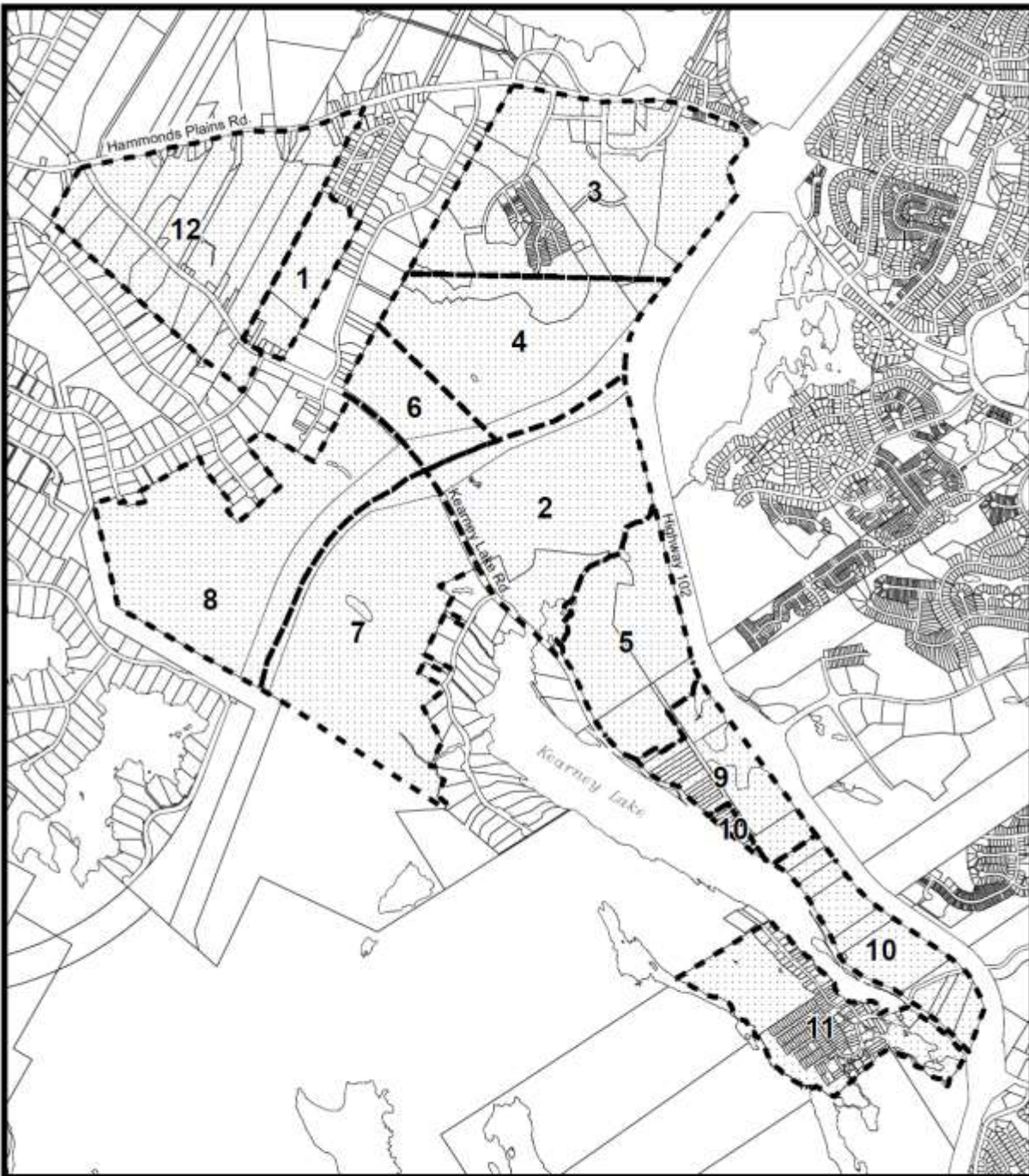


Bedford and Beaver Bank,
Hammonds Plains and Upper Sackville
By-Law Areas

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

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Map 3- Bedford West Sub Area Map



Map 4 (Schedule BW-6 of the Bedford West SPS)

 Bedford West Development Sub-Areas



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Planning Services



May 16, 2011

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

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Attachment A - Relevant Bedford West SPS Policies

THE BEDFORD WEST SECONDARY PLANNING STRATEGY

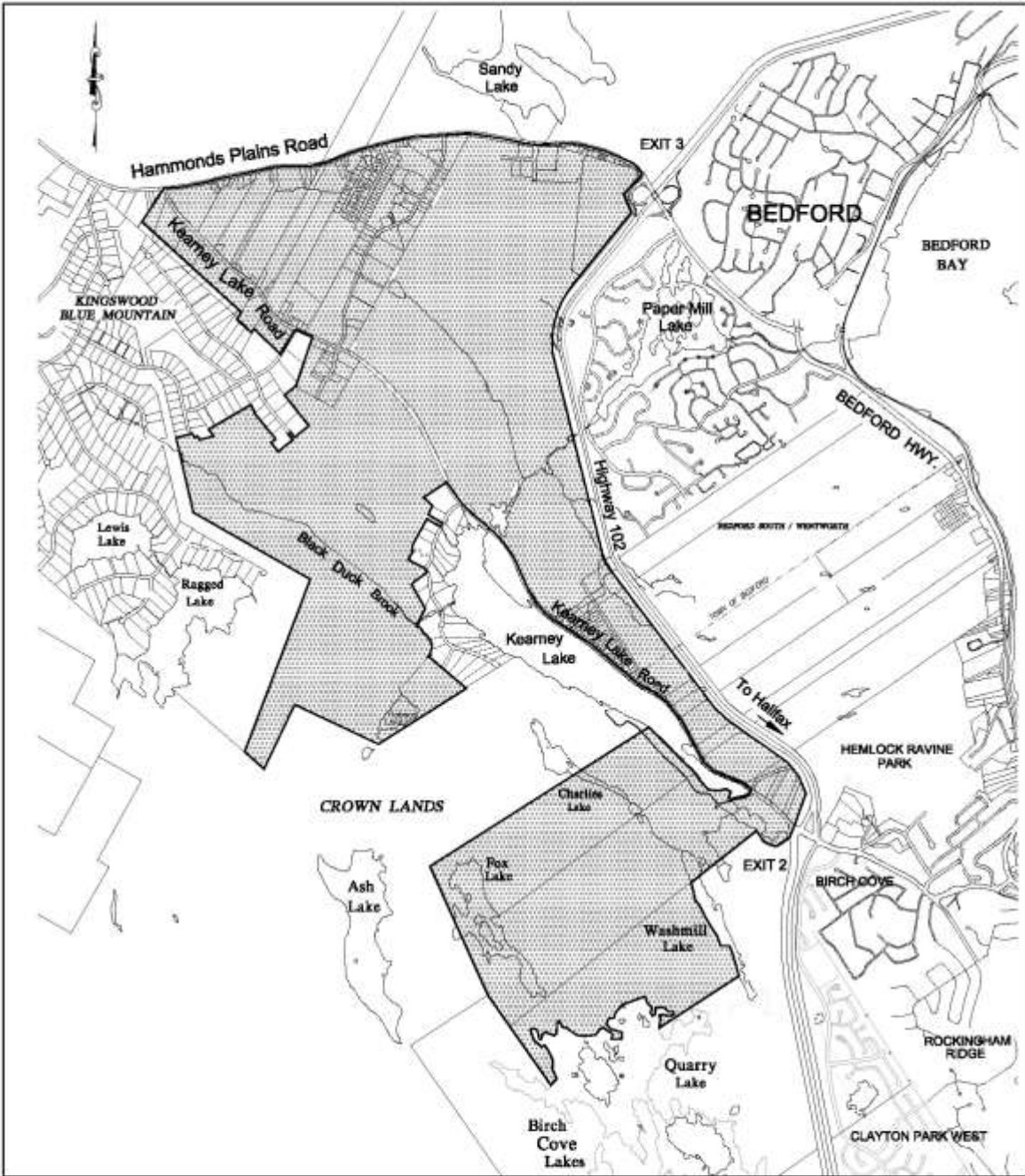
Background

In 2002, Regional Council directed that a master planning study be undertaken on lands on the west side of the Bicentennial Highway, in the vicinity of Hammonds Plains Road and Kearney Lake Road. The study was initiated in response to requests from two property owners to allow for development on municipal sewer and water services. Annapolis Group Ltd. owned approximately 1,200 acres and proposed to develop a comprehensively planned community while several family members requested municipal approvals to allow for a further 40 acre expansion of Peerless Subdivision with single unit dwellings.

In 2003, Council approved a study area boundary, study terms of reference and a public participation program¹. The study area boundaries, encompassing a total area of approximately 2,600 acres, are illustrated on Schedule BW-1. The terms of reference were to prepare conceptual community plans which:

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

¹ Details can be found in a staff report re: Bedford West Master Plan (Project 00382), dated January 17, 2003 and presented at the February 25, 2003 session of Regional Council.



**STUDY AREA
BEDFORD WEST**

SCHEDULE BW-1

MARCH, 2005

A public participation committee was appointed with citizen representatives from Bedford, Hammonds Plains, and Prince's Lodge/Clayton Park. The committee's mandate was to ensure the public had opportunities to express opinions; collaborate with staff and developers in preparation of a plan; provide advice on policy and regulatory documents proposed; and confer with the Regional Planning Advisory Committee (the RPC).

The Bedford West master planning study was undertaken while a regional planning program that was being prepared under the supervision of the RPC. This secondary planning strategy has therefore been prepared in accordance with the master plan study terms of reference established by Council and in conformity with all relevant regional plan policies being proposed.

Environmental Protection

Lakes and Watercourses

A vast majority of the study area is within Paper Mill Lake watershed which includes Washmill Lake, Quarry Lake and Suzie Lake. Dam structures control water elevations at the outlets of Paper Mill Lake, Kearney Lake and Quarry Lake. The dams which remain under the ownership of Annapolis Group have historically been used for power generation at a turbine on Moirs Mills. Today, the lakes are used for various recreational activities such as swimming, fishing and boating - activities which are highly valued by the surrounding communities and which are dependent upon maintenance of the dams.

Annapolis Group has entered into negotiations with the Province pertaining to the upgrading of the dams and has proposed that control gates be introduced for flood control and storm water management purposes. Two studies: *Bedford Dams Comprehensive Review* (SGE Acres, October 2003) and *Bedford West Stormwater Management Pre-Design Brief* (SGE Acres, March 2004) were submitted by Annapolis to the Province in support of this proposal.

The Municipality supports preservation of the dams and the introduction of flow control mechanisms which reduce flood risks and which further good stormwater management practices provided that lake levels are maintained within ranges needed to sustain recreation activities and maintain shoreline aesthetic. The Municipality also supports an ownership plan to ensure proper long term operation and maintenance of the dams.

Annapolis Group also had two further studies prepared in support of its development proposal: *Water Quality Assessment of Water Bodies Contained in the Bedford West Planning Area Using a Phosphorous Loading Model Approach* (Dalhousie University Centre for Water Resource Studies, April 2004) and *Bedford West Planning Area: Subwatershed Management Plan* (Jacques Whitford, May 2004).

The first study concluded that best management practices may be needed both during development and afterward to maintain a water quality in the lakes that is satisfactory for recreational activities. Leaching from septic fields from existing development in adjacent areas may also contribute to phosphorous loading and mitigative measures may be needed over the long term. The study recommended that a monitoring program be established on lakes throughout the watershed.

The Jacques Whitford study examined the characteristics of the watershed and the proposed development and prepared guidance for more detailed stormwater management plans.

Objectives:

- to undertake storm water management planning on a watershed basis with community design based on natural drainage patterns;
- to prevent flooding of properties and safeguard flood plains;
- to preserve the water quality of lakes and rivers;
- to preserve groundwater flows;
- to support regional initiatives in solid waste recovery, Halifax Harbour remediation and watershed management.

Policy BW-1:

No development agreement shall be approved unless a master storm water management plan has been prepared, reviewed by the Bedford Waters Advisory Board and accepted by the Municipality. The management plan shall:

- a) ***identify significant constraints and sensitivities with regard to flood potential, and environmental features and provide appropriate protection measures;***
- b) ***provide estimates of pre-development and post development flow rates (where post development flow rate means the expected flow rates upon full build out of an area as permitted by the development agreement) at critical locations within watercourses such as at culverts and other road crossings and at downstream developments;***
- c) ***outline the type and location of storm water management facilities and the approach to protecting receiving waters from contamination, excessive flow rates and loss of aquatic habitat and to protect the quantity and quality of groundwater flows; and***
- d) ***conform with the recommendations of the Bedford West Planning Area Subwatershed Management Plan (Jacques Whitford: May 2004) unless otherwise acceptable to the Municipality and the Province.***

Policy BW-2:

No subdivision approvals shall be granted unless the detailed design specifications conform with the master stormwater management plan approved under policy BW-1.

Policy BW-3:

A water quality monitoring program shall be undertaken for the Paper Mill Lake watershed, illustrated on Schedule BW-2 to track the eutrophication process. The program is to be designed in accordance with national guidelines established by the Canadian Council for Ministers of the Environment (the CCME guidelines) and undertaken by a qualified persons retained by the Municipality and financed in whole or in part by developers within the watershed area. Specifics of the program are to be negotiated under the terms of a development agreement in consultation with the Bedford Watershed Advisory Board. The monitoring program shall:

- c) specify the duration of monitoring for the pre-construction, construction and post-construction phases of development. Pre-construction phase means a period of time before construction activity starts. Post-construction phase means a period of time that commences at full build out of the area permitted by a development agreement. Construction phase means the full time period between the pre-construction and post-construction phase);**
- b) specify the physical and chemical water quality indicators to be measured, the location and frequency of testing and the format of submissions to the Municipality in each phase referenced under clause (a);**
- c) establish physical and chemical water quality indicator threshold levels for the recreational uses of the lakes which would be used as a basis for reevaluating watershed management controls and future development potential within the area. The threshold indicators are to be established prior to any development approvals being granted;**
- d) conform with all water quality policies, specifications, protocols and review and approval procedures approved by Regional Council.**

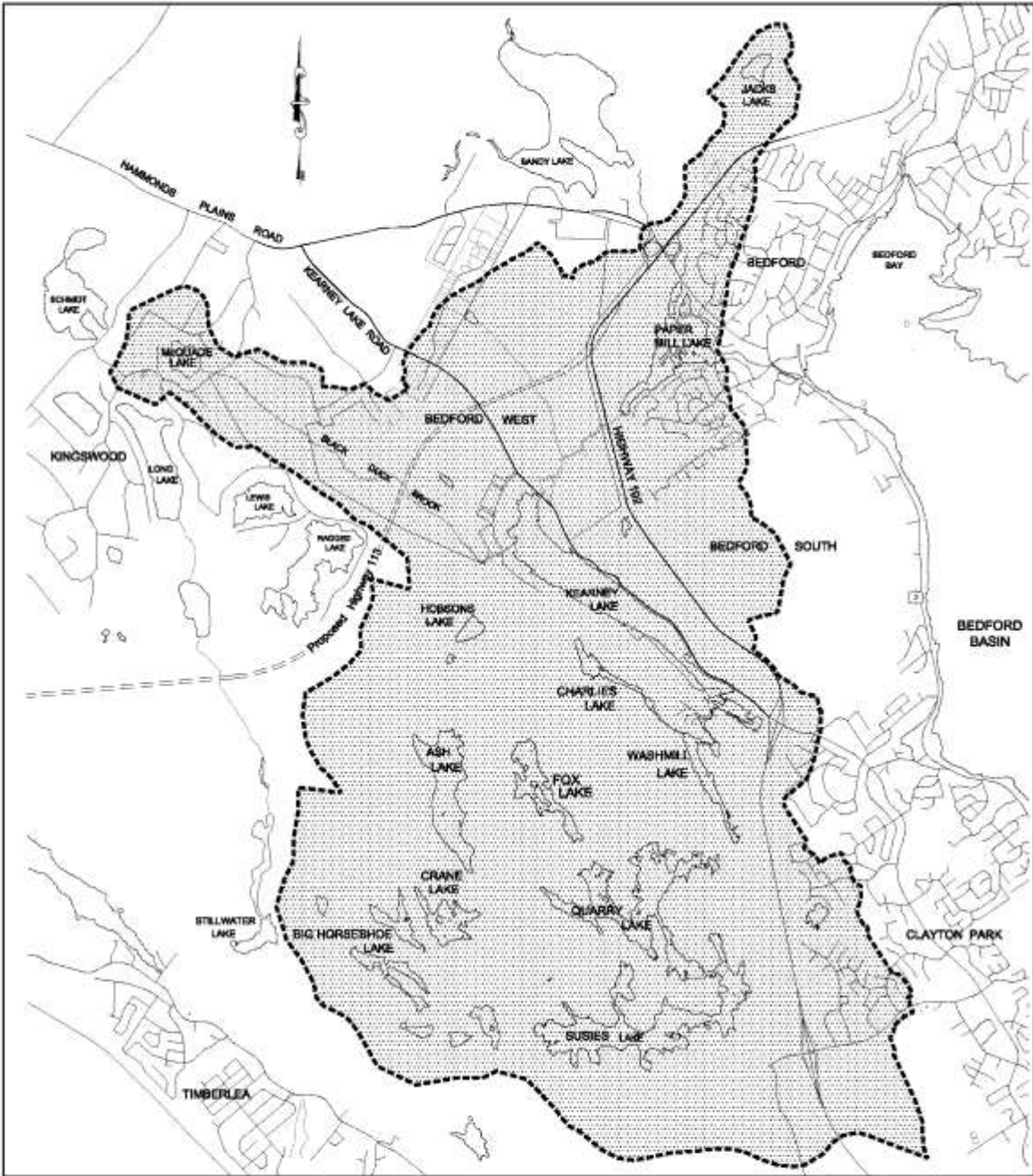
Policy BW-4:

Where the Community Council is satisfied that a development agreement application has been made for a development proposal which could not be reasonably expected to impact the quality of water within the Paper Mill Lake watershed, the requirements of policy BW-3 may be waived.

The Community Council shall seek the advice of the Bedford Watershed Advisory Board before granting any waiver.

Policy BW-6:

No stormwater shall be discharged directly into any natural watercourse without the use of mitigative measures as stipulated in under the stormwater management plan and in accordance with municipal and provincial guidelines.



**PAPERMILL LAKE WATERSHED
BEDFORD WEST**

SCHEDULE BW-2

MARCH, 2006

Policy BW-7:

No development, grade alteration, excavation, fill, pavement or removal of natural vegetation shall be permitted within one hundred (100) feet of the high water mark, or within the limits of any 1 in 20 year flood plain of Kearney Lake, Kearney Lake Run or Black Duck Brook or within sixty-six (66) feet of the high water mark of any other watercourse, or within the limits of any 1 in 20 year flood plain of any watercourse, except as provided for by development agreement in accordance with an approved water management plan approved pursuant to the provisions of policy BW-9 or as provided to allow for trail systems, transportation crossings or utilities.

Preservation of Trees and Environmentally Significant Features:

Objectives:

- to identify, preserve and maintain significant environmental features;
- to protect riparian buffer areas around lakes and watercourses;
- to minimize site disturbance, maximize tree retention and to restore trees over area which have been disturbed by development activities

Policy BW-8:

No development agreement shall be entered into over lands on which trees have been removed except:

- a) as may be required for a bonafide land survey;***
- b) to satisfy any provincial or federal requirements; or***
- c) where, in the opinion of Council, the extent of such cutting would not preclude achieving the three objectives stated above.***

Policy BW-9:

Within any watercourse protection setback established under policy BW-7, no vegetation or soil shall be removed or altered unless a management plan has been approved to provide for restoration of vegetation, shoreline access paths, habitat management, safety and welfare or shoreline recreation where such provisions may be made without adversely affecting the primary purpose of preserving water quality in the lake. Any study or management plan submitted pursuant to this clause shall be prepared by a person qualified to make the required determinations and an approval procedure shall be established under the terms of a development agreement.

Policy BW-10:

Wetlands, lakes, watercourses, endangered species habitat and any other features of environmental significance shall be delineated as non-disturbance areas under development agreements. Non-disturbance areas shall be located to allow for

continuity of non-disturbance areas on abutting lots, municipal parkland and open space dedications, and natural areas adjacent to watercourses.

Policy BW-11:

A tree replanting program shall be incorporated into development agreements. The program shall specify the locations, number, type and diameter of trees to be planted. The type of trees shall be indigenous to Nova Scotia.

Policy BW-12:

Development of major land areas on slopes in excess of twenty-five percent (25%) shall be prohibited under any development agreement except where it can be demonstrated that such development would not create any hazard and could better preserve open spaces or areas of environmental value.

Policy BW-13:

The Municipality may allow for modifications to the service system specifications adopted under subdivision regulations where such modifications would enhance the ability to preserve the natural environment without compromising the intended objectives of the service systems.

Municipal Services

The feasibility of servicing the Bedford West area was examined and compared to ten other potential development areas around the metropolitan area under the regional planning program. A study concluded that Bedford West was one of two study areas with minimal constraints to development and had low servicing costs per acre².

Servicing costs were deemed low because there was already considerable infrastructure in the area which could be utilized for new development. The transmission main from the Pockwock Lake water supply to Halifax extends along Kearney Lake Road making a potable water supply readily available. Halifax Regional Water Commission had previously commissioned a study to determine infrastructure needed to service this area³.

Traffic from Bedford West is easily accessible to the Bicentennial Highway - a principle arterial road for the region - via interchanges at the Hammonds Plains Road and Kearney Lake Road and from a future interchange proposed with Larry Uteck Boulevard. Annapolis Group Ltd., the major land owner within the Bedford West study area, prepared a transportation plan which concluded that minimal investment in transportation infrastructure would be required by the

² CBCL Ltd. & Marshall Macklin Monaghan. *Final Report: Greenfield Areas Servicing Analysis Report*. Prepared for Halifax Regional Municipality. July 2004.

³ CBCL Ltd. *Birch Cove North/Bedford West Water Infrastructure Master Plan*. Prepared for Halifax Regional Water Commission. February 1999.

Municipality to facilitate development of this area⁴. The study identified transportation upgrades needed and a phasing plan.

Through the regional planning program, the Municipality has sought to encourage alternative transportation modes to the automobile. Bedford West is well situated to integrate with regional transit and trail systems and consideration was given to how the community could be designed to take advantage of these attributes.

Bedford West could be connected to either the municipal sanitary collection sewer system which is discharged to Mill Cove treatment plant or to the system which will discharge to the new Halifax treatment plant. In both instances, sewage would have to be pumped to existing gravity mains in the Hammonds Plains Road (discharging to Mill Cove) or in Kearney Lake Road (Halifax system). Careful consideration was given to available capacities for new development when allocating sewage flow from Bedford West to each of these systems.

A development phasing plan has been developed which integrates various servicing needs and, in accordance with the Municipality's capital cost contribution policy, an infrastructure charge area will be established under the subdivision by-law to recover the costs of infrastructure needed to accommodate new development.

Objectives:

- to ensure that the municipal servicing systems are designed to satisfy the ultimate demands anticipated from this community and that services are phased with development to provide satisfactory service levels at all times;
- to employ service standards that are economical and innovative, and that achieve municipal objectives and policies, including public safety, healthy lifestyles and environmental protection;
- to safeguard the capacity of the Halifax and Mill Cove sewage treatment plants;
- to facilitate the safe and convenient movement of pedestrians and cyclists within the community and to surrounding neighbourhoods;
- to allow for a convenient and cost efficient public transit system that can provide a high level of service to residents in the community and which can integrate with the regional public transit system;
- to encourage synergy between land uses, lifestyle needs and transportation modes;
- to minimize motor vehicle traffic impacts on the regional transportation system;
- to preclude excessive traffic levels in residential neighbourhoods;
- to allow for efficient access to places of commerce and employment in the community;
- to recover the cost of new infrastructure needed to service development within the secondary plan areas in accordance with the capital cost contribution policy adopted by the Municipality.

Water and Sanitary Sewer Systems:

Policy BW-14:

The water distribution system shall conform with the recommendations of the Birch Cove North/Bedford West Water Master Infrastructure Plan (CBCL, 1999) and with

⁴MRC Delphi. *Bedford West Master Plan: Transportation Study*. February 2004.

the system schematics illustrated on Schedule BW-3 unless otherwise acceptable to the Halifax Regional Water Commission and no development shall be approved by the Municipality unless notified by the Commission that the proposed distribution system conforms with all design and operating specifications established.

Policy BW-15:

The sanitary sewer system shall be designed in conformity with the schematics illustrated on Schedule BW-4 and in accordance with the Municipality's Service Systems Specifications, as amended from time to time. Sewage flow calculations, shall be based on an assumed occupancy of 3.35 persons per single unit, two-unit or townhouse dwelling and 2.25 persons per unit in each multiple unit dwelling; 50 persons per acre for general commercial uses within the Community Commercial Centre shown on Schedule BW-7 or proposed within Sub-Area 9; and 40 persons per acre for mixed use business campus uses; and 30 persons per acre for local commercial, community facility and institutional uses⁵.

Policy BW-16:

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

- a) a maximum density of 40 persons per acre shall be permitted for all lands to be developed as a mixed use business campus within Sub-Area 3;***
- b) a maximum density of 50 persons per acre shall be permitted for all lands designated community commercial centre within Sub-Areas 2, 6, 7 and 8 as illustrated on schedule BW-7 or proposed for general commercial uses within Sub-Area 9 and 12;***
- c) For all other Sub-Areas or part thereof, a maximum density of 20 person per acre shall be permitted; and***
- d) the temporary pumping station and forcemain, illustrated as "PS (TEMP)" and "FORCEMAIN (TEMP)" on schedule BW-4, shall be permitted to service a maximum of 6,100 persons where upon the permanent pumping station and forcemain along the Kearney Lake Road must be designed and constructed to service all lands intended to flow to the Halifax Sewage Treatment Plant (as illustrated on schedule BW-4). This requirement may be waived if:***
 - i) the financing for the construction for the permanent pumping station and forcemain has been secured by the Municipality and a time frame for construction agreed upon; and***
 - ii) there is sufficient capacity remaining in the temporary pumping station and forcemain to allow for additional sewage discharge to the Mill Cove Sewage Treatment Plant.***

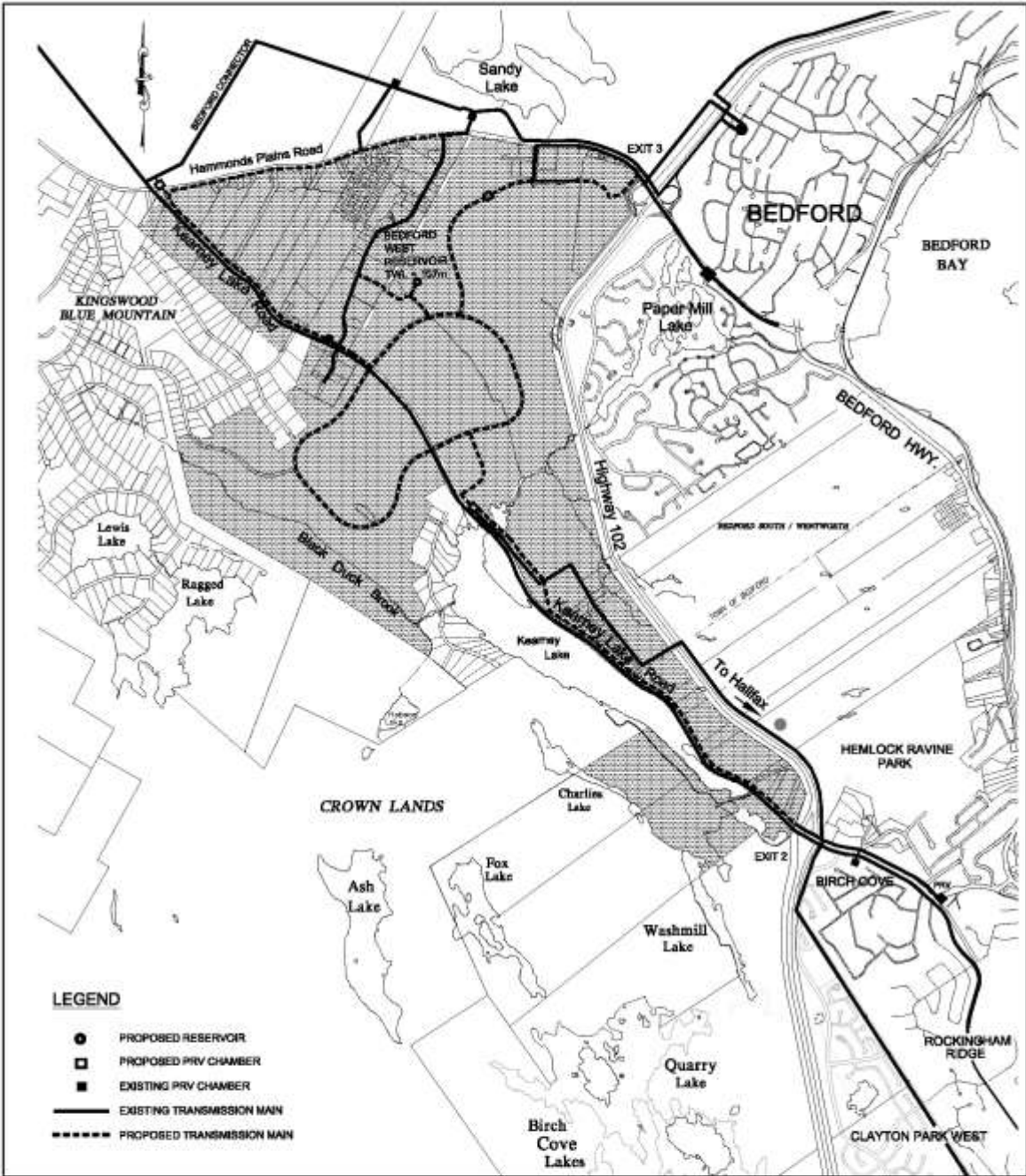
In the event that any Sub-Area is not developed to the maximum permitted density, the Municipality may consider allowing the difference to be allocated to another Sub-

⁵ For the purposes of this Secondary Planning Strategy, all density calculations are based on gross area.

Area provided that the development proposal conforms will all other policies established under this secondary planning strategy.

Policy BW-16A

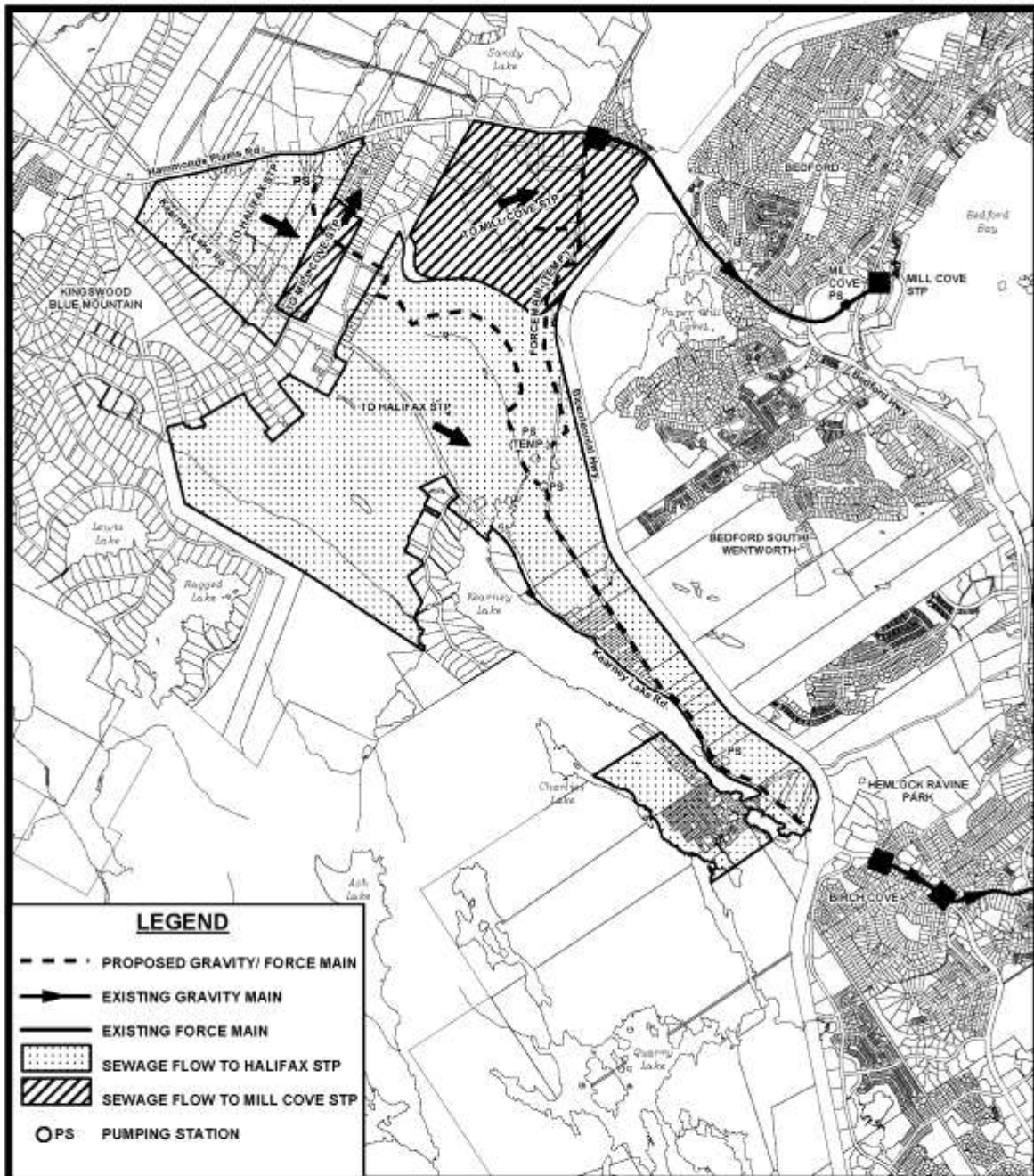
The maximum permitted population for Sub-Area 9 (including portions within the Halifax Municipal Planning Strategy) shall not exceed 1476 persons. (RC-Mar 15/11;E-May 28/11)



**WATER SERVICE SYSTEM
BEDFORD WEST**

SCHEDULE BW-3

MARCH, 2005



LEGEND

- PROPOSED GRAVITY/ FORCE MAIN
- ▶ EXISTING GRAVITY MAIN
- EXISTING FORCE MAIN
- ▒ SEWAGE FLOW TO HALIFAX STP
- ▨ SEWAGE FLOW TO MILL COVE STP
- PS PUMPING STATION

Schedule BW-4
Sanitary Sewer Servicing Bedford West

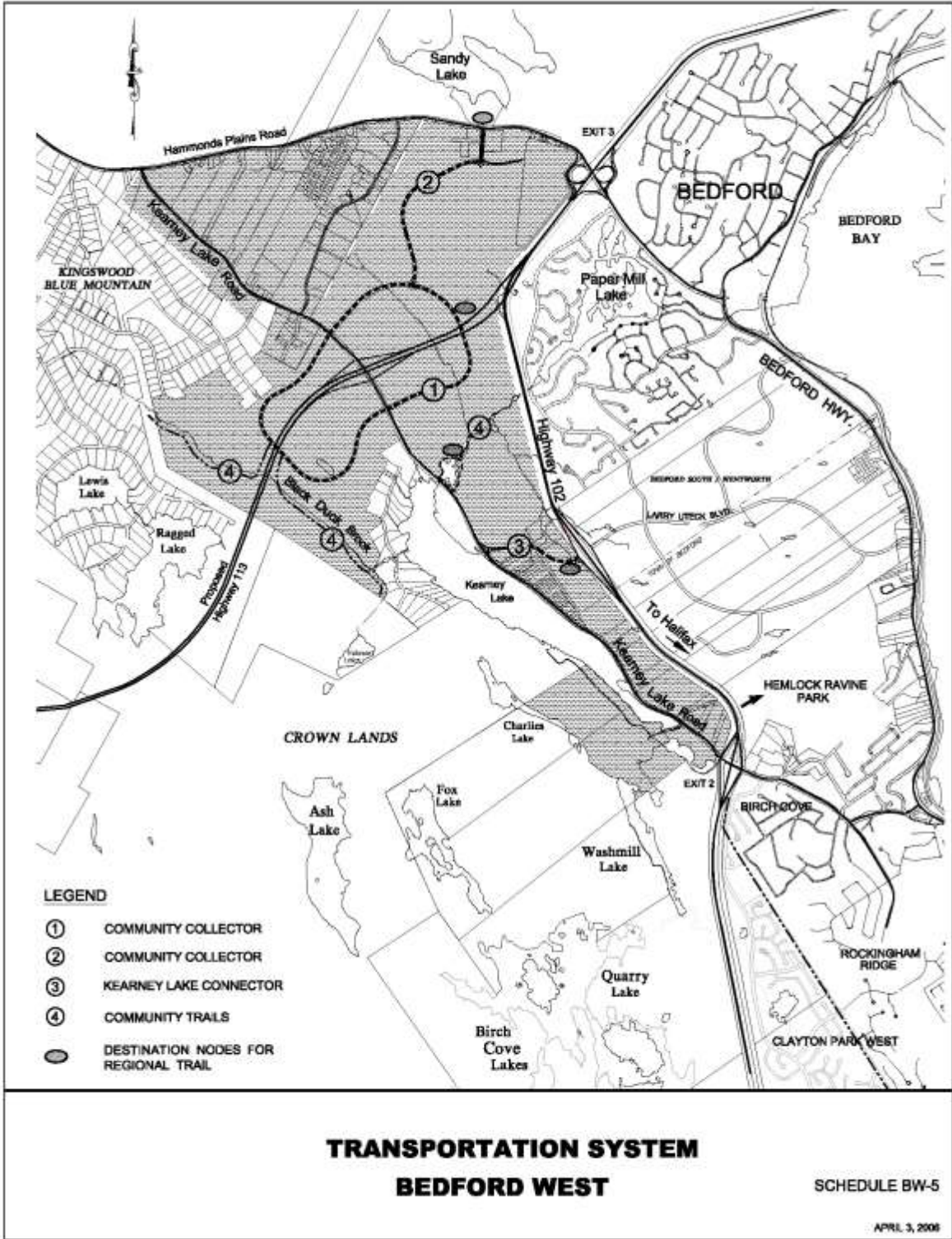


Transportation:

Policy BW-17:

A community street and trail system shall be developed in substantial conformity with the designations and alignments presented on Schedule BW-5 except that variations to the alignment may be considered to enhance safety, provide a better fit with the natural terrain, mitigate surface runoff or preserve significant environmental features. The following requirements shall be applied:

- a) ...
- b) ***the Community Collector Road shall be designed as an urban minor collector with sufficient right-of-way width for two lanes of traffic, turning lanes, where required, and sidewalks on both sides. Direct driveway access shall be restricted to commercial developments, apartment buildings, institutions and clustered housing developments comprised of at least eight housing units with one driveway access to the Community Collector Road. One or more rotaries may be permitted;***
- c) ***a regional trail system shall be designed to connect with the destination nodes illustrated on BW-5.***
- d) ***community trail systems shall be constructed by the developer of the lands on which it is located with the design specifications negotiated under a development agreement. Trails shall be designed and constructed in accordance with the Guidelines of the Nova Scotia Trails Federation unless otherwise acceptable to the Municipality. Variations to the Municipal Service Specifications for sidewalks may be considered where a trail is proposed which would provide improved accessibility for pedestrian travel in the community; and***
- e) ***phasing of transportation system upgrades shall be undertaken in accordance with the recommendations of the Transportation Plan (MRC Delphi, February 2004) unless otherwise agreed to by the Municipality and the Province.***

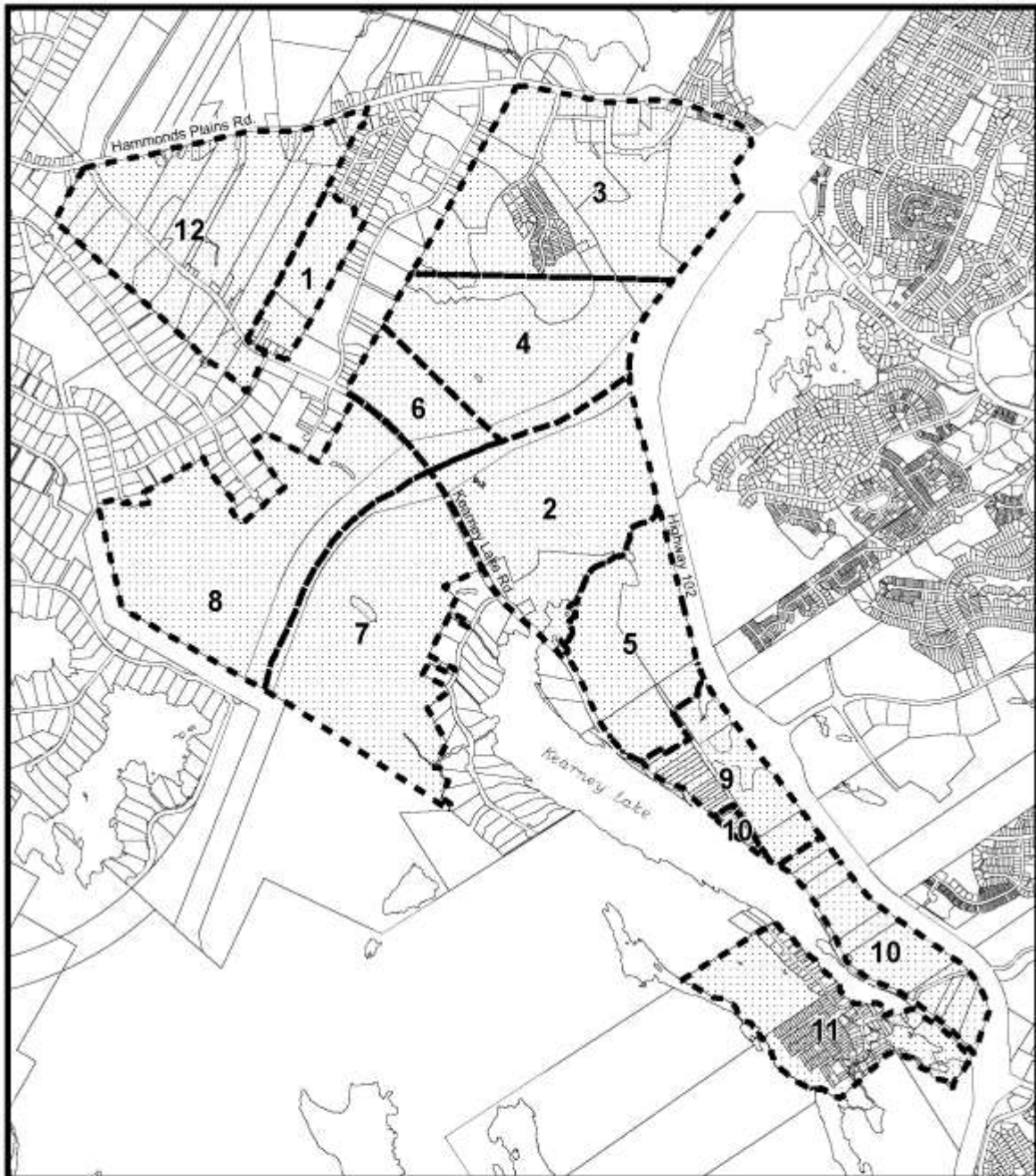


Development Phasing and Cost Recovery

Policy BW-20:

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

- a) Any approvals within Sub-Areas 1 to 12 will also be contingent upon availability of capacity within municipal service systems;***
- b) any development agreement entered into within Sub-Areas 2 to 8 and 12 shall include provisions for all new development intended within the Sub-Area;***
- c) ...***
- d) ...***
- e) ...***
- f) no municipal approvals will be granted for Sub-Areas 7, 8 and 9 until the Highway 102/Larry Uteck Drive interchange and Kearney Lake Road connector are constructed or financing has been secured and a time frame for completion agreed upon;***
- g) ...***
- h) ...***



Schedule BW-6

 Bedford West Development Sub-Areas



HALIFAX
REGIONAL MUNICIPALITY
Planning Services



Nov. 15, 2010

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Policy BW-21:

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

Land Use

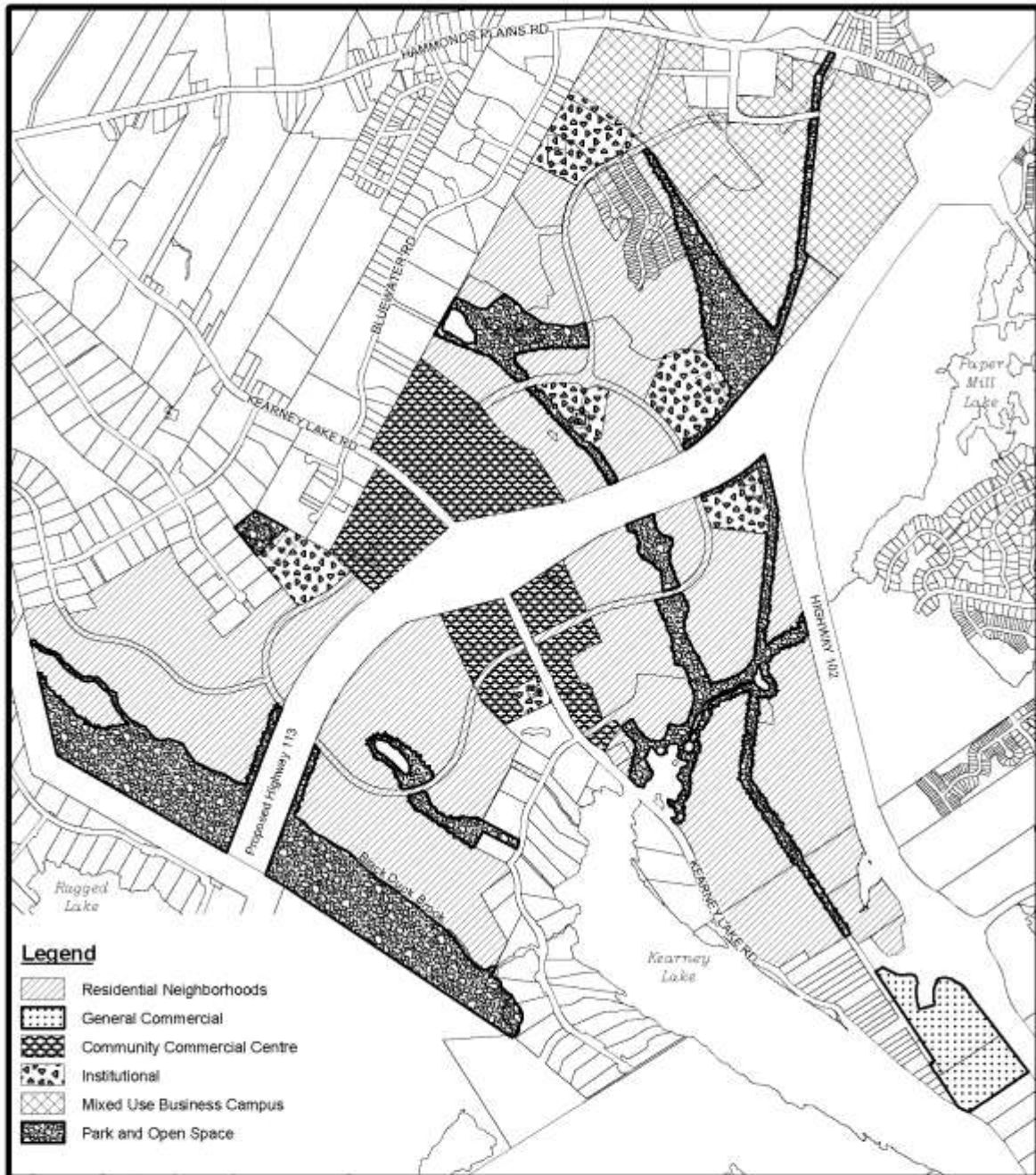
The following development guidelines are based on Schedule BW-6: Development Phasing.

The Community Concept Plan (Sub-Areas 2, 3, 4, 6, 7, and 8)

A Community Concept Plan has been prepared over lands owned by Annapolis Group Inc. - the major land owner within the master plan study area, as well as a 50 acre parcel owned by the Municipality adjacent to the Hammonds Plains Road/Bicentennial Highway interchange. The Plan, presented as Schedule BW-7, illustrates the main land use and transportation elements proposed.

The design principles incorporated into the plan are highlighted as follows:

- Lands needed for daily living activities - housing, shops, workplaces, schools, parks, and civic facilities - are integrated within the community;
- The community collector streets facilitate efficient public transit routes which can provide a high level of service to the residential neighbourhoods and activity centres within the community and which conveniently connect with the regional transit system;
- Lands bordering Kearney Lake and Kearney Lake Run which are valued by the community for their aesthetics and recreational potential have been reserved for public uses;
- A sidewalk and trail system extends throughout the community which connects residents to the park system, commercial and other activity centres, and a future regional trail system which would extend from Clayton Park to Jacks Lake;



Legend

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

**Schedule BW-7
Bedford West Community Concept Plan**



- ❑
- ❑ The street system has been designed to prevent external traffic from traveling on local streets while accommodating pedestrians and cyclists throughout the community;
- ❑ The residential neighbourhoods encompass lands of varying topography allowing for differing identities and a range of housing opportunities within each;
- ❑ Lands have been allocated for a mixed use business campus adjacent to the Hammonds Plains Road/Bicentennial Highway which can potentially provide employment opportunities for residents of Bedford West and the surrounding community without introducing additional traffic on local residential streets.

The Community Concept Plan provides guidance for the overall development of this community. More detailed objectives and polices for each element are presented in the following sections.

Policy BW-23:

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

Policy BW-24:

To facilitate a variety of housing types and achieve both the overall density and open space allocations envisioned by the Regional Plan, consideration may be given to varying development standards established under the Bedford Municipal Planning Strategy and Land Use By-law. More specifically standards pertaining to lot area, lot frontage, lot coverage, setbacks and building height may be varied to reflect the uniqueness of each Sub-Area, the market being targeted and the theme of that Sub-Area.

If required, terms may be incorporated in a development agreement to ensure functional and aesthetic objectives are achieved. (RC-July 8/08;E-Aug 9/08)

Parks and Open Space

The Open Space Designation encompasses lands around the major watercourses traversing the study area - Kearney Lake, Kearney Lake Run and Black Duck Brook - as well as smaller watercourses. These lands offer opportunities for recreational activities, environmental protection and preservation of areas which are highly valued for their aesthetics. Within these areas, paths for pedestrians and cyclists are proposed as well as facilities for passive recreational activities.

Areas for active playgrounds are more centrally located. Four sites have been reserved for schools along the community collector road where sports fields and playgrounds would be suitably located. Neighbourhood parks are to be integrated within residential areas.

Policy BW-25:

The areas designated as Open Space on Schedule BW-7 shall be reserved for recreational uses, conservation uses including stormwater management and environmental protection. Provided that the area of the designation is not materially reduced, the boundaries of the Open Space Designation may be varied where such changes provide:

- a) enhanced protection of environmentally sensitive site features;***
- b) more opportunity for preservation of significant aesthetic features;***
- c) more suitable lands for recreational uses; or***
- d) a more functional trail system for pedestrians and cyclists.***

The intended purpose of all open spaces shall be identified and agreed to in a development agreement application. Lands within the Open Space Designation may be allocated to satisfy the Municipality's Subdivision By-law requirements for parkland dedication.

Policy BW-26:

Street crossings of the Open Space Designation shall be minimized and any trail development within a watercourse buffer zone established under policy BW-7 shall be subject to the requirements of policy BW-9.

Policy BW-27:

No stormwater management, sanitary sewer or water service system shall be located within the Open Space Designation which would adversely affect environmentally sensitive areas, detract from the aesthetics of the area or impair any recreational functions intended.

Policy BW-28:

In the event that the Municipality is unable to determine whether any undertaking will adversely affect environmentally sensitive areas, the Municipality shall require that an environmental impact analysis be undertaken at the cost of the developer by a person qualified to make such a determination and as selected or agreed upon by the Municipality.

Policy BW-29:

The development of all recreational facilities shall conform with the HRM Guidelines for Parkland Planning adopted by Council.

Policy BW-30:

Prior to any subdivision approval being granted, the developer shall prepare a recreation facilities plan for the development of recreational facilities for lands to be conveyed to the Municipality for parkland and open space dedication. The plan shall consider facility requirements in relation to present and future community needs, safety and convenience, environmental protection or enhancement, financial resources and phasing.

Policy BW-31:

Community parks are intended to be located on lands reserved for schools within the Institutional/Residential designation shown on Schedule BW-7. In the event that schools are not developed on these lands, the Municipality may require that these lands or portions thereof be reserved for community parks.

Residential Neighbourhoods

The following objectives have been identified for residential development within this community:

- to plan neighbourhood development on a comprehensive basis;
- to support and integrate housing opportunities for a variety of income levels, lifestyles and age groups;
- to foster individual neighbourhood identities with attractive streetscapes and distinctive architectural and landscaping themes;
- to preserve natural drainage systems and areas of unique or sensitive terrain and vegetation and to encourage development designed to suit the natural terrain and reduce negative impacts on the natural environment;
- to provide attractive, comfortable and convenient routes for pedestrians and cyclists that connect with the community trail system, local commercial and community facilities and public transit stops;
- to provide neighbourhood parks at convenient locations that are comfortable, visible and conform with the principles of crime prevention through environmental design (CPTED);
- to encourage innovative design within clearly defined performance criterion;
- to provide an effective integration with established neighbourhoods and to provide for adequate buffers from abutting commercial and industrial developments.

Policy BW-32:

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

- a) ***the density of housing units shall not exceed six units per acre per Sub-Area except that if the maximum density permitted in one development Sub-Area is not achieved, the Municipality may consider transferring the difference between the maximum permitted and actual number of housing units to another development Sub-Area provided all policy criterion can be satisfied and the housing density does not exceed seven units per acre in any development Sub-Area;***

- b) community facilities such as schools, churches and day care centres and businesses that provide goods and services at a neighbourhood level, such as convenience stores, may be permitted within a residential neighbourhood. Convenience stores shall be encouraged to locate at intersections with a Community Collector Street and at transit stops;**
- c) sidewalks and pathways facilitate comfortable and convenient pedestrian travel to transit stops on the Community Collector Street System, the Community Trail System and to community services;**
- d) the design of neighbourhood streets facilitate shared use by cyclists and encourage safe vehicular speeds and discourage short-cutting and excessive speeds by automobiles while enabling direct routes for pedestrians and cyclists;**
- e) a variety of housing types is provided within each Sub-Area and distributed so as to avoid a congested appearance of streetscapes. Consideration shall be given, but not limited, to the design guidelines of policies R-12A, R-12B and R-12C of the Municipal Planning Strategy, although the limitations placed on building height and units per building under policy R-12A shall not be applied;**
- f) the allocation of housing and the massing and placement of buildings contributes to a sense of community vitality, energy conservation, surveillance of public spaces and provides an effective integration with established neighbourhoods;**
- g) building locations, height, scale, site and architectural design, landscaping, and streetscape elements reinforce the themes of neighbourhood identity, pedestrian safety and compatibility with the natural environment;**
- h) single unit dwelling lots have a minimum street frontage of 40 feet, a minimum area of 4,000 square feet, a minimum side yard of 4 feet, and a minimum separation of 12 feet between buildings;**
- i) natural vegetation, landscaping or screening is employed around parking areas for institutional and multiple unit buildings to provide screening from streets and, for buildings containing forty-eight or more housing units, provision of underground parking or a structure allowing for stacked parking shall be a mandatory component of the on-site parking supply;**
- j) Vegetation is maintained or landscaping measures, a fence or other physical barrier provided so as to provide a buffer between new developments and commercial or industrial developments which is effective in ensuring public safety and mitigating visual or noise impacts;**
- k) all open space dedications proposed conform with the objectives and policies adopted for open space under this secondary planning strategy and any administrative guidelines adopted by the Municipality; and**
- l) the proposal conforms with all applicable provisions and requirements adopted under this Secondary Planning Strategy regarding environmental protection, the community transportation system and municipal services.**

Policy BW-32A:

Notwithstanding clause (h) of policy BW-32, within Sub-areas 3 and 4 of Schedule BW-6, single unit dwelling lots may be permitted on lots with a minimum street frontage of 34 feet, a minimum area of 3,400 square feet, a minimum side yard of 4 feet, and a minimum separation of 12 feet between buildings provided that each dwelling contains on-site parking for two vehicles with one being an enclosed parking space within the dwelling and consideration is given to policy BW-24. (RC-Jul 8/08;E-Aug 9/08)

The Community Commercial Centre

The Community Centre Designation envisions a built form with a diverse range of commercial, civic and residential activities. The following objectives are intended:

- to provide a focus for pedestrian oriented community and commercial activities with the community;
- to create a built form reminiscent of a town square or main street;
- to foster activities for all ages and a wide range of lifestyles in a safe and secure environment;
- to encourage innovative design and comprehensive planning;
- to support public transit.

Policy BW-33:

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

- a) preference is given to limiting parking or loading areas between a building and the Kearney Lake Road or the Community Collector Road and any buildings with commercial occupancies should be located in close proximity to the street line;***
- b) natural vegetation, landscaping or screening is employed around parking areas and measures are employed to provide safe and convenient pedestrian access to the buildings they are intended to serve;***
- c) sidewalks and plazas are provided so as to encourage a secure and inviting walking environment throughout the commercial centre and to neighbouring residential neighbourhoods;***
- d) provisions are made for the storage of bicycles;***
- e) exterior materials, street furniture; trees, lighting and landscaping measures are incorporated in buildings to foster an interesting and secure environment;***
- f) the windows, exterior features and materials and signs employed in any building create a sense of interest from public streets;***
- g) the massing and height of buildings are consistent with and contribute to an pedestrian oriented environment;***
- h) the proposal conforms with all applicable provisions and requirements adopted under this Secondary Planning Strategy regarding environmental protection, the community transportation system and municipal services.***

Institutional

Sites have been reserved along the Community Collector Roads for schools or other civic buildings and parks. In the event that they are not needed for institutional purposes, the sites may be developed with residential uses.

Policy BW-35:

Lands designated Institutional on Schedule BW-7 are intended for development of schools or other civic buildings, such as libraries or churches, which could benefit from being located on a collector road at central locations within the community, as well as community parks. No development agreement shall be entered into if notified by the Halifax Regional District School Board that such lands are required for a school site. This provision shall remain in effect until the greater of five years from the date of entering into a development agreement for the development Sub-Area in which the site is located or building permits have been granted for 90 percent of the lots within the development Sub-Area. In the event that the School Board or the Municipality does not acquire the site within this time frame, the property may be developed with alternative institutional uses or with residential developments that are compatible with established residential neighbourhoods and which conform with the requirements of policy BW-31 and BW-32.

The General Commercial Centre

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

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

Policy BW-38A:

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

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

- g) *the proposal conforms with all applicable provisions and requirements adopted under this Secondary Planning Strategy regarding environmental protection, the community transportation system and municipal services. (RC-Mar 15/11;E-May 28/11)***

April 30, 2013

Thea Langille, MCIP, LPP
Supervisor of Planning Applications
Halifax Regional Municipality



WEST BEDFORD HOLDINGS LIMITED
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HALIFAX, NOVA SCOTIA, CANADA B3M 4G2
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Dear Thea:

RE: Application for Development Agreement – Sub-area 7 and 8, Bedford West

West Bedford Holdings Limited is pleased to make application for Sub-areas 7 and 8 of the Bedford West Secondary Planning Strategy. This application encompasses lands of West Bedford Holdings Ltd (PID's 41300476 and 40868143).

Background:

In 2006, Regional Council approved the Bedford West Secondary Plan (BWSP). To date, sub-areas 2,3,4,5 and 9 have an approved development agreement. West Bedford Holdings Limited is actively developing Sub-area 3 with a view to start construction in Sub-area 5 in the coming year.

Sub-areas 7&8 are located southwest of Kearney Lake Road, bounded by Blue Mountain Estates to the north, Belle Street to the south, and Kingswood Subdivision and vacant land to the west. The proposed Highway 113 divides Sub-areas 7 & 8. Sub-area 7 is located east of Highway 113 and is approximately 196.25 acres (79.4ha). Sub-area 8 is located west of Highway 113 and is approximately 190.4 acres (77ha). Together, sub-area 7 & 8 encompasses approximately 386.6 acres (156.4ha) (Schedule A).

Proposal:

The Conceptual Master Plan is enclosed. Although lot sizes will vary to reflect market demand, the Conceptual Master Plan generally illustrates our vision for community form. The two key concepts are graduated land use intensity, outward from the proposed Highway 113 and maximization of green space preservation.

Density / Land Use

Schedule B depicts our proposed land use. Sub-areas 7&8 are proposed to be developed as a mixed-use community incorporating a blend of residential uses (both low and high density), commercial, institutional, and park and open space.

The BWSP establishes maximum densities of sub-areas. The following policies outline the specified densities:

Policy BW15 sets the following sanitary sewer densities:

- 50 persons per acre for lands located within the Community Commercial designation
- 30 persons per acre for lands within the Institutional designation

Policy BW16 sets a population of 20 persons per acre for the Residential designation of the Community Concept Plan.

Policy BW32 (a) sets a maximum density of six units per acre within the Residential Neighbourhood designation of the Community Concept Plan. Further, this policy allows for the transfer of one unit per acre to another sub-area, up to a maximum of seven units per acre.

We are seeking approvals to utilize all allocated density per the BWSP. Table 1 identifies the specific density for Sub-area 7. Within the Residential designation, we are seeking approval for 1,178 units; this will be a mixture of singles, townhouses (condominium and freehold), and multiple residential up to 12 stories. Further land use discussion will follow.

Commercial areas are bound by 50 persons per acre. We are seeking approval for dual entitlement of both commercial and multiple residential uses for lands designated as Commercial on Schedule 'B'. Based on 50ppa, the designated commercial lands would equate to a maximum of 289 multiple residential units.

The BWSP designates a 2.6 acre institutional parcel, located adjacent Kearney Lake Road. The development of this parcel (and allocated density) will be incorporated into the fabric of the adjoining commercial lands. The BWSP establishes a density for institutional at 30 persons per acre or 78 people (35 multiple residential units).

Sub-area 7		196.25 Acres	
Residential	180.65 Acres		
Commercial	13 Acres		
Institutional	2.6 Acres		
MPS Allocations		Units	People
Residential	Units @ 6 upa (Res. + Inst. x 20)	1178	3,665
Commercial	13		650
Max Multiple		289	
Institutional	2.6	35	78
Density Transfer:			
	Sub areas 3-4	125	
	Sub-area 5	40	
	Total units transferred	165	

Table 1 – Sub-area 7, Density

Table 2 identifies the specific density for Sub-area 8. Within the Residential designation, we are seeking entitlements for 1,149 units; this will be a mixture of singles, townhouses (condominium and freehold), and multiple residential up to 12 stories. Further land use discussion will follow.

Commercial areas are bound by 50 persons per acre. We are seeking approval for dual entitlement of both commercial and multiple residential uses for lands designated as Commercial on Schedule 'B'. Based on 50ppa, the designated commercial lands would equate to a maximum of 492 multiple residential units.

The BWSP identifies an institutional parcel adjacent Arbour Way and Atlantic Acres Industrial Park. We have respected this designation. The institutional site is approximately 10.8 acres and will accommodate a school and associated sports field. If the province is not interested in the school site we will opt for a multiple land use conversion at the prescribed density of 30 ppa, equalling 324 people (144 multiple units). The parkland will remain the unchanged in either scenario.

Sub-area 8	191.46 Acres		
Residential	158.54 Acres		
Commercial	22.12 Acres		
Institutional	10.8 Acres		
MPS Allocations		Units	People
Residential	Units @ 6 upa (Res. + Inst. x 20)	1,149	3,387
Commercial	22.12	492	1,106
Institutional	10.8	144	324
Density Transfer:			
	Sub areas 3-4	125	
	Sub-area 5	40	
	Total units transferred	165	

Table 2 – Sub-area 8, Density

Table 1 and table 2, both indicated a density transfer. In total, we are proposing to transfer 250 units to sub-area 3-4 and 80 units to sub-area 5.

Land Use

A Community Concept Plan is incorporated into the Bedford West Secondary Plan and forms the framework for our proposed development. Sub-areas 7 & 8 have been rationalized in a comprehensive manner; this is reflected in the Conceptual Master Plan and the Land Use Plan, (Schedule B) attached. The proposed concept plan incorporates the following design considerations:

- The Community Commercial designation anchors the collector road adjacent Kearney Lake Road. Although detailed plans for this area have not yet been rationalized, we expect a mixture of service/retail commercial and high density multiple residential uses. We are seeking a maximum height of 15 storeys excluding enclosed parking facilities for the lands identified as Commercial/Multiple on Schedule 'B'. The Conceptual Master Plan illustrates how three multiple residential buildings could function on the commercial site in sub-area 8.
- The residential neighbourhood has been rationalized with a variety of housing types and price points in mind. Single unit dwellings will range in size from 34 feet to 70 feet wide. Market forces will dictate the quantity of various sizes as each size targets differing price points. The plan proposes the inclusion of townhouses and semi-detached as identified on Schedule 'B'.
- We are proposing the introduction of a unique product to the metro market in the form of "Condominium Single Homes". This concept is a "bare land" condominium form of housing, in which the customer would own the home but the yard area would be owned by the condominium corporation. This allows customers to enjoy home ownership without the hassle of yard work or winter maintenance. The schematic layout is illustrated on the Conceptual Master plan. The subject block is located adjacent the future Highway 113 on the west side in Sub-area 8, backing on Black Duck Brook. This parcel is identified on Schedule 'B'.
- Multiple residential units continue to play a significant role in the fabric of West Bedford. Demand is driven by empty nesters looking to downsize their accommodations. Multiple residential buildings within the residential neighbourhood, for the most part, abut Highway 113. The buildings will range from 6 to 12 habitable floors excluding enclosed parking facilities. We propose measuring side and rear yards to the building face and not the parking podium; this would be consistent with how side and rear yards are measured elsewhere in HRM (Clayton Park West).
- The Master Plan incorporates two institutional sites. Both institutional parcels have been described above.

Detailed density allocation charts are attached for Sub-areas 7 & 8. Our goal is to respond to market demands; therefore, we request the ability to vary land use as markets dictate. However, we think it is appropriate to set limits on the percentage of multiple residential units versus low density units. We propose a maximum multiple unit allocation of 75% and a minimum low density unit allocation of 25%, within the residential designation. Perhaps we can discuss this further as the process continues.

Park and Open Space

As with land use, the Community Concept Plan from the BWSP has shaped the scale and location of our park and open space dedication. We believe our park and open space is reflective of the BWSP as illustrated on Schedule I. Our park and open space dedication is as follows:

- The plan contemplates approximately 143 acres of park and open space. This constitutes 37 per cent of the gross site.
- The BWSP - Community Concept Plan designates lands south of Black Duck Brook as Park and Open Space. We are adhering to this and are proposing approximately 102.5 acres of parkland south of Black Duck Brook. An escarpment separates Sub-areas 7&8 from lands to the south. This escarpment is unique to the local geography and should be held in public trust with access made available. We propose improving this significant and unique parkland area (Parks 1 and 2) by constructing a series of trails that would take advantage of natural views while providing access to the brook. Approximately 2,300 metres of secondary trail is proposed along Black Duck Brook.
- Park 3 is approximately 23.6 acres. This park has 170 metres of frontage along the community collector road (Road 78). Further, this park will be developed with 1,100 metres of secondary trail. The trail will encompass an existing wetland providing residents the opportunity to view the environmentally sensitive area. A portion of the trail will be constructed with fill, raising the elevation of the trail, in part to facilitate stormwater retention in this area. Further stormwater details can be found in our stormwater management plan. A Neighbourhood park is also located within Park 3, details below.
- Park 4 is 12 acres. The parkland allows ample space for a neighbourhood park, identified as SP3 on Schedule I.
- Park 5 is intended to be incorporated with a future school site. If, at the appropriate time, a school is not developed, we will develop the site as multiple residential. However, a 5 acre parkland parcel will remain. Park 5 has 90 metres of frontage along the community collector road (Road 78). This site will accommodate a neighbourhood park as illustrated Schedule J as SP1.
- Five Neighbourhood Parks have been identified within the Master Plan. Site Preparation (SP) areas have been designated within each. Schedule I identifies their locations. Each site preparation area is intended to serve as a future “tot lot”. Schedule J provides further detail on each SP area by identifying the proposed improvement area. Grades and final configuration will be determined at the time of subdivision. The intention of Schedule J is to demonstrate that usable play areas are able to spatially fit within the land provided. Schedule J also identifies the minimum frontage for each neighbourhood park. We believe five neighbourhood parks are sufficient to accommodate the needs of future residents. The Subdivision By-law prescribes a service area of 500m per neighbourhood

park. Schedule K illustrates this 500m radius. All of the residential neighbourhoods are accommodated within the 500m service area.

We believe a park and open space contribution of 37 per cent (143 acres) coupled with 3.4 km of trail construction and 5 neighbourhood parks including site work, is a reasonable contribution and falls well above the 10 per cent dedication required under the Regional Plan. We have taken our direction from the BWSP, Policy BW-25, which states: *“the intended purpose of all open space shall be identified and agreed to in a development agreement application. Lands within the Open Space Designation may be allocated to satisfy the Municipality’s Subdivision By-law requirements for parkland dedication”*.

Transportation

Schedule H illustrates our Trail and Transportation Plan. The community collector road (Road 78) has been slightly realigned from what was shown in the BWSP. The realignment was necessary due to environmental constraints. The new alignment continues to function in an effective manner, creating transit friendly neighbourhoods. There is only one transportation connection to adjacent neighbourhoods. Per the Community Concept Plan, we have shown a road connection to Terradore Lane in Blue Mountain Estates. Belle Street has been extended and terminated in a cul-de-sac (Road A).

Road A and A1 are divided into two cul-de-sac’s. Both cul-de-sac designs fall outside of typical Municipal Specifications due to their length (474m and 345m respectively). We are encouraging two cul-de-sac’s versus one continuous street to deter short cutting through existing Belle Street. Should the two cul-de-sac’s become one street, residents of Sub-area 8 and Blue Mountain Estates would shortcut through Belle Street. We appreciate the safety concern with this proposal. Public safety is addressed by incorporating a 5 metre wide asphalt link between the two cul-de-sac’s. Precedence for this type of situation exists. Vanier / Shaughnessy Street in Bedford South is 722 metres long. To address the safety issue in this case, a crash gate was installed at the end of Vanier Way that would permit emergency vehicles access onto the cul-de-sac should the need arise.

We are proposing the same cross section for the community collector road as was approved in Sub-areas 2, 3 and 4. The cross section schematic is attached as Schedule L.

Servicing / Environment

The sanitary service schematic is depicted in Schedule C. Sub-areas 7 & 8 are serviced by one pump station located on Road A. A forcemain will be installed and discharged at the end of Road B. The gravity sewer will connect to the receiving infrastructure in Sub-area 2. A portion of Sub-area 8 will flow by gravity to Sub-area 6 or alternatively, flow southward, connecting with Sub-area 7. Appropriate easements are in place with NSTIR to allow a sanitary trunk across Highway 113.

The stormwater management plan is enclosed. General stormwater drainage patterns are depicted in Schedule E. Per NSDOE requirements, we will balance our stormwater pre and post development. Particular attention must be provided to integrating our stormwater discharge with Kearney Lake Road where Road 78 intersects. Kearney Lake Road is a rural cross-section with open ditch. Therefore, we do not have receiving storm infrastructure; this necessitates open ditches on Road 78, through the commercial areas. Details of this cross section can be dealt with at the time of subdivision.

Schedule D depicts significant slopes greater than 25% on the property. For the most part, significant slopes are present south of Black Duck Brook. Four wetlands are located on the property; we are actively working with NSDOE to incorporate these areas into our stormwater management plan.

A schematic of the water service is depicted in Schedule F. A detailed water service plan is being developed in consultation with Halifax Water.

BW-19 provides for the ability to vary the municipal service system standards, provided such variations conform with the principles in the Transportation Association of Canada's, "*a new vision for Urban Transportation*". This document speaks to adapting principles to reflect local conditions as well as considering environmental impacts of the development. That said, we are proposing a non-urban cross-section for Road 'A'. We believe introducing a vegetative swale cross-section would provide several benefits. Road A is bound by sensitive environmental features, a wetland is located north of Road A and Black Duck Brook is located to the south. Therefore, stormwater quality is of particular importance. We propose conveying stormwater via vegetative swales. The inclusion of vegetative swales offers two environmental benefits. Stormwater would be filtered by vegetation prior to entering Black Duck Brook. It should be noted, vegetative swales are not traditional, rock lined open-ditches; rather, vegetative swales perform a purification function and are a form of biofiltration. Vegetative swales dissipate stormwater velocity, therefore enhancing groundwater recharge; this method of conveying stormwater is preferable over traditional point source discharge.

We propose creating a natural blend between Belle Street and Road A. The vegetative swale cross-section is semi-consistent with the existing street; this would manage existing residents' expectations of municipal upgrades such as curb, gutter and sidewalk. We anticipate working with HRM staff to develop a suitable road cross-section.

Phasing

Our intended phasing is represented in Schedule G. Logical progression of development will proceed as market dictates in consultation with the Development Engineer and Development Officer.

We believe the supporting information provided is sufficient to proceed with a development agreement for Sub-areas 7&8. Should you require any further information please contact us immediately.

Yours Truly,

Original Signed

Kevin Neatt
Associate Planner
West Bedford Holdings Limited

SUB-AREA 7 DENSITY CHART

March-06-13

Entitlements	Sub-area 7 196.25 Acres								
	Residential	180.65 Acres							
	Commercial	13 Acres							
	Institutional	2.6 Acres							
	MPS Allocations		Units	People					
Residential	Units @ 6 upa (Res. + Inst. x 20)	1178	3,665						
Commercial	13	289		650					
Max Multiple									
Institutional	2.6	35		78					
Residential		(22' Units) Semi / TH	(32' Units) Condo T.H.	12.2 (40')	15.24m (50')	60ft	70ft.	Units	People
	Road 78	20	20						
	Road A						35		
	Road A-1					23	9		
	Road B			51			33		
	Road C			55					
	Road D					23			
	Road E	47							
		67	20	106	79	9	35		
						Low Density Units		316	1058.6
						28%			
	Multiple	<u>Acres</u>			<u>Units</u>				
	Block 7-A			156					
	Block 7-B			108					
	Block 7-C			108					
Block 7-D			106						
Block 7-E			82						
Sub-area 3-4 transfer			125						
Highway 113 (sub-area 2 units)			113		High Density Units		798		
					72%			1795.5	
				Total Residential		1114		2854	
				Unallocated Units		64		811	
				UPA		5.7	15.6 ppa		
Institutional									
	Block I-1	2.6	30 ppa				35	78	
Commercial	Commercial 13								
		<u>Acres</u>	<u>Units</u>		<u>People</u>				
	Block C-1	6.6			330				
	Block C-2	5.6			280				
	12.2						610		

SUB-AREA 8 DENSITY CHART

April-03-13

Entitlements	Sub-area 8		191.46 Acres			
		Residential	158.54 Acres			
	Commercial	22.12 Acres				
	Institutional	10.8 Acres				
	HRM Entitlements		Units		People	
	Residential	Units @ 6 upa (Res. + Inst. x 20)	1,149		3,387	
	Commercial	22.12	492		1,106	
	Institutional	10.8	144		324	
Residential		(22' Units)				
		Semi / TH	Condo TH	12.2 (40')	15.24m (50')	
		Road 78	16	16		
		Road 8-1				43
		Road 8-1A			17	27
		Road 8-2			24	
		Road 8-2A			48	
		Road 8-3		24	54	
		Road 8-4	54			
		Road 8-5	38			
		Block 8-E Condo				20
			108	40	143	90
		Multiple	Acres	Units	Low Density Units	35%
		Block 8-A		82		
		Block 8-B		82		
	Block 8-C		82			
	Block 8-D		144			
	Transfer to Sub-area 5		80			
	Sub-area 3-4 transfer		125			
	Highway 113 (sub-area 2 units)		113	High Density Units	708	
				65%	1593	
				Total Residential	1089	
				reallocated to commercial site as multiple	60	
Institutional				UPA	5.7	
					16.9 ppa	
Commercial		Acres				
	Block I-1	5			67	
					150	
	Commercial	22.12				
	Acres		Units		People	
Block 8C-1	4.2		50		210	
Block 8C-2						
Block BC-M	17.8		418		1152	
			(358+Unallocated Density from Residential)			
					1362	

Conceptual Master Plan

Sub Areas 7 & 8

September, 2013



Legend

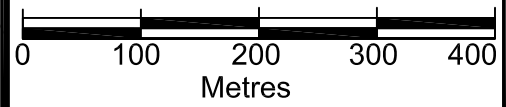
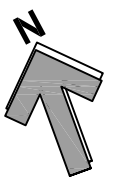
Single Family	Parkland
Townhouses	Institutional
Multiple	Trail
Commercial	Bridge



Attachment C - Proposed Plan Package

Sub-Area 7&8

Development Area



DEVELOPMENT AREA
~386.8 ACRES TOTAL

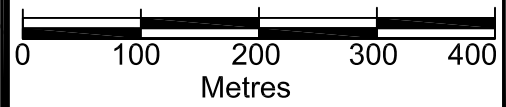
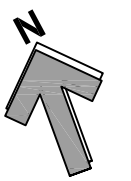
SUB AREA 8
PID - 41300476
190.46 ACRES



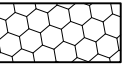
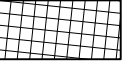
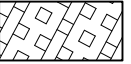

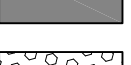
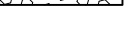
SUB AREA 7
(Portion of) PID - 40868143
196.26 ACRES



Sub-Areas 7&8

Land Use Plan

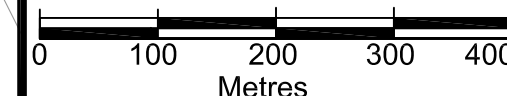




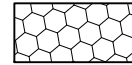
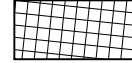
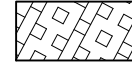






-  SINGLES
-  TOWNHOUSE/SEMI-DETACHED/SINGLES/CONDO T.H.
-  CONDO TOWNHOUSE SINGLES/MULTI RES.
-  MULTIPLE RESIDENTIAL Max. 12 Storey Height
-  COMMERCIAL / MULTIPLE Max. 15 Storey Height
-  INSTITUTIONAL
-  FUTURE HRM LAND
-  UTILITY LANDS (Future HRM / HRWC Ownership)



Sub-Areas 7&8

Land Use Plan

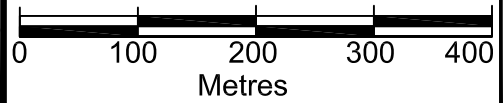
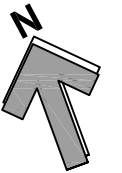


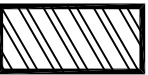


-  SINGLES
-  TOWNHOUSE/SEMI-DETACHED/SINGLES/CONDO T.H.
-  CONDO TOWNHOUSE SINGLES/MULTI RES.
-  MULTIPLE RESIDENTIAL Max. 12 Storey Height
-  COMMERCIAL / MULTIPLE Max. 15 Storey Height
-  INSTITUTIONAL
-  FUTURE HRM LAND
-  UTILITY LANDS (Future HRM / HRWC Ownership)
-  CC Community Commercial Lands
-  RN Residential Neighbourhood
-  IN Institutional

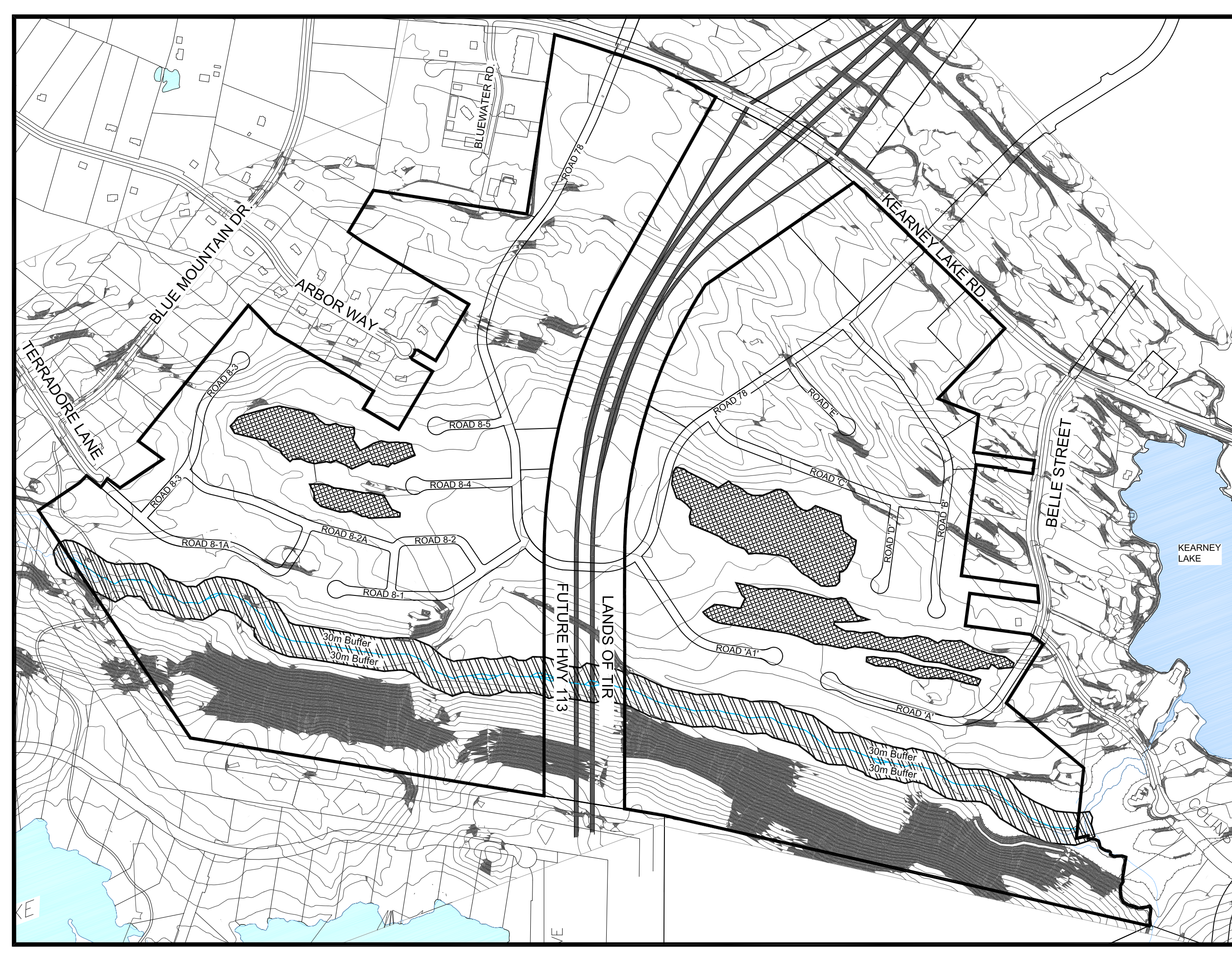


Sub-Area 7&8

Slope Map

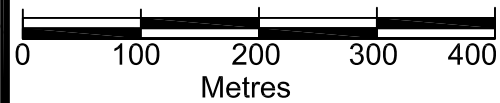


-  Riparian Buffer (30m)
-  Slopes >25%
-  Wetland



Sub-Area 7&8

Stormwater Servicing Plan



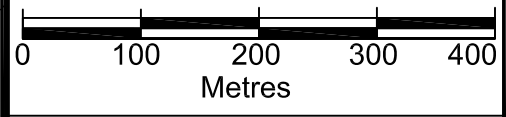
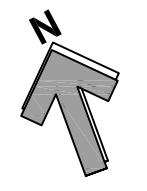
Stormwater Flow




Best Management Practice, per Stormwater Management Plan

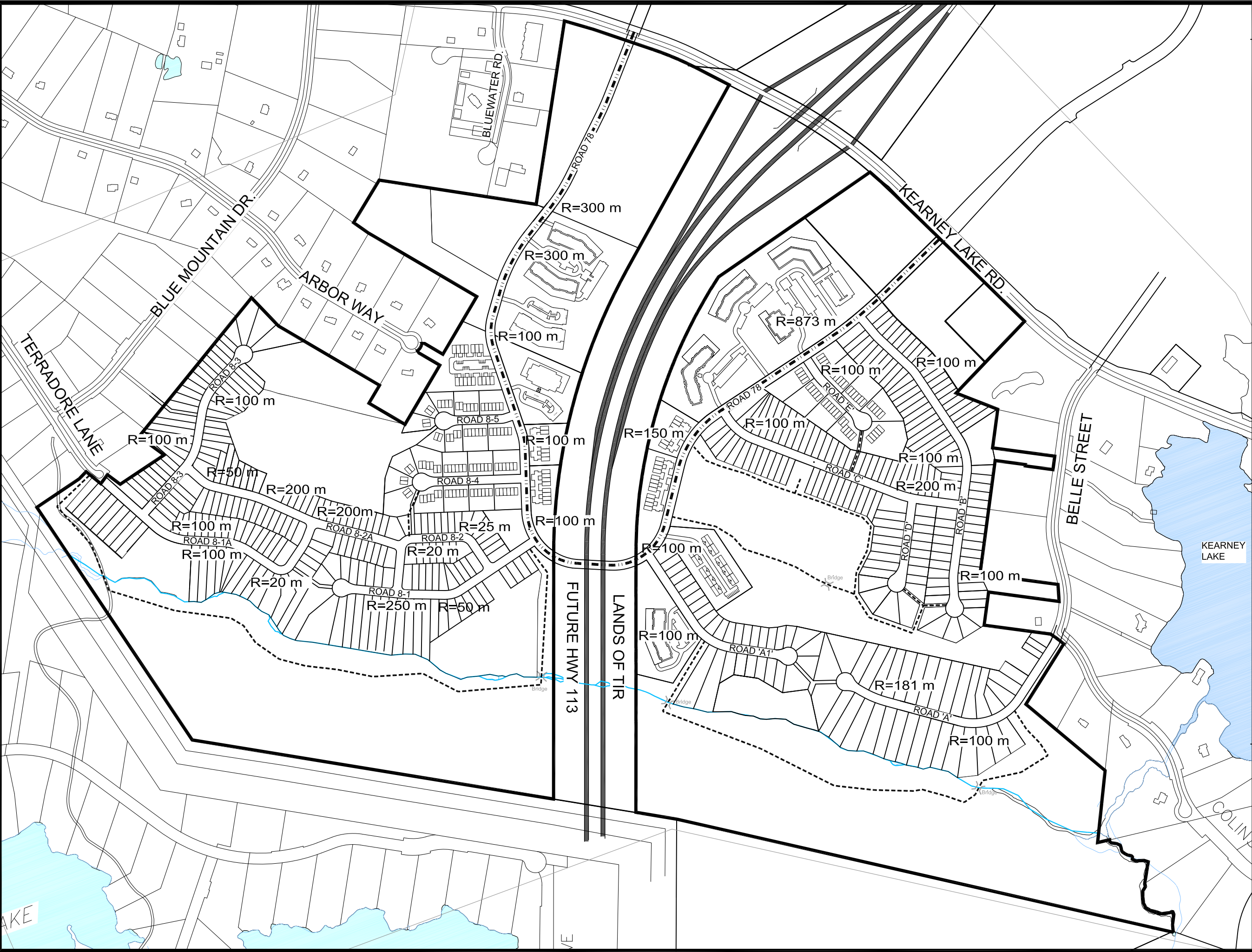


Sub-Area 7&8

Trail & Transportation Plan

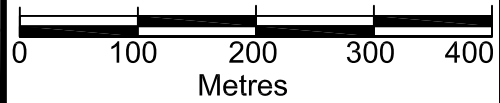
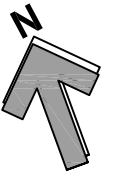



-  Secondary Trail (5' wide Crusher Dust)
-  Centerline Radius
-  Boulevard Pathway



Sub-Area 7&8

Parkland Plan



 Park and Open Space (HRM)

S.P. Site Preparation Area by Developer. (prepared pad, including topsoil or equivalent, and hydroseed)

XXm Parkland Road Frontage



Park 5
±5.0 acs

S.P.1

Park 4
±12.0 acs

S.P.3

S.P.2

Park 3
±23.6 acs

S.P.4

Park 2
±50 acs

Park 1
±52.6 acs

S.P.5

Sub-Area 7&8

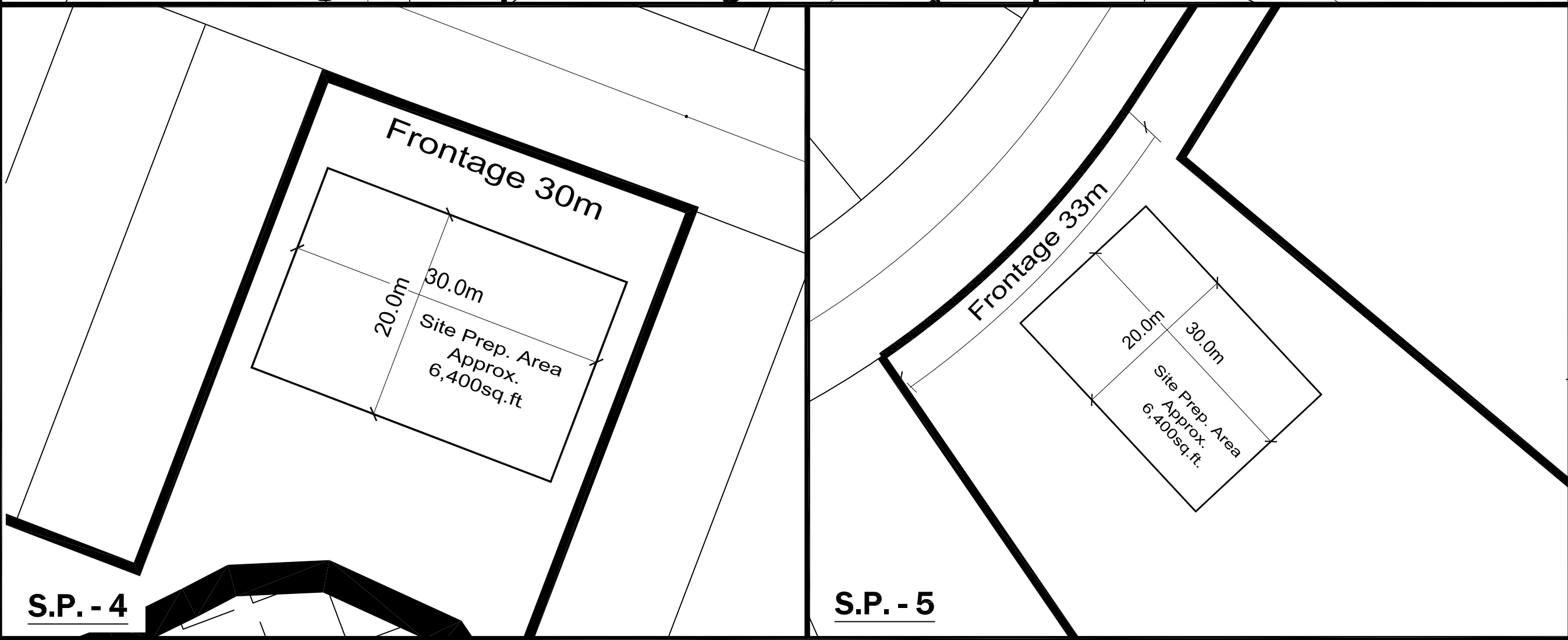
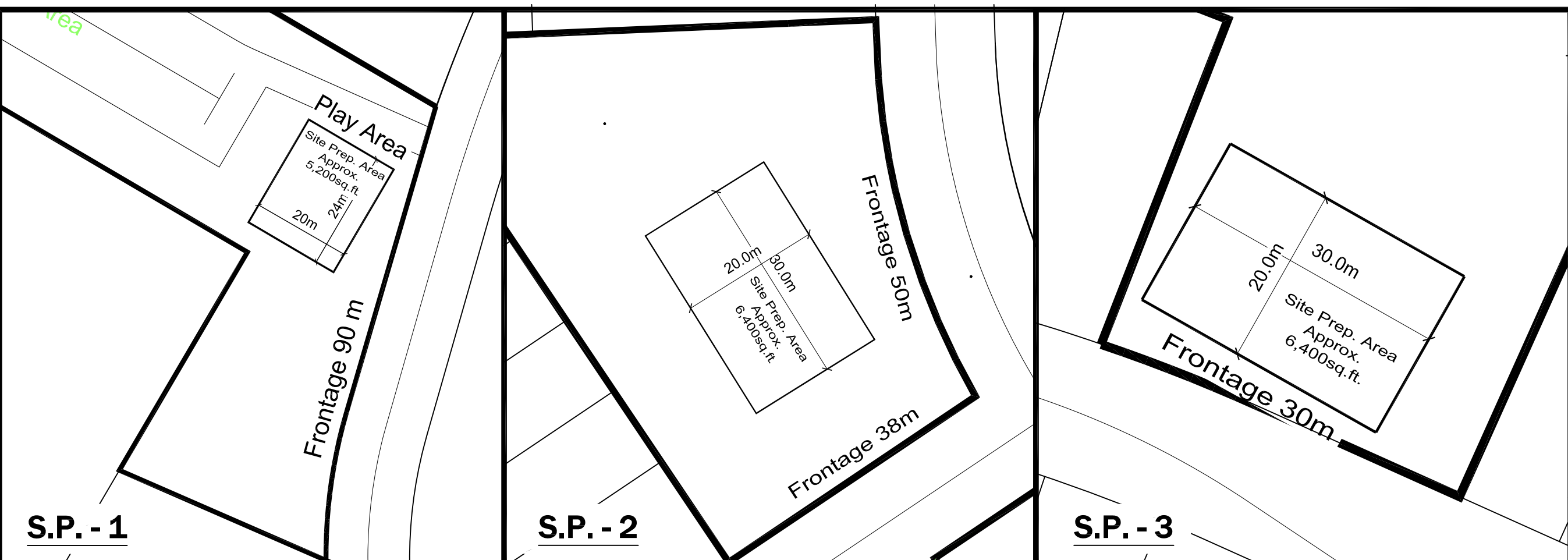
Parkland Site Details



Final adjustments to configuration and grade will be determined on site.

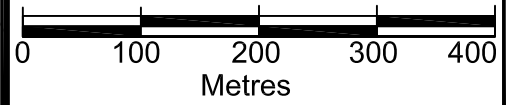
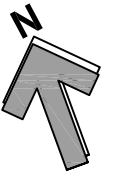
All drawings NTS

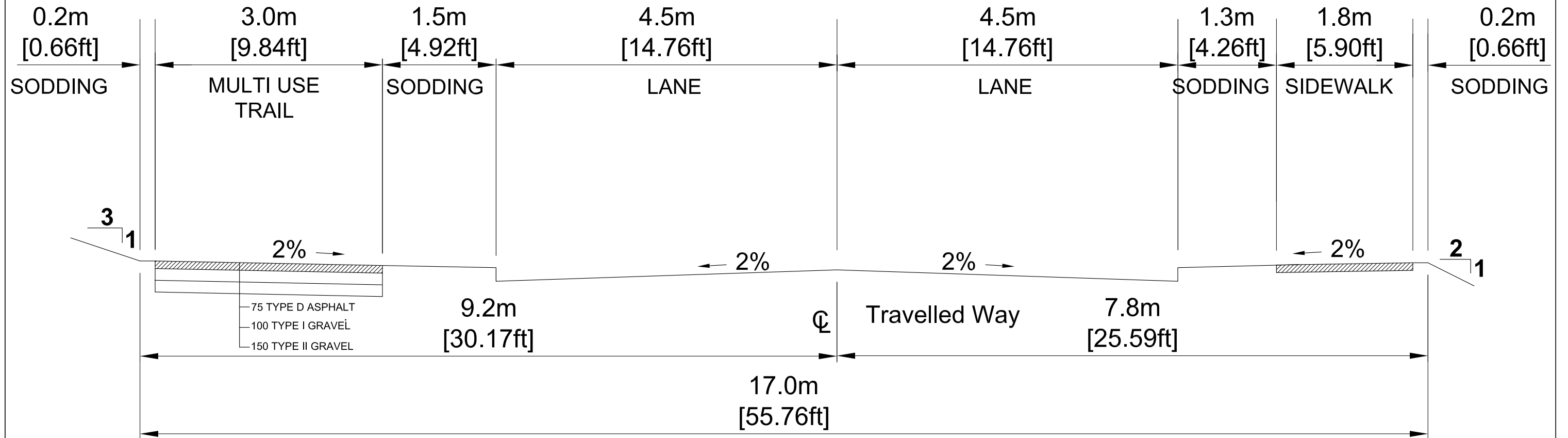
April 2013



Sub-Area 7&8

Parkland Radius Plan





17m URBAN MINOR COLLECTOR WITH MULTI-USE TRAIL

April 2013

Attachment D – Meeting Notes – December 2, 2013

HALIFAX REGIONAL MUNICIPALITY
Public Information Meeting
Case No. 18781

Monday, December 2, 2013

7:00 p.m.

Bedford Hammonds Plains Community Centre

STAFF IN

ATTENDANCE:

Andrew Bone, Senior Planner, HRM Planning Applications
Paul Burgess, HRM Planning and Infrastructure
Alden Thurston, Planning Technician, HRM Planning Applications
Cara McFarlane, Planning Controller, HRM Planning Applications

ALSO IN

ATTENDANCE:

Councillor Tim Outhit, District 16
Councillor Matt Whitman, District 13
Kevin Neatt, West Bedford Holdings Limited

PUBLIC IN

ATTENDANCE:

Approximately 40

The meeting commenced at approximately 7:05 P.M.

1. Call to Order, Purpose of Meeting – Andrew Bone

Mr. Bone, HRM Development Approvals, introduced himself as the Senior Planner facilitating this application through the Planning Process; Councillor Tim Outhit, District 16, and Councillor Matt Whitman, District 13; Cara McFarlane and Alden Thurston, HRM Development Approvals; Paul Burgess, HRM Planning & Infrastructure; and, Kevin Neatt, West Bedford Holdings.

Case No. 18781 is an application by West Bedford Holdings Limited for a Development Agreement to allow a mixed-use residential subdivision with a commercial component for Sub-Areas 7 and 8 of the Bedford West area.

The purpose of the Public Information Meeting (PIM) is to advise that HRM has received an application, give background on the proposal and receive feedback from the public. No decisions are made during the PIM.

The PIM Agenda was reviewed.

Mr. Bone pointed out that there was a mistake in the mail out fact sheet in regards to the number of proposed multiple dwelling units in the proposal. It was overstated by about 556 units. There is approximately a total of 2,115 units.

The Bedford West area is approximately 1,200 acres of land. In 2006, it was designated the next Urban Growth Area (sewer, water and densities of about 20 persons/acre) in HRM. Also in 2006, a set of Planning Policies came into effect that divided the Bedford West area into a number of Sub-Areas and identified it for Urban Growth.

There is a proposed Provincial Highway, Highway 113, that runs through the middle of Sub-Areas 7 and 8. Tonight's proposal and all of the Sub-Areas of Bedford West are proposed to happen with or without the construction of Highway 113. The Province has acquired the land from the property owner but they have not placed this proposed highway in the budget for the next five years. The Province works on a five-year plan and to date has not committed to building Highway 113.

A map of Sub-Areas 7 and 8 was shown pointing out areas of wetlands, buffers, extreme grades, non-disturbance area, etc.

There is a long list of Planning Policies in the Bedford and Hammonds Plains/Beaver Bank/Upper Sackville Municipal Planning Strategies (MPS) and within those Strategies is a set of Secondary Plans called the Bedford West Secondary Planning Strategy (BWSPS). Those Policies are located in the Halifax, Bedford, and Beaver Bank/Hammonds Plains/Upper Sackville Plans. In this case, we are dealing primarily with Beaver Bank/Hammonds Plains/Upper Sackville MPS because the majority of the site is within that Plan. Relevant Policies in this area require that all development in the Bedford West area happen by Development Agreement. Tonight's proposal and all future proposals for the Bedford West area are reviewed under the Policies of the BWSPS and are reviewed by North West Community Council (NWCC).

Mr. Bone described a Development Agreement.

2. Overview of Planning Process – Andrew Bone

The Planning Process for this application is as follows: a) PIM; b) a review by Regional Watershed Advisory Board (RWAB); c) a detailed internal review; d) Staff will draft a Development Agreement with the Developer; e) Staff will write a Staff Report with a recommendation to NWCC to either approve or reject the proposal; f) NWCC will schedule a Public Hearing (First Reading); g) at this point, the Staff Report (and Development Agreement) becomes public; h) the Public Hearing is another opportunity for the public to express their opinion of the proposal to NWCC; i) NWCC will render a decision; j) there is a 14-day appeal period when an aggrieved person or the Developer (if the proposal is rejected) have the ability to appeal to the Nova Scotia Utility and Review Board; k) if no appeals are filed, the Development Agreement is approved, signed and registered becoming a binding legal document; and l) Subdivision and Permit Applications can then be issued. Future land owners are also bound by the terms of this Development Agreement.

3. Presentation of Proposal – Paul Burgess, HRM Planning & Infrastructure

A Capital Cost Contribution (CCC) Charge is a fee collected by HRM at the Subdivision or Building Permit stage to help offset the cost of future upgrades to the infrastructure resulting from growth. Currently, CCCs are collected for water, sewer, solid waste and transportation. CCCs are typically stated as a per acre charge. The Bedford West Transportation CCC was

approved by Regional Council in 2009 and is collected at the Subdivision stage. There is close to \$46 million in transportation upgrades and projects within the Bedford West CCC area. Of that amount, the Federal and Provincial government has cost shared on about 30% of that (the bulk of that was with the Larry Uteck Interchange project). Developers have about a 36% share and HRM has a share of 34%. The 34% is not a subsidy for Developers, it represents HRM's share in the project and the existing traffic that are on these streets.

A couple of projects in the area have been completed: the Hammonds Plains Road widening project in 2008 and 2009, and the Larry Uteck Interchange project done by the Province in 2009. Next year, the Kearney Lake Connector project will be done. Following that, the Kearney Lake Road widening project which is anticipated to start around 2017 spreading out over a four-year period.

Mr. Burgess echoed Mr. Bone's remarks about Highway 113.

In 2009, the Bedford West Transportation Master Plan, consisting of four signalized intersections along Kearney Lake Road, was approved. Since that time, Regional Council and the Province have approved a Policy to consider roundabouts. No decisions have been made regarding the use of roundabouts on Kearney Lake Road and public consultations must be done when roundabouts are going to be tendered.

Questions and Comments

Ken McLeod, Kearney Lake Road – With respect to the "Peanut Loop", members of the Kearney Lake Residents Association have a big concern that as the area grows, traffic coming down Kearney Lake Road to get to Highway 102 will increase. Traffic out of those areas should go up the Larry Uteck Connector onto Highway 102. **Mr. Burgess** explained that that is trying to be achieved. The Larry Uteck Interchange was built and sized to accommodate a 75% diversion. In fact, the idea is to keep traffic away from the lower end of Kearney Lake Road as it is going to remain a two-lane section.

Councillor Matt Whitman, District 13 – Was the Kearney Lake Road widening project considered when Halifax Regional Water Commission (HRWC) replaced the water lines? **Mr. Burgess** said that it was coordinated with HRWC. Preliminary plans and information of the future widening of Kearney Lake Road were shared with HRWC. He pointed out that 2017 is a date that the project is planned to start but it is subject to Regional Council's approval. **Mr. Bone** mentioned that some of the long-term timelines are based on assumptions for growth in the Bedford West area. If the market is not what was anticipated and the uptake on the units is less, it may take more time for some of these projects to progress and vice versa.

Councillor Whitman – Will the four intersections on the Kearney Lake Road be all roundabouts or all traffic lights? **Mr. Burgess** explained that two of the intersections (the ones on the ramps) are going to be owned and maintained by the Province. Their preference, at this point, would be to put two roundabouts at those ramp terminals. The two outside intersections are going to be HRM intersections which are up for debate at this point. The decision will be based on the projected traffic volumes.

Peter Davidson, Whitehills – Have you considered the growth to the north and west feeding into Kearney Lake and Hammonds Plains Roads and the developments that have been approved? **Mr. Burgess** answered yes. HRM developed a Regional Travel Demand Model which was done in conjunction with the Regional Plan review and factors in exactly that.

Terry Choyce, Bedford – Are bike lanes being provided along Kearney Lake Road? **Mr. Burgess** answered yes.

Ms. Choyce – Is it true that when Highway 113 hooks up to Highway 102, there won't be any provisions for going south into Halifax? Why? **Mr. Burgess** said it is true but he is unable to explain because it is a Provincial project. If someone did want to go to Halifax, they would take the Interchange and the Kearney Lake Connector or Larry Uteck to Highway 102.

Ms. Choyce –What about a bus terminal to promote transit? **Mr. Burgess** is unable to comment on Metro Transit's plans for the area. **Mr. Bone** said that the densities in Bedford West are intended to support transit and Bedford West is intended to be a transit-friendly community. **Councillor Outhit** mentioned that a study was released stating that the Bedford Highway could handle five more developments. He publicly rejected that study until some decisions have been made on what is going to be done in Bedford as far as transit and improvements to the Bedford Highway and Hammonds Plains Road through the CCC program. Yes, the intention is to put a Park and Ride Transit Terminal type facility around the BMO area, have it link along Highway 102 and have buses down to the waterfront to trains or ferries, etc., as well as some road improvements. **Mr. Bone** said that the densities in the Bedford West area certainly support transit.

Mr. Miller, Kingswood – Who would be paying for transit for this proposed project – user-paid system or tax-payer dollars? **Mr. Bone** said that the Councillor has been a strong advocate to user-pay where possible. The Bedford Highway Corridor Study is looking at developments paying the fees to related services like transit. **Councillor Outhit** said that transportation will always be subsidized by the tax-payer (between 30% and 70% depending on where a person lives).

Doug Botchett, Glen Arbour – Are all of these developments on City water and sewer? **Mr. Bone** said yes, it is a fully-serviced proposal. Any existing development would remain as is at this point.

Presentation of Proposal – Kevin Neatt, Associate Planner, West Bedford Holdings Limited

Mr. Neatt introduced Michael Hanusiak, Senior Vice President/General Manager; Peter Greenwood, Vice President of Sales and Marketing; Christina Baker, Sales Associate; and Craig Doyle, Planning Technician; all from West Bedford Holdings Limited.

West Bedford Holdings Limited is a partnership between Clayton Developments Limited and Cresco. Cresco is a prominent home builder in metro and has been in business for at least 20 years and has built well over 2,000 homes. Clayton Developments started in 1959. Typically, large tracks of land are purchased and communities are built within.

The Bedford West Master Plan is approximately 1,200 acres of which West Bedford Holdings Limited owns approximately 1,100 acres. Regional Council initiated the Master Plan for West Bedford in 2003. Many public consultations were held and technical studies done. In 2004, a Greenfield Study performed by CBCL identified this area as one of the lower cost growth areas. In 2006, the draft Regional Plan identified the West Bedford lands as a growth area and in April 2006, Regional Council approved that BWSPS. The BWSPS sets out the parameters and guidelines of development within the Bedford West area.

Sub-Areas 3, 4, 2, 5 and 9 are underway. Sub-Areas 7 and 8 are roughly 387 acres. The density is at approximately 20 persons per acre. The Master Plan contains a land use plan that sets out the major transportation corridors that Mr. Burgess pointed out earlier in his presentation. The slide shows road connections and areas of residential, institutional uses, etc. Any proposals for the West Bedford area have to match this Master Plan and any provision within the MPS.

Various land uses were shown on the screen. All the density is clustered into the centre core of the property and as the community spreads out from the core, the land use intensity drops. There is approximately 137 acres of parkland and/or open space (approximately 37% of the gross site). The single family dwellings have varying lot sizes. In fact, the MPS directs the developer to have a range of land uses and housing options.

Consultants perform a Stormwater Management Plan which looks at the quality and quantity of water run-off. The water coming off of the site is balanced. The quality of the water is maintained through stormwater ponds and public education (residents receive a Home Owner's Guide). A significant part of the Stormwater Management Plan is lake monitoring which is done through HRM and paid by the Developer.

The design guidelines refer to the look and feel in the community (from architectural detail to color pallet).

Parklands and how they are used by the residents is of upmost importance. Not only is 134 acres provided but the Developer will improve the land and make it usable for everybody (trails, fields, etc.).

Again, the MPS dictates that there be a range of housing options. Examples were shown. There is a Supplemental Tree Planting program as well. A product provided for a range of demographic. Multi-unit dwellings are an important component to our developments.

The multiple unit dwellings clustered in the centre have a height range from four to eight storeys and the ones on the commercial side, next to the proposed interchange, range in height between twelve and fifteen storeys.

Questions and Comments

Joy McKay, Hammonds Plains Road – Who do we address our questions and concerns to regarding traffic flow from roads leading into this area? Volume, speed and road markings are definite issues.

Ms. Choyce – Can the holding ponds, or whatever is being used, be able to handle more than normal year storms? Can they handle a lot of run-off? **Mr. Kneatt** assured her that they can handle 1:100 year storms even in winter conditions.

Ms. Choyce – Are there provisions for low-income housing? She believes currently there are 21 new constructions of high-rises on Larry Uteck Boulevard and not one of them has apartments that are in the \$800 vicinity. **Mr. Bone** explained that in projects like this there is no Policy that talks about or requires any portion of the site to be affordable housing. The pricing is market-based. There is Policy in the Downtown Plans for affordable housing. **Ms. Choyce** believes there should be a Policy as there aren't pockets of poverty throughout HRM.

Ms. Choyce – In terms of traffic congestion, a lot of this is on the backs of the residents currently living in the area. Basically, \$30 million of the CCC distribution comes from the tax-payers' money. Essentially, the tax-payers are paying for this development. They are also paying through increased traffic, overcrowded schools, etc. The park area is fantastic and the environmental issues are being addressed but take into account the people who already live in the area and enjoy the more natural setting.

Sarah Graven, Maplewood on the Lake Subdivision – Highway 113 should be built before the houses to allow traffic to access the 100 series highways rather than clogging the Hammonds Plains and Kearney Lake Roads? **Mr. Burgess** said that the plan is to direct traffic to the new Larry Uteck Boulevard Extension from Kearney Lake Road. He mentioned that if Highway 113 does not proceed, there is a plan in place for transportation improvements that will accommodate the traffic.

Andy Ruiter, Kingswood – Where will water be retained after the trees have been cut and replaced with shingles and asphalt? **Mr. Neatt** explained that pre- and post-development water volumes have to remain the same. Stormwater is collected at multiple points and a pipe allows the water to disperse into the environment naturally at the pre-development rate. There is a series of retention ponds that are lined with trees. **Mr. Bone** said that the Policy for this area requires no discharge into a watercourse without first providing some level of treatment. The Stormwater Management Plan has to be reviewed by RWAB (requirements regarding water quality testing).

Mr. Miller – Are there plans to mitigate the total destruction of ancient trees and vegetation? **Mr. Neatt** said that the plan shown tonight is exactly what it will look like once complete. The chance of retaining natural trees in the central corridor of a road is remote due to putting in services. If planned properly, you can maintain some of the natural vegetation. A mandated tree planting program will allow for large trees within ten years and help enhance and bring back that natural environment.

Richard DeLong, Blue Mountain – What is the total number of residential units in West Bedford? **Mr. Kneatt** did not have the exact number. The MPS sets out the density at 6 units per acre. **Mr. Bone** will get an accurate number. **Mr. DeLong** is trying to get a better idea on the density for the surrounding communities. Commercial and office space will mean additional density above the residents resulting in additional traffic flow. He referred to a previous meeting held by Annapolis Group where traffic volumes were given. This type of information is important to present to people living in the surrounding communities. Highway 113 may be part of the solution but nobody really knows when and if that is going to take place. He would like to see some more concrete numbers: how many residential units, how many 12 to 15 storey commercial office buildings are expected. Also, a large amount of the parkland seems to be unusable. **Mr. Bone** said in general terms, the Bedford West area, when complete, will roughly double the size of Bedford. He'll try to put something on the website regarding total numbers. **Mr. Neatt** explained that a reasonable amount of land is given and the Developer will improve the land. Through a variety of methods, there is a good compliment of parkland in the plan. **Mr. Bone** mentioned that through the Regional Subdivision By-law, the maximum parkland requirement is 10%. Anything more is a positive. As part of the review process, HRM Parkland Planning will be reviewing these parklands. The plan must be usable. **Mr. Hanusiak** ensured Mr. DeLong that the Mater Plan, as well as the traffic projections and density figures approved in 2006, remain the same today. **Mr. Burgess** said there are a couple of things that are changing with respect to what was said back in 2003. The Regional Plan has targets to introduce transit and mobile split. One of the nice things about an integrated development is that you don't have cars that are leaving the site in the morning and coming back in the evening. If you have an integrated development it's been shown to reduce traffic flows; therefore, as far as

the numbers go, probably a little less traffic is expected compared to what would have been forecasted back in 2003.

Nick Antoft, Lucasville –What are the plans or the capacity of the drainage easements that go from Belle Street into Kearney Lake? What happens when the water quality degrades? **Mr. Kneatt** reiterated that the two drainage areas will be balanced pre- and post-development. The culverts that go underneath Belle Street toward Kearney Lake will not overload. This is the benefit of having a Stormwater Management Plan. The water quality monitoring is done four times a year. The monitoring stations are in place to get several years of baseline study. **Mr. Bone** said Department of Environment (DOE) steps in if a problem arises. **Mr. Hanusiak** said that environmental integrity is very significant to them. Long before Sub-Areas 3 and 4 started, the Lake Monitoring program was approved by Bedford Watershed Advisory Board (BWAB). There is close to three years of running data collected and before starting in this area, there will be upwards of five years of baseline data. The City has the ability to say what is going on and undertake corrective actions which could lead to stopped development. Because of the other preventative measures and programs in place, that shouldn't happen. **Mr. Bone** mentioned that the Environmental Management group has a website containing some data on-line. One of the goals of the Water Quality Monitoring program is to maintain the integrity of the lakes from a recreational standpoint as well because if development is not done appropriately, it can affect the ability to use those lakes for recreational purposes.

Mr. LoPresti, Blue Mountain – Flooding is now a regular occurrence at the bottom of Bluewater Road raising questions for future developments in the area. **Mr. Kneatt** said it comes back to balancing the water run-off. The section referred to is actually in the Sandy Lake Watershed. **Mr. Hanusiak** explained that the issue at that particular location is the level of the road relative to Sandy Lake. The water can't run aggressively out in discharge so it pools. Until such time that the road is raised and out of the floodplain, the issues will remain. **Mr. LoPresti** finds the flooding worse since the West Bedford development. **Mr. Hanusiak** and the Councillor would be happy to look into that.

Patti Card, Blue Mountain Estates – With sewer coming in adjacent to our Subdivision, is there any possibility of extending the sewer to existing homes? A couple of homes on the street have already had sewer failures resulting in new septic fields at the cost of about \$25,000. **Mr. Bone** explained that with sewer services adjacent, there is the potential although the Blue Mountain area has not been looked at. He suggested that Ms. Card talk to the surrounding property owners, get a group together and then talk to the area Councillor. Many times the dollar figure scares people away because the cost of extending sewer services into a Subdivision are borne by the residents of that Subdivision.

Pam Simpson, Kingswood – Is a hydrogeological study of the groundwater going to be done before development starts? If there is an impact on the wells, who is responsible and how will that be fixed? **Mr. Hanusiak**, referring to the Bedford South project, said a risk assessment of the groundwater conditions, existing wells and septic systems was done. Those risk assessments will continue to happen for the Developer's own benefit. HRM does have a Blasting By-law which requires a pre-blast survey be done (radius around a development). The Developer carries the appropriate insurance, which is validated by HRM, to ensure that any well damage is remedied (repaired or replaced). **Ms. Simpson** asked what the radius is. **Mr. Bone**

said it varies depending on the charge used.

Mr. Ruiter – Where does infrastructure stand for water and sewage from HRM's and the Developer's perspective? **Mr. Kneatt** explained that in 2009, Regional Council and the Review Board approved the CCC Charge that allowed for the trunk sewer and trunk structures to take place. **Mr. Bone** said that because this area was part of a Master Plan, cost of services is one of the first things looked at. Sub-Areas 7 and 8 are being serviced by Halifax so they will be extending the trunk sewer. That is all in the process of being engineered but long planned and long considered as part of a cost of developing in this area and that cost is apportioned to each individual lot via for acreage charge and passed back onto the homeowner. Extension of the services is underway. **Mr. Hanusiak** intends to have an operational sewer system along this section of the Kearny Lake Road by this time next year.

4. Closing Comments

Mr. Bone thanked everyone for coming and expressing their comments.

5. Adjournment

The meeting adjourned at approximately 9:07 p.m.