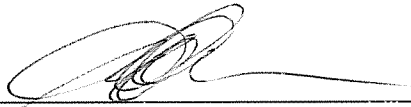
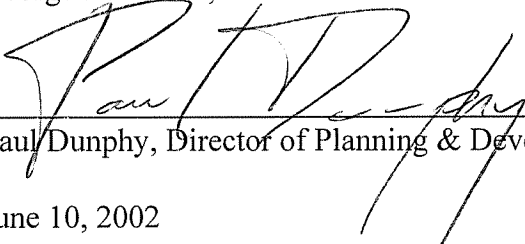


REGIONAL COUNCIL
JUNE 18, 2002

TO Mayor Kelly and Members of Regional Council

SUBMITTED BY


George McLellan, Chief Administrative Officer


Paul Dunphy, Director of Planning & Development

DATE June 10, 2002

SUBJECT Project 00086 - Wentworth/Bedford South Master Planning Study

STAFF REPORT

ORIGIN

Prepared by staff in response to the recommended amendments made in the June 3, 2002 reports of the North West Community Council to Regional Council and several amendments requested by the affected property owners

BACKGROUND

At the April 4, 2002 session of the North West Community Council, the draft Secondary Planning Strategy for Wentworth was reviewed. The Community Council recommended approval subject to five specific amendments.

The Community Council subsequently received a report from the North West Planning Advisory Committee at the May 23, 2002 session which recommended that polices R-2A and R-2 of the Bedford Municipal Planning Strategy not be deleted, as recommended by staff. The Community Council supported this recommendation.

In subsequent discussions, the property owners requested several amendments.

This report has been prepared to explain the amendments which have been incorporated into the final documents submitted by staff for approval by Regional Council.

DISCUSSION

In response to the Community Council's recommendations and the requested amendments by the property owners, amendments have been made in the final document. To allow for comparison to the previous draft, the new text which has been introduced is presented in **bold print** and text to be deleted is presented ~~stricken~~. Staff comments accompany each.

Policy MCP-2:

Unless otherwise specified by this secondary planning strategy, the standards for developments applied under the Municipal Planning Strategy and Land Use By-law shall be preferred under any development agreement application brought forward for approval.

~~*Policy RN-4:*~~

~~*Unless otherwise specified by this secondary planning strategy, the standards for residential developments applied under the Land Use By-law shall be preferred under any development agreement application brought forward for approval.*~~

Comment: The above amendments conform with recommended amendment 4 from the North West Community Council Report. The amendments have only been applied to the Bedford South Secondary Planning Strategy.

Policy RN-2:

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

- (g) *natural vegetation, landscaping or screening is employed around parking areas for institutional and multiple unit buildings to provide screening from streets and, for **targer** **scate** 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 total on-site parking supply;*

Comment: This amendment was requested by one of the affected property owners to clarify when underground parking would be required and to allow for the possibility of a stacked parking structure as an alternative to underground parking.

The amendments would provide better certainty as to the conditions under which this criterion would be applied. Provision for a stacked parking structure would conform with the intended objective of reducing the amount of land consumed for parking needs. Staff, therefore, recommend approval.

Environmental Protection

Objectives:

1. to **minimize site disturbance, maximize tree retention and to** restore trees over area which have been disturbed by development activities

Comment: The above amendments conform with recommended amendment 5 from the North West Community Council Report.

Policy EP-7:

A tree replanting program shall be incorporated into development agreements to allow for regrowth of trees over all lands on which the natural vegetation has been removed as a consequence of development. The program shall specify the locations, number, type and diameter of trees to be planted. The type of trees shall be indigenous to the area Nova Scotia.

Comment: This amendment was requested by Emscote Ltd. to clarify the type of trees which could be considered under a tree replanting program. Staff has no objectives to this amendment.

Policy MS-6:

Approximately 1,000 A maximum of 1,330 residential units may be permitted within the master plan area prior to the construction of the proposed interchange. The allocation to each sub area shown on Schedule III shall be as follows:

| | |
|----------------------|----------------------|
| <i>Sub Area "A":</i> | <i>570 615 units</i> |
| <i>Sub Area "B":</i> | <i>190 235 units</i> |
| <i>Sub Area "C":</i> | <i>240 480 units</i> |

Comment: The amendment has been requested by the property owners to provide greater certainty for each affected property owner as to the number of dwelling units that may be permitted by the Municipality prior to completion of the new interchange proposed at the Bicentennial Highway.

Policy MS-6, as originally drafted, guaranteed to the owners within the Bedford South/Wentworth Secondary Plan Areas that the Municipality would allow 1,000 housing (conditional upon satisfying all other relevant policy criterion are satisfied) while allowing for consideration of an unspecified number of additional units under policy MS-7, provided that the total number of units within the combined master plan area and Royale Hemlocks development did not exceed 2,000 units.

A traffic study undertaken in support of the master planning study had concluded that 2,000 housing units within Wentworth/Bedford South and Royale Hemlocks could be developed without causing the level of service to deteriorate below a performance level acceptable under municipal traffic guidelines.

Staff has no objection to this amendment as the probability that Royale Hemlocks will reach full build out of 1,150 housing units, as approved under previous development agreements, prior to the revised thresholds being reached within the Wentworth/Bedford South secondary plan areas is remote. Furthermore, the revised policy MS-7, presented below, provides assurance that the community councils are not obligated to enter into any development agreement which would allow the total number of housing units to exceed 2,000 prior to construction of an interchange unless satisfied with the criterion outlined have been met.

Policy MS-7:

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

- (a) the interchange has been constructed and connected to Larry Uteck Boulevard and Nine Mile Drive at the Crestview Subdivision or the financing for the interchange and roads has been secured, a time frame for implementation agreed upon and the Municipality is satisfied that the additional development approved in the interim would not cause unreasonable strains on the surrounding transportation system ; and*
- ~~*(b) the housing units within the master plan area are located within Residential Neighbourhoods A, B or C as shown on Schedule I.*~~
- (b) consideration shall be is given to the transportation improvements recommended by the Prince's Lodge/ Bedford South Transportation Study or any other transportation study available to the Municipality. A development agreement application shall not be approved where the Municipality determines that the additional traffic expected from the development would cause an unreasonable deterioration in the service level of traffic on the surrounding road network a traffic study concludes that the level of service for any road within the secondary planning strategy or connecting to the abutting road network does not conform with the performance criteria established under the Municipality's Guidelines for Preparation of Traffic Impact Studies and the applicant shall be required to provide the analysis, prepared by a qualified consultant, needed to make such a determination. Without limiting the generality of the foregoing statement, particular consideration will be given to traffic impacts on the Bedford Highway, Nine Mile Drive and Oceanview Drive.*

Comment: The amended policy conforms with the recommendations of the North West Community Council that (i) "unreasonable strains on the transportation system be clarified; (ii) a connection to Nine Mile Drive in Crestview Subdivision concurrent with the completion of the new interchange not be made mandatory and (iii) explicit reference be made to the Bedford Highway in any traffic impact study . It should be noted that policy MS-8 presented in previous drafts has been included as clause (c) of policy MS-7 for clarification.

Policy MS-10 9:

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 development agreement shall be entered until infrastructure charges are in effect.

Comment: This amendment has been introduced by staff to ensure that infrastructure charges are approved by Regional Council and in effect under the Subdivision By-law prior to any development agreement application being approved by either community council.

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

Report Prepared by: Paul Morgan, Planner, tel: 490-4482; fax: 479-4257

Report Approved by: _____
Paul Dunphy, Director of Planning & Development Services, tel: 490-4933

A By-law to Amend the Municipal Planning Strategies and Land Use By-laws for Halifax and Bedford

1. The Bedford Municipal Planning Strategy is hereby amended by:
 - (a) revising the Generalized Future Land Use Map designations in accordance with the amendments presented on Map I.
 - (b) Inserting the following chapter between the chapters entitled "Institutional" and "Parks and Recreation":

THE BEDFORD SOUTH SECONDARY PLANNING STRATEGY

Background

After amalgamation of the region's four municipal units in 1996, master planning exercises were initiated as a means of responding to the challenges facing the Municipality in accommodating new growth. In a report prepared for Regional Council in 1998, four potential growth areas were identified as potential infill opportunities which could strengthen links between established communities¹.

One of the potential growth areas encompassed approximately 625 acres of undeveloped lands bounded by Crestview on the Basin Subdivision to the north, Royale Hemlocks Estates Subdivision to the south, the Bicentennial Highway to the west, and the Bedford Highway to the east, excluding Millview and Fernleigh Subdivisions. Development within the southern portion of this area is governed by the Halifax Municipal Planning Strategy and the northern portions governed by the Bedford Municipal Planning Strategy.

The master planning exercise sought to comprehensively plan for a new community over these lands while integrating with the established community planning documents. The study objectives adopted by Council 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;

¹ Report to Mayor Fitzgerald and Members of Halifax Regional Council Re: Master Planning Studies. Dated November 23, 1999.

- ❑ 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
- ❑ 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 Municipality²:

This secondary planning strategy has been prepared in accordance with the master plan study objectives and the terms of reference established by Council. Bedford South was adopted as the name under this planning strategy in recognition of the strong links these lands have to the residents of Bedford. Wentworth has been adopted as the name under the Halifax planning strategy in recognition of the contributions made by Sir John Wentworth's to the development of this area.

The Community Concept Plan

The Community Concept Plan, presented as Schedule I, illustrates the main land use and transportation elements proposed for this community. The design principles incorporated into the plan are highlighted as follows:

² Report to Mayor Fitzgerald and Members of Halifax Regional Council Re: Public Participation Programs for Governor's Lake North and Hemlock Ravine North (Prince's Lodge) Master Plan Study Areas. Dated November 23, 1999.

- ❑ Lands needed for daily living activities - housing, shops, workplaces, schools, parks, and civic facilities - are integrated within the community.
- ❑ A central corridor is established around a community collector street which provides for uses beneficial to the surrounding residential neighbourhoods including a community park, institutional and community facilities and community commercial developments.
- ❑ A future trail system connects with Hemlock Ravine Park and a regional trail system including the trail serving Clayton Park and the Mainland Common, as well as a future connection to the waterfront project being developed around the shoreline of Mill Cove.
- ❑ Watercourses, the Old Coach Road, and certain sites which provide panoramic views of the Bedford Basin are preserved as open spaces.
- ❑ Residential neighbourhoods have well defined edges in which the open space boundaries 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.
- ❑ 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 adjacent to the Bicentennial Highway provide opportunities for employment centres and businesses that produce goods and services. Businesses benefit from the accessibility to the regional transportation system and the close proximity to the residential neighbourhoods within this community and surrounding areas.






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 MCP-1:

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

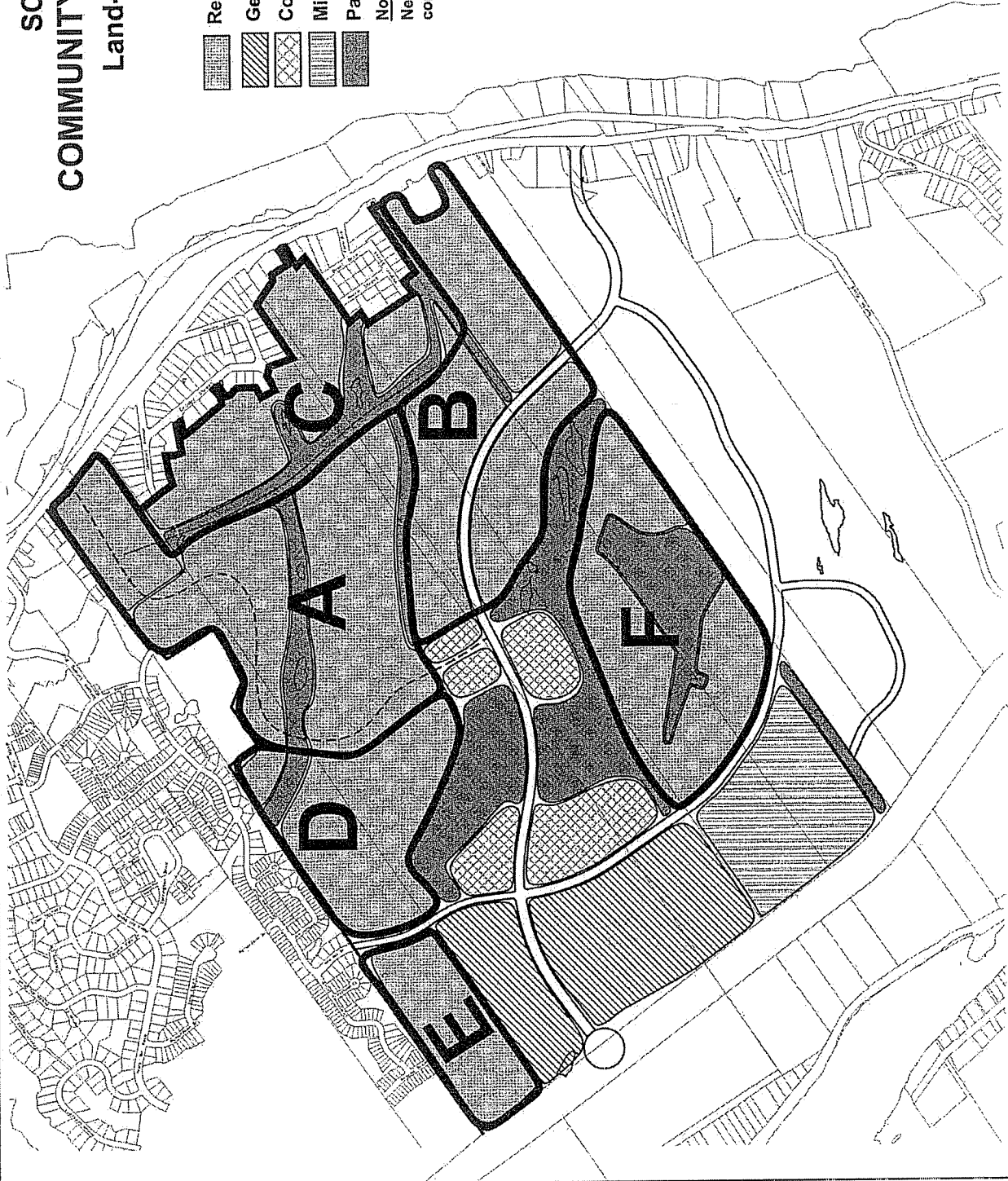
SCHEDULE I COMMUNITY CONCEPT PLAN

Land-Use Analysis

-  Residential Neighbourhoods
 -  General Commercial
 -  Community Commercial / Institutional
 -  Mixed Use / Business Campus
 -  Park/Open Space (Major Areas)
- Note:
Neighbourhood Parks to be confirmed by Development Agreement.



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Policy MCP-2:

Unless otherwise specified by this secondary planning strategy, the standards for developments applied under the Municipal Planning Strategy and Land Use By-law shall be preferred under any development agreement application brought forward for approval.

The Parks and Open Space Designation

The Park/Open Space Designation features a large central area that serves as a focus for the community within which active and passive community recreational facilities can be developed. The Designation also included linear open spaces where pedestrian and cycling paths can provide safe and convenient connections between residential neighbourhoods and activity areas throughout the community.

Recreational needs for this community were assessed within the context of existing recreational services and facilities available in the surrounding communities. Various documents were reviewed including *The Halifax Parkland Strategy* (City of Halifax. October 1995), *Guidelines for Parkland Planning* (Halifax Regional Municipality. June 2000), and *The Town of Bedford Recreational Facilities Study* (Burke/Oliver. 1995).

Objectives:

- to provide a central park/open space area which is conveniently accessible to the community and which provides a range of active and passive recreational opportunities
- to provide strategically designed public spaces which encourage the attention of and presence of people during day and evening
- to preserve natural watercourses, sites offering vistas of the Bedford Basin and other features of natural and cultural significance
- to provide for a trail system which establishes links with residential neighbourhoods, community activity centres, Hemlock Ravine Park, a regional trail system and neighbouring communities
- to accommodate storm water management practices that are compatible with recreational functions and minimize environmental degradation and flooding of downstream developments
- to prepare a recreation facilities plan to identify passive and active recreational facilities needed to serve present and future community needs.

Policy P/OS-1:

The areas designated as Park/Open Space on Schedule I shall be reserved for active and passive recreational uses, stormwater management and environmental protection. Provided that the area of the designation is not materially reduced, the boundaries of the Park/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 active recreational uses; or*
- (d) a more functional path system for pedestrians and cyclists.*

Policy P/OS-2:

No streets shall be permitted to cross the Park/Open Space Designation except:

- (a) as illustrated on Schedule I;*
- (b) to allow for a local road connection between residential neighbourhoods A and C;*
- (c) to allow for a local road connection between Neighbourhood A and the Neighbourhood Collector leading to the Bedford Highway; or*
- (d) to allow for a road connection the Royale Hemlocks Estate Subdivision and the Mixed Use/Business Campus Designation*

Policy P/OS-3:

No stormwater management, sanitary sewer or water service system shall be located within the Open Space/Park Designation which would adversely affect environmentally sensitive areas, detract from the aesthetics of the area or impair any recreational functions intended and, unless otherwise necessary, all such systems shall be located outside areas delineated for active and passive recreation.

Policy P/OS-4:

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 assessment be undertaken at the cost of the developer by a person qualified to make such a determination.

Policy P/OS-5:

The development of all recreational facilities shall conform with the HRM Guidelines for Parkland Planning and the recommendations adopted under the Hemlock Ravine Park Management Plan (Halifax Regional Municipality. July 7, 2000).

Policy P/OS-6:

The Municipality shall prepare a recreation facilities plan for the development of active and passive recreational facilities within the Park/Open Space Designation. 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.

The Community Transportation System

To encourage less automobile use, a principle established for the community transportation system is that local streets and a pathway system be incorporated into subdivision designs to allow safe and convenient opportunities pedestrian and cyclist travel between residential neighbourhoods, open spaces and activity areas.

Objectives:

- 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

Policy CTS-1:

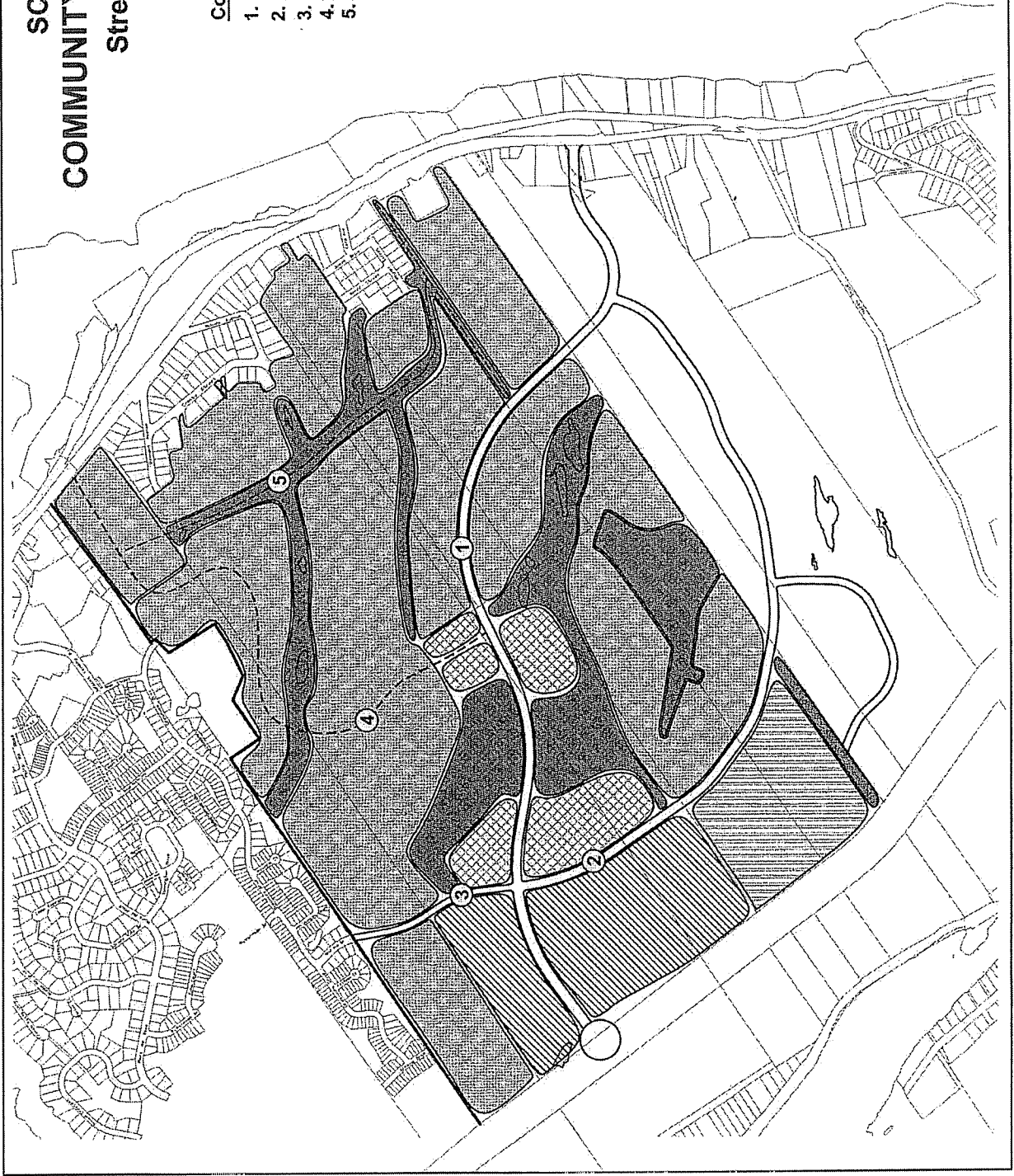
A community street and trail system shall be developed in substantial conformity with the designations and alignments presented on Schedule II except that variations to the alignment may be considered to enhance safety, provide a better fit with the natural terrain or preserve significant environmental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

- (a) between the Royale Hemlocks Subdivision and the Nine Mile Drive/Starboard Drive intersection, Larry Uteck Boulevard shall have sufficient right-of-way width to allow for two lanes of traffic and sidewalks on both sides with provisions for turning lanes at major intersections and driveways. Driveway access shall only be permitted for apartment buildings, clustered housing comprising at least ten housing units, commercial and institutional developments. Traffic signals shall be provided at the Neighbourhood Collector and the Nine Mile Drive/Starboard Drive intersections. Driveway locations, the geometric design of intersections and the timing of installation of traffic signals shall be negotiated under development agreements;*
- (b) between the proposed interchange and the Nine Mile Drive/Starboard Drive intersection, Larry Uteck Boulevard shall have sufficient right-of-way width for four lanes of traffic and sidewalks on both sides with provisions for turning lanes at the Nine Mile/Starboard Drive intersection. Driveway access shall be restricted to right-in and right-out movements unless traffic signals are provided and the need for sidewalks shall be determined at the time development agreements are negotiated;*
- (c) Starboard Drive shall have the same design specifications as in the abutting Royale Hemlock Estates subdivision. For residential developments, a minimum lot frontage of fifty feet shall be required;*
- (d) Nine Mile Drive shall have sufficient right-of-way width for two lanes of traffic with sidewalks on both sides and provisions for turning lanes at Larry Uteck Boulevard. The number of driveway accesses shall be minimized.;*
- (e) The Neighbourhood Collector shall have sufficient right-of-way width for two lanes of traffic with a sidewalk on one side and provisions for turning lanes at Larry Uteck Boulevard and the Bedford Highway. A minimum lot frontage of fifty feet shall be required and, if warranted, the cost of providing traffic signals at the Bedford Highway intersection shall be the responsibility of the developer;*

SCHEDULE II COMMUNITY CONCEPT PLAN Street Hierarchy

Collector Streets:

1. Larry Uteck Blvd.
2. Starboard Avenue
3. Nine Mile Drive
4. Neighbourhood Collector
5. Old Coach Road (Linear Walkway)



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- (f) *a community trail system shall be constructed by the developer of the lands on which it is located with the design specifications negotiated under a development agreement. 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.*

Policy CTS-2:

The Municipality shall prohibit motorized conveyances on all trails, except maintenance, emergency or patrol vehicles, and except electric wheelchairs or similar devices required for mobility by persons with disabilities.

Residential Neighbourhoods Designation

Planning residential development on a neighbourhood basis is a central theme to this secondary plan. Each of the six residential neighbourhoods shown on the Community Concept Plan is bounded by the community park/open space areas and the community collector road and pathway system.

The varying site topography allows for neighbourhoods of differing characteristics. On lands with steeper slopes, efforts are made to concentrate development in order to preserve the surrounding open space and unique site features.

Objectives:

- to plan neighbourhood development on a comprehensive basis
- to 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
- to provide attractive, safe 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 safe, visible and secure

- ❑ to encourage innovative design within clearly defined performance criterion
- ❑ to provide an effective integration with established neighbourhoods

Policy RN-1:

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

Policy RN-2:

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

- (a) the density of housing units does not exceed six units per acre within neighbourhoods A, C, D or E;*
- (b) community facilities such as schools, churches and day care centres and businesses that provide goods and services at a neighbourhood level, such as convenience stores, may be permitted within a residential neighbourhood. Convenience stores shall be encouraged to locate at intersections with a Community Collector Street and at transit stops;*
- (c) sidewalks and pathways facilitate safe and convenient pedestrian travel to transit stops on the Community Collector Street System, the Community Trail System and to community services;*
- (d) the design of neighbourhood streets facilitate shared use by cyclists and encourage safe vehicular speeds and discourage short-cutting and excessive speeds by automobiles while enabling direct routes for pedestrians and cyclists;*

- (e) *the allocation of housing and the massing and placement of buildings contributes to a sense of community vitality, energy conservation, surveillance of public spaces and provides an effective integration with established neighbourhoods;*
- (f) *building locations, site and architectural design, landscaping, and streetscape elements reinforce the themes of neighbourhood identity, pedestrian scale and compatibility with the natural environment;*
- (g) *natural vegetation, landscaping or screening is employed around parking areas for institutional and multiple unit buildings to provide screening from streets and, for buildings containing forty-eight or more housing units, provision of underground parking or a structure allowing for stacked parking shall be a mandatory component of the on-site parking supply;*
- (h) *all open space/parkland dedications proposed conform with the objectives and polices adopted for the community parkland/open space under this municipal planning strategy and any administrative guidelines adopted by the Municipality and;*
- (i) *the proposal conforms with all applicable provisions and requirements adopted under this Secondary Planning Strategy regarding environmental protection, the community transportation system and municipal services.*

Policy RN-3:

Each residential neighbourhood shall conform with the following provisions:

Neighbourhood "A":

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

Lands abutting the Neighbourhood Collector Road in the vicinity of the Old Coach Road and the Bedford Highway may be developed with apartment buildings and townhouses, provided that townhouse units have shared driveway access to the Neighbourhood Collector Road. Any apartment building development shall be limited to five storeys above grade and shall

maintain a minimum fifty foot non-disturbance area from any existing single unit dwelling lot abutting Glenmount Avenue.

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

Neighbourhood B:

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

Neighbourhood C:

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

Neighbourhood D:

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

Neighbourhood E:

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

Community Commercial/Institutional Designation

The Community Commercial/Institutional Designation envisions a built form of human scale with a diverse range of commercial, civic and residential activities. The developments are intended to be safe and attractive for pedestrians with convenient links established to surrounding residential neighbourhoods. A specific site has been reserved for one or more new schools if needed by the Regional School Board.

Objectives:

- 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 reserve lands for schools

Policy CCI-1:

A range of community commercial, institutional, and recreational uses may be permitted within the Community Commercial/Institutional Designation subject to consideration of the following matters:

- (a) no parking or loading areas are located between a public street and a building and any buildings with commercial occupancies shall be located in close proximity to the street line;*
- (b) parking areas are designed so as not to appear obtrusive from a public street or dominate the streetscape, provide safe and convenient pedestrian access to the buildings they are intended to serve;*
- (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) *no building height exceeds six stories in height and no residential uses are permitted on the ground floor of any building within fifty (50) feet of a public street;*
- (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.*

Policy CCI-2:

For lands at the intersection of Larry Uteck Boulevard and the Neighbourhood Collector Road, 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 700 housing units have been constructed in the master plan area or five years from the date of adoption of this secondary planning strategy. In the event that the School Board does not require the site, the property may be developed in accordance with the provisions of this secondary planning strategy.

The General Commercial Designation

The General Commercial Designation encompasses lands around Larry Uteck Boulevard adjacent to the proposed interchange at the Bicentennial Highway. With direct access to regional and community transportation roads, this area is strategically located for businesses which can provide goods and services needed by residents within the community and surrounding areas.

Objectives:

- to support businesses which provide goods and services benefitting residents within the community and surrounding region
- to create employment opportunities within the community

- to provide for higher density residential developments which could benefit from being located in close proximity to goods and services
- to provide safe and convenient access by all transport modes, including walking, cycling and transit
- to support attractive streetscapes

Policy GC-1:

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

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

Environmental Protection

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 preserve and maintain significant environmental features

- ❑ to minimize site disturbance, maximize tree retention and to restore trees over area which have been disturbed by development activities
- ❑ to support regional initiatives in solid waste recovery, Halifax Harbour cleanup and watershed management

Policy EP-1:

No development agreement shall be entered into unless a master storm water management plan has been prepared for the entire Wentworth/Bedford South master plan area and accepted by the Municipality. The management plan shall:

- a) identify significant constraints and sensitivities with regard to flood potential, and environmental features;*
- b) provide estimates of pre-development and post development flow rates at critical locations within watercourses such as at culverts and other road crossings and at downstream developments;*
- c) specify water quality and quantity objectives which are consistent with all municipal and provincial guidelines and identify the means of preventing adverse changes to the quantity and quality of watercourses and groundwater;*
- d) specify the type and location of storm water management facilities and the design requirements to protect receiving waters from contamination, excessive flow rates and loss of aquatic habitat and to protect the quantity and quality of groundwater flows;*
- e) prepare a program for implementation and monitoring before, during and after construction, including securities and any remedial action to be taken in the event that water quantity or quality objectives are not achieved.*

Policy EP-2:

No development agreement shall be entered into unless the detailed design specifications conform with the master stormwater management plan approved under policy EP-1;

Policy EP-3:

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

Policy EP-4:

No development, grade alteration, excavation, fill, pavement or removal of natural vegetation shall be permitted within fifty (50) feet of the high water mark, 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 storm water management plan or as provided to allow for trail systems or transportation crossings.

Policy EP-5:

No development agreement shall be entered into over lands on which trees have been removed except as may otherwise be required for a bonafide land survey or as may be agreed upon with the Municipality to protect property or ensure safety.

Policy EP-6:

Features of environmental significance shall be delineated as non-disturbance areas under development agreements. Non-disturbance areas shall be located to allow for continuity non-disturbance areas on abutting lots, municipal parkland and open space dedications, and natural areas adjacent to watercourses.

Policy EP-7:

A tree replanting program shall be incorporated into development agreements to allow for regrowth of trees over all lands on which the natural vegetation has been removed as a consequence of development. 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 EP-8:

Development of land on major slope areas 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 EP-9:

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.

Policy EP-10:

All development agreements shall conform with all applicable regional policies adopted by the Municipality in support of the regional solid waste management program, Halifax Harbour cleanup and the water resources management study.

Municipal Services

The Municipal Government Act allows a municipality to impose infrastructure charges to recover all or part of the capital costs incurred for the subdivision and development of land. The charges, imposed at the time of subdivision approval, effectively allow for the cost of infrastructure needed to service new development areas to be transferred from taxpayers at large to the benefitting property owners. This legislative tool is instrumental in achieving the financial objectives established for this secondary planning strategy.

In accordance with the objectives and policies regarding infrastructure charges under Part (X) of the Municipal Planning Strategy, a study was undertaken to identify infrastructure needed to service the master plan area, allocate costs between benefitting property owners and the Municipality, and develop a phasing and financial plan¹. The Halifax Regional Water Commission had also prepared a master plan for a water distribution system to service this area and surrounding communities². A traffic impact study was also prepared to assess traffic

¹ SGE Group. Business Case & Analysis: Wentworth Estates/Bedford South Master Plan Area. Prepared for Halifax Regional Municipality. November 30, 2001.

² CBCL Consulting Engineers Ltd. Birch Cove North/Bedford West Water Infrastructure Master Plan. Prepared for Halifax Regional Water Commission. April 1999.

implications of this community on the surrounding road network³.

The recommendations of these studies have formed the primary basis for the objectives and policies adopted under this section. Consideration has also been given to the need to safeguard the water supplies of the abutting Fernleigh and Millview subdivision and to allowing for innovating service design standards which further the objectives of comprehensively planned communities.

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 protect the existing water supplies for residents of Fernleigh and Millview Subdivisions and to allow for the eventual connection of these subdivisions to the municipal water distribution and sanitary sewer systems
- to safeguard the capacity of the Mill Cove sewage treatment plant;
- to recover an infrastructure charge where the subdivision or development presents a requirement for new infrastructure
- to ensure that the costs of new infrastructure are properly allocated to subdividers and other stakeholders deriving benefit from the infrastructure, including existing residential neighbourhoods;
- to limit the Municipality's financial exposure having regard to other budgetary commitments and constraints;
- to provide greater certainty to subdividers and other stakeholders with respect to the costs

³ Atlantic Road & Traffic Management. Final Report: Traffic Impact Study - Prince's Lodge/Bedford South Master Plan. Prepared for Wallace Macdonald & Lively Ltd. June 2000.

of development in the Municipality.

- to ensure that recovery of infrastructure charges is compatible with good land use planning in the Municipality.

Policy MS-1:

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

Policy MS-2:

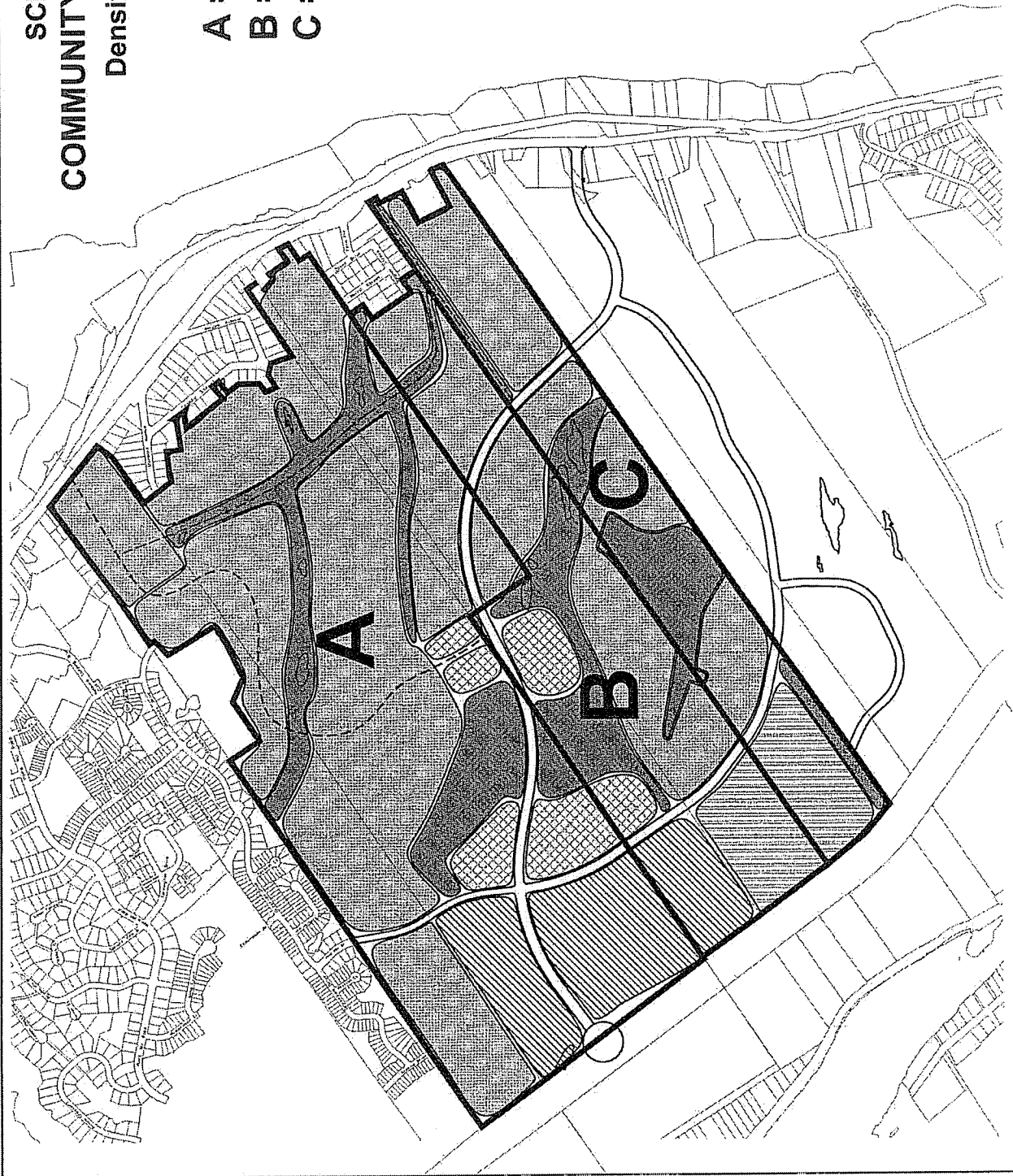
Populations shall be calculated based on an assumed occupancy of 3.35 persons per single unit, two-unit or townhouse dwelling and 2.25 persons per unit in each multiple unit dwelling. Commercial densities shall be calculated to a maximum of 50 persons per acre for general commercial uses and to a maximum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

Policy MS-3:

The "Bedford" sewershed shown on Schedule "IV" shall be limited to a maximum of 2,900 people in recognition of the limited capacity of the Mill Cove Sewage Treatment Plant and the need to reserve capacity for other areas currently outside the serviceable boundary. Additional density may be considered in the future should the Municipality determine that sufficient capacity exists at the Mill Cove treatment plant and that other areas currently outside the serviceable boundary have been evaluated for future development potential.

**SCHEDULE III
COMMUNITY CONCEPT PLAN
Density Allocations**

**A = 375 acs
B = 142 acs
C = 106 acs**

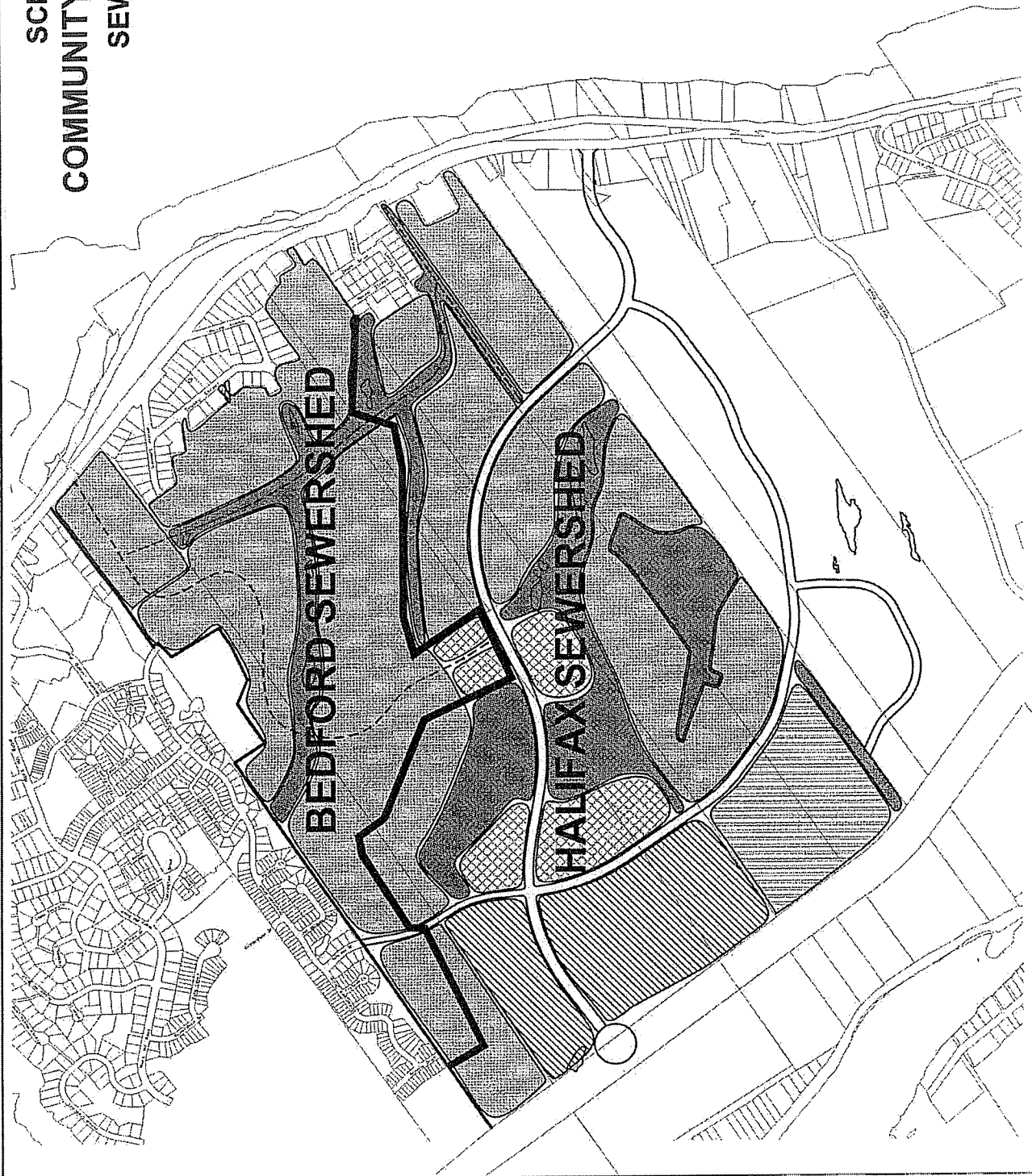


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**SCHEDULE IV
COMMUNITY CONCEPT PLAN
SEWERSHEDS**



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Policy MS-4:

The community water distribution system shall conform with the recommendations of the Birch Cove North/ Bedford West Water Infrastructure plan 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 MS-5:

No municipal approvals shall be granted within the watersheds of Fernleigh Park or Millview Subdivisions unless the Municipality is satisfied that the potable water supplies serving these subdivisions are protected and that a physical and financial means is established to allow for connection to the water distribution system that is owned and maintained by the Halifax Regional Water Commission. The Municipality shall require the developer to furnish whatever studies are needed and guarantees provided to assure that these conditions are satisfied.

Policy MS-6:

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

Sub Area "A": 615 units

Sub Area "B" : 235 units

Sub Area "C" : 480 units

Policy MS-7:

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

- (a) the interchange has been constructed and connected to Larry Uteck Boulevard or the financing for the interchange and roads has been secured, a time frame for implementation agreed upon; and*
- (b) consideration is given to the transportation improvements recommended by the Prince's Lodge/ Bedford South Transportation Study or any other transportation study available*

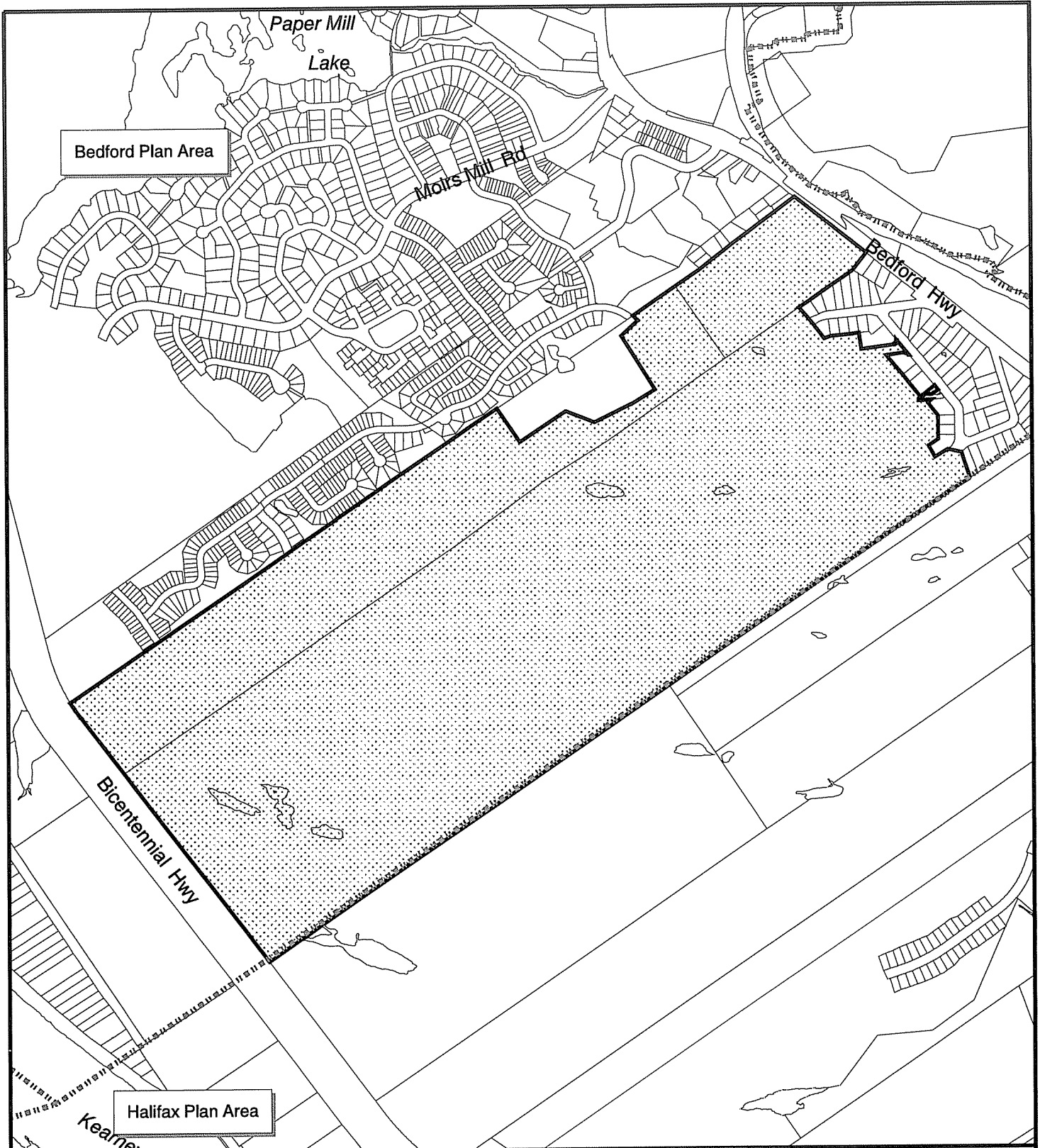
to the Municipality. A development agreement application shall not be approved where a traffic study concludes that the level of service for any road within the secondary planning strategy or connecting to the abutting road network does not conform with the performance criteria established under the Municipality's Guidelines for Preparation of Traffic Impact Studies and the applicant shall be required to provide the analysis, prepared by a qualified consultant, needed to make such a determination. Without limiting the generality of the foregoing statement, particular consideration will be given to traffic impacts on the Bedford Highway, Nine Mile Drive and Oceanview Drive.

Policy MS-8:


Variations to municipal service system standards may be considered where such variations conform with the principles set forth in the Transportation Association of Canada's "A New Vision for Urban Transportation" or any other guidelines or policies acceptable to the Municipality. Consideration shall be given to the objectives and policies established under this Municipal Planning Strategy, public safety, environmental and lifestyle factors, and capital and operating costs as well as other benefits to the Municipality, such as construction of trail systems on public lands.

Policy MS-9:

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 development agreement shall be entered until infrastructure charges are in effect.

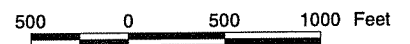


Map 1
Wentworth/Bedford South
Master Plan Area

 Lands to be redesignated from Residential Reserve to Bedford South Secondary Planning Strategy

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 DEVELOPMENT SERVICES

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



2. The Bedford Land Use By-law is hereby amended by:

(a) inserting the following to Section 3.1 under other zones:

BSCDD: Bedford South Comprehensive Development District Zone

(b) inserting the following under Part 4 immediately after clause 3(n):

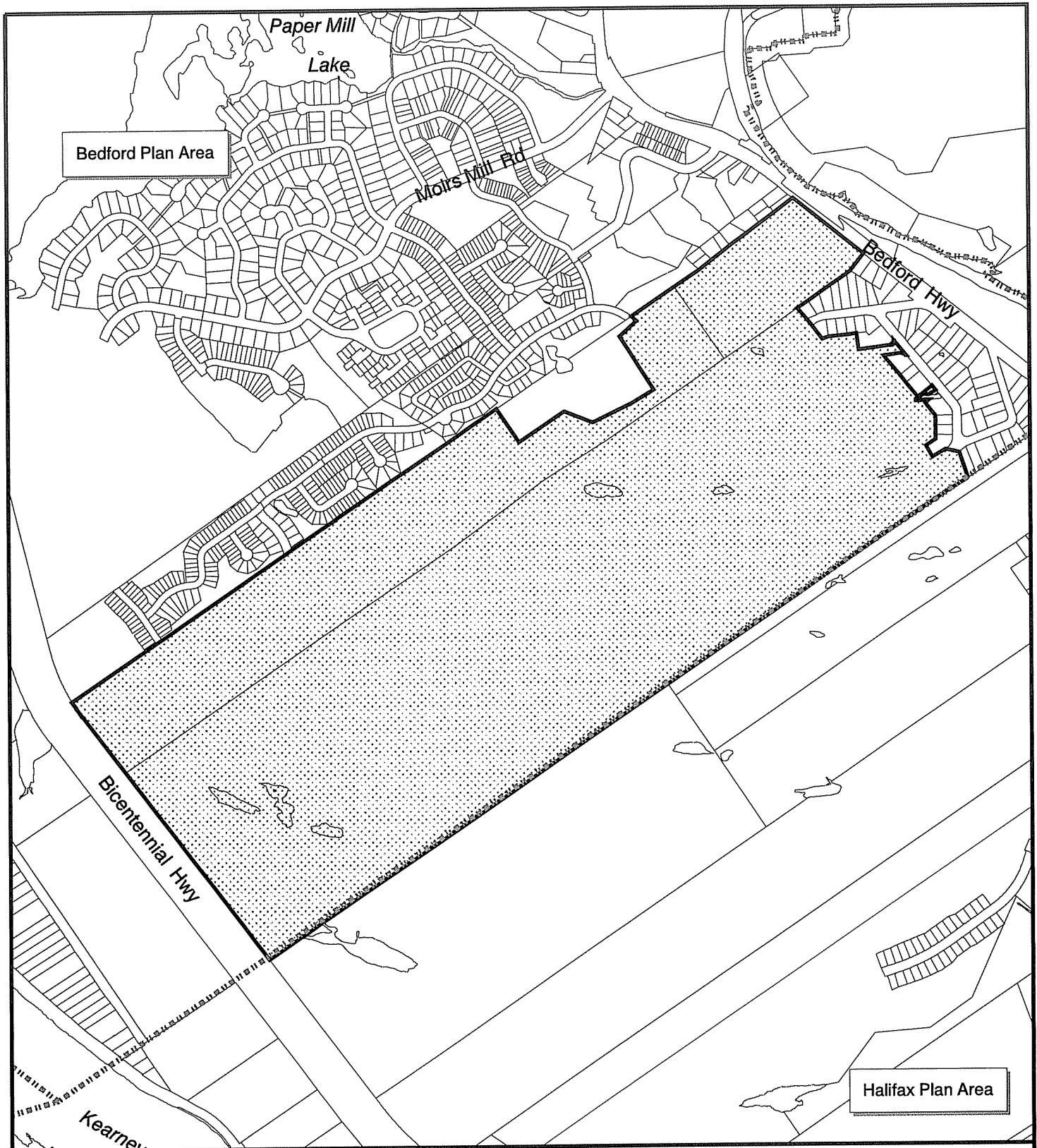
(o) Within the Bedford South Secondary Planning Strategy Designation on the Generalized Future Land Use Map, a development agreement may be considered in accordance with the applicable policies of the Bedford South Secondary Planning Strategy.

(c) inserting the following immediately after Part 25:

Part 26: Bedford South Comprehensive Development District (BSCDD) Zone

1. No development permit or subdivision approval granted except in conformity with the provisions of an approved development agreement.


(d) amending Schedule A (Town of Bedford Zoning Map) as illustrated on Map II.



Bedford Plan Area

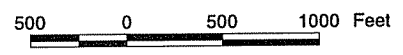
Halifax Plan Area

Map 2
Wentworth/Bedford South
Master Plan Area

 Lands to be rezoned from RR (Residential Reserve) to BSCDD (Bedford South Comprehensive Development District)

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 DEVELOPMENT SERVICES

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



3. The Halifax Municipal Planning Strategy is hereby amended by:

(a) removing the lands shown on Map 3 from Maps 1 and 1A of the Bedford Highway Secondary Planning Strategy.

(b) Inserting the following section after Section XII:

SECTION XII: THE WENTWORTH SECONDARY PLANNING STRATEGY

Background

After amalgamation of the region's four municipal units in 1996, master planning exercises were initiated as a means of responding to the challenges facing the Municipality in accommodating new growth. In a report prepared for Regional Council in 1998, four potential growth areas were identified as potential infill opportunities which could strengthen links between established communities⁴.

One of the potential growth areas encompassed approximately 625 acres of undeveloped lands bounded by Crestview on the Basin Subdivision to the north, Royale Hemlocks Estates Subdivision to the south, the Bicentennial Highway to the west, and the Bedford Highway to the east, excluding Millview and Fernleigh Subdivisions. Development within the southern portion of this area is governed by the Halifax Municipal Planning Strategy and the northern portions governed by the Bedford Municipal Planning Strategy.

The master planning exercise sought to comprehensively plan for a new community over these lands while integrating with the established community planning documents. The study objectives adopted by Council 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;

⁴ Report to Mayor Fitzgerald and Members of Halifax Regional Council Re: Master Planning Studies. Dated November 23, 1999.

- ❑ 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
- ❑ 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 Municipality⁵);

This secondary planning strategy has been prepared in accordance with the master plan study objectives and the terms of reference established by Council. Wentworth was adopted as the community name under this planning strategy in recognition of the in recognition of the contributions made by Sir John Wentworth's to the development of this area. Bedford South has been adopted as the name under the Bedford planning strategy strong in recognition of the links these lands have to the residents of Bedford.

⁵ Report to Mayor Fitzgerald and Members of Halifax Regional Council Re: Public Participation Programs for Governor's Lake North and Hemlock Ravine North (Prince's Lodge) Master Plan Study Areas. Dated November 23, 1999.

The Community Concept Plan

The Community Concept Plan, presented as Schedule I, illustrates the main land use and transportation elements proposed for this community. 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.
- ❑ A central corridor is established around a community collector street which provides for uses beneficial to the surrounding residential neighbourhoods including a community park, institutional and community facilities and community commercial developments.
- ❑ A future trail system connects with Hemlock Ravine Park and a regional trail system including the trail serving Clayton Park and the Mainland Common, as well as a future connection to the waterfront project being developed around the shoreline of Mill Cove.
- ❑ Watercourses, the Old Coach Road, and certain sites which provide panoramic views of the Bedford Basin are preserved as open spaces.
- ❑ Residential neighbourhoods have well defined edges in which the open space boundaries 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.
- ❑ 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 adjacent to the Bicentennial Highway provide opportunities for employment centres and businesses that produce goods and services. Businesses benefit from the accessibility to the regional transportation system and the close proximity to the residential neighbourhoods within this community and surrounding areas.

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.

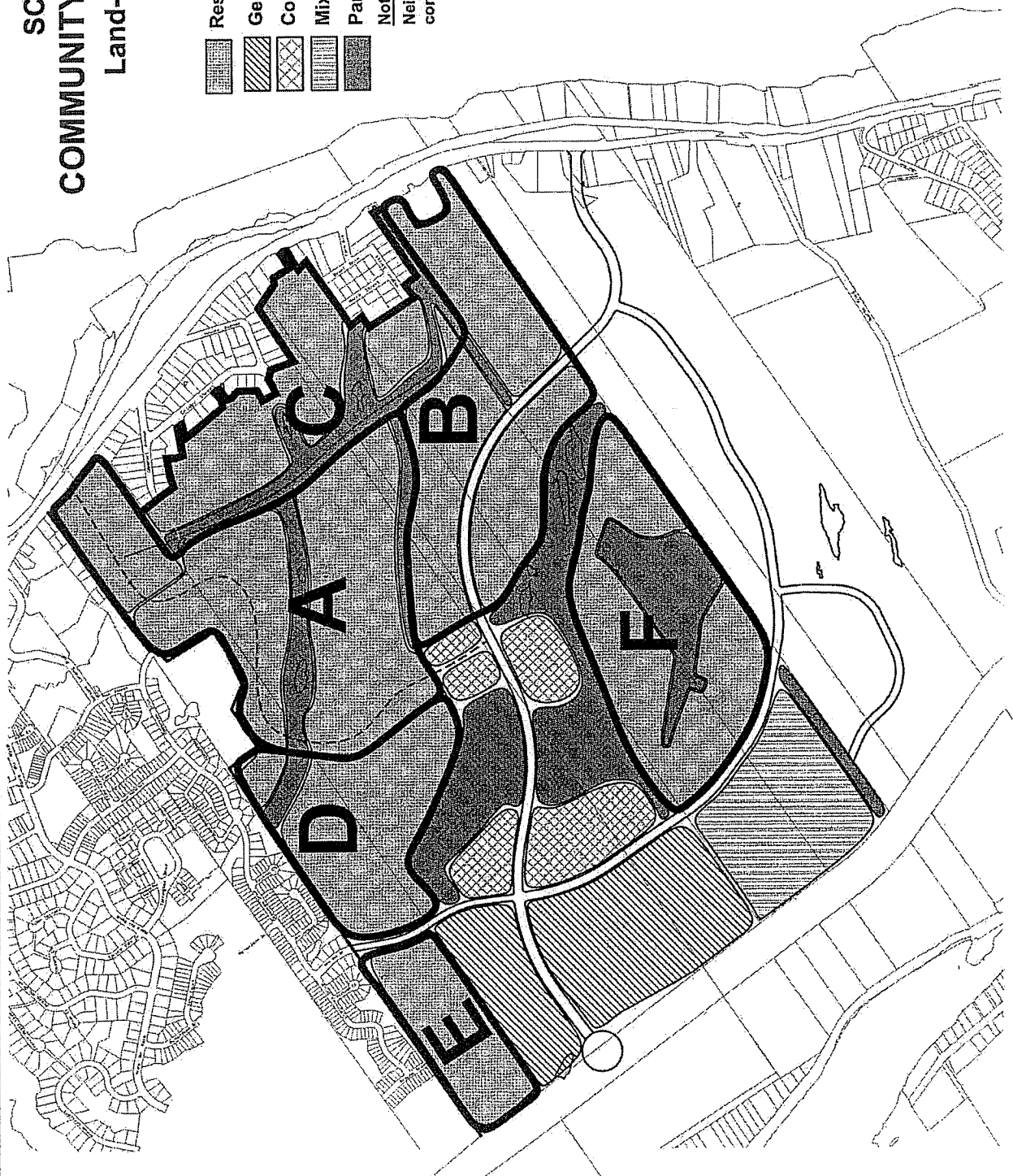
SCHEDULE I COMMUNITY CONCEPT PLAN Land-Use Analysis

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

Note:
Neighbourhood Parks to be confirmed by Development Agreement.



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Policy MCP-1:

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

The Parks and Open Space Designation

The Park/Open Space Designation features a large central area that serves as a focus for the community within which active and passive community recreational facilities can be developed. The Designation also included linear open spaces where pedestrian and cycling paths can provide safe and convenient connections between residential neighbourhoods and activity areas throughout the community.

Recreational needs for this community were assessed within the context of existing recreational services and facilities available in the surrounding communities. Various documents were reviewed including *The Halifax Parkland Strategy* (City of Halifax. October 1995), *Guidelines for Parkland Planning* (Halifax Regional Municipality. June 2000), and *The Town of Bedford Recreational Facilities Study* (Burke/Oliver. 1995).

Objectives:

- to provide a central park/open space area which is conveniently accessible to the community and which provides a range of active and passive recreational opportunities
- to provide strategically designed public spaces which encourage the attention of and presence of people during day and evening
- to preserve natural watercourses, sites offering vistas of the Bedford Basin and other features of natural and cultural significance
- to provide for a trail system which establishes links with residential neighbourhoods, community activity centres, Hemlock Ravine Park, a regional trail system and neighbouring communities

- ❑ to accommodate storm water management practices that are compatible with recreational functions and minimize environmental degradation and flooding of downstream developments
- ❑ to prepare a recreation facilities plan to identify passive and active recreational facilities needed to serve present and future community needs.

Policy P/OS-1:

The areas designated as Park/Open Space on Schedule I shall be reserved for active and passive recreational uses, stormwater management and environmental protection. Provided that the area of the designation is not materially reduced, the boundaries of the Park/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 active recreational uses; or*
- (d) a more functional path system for pedestrians and cyclists.*

Policy P/OS-2:

No streets shall be permitted to cross the Park/Open Space Designation except:

- (a) as illustrated on Schedule I;*
- (b) to allow for a local road connection between residential neighbourhoods A and C;*
- (c) to allow for a local road connection between Neighbourhood A and the Neighbourhood Collector leading to the Bedford Highway; or*
- (d) to allow for a road connection the Royale Hemlocks Estate Subdivision and the Mixed Use/Business Campus Designation*

Policy P/OS-3:

No stormwater management, sanitary sewer or water service system shall be located within the Open Space/Park Designation which would adversely affect environmentally sensitive areas, detract from the aesthetics of the area or impair any recreational functions intended and, unless otherwise necessary, all such systems shall be located outside areas delineated for active and passive recreation.

Policy P/OS-4:

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 assessment be undertaken at the cost of the developer by a person qualified to make such a determination.

Policy P/OS-5:

The development of all recreational facilities shall conform with the HRM Guidelines for Parkland Planning and the recommendations adopted under the Hemlock Ravine Park Management Plan (Halifax Regional Municipality. July 7, 2000).

Policy P/OS-6:

The Municipality shall prepare a recreation facilities plan for the development of active and passive recreational facilities within the Park/Open Space Designation. 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.

The Community Transportation System

To encourage less automobile use, a principle established for the community transportation system is that local streets and a pathway system be incorporated into subdivision designs to allow safe and convenient opportunities pedestrian and cyclist travel between residential neighbourhoods, open spaces and activity areas.

Objectives:

- ❑ 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

Policy CTS-1:

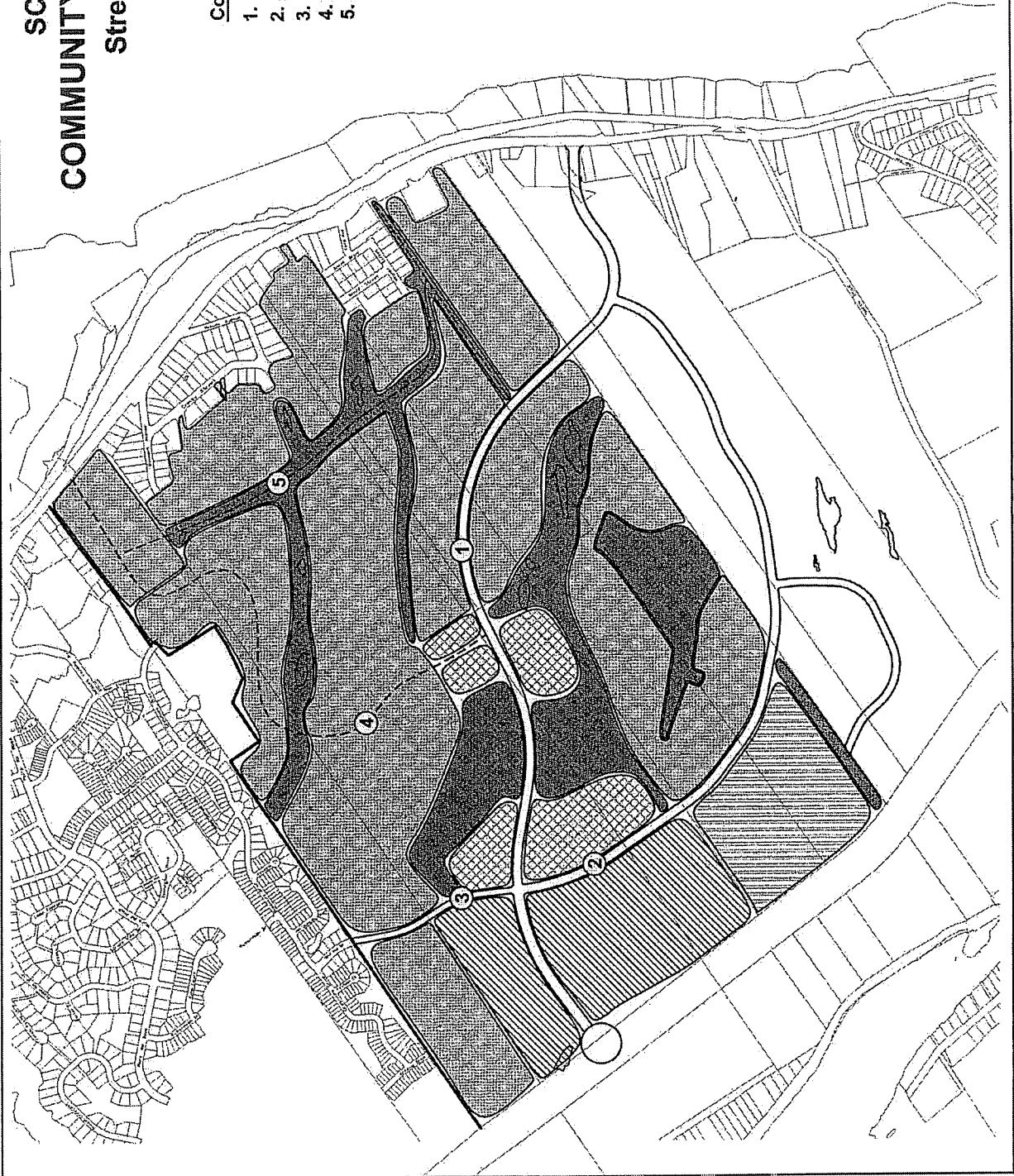
A community street and trail system shall be developed in substantial conformity with the designations and alignments presented on Schedule II except that variations to the alignment may be considered to enhance safety, provide a better fit with the natural terrain or preserve significant environmental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

- (a) between the Royale Hemlocks Subdivision and the Nine Mile Drive/Starboard Drive intersection, Larry Uteck Boulevard shall have sufficient right-of-way width to allow for two lanes of traffic and sidewalks on both sides with provisions for turning lanes at major intersections and driveways. Driveway access shall only be permitted for apartment buildings, clustered housing comprising at least ten housing units, commercial and institutional developments. Traffic signals shall be provided at the Neighbourhood Collector and the Nine Mile Drive/Starboard Drive intersections. Driveway locations, the geometric design of intersections and the timing of installation of traffic signals shall be negotiated under development agreements;*
- (b) between the proposed interchange and the Nine Mile Drive/Starboard Drive intersection, Larry Uteck Boulevard shall have sufficient right-of-way width for four lanes of traffic and sidewalks on both sides with provisions for turning lanes at the Nine Mile/Starboard Drive intersection. Driveway access shall be restricted to right-in and right-out*

SCHEDULE II COMMUNITY CONCEPT PLAN Street Hierarchy

Collector Streets:

1. Larry Uteck Blvd.
2. Starboard Avenue
3. Nine Mile Drive
4. Neighbourhood Collector
5. Old Coach Road (Linear Walkway)



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movements unless traffic signals are provided and the need for sidewalks shall be determined at the time development agreements are negotiated;

- (c) Starboard Drive shall have the same design specifications as in the abutting Royale shall be required;*
- (d) Nine Mile Drive shall have sufficient right-of-way width for two lanes of traffic with sidewalks on both sides and provisions for turning lanes at Larry Uteck Boulevard. The number of driveway accesses shall be minimized.;*
- (e) The Neighbourhood Collector shall have sufficient right-of-way width for two lanes of traffic with a sidewalk on one side and provisions for turning lanes at Larry Uteck Boulevard and the Bedford Highway. A minimum lot frontage of fifty feet shall be required and, if warranted, the cost of providing traffic signals at the Bedford Highway intersection shall be the responsibility of the developer;*
- (f) a community trail system shall be constructed by the developer of the lands on which it is located with the design specifications negotiated under a development agreement. 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.*

Policy CTS-2:

The Municipality shall prohibit motorized conveyances on all trails, except maintenance, emergency or patrol vehicles, and except electric wheelchairs or similar devices required for mobility by persons with disabilities.

Residential Neighbourhoods Designation

Planning residential development on a neighbourhood basis is a central theme to this secondary plan. Each of the six residential neighbourhoods shown on the Community Concept Plan is bounded by the community park/open space areas and the community collector road and pathway system.

The varying site topography allows for neighbourhoods of differing characteristics. On lands with steeper slopes, efforts are made to concentrate development in order to preserve the surrounding open space and unique site features.

Objectives:

- to plan neighbourhood development on a comprehensive basis
- to 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
- to provide attractive, safe 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 safe, visible and secure
- to encourage innovative design within clearly defined performance criterion
- to provide an effective integration with established neighbourhoods

Policy RN-1:

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

Policy RN-2:

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

- (a) *the density of housing units does not exceed six units per acre within neighbourhoods A, or C;*
- (b) *community facilities such as schools, churches and day care centres and businesses that provide goods and services at a neighbourhood level, such as convenience stores, may be permitted within a residential neighbourhood. Convenience stores shall be encouraged to locate at intersections with a Community Collector Street and at transit stops;*
- (c) *sidewalks and pathways facilitate safe and convenient pedestrian travel to transit stops on the Community Collector Street System, the Community Trail System and to community services;*
- (d) *the design of neighbourhood streets facilitate shared use by cyclists and encourage safe vehicular speeds and discourage short-cutting and excessive speeds by automobiles while enabling direct routes for pedestrians and cyclists;*
- (e) *the allocation of housing and the massing and placement of buildings contributes to a sense of community vitality, energy conservation, surveillance of public spaces and provides an effective integration with established neighbourhoods;*
- (f) *building locations, site and architectural design, landscaping, and streetscape elements reinforce the themes of neighbourhood identity, pedestrian scale and compatibility with the natural environment;*
- (g) *natural vegetation, landscaping or screening is employed around parking areas for institutional and multiple unit buildings to provide screening from streets and, for buildings containing forty-eight or more housing units, provision of underground parking or a structure allowing for stacked parking shall be a mandatory component of the total on-site parking supply;*
- (h) *all open space/parkland dedications proposed conform with the objectives and policies adopted for the community parkland/open space under this municipal planning strategy and any administrative guidelines adopted by the Municipality and;*
- (i) *the proposal conforms with all applicable provisions and requirements adopted under this Secondary Planning Strategy regarding environmental protection, the community transportation system and municipal services.*

Policy RN-3:

Each residential neighbourhood shall conform with the following provisions:

Neighbourhood "A":

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

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

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

Neighbourhood B:

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

Neighbourhood C:

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

Neighbourhood F:

Lands will be developed primarily with lower density residential housing which may include single, semi-detached and townhouse units. Apartment buildings may be considered on lots with frontage on Starboard Drive.

Community Commercial/Institutional Designation

The Community Commercial/Institutional Designation envisions a built form of human scale with a diverse range of commercial, civic and residential activities. The developments are intended to be safe and attractive for pedestrians with convenient links established to surrounding residential neighbourhoods. A specific site has been reserved for one or more new schools if needed by the Regional School Board.

Objectives:

- 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 reserve lands for schools

Policy CCI-1:

A range of community commercial, institutional, and recreational uses may be permitted within the Community Commercial/Institutional Designation subject to consideration of the following matters:

- (a) no parking or loading areas are located between a public street and a building and any buildings with commercial occupancies shall be located in close proximity to the street line;*
- (b) parking areas are designed so as not to appear obtrusive from a public street or dominate the streetscape, provide safe and convenient pedestrian access to the buildings*

they are intended to serve;

- (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) no building height exceeds six stories in height and no residential uses are permitted on the ground floor of any building within fifty (50) feet of a public street;*
- (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.*

Policy CCI-2:

For lands at the intersection of Larry Uteck Boulevard and the Neighbourhood Collector Road, 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 700 housing units have been constructed in the master plan area or five years from the date of adoption of this secondary planning strategy. In the event that the School Board does not require the site, the property may be developed in accordance with the provisions of this secondary planning strategy.

The Mixed Use Business Campus Designation

The Mixed Use Business Campus Designation, located between the Bicentennial Highway and Starboard Drive provides a strategic location for businesses that produce goods and services provides employment opportunities within the community. A campus style environment is envisioned where employment centres, public facilities and multiple unit residences are integrated with public spaces, the transportation system and the natural environment. In recognition of market uncertainties, residential developments may also be considered.

Objectives:

- to provide places of employment within the community that are easily accessible from the Community Collector Streets and Trail System and by public transit.
- to support a mixed use environment where opportunities are afforded to live and work in the same neighbourhood
- to create an setting where buildings and transportation systems networks are attractively integrated with the natural environment
- to encourage business opportunities by adopting an efficient and flexible regulatory environment
- to encourage innovative subdivision and community design

Policy MUBC-1:

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

- (a) building facades incorporate materials and design elements to create a sense of interest from public streets;*
- (b) no outdoor storage or outdoor display and sales shall be permitted and any outdoor waste containers shall be screened;*
- (c) open spaces are integrated into the layout and where feasible, larger trees are retained;*
- (d) landscaping is introduced to all areas disturbed during construction;*
- (e) where more than twenty parking spaces are to be provided, no more than fifty percent (50%) of the parking spaces shall be located between a building and the front lot line and no loading bays shall be located on the building facade facing a public street and parking areas are buffered to provide a visual break from the street and adjacent land*

uses with fencing, landscaping or both;

- (f) bicycle storage facilities are provided near the main entrances to the building and/or in designated public spaces.*
- (g) walkways shall extend from the entrances of buildings to a public sidewalk in front of the building and to any public trail system abutting the property and, unless otherwise not possible, shall not cross any driveways or parking areas;*
- (h) buildings, structures and parking lots are located on a lot so as to minimize the alteration of natural grades and to minimize the area of impervious surfaces;*
- (i) a storm water management plan has been prepared by a Professional Engineer with any measures required to prevent the contamination of watercourses and, where possible, allows surface water flows to be directed to permeable surfaces;*
- (j) the proposal conforms with all applicable provisions and requirements adopted under this Secondary Planning Strategy regarding environmental protection, the community transportation system and municipal services.*

Policy MUBC-2:

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

The General Commercial Designation

The General Commercial Designation encompasses lands around Larry Uteck Boulevard adjacent to the proposed interchange at the Bicentennial Highway. With direct access to regional and community transportation roads, this area is strategically located for businesses which can provide goods and services needed by residents within the community and surrounding areas.

Objectives:

- to support businesses which provide goods and services benefitting residents within the

community and surrounding region

- to create employment opportunities within the community
- to provide for higher density residential developments which could benefit from being located in close proximity to goods and services
- to provide safe and convenient access by all transport modes, including walking, cycling and transit
- to support attractive streetscapes

Policy GC-1:

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

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

Environmental Protection

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 preserve and maintain significant environmental features
- ☐ to minimize site disturbance, maximize tree retention and to restore trees over area which have been disturbed by development activities
- ☐ to support regional initiatives in solid waste recovery, Halifax Harbour cleanup and watershed management

Policy EP-1:

No development agreement shall be entered into unless a master storm water management plan has been prepared for the entire Wentworth/Bedford South master plan area and accepted by the Municipality. The management plan shall:

- a) identify significant constraints and sensitivities with regard to flood potential, and environmental features;*
- b) provide estimates of pre-development and post development flow rates at critical locations within watercourses such as at culverts and other road crossings and at downstream developments;*
- c) specify water quality and quantity objectives which are consistent with all municipal and provincial guidelines and identify the means of preventing adverse changes to the quantity and quality of watercourses and groundwater;*
- d) specify the type and location of storm water management facilities and the design requirements to protect receiving waters from contamination, excessive flow rates and loss of aquatic habitat and to protect the quantity and quality of groundwater flows;*
- e) prepare a program for implementation and monitoring before, during and after construction, including securities and any remedial action to be taken in the event that water quantity or quality objectives are not achieved.*

Policy EP-2:

No development agreement shall be entered into unless the detailed design specifications

conform with the master stormwater management plan approved under policy EP-1;

Policy EP-3:

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

Policy EP-4:

No development, grade alteration, excavation, fill, pavement or removal of natural vegetation shall be permitted within fifty (50) feet of the high water mark, 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 storm water management plan or as provided to allow for trail systems or transportation crossings.

Policy EP-5:

No development agreement shall be entered into over lands on which trees have been removed except as may otherwise be required for a bonafide land survey or as may be agreed upon with the Municipality to protect property or ensure safety.

Policy EP-6:

Features of environmental significance shall be delineated as non-disturbance areas under development agreements. Non-disturbance areas shall be located to allow for continuity non-disturbance areas on abutting lots, municipal parkland and open space dedications, and natural areas adjacent to watercourses.

Policy EP-7:

A tree replanting program shall be incorporated into development agreements to allow for regrowth of trees over all lands on which the natural vegetation has been removed as a consequence of development. 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 EP-8:

Development of land on major slope areas 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 EP-9:

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.

Policy EP-10:

All development agreements shall conform with all applicable regional policies adopted by the Municipality in support of the regional solid waste management program, Halifax Harbour cleanup and the water resources management study.

Municipal Services

The Municipal Government Act allows a municipality to impose infrastructure charges to recover all or part of the capital costs incurred for the subdivision and development of land. The charges, imposed at the time of subdivision approval, effectively allow for the cost of infrastructure needed to service new development areas to be transferred from taxpayers at large to the benefitting property owners. This legislative tool is instrumental in achieving the financial objectives established for this secondary planning strategy.

In accordance with the objectives and policies regarding infrastructure charges under Part (X) of the Municipal Planning Strategy, a study was undertaken to identify infrastructure needed to service the master plan area, allocate costs between benefitting property owners and the Municipality, and develop a phasing and financial plan¹. The Halifax Regional Water Commission had also prepared a master plan for a water distribution system to service this area

¹ SGE Group. Business Case & Analysis: Wentworth Estates/Bedford South Master Plan Area. Prepared for Halifax Regional Municipality. November 30, 2001.

and surrounding communities². A traffic impact study was also prepared to assess traffic implications of this community on the surrounding road network³.

The recommendations of these studies have formed the primary basis for the objectives and policies adopted under this section. Consideration has also been given to the need to safeguard the water supplies of the abutting Fernleigh and Millview subdivision and to allowing for innovating service design standards which further the objectives of comprehensively planned communities.

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 protect the existing water supplies for residents of Fernleigh and Millview Subdivisions and to allow for the eventual connection of these subdivisions to the municipal water distribution and sanitary sewer systems
- to safeguard the capacity of the Mill Cove sewage treatment plant;
- to recover an infrastructure charge where the subdivision or development presents a requirement for new infrastructure
- to ensure that the costs of new infrastructure are properly allocated to subdividers and other stakeholders deriving benefit from the infrastructure, including existing residential neighbourhoods;

² CBCL Consulting Engineers Ltd. Birch Cove North/Bedford West Water Infrastructure Master Plan. Prepared for Halifax Regional Water Commission. April 1999.

³ Atlantic Road & Traffic Management. Final Report: Traffic Impact Study - Prince's Lodge/Bedford South Master Plan. Prepared for Wallace Macdonald & Lively Ltd. June 2000.

- ❑ to limit the Municipality's financial exposure having regard to other budgetary commitments and constraints;
- ❑ to provide greater certainty to subdividers and other stakeholders with respect to the costs of development in the Municipality.
- ❑ to ensure that recovery of infrastructure charges is compatible with good land use planning in the Municipality.

Policy MS-1:

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

Policy MS-2:

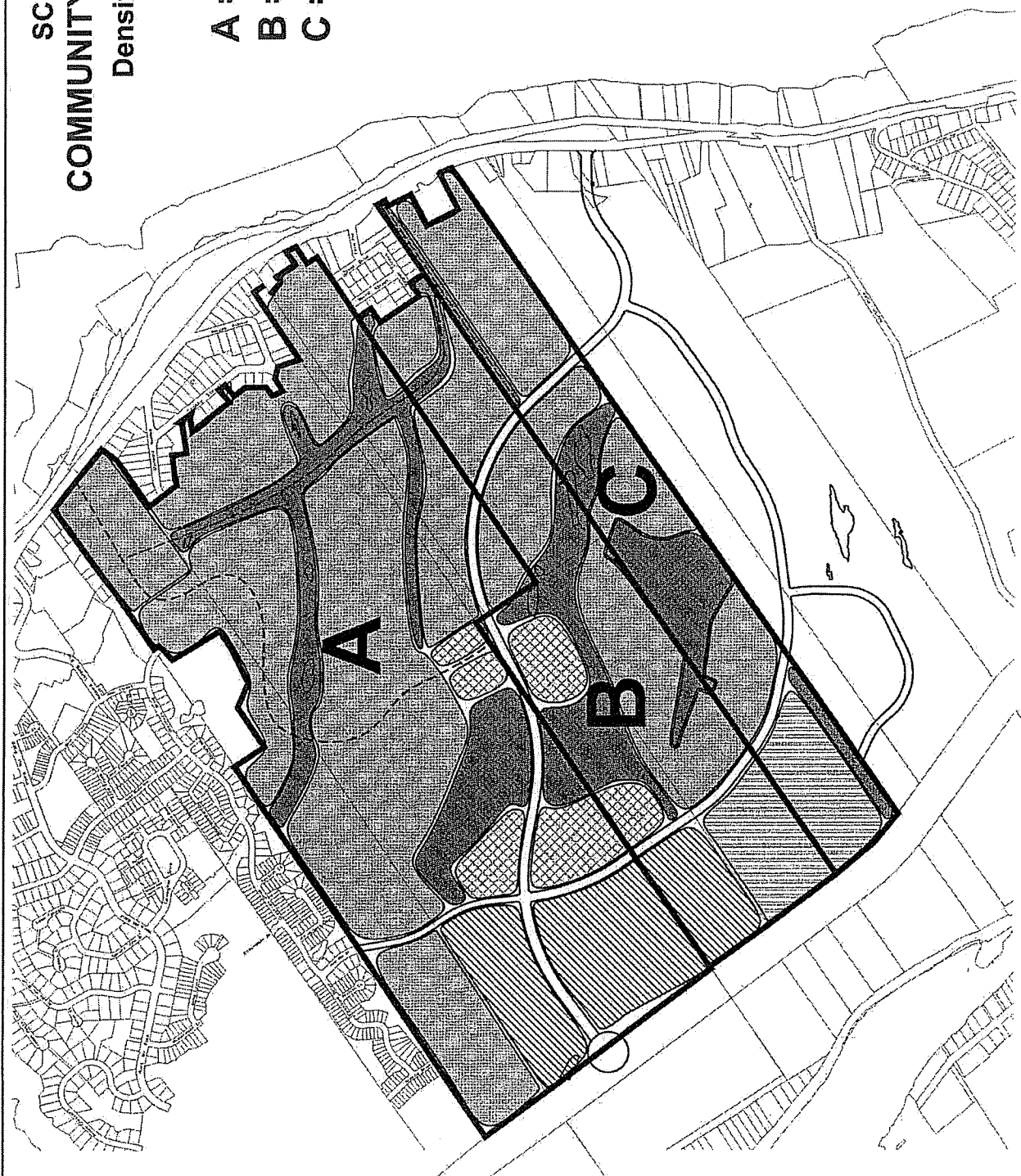
Populations shall be calculated based on an assumed occupancy of 3.35 persons per single unit, two-unit or townhouse dwelling and 2.25 persons per unit in each multiple unit dwelling. Commercial densities shall be calculated to a maximum of 50 persons per acre for general commercial uses and to a maximum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

Policy MS-3:

The "Bedford" sewershed shown on Schedule "IV" shall be limited to a maximum of 2,900 people in recognition of the limited capacity of the Mill Cove Sewage Treatment Plant and the need to reserve capacity for other areas currently outside the serviceable boundary. Additional density may be considered in the future should the Municipality determine that sufficient capacity exists at the Mill Cove treatment plant and that other areas currently outside the serviceable boundary have been evaluated for future development potential.

**SCHEDULE III
COMMUNITY CONCEPT PLAN
Density Allocations**

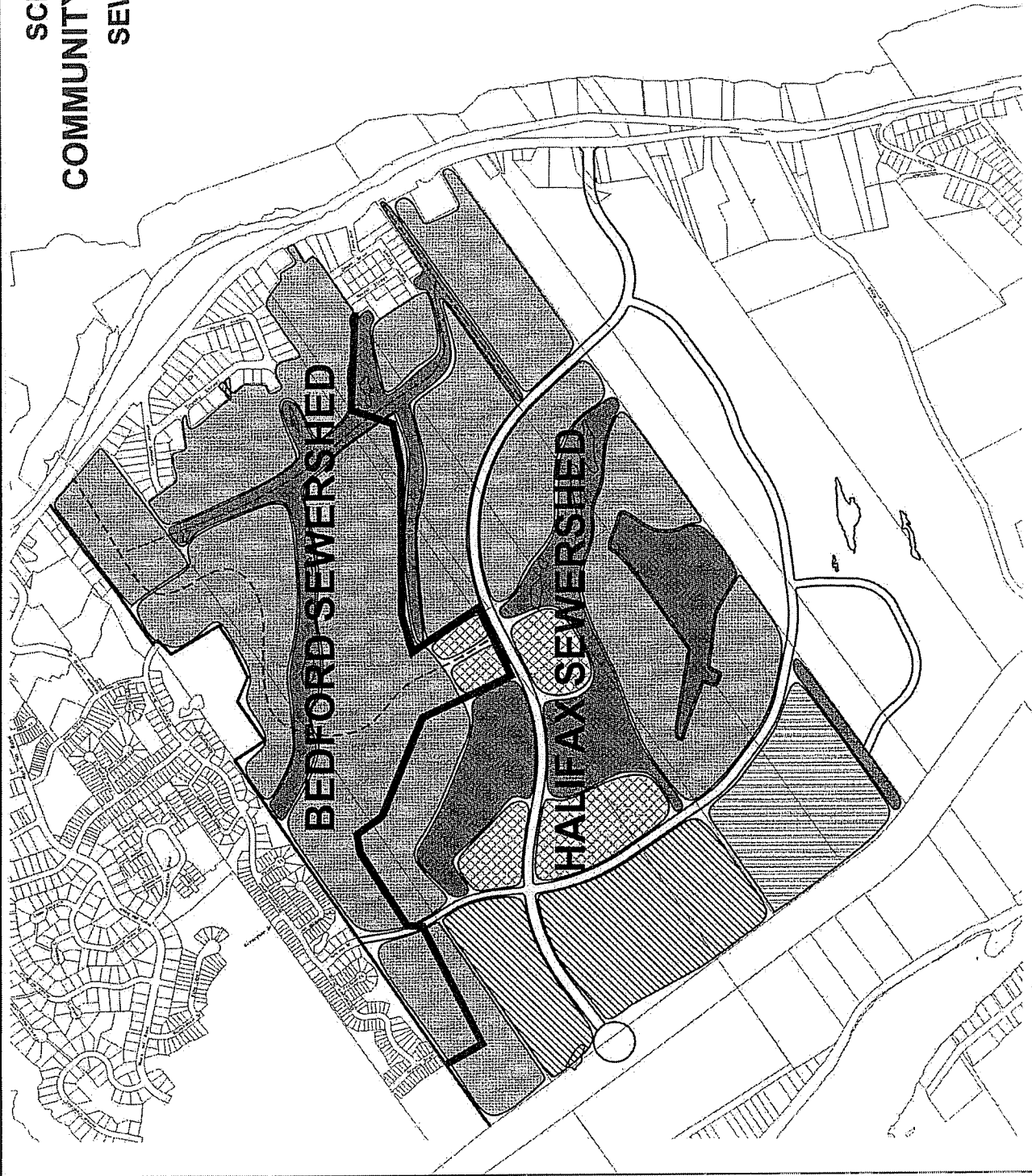
**A = 375 acs
B = 142 acs
C = 106 acs**



**BEDFORD
BASIN**



**SCHEDULE IV
COMMUNITY CONCEPT PLAN
SEWERSHEDS**



**BEDFORD
BASIN**



Policy MS-4:

The community water distribution system shall conform with the recommendations of the Birch Cove North/ Bedford West Water Infrastructure plan 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 MS-5:

No municipal approvals shall be granted within the watersheds of Fernleigh Park or Millview Subdivisions unless the Municipality is satisfied that the potable water supplies serving these subdivisions are protected and that a physical and financial means is established to allow for connection to the water distribution system that is owned and maintained by the Halifax Regional Water Commission. The Municipality shall require the developer to furnish whatever studies are needed and guarantees provided to assure that these conditions are satisfied.

Policy MS-6:

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

Sub Area "A": 615 units

Sub Area "B" : 235 units

Sub Area "C" : 480 units

Policy MS-7:

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

(a) the interchange has been constructed and connected to Larry Uteck Boulevard or the financing for the interchange and roads has been secured, a time frame for implementation agreed upon; and

(b) consideration is given to the transportation improvements recommended by the Prince's

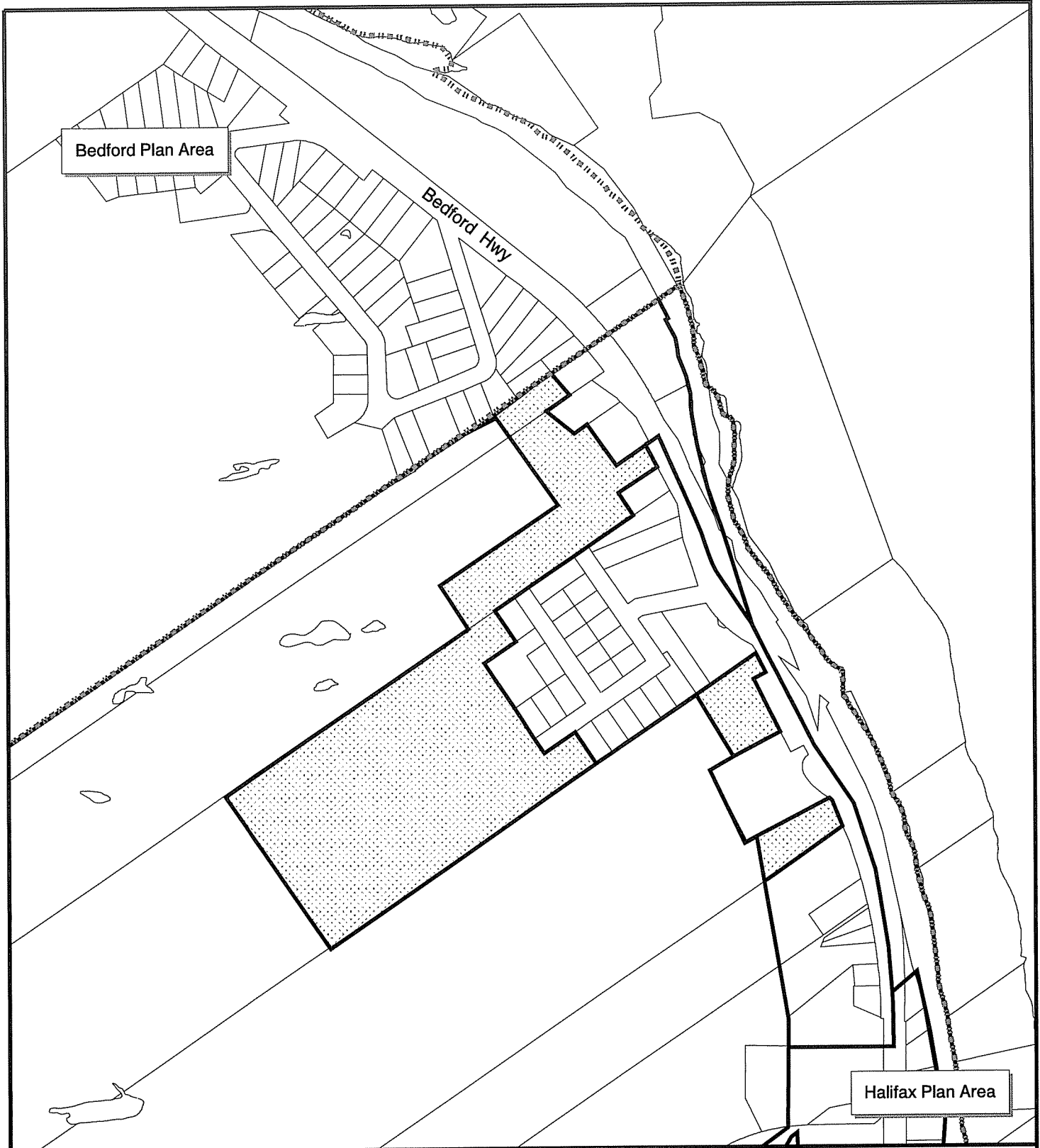
Lodge/ Bedford South Transportation Study or any other transportation study available to the Municipality. A development agreement application shall not be approved where a traffic study concludes that the level of service for any road within the secondary planning strategy or connecting to the abutting road network does not conform with the performance criteria established under the Municipality's Guidelines for Preparation of Traffic Impact Studies and the applicant shall be required to provide the analysis, prepared by a qualified consultant, needed to make such a determination. Without limiting the generality of the foregoing statement, particular consideration will be given to traffic impacts on the Bedford Highway, Nine Mile Drive and Oceanview Drive.

Policy MS-8:


Variations to municipal service system standards may be considered where such variations conform with the principles set forth in the Transportation Association of Canada's "A New Vision for Urban Transportation" or any other guidelines or policies acceptable to the Municipality. Consideration shall be given to the objectives and policies established under this Municipal Planning Strategy, public safety, environmental and lifestyle factors, and capital and operating costs as well as other benefits to the Municipality, such as construction of trail systems on public lands.

Policy MS-9:

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 development agreement shall be entered until infrastructure charges are in effect.



Map 3
Wentworth/Bedford South
Master Plan Area

 Areas to be removed from Generalized Future Land Use maps of Bedford Highway Secondary Planning Strategy (Maps 1 and 1A)



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



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4. The Mainland Halifax Land Use By-law is hereby amended by:

(a) adding WCDD zone to the list of zones referenced in the definition of "Zoning Area" under section 2.

(b) adding the following zone to the list of zones identified under sections 16(1) and 16(2):

WCDD: Wentworth Comprehensive Development District Zone

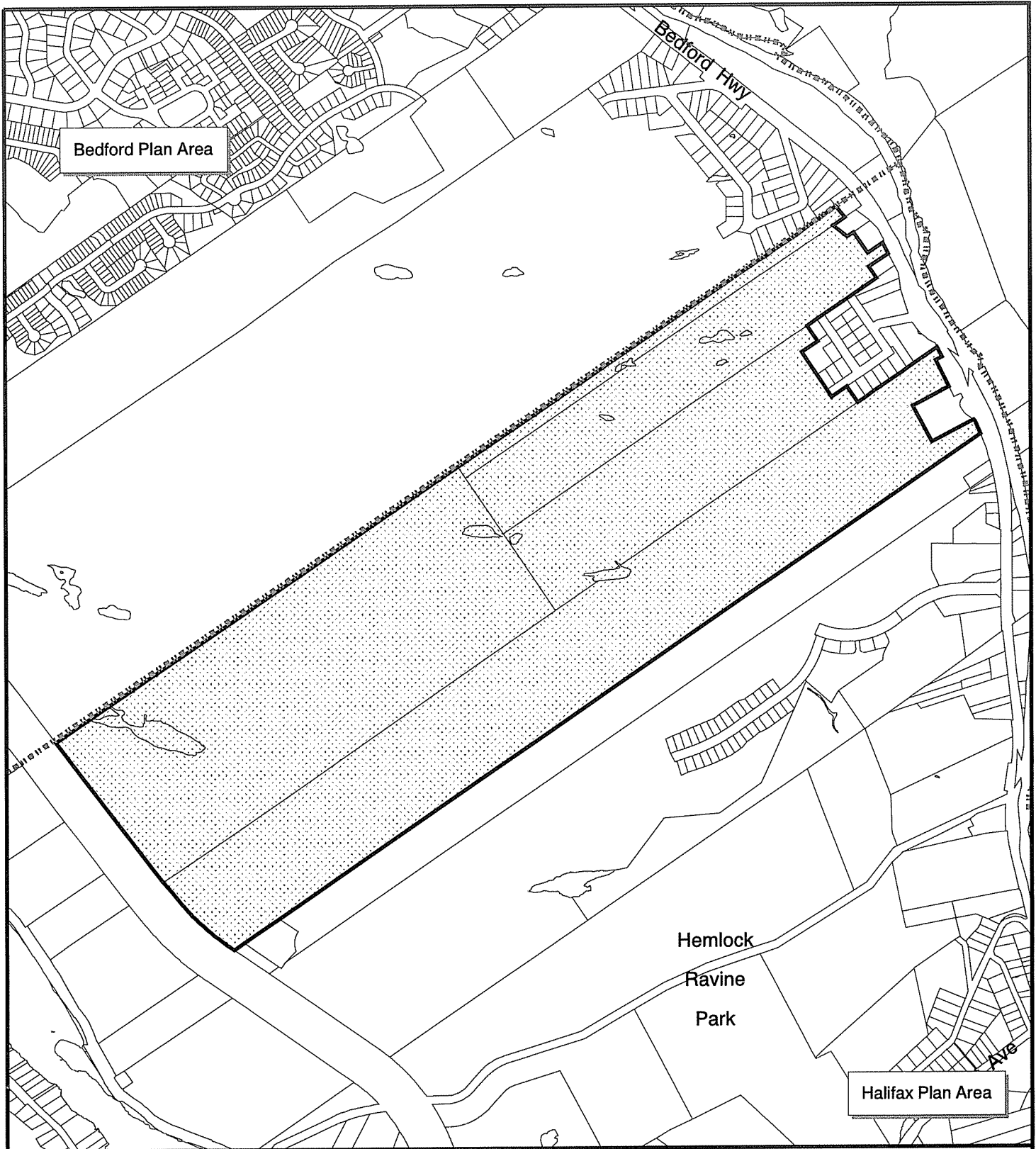
(c) inserting the following section immediately following section 62AB

WCDD ZONE
WENTWORTH COMPREHENSIVE
DEVELOPMENT DISTRICT

62AC No municipal development permit or subdivision approval shall be granted except in accordance with the terms and conditions of a development agreement approved by Council and in effect.

(d) amending Zoning Map ZM-1 (North Section) as illustrated on Map 4

(e) amending Map ZM-2 (Schedules and Planning Areas) as illustrated on Map 5.



Map 4
Wentworth/Bedford South
Master Plan Area

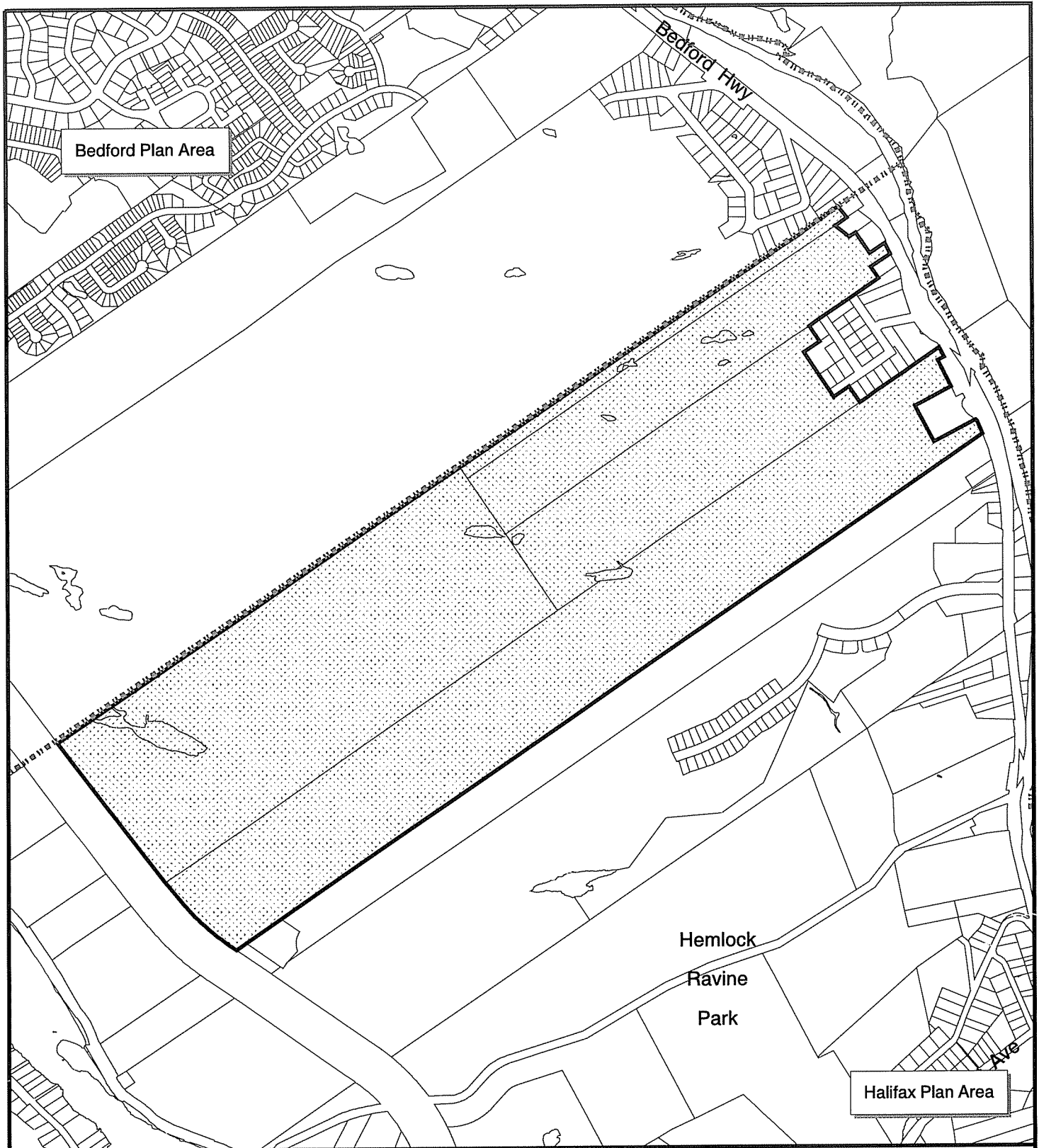
 Lands to be rezoned to WCDD (Wentworth Comprehensive Development District) Zone

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Map 5
Wentworth/Bedford South
Master Plan Area

 **Lands to be designated**
Wentworth Secondary Planning Strategy

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