

PO Box 1749
Halifax, Nova Scotia
B3J 3A5 Canada

MEMORANDUM

TO: Chair and Members of North West Planning Advisory Committee

FROM: Tyson Simms, Planner III, Planning and Development

DATE: November 24, 2017

SUBJECT: Case 20976: Application by Kathleen O'Donovan, on behalf of Bedford Bay Limited, to amend the Bedford Municipal Planning Strategy and Land Use By-law to re-designate and rezone the lands at 65 and 79 Shore Drive, and PID 40018079 to allow for residential single unit dwelling development on an extension to Shore Drive.

Feedback is sought from North West Planning Advisory Committee relative to the proposed application. The committee's recommendation will be forwarded along with the staff report to North West Community Council.

Please find enclosed the following documents for your consideration:

- Map 1 – Generalized Future Land Use Map
- Map 2 – Zoning Map
- Map 3 – Bedford Waterfront Study Area
- Map 4 – Site Plan
- Attachment A - Fact Sheet
- Attachment B – Applicant's Rationale
- Attachment C - Traffic Impact Statement
- Attachment D - Site Photos
- Attachment E - Excerpts from the Bedford Municipal Planning Strategy
- Attachment F – Excerpts from the Bedford Land Use By-law
- Attachment G - NWPAC Public Meeting Minutes – September 26, 2017

On July 18th, 2017, Halifax Regional Council initiated a planning process to consider this application. A copy of the staff initiation report dated May 26, 2017, is provided at the following link: <https://www.halifax.ca/sites/default/files/documents/city-hall/regional-council/170718rc1418.pdf>

Additional details regarding this application are available at the following link: <https://www.halifax.ca/business/planning-development/applications/case-20976-65-79-shore-drive-bedford>

In preparing your recommendation to North West Community Council, kindly advise whether the proposal is an appropriate location for residential single unit development.



Map 1 - Generalized Future Land Use

65 & 79 Shore Drive, and PID 40018079
Bedford

HALIFAX

 Subject Properties

Designation

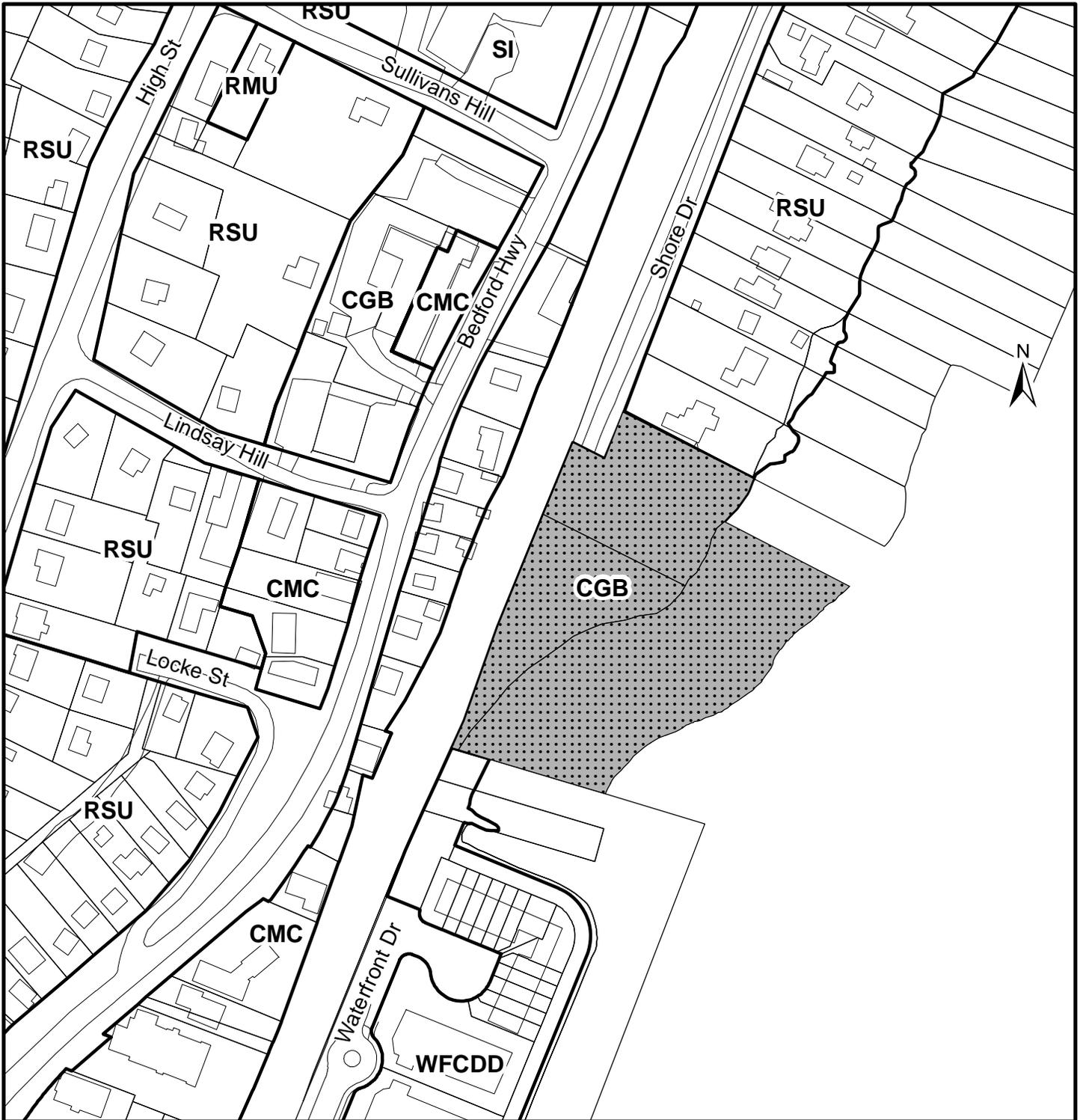
- R Residential
- C Commercial
- MC Mainstreet Commercial
- I Institutional
- WFCDD Waterfront Comprehensive Development District



Bedford
Plan Area

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

The accuracy of any representation on this plan is not guaranteed.



Map 2 - Zoning

65 & 79 Shore Drive, and PID 40018079
Bedford

HALIFAX

 Subject Properties

Zone

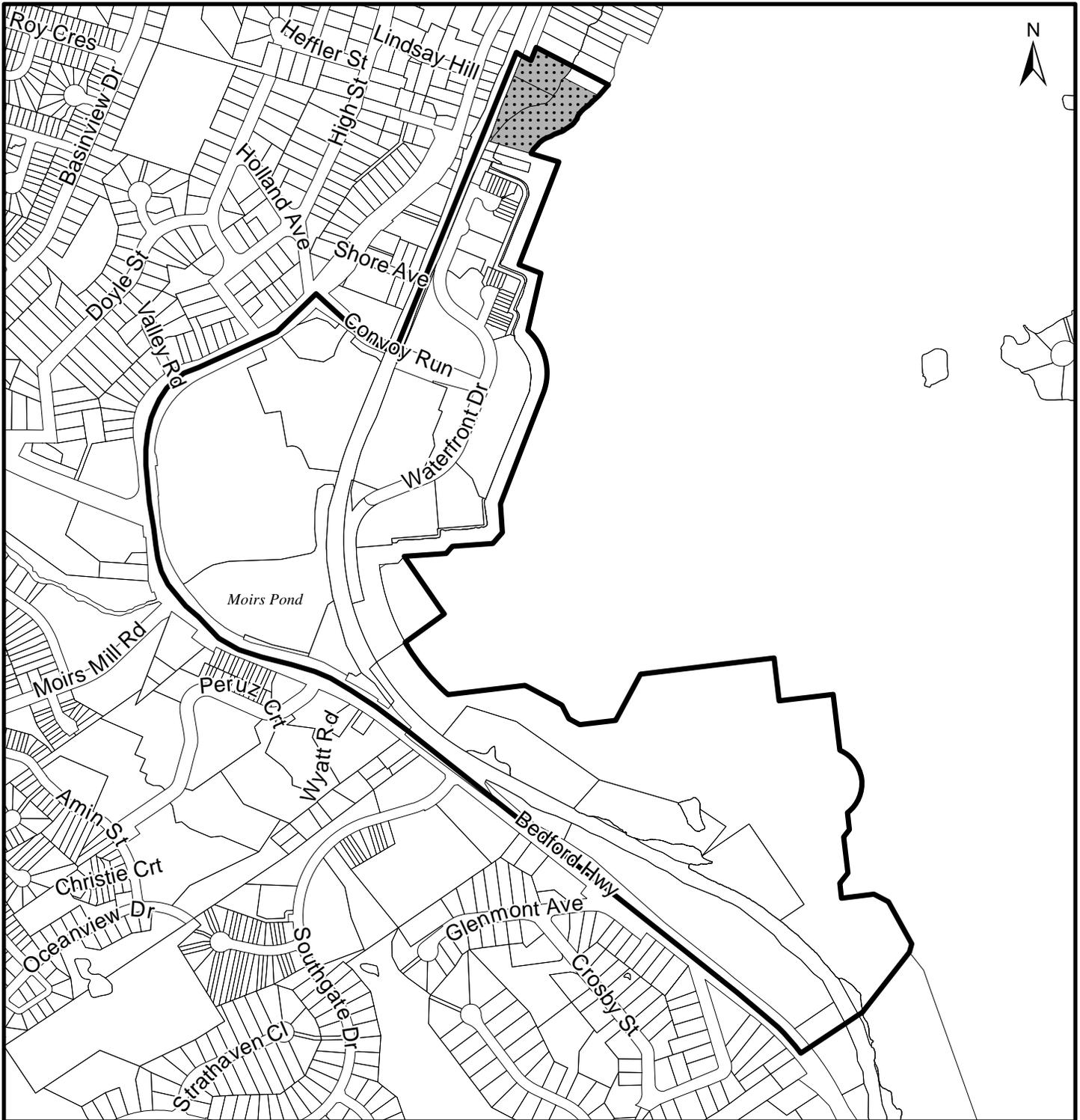
RSU Single Dwelling Unit
 RMU Multiple Dwelling Unit
 CGB General Business District
 CMC Mainstreet Commercial
 WFCDD Waterfront Comprehensive Development District



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

The accuracy of any representation on this plan is not guaranteed.

Bedford
Plan Area



Map 3 - Bedford Waterfront Study Area

65 & 79 Shore Drive, and PID 40018079
Bedford

HALIFAX

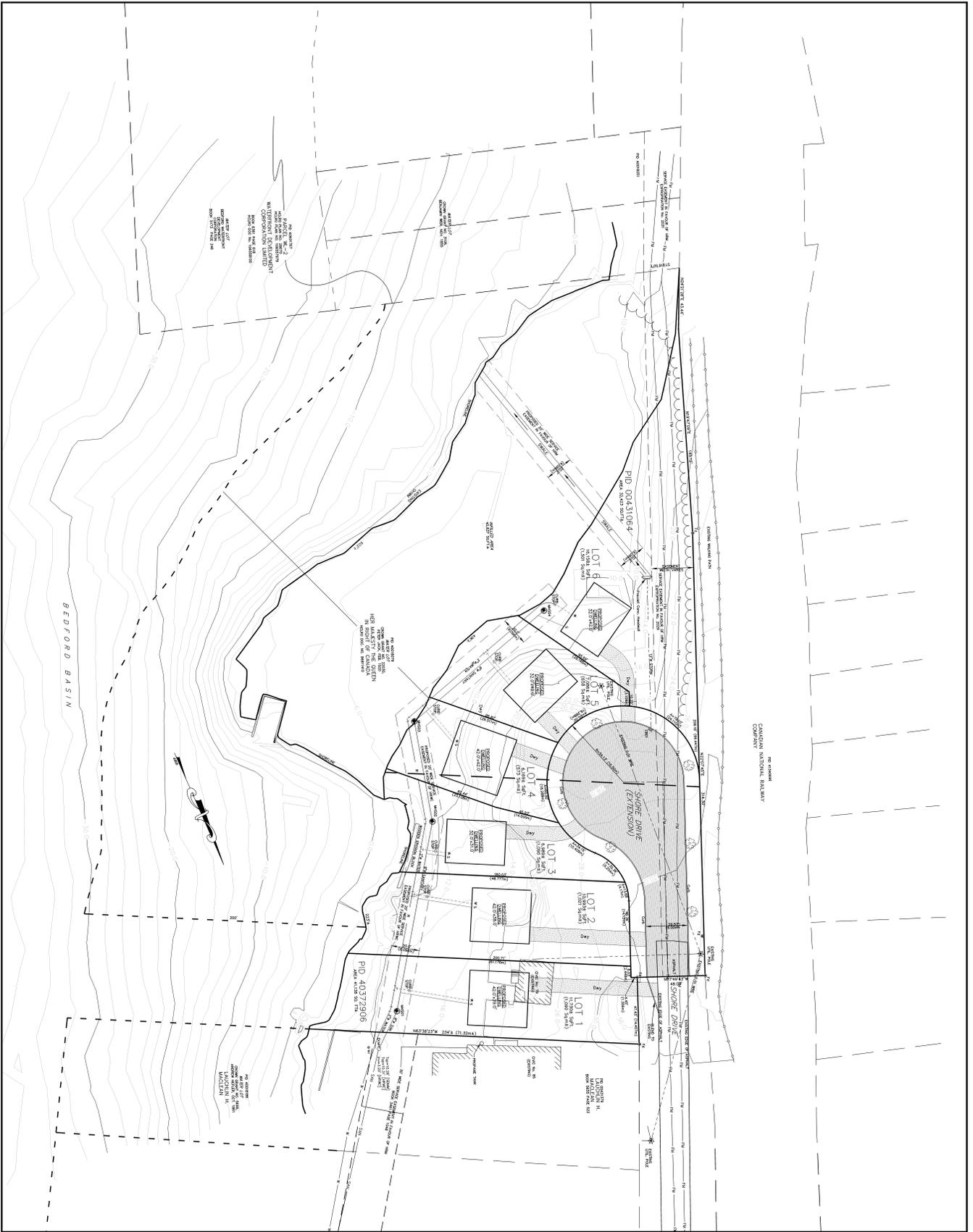
-  Subject Properties
-  Bedford Waterfront Study Area Boundary



Bedford
Plan Area

The accuracy of any representation on
this plan is not guaranteed.

Map 4 - Site Plan



KEY PLAN

Scale: 1"=50'

LEGEND

- EXISTING MAIN & SEWER
- EXISTING WATER & GAS
- PROPOSED MAIN & SEWER
- PROPOSED WATER & GAS
- STREET FENCE
- POWER POLE WITH LIGHT FIXTURE
- ANCHOR ON LIGHT POLE
- N.S.P. AND SIGN
- CONCRETE CURB & GUTTER
- SEWERWAY
- DRIVEWAY
- PROPOSED PAVEMENT
- EXISTING CENTRIFUGAL GRADE
- EXISTING GRADE (LEFT SIDE ROAD)
- PROPOSED VVO ELEC. LINES
- VERTICAL SIGN, SIGN & MARK

NOTES

1. CONTOUR HIGHS AT 2 FT INTERVALS AND BASED ON 1:25000 SCALE.
2. ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE ROAD DESIGN DEPARTMENT CONTROL HANDBOOK FOR CONSTRUCTION SITES.
3. ALL WORK SHALL BE IN ACCORDANCE WITH THE REGIONAL WATER MANAGEMENT PLAN FOR THE BEVERDOR BASIN AND SUBSEQUENT.
4. ALL WORK SHALL BE IN ACCORDANCE WITH THE REGIONAL WATER MANAGEMENT PLAN FOR THE BEVERDOR BASIN AND SUBSEQUENT.
5. ALL DIMENSIONS SHOWN IN FEET UNLESS OTHERWISE NOTED.
6. PROPOSED LANE DIMENSIONS SHOWN FROM EXISTING CENTERLINE TO THE CENTERLINE OF THE DRIVEWAY.

REVISION OF ISSUE

NO.	REVISION	DATE	BY
1	Issued For Notice	DEC 15/16	SRM
2	NO REVISION		

MW Strum
 MACK WILLIAMS
 ENGINEERING LTD
 CONSULTING

Project: BEVERDOR BAY LIMITED SHOORE DRIVE BEVERDOR, NOVA SCOTIA

Drawn: [Name] Date: 13/2016
 Checked: [Name] Date: 15/16
 Project No: 16-5803
 Sheet No: 1 of 1
 Drawing No: 16-5803-C01

PLANNING APPLICATION CASE NO. 20976

Application by Kathleen O'Donovan, on behalf of Bedford Bay Ltd., to amend the Bedford Municipal Planning Strategy and Land Use By-law to re-designate and rezone the lands at 65 and 79 Shore Drive, and PID 40018079 to allow for residential single unit dwelling development on an extension to Shore Drive.



SITE INFORMATION

Plan Area	Bedford
District	16
Regional Plan Designation	Harbour
Community Plan Designation	Commercial
Current Zoning	General Business District (CGB)
Size of Site	6833.8 square metres (73,561 square feet)
Street Frontage	23.6 metres (77.4 feet)
Current Land Use	Vacant and one single unit dwelling (formerly a commercial boatyard and two single unit dwellings)
Surrounding Uses	Located on the Bedford Basin, the subject site is immediately adjacent to single unit dwellings on Shore Road and the CN railway line. Townhouses and multi-unit dwellings are located south of the subject site on Waterfront Drive; there is pedestrian access by walking trail but no road access to that area from the subject site.

PROPOSAL DETAILS

The applicant wishes to construct an extension to Shore Drive and subdivide the properties at 65 and 79 Shore Drive into six lots for single unit dwellings. This can be accommodated by re-designating these properties with the Residential designation and rezoning to the Residential Single Dwelling Unit Zone.

For further information, please visit <https://www.halifax.ca/business/planning-development/applications> or contact Leah Perrin, Planner II, 902-490-4338, perrinl@halifax.ca

Attachment B - Applicants Rationale

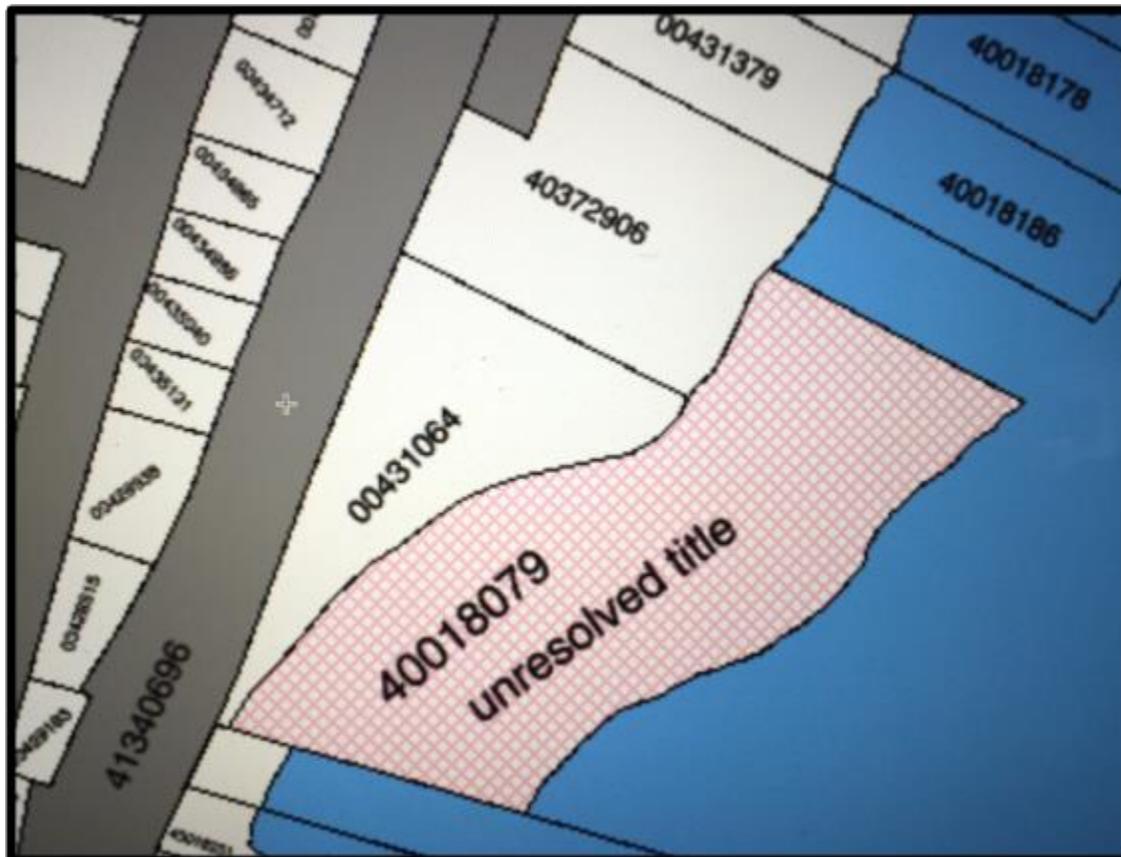
Kathleen O'Donovan
3292589 Nova Scotia Limited
1448 Brenton Street, Unit 22
Halifax, NS B3J 2X1
Phone: 902.579.4373
kathleeneodonovan@gmail.com

Halifax Regional Municipality
7071 Bayers Road, Suite 2005
PO Box 1749
Halifax, Nova Scotia
B3J 3A5

December 19, 2016

RE: Application to Rezone the Lands of Bedford Bay Limited – PID 00431064 & 40372906

3292589 Nova Scotia Limited is making application on behalf of Bedford Bay Limited to rezone the lands known as PID 00431064 and 40372906 from General Business District (GBD) zone to Residential Single Unit (RSU) zone in order to allow for up to six (6) single unit dwellings. The subject site located at 65 and 79 Shore Drive in Bedford consists of two abutting lots located at the southern end of Shore Drive and have a combined area of approximately +/-1.69 Acres.



Subject Properties – 65 (PID 00431064) & 79 (PID 40372906) Shore Drive

Background

In 2014, Bedford Bay Limited purchased two properties (PID 00431064 and PID 40372906) from the estate of Gerald Louis Boutilier. These lands are designated Commercial under the Bedford municipal Planning Strategy and zoned General Business District (GBD) under the Bedford Land Use By-law and as such permit a wide range of commercial, institutional and office uses but does not permit residential uses. (See Map 1) Until recently, these lands consisted of two non-conforming single family dwellings and a commercial boat yard. The residences predated the 1996 Bedford Land Use By-law therefore were grandfathered.

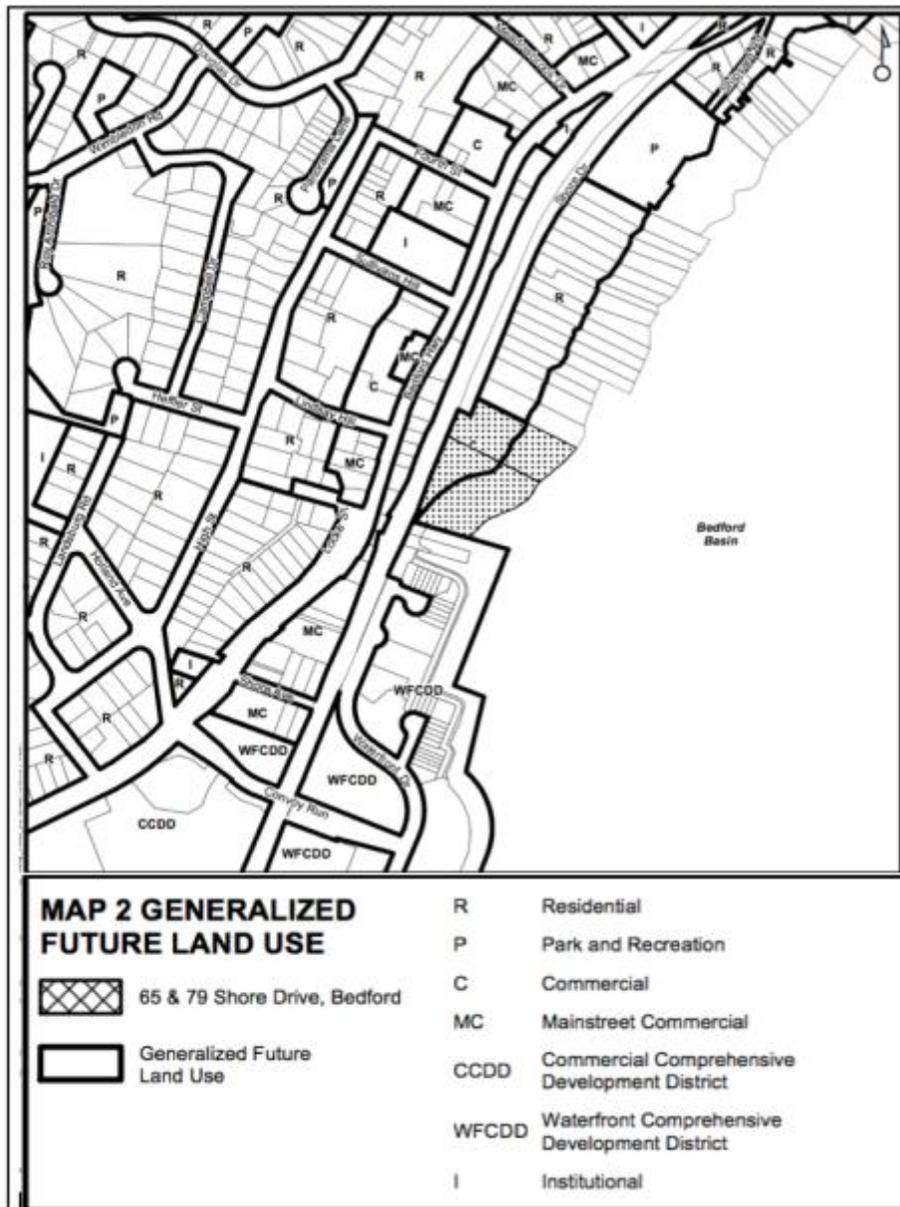


Map 1 - Zoning

These properties were included in the Bedford Waterfront Design Study (Ekistics 2010) which recommended two alternative development proposals for the site. The first option single family units and the second a mix of townhouses and a low-rise condominium.

In February, Bedford Bay Limited asked North West Community Council to request a staff report examining the viability of removing the lands located at 65 and 79 Shore Drive from the Bedford

Waterfront Planning Area and possibility of rezoning the lands to accommodate single family residential housing.



Map 2 - Generalized Future Land Use

On August 8, 2016, North West Community Council received the information report from Staff (Paul Morgan). The report concluded that removing the subject properties from the Bedford Waterfront Design Study would not compromise the development plans contemplated by the Bedford Waterfront Design study since the lands are relatively small in area and are in fact isolated from the other development phases with no interdependencies. More importantly, developing these lands with single family units would be more consistent with the existing development on Shore Drive.

Furthermore, the report stated that the proposal to allow the development of single unit dwellings on the subject lands would require a motion by Regional Council to remove the lands from the Bedford Waterfront Design Study and to instruct staff to initiate amendments to the Bedford Municipal Planning Strategy (MPS) and Land Use By-law (LUB). The request could either originate from the property owner or from Regional Council.

Proposal

Bedford Bay Limited is requesting amending the Bedford Municipal Planning Strategy (MPS) and Land Use By-law (LUB) so as to allow for the development of six (6) single unit dwellings on the lands identified as PID 00431064 and 40372906.

1. Under the current zoning, Commercial General Business (CBD) allows for a variety of commercial, institutional and office uses. This proposal to rezone the property to Residential Single Unit will be more consistent with the existing developments along Shore Drive.
2. The potential development that is permitted under the current commercial zoning which applies to the site would be incompatible with the neighbourhood.
3. The information report dated April 28, 2016 and put forward to North West Community Council on August 8, 2016, states that the traffic expected as a result of these amendments be expected to be relatively insignificant. In fact, a maximum of six (6) single family units would have less of an impact on the neighbor than could be expected if the lands were development under the current zoning.

Current Configuration

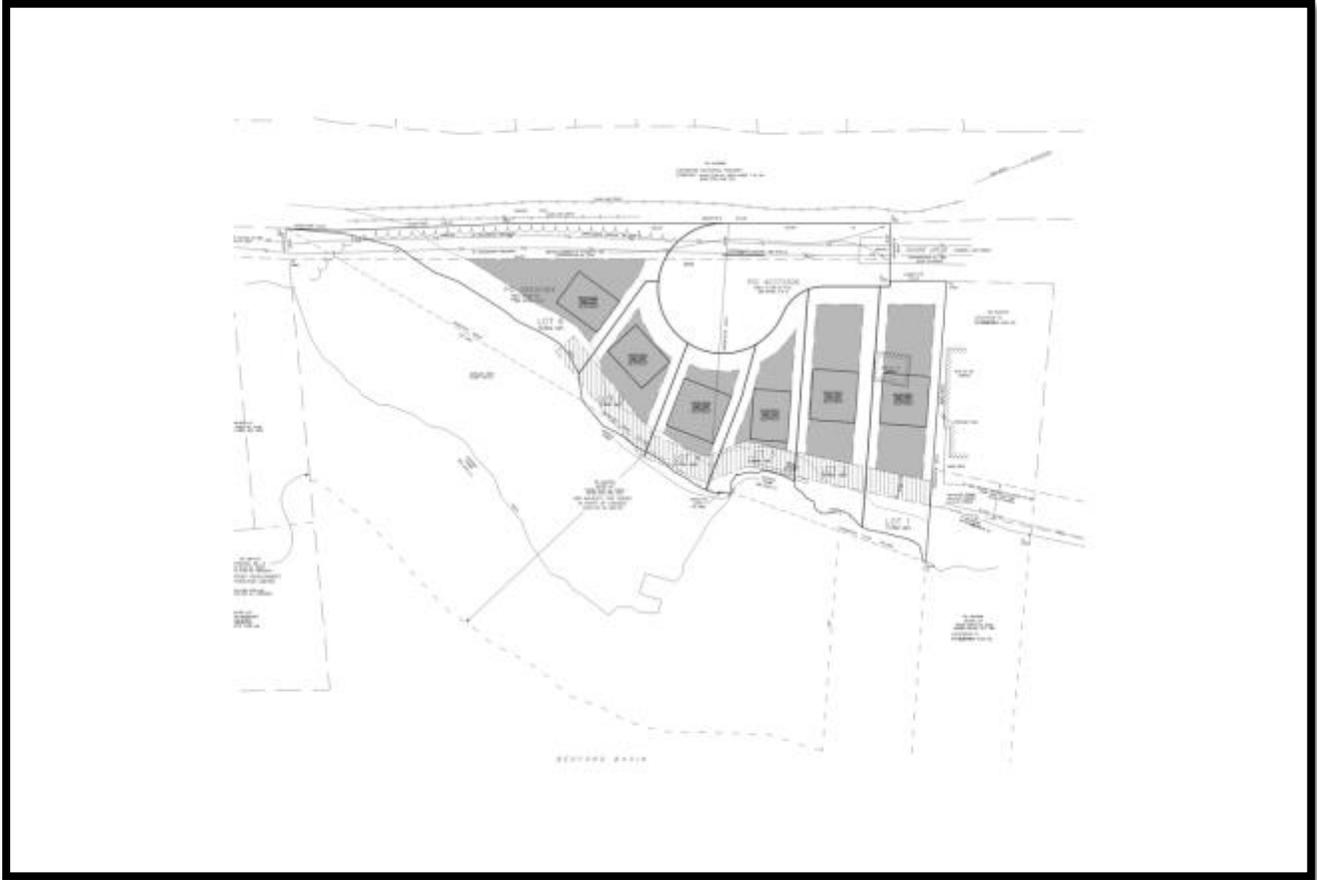
Until recently the properties; zoned General Business District (GBD) had two (2) single unit dwelling and a commercial board yard. In 2016, the single family dwelling on PID 40372906 was removed. At present one non-conforming single family dwelling remains on the PID 00431064.



Representation of the current configuration

Proposed configuration

Residential Single Unit zoning allowing for six (6) single dwelling units with a minimum frontage of sixty (60) feet and a minimum of six thousand (6,000) square feet.



Representation of the proposed configuration

Rationale

The rezoning of the subject lands is appropriate as they will make efficient use of the land, will complete the streetscape, and is in line with current planning policy. Having the current zoning (Commercial General Business, (CGB)) changed to Residential Single Unit (RSU) will also be better received by neighbouring homeowners.

Traffic

Rezoning the lands at 65 and 79 Shore Drive from will have minimal impact on the streets and surrounding area. Current zoning; Commercial General Business (CGB,) allows for a huge variety of commercial, Industrial and office uses that could, if the land were developed in this manner have a significant impact on the road network. Rezoning the land to Residential Single Unit (RSU) will, in fact, decrease the traffic impact to that which would be expected for six (6) residential units. See attached Traffic Impact Statement).

Variance

Bedford Bay Limited will be requesting a Design/Build variance for the street extension and cul de sac in front of the properties at the time of Subdivision. The rationale behind this request is that the existing street is built below the requirement of a standard street. This area of Shore Drive does not have curb, gutter or sidewalks and there is no ability for future expansion. Shore Drive will never have a road connection to Waterfront Drive or the Bedford Highway; therefore, there is no need for sidewalks.



View north along Shore Drive from the neighbouring property.



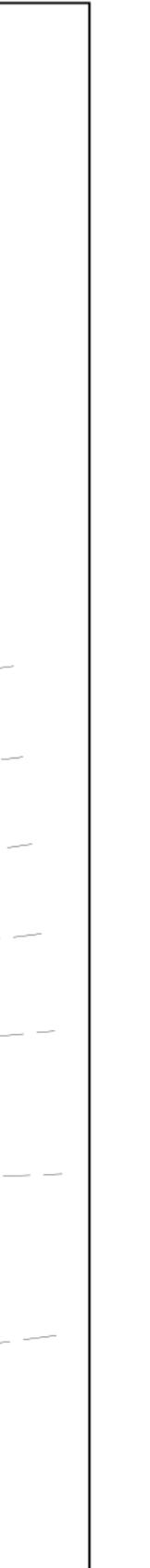
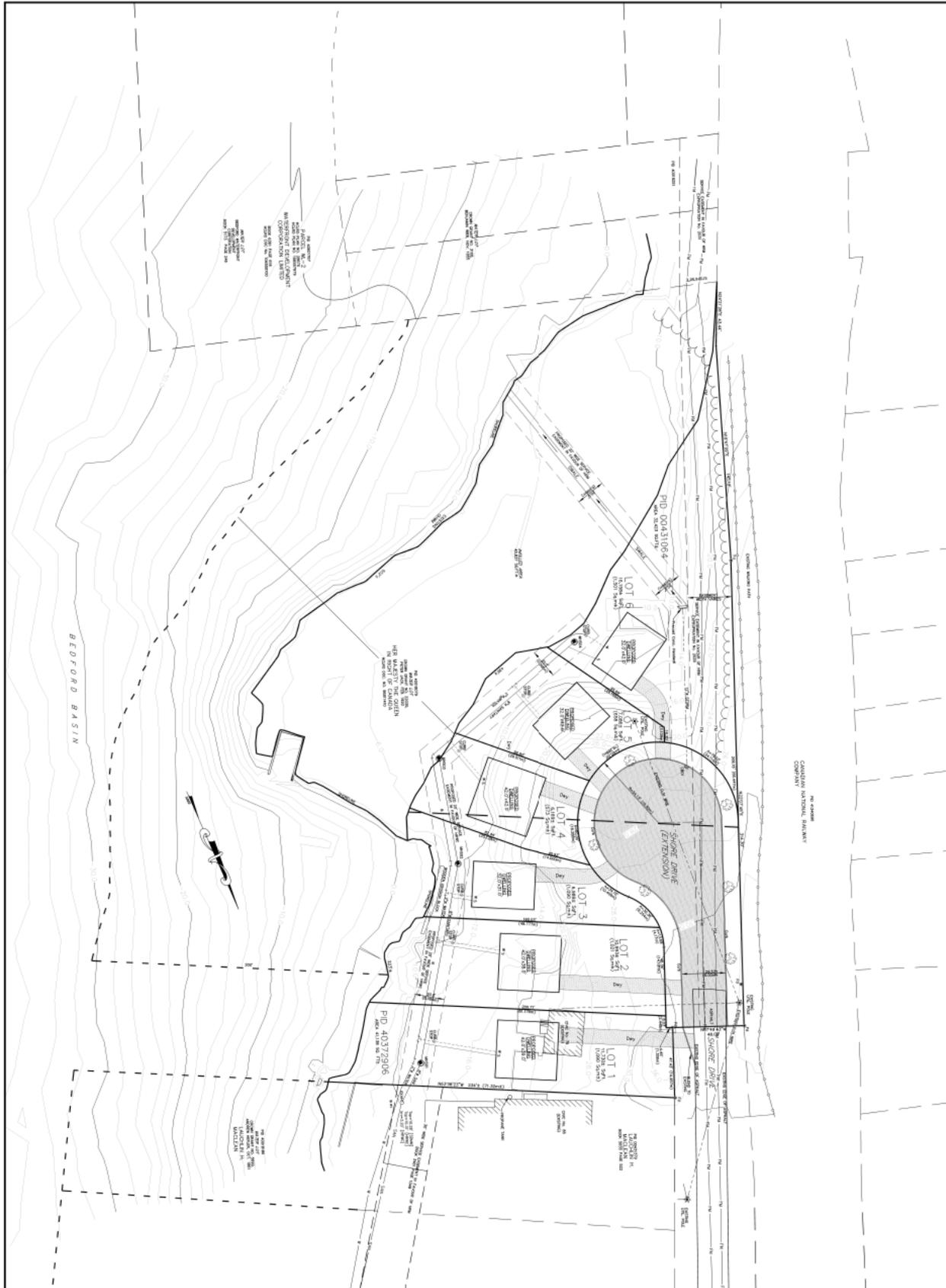
View south along Shore Drive from the neighbouring property



Aerial view of Shore Drive and the property.

Regards,

Kathleen O'Donovan
President
3292589 Nova Scotia Limited



LEGEND

- SUBMITTAL WALL & SIGN
- HYDRANT
- EXISTING CURB WALL & WATERMAIN
- EXISTING CURB WALL
- STREET TREE
- PROPOSED TREE
- ANCHOR ON EXISTING POLE
- ANCHOR ON NEW POLE
- N.S.P.C. AND SIGN
- EXISTING CURB & SIGN
- NEW CURB & SIGN
- EXISTING WATER MAIN
- PROPOSED WATER MAIN
- EXISTING SANITARY SEWER
- PROPOSED SANITARY SEWER
- EXISTING DRIVE
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- PROPOSED SIDEWALK
- EXISTING DRIVE LANE
- PROPOSED DRIVE LANE
- EXISTING SIDEWALK
- PROPOSED SIDEWALK

- NOTES**
- CONCEPTUAL PLAN AT 25% INTERVALS AND BASED ON 1:1000 SCALE.
 - ALL NEW DRIVE SHALL BE IN ACCORDANCE WITH THE 2015 M.I. ROAD DESIGN STANDARDS.
 - ALL NEW DRIVE SHALL BE IN ACCORDANCE WITH THE 2015 M.I. ROAD DESIGN STANDARDS FOR CONSTRUCTION STAGE CONTROL MEASURES FOR CONSTRUCTION STAGE.
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Revision of Issue

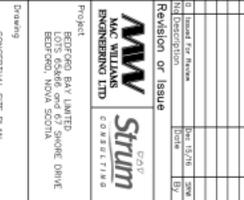
No.	Description	Date	By
1	Issue for Review	01/13/2016	SM
2	Issue for Review	01/13/2016	SM
3	Issue for Review	01/13/2016	SM
4	Issue for Review	01/13/2016	SM
5	Issue for Review	01/13/2016	SM
6	Issue for Review	01/13/2016	SM
7	Issue for Review	01/13/2016	SM
8	Issue for Review	01/13/2016	SM
9	Issue for Review	01/13/2016	SM
10	Issue for Review	01/13/2016	SM

Project: BEFOR BASIN LIMITED STORAGE DRIVE EXTENSION
Client: MACK WILLIAMS CONSULTING LTD
Location: BEFOR BASIN, NEW SCOTIA

Scale: 1"=30'

Drawn: [Name]
Checked: [Name]
Reviewed: [Name]

Project No.: 16-5803
Sheet No.: 1 of 1
Revision No.: 0





Ref No. 161-18036-00

December 22, 2016

Kathleen O'Donovan
44° North Development Consulting
1448 Brenton Street Unit 22
Halifax, NS B3J 2K7

**RE: Traffic Impact Statement, Proposed Residential Development
65-79 Shore Drive, Bedford, NS**

Dear Ms. O'Donovan:

Plans are being prepared by Bedford Bay Limited for a residential development at the southern end of Shore Drive in Bedford, NS. The development, which includes six single family residential units, is expected to be completed within the next two years. This is the Traffic Impact Statement (TIS) required to accompany the development application.

Description of Site and Proposed Development- The proposed site comprises three partially developed parcels located at the southern terminus of Shore Drive in Bedford (See Figure 1):

- **65 Shore Drive (PID #00431064):**
 - Zoning: Commercial General Business (CGB)
 - Previously included one single family dwelling (demolished in 2016)
- **79 Shore Drive (PID #40372906)**
 - Zoning: Commercial General Business (CGB)
 - Currently includes one single family dwelling that will be demolished prior to development
- **PID #40018079**
 - Zoning: Commercial General Business (CGB)
 - Provincially granted water lot
 - Previously was used for a commercial boatyard (currently vacant)

The existing parcels will be subdivided into six lots (See Figure 2). The parcels will require rezoning from CGB to Residential Single Unit (RSU) in order to be redeveloped as single family homes. All six subdivided parcels will include water access, and the development will include a private marina and recreation area (fire pit / cabana) for common use by residents of the development only.

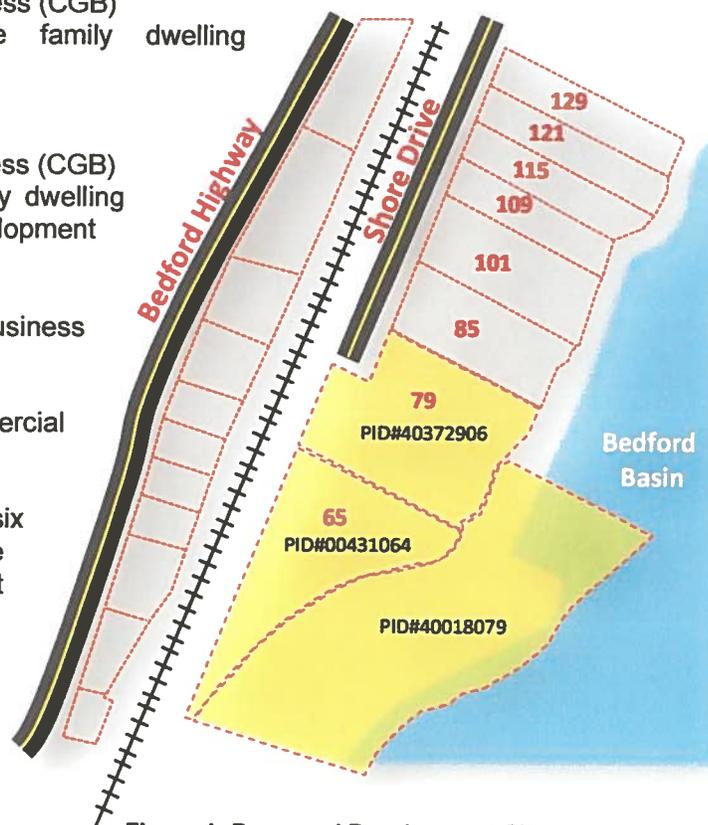


Figure 1: Proposed Development Site

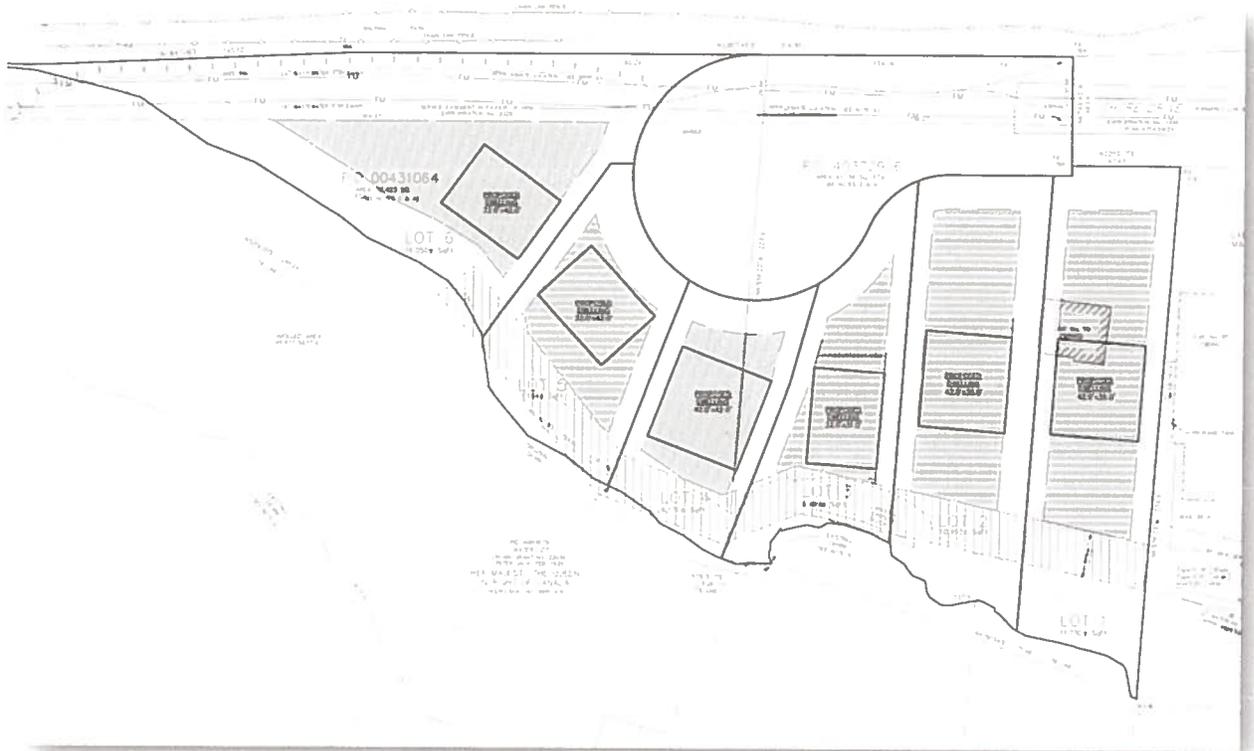


Figure 2: Site Concept Plan



Photo 1: Looking across the proposed development site from Shore Drive. The existing single family dwelling (79 Shore Drive) is visible on the left. A former single family dwelling at 65 Shore Drive (right side of photo) was recently demolished.

Description of Site Access- Vehicular access to the proposed development will be from Shore Drive, which will be extended south from its existing limits by approximately 80m. A new cul-de-sac will be installed at the new southern terminus, from which the six proposed single family units will each have driveway access.



Photo 2: Looking south toward the proposed development site from Shore Drive.

Shore Drive is a local street (primarily residential) that runs approximately 3.2km along the shore of the Bedford Basin. The 1km section of Shore Drive between its southern terminus and Hatchery Lane (which provides access to the Bedford Highway) has a narrow cross section including two traffic lanes with gravel shoulders; no sidewalks are present. The posted speed limit is 50km/h. Machine counts collected by Halifax Regional Municipality (HRM) in July 2006 indicate an annual average weekday traffic (AADT) traffic volume of approximately 1,200 vehicles per day (vpd) for this section of Shore Drive.



Photo 3: Looking north on Shore Drive from the proposed development site

The site has good connectivity for active modes (i.e. walking and cycling), particularly to the south, with direct access to the Bedford Waterfront, which provides convenient access to commercial / recreational amenities, as well as access to bus routes on the Bedford Highway. As part of the proposed development, the existing trail connection (see Photo 4) that currently runs along the railway corridor will be relocated to run along the west side of new Shore Drive extension.



Photo 4: A trail connection to the Bedford waterfront and DeWolf Park Boardwalk runs between the edge of the proposed development site and the CN rail corridor

Transit – Metro Transit operates four bus routes (Route No. 80, 82, 86, and 89) along the Bedford Highway in the vicinity of the proposed development. These bus routes, accessible via stops nearby the site, provide connections to key destinations including downtown Halifax and the Cobequid Terminal in Lower Sackville.

Trip Generation– Trip generation estimates, prepared using published trip generation rates from *Trip Generation, 9th Edition* (Washington, 2012), are included in Table 1. It is estimated that the proposed six-unit residential development will generate about 4 two-way vehicle trips (1 entering and 3 exiting) during the AM peak hour and 6 two-way vehicle trips (4 entering and 2 exiting) during the PM peak hour. Although these trip generation estimates represent the full proposed development, it is noted that at a house at 65 Shore Drive was recently demolished and the existing house at 79 Shore Drive will be demolished as part of the development. As a result, there will effectively be a total of four additional residential units on the site compared to its recent use.

Table 1 - Trip Generation Estimates

Land Use ¹	Units	Trip Generation Rates ²				Trips Generated ²			
		AM Peak		PM Peak		AM Peak		PM Peak	
		In	Out	In	Out	In	Out	In	Out
Single Family Residential (ITE 210)	6	0.19	0.56	0.63	0.37	1	3	4	2
Total Estimated Trips						1	3	4	2

Notes: 1. Land use codes are from *Trip Generation, 9th Edition, Institute of Transportation Engineers, 2012*.
2. Trip generation rates are 'vehicles per hour per unit'. Trips generated are 'vehicles per hour' for AM and PM peak hours.

Summary and Recommendations–

1. Plans are being prepared by Bedford Bay Limited for a residential development at the southern end of Shore Drive in Bedford that is proposed to include six single family residential units along with a private marina and recreational area (for use by residents of the development only).
2. The proposed development site, formerly occupied by a commercial boatyard and two residential units, is currently vacant, with the exception of one single family dwelling at 79 Shore Drive. The development will require rezoning and subdivision of three existing parcels from Commercial General Business (CGB) to Residential Single Unit (RSU).
3. Vehicular access to the proposed development will be from Shore Drive, which connects to the Bedford Highway via Hatchery Lane (approximately 1km north of the site). Non-vehicle trips to the site are well accommodated via a short trail connection to the Bedford Waterfront, which will be reinstated as part of the proposed development.
4. It is estimated that the proposed six-unit residential development will generate about 4 two-way vehicle trips (1 entering and 3 exiting) during the AM peak hour and 6 vehicle trips (4 entering and 2 exiting) during the PM peak hour. Trip generation estimates for the proposed development are less than what would be expected based on typical land uses permitted by the existing Commercial General Business (CGB) zoning.
5. Given the limited number of residential units being proposed and good connectivity to higher order streets, active transportation facilities, and transit, site generated trips are not expected to significantly impact levels of performance on Shore Drive or other streets and intersections in the area.
6. It is recommended that the cul-de-sac bulb be designed with radii dimensions in accordance with HRM's *Municipal Design Guidelines* (2013) specification for an 'Urban Local Cul-de-sac'. Given that sidewalk is not present on the remaining section of Shore Drive (south of Hatchery Lane), it is not recommended that sidewalk be required in cul-de-sac design. Final site design should include consideration of minimum sight distance requirements for all driveways.

If you have any questions or comments, please contact me by email at mike.connors@wspgroup.com or by telephone at 835-9955.

Sincerely,

Original Signed

Mike Connors, MScE, P. Eng.
Transportation Engineer
WSP Group Inc.



Attachment D: Site Photographs



Aerial Image (Pictometry, May 2016)



**Subject site, looking southeast
(Staff Photo, April 2017)**



**Looking north toward the subject site from
the public walkway from DeWolf Park/
Waterfront Drive (Staff Photo, April 2017)**

Entrance to the subject site, looking south at the end of Shore Drive (Staff Photo, April 2017)

Subject site

Pedestrian access to DeWolf Park



Attachment E:

Excerpts from the Bedford Municipal Planning Strategy

RESIDENTIAL

Policy R-4:

It shall be the intention of Town Council to establish a "Residential" designation on the Generalized Future Land Use Map. The Residential designation shall permit the full range of residential uses as well as park uses and special care facilities for up to 10 residents. Institutional uses and utilities may be permitted by rezoning. Special care facilities for more than 10 residents may be permitted by development agreement.

Policy R-5:

It shall be the intention of Town Council to establish the following zones within the residential designation:

- Residential Single Unit Zone (RSU) which permits single detached dwellings and existing two unit dwellings
- Residential Two Unit Zone (RTU) which permits single detached and two unit dwellings be they linked homes, semi-detached dwellings, duplex dwellings, or single detached with basement apartment
- Residential Townhouse Zone (RTH) which permits townhouses
- Residential Multiple Dwelling Unit Zone (RMU) which permits multiple-unit buildings

These zones shall apply in the existing neighbourhoods which are identified by the Residential designation on the Generalized Future Land Use Map. Neighbourhood parks and special care facilities for up to 10 residents will also be permitted in these zones.

COMMERCIAL

COMMERCIAL OBJECTIVE

To encourage the development of business and commercial uses to serve the Town and surrounding areas; to ensure that commercial uses are located and designed to minimize intrusion upon existing residential neighbourhoods; to promote attractive commercial areas within the Town through the regulation of commercial signage, parking, and building design; to foster the development of a pedestrian oriented commercial core to provide the Town with a commercial focus which relates to its heritage and will foster the development of a Town identity.

The three designations, Commercial, Mainstreet Commercial, and Commercial Comprehensive Development Districts, are established in Policy C-1. Policy C-2 confirms Town Council's intent to limit commercial development to the lower portion of Dartmouth Road to preserve the residential character of the remainder of this road which serves as one entrance to the community.

In assessing the commercial component of the Town, commercial uses have been grouped into categories based on the following factors:

- Scale of the business
- Level of noise generated
- Traffic generation
- Outside storage
- Parking Requirements
- Land area requirements
- Hours of operation
- Height and bulk of building
- Visual appearance
- Compatibility with adjacent uses

Analysis of commercial uses based on these categories forms the basis for the commercial zones established in the Land Use By-Law as enabled by Policy C-3. The categories can be summarized as follows:

...

b) **General Business Commercial**

This category includes a variety of commercial retail, service, and office activities which are larger in scale than local commercial uses and serve a trade area that includes the town and outlying region. These uses include general retail stores, restaurants, personal and household service shops, hotels, motels, and certain drinking establishments.

Large scale office buildings, referred to as office towers, are also included within this general business group. At present, most office buildings within the Town are located in the Sunnyside area, in close proximity to one another, and where workers can take advantage of commercial outlets near to their work place. Policy C-4 indicates that future office buildings will be located within areas designated commercial on the Generalized Future Land Use Map, specifically in the Sunnyside area and possibly in conjunction with the two shopping centres, Sunnyside and Bedford Place malls.

...

OBJECTIVES AND POLICIES

...

Location of Commercial Uses

Policy C-1:

It shall be the intention of Town Council to consider proposals for commercial development in areas designated Commercial, Mainstreet Commercial, and Commercial Comprehensive Development District on the Generalized Future Land Use Map provided that all applicable policies of this strategy are met.

Policy C-2:

It shall be the intention of Town Council to limit the commercial designation on the Dartmouth Road to extend no further than North Street on the north side and no further than Parker's Brook on the south side.

Types of Commercial Uses

Policy C-3:

It shall be the intention of Town Council to encourage a range of commercial uses sufficient to serve community needs within the Town and surrounding areas through provisions in the Land Use By-law to create the following zones:

- General Business District Zone (CGB) which permits general business uses including, but not limited to, office buildings, retail shops, restaurants, commercial accommodations, drinking establishments, institutional uses [excluding cemeteries], and recycling depots;
- Shopping Centre Zone (CSC) which permits uses including but not limited to shopping centres, retail outlets, restaurants, drinking establishments, CGB Zone uses and recycling depots;
- Highway Oriented Commercial Zone (CHWY) which permits highway oriented uses including, but not limited to, service stations, drive-in/take-out restaurants, commercial accommodations, auto sales and service, and recycling depots;
- Commercial Comprehensive Development District Zone (CCDD) which permits mixed use projects including, but not limited to, single and two unit dwellings, townhouses, multiple-unit buildings, office buildings, neighbourhood commercial uses, CGB Zone uses, convention facilities, and recycling depots.
- Mainstreet Commercial Zone (CMC) which permits small scale, pedestrian oriented uses including, but not limited to, general retail stores, business and professional offices, personal and household service shops, financial institutions, full service restaurants, pubs, lounges, and recycling depots.

The CGB Zone shall be applied to the Sunnyside area where most office buildings were constructed in the recent past. The CSC Zone shall be applied to the Sunnyside Shopping Centre and to Bedford Place Mall.

The CHWY Zone shall be applied in the general vicinity of the Bedford Highway in the area between the Highway 101/102 interchange and the Sackville River at Union Street as well as on a number of properties along Rocky Lake Drive. The CCDD Zone shall be applied to the Cushing Hill area, Sobeys Shopping Centre at Hammonds Plains Road, areas east and south of the Highway 102/Hammonds Plains Road interchange, and east of the Bedford Highway at the municipal boundary with Halifax. The extent and purpose of the CMC Zone is explained in Policies C-19 to C-29B.

...

ENVIRONMENT

Bedford Basin

Policy E-17(a):

It shall be the intention of Council to ensure compatible zoning and development standards are applied to areas of existing and future infill along Shore Drive, between Phases One of the Waterfront Development and the end of Shore Drive (south-east), without being subject to an amendment of Schedule "A".

Attachment F:

Excerpts from the Bedford Land Use By-law

PART 3 ZONES AND ZONING MAP

...
4. Interpretation of Zoning Boundaries

...
Boundaries between zones shall be determined as follows:

...
f) Where the boundary line of a use zone is coincident with a shoreline along Shore Drive, between Phases One of the Waterfront Development and the end of Shore Drive (south-east), the boundary line will follow any change in the shoreline. This shall not apply to the Waterfront Development District or the Moirs Mill Pond area.

PART 6 RESIDENTIAL SINGLE DWELLING UNIT (RSU) ZONE

No development permit shall be issued in a Residential Single Dwelling Unit (RSU) Zone except for one or more of the following uses:

- a) single detached dwelling units;
- b) neighbourhood parks;
- c) special care facilities for up to 10 residents;
- d) uses accessory to the foregoing uses.
- e) existing two unit dwellings as follows:

Address

- 11 Olive Avenue (LRIS # 419440)
- 37 Olive Avenue (LRIS # 419465)
- 65 Olive Avenue (LRIS # 487868)
- 24 Olive Avenue (LRIS # 40566630)
- 380 & 382 Hammonds Plains Road (LRIS #s 473405, 40080616)
- 384 & 386 Hammonds Plains Road (LRIS #s 473413, 40070765)
- 388 & 390 Hammonds Plains Road (LRIS #s 473421, 417345)
- 20 Emmerson Street (LRIS #433631) (RC-Jul 8/04;E-Jul 10/04)**
- 23 Olive Avenue (LRIS # 41399692) (NWCC-Sep 15/14;E-Oct 11/14)**
- 165 & 167 High Street (LRIS # 41056110) (NWCC-Sep 15/14;E-Oct 11/14)**

ZONE REQUIREMENTS RSU

In any Residential Single Dwelling Unit (RSU) Zone, no development permit shall be issued except in conformity with the following requirements:

Minimum Lot Area	6,000 Sq. Ft. serviced;
Minimum Lot Frontage	60 Ft.
Minimum Front Yard	Local and Collector Streets 15 Ft.; 30 Ft. Arterial Streets
Minimum Rear Yard	20 Ft.
Minimum Side Yard	8 Ft.
Minimum Flankage Yard	15 Ft. Local and Collector Streets; 30 Ft. Arterial Streets
Maximum Height of Building	35 Ft.
Maximum Number of Dwelling Units on Lot	1
Maximum Lot Coverage	35%

PART 12

GENERAL BUSINESS DISTRICT (CGB) ZONE

No development permit shall be issued in a General Business District (CGB) Zone except for one or more of the following uses:

- a) Office Uses
- b) Private Clubs (social)
- c) Full- Service Restaurants
- d) **Day Care Facilities (RC-Mar 3/09;E-Mar 21/09)**
- e) Neighbourhood Convenience Stores
- f) General Retail exclusive of mobile home dealerships
- g) Personal and Household Services, exclusive of massage parlours
- h) Commercial Photography
- i) Lounges & Taverns (Taverns not exceeding 1,500 Sq.Ft. gross area)
- j) All Age/Teen Clubs
- k) Hotels, Motels, Cabins, Guest Houses
- l) Recycling depots
- m) Drycleaning Depots
- n) Commercial parking lots
- o) Funeral Homes
- p) Institutional (SI) uses, excluding cemeteries
- q) **Ice cream stands (NWCC-Jul 7/05;E-Dec 5/05)**
- r) **Veterinary clinics (NWCC-Sep 27/07;E-Oct 13/07)**
- ~~s) **Uses accessory to the foregoing uses (NWCC-Sep 27/07;E-Oct 13/07)**~~
- s) **Banks and Financial Institutions (NWCC-Jul 8/13;E-Jul 27/13)**
- t) **Uses accessory to the foregoing uses (NWCC-Jul 8/13;E-Jul 27/13)**

ZONE REQUIREMENTS CGB

In any General Business District (CGB) Zone, no development permit shall be issued except in conformity with the following requirements:

Minimum Lot Area	10,000 Sq.Ft.
Minimum Lot Frontage	60 Ft.
Minimum Front Yard	15 Ft. setback
Minimum Rear Yard	0 Ft.; Except 40 Ft. where abutting Residential Zoned property
Minimum Side Yard	0 Ft.; Except 20 Ft. or half the height of the building, whichever greater, where abutting Residential Zoned land
Maximum Height of Building	3 floors above established grade
Units on Lot	0
Lot Coverage	50%
Access	1 driveway access for each 150 feet of lot frontage



**NORTH WEST PLANNING ADVISORY COMMITTEE
PUBLIC MEETING MINUTES
September 26, 2017**

PRESENT: Ann Merritt, Chair
Paul Russell, Vice Chair
Ross Evans
Brian Murray
Joshua Levy
Dave Haverstock
Evan MacDonald
Councillor Tim Outhit
Councillor Lisa Blackburn

REGRETS: Dianna Rievaj

STAFF: Leah Perrin, Planner II, Planning and Development
Holly Kent, Planning Technician, Planning and Development
Sharon Chase, Legislative Support, Office of the Municipal Clerk

The following does not represent a verbatim record of the proceedings of this meeting.

The agenda, reports, supporting documents, and information items circulated are online at halifax.ca.

The meeting was called to order at 7:01 p.m. and adjourned at 8:25 p.m.

1. CALL TO ORDER

Chair Ann Merritt called the meeting to order at 7:01 p.m. at the Basinview Drive Community School Cafeteria, 273 Basinview Drive, Bedford. She described the role of the Planning Advisory Committee in hosting a public meeting and reviewed the agenda. Members of the Committee were also introduced.

2. PUBLIC PARTICIPATION

2.1 Case 20976 – Application by Kathleen O’Donovan, on behalf of Bedford Bay Ltd., to amend the Bedford Municipal Planning Strategy and Land Use By-law to re-designate and rezone the lands at 65 and 79 Shore Drive, and PID 40018079 to allow for residential single unit dwelling development on an extension to Shore Drive.

Leah Perrin, Planner II reviewed Case 20976 which is requesting amendments to the Municipal Planning Strategy and Land Use By-Law. The proposal is for six (6) lots with single unit dwellings. They shared the site context noting the surrounding neighborhood and the infill on the water lot which was formerly a commercial boatyard. On July 18, 2017, Regional Council gave direction for this land to be removed from the Bedford Waterfront Design Study where amendments could be considered and public engagement begun. The area presently holds a commercial designation as well as nearby residential designations and is zoned CGB, general business district with nearby RSU, residential single unit. They reviewed the proposed zoning, RSU, with its permitted uses and standards. PID 40018079 is a Crown owned water lot where staff have recommended the same designation and zoning to the federal government.

Leah Perrin reviewed the required steps in the planning process and the opportunity for public participation. They reminded the audience that no decisions were being made at the meeting and that the feedback gathered would be considered in the staff report to Regional Council. If the application is approved, subdivision and building permits would be sought.

Kathleen O’Donovan, representing the owners of Bedford Bay Ltd. made a presentation. They reviewed the views and context of the proposal as well as the current and proposed zoning. They shared the concept and plans for Bedford Bay Estates. Development under the Bedford Waterfront Design Study and the proposed development were compared, listing the pros and cons of each. The development of single family homes was considered consistent with the existing neighborhood. It was noted that the developer had a traffic study completed.

Chair Ann Merritt thanked Leah Perrin and Kathleen O’Donovan for their presentations and reviewed the rules of procedure regarding public meetings. She then called for speakers to come forward and comment on Case 20976.

John Tolson, Shore Drive was concerned with the Crown land being leased to the developer. They commented that water lot is public space and the proposed marina should have public access. They appreciate a residential development adding six (6) family homes. They were concerned that Shore Drive may be extended to continue through, creating a second exit and changing traffic volume. The speaker noted that the paved walkway design could also create traffic issues. They were also disappointed that there were no provisions for hearing impairment provided at this meeting.

Terry Gordon, Arthur Lismer Court expressed concern about the grading required, noting that the boatyard was 20 feet lower than the other lots.

Janet McMullen, Shore Drive asked for clarification on the location of the marina.

Richard Wood, Arthur Lismer Court supported the addition of the single unit homes. They were concerned with potential flooding on the site, noting the need for adequate fill.

Peter Christie, Bedford asked about the ownership of the current trail and the proposed trail, and whether it would be given to the Municipality. They also asked where the servicing for these homes would be coming from.

Laughie McLean, Bedford asked for clarification about the trail and whether it would be moving closer to the water. They had concerns about a second exit on Shore Drive and thoroughfare issues. The speaker suggested that the pathway needs to be designed to ensure it is not used by vehicles. They asked about the extension of water and sewer on the waterside and potential site problems on the leased land. They were also concerned about future weather events and the damage and property impacts that could result.

Melissa Todd, Shore Drive spoke to quality of life issues and the potential changes from a quiet neighbourhood to additional noise and traffic as a result of development. There are existing issues with vehicle speeds and the lack of road infrastructure, sidewalks and adequate lighting. They questioned whether there could be an additional access road for trucks.

Leslie Dunnington, Shore Drive was also concerned about traffic issues, suggesting speed bumps be considered and a speed reduction to 40km/hr. on Shore Drive. There is lots of activity in the area and vehicle and pedestrian safety concerns as a result. Traffic control, lighting and sidewalks were considered important.

John Tolson, Shore Drive added that there were also safety concerns with the Canadian National Railway (CNR). They asked the developer whether land or cash would be chosen for the land dedication requirement.

Laughie McLean, Bedford questioned what will happen to CNR lands and the present walkway. They emphasized the need for a paved walkway with adequate lighting. They stated that the area was already busy with pedestrian traffic from the Bedford Waterfront. They suggested that marking a bike lane on Shore Drive could also assist in moving pedestrians to one side of the road.

Joan Christie, Bedford supported the residential zoning. They suggested the pathway design needs to consider multiple exit points for safety. They also agreed that the lack of sidewalks creates challenges.

Melissa Todd, Shore Drive supported the residential zoning. They asked about the length of construction once approvals are given. They noted that with two large developments planned for the area there could potentially be five (5) years of construction and disruption to the neighbourhood.

Janet MacMillan, Shore Drive supported the proposed development. They suggested that the traffic issues may be mitigated by the new residential cul de sac.

Leah Perrin clarified that the Federal government owns the water lot and are the ones to decide to lease or not. The municipality can only make suggestion and share feedback gathered. They reviewed that at this stage only the amendments to the Municipal Planning Strategy and Land Use By-law are being considered. Once these are decided upon the developer will make a subdivision application. At that point the rules surrounding roads, services and parkland planning are considered. Leah Perrin shared that she is available to answer questions throughout the process.

Kathleen O'Donovan noted that Crown land is not public land and that the federal government now lease instead of selling land. They appreciate the concerns about the trail and will include design features to act as a deterrent to vehicles and inappropriate use. The grading of the site is being reviewed and noted that there are strict regulations around infill for environmental concerns. This site is being designed to adhere to the most recent regulations. They intend on using easements, trail construction and money in kind to address parkland planning requirements. They confirmed that the servicing will not move to the street and that CNR controls the existing trail.

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Councillor Tim Outhit asked for the opportunity to address some of the general comments raised outside of the specific development questions. The Councillor agreed with the challenges noted concerning the existing trail. There is a need for a properly designed, safe pedestrian path. They reviewed how speed bumps are presently used by the municipality and suggested that there were some other speed calming methods that can be used. At this time there is no room for sidewalks on Shore Drive but they agreed that improved lighting could be addressed.

The Chair called three times for any other speakers. There were none.

Chair Ann Merritt thanked all those in attendance for taking part in the meeting.

3. ADJOURNMENT

The meeting was adjourned at 8:25 p.m.

Sharon Chase
Legislative Assistant