



PO Box 1749
Halifax, Nova Scotia
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MEMORANDUM

TO: Chair and Members of North West Planning Advisory Committee

FROM: Erin MacIntyre, Principal Planner

DATE: March 14, 2017

SUBJECT: **Case 20832: Application by West Bedford Holdings Limited to make non-substantive amendments to the Sub-area 2 Bedford West Development Agreement involving changes to the road layout and relocating single unit, townhouses, semi-detached and multiple unit dwellings within allowable densities.**

Proposal: West Bedford Holdings Limited has submitted a request to enter make non-substantive amendments to the existing development agreement to allow for relocation of townhouses, semi-detached and multi-unit residential buildings and to propose an alternate public road with single family dwellings within SubArea 2 of West Bedford.

Background: The existing development agreement allows for three multi-unit residential buildings on a private driveway to the west of Bramwell Court, townhouses and semi-detached dwellings on a public street east of Bramwell, and single unit dwellings on Road 2-8 (see Attachment A- Concept Plan of Existing Development Agreement). The applicant has outlined their intention to:

- replace the three multi-unit residential buildings with 33 single unit dwellings on a public street;
- to relocate the townhouses to Road 2-8; and
- replace the three multi-unit residential buildings to the east of Bramwell Court (see Attachment B - Proposed Concept Plan).

The applicant has detailed the request in a letter accompanying the application (Attachment C- Applicant's Letter).

Location: Each side of Bramwell Court, north side of Broad Street and in the location of proposed Road 2-8, southeast of Broad Street, Bedford.

Existing Use: The lands are currently vacant. Clearing, grubbing and blasting in preparation for anticipated development, as permitted under the existing development agreement, has commenced.

Designation: The subject lands are designated Bedford West Secondary Planning Strategy(BWSPS) under the Bedford Municipal Planning Strategy (MPS) (see Map 1). They are included in Sub-Area 2, which are sub-designated as Residential Neighbourhood.

Zoning: The subject lands are zoned Bedford West Comprehensive Development District (BWCDD) under the Bedford Land Use Bylaw (LUB) (see Map 2).

MPS Policy: This request can be considered under Section 6.2(c) of the existing development agreement as a non-substantive amendment. Relevant policy excerpts of the MPS are included as Attachment D.

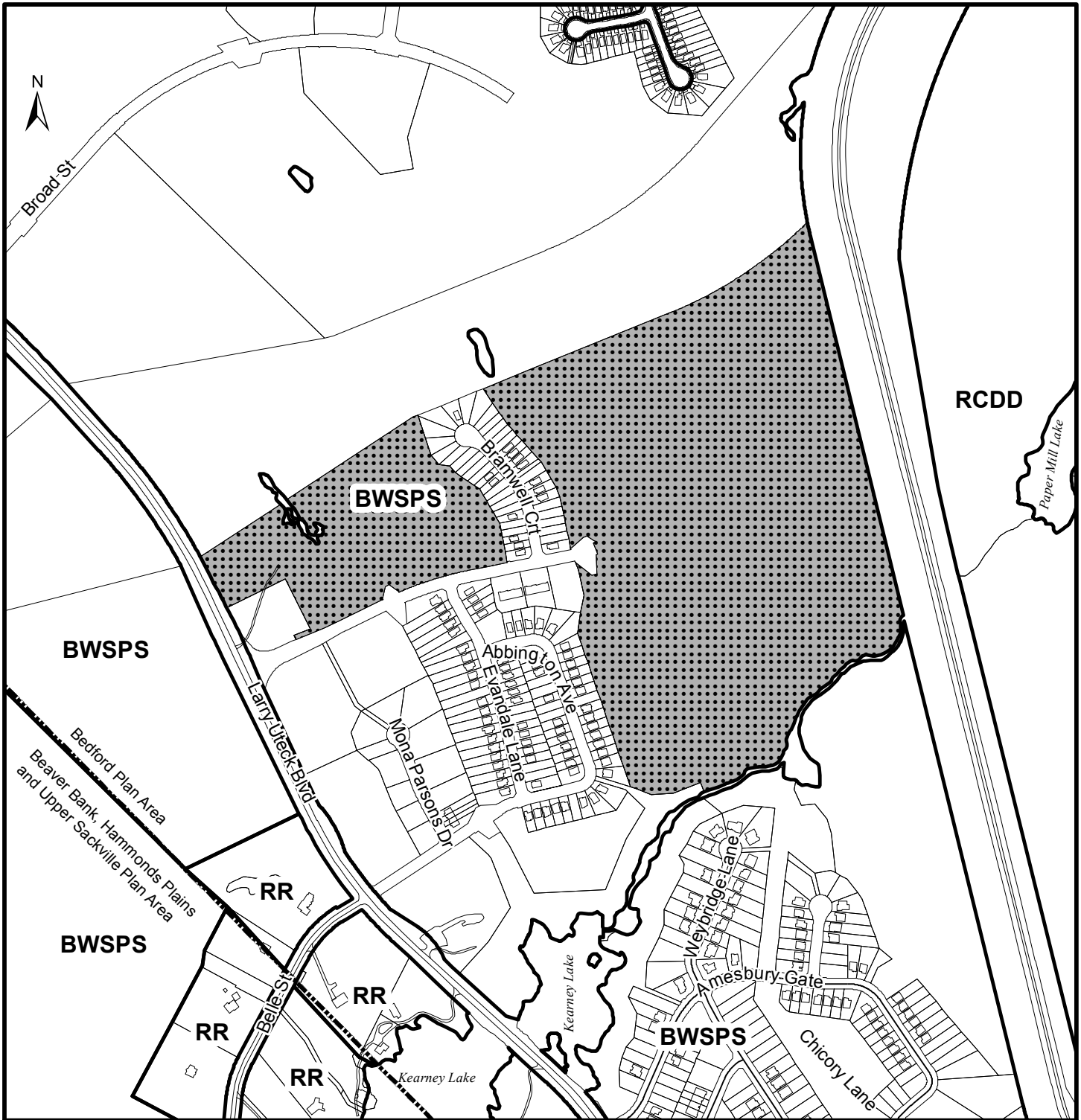
Public Engagement: The community engagement process is consistent with the intent of the HRM Community Engagement Strategy, and complies with Policy CP-9 of the Bedford MPS. A public information meeting was held on March 6th, 2017, the notes of which are included as Attachment E.

Input Sought from North West Planning Advisory Committee

Feedback is sought from NWPAC relative to this proposed application. NWPAC's recommendation will be included in the staff report to North West Community Council.

Attachments:


Map 1	Generalized Future Land Use
Map 2	Zoning and Notification
Attachment A	Concept Plan of Existing Development Agreement
Attachment B	Proposed Concept Plan
Attachment C	Applicant's Letter
Attachment D	Excerpt from the Bedford Municipal Planning Strategy
Attachment E	Public Information Meeting Notes
Attachment F	Traffic Impact Assessment



Map 1 - Generalized Future Land Use

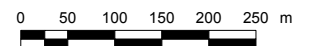
HALIFAX

Sub-Area 2 Bedford West
Bedford

 Non-Substantive Amendment
to an existing Development Agreement

Bedford Designations

- RR Residential Reserve
- RCDD Residential Comprehensive Development District
- BWSPS Bedford West Secondary Planning Strategy



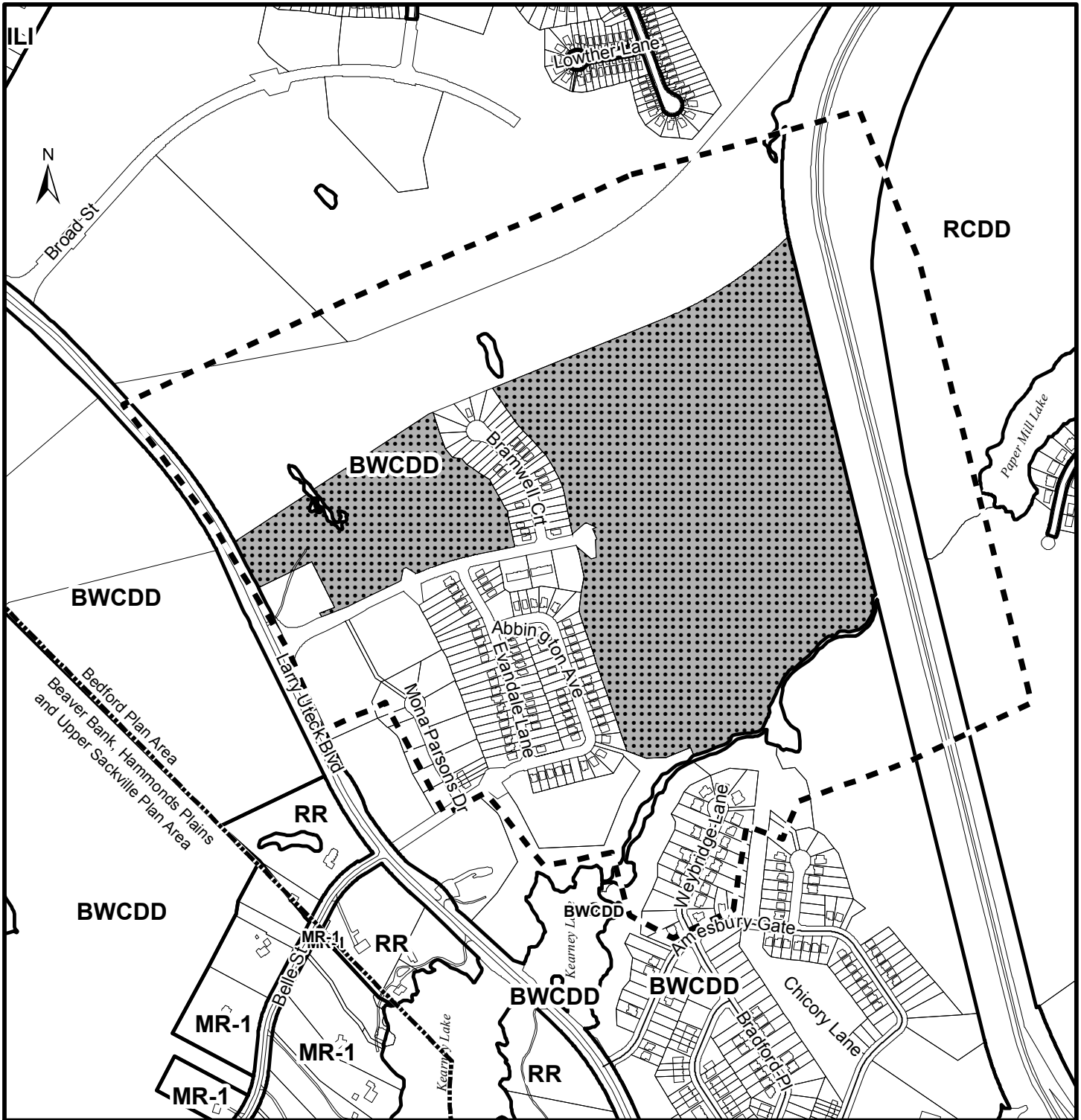
**Beaver Bank, Hammonds Plains
and Upper Sackville Designations**

- RR Residential Reserve
- BWSPS Bedford West Secondary Planning Strategy

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

Bedford
Land Use By-Law Area


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



Map 2 - Zoning and Notification

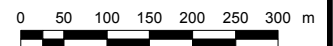
Sub-Area 2 Bedford West
Bedford


HALIFAX

 Non-Substantive Amendment
to an existing Development Agreement

Bedford Zones

RR Residential Reserve
RCDD Residential Comprehensive Development District
BWCCD Bedford West Comprehensive Development District



 Area of notification

Beaver Bank, Hammonds Plains and Upper Sackville Zones

MR-1 Mixed Resource
BWCCD Bedford West 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
Land Use By-Law Area



THE PARKS
OF WEST BEDFORD
EMBRACING NATURE... ENJOYING LIFE.

Sub Area 2

Conceptual Plan

January 2014



N.T.S.

Trail



Legend	
	Single Family
	Townhouses
	Multiple
	Senior's Facility
	Commercial
	Institutional
	Parkland

To Halifax

Highway #102

Belle St.

Kearney Lake Rd.

Kearney Run

Kearney Lake

Proposed Stormwater Pond

Road 2-1

Road 2-2

Road 2-3

Road 2-10

Road 2-9

Road 2-8

Powerline

Road 2-7

Road 2-6

Road 2-5

Road 2-2

Block 2-2

Block 2-1

GC 2-2

Block 2-3

GC 2-1

Block 2-4

Block 2-4

6-9

6-9

6-9

6-9

Block 2-9

4-6

INT 2-1

Legend

Single Family

Townhouses

Multiple

Senior's Facility

Commercial

Institutional

Parkland

Attachment B- Proposed Concept Plan



<p>Sub Area 2</p>
<p>Conceptual Plan</p> <p>September 2016</p>

Legend	
	Single Family
	Townhouses
	Multiple
	Commercial
	Institutional
	Parkland
	Trail
	Retained Vegetation

September 20, 2016

Mr. Carl Purvis, MCIP, RPP
 Manager of Planning Applications
 Halifax Regional Municipality

Dear Mr. Purvis:



WEST BEDFORD HOLDINGS LIMITED
 CLAYTON PROFESSIONAL CENTRE
 255 LACEWOOD DRIVE, SUITE 100 C
 HALIFAX, NOVA SCOTIA, CANADA B3M 4G2
 TEL (902) 445-2000 FAX (902) 443-1611
 WWW.THEPARKSOFWESTBEDFORD.CA

RE: Non-substantive Amendment, Sub-area 2, Bedford West Development Agreement

West Bedford Holdings Limited is requesting a non-substantive amendment to the Bedford West, Sub-area 2 development agreement. The original agreement was approved by North West Community Council in 2009 (Case # 00970) and a subsequent amendment was approved in 2014 (Case # 18423). This request impacts only PID's 41428095 and 41332404 as identified in Sketch 1.

Revisions to the Road Layout and Land Use Pattern – Creating a Pocket Neighbourhood

We have made minor revisions to the road network and land use pattern. The revisions are contained to the north side (inside) of Broad Street. The original Conceptual Plan (Sketch 2) had three multiple residential buildings ranging in height from five – nine storeys, abutting Road 2-6 (Bramwell Court). Upon detailed design of Bramwell Court and several site visits, we determined that the tree cover was insufficient to create an effective visual barrier between low density single unit dwellings on Bramwell Court and abutting multiple residential buildings. We felt the insufficient vegetation would create a land use conflict. To address this conflict, we have designed an abutting cul-de-sac with single unit dwellings to ensure compatibility with the lots on Bramwell Court (Sketch 3). This redesign provides the opportunity to create a unique “pocket neighbourhood” surrounding a 1.4 acre park. The park is designed to encourage social interaction between neighbours and includes pathways with multiple entrances and important social gathering spaces.

The multiple residential buildings that were displaced as a result of the new street (Road 2-12), have been reallocated to Block 2-7 and will have reduced heights limited at six storeys (Sketch 2). As with all of the multiple residential designs, this is a preliminary concept and will be refined as we work with our customers. The allocation of multiple buildings on Block 2-7 removes the need for the public road shown in Sketch 1 and the townhouses are now shifted to Road 2-8 / 2-9.

We believe the proposed amendment could be considered non-substantive based on the Non-substantive clause 6.2 (c) of the development agreement, which reads: “*amendments to the Schedules of this Agreement provided that the Community Council is satisfied that such amendments are minor and conform with the intent and all applicable policies of the Secondary Planning Strategy*”.

The revised concept plan is consistent with the intent of the SPS and has several net benefits to both the neighbourhood and HRM, as follows.

- Eliminates land use conflict between 5-9 storey apartment buildings and single family units located on Bramwell Court.
- Multiple buildings continue to have direct access to the collector road (Broad Street).
- Reduction of public infrastructure by 123m (400ft.). (302m Road 2-7 vs 179m new road 2-12)
- Improved aesthetics with reduced heights of buildings (3 @ 6 storey vs 8 storey)
- Creates identifiable pocket neighbourhood.
- A new 1.4 acre, fully developed park.

The proposed layout does not have negative impacts on the sanitary or stormwater infrastructure; we have attached a letter from MWE confirming same. Additionally, our traffic consultants reviewed the proposed changes and have confirmed the transportation infrastructure can accommodate the new layout.

A full set of revised development agreement schedules are attached to reflect the new layout.

We trust the information provided is sufficient to begin the development agreement amendment application process. Please contact us should you require additional information.

Yours truly,
West Bedford Holdings Limited

Original Signed

Kevin Neatt
Director, Planning and Development

Case 20832 – Attachment D:

Excerpt from the Bedford MPS

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

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

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

- Lands needed for daily living activities - housing, shops, workplaces, schools, parks, and civic facilities - are integrated within the community;
- The community collector streets facilitate efficient public transit routes which can provide a high level of service to the residential neighbourhoods and activity centres within the community and which conveniently connect with the regional transit system;
- Lands bordering Kearney Lake and Kearney Lake Run which are valued by the community for their aesthetics and recreational potential have been reserved for public uses;
- A sidewalk and trail system extends throughout the community which connects residents to the park system, commercial and other activity centres, and a future regional trail system which would extend from Clayton Park to Jacks Lake;
- The street system has been designed to prevent external traffic from traveling on local streets while accommodating pedestrians and cyclists throughout the community;
- The residential neighbourhoods encompass lands of varying topography allowing for differing identities and a range of housing opportunities within each;
- Lands have been allocated for a mixed use business campus adjacent to the Hammonds Plains Road/Bicentennial Highway which can potentially provide employment opportunities for residents of Bedford West and the surrounding community without introducing additional traffic on local residential streets.

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

Policy BW-23:

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

Policy BW-24:

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

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

Residential Neighbourhoods

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

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

Policy BW-32:

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

- a) the density of housing units shall not exceed six units per acre per Sub-Area except that if the maximum density permitted in one development Sub-Area is not achieved, the Municipality may consider transferring the difference between the maximum permitted and actual number of housing units to another development Sub-Area provided all policy criterion can be satisfied and the housing density does not exceed seven units per acre in any development Sub-Area;
- b) community facilities such as schools, churches and day care centres and businesses that provide goods and services at a neighbourhood level, such as convenience stores, may be permitted within a residential neighbourhood. Convenience stores shall be encouraged to locate at intersections with a Community Collector Street and at transit stops;
- c) sidewalks and pathways facilitate comfortable and convenient pedestrian travel to transit stops on the Community Collector Street System, the Community Trail System and to community services;
- d) the design of neighbourhood streets facilitate shared use by cyclists and encourage safe vehicular speeds and discourage short-cutting and excessive speeds by automobiles while enabling direct routes for pedestrians and cyclists;
- e) a variety of housing types is provided within each Sub-Area and distributed so as to avoid a congested appearance of streetscapes. Consideration shall be given, but not limited, to the design guidelines of policies R-12A, R-12B and R-12C of the Municipal Planning Strategy, although the limitations placed on building height and units per building under policy R-12A shall not be applied;
- f) the allocation of housing and the massing and placement of buildings contributes to a sense of community vitality, energy conservation, surveillance of public spaces and provides an effective integration with established neighbourhoods;
- g) building locations, height, scale, site and architectural design, landscaping, and streetscape elements reinforce the themes of neighbourhood identity, pedestrian safety and compatibility with the natural environment;

- h) single unit dwelling lots have a minimum street frontage of 40 feet, a minimum area of 4,000 square feet, a minimum side yard of 4 feet, and a minimum separation of 12 feet between buildings;
- i) natural vegetation, landscaping or screening is employed around parking areas for institutional and multiple unit buildings to provide screening from streets and, for buildings containing forty-eight or more housing units, provision of underground parking or a structure allowing for stacked parking shall be a mandatory component of the on-site parking supply;
- j) Vegetation is maintained or landscaping measures, a fence or other physical barrier provided so as to provide a buffer between new developments and commercial or industrial developments which is effective in ensuring public safety and mitigating visual or noise impacts;
- k) all open space dedications proposed conform with the objectives and polices adopted for open space under this secondary planning strategy and any administrative guidelines adopted by the Municipality; and
- l) the proposal conforms with all applicable provisions and requirements adopted under this Secondary Planning Strategy regarding environmental protection, the community transportation system and municipal services.

Policy BW-32A:

Notwithstanding clause (h) of policy BW-32, within Sub-areas 2, 3, and 4 of Schedule BW-6, single unit dwelling lots may be permitted on lots with a minimum street frontage of 34 feet, a minimum area of 3,400 square feet, a minimum side yard of 4 feet, and a minimum separation of 12 feet between buildings provided that each dwelling contains on-site parking for two vehicles with one being an enclosed parking space within the dwelling and consideration is given to policy BW-24.

HALIFAX REGIONAL MUNICIPALITY
Public Information Meeting
Case 20832

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

Thursday, March 6, 2017
7:00 p.m.

Hammonds Plains Community Centre - 202 Innovation Drive Bedford, NS

STAFF IN

ATTENDANCE:

Erin MacIntyre, Principal Planner, HRM Planning
Holly Kent, Planning Technician, HRM Planning
Tara Couvrette, Planning Controller, HRM Planning

ALSO IN

ATTENDANCE:

Councillor Tim Outhit, District 16
Kevin Neatt, West Bedford Holdings Limited, Applicant

PUBLIC IN

ATTENDANCE:

Approximately: 3

The meeting commenced at approximately 7:03 p.m.

Call to order, purpose of meeting – Erin MacIntyre

Mrs. MacIntyre introduced herself as the Planner and facilitator for the application. She also introduced Tara Couvrette – Planning Controller, Holly Kent - Planning Technician, and Kevin Neatt - West Bedford Holdings Limited, the applicant.

Case No. 20832: An application by West Bedford Holdings Limited to make a non-substantive amendment to the Sub-area 2 Bedford West Development Agreement involving changes to the road layout and relocating single unit, townhouses, semi-detached and multiple unit dwellings within allowable densities.

Mrs. MacIntyre explained the purpose of the Public Information Meeting (PIM) is: a) to identify that HRM has received a proposal for the site; b) to provide information on the project; c) to explain the Planning Policies and the stages of the Planning Process; and d) to provide an opportunity for staff to receive public feedback regarding the proposal. No decisions are made at this PIM.

1. Presentation of Proposal – Erin MacIntyre

Mrs. MacIntyre provided a brief introduction to the application and then made a presentation to the public outlining the purpose of the meeting, status of the application and the developer's request. Mrs. MacIntyre outlined the context of the subject lands and the relevant planning policies.

Presentation of Proposal – Kevin Neatt – West Bedford Holdings Limited

Mr. Neatt explained what was proposed and showed slide of what was in the original approved development agreement concept plan and what changes they were making to those plans.

2. Questions and Comments

Councillor Outhit asked what the 1.4 acre park would look like. **Kevin Neatt** explained it would be trails with a social gathering area of some sort.

Steve Harding, Three Admirals Drive – likes the look of the 12 unit buildings and feels it adds to the community feel. He wants to know what Mr. Neatt's thoughts were about the school site. **Mr. Neatt**

explained that they have been meeting with the school board and they have given the school board every opportunity to purchase the land but they cannot compel them to build a school. The land would not be big enough for a high school but would work for an elementary or junior high. The footprint used in the plan was that of the Bedford South Elementary School. **Mr. Harding** had some concerns regarding blasting. **Mr. Neatt** showed the blasting area on one of the slides. He explained they met with the blasters (Stantec) as a result of some complaints from residents. Together they came up with some things they could do to lessen the impact of the blasting. **Mr. Harding** asked what their plans were related to transit. **Councillor Outhit** explained that the city has purchased land on Innovation Dr. for a park and ride between IBM and the high school with parking for 400 cars and a transit terminal. There will also be a couple of bus routes added and some tweaking to existing bus routes. **Mr. Neatt** explained where the buses would run as well as how they plan to connect both ends of Broad Street together by the end of 2017. **Mr. Harding** asked if there was a long-term plan for a highway through there. **Mrs. MacIntyre** stated that yes, there is. It is a provincially funded project so they aren't sure about timelines. **Mr. Harding** wanted to know how Broad St. would connect to the highway. **Mrs. MacIntyre** explained it will run under the interchange.

Ally Thibodeau, John Parr Dr. – She would like to know with the proposed transit route if they anticipate extra traffic coming out between Gary Martin, Hammonds Plains through the Broad St. location from a commercial viability perspective. **Mr. Neatt** stated the bus terminal with parking for approximately 400 cars should be a draw. They would have to pass right by the commercial plaza on Gary Martin Drive to get to it.

Mr. Harding asked if there was any retail happening on Broad Street. **Mr. Neatt** stated that yes, there would be. He pointed different places out on the map.

3. Closing Comments

Mrs. MacIntyre thanked everyone for coming and expressing their comments.

4. Adjournment

The meeting adjourned at approximately 7:32 p.m.



Ref. No. 151-00737 Task 7

September 20, 2016

Mr. Kevin Neatt
Director, Planning and Development
Bedford West Holdings Limited
255 Lacewood Drive, Unit 100 C
HALIFAX NS B3M 3Y7

Sent via Email to kneatt@claytondev.com

**RE: Trip Generation Estimates, Proposed Land Use Changes, Broad Street (South)
Bedford West Sub-Area 2**

Dear Mr. Neatt:

This is the trip generation letter that you requested to consider impacts of proposed land use changes on parcels abutting Broad Street in Sub-Area 2.

Background and Proposed Changes - The following changes are proposed for land uses included in the existing Development Agreement for Bedford West Sub-Area 2:

1. The original Conceptual Plan (Figure 1) included three apartment buildings with a total of 240 units in Block 2-5 to the left of Road 2-6 (Bramwell Court). The proposed change (Figure 2) includes 34 single family units on a Road 2-12.
2. The original Conceptual Plan (Figure 1) included 59 townhouse units on Road 2-7 and 11 townhouse units with access to Broad Street between the two Road 2-7 intersections. The proposed change (Figure 2) includes three apartment buildings with a total of 199 units.

Trip Generation Estimates - Trip generation estimates for the modified blocks have been prepared (Table 1) using published rates from *Trip Generation, 9th Edition* (Institute of Transportation Engineers, 2012).

After adjustment for non-vehicle trips, it is estimated that the land use included in the Conceptual Plan (Figure 1) would generate 93 two-way vehicle trips (26 entering and 67) exiting during the AM peak hour and 123 two-way vehicle trips (74 entering and 49) exiting during the PM peak hour.

After adjustment for non-vehicle trips, it is estimated that the land use included in the revised land use plan (Figure 2) will generate 64 two-way vehicle trips (19 entering and 45 exiting) during the AM peak hour and 84 two-way vehicle trips (50 entering and 34 exiting) during the PM peak hour.

The reduction in the number of dwelling units is expected to reduce the number of site generated two-way vehicle trips using Broad Street by 29 (7 entering and 22 exiting) during the AM peak hour and 39 (24 entering and 15 exiting) during the PM peak hour.



Figure 1 - Original Conceptual Plan for Broad Street in Sub-Area 2.



Figure 2 - Proposed Revised Land Use for Broad Street in Sub-Area 2.

Table 1 - Trip Generation Estimates for Selected Development Blocks on Broad Street South									
Land Use Blocks ¹	Number Units ²	Trip Generation Rates ³				Trips Generated ³			
		AM Peak		PM Peak		AM Peak		PM Peak	
		In	Out	In	Out	In	Out	In	Out
Estimated Trips for Land Uses in the Original Conceptual Plan (Figure 1)									
Mid Rise Apt (Block 2-5)	240	0.093	0.207	0.226	0.164	22	50	54	39
Single Family (Road 2-7)	70	0.19	0.56	0.64	0.37	13	39	45	26
Total Trips Accessing Broad Street for Original Conceptual Land Uses						35	89	99	65
25 % Trip Reduction for Non-Vehicle Trips ⁴						9	22	25	16
Adjusted Trips Accessing Broad Street for Original Conceptual Land Uses						26	67	74	49
Estimated Trips for Proposed Revised Land Uses (Figure 2)									
Single Family (Road 2-12)	34	0.19	0.56	0.64	0.37	6	19	22	13
Mid Rise Apt (Replacing Road 2-7)	199	0.093	0.207	0.226	0.164	19	41	45	33
Total Trips Accessing Broad Street for Revised Land Uses						25	60	67	46
25 % Trip Reduction for Non-Vehicle Trips ⁴						6	15	17	12
Adjusted Trips Accessing Broad Street for Revised Land Uses						19	45	50	34
Estimated Trip Reduction - Conceptual to Revised Land Uses						7	22	24	15
NOTES: 1. Rates are for indicated Land Uses, <i>Trip Generation, 9th Edition</i> , Institute of Transportation Engineers, 2012. 2. Number of residential units 3. Trip generation rates are 'vehicles per hour per unit'. Trip generation estimates are 'vehicles per hour' for peak hours. 4. 25% of trips are expected to be non-vehicle trips in accordance with planned future modal split for this area.									

Conclusions -

1. The reduction in the number of residential units in the modified areas from 310 to 233 will result in fewer vehicle trips using Broad Street.
2. The reduction in the number of vehicles trips will not affect intersection lane requirements on Broad Street.

If you have any questions, please contact me by telephone to 902-835-9955 or Email to ken.obrien@wspgroup.com.

Sincerely:

Original Signed

Ken O'Brien, P. Eng.
Senior Traffic Engineer
WSP Canada Inc.

