

HALIFAX

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

Item No. 15.1.4
Halifax Regional Council
March 10, 2020

TO: Mayor Savage and Members of Halifax Regional Council

SUBMITTED BY:

Original Signed by 

Jacques Dubé, Chief Administrative Officer

DATE: February 24, 2020

SUBJECT: **Case 21946: Amendments to the Bedford Municipal Planning Strategy for lands at the intersections of Southgate Drive and Bedford Highway, Bedford**

ORIGIN

Application by WSP Canada Inc.

LEGISLATIVE AUTHORITY

Halifax Regional Municipality Charter (HRM Charter), Part VIII, Planning & Development

RECOMMENDATION

It is recommended that Regional Council direct the Chief Administrative Officer to:

1. Initiate a process to consider amendments to the Bedford Municipal Planning Strategy and Bedford Land Use By-law to redistribute existing development rights and allow for development agreements on Block BH-1 which would allow a multiple storey mixed residential development, and BH-2 which would allow a one storey commercial building and single family dwellings, on lands located at the corners of Southgate Drive and the Bedford Highway; and
2. Follow the public participation program for municipal planning strategy amendments as approved by Regional Council on February 27, 1997.

BACKGROUND

WSP Canada Inc. is applying to enter into a development agreement to permit a five storey, 73 unit multiple unit residential building on site BH-1 (PID 41119496); and to amend an existing development agreement to permit a one storey, 16,000 square foot commercial building and five single unit dwellings on site BH-2 (PIDs 00360560, 00430025, 00430017, 00429977, and 00430058) in Bedford.

The proposal for the five storey apartment building on site BH-1 cannot be considered under the Bedford South Secondary Municipal Planning Strategy (BSSMPS) within the existing Bedford Municipal Planning Strategy (MPS) policies given specific policies referencing allowed commercial space, residential density, and overall intensity of the neighbourhood, and therefore, the applicant is seeking amendments to the BSSMPS to enable its proposal.

Subject Site	(a) Site BH-1 (PID 41119496); and (b) Site BH-2 (PIDs 00360560, 00430025, 00430017, 00429977, and 00430058)
Location	West side of Bedford Highway between Glenmont Avenue and Wyatt Road
Regional Plan Designation	Urban Settlement (US)
Community Plan Designation (Map 1)	Bedford South Secondary Municipal Planning Strategy (BSSMPS)
Zoning (Map 2)	BSCDD (Bedford South Comprehensive Development District)
Size of Site	BH-1: 0.57 hectares (61,382 square feet) BH-2: 1.42 hectares (152,460 square feet)
Street Frontage	BH-1: 178.61 metres (586 feet) BH-2: 407.52 metres (1,337 feet)
Current Land Use(s)	BH-1: vacant BH-2: vacant with exception of one single-unit dwelling
Surrounding Use(s)	Multi-residential buildings and single dwelling units, trail system, Bedford Highway (high volume transportation corridor)

History

All of the subject lands are located within the Bedford South Secondary Municipal Planning Strategy (BSSMPS) of the Bedford MPS. The BSSMPS sets maximum residential density levels to ensure that municipal servicing remains adequate to meet community needs. Under Policy MS-2, populations are 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. Additionally, Policy RN-2 sets the density of housing units at a maximum of six units per acre within neighbourhoods A and C (Map 3), in which site BH-2 is located.

2002 Development Agreement

In December 2002, Council approved a development agreement for a phased development between the Bedford Highway and Bicentennial Drive (case 00492) for 'Neighbourhood A' and 'Neighbourhood C' of the Bedford South development (Map 3). 'Neighbourhood A' included site BH-1 and a portion of the current BH-2, and the development agreement allowed for the following:

a mixed residential and commercial neighbourhood with 335 residential dwelling units (a mix of single, semi-detached and townhouse styles), 134 multiple unit dwelling units, two commercial developments, and open space and recreational lands.

The commercial developments permitted as part of Neighbourhood A were to be located at the northwest corner of the intersection of Southgate Drive and Bedford Highway for site BH-1 (PID 41119496) and at the Bedford Highway between Southgate Drive and Glenmont Avenue for site BH-2 (PIDs 00360560, 00430025, 00430017, 00429977, and 00430058). The development agreement aligns the maximum density of 30 persons per acre for each commercial area with the BSSMPS.

The residential component of the project, including the 134 multiple unit dwelling units, and open space and recreational lands permitted in Neighbourhood A are completed. The commercial uses allocated for sites BH-1 and BH-2 have not been developed. Site BH-2 is no longer under the agreement for Neighbourhood A but is served by a separate development agreement that has been recently modified and is currently expired.

2008 Site Specific MPS Amendments and Development Agreement (BH-2)

In March 2008 Regional Council approved BSSMPS and LUB amendments to enable a development agreement for six properties, site BH-2 and five additional lots, adjacent the Bedford Highway located between Southgate Drive and Glenmont Avenue (case 00762). Accordingly, Council discharged the 2003 existing development agreement (case 00492) which was applied to the site BH-2 portion of these lands.

The BSSMPS amendments Council approved as part of case 00762 added additional lands fronting along the Bedford Highway to the original site BH-2. Additionally, these amendments:

- removed BH-2 from Neighbourhood A;
- removed density caps listed in policy;
- allowed for future DA's in Neighbourhood A;
- added residential uses to the permitted commercial uses; and
- removed the ability to consider 5 storey residential buildings.

These amendments anticipated growth and urban level of development of Bedford South and were supported by medium density mixed use projects in the general vicinity. The development agreement for case 00762 outlined a mixed use development with a four storey, 44 unit apartment, 12 townhouses, and a 16,000 square foot commercial building and a single unit dwelling (57 units total) on site BH-2.

Since approval of the development agreement for site BH-2 no building construction has taken place but there has been site work on the lands. In 2013, the existing agreement was amended to allow for additional time for commencement of construction and in 2014 an amendment permitted a reconfiguration of the approved townhouses on the site.

Proposal Details

WSP Canada Inc. has submitted an application on behalf of a new property owner for residential development on site BH-1 and residential and commercial on site BH-2 (Attachment B). The following chart compares the proposal with the land uses currently enabled on each site by development agreement:

Site	Currently Permitted	Proposal
BH-1	3-storey, 30,000 square foot commercial building	5-storey, 73 unit multi-residential building
BH-2	4-storey, 44 unit multiple unit dwelling; 12 townhouses; 1 single unit dwelling; 16,000 square foot commercial building;	1-storey, 16,000 sq. ft. commercial building; 5 single unit dwellings;

Under the BSSMPS, site BH-1 with commercial use has a permitted density of 30 persons per acre, which totals a maximum of 42 persons for the site. Site BH-2 currently has both residential and commercial densities and is allowed a total density of 228 persons. Both sites combined have an existing maximum of 270 persons permitted under the BSSMPS.

This application proposes to redistribute this existing density over both sites rather than retaining the two separate density calculations. However, reallocating the overall density between the two sites requires MPS amendments to (a) add residential uses to the permit uses and increase density on site BH-1; and (b) transfer density from site BH-2 to BH-1 to ensure no additional density is being added to Neighbourhood A.

MPS and LUB Context

Under the BSSMPS and the Bedford Land Use By-law the subject sites BH-1 and BH-2 are designated BSSMPS and zoned BSCDD (Bedford South Comprehensive Development District). Policy RN-1, that enabled the existing development agreement for all of Neighbourhood A and the existing development agreement for site BH-2, also enables subsequent development agreements within Neighbourhood A subject to meeting the approved concept plan for the residential neighbourhood.

Matters to be considered for all development agreements within Neighbourhood A are provided by Policy RN-2 which contains the considerations for residential development in Bedford South. Policy RN-3A, introduced above in the discussion of the 2003 BSSMPS amendment, was created specifically to allow for the modified development of site BH-2 and withstood policies RN-2, RN-3, MS-1 and MS-9 to achieve this.

Policy RN-3 enables consideration of a five-storey residential apartment for lands abutting the neighbourhood collector road (Southgate Drive) in the vicinity of the Old Coach Road and the Bedford Highway. This however, has also been withstood by Policy RN-3A thereby requiring Policy RN-3 to be reincluded to allow the proposed five storey building land use at site BH-1. The commercial use anticipated by the concept plan for BH-1 under Neighbourhood A allows a density of 30 persons per acre which is not sufficient for the number of units requested by the applicant. Therefore, the applicant is requesting to amend the existing BSSMPS policies to allow the existing densities on these two sites to be reallocated.

DISCUSSION

The MPS is a strategic policy document that sets out the goals, objectives and direction for long term growth and development in Municipality. While the MPS provides broad direction, Regional Council may consider MPS amendment requests to enable proposed development that is inconsistent with its policies. Amendments to an MPS are significant undertakings and Council is under no obligation to consider such requests. Amendments should be only considered within the broader planning context and when there is reason to believe that there has been a change to the circumstances since the MPS was adopted, or last reviewed.

Applicant Rationale

The applicant has provided the following rationale in support of the proposed amendment(s):

- The proposal will utilize existing density and not increase beyond what is permitted on both sites BH-1 and BH-2.
- The proposed five storey residential structure is proximate to other 5 storey buildings and is not out of local character or context.
- Overall density, number of buildings and building mass will be reduced on site BH-2.
- The proposed single unit dwellings near Glenmont Avenue on site BH-2 are complementary to the adjacent neighbourhood character.

Attachment A contains the applicant's application letter.

Review

Staff have reviewed the submitted rationale in the context of site circumstances and surrounding land uses. Staff advise that there is merit to the request for site-specific MPS amendments.

Existing Policy and Regulations

Current BSSMPS policies allow for the development of Neighbourhood A that includes the subject sites BH-1 and BH-2. Existing policies enable future development agreements within Neighbourhood A providing that proposed developments conform to the existing concept plan. Sites BH-1 and BH-2 are the remaining lands not developed within Neighbourhood A.

Planning Exercises

Higher densities such as the proposed five storey apartment could assist in supporting transit oriented communities, which is a goal of the Integrated Mobility Plan. Staff recommend considering intensification and transit oriented development through the current joint land use and transportation study for the Bedford Highway, as well as through a site-specific MPS amendment.

Existing Development Options

Under the current permissions of the existing development agreement for site BH-2, the applicant may build a 44 unit residential building up to 4 stories in height, 12 townhouses and 1 single unit dwelling and 16,000 square feet of commercial space. Transferring sufficient density to allow the development of a five storey apartment building on site BH-1 leaves an ample number of residential units for future development on site BH-2 and therefore includes possibility of a future multiple unit building on site BH-2. Staff's opinion is that existing development rights and the requested changes warrant consideration for residential and commercial development at this location.

Change in circumstances

Amendments to an MPS may be justified if circumstances have changed since the policy was adopted or reviewed. The subject properties are within the BSSMPS area. Higher density and taller building development requests are becoming more frequent along the Bedford Highway and are not anticipated by the Bedford plan. The five storey proposal for site BH-1 is enabled by existing policy and may prove compatible with other 5 storey residential buildings and similar development in the area.

With these considerations in mind staff would complete a full review that would consider the following:

- The scope and appropriateness of different amendments options;
- The feedback received through community engagement initiatives;
- The feedback received from other HRM departments and teams; and
- The findings of the Bedford Highway Functional Plan.

Conclusion

Staff reviewed the proposed MPS amendment and advise that there is merit to the request. There are existing comprehensive policies already in place under the BSSMPS that provide for future development agreements subject to meeting the approved concept plan for Neighbourhood A and identify where a five storey residential building may be developed. Additionally, the policy set for Neighbourhood A have previously been amended to enable a development agreement on site BH-2 whose considerations mostly apply to the request for a five storey residential building. Therefore, staff recommend that Regional Council initiate the MPS and LUB amendment application process.

COMMUNITY ENGAGEMENT

A Public Information Meeting (PIM) was held on June 12, 2019 at the Lebrun Recreation Center for input regarding proposed development on sites BH-1 and BH-2. Approximately 53 community members were in attendance who provided feedback on traffic congestion and parking control, hazardous location of apartment building underground parking access on a hill, height of commercial building from Bedford Highway centreline, single access to Bedford Highway commercial site, blocking of views by five storey apartment building and subject site related development hazards. It was later determined that due to a conflict in the policies an amendment to the BSSMPS would be required to proceed with a multi-unit development on site BH-1. Therefore, staff recommend that Regional Council initiate the MPS amendment application process.

Should Regional Council choose to initiate the MPS amendment process, the HRM Charter requires that Regional Council approve a public participation program. In February of 1997, Regional Council approved a public participation resolution which outlines the process to be undertaken for proposed MPS

amendments which are considered to be local in nature. This requires a public meeting to be held, at a minimum, and any other measures deemed necessary to obtain public opinion.

The proposed level of community engagement is consultation, achieved through a public meeting early in the review process, as well as a public hearing, before Regional Council can consider approval of any amendments.

Amendments to the BSSMPS and LUB will potentially impact the following stakeholders: local residents and property owners.

FINANCIAL IMPLICATIONS

The HRM costs associated with processing this planning application can be accommodated within the approved 2019-2020 operating budget for C310 Urban and Rural Planning Applications.

RISK CONSIDERATION

There are no significant risks associated with the recommendations contained within this report. This application involves proposed MPS amendments. Such amendments are at the discretion of Regional Council and are not subject to appeal to the N.S. Utility and Review Board. Information concerning risks and other implications of adopting the proposed amendments are contained within the Discussion section of this report.

ENVIRONMENTAL IMPLICATIONS

No environmental implications are identified at this time.

ALTERNATIVES

1. Regional Council may choose to initiate the consideration of potential policy that would differ from those outlined in this report. This may require a supplementary report from staff.
2. Regional Council may choose not to initiate the MPS amendment process. A decision of Council not to initiate a process to consider amending the BSSMPS is not appealable to the NS Utility and Review Board as per Section 262 of the HRM Charter.

ATTACHMENTS

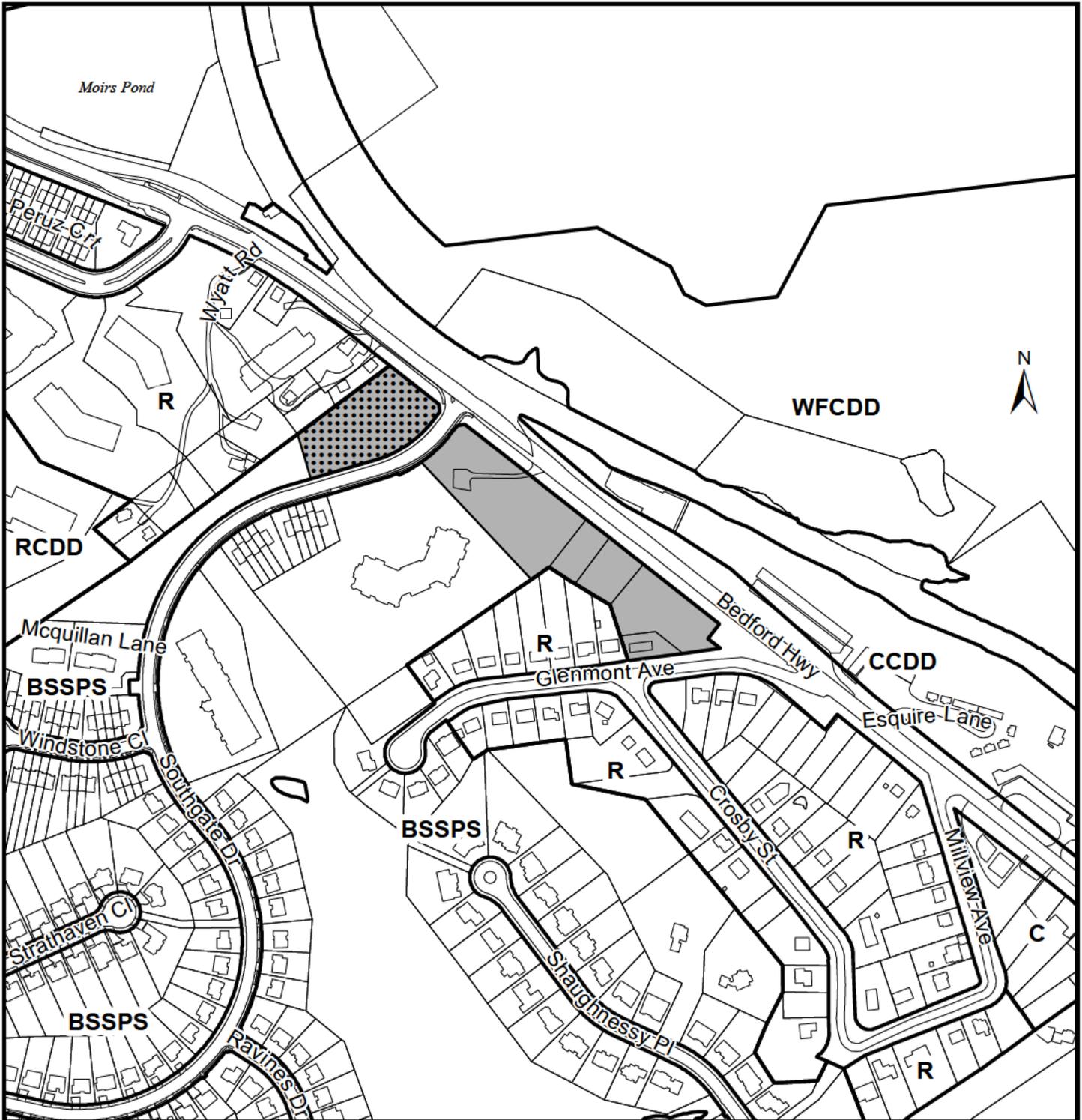
Map 1:	Generalized Future Land Use
Map 2:	Zoning and Notification Area
Map 3:	Neighbourhoods A, B and C
Attachment A:	Application Letter
Attachment B:	Concept plans BH-1 and BH-2

A copy of this report can be obtained online at halifax.ca or by contacting the Office of the Municipal Clerk at 902.490.4210.

Report Prepared by: Anne Totten, Planner II, 902.490.4919
Darrell Joudrey, Planner II, 902.490.4181

Report Approved by: Steve Higgins, Manager of Current Planning, 902.490.4382

Report Approved by: Kelly Denty, Director of Planning and Development, 902.490.4800



Map 1 - Generalized Future Land Use

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Bedford Highway & Southgate Drive
Bedford



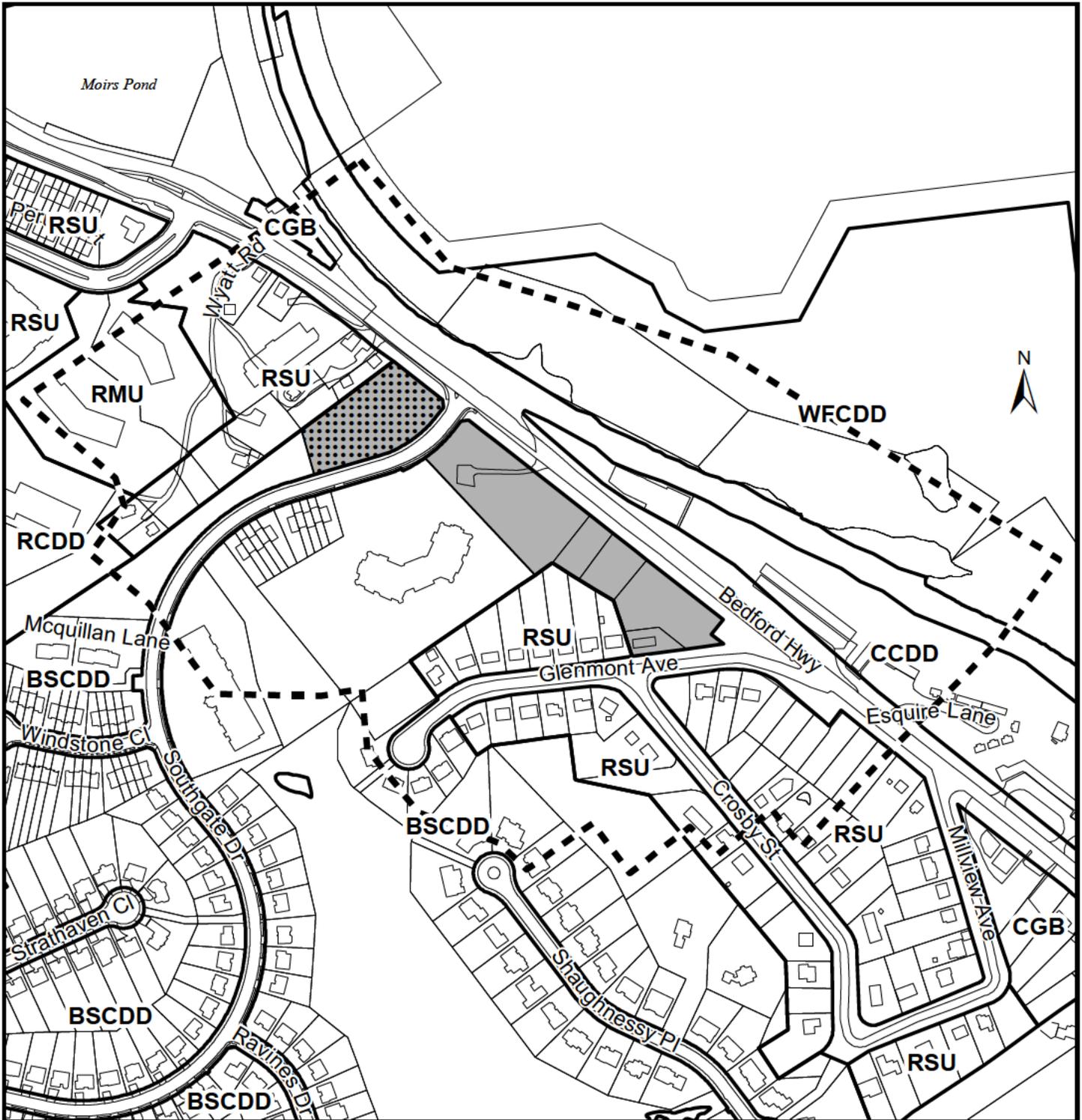
-  Area of Proposed New Development Agreement
-  Amendment to Existing Development Agreement

Designation

- R Residential
- RCDD Residential Comprehensive Development District
- C Commercial
- CCDD Commercial Comprehensive Development District
- WFCDD Waterfront Comprehensive Development District
- BSSPS Bedford South Secondary Planning Strategy

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.

Bedford Plan Area



Map 2 - Zoning and Notification

Bedford Highway & Southgate Drive
Bedford

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 Area of Proposed New Development Agreement

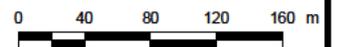
 Amendment to Existing Development Agreement

 Area of Notification

Bedford Plan Area

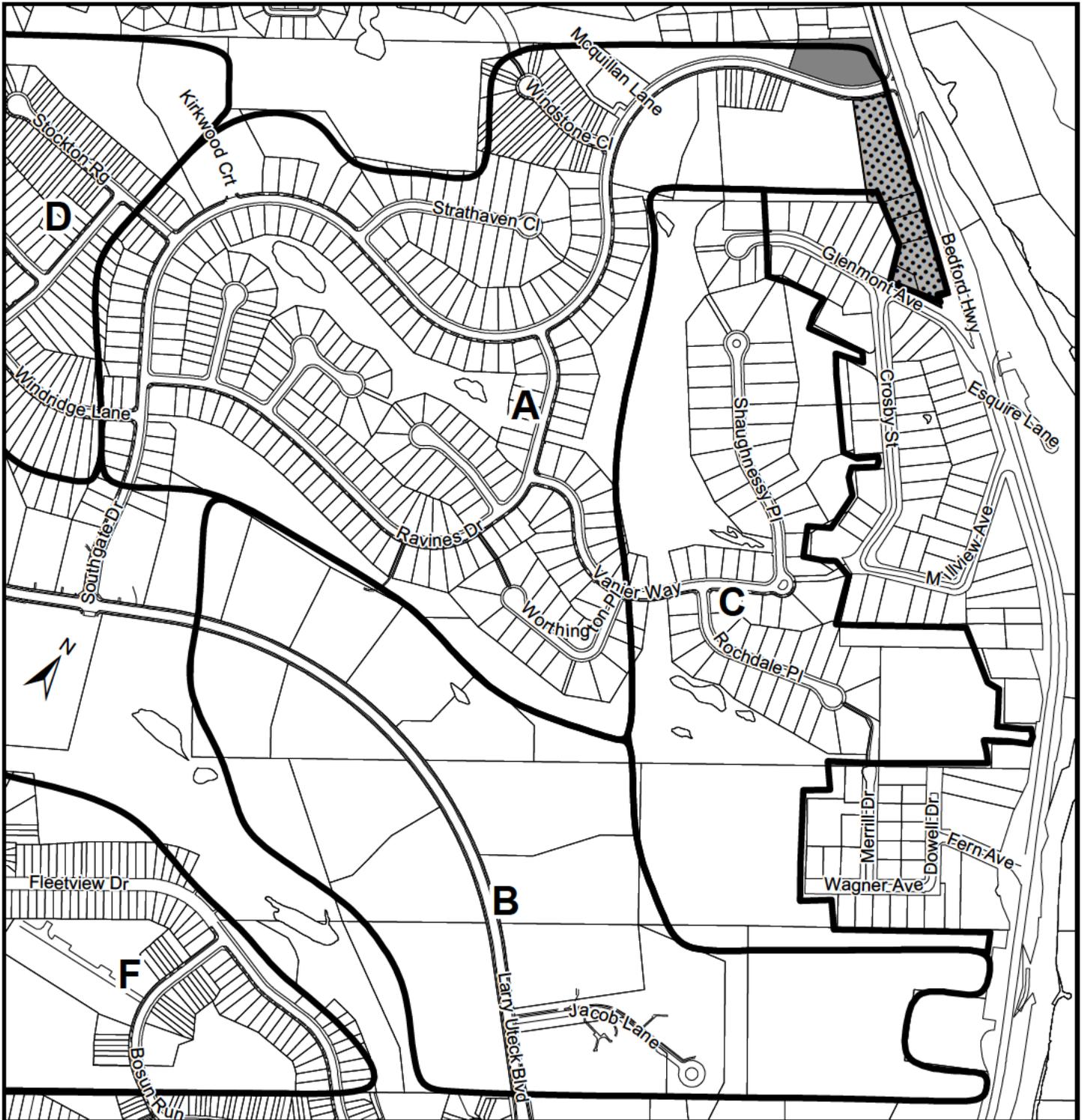
Zone

- RSU Single Dwelling Unit
- RMU Multiple Dwelling Unit
- RCDD Residential Comprehensive Development District
- BSCDD Bedford South Comprehensive Development District
- CGB General Business District
- CCDD Commercial Comprehensive Development District
- 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.

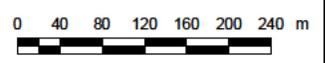


Map 3 - Neighbourhoods

Bedford Highway & Southgate Drive
Bedford

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-  Site BH-1
-  Site BH-2
-  Bedford South Neighbourhoods



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

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

Bedford Plan Area



April 2, 2019

Darrell Joudrey, Planner
Urban Enabled Applications
Halifax Planning and Development
40 Alderney Drive
Dartmouth, NS, B2Y 2N5

Subject: Revised Submission Materials – Case 21946

Dear Darrell,

On behalf of our client, Tabrizi Rugs (Tabrizi), please accept the attached material as a revised submission for Case 21946 based on comments received from HRM Planning staff. The following revised materials are enclosed as attachments:

- Attachment A: Response to comments
- Attachment B: Revised Site Plan for BH-1 (PID: 41119496)
- Attachment C: Revised Site Plan for Site BH-2 (PIDs: 00360560, 00430025, 00430017, 00429977 and 00430058)
- Attachment D: Preliminary Commercial Building Elevations for Site BH-2 (A49)
- Attachment E: Revised Servicing Schematic for Site BH-2 (SDMM)
- Attachment F: Proposed Grading Plan for BH-2 (SDMM)
- Attachment G: Proposed Plan of Subdivision for BH-2 (SDMM)
- Attachment H: Flood Limit Analysis for BH-2 (SDMM)
- Attachment I: Revised Traffic Impact Statement
- Attachment J: Preliminary Landscape Plan for BH-1 and BH-2 (A49)

1.0 Introduction

Tabrizi, landowner of PIDs: 41119496 (Site BH-1), 00360560, 00430025, 00430017, 00429977 and 00430058 (Site BH-2) are seeking to enable the following development program:

- One multi-unit residential building at Site BH-1 containing a total of 73 residential units
- A 16,000 ft.² commercial building on the BH-2 site access from the Bedford Highway
- Five single family homes on the BH-2 site accessed from Glenmont Ave. (one home is already constructed and four more homes proposed).



The applicant is requesting the following discretionary planning processes in to enable their desired development program at the subject sites:

- Substantive amendments to DA Case 00492 to enable a multi-unit residential building at BH-1 (PID: 41119496) instead of the 30,000 ft² commercial use that is currently permitted.
- Adopt a new DA for Site BH-2 (PIDs: 00360560, 00430025, 00430017, 00429977 and 00430058) that enables a combination of 16,000 ft² commercial building and five single family homes. Simultaneously discharge DA Case 00762 that is currently applied to the site.

2.0 Background

All properties are zoned BSCDD (Bedford South Comprehensive Development District), and are permitted under the Bedford LUB only to be developed by a development agreement that is in accordance with the policies of the BSSPS. There are presently separate development agreements in place for each of these properties, both of which do not align with Tabrizi's desired development program.

BH-1 is currently regulated by Development Agreement Case 00492 for Neighbourhoods A and C of Bedford South. Under the development agreement, the site is identified as 'Community Commercial' and a commercial development to a maximum of 3 storeys and 30,000 ft² is permitted.

Site BH-2 is currently regulated by Development Agreement Case 00762. The following uses are permitted under this existing agreement:

- One multi-unit residential building containing 44 units.
- One 16,000 sf commercial building
- 12 townhouse units
- 1 single family home

Since those development agreements were implemented in 2007 & 2002 (Case 00762 and Case 00492), ownership of the property has changed and the current landowner (Tabrizi) has determined that the location, topography, and surrounding context of the properties are unsuitable for the type of development that is currently permitted. The following section provides rationale as to why this proposed revised application is in keeping with the current growth patterns of the area.

3.0 Discussion

We have conducted a preliminary analysis of the context area surrounding the site to support this application. The following items and associated rationale factored into our preliminary analysis.

Population Density:

The landowner has also been directed by staff to ensure that the proposed development does not increase population density beyond currently enabled on both Sites A and B. Policy MS-2 of the BSSPS provides the following clarification on how density is linked to particular land uses within the secondary plan area:

- 3.35 persons per single unit dwelling, two-unit or townhouse dwelling
- 2.25 persons per multiple unit dwelling
- 30 persons per acre for community commercial development



Currently, a density of 30 persons per acre is applied to Site A, which translates to a maximum population of 42 persons. On Site BH-2, the development agreement that currently regulates the site allows for 16,000 ft² of commercial uses, 12 townhouse units, 1 single family home and a maximum of 44 multiple unit dwellings. Therefore, a population of 228 persons is enabled on Site BH-2. Overall, a total population of 270 persons is enabled across both Site A & B.

We have applied the population density calculations identified under Policy MS-2 of the BSSPS to the development program proposed within this application:

SITE	UNIT TYPE	NUMBER OF UNITS or SQUARE FOOTAGE	POPULATION/DENSITY
Site BH-1	Multiple Unit	73	165
Site BH-2	Single Family	5	17
Site BH-2	Commercial Building	16,000 ft ²	85
Total		N/A	267

The population density proposed within the application equates to the total density that is currently enabled on both Sites A & B.

Relationship with adjacent uses:

There are several multi-unit residential buildings near the subject properties, particularly to the northwest. A 5-storey condominium building (the Tides) sits behind Site BH-2, opposite of the Bedford HWY, and multiple single-family homes are located to the south of the Site BH-2 along Glenmont Ave. A small cluster of single family homes and a 5 storey multi-unit residential building abut Site BH-1 to the north.

Over recent years, and through the consultation process for DA Case 00762, a significant concern brought forth by the community was the preservation of residential views towards the Bedford Basin. Although there is no regulatory planning framework in place to preserve these views, the applicant and landowner took these comments into consideration while formulating the proposed development. By reallocating most of the residential density and building massing to Site BH-1, impacts on residential views are minimized compared to Site BH-2 due to the lesser number of residential units between the proposed massing and the Bedford Basin. Site BH-1 also has more depth and frontage along Southgate Drive, enabling a primary entrance off Southgate instead of the Bedford Highway.

By allocating a significant amount of the residential density to Site BH-1, the landowner is proposing to reduce the overall density and building mass on Site BH-2, resulting in less large, bulky buildings on that site. Proceeding with the currently enabled development would impede on other views and add more direct vehicular access to the Bedford Highway compared to the revised proposal.

The proposed development program on Site BH-2 includes a proposed commercial building and single-family homes with architectural treatments that are consistent with nearby developments, complimenting the neighbourhood character. The proposal is a pedestrian-scaled development that is compatible with the natural environment and surrounding uses.

4.0 Policy Summary

The BSSPS designates the subject properties as Residential Neighbourhoods. The Residential Neighbourhoods designation allowed Council to consider DA applications for residential neighbourhoods within the BSSPS Plan Area.

The applicant has identified three policies that are to be considered for this specific application. The policies speak to the compatibility of the proposed development, in terms of use, intensity and scale, with the existing residential neighbourhood.

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 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 min. lot frontage of 40 ft., a min. side yard of 4 ft. and a min. separation of 12 ft. between buildings. A



majority of the single unit dwelling lots shall have a min. 50-foot lot frontage and 5,000 ft² of lot area. A max. of 20% 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 5 storeys above grade and shall maintain a min. 50-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.

Policy RN-3A:

Notwithstanding Policy RN-2, RN-3, MS-1 and MS-9 the portion of Neighbourhood A containing PID#'s 00360560, 00430025, 00430017, 00430033, 00429977 and 00430058 may be developed with a mix of low density residential, medium density residential building and commercial uses by development agreement, subject to the following:

- a) total number of residential units shall not exceed 57 units;
- b) total amount of commercial space shall not exceed 16,000 ft²; notwithstanding MS-6 and MS-7, the development agreement shall permit a max. of 13 residential units to be constructed prior to the construction of the interchange at Highway 102;
- c) 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;
- d) building locations, site and architectural design, landscaping, and streetscape elements reinforce the themes of neighbourhood identity, pedestrian scale and compatibility with the natural environment and surrounding uses;
- e) natural vegetation, landscaping or screening is employed around parking areas for multiple unit buildings to provide screening from streets;
- f) 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;
- g) proposal conforms with all applicable provisions and requirements adopted under this Secondary Planning Strategy regarding environmental protection, the community transportation system and municipal services;
- h) development agreement shall exempt 13 residential units from infrastructure charges;
- i) the development agreement shall not permit the construction of greater than 13 residential units until infrastructure charges have been applied to the new portion of land being added to Neighbourhood A; and
- j) traffic generation, access to and egress from the site; and parking.

As per reasons described in Section 3.0 of this letter, the applicant feels that there is merit in considering our revised application as they are reasonably consistent with BSSPS policies.



5.0 Conclusion

WSP trusts that the enclosed materials satisfy the requirements to continue with the application, and addresses comments received by Staff. We look forward to continuing to work with Staff throughout the application process. Should you have any questions, comments or concerns with regards to the enclosed materials, please do not hesitate to contact the undersigned.

Yours sincerely,

Original Signed

Jared Dalziel, MCIP, RPP
Project Planner

Cc: Jeff Tabrizi, Haluk Alemdar

Encl. Attachments A – J

Ref. 161-12598-00

CL/jd

ATTACHMENT A:

Response to Comments



ATTACHMENT A: RESPONSE TO STAFF COMMENTS

Preliminary Policy Evaluation

POLICY THAT HAD STAFF COMMENT	RESPONSE
Policy RN-3A (a): Total number of residential units shall not exceed 57 units.	<p>The landowner has also been directed by staff to ensure that the proposed development does not increase population density beyond what is currently enabled on both Sites BH-1 and BH-2. Overall, a total population of 270 persons is enabled across both Site A & B; with a total population of 267 proposed.</p> <p>The total amount of residential units proposed on both sites is 78 units.</p>
Policy RN-3A (b): total amount of commercial space shall not exceed 16,000 s.f.	<p>The total number of commercial shown on the revised BH-2 site plan is 16,000 s.f.</p>
Policy RN-3A (d): 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. Policy RN-2 (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	<p>The current proposal includes single-family residential along Glenmont and commercial fronting on Bedford Highway. BH-1 includes a multi-residential building. The commercial building is located against the street with parking to the rear which provides a human scale development along the street. The allocation of housing and the massing and placement of buildings reflects current development practices within the established neighbourhood.</p>



POLICY EVALUATION	RESPONSE
<p>Policy RN-3A (h): proposal conforms with all applicable provisions and requirements adopted under this Secondary Planning Strategy regarding environmental protection, the community transportation system and municipal services</p> <p>Policy RN-2 (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</p>	<p>We understand that staff are requesting the provision of sidewalks for Southgate and Bedford Highway frontages pending alignment requirements from a functional planning study (FPS) for the Bedford Highway. This can be discussed in the terms of the DA, and we would like a provision in the development agreement to allow for site reconfigurations as necessary to allow for site plan changes to conform to the required provision of sidewalks.</p>
<p>1. The proposed site plans must show dimensions and area of subject lands;</p>	<p>See Attachment B, C and G</p>
<p>2. The proposed site plans must show a key plan;</p>	<p>See Attachment B and C</p>
<p>3. The proposed site plans must show area of proposed buildings, setbacks from all property boundaries, building access point with FFE;</p>	<p>See revised site plans for BH-1 and BH-2 (Attachment B and C) For building elevations, see Attachment F: Grading Schematic.</p>
<p>4. The proposed site plans must show existing and proposed grades, spot elevations at all building corners and high points or low points on the site;</p>	<p>See Attachment G.</p>
<p>5. The proposed site plans must dimension driveway access widths;</p>	<p>See revised site plans for BH-1 and BH-2 (Attachment B and C)</p>
<p>6. The proposed site plans must show surface types, areas of existing vegetation to be retained;</p>	<p>See Preliminary Landscape Plans (Attachment J)</p>
<p>7. The proposed site plans must show proposed ground sign locations;</p>	<p>No ground signs are proposed at this time; however, we would like the option to apply for a ground sign in conformance with current LUB requirements in the terms of the DA.</p>
<p>8. The proposed site plans must indicate location of bicycle parking;</p>	<p>Exterior bicycle parking is proposed on the BH-2 site. BH-1 is proposed to have interior bicycle parking to meet LUB requirement.</p>
<p>9. Provide a preliminary landscape plan providing details as listed under Note 2 at p.4 Planning Application Form;</p>	<p>See the attached preliminary landscape plans (Attachment J). We would like a provision in the DA to allow for revisions to the landscaping plan to conform to geotechnical requirements for slope stabilization.</p>
<p>10. Locate townhouse units, accessed from Bedford Highway, on Site BH-2 proximate to the future sidewalks;</p>	<p>Townhouse units are no longer proposed. The commercial building proposed is proximate to the Bedford Highway frontage/proposed sidewalk.</p>

11. Consider non-retaining wall design response for BH-2 where retaining wall divides Glenmont cluster from Bedford Highway cluster of towns;	See Site plan BH-2: We have reconfigured the site grading between the proposed single unit dwellings to reduce the visual impact of retaining walls towards the street and sidewalk. Retaining walls will still be required on the commercial site, but have been reduced.
12. Relocate or eliminate internal driveway and parking;	See Site plan BH-2: We have relocated the internal driveway to use the existing access location.
13. Show sidewalk location along Southgate Drive and Bedford Highway; and	The location of the sidewalk has been included on the landscape plans (Attachment J). We understand that staff are requesting the provision of sidewalks for Southgate and Bedford Highway frontages pending alignment requirements from a functional planning study (FPS) for the Bedford Highway. This can be discussed in the terms of the DA, and we would like a provision in the development agreement to allow for site reconfigurations as necessary to allow for site plan changes to conform to the required provision of sidewalks.
14. Delineate the limits of the 1 in 20 year floodplain limits of the watercourse on the BH-2 site plan.	See attachment H by SDMM.

Other Department Comments

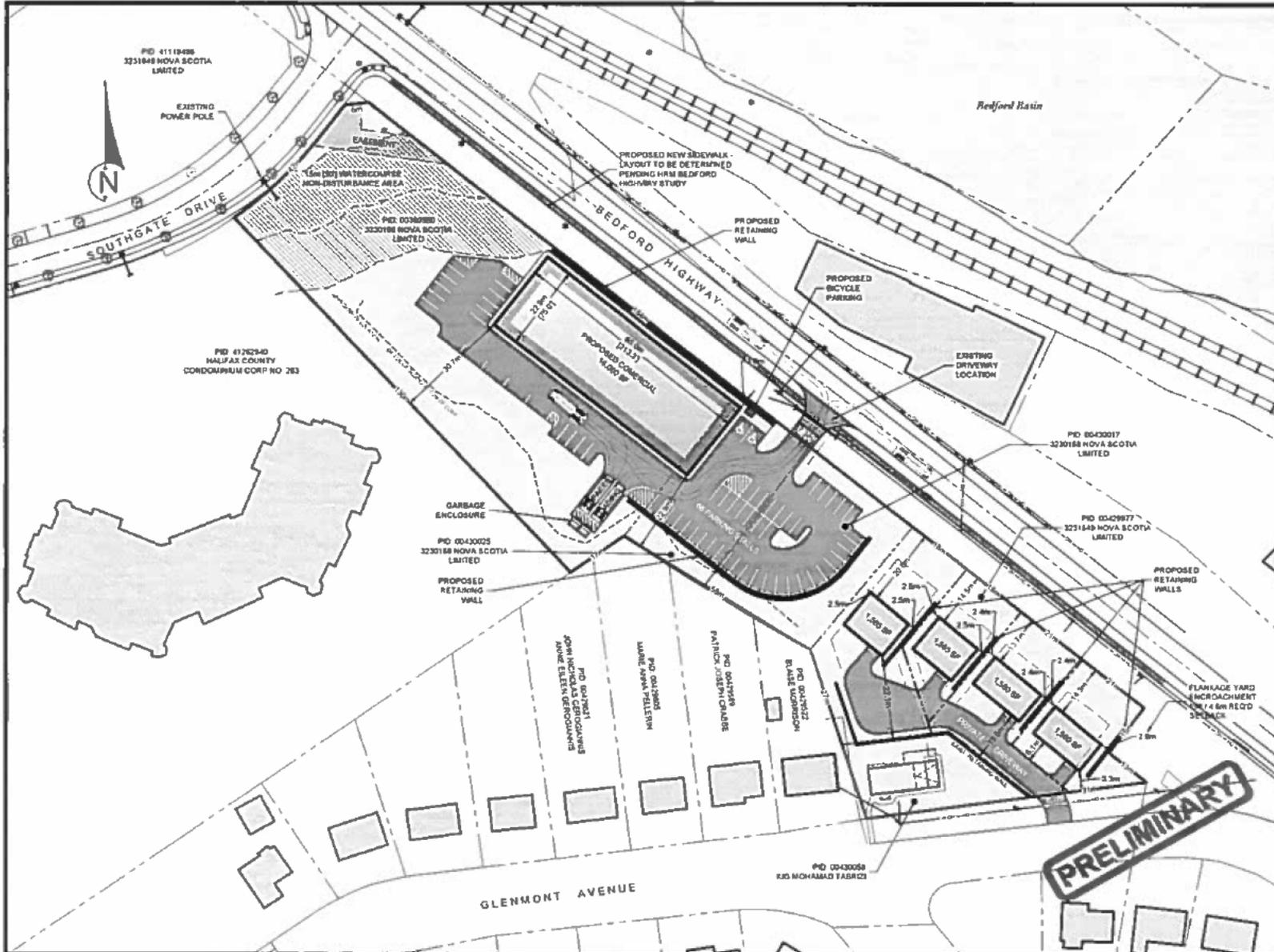
COMMENT REFERENCE	RESPONSE
Engineering Comment 1	The driveway coming from the underground parking garage has been widened to 7.0m to assist in improved visibility.
Engineering Comment 5	We understand that a sidewalk is recommended to be extended the entire length of the subject properties. This can be discussed in the terms of the DA.

ATTACHMENT B:

**Revised Site Plan for
BH-1**

ATTACHMENT C:

**Revised Site Plan for
Site BH-2**



- LEGEND**
- Site Boundary
 - Existing Internal Property Boundary
 - - - Adjacent Property Boundary
 - - - Proposed Property Boundary
 - - - Building Setbacks

SITE SUMMARY:

- Land Area - 14,145 m² / 3.5 Acres
- Existing Zone - BSCDD (Bedford South Comprehensive Development District)

NOTES:

- Property lines approximate only. Site subject to survey.

SOURCES:

- Plan based on SDMM CAD file 'B101 mapping contour data clip 2005.dwg'

Designer: KWATTERS
Planner: CLOVITT

VERSION
1.17

CONCEPT PLAN - LOT BH-2
BEDFORD, NOVA SCOTIA

TABRIZI
APRIL 2, 2018 181-1208-04-2_V17

SCALE
15 10 5 0 25 m
1 : 1,000

1 BPECTACLE LAKE DRIVE, DARTMOUTH, NS CANADA B3B 1B7
PHONE: 902-495-7800 WWW.WSP.CO.UK

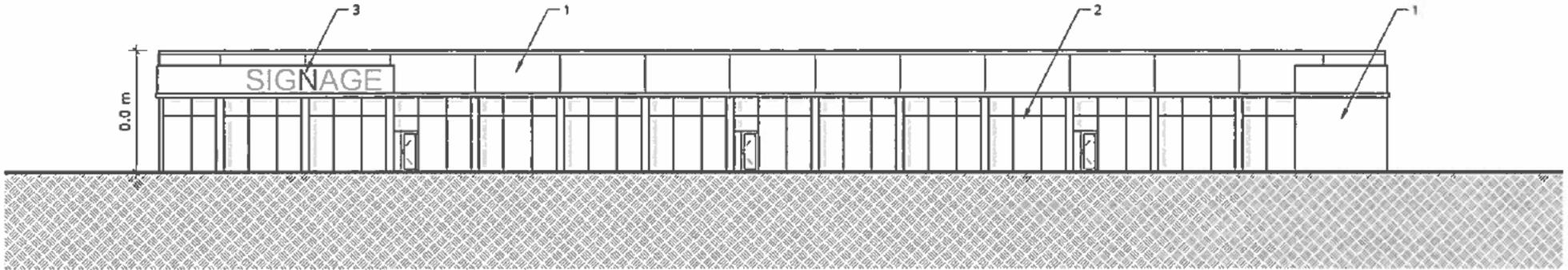
PRELIMINARY

FILE: C:\PROJECTS\2018\181-1208-04-2_V17\CONCEPT_PLAN\CONCEPT_PLAN_181-1208-04-2_V17.DWG

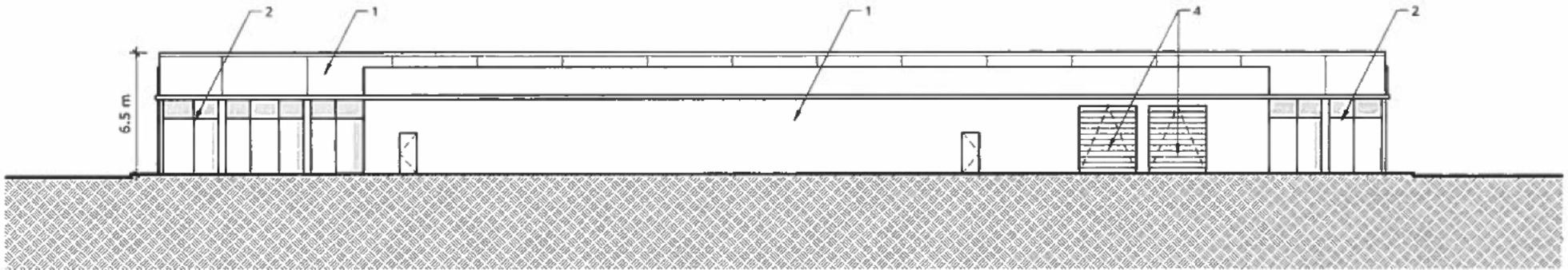
ATTACHMENT D:

**Preliminary
Commercial
Building Elevations
for Site BH-2 (A49)**

Materials Legend	
1	Cladding System
2	Placeholder Signage
3	Glazing System
4	Service door



Northeast Elevation (Bedford Highway)

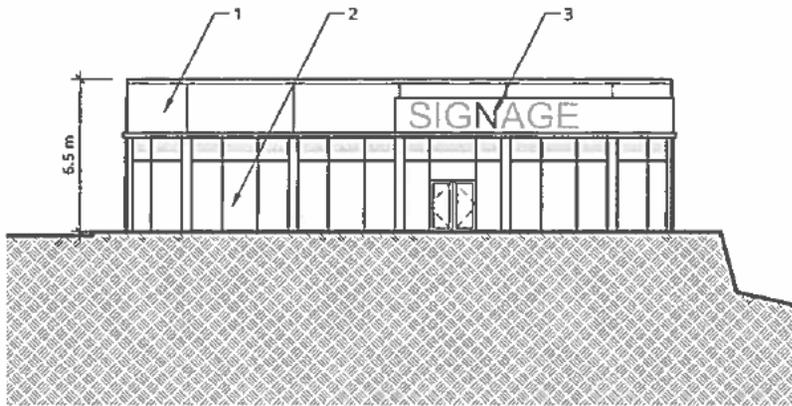


Southwest Elevation

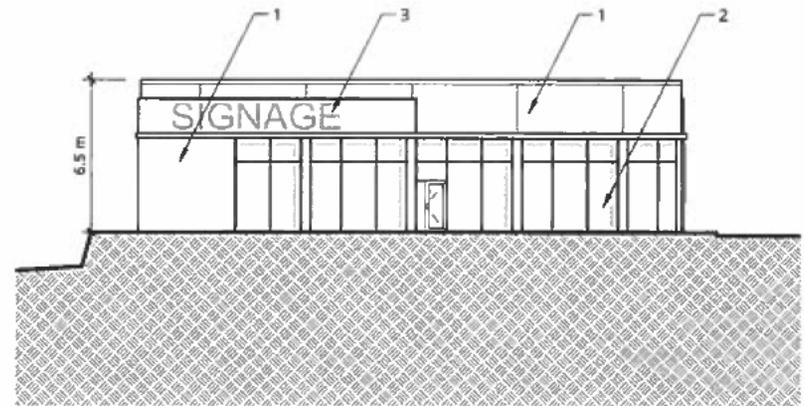


PRELIMINARY - FOR INFORMATION ONLY

Materials Legend	
1	Cladding System
2	Placeholder Signage
3	Glazing System
4	Service door



Southeast Elevation



Northwest Elevation



ATTACHMENT E:

**Revised Servicing
Schematic for Site
BH-2 (SDMM)**

ATTACHMENT F:

Proposed Grading Plan for BH-2

ATTACHMENT G:

**Proposed Plan of
Subdivision for BH-2
(SDMM)**

ATTACHMENT H:

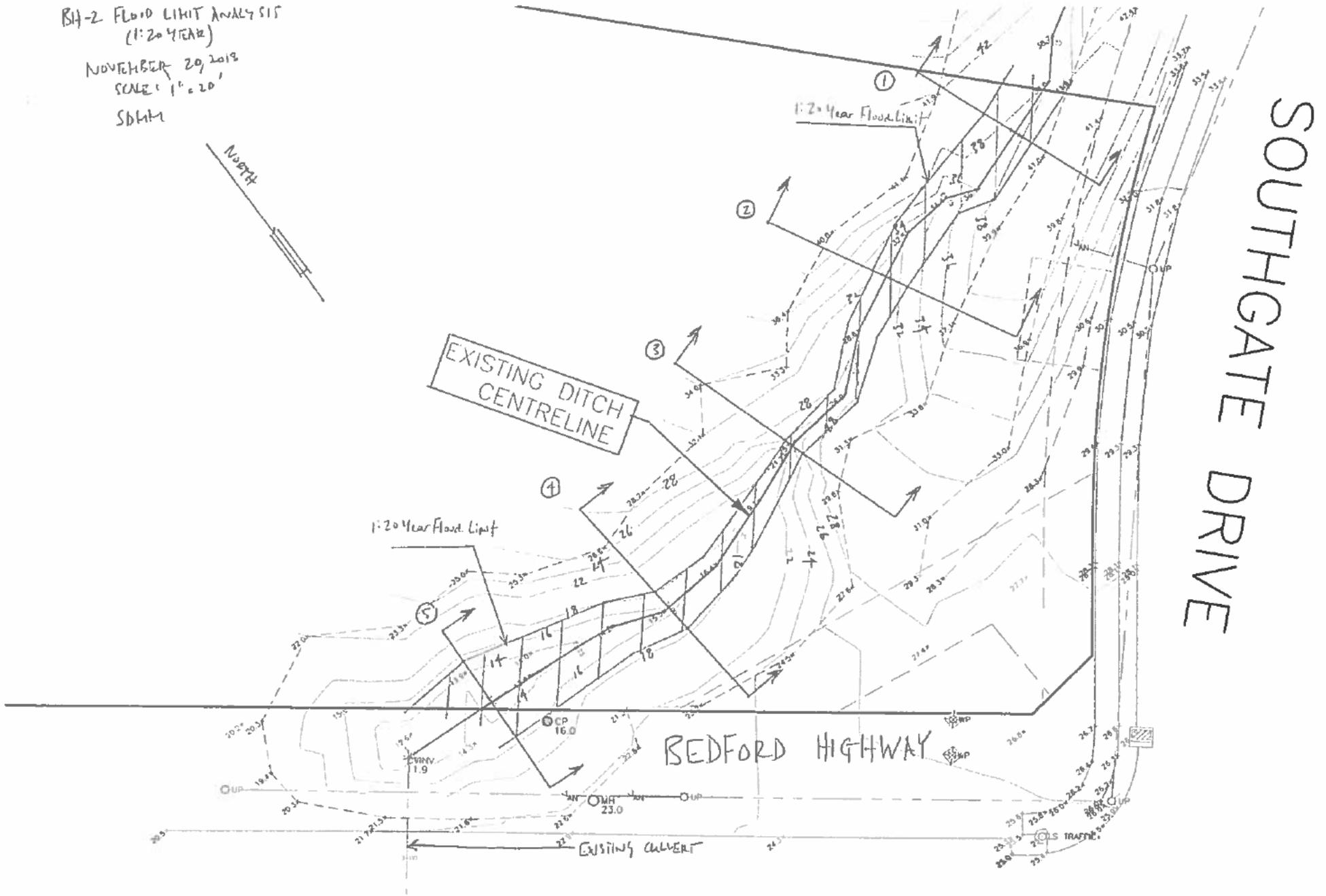
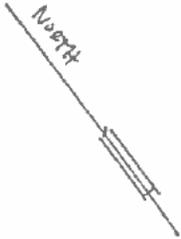
Flood Limit Analysis for BH-2 (SDMM)

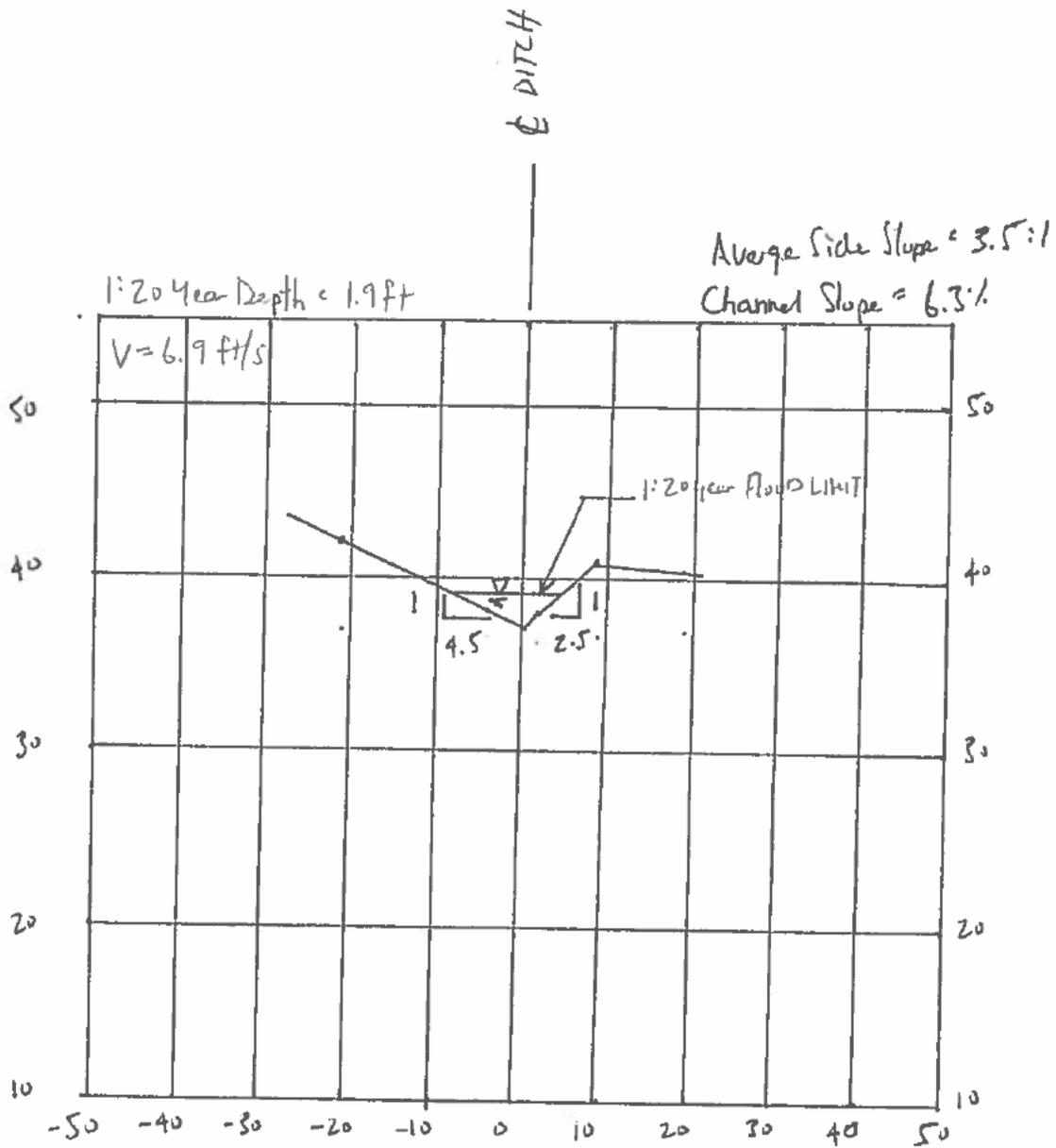
BH-2 FLOOD LIMIT ANALYSIS
(1:20 YEAR)

NOVEMBER 20, 2019

SCALE: 1" = 20'

SB/MT

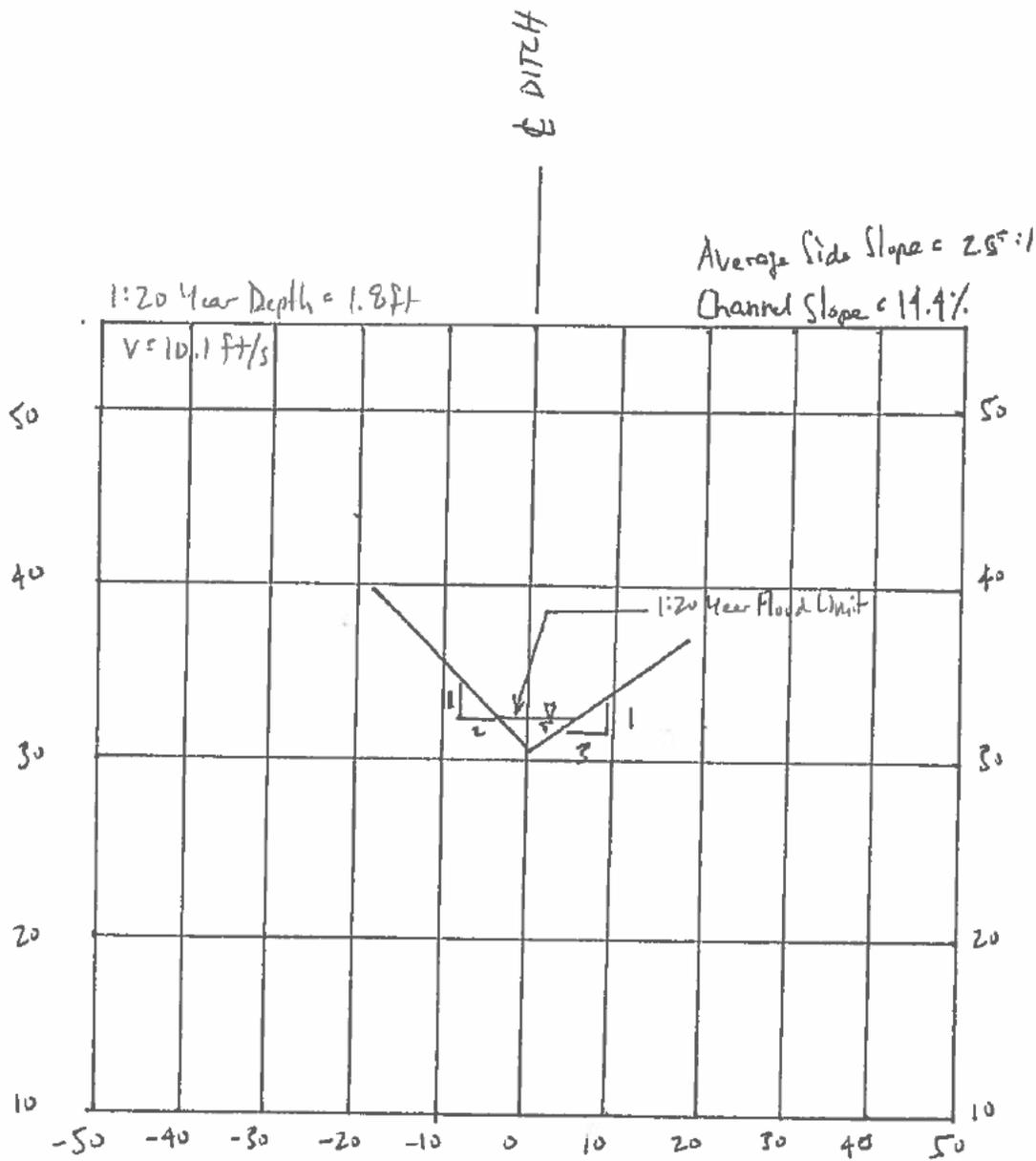




CROSS SECTION ①

SCALE: HORIZ: 1" = 20'

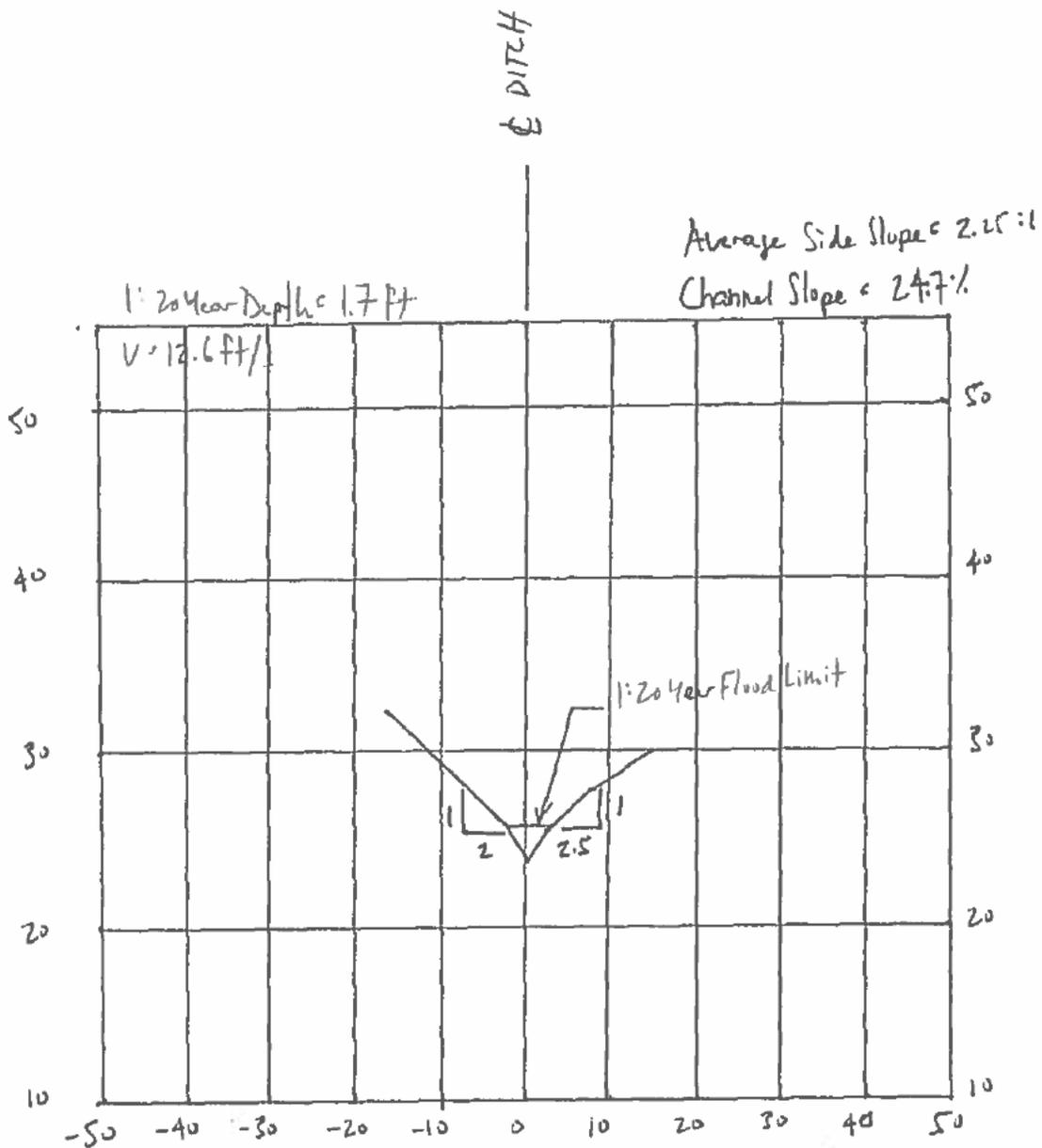
VERT: 1" = 10'



CROSS SECTION (2)

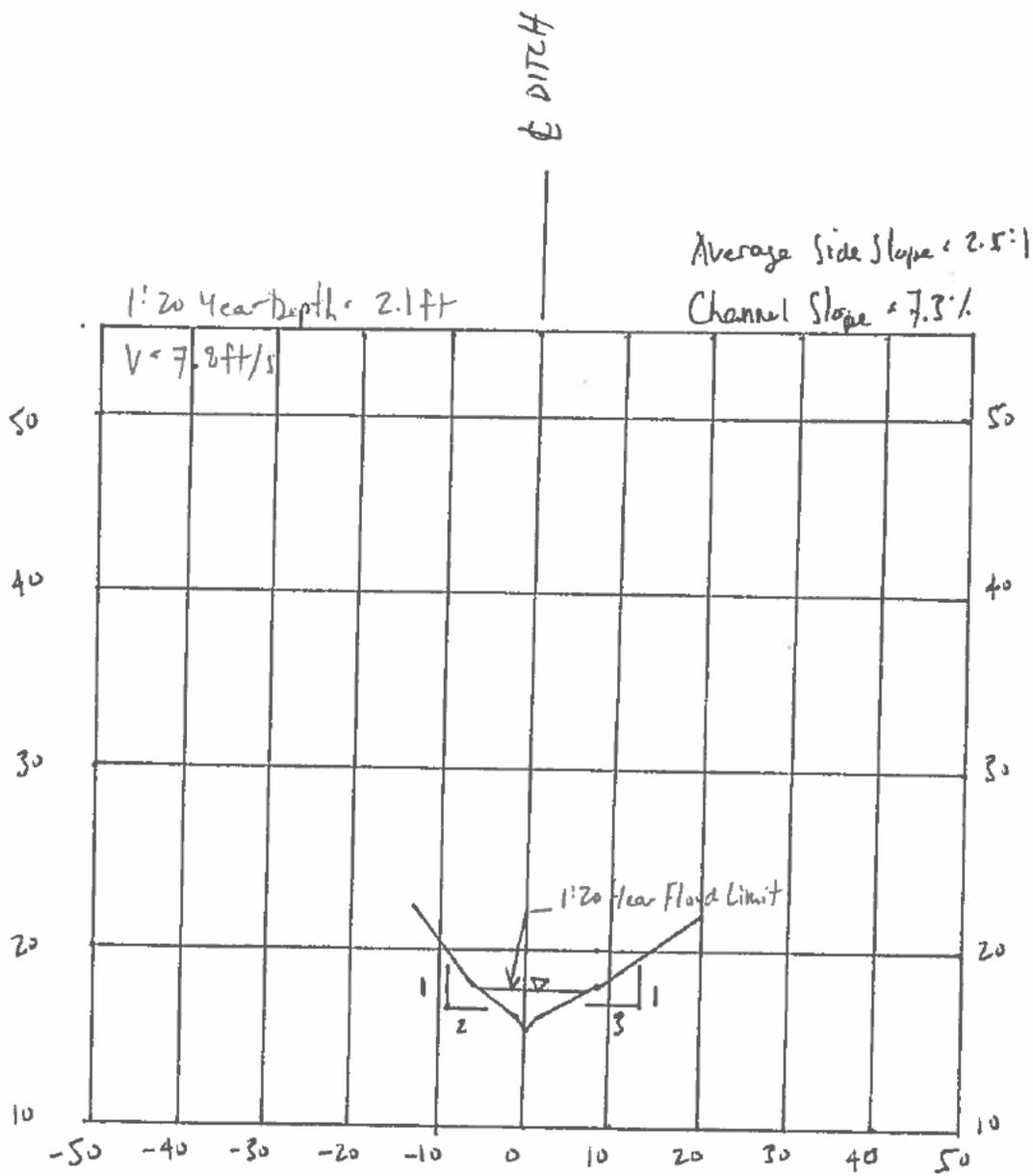
SCALE: Horiz: 1" = 20'

VERT: 1" = 10'



CROSS SECTION ③

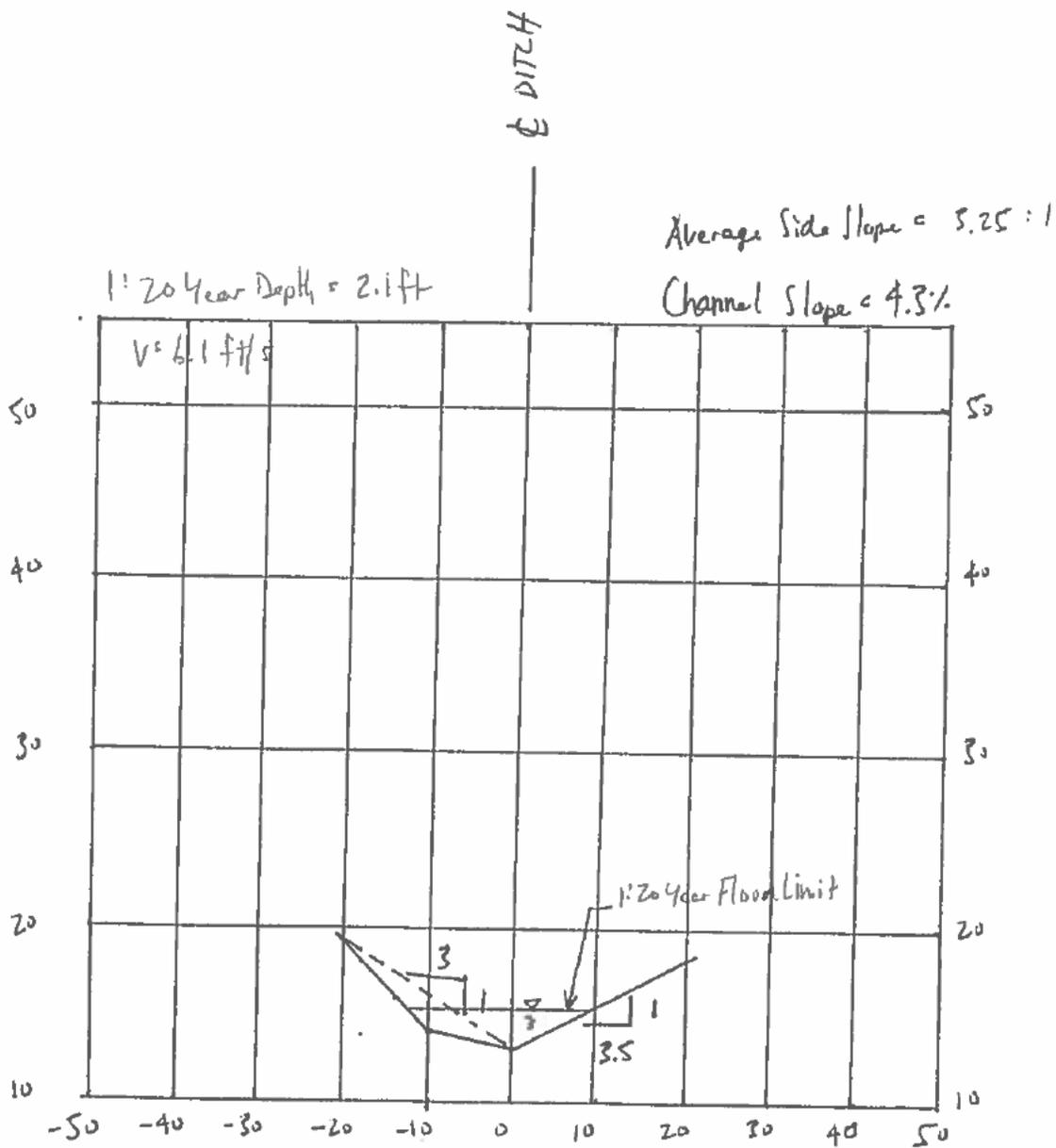
SCALE: HORIZ: 1" = 20'
VERT: 1" = 10'



CROSS SECTION (4)

SCALE: HORIZ: 1" = 20'

VERT: 1" = 10'



CROSS SECTION (S)

SCALE: HORIZ: 1" = 20'

VERT: 1" = 10'

BH-2 Development		
Storm Return Period	Intensity (in/hr)	Flow (ft ³ /s)
5	1.27	44.6
10	1.56	62.4
20	1.94	84.9
50	2.21	101.6
100	2.49	118.3

ATTACHMENT I:

**Revised Traffic
Impact Statement**

March 12, 2019

Mr. Jafar Tabrizi
 President, Tabrizi Rugs
 180 Bedford Highway
 Bedford, NS B4A 1C1

[Via Email: tabrizi@tabrizi.com]

**RE: Traffic Impact Statement
 BH-1 and BH-2, Southgate Drive, Bedford, NS**

Dear Mr. Tabrizi:

Plans are being prepared for the development of two sites (PID 41119496 referred to as BH-1; and PID 00360560, referred to as BH-2). Both sites are located within the Bedford South Master Plan Area (the site locations are shown in Figure 1) and are being developed by Tabrizi Rugs.

SITE DESCRIPTION -

While there is currently a single family home on the BH-2 site with access to Glenmount Avenue, the majority of the sites are unoccupied and are located on the southwest (BH-1) and southeast (BH-2) corners of the Bedford Highway at Southgate Drive intersection in Bedford, NS (See Figure 1). Both sites are within the Bedford South Master Plan Area.

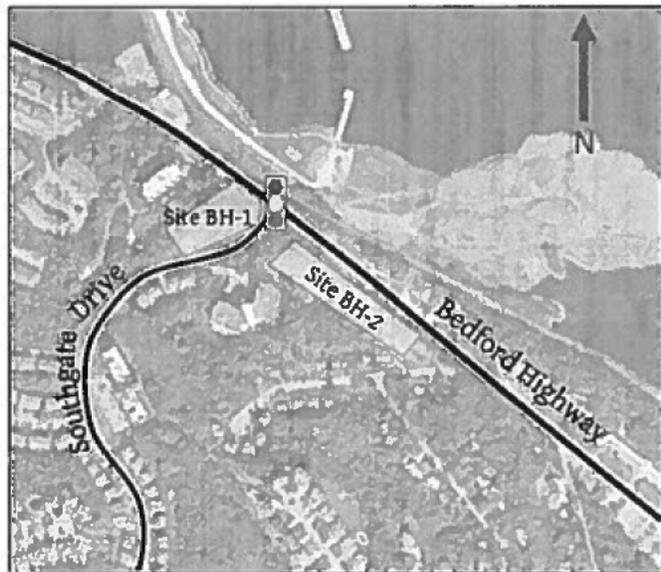


Figure 1 - Location of Subject Sites

DESCRIPTION OF PLANNED DEVELOPMENT -

The BH-1 site is planned to be residential while the BH-2 site is now planned to be commercial with some residential units connecting to Glenmount Avenue. Total unit counts for the two sites include:

- 73 apartment units (BH-1);
- 16,000 square feet of commercial (BH-2); and,
- 5 single family homes (including the 1 existing home) (BH-2).

The breakdown of proposed units by site and current plans for each site are summarized in Table 1.



Traffic Impact Statement
 BH-1 and BH-2, Southgate Drive, Bedford, NS

Table 1 - Unit Counts and Site Plans for BH-1 and BH-2

Site	Site Plan
<p>BH-1 (73-unit apartment building)</p>	
<p>BH-2 (16,000 SF retail; 5 single family homes)</p>	

ACCESS FOR LOT BH-1 –

Vehicular access to Lot BH-1 (See Table 1) is planned to be via an underground parking garage and a surface parking lot for short term drop off/pick up and visitor parking, both driveways will be two-way and access Southgate Drive. Stopping sight distance (SSD) measurements were recorded for the proposed driveways and indicate the following:

Driveway for Surface Lot	SSD measurements recorded indicate over 100 m of available SSD for both directions of travel, which is greater than the minimum SSD of 77 m for an approach speed of 60 km/h on a +6% grade and of 92 m for an approach speed of 60 km/h on a -6% grade.
Driveway for Underground Parking	<p>SSD measurements recorded indicate over 100 m of available SSD for the northbound approach (toward Bedford Highway), which is greater than the minimum SSD of 92 m for an approach speed of 60 km/h on a -6% grade (See Photo 2).</p> <p>Vehicles from the north are traveling at lower speed after just turning from Bedford Highway. SSD measurements recorded indicate 50 m of available SSD for the southbound approach (from Bedford Highway), which is greater than the minimum SSD of 42 m for an approach speed of 40 km/h on a +6% grade. With removal of brush on the site side (seen to the left in Photo 1) it is expected that a vehicle exiting the driveway will be able to see traffic in the right turn channel and turning left from Bedford Highway. There are small trees in the boulevard on Southgate Drive that could be pruned and growth monitored to improve visibility (See Photo 1).</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  <p>Photo 1 – Looking left (toward Bedford Highway) from the proposed driveway to underground parking</p> </div> <div style="text-align: center;">  <p>Photo 2 – Looking right from the proposed driveway to underground parking</p> </div> </div>

ACCESS FOR LOT BH-2 –

Vehicular access to Lot BH-2 (See Table 1) is planned to be via:

- A single driveway access to Bedford Highway for the 16,000 SF retail area;
- A single shared driveway access to Glenmount Avenue for 4 of the single family units; and,
- Continued use of a driveway to Glenmount Avenue for the remaining 1 single family home.

Stopping sight distance (SSD) measurements were recorded for the proposed driveway onto Bedford Highway and indicate over 110 m of available SSD for both directions of travel, which is greater than the minimum SSD of 101 m for an approach speed of 65 km/h on a -3% grade (See Photos 3 and 4).



Photo 3 – Looking left (toward Southgate Drive) from the proposed driveway connection to Bedford Highway



Photo 4 – Looking right from the proposed driveway connection to the Bedford Highway

DESCRIPTION OF EXISTING STREETS AND INTERSECTION -

Bedford Highway is an arterial road that runs north-south between Bedford and Windsor Street in Halifax. In the subject area, the Bedford Highway has a 50 km/h posted speed limit, sidewalk on the west side ending at Southgate Drive and a two-lane cross section and marked bicycle lanes. Machine traffic counts collected by HRM Traffic Management in October 2018 between Larry Uteck Boulevard and Southgate Drive indicate a two-way volume on Bedford Highway of approximately 16,700 vehicles per day (vpd) with two-way volumes of approximately 950 vehicles per hour (vph) in the AM peak hour and 1,350 vph in the PM peak hour. A planning study by HRM is currently underway to improve mobility of transit and active transportation through the corridor.

Southgate Drive is a minor collector road that runs east-west from Larry Uteck Boulevard in the west to Bedford Highway in the east. Southgate Drive has a two-lane cross section and a 50 km/h speed limit with concrete sidewalk on the south side. Machine traffic counts collected by HRM Traffic Management in October 2017 indicate a daily volume of approximately 3,500 vehicles per day.

Glenmount Avenue is a local street that runs east-west from its intersection with the Bedford to its terminus with a cul-de-sac bulb. The street has two lane urban cross section and no concrete sidewalk.

The T-intersection of Bedford Highway at Southgate Drive is signalized with lane configurations that include a northbound left turn lane, a southbound right turn channelized island, and a two lane eastbound approach (See Figure 2).

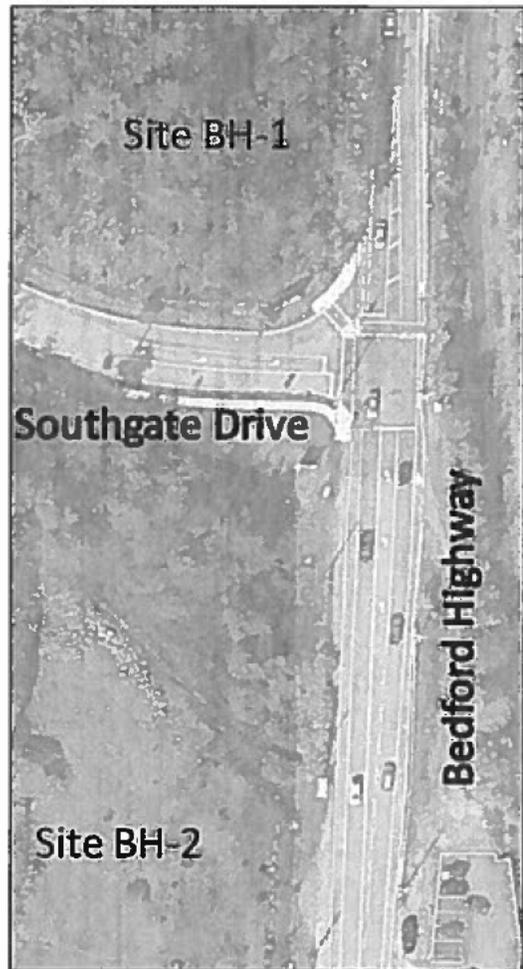


Figure 2 - Bedford Highway at Southgate Drive Intersection Layout

TRANSIT -

Halifax Transit currently operates Route #80 and #82 past the site with stops on both sides of Bedford Highway immediately in front of Site BH-2 (the existing shelter at the Halifaxbound bus stop can be seen in Photo 3). *Moving Forward Together Plan* (Halifax Transit, 2016) indicates that transit routes #8 (corridor route) and #93 will operate on Bedford Highway past the site and that route #192 will operate on Southgate Drive. The *Integrated Mobility Plan* (HRM, 2017) identifies the Bedford Highway as a Transit Priority Corridor.

TRIP GENERATION PROPOSED SITE-

The number of trips that will be generated by the proposed development has been estimated using rates published in *Trip Generation, 10th Edition* (Institute of Transportation Engineers, Washington, 2017). Trip generation estimates are summarized in Table 2. Since one of the single family homes onto Glenmount Avenue is existing and there are no planned changes to its use, the generation of new development trips to Glenmount Avenue is four single family homes.



**Traffic Impact Statement
BH-1 and BH-2, Southgate Drive, Bedford, NS**

Table 2 – Trip Generation Estimates

Land Use	Units ³	Trip Generation Rates				Trips Generated ⁴			
		AM Peak		PM Peak		AM Peak		PM Peak	
		In	Out	In	Out	In	Out	In	Out
Trip Generation Estimate for BH-1 Residential Development (Access to Southgate Drive)¹									
Multifamily Housing (Mid-Rise) (Land Use 221)	73	0.09	0.27	0.27	0.17	7	19	20	13
Trip Generation Estimate for BH-2 with Bedford Highway Access²									
Retail (Land Use 826)	16	0.76	0.60	1.19	1.52	12	10	19	24
Trip Generation Estimate for BH-2 with Glenmount Avenue Access¹									
Single Family Residential (Land Use 210)	4	0.19	0.56	0.62	0.37	1	2	2	1
Total Estimated Trips						20	31	41	38
20% Trip Reduction to Account for Internal Site Trips and Non-Auto Modes⁵						-4	-6	-8	-8
Total Vehicle Trips Generated By This Development						16	25	33	30
Notes: 1. Trip generation rates are 'vehicles per hour per unit' for the indicated land use, prepared using published rates from <i>Trip Generation, 10th Edition</i> (Institute of Transportation Engineers, Washington, 2017). 2. Since the 10 th Edition does not include rates for Specialty Retail, rates for Land Use 826 from the 9 th Edition have been used. Rates for 'Peak Hour of Adjacent Street Traffic' has been used to estimate PM peak hour trips. AM trip rates have been assumed to be 50% of PM rates with reversal of directional split. 3. Units are 'number of units' for residential, '1000 Sq. Ft Gross Leasable Area' for Retail. 4. Vehicles per hour for peak hours 5. Trip generation estimates have been reduced by 20% to account for trips between complementing land uses within the development as well as non-auto modes. This considers the <i>Integrated Mobility Plan (HRM 2017)</i> target of at least 26% non-auto for the inner Suburban Areas.									

A summary of the estimated trips by access and for the combined site development is included in Table 3.

Table 3 – Summary of Estimated Trips

	AM Peak Hour	PM Peak Hour
BH-1	26 two-way trips (7 entering and 19 exiting)	33 two-way trips (20 entering and 13 exiting)
BH-2 Via Bedford Highway	22 two-way trips (12 entering and 10 exiting)	43 two-way trips (19 entering and 24 exiting)
BH-2 Via Glenmount Avenue	3 new two-way trips (1 entering and 2 exiting)	3 new two-way trips (2 entering and 1 exiting)
Total Combined Sites (BH-1 and BH-2)	51 two-way trips (20 entering and 31 exiting)	79 two-way trips (41 entering and 38 exiting)

With the 20% reduction for internal trip capture between complementing land uses and consideration of non-auto modes, it is estimated that the development will generate:

- 41 new two-way vehicle trips (16 entering and 25 exiting) during the AM peak hour; and,
- 63 new two-way vehicle trips (33 entering and 30 exiting) during the PM peak hour.



SUMMARY –

1. Plans are being prepared for the development of a 73 unit apartment building, 16,000 square feet of retail area, and 5 single family homes (including one existing home).
2. Vehicular access to the apartment (lot BH-1) site will be via an underground parking garage with connection to Southgate Drive. An additional surface parking lot with access from Southgate Drive will be provided.
3. Vehicular access to 16,000 square foot retail area (lot BH-2) will be via a single driveway onto the Bedford Highway. The 5 BH-2 single family homes will be accessed from Glenmount Avenue.
4. It is estimated that once developed, the combined site will generate a total of 51 new two-way trips (20 entering and 31 exiting) during the AM peak hour and 79 two-way trips (41 entering and 38 exiting) during the PM peak hour.
5. After considering a 20% reduction in trips to account for onsite synergies and non-auto modes, it is estimated that once developed, the combined site will generate a total of 41 new two-way vehicle trips (16 entering and 25 exiting) during the AM peak hour and 63 new two-way vehicle trips (33 entering and 30 exiting) during the PM peak hour.

CONCLUSION –

6. The development of the combined site as a 73-unit apartment building, a 16,000 square foot retail building, and 5 single family homes (including 1 existing) is not expected to have any significant impact on levels of performance on adjacent streets and intersections or to the regional street system.

If you have any questions or comments, please contact me by email at patrick.hatton@wsp.com or by telephone at 902-536-0954.

Sincerely,

Original Signed

Patrick Hatton, P.Eng.
Traffic & Transportation Engineer
WSP Canada Inc.



ATTACHMENT J:

**Preliminary
Landscape Plan for
BH-1 and BH-2 (A49)**

- LEGEND**
- SOFT SURFACE IN RAIN (EGG OR HORIZONTAL)
 - SOFT SURFACE IN RAIN (EGG OR HORIZONTAL)
 - EXISTING WEED AREA (HATCHED SPACES TO BE RETAINED)
 - EXISTING WEED AREA (HATCHED SPACES TO BE CLEARED)
 - EXISTING DECIDUOUS TREE
 - PROPOSED DECIDUOUS TREE
 - PROPOSED CONIFEROUS TREE
 - PROPERTY LINE
 - EXISTING OVERHEAD POWER LINE
 - EXISTING POWER POLE
 - NORTH

- KEY NOTES**
- 1 APPROX LOCATION BETWEEN WALL
 - 2 APPROXIMATE LOCATION SLATING WALL
 - 3 GARBAGE ENCLOSURE
 - 4 PROPOSED NEW SECTION LAYOUT SET BACK FROM NEW BEDFORD HIGHWAY
 - 5 FOR PLANNING PURPOSES PRESENT LINE
 - 6 EXISTING CONCRETE

- GENERAL NOTES:**
- 1 LAYOUT TO BE APPROVED BY CONTRACT ADMINISTRATION PRIOR TO ANY CONSTRUCTION OR REMOVAL
 - 2 ALL DIMENSIONS ARE IN METRE UNLESS OTHERWISE NOTED
 - 3 REFER TO ARCHITECT'S DRAWINGS FOR BUILDING INFORMATION
 - 4 REFER TO CIVIL DRAWINGS FOR SITE CHANGING, LOS, CATCH BASIN LOCATIONS
 - 5 LOCATION OF ALL UTILITIES SHOWN FOR INFORMATION ONLY. CONTRACTOR MUST CONFIRM LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION
 - 6 ALL EXISTING SIGNAGES, CLIMBS, AT HOME SIGN AND FINISH REMAINS TO BE PROTECTED DURING CONSTRUCTION. AREAS DAMAGED DURING CONSTRUCTION TO BE REPAIRED AT THE CONTRACTOR'S COST
 - 7 ALL EXISTING TREES IN PUBLIC ROW TO BE MAINTAINED BY OWNER. NEW TREE BY-LAW BY-LAW NUMBER (B-05) STANDARDS FOR PUBLIC TREES
 - 8 FINAL PLANNING PLAN AND UTILITY LAYOUT SUBJECT TO APPROVAL PROVIDED BY COUNCIL/LOCAL GOVERNMENT



CONTRACTOR QUOTE LIST

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	PRICE	TOTAL	REMARKS
1	Excavation & Backfill	m ³	100	10.00	1000.00	10% DISCOUNT
2	Concrete Slab	m ²	200	15.00	3000.00	10% DISCOUNT
3	Foundation	m	100	20.00	2000.00	10% DISCOUNT
4	Roofing	m ²	500	12.00	6000.00	10% DISCOUNT
5	Plumbing	hr	100	10.00	1000.00	10% DISCOUNT
6	Electrical	hr	100	10.00	1000.00	10% DISCOUNT
7	Painting	m ²	1000	1.00	1000.00	10% DISCOUNT
8	Landscaping	hr	100	10.00	1000.00	10% DISCOUNT
9	Site Preparation	hr	100	10.00	1000.00	10% DISCOUNT
10	Site Clearance	hr	100	10.00	1000.00	10% DISCOUNT
11	Site Investigation	hr	100	10.00	1000.00	10% DISCOUNT
12	Site Remediation	hr	100	10.00	1000.00	10% DISCOUNT
13	Site Assessment	hr	100	10.00	1000.00	10% DISCOUNT
14	Site Remediation	hr	100	10.00	1000.00	10% DISCOUNT
15	Site Assessment	hr	100	10.00	1000.00	10% DISCOUNT
16	Site Remediation	hr	100	10.00	1000.00	10% DISCOUNT
17	Site Assessment	hr	100	10.00	1000.00	10% DISCOUNT
18	Site Remediation	hr	100	10.00	1000.00	10% DISCOUNT
19	Site Assessment	hr	100	10.00	1000.00	10% DISCOUNT
20	Site Remediation	hr	100	10.00	1000.00	10% DISCOUNT

TABRIZI

ARCHITECTURE 49

1000 North Street, Suite 100, North York, Ontario M2N 6L1
 416-491-1000 416-491-1001 www.tabrizi.com

CONTRACT NO.

DATE

PROJECT

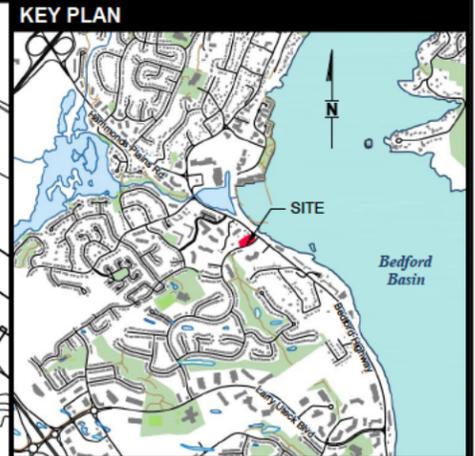
SOUTHGATE VILLAGE

BH-1

PRELIMINARY LANDSCAPE PLAN

BH-1

L100



LEGEND

- Site Boundary
- - - Adjacent Property Boundary

SITE SUMMARY:

- Land Area - 5,703 m² / 1.4 Acres
- Existing Zone - BSCDD (Bedford South Comprehensive Development District)

NOTES:

- Property lines approximate only. Site subject to survey

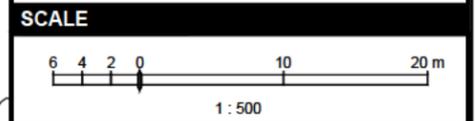
SOURCES:

- Plan based on SDMM CAD file 'BH 01 mapping contour data clip 2005.dwg'
- Proposed building from A49 Sketchup model '161-12598_2017-09-08_Southgate Village_BH-1 (V-2016).skp'

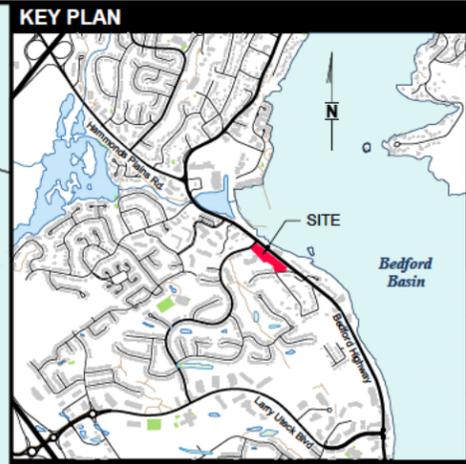
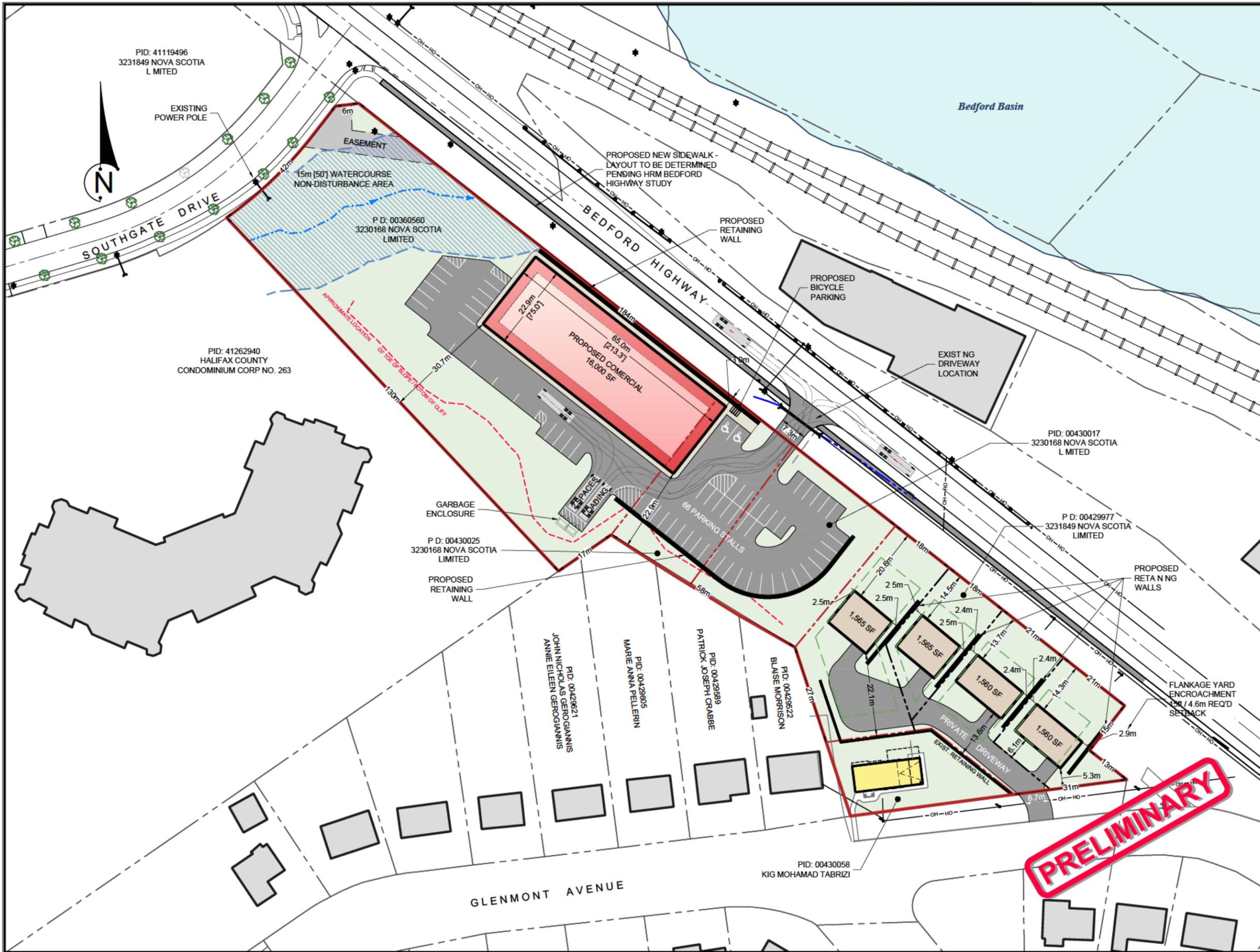
Designer: KWATTERS / JDALZIEL	VERSION
Planner: CLOVITT	1.13

**SITE PLAN - LOT BH-1
SOUTHGATE VILLAGE
BEDFORD, NOVA SCOTIA**

TABRIZI
APR 2, 2019 161-12598-BH-1_V13



1 SPECTACLE LAKE DRIVE, DARTMOUTH, NS, CANADA B3B 1X7
PHONE: 902 835-9955 WSP.COM



- LEGEND**
- Site Boundary
 - - - Existing Internal Property Boundary
 - - - Adjacent Property Boundary
 - - - Proposed Property Boundary
 - - - Building Setbacks

- SITE SUMMARY:**
- Land Area - 14,145 m² / 3.5 Acres
 - Existing Zone - BSCDD (Bedford South Comprehensive Development District)

- NOTES:**
- Property lines approximate only. Site subject to survey

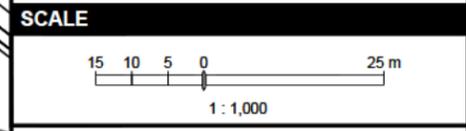
- SOURCES:**
- Plan based on SDMM CAD file 'BH 01 mapping contour data clip 2005.dwg'

Designer: KWATTERS
 Planner: CLOVITT

VERSION
1.17

CONCEPT PLAN - LOT BH-2
BEDFORD, NOVA SCOTIA

TABRIZI
 APR 2, 2019 161-12598-BH-2_V17



1 SPECTACLE LAKE DRIVE, DARTMOUTH, NS, CANADA B3B 1X7
 PHONE: 902 835-9955 WSP.COM

PRELIMINARY

FILE: K:\DARTMOUTH\161-12598 TABRIZI RUGS_SOUTHGATE VILLAGE DA\11_DWG\11.1_CONCEPT_PLANS\161-12598-BH-2_V17.DWG Sheet Standard 11x17 L