

HALIFAX

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Item No. 15.1.4
Halifax Regional Council
November 23, 2021

TO: Mayor Savage and Members of Halifax Regional Council

SUBMITTED BY: Original Signed by 

Jacques Dubé, Chief Administrative Officer

DATE: October 28, 2021

SUBJECT: **Case 23028: Municipal Planning Strategy Amendments for 110 Waterfront Drive, Bedford**

ORIGIN

Application by Provident Developments.

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 redesignate 110 Waterfront Drive, Bedford, from Waterfront Comprehensive Development District to Residential, and rezone it from Waterfront Comprehensive Development District to Residential Single Unit; and
2. Follow the public participation program as outlined in the Community Engagement section of this report.

BACKGROUND

Provident Developments Incorporated is applying to amend the Bedford Municipal Planning Strategy (MPS) and Bedford Land Use By-law (LUB) to redesignate 110 Waterfront Drive, Bedford, from Waterfront Comprehensive Development District (WFCDD) to Residential (R), and rezone it from Waterfront Comprehensive Development District (WFCDD) to Residential Single Unit (RSU). This proposal cannot be considered under existing MPS policies. The applicant is seeking amendments to the Bedford MPS and LUB to enable a development proposal.

Subject Property	110 Waterfront Drive (PID 40690315)
Location	Along infilled waterfront parkland, behind Mill Cove
Regional Plan Designation	HARB – Halifax Harbour
Community Plan Designation (Map 1)	WFCDD – Waterfront Comprehensive Development District
Zoning (Map 2)	WFCDD
Size of Property	485.5 Square Metres
Street Frontage	Waterfront Drive: Approximately 34 metres AY Jackson Court: Approximately 6 metres
Current Land Use(s)	Undeveloped
Surrounding Use(s)	Adjacent properties on AY Jackson Court are three-storey townhouses. HRM-owned parkland borders the south of the property, and a public recreational boardwalk backs the site. Opposite are two 8-storey apartment buildings.

Proposal Details

The applicant is requesting a redesignation and rezoning to facilitate the development of a new single unit dwelling at 110 Waterfront Drive (see Attachment A – Application Letter). The MPS and LUB amendments are required to enable the development as the existing policy currently only allows for a townhouse or multi-unit development on the site, with a minimum of three units.

MPS and LUB Context

Regional Plan

The subject property, and surrounding area, is designated Halifax Harbour under the Regional Municipal Planning Strategy (RMPS). The intention of the Halifax Harbour designation is to support a range of development opportunities including marine-dependent industrial and commercial uses, transportation uses and facilities including ferries, recreational uses, residential uses, institutional uses and matters related to environmental improvement and protection.

Regional Plan policies for the Harbour designation stipulate that marine-related industrial uses should be protected from residential encroachment; however, the Waterfront Drive area is primarily residential with public greenspace and a recreational boardwalk. There are no nearby industrial uses.

Community Plan

The subject property is located within the Waterfront Comprehensive Development District (WFCDD) of the Bedford MPS. This area, originally developed by the Bedford Waterfront Development Corporation (predecessor to Develop Nova Scotia) was designed to promote Bedford's waterfront area as an active year-round mixed-use urban waterfront area with public spaces, residential, commercial, cultural and institutional uses.

The WFCDD policies call for a variety of housing styles and sizes, with a maximum of eight storeys (100 feet). Policy WF-22 outlines the following permitted uses in the WFCDD area:

- | | |
|------------------------------------|--|
| a) townhouse dwellings | i) marine related uses |
| b) multiple unit dwellings | j) office uses |
| c) senior residential complexes | k) convention facilities |
| d) neighbourhood convenience store | l) hotel facilities |
| e) retail commercial uses | m) institutional SI/SU uses |
| f) commercial entertainment uses | n) parks & recreational uses |
| g) commercial service | o) cultural uses |
| h) food and beverage uses | p) any uses accessory to the foregoing |

Policy WF-23 states that residential units should be clustered into a distinct housing area, rather than located along the entire length of the district. 110 Waterfront Drive falls into one of these housing clusters, as an undeveloped parcel at the end of a series of townhouses. Across the street, at 89 and 99 Waterfront Drive, are two 8-storey residential apartment buildings. The entire area, including townhouses and apartment buildings, is designated WFCDD.

A large, municipally-owned piece of parkland with a path to the waterfront boardwalk abuts the property to the north. There is no barrier between the parkland and 110 Waterfront Drive so that it may appear currently that the two parcels are one contiguous parkland lot. The parkland is also designated WFCDD. The Bedford MPS envisions the parkland as a major public recreational resource, and specifically as a recreational area to meet the requirements of residents of the waterfront project area housing.

Land Use By-law

The subject property is zoned WFCDD (Waterfront Comprehensive Development District) in the Bedford LUB. This zone enables a mixed-use urban waterfront development area with public spaces, residential, commercial, cultural, accommodation and institutional uses. It permits the same uses as outlined in the WFCDD designation in the MPS as noted above.

Plan policies and zoning do not permit a single unit dwelling on the lot at 110 Waterfront Drive. As such, an amendment to the MPS and LUB is required to enable the requested use.

DISCUSSION

The Bedford MPS is a strategic policy document that sets out the goals, objectives and direction for long term growth and development in this part of the Municipality. Together with the Regional Plan, the Bedford MPS provides broad direction, but Regional Council may consider plan amendment requests to enable proposed development that is inconsistent with SMPS policies. Amendments to an MPS are significant undertakings, and Council is not obliged to consider these requests. Amendments should be considered only within the broader planning context, when there is reason to believe there has been a change in circumstances since the MPS policies were adopted or last reviewed.

Applicant Rationale

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

- The lot's size and irregular shape would make it difficult to house three units, particularly when

setbacks are taken into consideration

- The 1.5 parking stalls required per unit would require 4.5 parking spaces. This would require most of the green space to be paved, introducing a large amount of asphalt into a park-like setting
- A single unit dwelling is compatible with the surrounding townhouse and park uses, and is a less intensive residential use than a townhouse or multi-unit building
- A single unit will introduce less traffic and burden on municipal services

Attachment A contains the applicant's application/rationale letter, and Attachment B provides the concept plan.

Review

Staff have reviewed the submitted rationale in the context of applicable planning policies, site circumstances, and surrounding land uses. Staff advise that there is merit to consider the request because:

- The proposed use continues the residential character of the area, and introduces a less intensive land use;
- The surrounding area is completely built out under the 1991 Bedford Waterfront Development Project development agreement, except for this lot. The proposal would complete the development and does not vary significantly from the original residential vision for the area;
- The proposed single unit dwelling is similar in height and massing to the neighbouring townhouses;
- The proposal meets the overarching housing-related policy (WF-13) for the Waterfront Comprehensive Development District in the Bedford MPS, which encourages provision of a variety of housing styles and dwelling unit sizes on the waterfront project area consistent with the housing objectives of the Town;
- The proposal enables an opportunity to develop an irregular-shaped lot and minimize the amount of surface parking, which corresponds with recent Council policy direction; and
- The proposal does not appear to have any obvious traffic implications or sewer capacity issues.

A full review would consider the following:

- appropriateness of the proposed zone;
- feedback received through community engagement initiatives;
- detailed technical impacts on traffic, sewer and water services;
- development risks;
- compatibility with surrounding uses; and
- any other relevant planning matter.

Conclusion

Staff have reviewed the proposed MPS amendment and advise that there is merit to consider the request. Regional Council is under no obligation to consider such a request, however there has been a reasonable change in circumstance (ownership and proposed cohesive development pattern for the area) since the MPS was adopted, and the Bedford Waterfront Development Project development agreement was approved. Further, there is no policy within the Bedford MPS to consider development through other planning tools. Therefore, staff recommend that Regional Council initiate the MPS amendment application process.

If Regional Council initiates the MPS amendment process, staff recommend pursuing a partial DA discharge for the 110 Waterfront Drive parcel and applying the MPS Residential designation and LUB Residential Single Unit zone. This process would involve two approval bodies: Northwest Community Council for the DA discharge, and Regional Council for the MPS and LUB amendment.

COMMUNITY ENGAGEMENT

Section 219 of the *HRM Charter* requires Council to adopt, by policy, a public participation program concerning the preparation of planning documents. The content of the public participation program is at the discretion of Council, though it must identify opportunities and establish ways and means of seeking the opinions of the public concerning the proposed planning documents.

If Council initiates the MPS amendment process, staff recommend that the public participation program and proposed level of community engagement is consultation, achieved by:

- placing a sign on the subject property;
- sharing information via the HRM website; and
- sending an informational mail-out to stakeholders and nearby property owners, with the assigned planner's contact information to provide further details if desired.

Regional Council must hold a public hearing before considering approval of any amendments.

Staff recommends this approach meets the requirements of the *HRM Charter* for public participation. As there is a planning advisory committee that comments on planning decisions in Bedford, the North West Planning Advisory Committee will also participate in the review process for this application.

Amendments to the Bedford MPS will potentially impact the following stakeholders: residents, landowners, and businesses.

FINANCIAL IMPLICATIONS

The HRM costs associated with processing this planning application can be accommodated for within the approved 2021-2022 operating budget for C320 Regional Policy Program.

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 were identified.

ALTERNATIVES

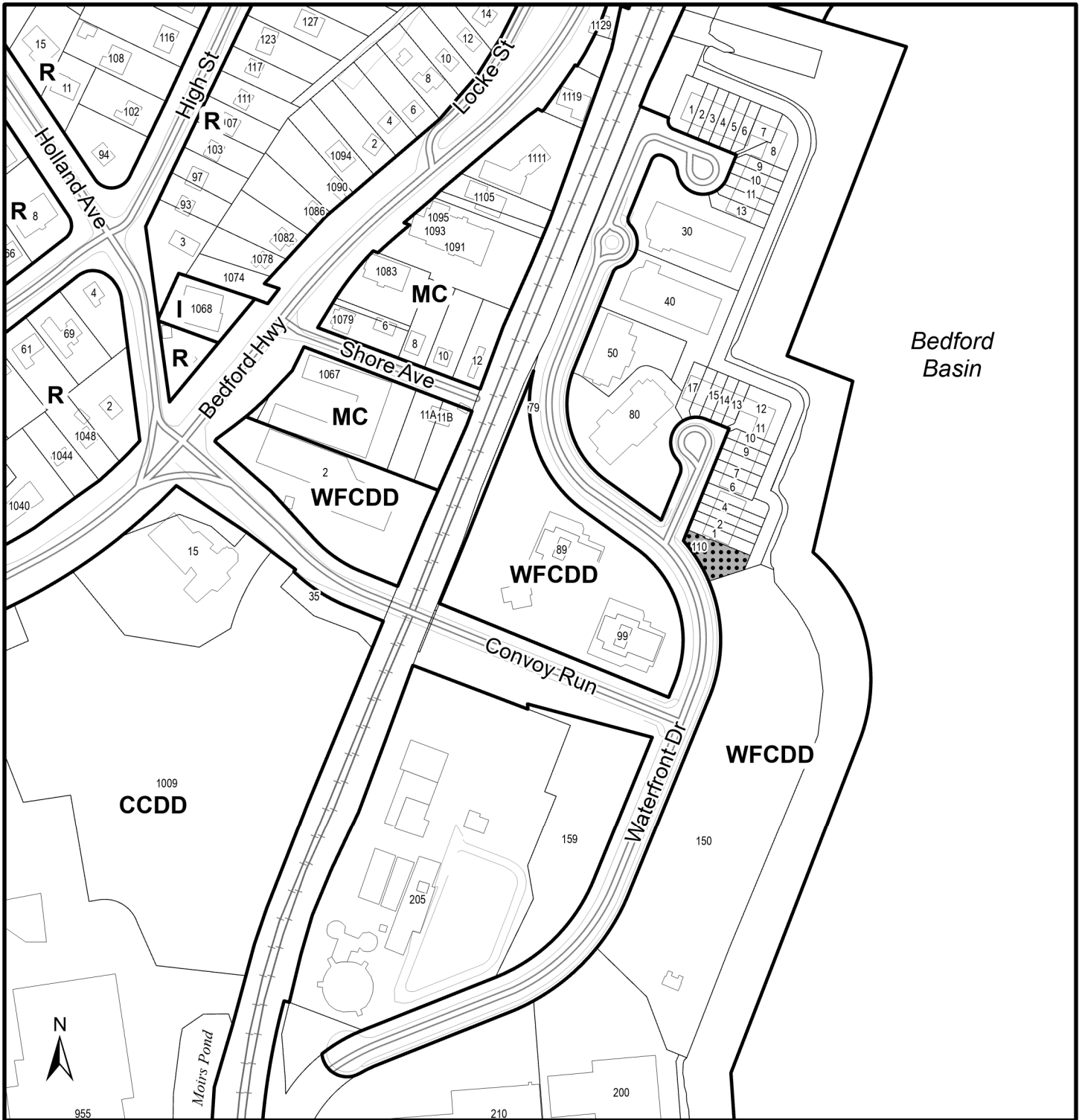
1. Regional Council may choose to initiate the consideration of potential plan policy that would differ from those outlined in this report. This may require a supplementary report from staff.
2. Regional Council may choose not to initiate the MPS amendment process. A decision of Council not to initiate a process to consider amending the Bedford MPS 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
Attachment A:	Application Letter/Rationale
Attachment B:	Concept Plan
Attachment C:	Excerpts from the Regional Plan – Relevant Policies
Attachment D:	Excerpts from the Bedford MPS - Relevant Policies
Attachment E:	Excerpts from the Bedford LUB – Existing Zone

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, 902-476-8245




Bedford Basin

Map 1 - Generalized Future Land Use

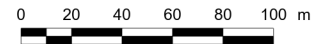
110 Waterfront Drive,
Bedford

HALIFAX

 Subject Property

Designation

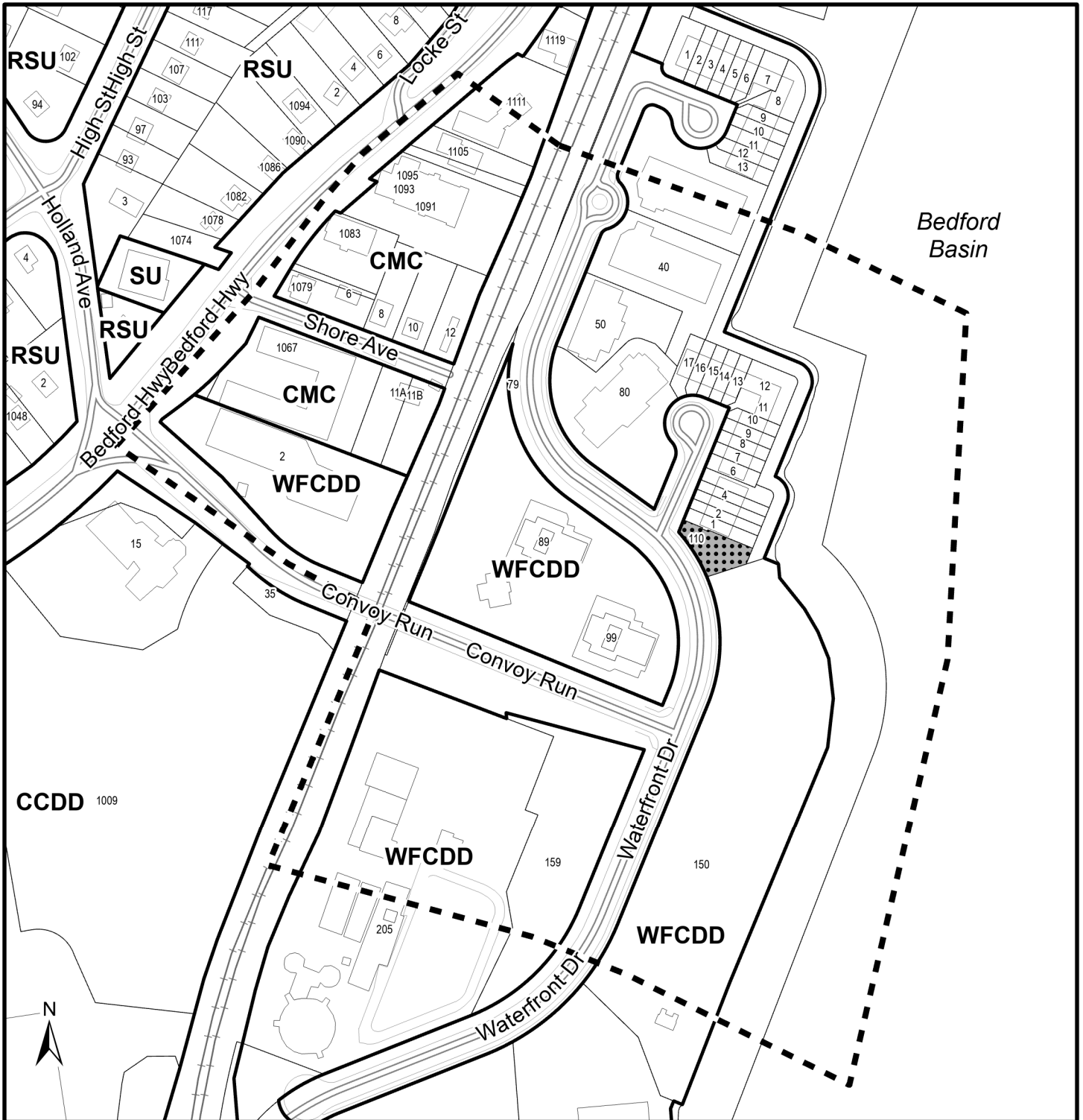
- R Residential
- MC Mainstreet Commercial
- CCDD Commercial Comprehensive Development District
- WFCDD Waterfront Comprehensive Development District
- I Institutional



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 Area

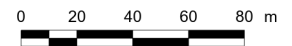
110 Waterfront Drive,
Bedford

HALIFAX

Zone

-  Subject Property
-  Area of Notification

- RSU Single Dwelling Unit
- CMC Mainstreet Commercial
- CCDD Commercial Comprehensive Development District
- SU Utilities
- WFCDD Waterfront Comprehensive Development District



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

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

Bedford
Land Use By-Law Area



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Dated: June 5, 2020

Provident Developments Incorporated is hereby requesting the Municipality approve an amendment to the MPS relating to policy WF-22 more specifically a change in use from townhouse to single family .

The change in use to policy WF-22 that Provident is requesting is to allow for R-1 use specific only to lot 4.4C-1 on the Bedford Waterfront. The existing policy allows for townhouse and /or multi unit development on this site known as lot 4.4 all of which has been developed with the exception of this remaining parcel.

The existing policy allows for a multi unit building with a minimum of three units. The lot is irregular in shape and with the setback requirements the building shape is less than desirable and difficult to conform to the adjacent townhouses. The 1.5 parking stalls per unit @ 3 surface parking stalls we feel creates

too much asphalt compromising the finished look we would like to achieve on this critical piece of land which defines the end of this development on lot 4.4. All materials will be consistent with the adjacent townhouses on lot 4.4c-2.

Policy WF-22

It shall be the intention of Town Council that the following uses shall be considered as potentially permitted uses in the Waterfront Comprehensive Development District:

- a) townhouse dwellings
- b) multiple unit dwellings
- c) senior resident complexes
- d) neighbourhood convenience store
- e) retail commercial use
- f) commercial entertainment uses
- g) commercial service
- h) food and beverage use

- i) marine related uses
- j) office uses
- k) convention facilities
- l) hotel facilities
- m) institutional SI/SU
- n) parks & recreation uses
- o) cultural uses
- p) any use accessory to the foregoing

Although the original policy did not consider single unit dwellings , that the proposed land use , a single unit dwelling , is compatible with the adjacent townhouse and park. Further the single unit dwelling does not create compatibility issues with the apartment buildings on the waterfront because the single unit dwelling is reasonably separated from the multiple unit dwellings. In relation to traffic generation , the single unit dwelling is expected to generate less traffic , sewer and water useage than the three unit dwelling currently permitted under the existing development agreement.

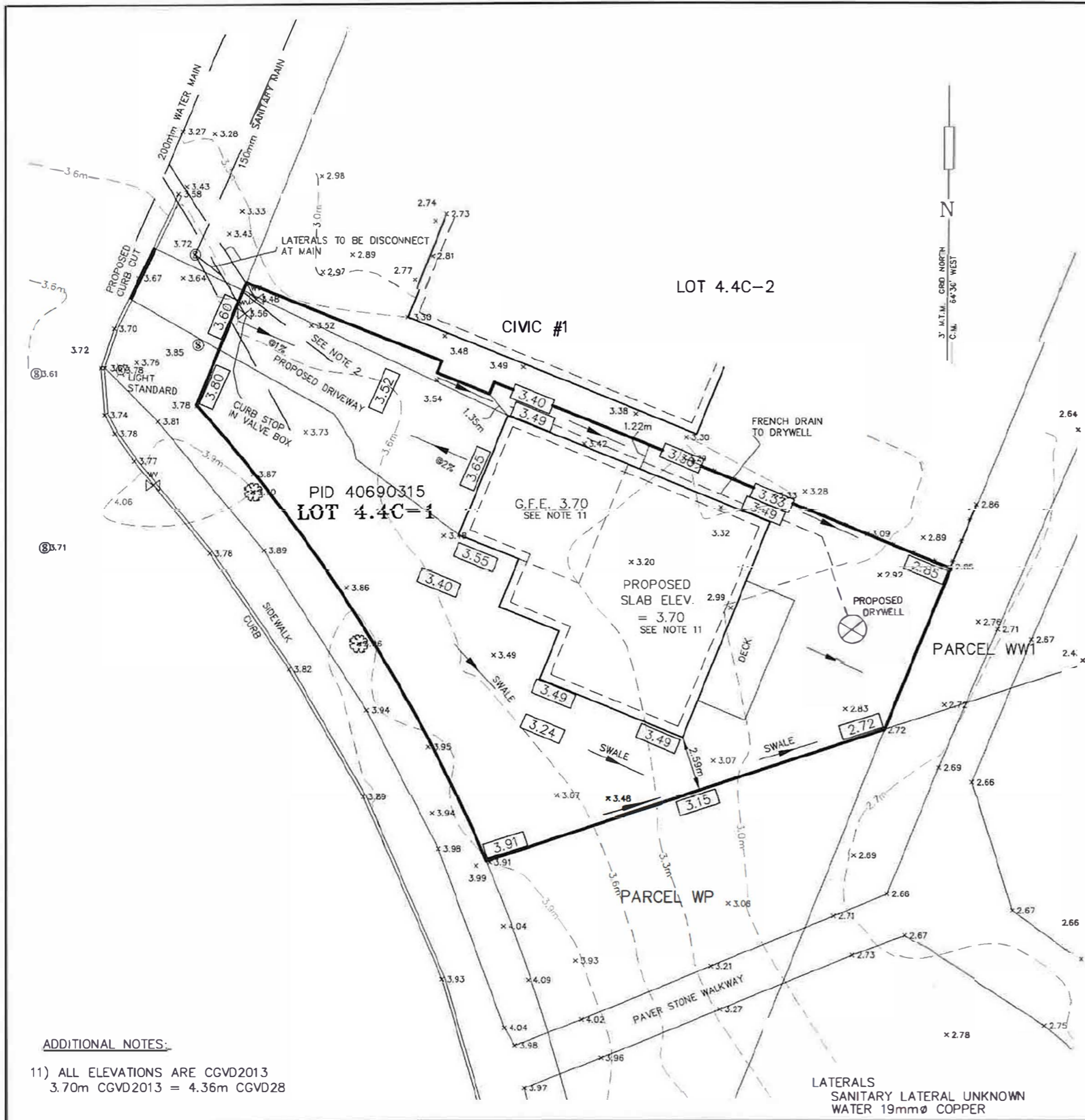
Provident looks forward in gaining approval to amend the plan and develop the only remaining lands of Phase I on the Bedford Waterfront.

Best regards



John Greenough

Provident Development



NOTES:

- 1) LANDSCAPING MUST BE PERFORMED IN SUCH A WAY TO ENSURE POSITIVE DRAINAGE OF STORMWATER FROM AROUND DWELLING.
- 2) SERVICE LATERALS MUST BE EXPOSED PRIOR TO EXCAVATION FOR FOOTING TO ENSURE A PROPER CONNECTION CAN BE MADE TO DWELLING.
- 3) MINIMUM VERTICAL DISTANCE FROM TOP OF FOUNDATION WALL TO GRADE TO BE 0.5' (0.15m) EXCEPT AT GARAGE ENTRANCES.
- 4) CONTRACTOR TO VERIFY FOUNDATION DIMENSIONS SHOWN WITH BUILDING PLANS PRIOR TO CONSTRUCTION.
- 5) CONTOURS ARE BASED ON TOPOGRAPHICAL SURVEYS WITH AN INTERVAL OF 0.3m AND REPRESENT EXISTING GRADES PRIOR TO HOUSE CONSTRUCTION.
- 6) ALL DISTURBED AREAS TO BE FINISHED WITH EITHER GRAVEL, ASPHALT OR TOPSOIL AND SOD, UNLESS OTHERWISE INDICATED.
- 7) IF UNUSUAL OR UNANTICIPATED SITE CONDITIONS ARE ENCOUNTERED DURING CONSTRUCTION, THE BUILDER SHALL ADVISE THE DESIGNER IMMEDIATELY.
- 8) DOWNSPOUTS TO DRAIN ONTO SPLASH PADS.
- 9) ALL WORK IS TO CONFORM TO THE 2018 HRWC DESIGN AND CONSTRUCTION SPECIFICATIONS.
- 10) ALL WORK IS TO CONFORM TO THE HRM MUNICIPAL DESIGN GUIDELINE STANDARDS

Legend

- X 100.2 Existing Ground Elevation
- Proposed Lateral Trench
- 102.5 Finished Grade
- B.F.E. Basement Floor Elevation
- Drainage Direction
- D/W Driveway
- Sewer
- Curb
- Centreline
- █ Driveway Opening
- WH Wall Height
- 98 Existing Contour
- TW102.0 Top of Wall Elevation
- DS Proposed Downspout
- █ Undisturbed Area
- ⊗ Water Valve
- Catch Basin
- ⊕ Fire Hydrant
- ⊙ Manhole

MUNICIPALITY USE ONLY:

1) APPLICATION FOR GRADING PERMIT 2) PERMISSION IS GRANTED TO COMPLETE THE LOT GRADING AND DRAINAGE WORK IN COMPLIANCE WITH THIS PLAN AND THE LOT GRADING BY-LAW.

APPLICANT: _____ ENGINEER: _____

DATE: _____ DATE: _____

BUILDING PERMIT #: _____ CONDITIONS: _____

LOT GRADING PLAN

TO: PROVIDENT DEVELOPMENTS
 RE: LOT 4.4C 1 (CIVIC #110) WATERFRONT DRIVE,
 BEDFORD, HALIFAX COUNTY, NOVA SCOTIA



Alderney Surveys Limited
 Nova Scotia Land Surveyors
 12 Dawn Drive,
 Dartmouth, Nova Scotia B3B 1H9

Drawn: J.C.P.
 Scale: 1:200 METRIC
 Date: JUNE 2, 2020

203673-1
 File Number

ADDITIONAL NOTES:

- 11) ALL ELEVATIONS ARE CGVD2013
 3.70m CGVD2013 = 4.36m CGVD28

LATERALS
 SANITARY LATERAL UNKNOWN
 WATER 19mmØ COPPER

HALIFAX

**Regional Municipal
Planning Strategy**

OCTOBER 2014

EC-9 Provisions may be established under secondary planning strategies to allow for residential developments within private business parks through a development agreement. Policy criteria shall be established to achieve compatible developments and ensure that residents have adequate services and infrastructure.

5.3.3 Halifax International Airport and Aerotech Business Park

Halifax Stanfield International Airport is a significant contributor to HRM's economy, generating significant direct and indirect benefits and thousands of jobs²⁰. The Halifax International Airport Authority, the agency responsible for managing the airport, plans significant expansion and improvements over the coming years where warranted by projected increases in both passenger and freight traffic.

One issue facing the airport's activity is the potential impact of noise from plane traffic on surrounding areas. Transport Canada has charted areas where noise impacts may be significant and recommends restricting development, especially residential, from locating within these areas. Enabling provisions would need to be incorporated into the HRM Charter to allow for policies to be established under the applicable secondary planning strategy.

EC-10 HRM shall cooperate with the Halifax International Airport Authority in the development of airport-related facilities to ensure that municipal infrastructure requirements are adequate for any future expansion plans.

EC-11 HRM shall consider amendments to the applicable Land Use By-law to restrict residential developments in the vicinity of the Halifax Stanfield International Airport which would be incompatible by virtue of noise.

5.3.4 Halifax Harbour Designation

Halifax Harbour plays a strategically important economic role to HRM and the Province of Nova Scotia for shipping, ship building, naval operations and other port related industries. HRM seeks to ensure that sufficient lands are retained for these purposes and that the viability of these activities is not compromised by development of incompatible uses in their proximity.

EC-12 HRM shall establish a Halifax Harbour Designation which extends from Hartlen Point in Eastern Passage to Chebucto Head, including Northwest Arm and Bedford Basin, and extends inland generally to the first major roadway paralleling the Harbour, as shown on the Generalized Future Land Use Map (Map 2). The Designation shall support a range of development opportunities including marine-dependent industrial and commercial uses, transportation uses and facilities including ferries, recreational uses, residential uses, institutional uses and matters related to environmental improvement and protection.

²⁰ LPS Aviation and Dillon Consulting. *Halifax International Airport Master Plan*. February 2004. Halifax.

EC-13 Within the Halifax Harbour Designation, HRM shall establish zoning under applicable land use by-laws and apply the zone on lands where existing harbour related industrial uses are located and lands or water lots determined by HRM to be suitable for these uses in the future. Corresponding land use regulations will be established under the applicable land use by-laws. Amendments to applicable land use by-laws may be made to:

- (a) allow for additional lands or water lots for harbour related industrial uses that have not been previously been identified where such lands are considered appropriately situated for these uses;
- (b) implement regulations that mitigate potential negative impacts of existing and potential marine-dependent industrial and commercial areas on adjacent uses, while maintaining the economic viability of marine-dependent uses; and
- (c) discourage new residential development from locating in areas that abut lands designated for intensive marine dependent industrial and commercial uses.

EC-14 When considering an amendment to secondary planning strategies, land use by-laws or development agreements to permit new residential development in proximity to harbour related industrial uses, consideration shall be given to the potential for nuisances and compatibility issues and the importance to HRM in protecting the viability of the marine related industrial uses.

5.3.5 Rural HRM

HRM recognizes the value and significance of a vibrant rural economy. Economic opportunities have traditionally come from natural resource development, tourism and the service economy. Advanced telecommunications has also created new opportunities for both home based businesses and retirees which are attracted to the distinctive character of rural communities. The challenge lies in ensuring supporting services and infrastructure are available to realize these opportunities.

EC-15 HRM shall, in collaboration with the Province and other partners, work to ensure that the economic viability of rural communities is included as an integral aim of regional economic growth strategies and their implementation. Consideration shall be given to:

- (a) cooperating with senior government levels to collaboratively work with rural communities, business owners and citizens, in community economic development planning and projects, and facilitate partnerships for successful implementation;
- (b) working with relevant authorities to encourage the provision of good communication linkages in the rural areas - including road improvements, active transportation facilities and telecommunications;
- (c) making strategic infrastructure investments where deficiencies have consistently hindered economic viability;
- (d) promoting rural industrial parks in accordance with the Business Park Functional Plan;
- (e) supporting agriculture and other traditional rural resource industries including forestry, fishing and resource extraction and investigate measures by which these industries can be protected from encroachment by incompatible uses;

HALIFAX

**MUNICIPAL PLANNING
STRATEGY**

BEDFORD

Policy WF-8:

It shall be the intention of Town Council to request the Bedford Waterfront Development Corporation to dedicate a minimum of fifteen (15) per cent of the waterfront project area lands for public parks inclusive of the public walkway system.

Policy WF-9:

It shall be the intention of Town Council to promote the development of new commercial recreational facilities which are water related or otherwise contribute to the recreational use of the waterfront project area. Such facilities shall not be included as part of the park dedication cited in Policy WF-8 above.

Policy WF-10:

It shall be the intention of Town Council to require the Bedford Waterfront Development Corporation to provide for the development of recreational areas to meet the recreational requirements of residents of the waterfront project area housing. The amount of recreational space shall be as required in the Multiple Dwelling Unit (RMU) Zone of the Town's Land Use By-Law.

Policy WF-11:

It shall be the intention of Town Council to encourage the development of recreational facilities which can be used by all, including the elderly and physically disabled.

Policy WF-12:

It shall be the intention of Town Council not to permit the development of major facilities such as soccer pitches, football fields, and similar uses in the waterfront project area.

Housing

Policy WF-13:

It shall be the intention of Town Council to encourage provision of a variety of housing styles and dwelling unit sizes on the waterfront project area consistent with the housing objectives of the Town, but in no case shall the residential buildings exceed a height of eight storeys or 100 feet.

Policy WF-14:

It shall be the intention of Town Council to protect views of the Bedford Basin from points on the Bedford Highway and areas beyond the Highway. Specifically the residential site behind that portion of the Bedford Highway between the Travellers Motel and Mill Pond (Moirs Pond) shall incorporate at least three (3) view corridors between buildings. Such corridors shall be at least thirty (30) feet wide from the ground to the sky.

Commercial Uses

Policy WF-15:

It shall be the intention of Town Council to promote commercial development in the waterfront project area excluding large scale shopping centres but including retail, office, hotel and convention facilities as well as increased commercial entertainment opportunities such as a privately operated theatre or activity centre.

- b) An elevation plan showing maximum building heights for each area;
- c) A plan to the scale of 1" = 40' showing an outline of the proposed:
 - i) Sanitary and stormwater sewer systems;
 - ii) Water systems;
 - iii) Surface drainage and means of disposal of the water;

Policy WF-21:

It shall be the intention of Town Council to consider discharging the agreements made pursuant to Policy WF-20 upon the completion of the project or upon completion of various phases of the project. Upon discharging an agreement Town Council shall zone the WFCDD in such a manner as to be consistent with the development agreement by applying appropriate zoning or by creating a specific zone for the site which incorporates the uses provided for in the development agreement as well as provisions consistent with Sections 53 and 54 of the Planning Act.

Policy WF-22:

It shall be the intention of Town Council that the following uses shall be considered as potentially permitted uses in the Waterfront Comprehensive Development District:

- | | |
|------------------------------------|--|
| a) townhouse dwellings | i) marine related uses |
| b) multiple unit dwellings | j) office uses |
| c) senior residential complexes | k) convention facilities |
| d) neighbourhood convenience store | l) hotel facilities |
| e) retail commercial uses | m) institutional SI/SU uses |
| f) commercial entertainment uses | n) parks & recreational uses |
| g) commercial service | o) cultural uses |
| h) food and beverage uses | p) any uses accessory to the foregoing |

Policy WF-23:

It shall be the intention of Town Council, in addition to all other criteria set out in the various policies of this planning strategy, to have regard for the following criteria in evaluating all proposals for the Waterfront Comprehensive Development District Zone:

Intent

- i) That the proposal provides for a predominantly mixed-use, medium-rise (4, 5, 6 storeys) and high-rise (7 & 8 storeys) project;

Access

- ii) the adequacy of access into the Waterfront Project with preference given to an access at the Holland Avenue/ Bedford Highway intersection;
- iii) That the proposal makes provision for a continuous public walkway immediately adjacent to the water's edge running the entire length of the project except where general accessibility to any marine-related use would be unsafe; and such walkway shall be intersected at various points by public parks and plazas and contain appropriate street furniture;
- iv) That the proposal makes provision for appropriate pedestrian signage;

Views

- v) That the proposal positions buildings and roads so that there is a view corridor unobstructed by any building from any access road straight to the water's edge;

- vi) That the proposal addresses the positioning and massing of buildings so that acceptable views are maintained between the Bedford Highway and the Bedford Bay as per Policy WF-14;
- vii) That the proposal provides for a variety of materials, building types and heights to enhance the view from the water side of the project;

Recreation

- viii) That the proposal provides for public parks such that they are located along the waterfront project area edge in conjunction with the public walkway;
- ix) That the proposal provides for a mix of small and large public parks with a large public park suitable for Town assemblies and open-air recreational activities such as band concerts;
- x) That the proposal provides that the siting and massing of buildings around public park areas shall be to reinforce the nature of the park areas as public;
- xi) That the proposal makes provision for commercial uses at grade in all buildings that abut public park areas;
- xii) That in light of policy and the intent of the Strategy to develop a community oriented Waterfront Development Project, Council shall give special consideration to projects that include public boat launching facilities with associated parking and walkways along the water's edge;

Housing

- xiii) That the proposal allows for the clustering of residential units into distinct housing areas rather than located along the entire length of the project;
- xiv) That the proposal includes height limitations for all residential buildings consistent with Policy WF-13 and WF-14, however there shall not be more than two high-rise residential buildings which are not to exceed eight storeys or 100 feet in height;

Commercial

- xv) That the proposal makes provision for a variety of small scale commercial uses located at grade;
- xvi) That the proposal contains height limitations consistent with Policy WF-14 and WF-15 for all commercial buildings specifying that in no case are the commercial buildings to exceed 75 feet in height;
- xvii) That the proposal locates office uses at levels other than grade;

Parking

- xviii) That the proposal provides for development of parking structures to minimize the amount of land used by surface parking lots;

Environment

- xix) That the proposal provides for planting, vegetation screens and other visual barriers to minimize the visibility of the sewage treatment plant.
- xx) That the proposal includes provision of servicing designs and plans that are in accordance with Town requirements.
- xxi) That the proposal provides for the construction of underground services.

- xxii) That the proposal is in sufficient detail to include information on the waterfront project area's demographics, mix of passive/active recreational space, and the relationship of public space to private space.

HALIFAX

LAND USE BY-LAW

BEDFORD

PART 25: WATERFRONT COMPREHENSIVE DEVELOPMENT DISTRICT (WFCDD) ZONE

- 1) The purpose for which land in a WFCDD Zone is to be developed shall be to achieve a mixed-use urban waterfront development containing public spaces and activities with residential, commercial, cultural, accommodation and institutional uses.
- 2) Subject to Policies WF-1 through WF-23 inclusive of the Municipal Planning Strategy, the following uses are permitted if provided for by a development agreement:
 - a) Townhouse dwellings;
 - b) Multiple Unit dwellings (to a max. 8 storeys);
 - c) Senior Residential Complexes
 - d) Neighbourhood convenience stores
 - e) Retail commercial uses;
 - f) Commercial Entertainment Uses;
 - g) Commercial Service;
 - h) Food and Beverage uses;
 - i) Office uses;
 - j) Convention facilities;
 - k) Hotel facilities;
 - l) Institutional (SI/SU)
 - m) Parks and Recreational
 - n) Cultural uses;
 - o) Marine related uses;
 - p) Any uses accessory to the foregoing uses;