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**Item No. 15.4.1 iii)**  
**Halifax and West Community Council**  
**November 16, 2021**  
**North West Community Council**  
**November 17, 2021**  
**Halifax Regional Council**  
**November 23, 2021**

**TO:** Chair and Members of Halifax and West Community Council  
Chair and Members of North West Community Council

**SUBMITTED BY:** *Original Signed*  
\_\_\_\_\_  
Kelly Denty, Executive Director of Planning and Development

*Original Signed*  
\_\_\_\_\_  
Jacques Dubé, Chief Administrative Officer

**DATE:** October 25, 2021

**SUBJECT:** **Case 20401: Updating the Planning Documents for Bedford West Sub Area 10, Kearney Lake Road, Bedford and Halifax**

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### **ORIGIN**

- June 20, 2006, Regional Council adoption of the Bedford West Secondary Planning Strategy <sup>1</sup>
- July 23, 2015, Application by Clayton Developments Limited (originally submitted by Sunrose Land Use Consulting)
- October 4, 2016, Regional Council initiation of the MPS amendment process <sup>2</sup>

### **LEGISLATIVE AUTHORITY**

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

**RECOMMENDATIONS ON PAGE 2**

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<sup>1</sup> See Halifax Regional Council Report, June 20, 2006 – Item 8.1 (previously circulated on [May 30, 2006 – Item 10.1.14\(ii\)](#))

<sup>2</sup> See [Halifax Regional Council Report, October 04, 2016 – Item No. 14.1.9](#)

## **RECOMMENDATION**

It is recommended that Halifax and West Community Council recommend that Regional Council:

1. Give First Reading to consider the proposed amendments to the Halifax Municipal Planning Strategy and Halifax Mainland Land Use By-law as set out in Attachments A and B, to enable development of Bedford West Sub Area 10, Kearney Lake Road, and schedule a public hearing; and
2. Adopt the proposed amendments to the Halifax Municipal Planning Strategy and Halifax Mainland Land Use By-law as set out in Attachments A and B.

It is recommended that North West Community Council recommend that Regional Council:

1. Give First Reading to consider the proposed amendments to the Municipal Planning Strategy for Bedford as set out in Attachment C, to enable development of Bedford West Sub Area 10, Kearney Lake Road, and schedule a public hearing; and
2. Adopt the proposed amendments to the Municipal Planning Strategy for Bedford as set out in Attachment C.

## **EXECUTIVE SUMMARY**

Bedford West is a 600 hectare (1,500 acre) developing master planned community generally located west of Highway 102, south of the Hammonds Plains Road and east of the Kingswood Subdivision. It is designed to accommodate a population of approximately 24,000 people when fully developed, which represents a substantial portion of HRM's urban growth envisioned under the Halifax Regional Municipal Planning Strategy (RMPS).

The Bedford West Secondary Planning Strategy (BWSPS) is the guiding planning document for Bedford West. Many of the 12 sub areas within Bedford West have approved development agreements in accordance with the policies of the BWSPS and are developing as envisioned under a community concept plan.

While the majority of Bedford West was envisioned under a community concept plan (Schedule BW-7 of the BWSPS), Sub Area 10, which is the subject of this report, was not immediately available for piped servicing (water and wastewater). Once piped services became available, the intention was to undertake a planning process to determine an appropriate development form for the lands.

Although detailed land use planning was not finalized for Sub Area 10 as part of the BWSPS, infrastructure planning was undertaken for all of Bedford West, which planned for more than 2,000 people living in Sub Area 10. As Bedford West continued to develop as planned, piped services were extended to most of Sub Area 10 in 2014. Following installation of services in the area, several property owners within Sub Area 10 came forward requesting updates to the BWSPS to enable pipe-serviced urban development. On October 4, 2016 Regional Council approved initiation of a planning process for Sub Area 10.

Following public engagement and detailed analysis, staff have prepared amendments to applicable planning documents (contained within Attachments A, B, and C of this report), which enable the serviced portions of Sub Area 10 to develop comprehensively through the development agreement process.

## **BACKGROUND**

Development of Bedford West is directed by the Bedford West Secondary Planning Strategy (BWSPS), which was adopted by Regional Council on June 20, 2006. The BWSPS divided the community of Bedford West into 12 sub areas as illustrated on Schedule BW-6<sup>3</sup>. While the development of the majority of Bedford West is envisioned within a Community Concept Plan of the BWSPS (Schedule BW-7), Sub Area 10, along with Sub Areas 11 and 12, was identified for future consideration. Once piped services were available to these sub areas, the intention was that land use concepts would be developed through additional planning processes.

In 2014, piped water and wastewater systems were installed in the area in a configuration that makes most of Sub Area 10 capable of being developed in an urban style form.

### **Request from Clayton Developments**

Clayton Developments has been developing Bedford West. Following installation of services in 2014, Clayton Developments, representing most of the landowners within the serviceable area of Sub Area 10, requested updates to the BWSPS to enable development that includes residential (Multiple Unit Dwelling), institutional, and commercial (neighbourhood commercial) land uses.

Clayton Developments requested the following be considered as part of the planning process:

- A simplified method to calculate permitted densities;
- Reconsideration of a mixed residential development (typical Bedford West Sub Area) to enable primarily multiple unit dwellings;
- Increasing the allowable population to match the capacity of sewer infrastructure; and
- The ability for multiple development agreements for portions of the sub area rather than a single development agreement for the entire sub area.

### **More Information on Sub Area 10**

<b>Subject Area</b>	Bedford West Sub Area 10 - located in the southern portion of Bedford West between Highway 102 and Kearney Lake Road.
<b>General Location</b>	Kearney Lake Road, Halifax and Bedford
<b>Regional Plan Designation</b>	Urban Settlement - identified as an Urban District Growth Centre
<b>Community Plan</b>	<ul style="list-style-type: none"> <li>• Halifax MPS</li> <li>• Bedford MPS</li> </ul>
<b>Community Plan Designation (Map 1)</b>	Bedford West Secondary Planning Strategy (BWSPS)
<b>Zoning (Map 2)</b>	<ul style="list-style-type: none"> <li>• US (Urban Settlement) Zone under the Halifax Mainland Land Use By-law (LUB)</li> <li>• RR (Rural Residential) Zone under the LUB for Bedford; and</li> <li>• SI (Institutional) Zone under the LUB for Bedford</li> </ul>
<b>Size of Area</b>	Approximately 33 hectares (82 acres)
<b>Street Frontage</b>	Approximately 1.6 km on Kearney Lake Road
<b>Current Land Use(s)</b>	<ul style="list-style-type: none"> <li>• Existing low-density residential development in the northwest portion of the Sub Area (42 Gem Lane to 327 Kearney Lake Road) as well as 189 Kearney Lake Road;</li> <li>• An institutional use (Private Community Centre – the Diman Lebanese Centre) located at 345 Kearney Lake Road;</li> <li>• A Commercial/Industrial business (Eastern Traffic Services) located at 209 Kearney Lake Road (former quarry location);</li> </ul>

<sup>3</sup> See BWSPS [Schedule BW-6](#)

	<ul style="list-style-type: none"> <li>• A Halifax Water pumping station located at 243 Kearney Lake Road;</li> <li>• Vacant/ Undeveloped on the remainder of the site including private land holdings, an abandoned roadway (PID 40915688 - Old North Road) and one parcel held in the ownership of Nova Scotia Power (PID 40379257)</li> </ul>
<b>Surrounding Use(s)</b>	<p>Generally:</p> <ul style="list-style-type: none"> <li>• Sub Area 9 to the north including Hogan Court Park and new (and developing) commercial and multi-unit residential uses – including a grocery store;</li> <li>• Highway 102 to the east;</li> <li>• Kearney Lake (watercourse) and Sub Area 11 to the west opposite Kearney Lake Road; and</li> <li>• Highway 102 – Kearney Lake Road interchange (Exit 2) and lands used for resource purposes (separate quarry) to the south</li> </ul>

**Sub Area 10 Characteristics**

The overall size of Sub Area 10 is approximately 33 hectares (82 acres). The northwest portion of Sub Area 10, approximately 2 hectares (5 acres) in land area, is currently developed with house forms and an institutional use.

The remaining 29 hectares (71.6 acres) is primarily vacant/undeveloped but has an extremely disjointed topography given the former quarry operation located at 209 Kearney Lake Road. Outside of the former quarry site, this portion of the sub area contains areas with steep slopes more than 25 percent. Also present is a watercourse (stream) in the northern section of the sub area and a wetland in the southern section.

**Regional Plan Context**

Bedford West is identified as an Urban District Growth Centre under the RMPS. Growth Centres are those areas identified for significant development within the 2031 horizon of the RMPS. Consequently, Bedford West is designated Urban Settlement under the RMPS which, for undeveloped lands, allows the consideration of municipally serviced development.

The RMPS also identifies design characteristics that are to be supported when preparing secondary planning strategies for growth centres (Table 3-1 of Attachment D). Characteristics for Urban District Growth Centres include matters such as:

- A mix of low, medium and high density residential, commercial, institutional and recreation uses;
- Pedestrian oriented facades;
- Enhanced pedestrian linkages;
- Access to active transportation routes;
- Improved quality and quantity of parkland; and
- Private and public realm urban forest canopy cover to be maintained and improved.

**Community MPS and LUB Context**

When the BWSPS was adopted in 2006, the Community Concept Plan (Schedule BW-7) did not include Sub Areas 10, 11 or 12. The BWSPS directs that no piped infrastructure be extended into these sub areas until consultations have been held with affected property owners. Attachments E and F contain existing MPS plan policy for Halifax and Bedford, respectively. Essentially, a planning process is required prior to considering serviced development of these sub areas.

With respect to zoning: the intention of the BWSPS for lands within Sub Areas 10, 11 and 12 is that the existing zoning be retained until a planning process is undertaken, at which time the BWCDD (Bedford West Comprehensive Development District) Zone would be applied to the lands, and serviced development would proceed through the development agreement process.

### **Integrated Mobility Plan (IMP) and Rapid Transit Strategy (RTS) Context**

The primary objective of the Integrated Mobility Plan (IMP) with respect to land use and transportation planning is to integrate the transportation networks as part of community design to better facilitate active transportation and transit use through compact, mixed use development. The IMP articulates the direction to:

- zone and designate for transit-oriented communities around areas where high-level transit service and infrastructure are located (Action 17);
- encourage complete communities through the provision of a range of land uses which are well-connected by transportation networks (Action 22); and
- include requirements for pedestrian-oriented and human-scale designs for all new multiple unit dwellings and commercial buildings (Action 26).

Relevant excerpts from the IMP are contained within Attachment G.

The Rapid Transit Strategy (RTS) created a network of four Bus Rapid Transit (BRT) lines. BRT service will run at high frequency throughout the day, seven days a week. On weekdays, between 6am and 10pm, service is expected to run at minimum, every ten minutes.

The Purple Line is the BRT line identified to serve this area of the Municipality. The RTS illustrates the Purple Line with the location of an extension to Larry Uteck Boulevard either via Highway 102 or the Kearney Lake Road. Further study on the exact route will consider development enabled within Sub Area 10. Attachment G contains an excerpt from the RTS, which includes a map of the Purple Line.

### **COMMUNITY ENGAGEMENT**

The community engagement process was undertaken in keeping with the intent of the HRM Community Engagement Strategy, the *HRM Charter*, and the Public Participation Program approved by Council on February 25, 1997. The level of community engagement was consultation, achieved by providing information and seeking comments through the HRM website, signage posted on the subject site, letters mailed to property owners within the notification area (approximately 120 addresses) and a public information meeting held on March 23, 2017 with approximately 41 attendees. Attachment I contains a copy of the summary from the meeting. The public comments received include the following topics:

- The need to protect the lake from the environmental impact that can be caused by development and a means to verify the impact;
- Concerns with potential environmental issues related to previous industrial activity in the area (cement plant, quarry, and portable toilet business);
- Concerns from residents that they were led to believe that Sub Area 10 would only be developed as two-unit dwellings and not become part of the larger Bedford West development;
- The current lack of parking related to the Kearney Lake Beach Park and Blue Mountain-Birch Cove Lakes Regional Park;
- Concerns with the destruction of the scenic area around Kearney Lake.

While it had been the intention of staff to hold a second public meeting following the development of draft amended policy, the COVID-19 pandemic impacted this engagement plan. In lieu of a meeting, staff posted a potential policy approach on the HRM website and circulated approximately 770 notices to surrounding property owners inviting the public to comment. Staff were available to discuss the potential policy approach with anyone who called with a specific invitation being extended to the residents' group in the Saskatoon Drive area at Kearney Lake. Comments were officially received until the end of 2020. Comments from the discussions held are summarized in Attachment J.

A public hearing must be held by Regional Council before they can consider approval of MPS and LUB amendments. Should Regional Council decide to proceed with a public hearing, in addition to the published

newspaper advertisements, property owners within the notification area shown on Map 2 will be notified of the hearing by regular mail.

The proposed amendments will potentially impact the following stakeholders: local residents and property owners, community or neighbourhood organizations, and business.

Given the proposed amendments enable the subject lands to be developed through the development agreement process, additional community engagement will occur for each development agreement.

### **North West Planning Advisory Committee**

As a portion of Sub Area 10 is within the Bedford Plan Area, the North West Planning Advisory Committee (PAC) reviewed this planning file on November 4, 2020. PAC recommended approval of amendments allowing the existing zones to remain. A separate report from the PAC to the Northwest Community Council will be provided under separate cover.

## **DISCUSSION**

A Municipal Planning Strategy (MPS) is a strategic policy document that sets out the goals, objectives and direction for long term growth and development in a Municipality. While an MPS provides planning direction, Regional Council may consider MPS amendments to enable development that is not envisioned or where policies prescribe or predict the need for a future planning process. Amendments to an MPS are significant undertakings and Council is under no obligation to consider amendments. Amendments should only be 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.

In this case, staff advise that amendments are recommended as the BWSPS, when originally adopted, anticipated future planning consideration for Sub Area 10. This has occurred through a municipal planning process involving community consultation and detailed review. The following paragraphs review the rationale and content of proposed amendments to the planning documents.

### **Proposed Amendments**

Staff considered the existing policy context and several municipal policy approaches when drafting the proposed amendments to applicable planning documents. Attachments A, B, and C contain the proposed amendments. A summary of the proposed amendments is as follows:

- A new Sub Area 10 specific community concept map (Schedule BW-7A) which serves a dual purpose:
  - Provides an administrative framework for the consideration of separate development agreement applications by dividing Sub Area 10 into four distinct sections referred to as “neighbourhood districts”; and
  - Identifies the general location of an active transportation corridor;
- Requirement for development to be in a clustered form to respond to the topography of the area;
- Establishment of permitted population density that is simple to administer and makes effective use of existing wastewater infrastructure;
- A revised transportation system map (Schedule BW-5) to include a new community trail for active transportation infrastructure along Kearney Lake Road;
- Maintain existing zoning on the unserved portion (northwestern portion) of the Sub Area;
- Limitations on the number of units that can be developed until provincial transportation infrastructure at Highway 102 is upgraded accordingly; and
- Requirement for detailed geotechnical analysis at the development agreement stage to ensure the former quarry site can be developed in a manner that ensures continued safety for future residents.

### **Proposed Development Form**

The 2006 policies of Bedford West anticipated a traditional subdivision development form involving new lots on new public roads. Given the site constraints inherent to Sub Area 10, this form of development is no longer anticipated. The proposed policy contained within Attachments A and C enables a different development form that responds specifically to the challenges posed by Sub Area 10.

#### Development Layout

The proposed policy contained within Attachment A and C establishes four neighbourhood districts within Sub Area 10:

- Sub Area 10A comprises ten unserviced properties that are currently developed (located in the northwest section of sub area 10);
- Sub Area 10B comprises five properties west of the former quarry;
- Sub Area 10C comprises the former quarry property (209 Kearney Lake Road) as well as a Halifax Water pumping station; and
- Sub Area 10D comprises six properties adjacent to the Highway 102/Kearney Lake Road interchange.

The proposed amendments:

- maintain existing zoning within Sub Area 10A;
- rezone Sub Area 10B, 10C and 10D to the BWCDD Zone to allow a development agreement for each of these three neighbourhood districts; and
- require development within each of the three neighbourhood districts zoned BWCDD to be clustered.

The clustering of development within each neighbourhood district is intended to respond to the topography of the site by limiting the need for site disturbance. Clustering also provides the benefit of maintaining a greater portion of the site in a natural state and reducing the need for an increased number of access points onto Kearney Lake Road.

Staff will continue to engage with landowners in Sub Area 10A to determine if any further adjustments to the existing zoning should be considered, given the lands may remain unserviced for the foreseeable future.

#### Land Uses

Given the topography of the sub area makes a traditional development pattern unlikely, the proposed amendments direct the primary residential form to be multiple unit dwellings, with a secondary provision for other residential forms. Supporting commercial and institutional uses may also be considered.

#### Servicing Capacity and Density

Infrastructure planning has been undertaken and a Capital Cost Contribution (CCC) program has been established for Bedford West. The anticipated population of Sub Area 10 was expected to be over 2,000 people, which equates to a population density of 28.4 people per acre. The proposed amendments maintain this density for Sub Areas 10B and 10D and does not categorize bulk density into a residential / commercial allocation. This will simplify the administration of processing future development agreement applications and negate any future need to entertain density conversion requests for this sub area.

A higher density of 53.3 people per acre is proposed for Sub Area 10C. This is due to the site being cleared previously for the former quarry use and the wastewater infrastructure being sized to accommodate a higher capacity when it was installed in 2014. Based on the area of the lands anticipated for development/redevelopment within Sub Area 10, the proposed densities, and capacity available within the municipal servicing system, approximately 2,800 people are expected to live in Sub Area 10.

Density calculations for the purposes of preparing future development agreements will continue to use the existing BWSPS policies that, for calculation purposes, set the number of people per unit at 2.25 for multiple unit dwellings and 3.35 for townhouse dwellings. Commercial densities will continue to be evaluated through

engineering review at the development agreement stage as the wastewater generated from different commercial uses can vary significantly.

#### Building Form and Heights

The proposed policy contains objectives for building form and height that are aimed to ensure buildings within each development relate appropriately to one another and are scaled appropriately for the site while respecting a human scale/ pedestrian-first approach.

Buildings are to be limited in size for the first four floors, with further reductions above the fourth floor.

Building heights are dependant upon the distance the building is situated from Kearney Lake Road and range from 4 storeys nearest the road, to 12 storeys further back on the site. For taller buildings, a change in materials and colour of upper floors will be required to lessen visual impact.

#### **Transportation Considerations**

##### Highway 102- Kearney Lake Road Interchange

To accommodate full buildout of Sub Area 10, the province will require upgrades to the Kearney Lake Road-Highway 102 interchange. The province requires that development be limited to 400 residential units until the interchange is upgraded. The proposed policy will ensure this limit is addressed as part of future development agreement proposals.

##### Active Transportation

To ensure active transportation opportunities exist for the future residents of Sub Area 10, an active transportation corridor containing a multi-use pathway is envisioned within the sub area to extend along Kearney Lake Road from Hogan Court Park (in Sub Area 9) to the Highway 102-Kearney Lake Road interchange. The proposed amendments contain the addition of a new “community trail” to Schedule BW-5 (Transportation System) of the BWSPS, which illustrates the general alignment of the active transportation corridor.

##### Transit

While current regulations exist within the land use by-law to permit any future transit infrastructure needed, the development agreement process provides the opportunity for site specific planning related to transit. When reviewing future proposals, staff will consider if transit facilities need to be established or lands reserved in anticipation of future needs.

#### **Parkland Dedication**

Contained within Attachment A is a proposed policy requiring the subdivision of all existing lots in Sub Area 10B, Sub Area 10C, and Sub Area 10D. This will trigger the parkland dedication requirements of the Regional Subdivision By-law.

Through the community engagement undertaken for this planning project, specific feedback was received regarding parking issues at Kearney Lake Beach Park and Blue Mountain-Birch Cove Lakes Regional Park. As Sub Area 10 develops, increased usage is expected at these, as well as other parks within the community. Upgrades to accommodate future demand are considered through the regular municipal business planning and budgeting process and in partnership with the any applicable landowners and leaseholders when a specific park is not in municipal ownership.

#### **Sub Area 11 Lands**

During the public consultation process for Sub Area 10, staff were made aware of a potential error that occurred during the implementation of the RMPS as it relates to the zoning permissions of lands within Sub Area 11. Specifically, which lands were intended to be granted R-2 (Two-Family Dwelling) zoning permissions via the US (Urban Settlement) Zone, versus which lands were identified for such permissions. A separate planning process to examine the issue is the appropriate course of action to ensure adequate review. This matter will be addressed in a forthcoming report to Halifax and West Community Council.



### **Conclusion**

As part of the BWSPS, infrastructure planning was undertaken for all of Bedford West, which planned for more than 2,000 people living in Sub Area 10.

The proposed planning amendments enable the anticipated population for Sub Area 10 and outline a development form that responds to the unique topography of Sub Area 10. The proposed planning amendments ensure provisions are made for active transportation infrastructure and parkland dedication. Subject to Council's decision on the amendments outlined in this report, development in Sub Area 10 will be the subject of further reports to Halifax and West Community Council as development agreement applications are submitted.

Staff recommend that the Halifax and West Community Council and the North West Community Council recommend that Regional Council approve the proposed amendments.

### **FINANCIAL IMPLICATIONS**

The population anticipated for the subject lands by previous infrastructure planning cannot be achieved without the proposed amendments. If amendments to the BWSPS policies are not made, the likelihood of fully recovering the cost of infrastructure through the capital cost contribution (CCC) program significantly diminishes.

The HRM costs associated with the processing of future planning application will be accommodated within future approved operating budgets for C310 Urban and Rural Planning Applications.

### **RISK CONSIDERATION**

The primary risk associated with this report is the financial risk with respect to the collection of capital cost contributions (CCC) as discussed above in the Financial Implications Section of 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**

The BWSPS includes several environmental policies aimed at preserving sensitive environmental areas and responding to the opportunities and constraints imposed by the environment.

#### **Lake Protection**

Kearney Lake, part of the Papermill Lake watershed, is a lake which is sensitive to the environmental impacts of development. Prior to development, existing planning policy in Bedford West requires a Master Stormwater Management Plan for the Sub Area. This plan will lay the groundwork for detailed site design and recommend best management practices and advanced stormwater controls to be exercised. Due to the presence of steep grades, site specific environmental controls may be required. Compliance with the plan will be required as a condition of future development agreements.

Future development agreements will also require compliance with HRM's Grade Alteration By-law<sup>4</sup> which requires, among other things, that existing drainage patterns are maintained, interference and damage to watercourses or waterbodies is limited, water quality is maintained, and that erosion and sedimentation are prevented.

Additionally, existing planning policy for Bedford West requires future development agreements to include lake water monitoring provisions where monitoring is to occur throughout the development process (pre-construction, during construction, and post construction) to ensure that the subject development is not impacting the health of the watershed.

### **Past Industrial Uses – Potential Contamination**

Two sites within Sub Area 10 have a history of past industrial use and potential contamination.

#### Cement Plant

The first site is a 3.3 ha (8.1 acre) site that comprises the two northern most properties within Sub Area 10B and is the former Inter Supply Ltd./ M.F. Schurman Company Ltd. cement plant (PID#'s 00289157 and 40420762). The plant operated from the 1960's to early 1990's. Several environmental investigations have been conducted, including a Phase II Environmental Site Assessment, which has identified limited environmental issues related to localized debris clean up and previous remediation of former oil storage tanks.

#### Quarry

The second site, the former LaFarge Quarry located at 209 Kearney Lake Road within Sub Area 10C, operated as a rock quarry until approximately 1985. The site has been used since as portable toilet operation and is currently occupied by a traffic safety business. The site is 9.2 ha (22.7 acres) in size and a Phase II Environmental Site Assessment has identified localized hydrocarbon impacted soil and underground fuel storage tanks on the property. Partial remediation of the site has previously taken place and environmental work and remediation is underway based on NS Environment requirements.

Draft policy includes language to ensure that the requirements of NS Environment are met prior to permits being issued as part of any development agreement.

### **ALTERNATIVES**

The Halifax and West Community Council may choose to recommend that Regional Council:

1. Modify the proposed amendments to the Halifax MPS and the Halifax Mainland LUB, as set out in Attachments A and B of this report. If this alternative is chosen, specific direction regarding the requested modifications is required. Substantive amendments may require another public hearing to be held before approval is granted. A decision of Council to approve or refuse the proposed amendments is not appealable to the N.S. Utility & Review Board as per Section 262 of the *HRM Charter*.
2. Refuse the proposed amendments to the Halifax MPS and the Halifax Mainland LUB. A decision of Council to approve or refuse the proposed amendments is not appealable to the N.S. Utility & Review Board as per Section 262 of the *HRM Charter*.

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<sup>4</sup> For additional information on By-law G-200, See Regional Council, September 22, 2020 – [Item 11.1.4](#)

The North West Community Council may choose to recommend that Regional Council:

1. Modify the proposed amendments to the MPS for Bedford, as set out in Attachment C of this report. If this alternative is chosen, specific direction regarding the requested modifications is required. Substantive amendments may require another public hearing to be held before approval is granted. A decision of Council to approve or refuse the proposed amendments is not appealable to the N.S. Utility & Review Board as per Section 262 of the *HRM Charter*.
2. Refuse the proposed amendments to the MPS for Bedford. A decision of Council to approve or refuse the proposed amendments is not appealable to the N.S. Utility & Review Board as per Section 262 of the *HRM Charter*.

## **ATTACHMENTS**

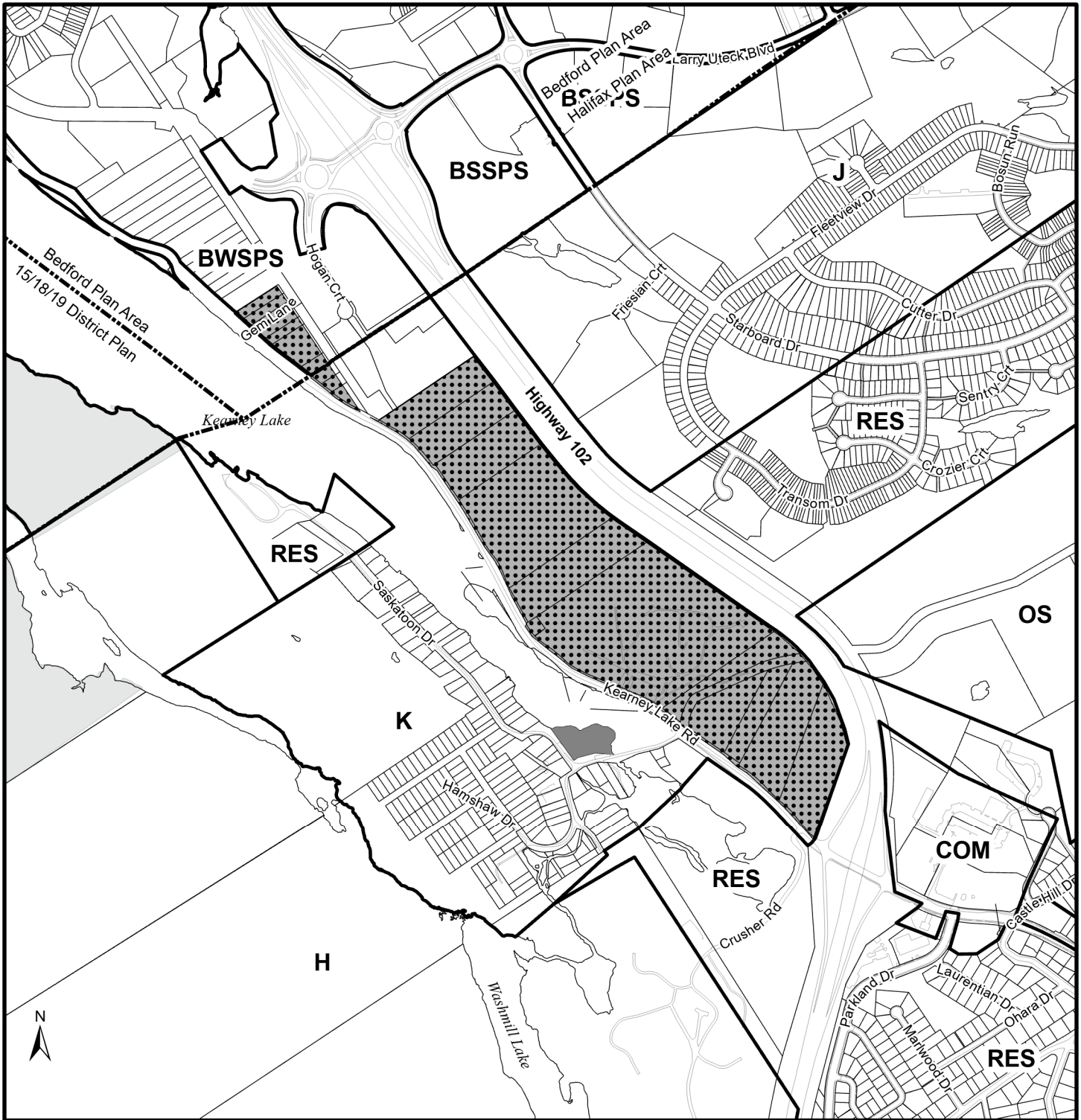
Map 1:	Generalized Future Land Use
Map 2:	Zoning and Notification Area
Attachment A:	Proposed Amendments to the Halifax MPS <ul style="list-style-type: none"><li>• Schedule A - Schedule BW-7A (Community Concept Plan – Sub Area 10)</li><li>• Schedule B - Schedule BW-5 (Transportation System Bedford West)</li></ul>
Attachment B:	Proposed Amendments to the LUB for Halifax Mainland <ul style="list-style-type: none"><li>• Schedule A (Amendments to the Halifax Mainland ZM-1 Zoning North Section Map)</li></ul>
Attachment C:	Proposed Amendments to the MPS for Bedford <ul style="list-style-type: none"><li>• Schedule A - Schedule BW-7A (Community Concept Plan – Sub Area 10)</li><li>• Schedule B - Schedule BW-5 (Transportation System Bedford West)</li></ul>
Attachment D:	Excerpts from the Regional Municipal Planning Strategy
Attachment E:	Excerpts from the Halifax MPS - BWSPS
Attachment F:	Excerpts from the Bedford MPS - BWSPS
Attachment G:	Excerpts from the Integrated Mobility Plan
Attachment H:	Excerpts from the Rapid Transit Strategy
Attachment I:	Public Information Meeting (PIM) Notes
Attachment J:	Additional Public Comment

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A copy of this report can be obtained online at [halifax.ca](http://halifax.ca) or by contacting the Office of the Municipal Clerk at 902.490.4210.




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Jacqueline Bélisle, Planner III, Regional Policy Program, P&D, 902.430.4092

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### Map 1 - Generalized Future Land Use

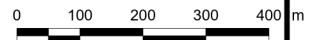
Bedford West Sub Area 10

-  Area of Proposed MPS/SPS Amendment
-  Blue Mountain - Birch Cove Lakes Wilderness Area
-  Kearney Lake Beach Park

Halifax Plan Area & Bedford Plan Area

#### Designation

Bedford	BSSPS	Bedford South Secondary Planning Strategy
	BWSPS	Bedford West Secondary Planning Strategy
Halifax Mainland	RES	Residential Environments
	COM	Commercial
	OS	Major Community Open spaces
	H	Holding Area
	J	Wentworth Secondary Planning Strategy
	K	Bedford West 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.



## Map 2 - Zoning and Notification

Bedford West Sub Area 10

 Area of Proposed MPS/SPS Amendment


 Area of Notification

Halifax Mainland  
Land Use By-Law Area &  
Bedford By-Law Area

### Zone

Bedford	BSCDD	Bedford South Comprehensive Development District
	BWCCD	Bedford West Comprehensive Development District
	RR	Residential Reserve
	ILI	Light Industrial
	SI	Institutional
Halifax Mainland	R-1	Single Family Dwelling
	R-2	Two Family Dwelling
	R-4	Multiple Dwelling
	C-2A	Minor Commercial
	C-2	General Business
	P	Park and Institutional
	K	Schedule K
	US	Urban Settlement
	WCDD	Wentworth Comprehensive Development District
	BWCCD	Bedford West Comprehensive Development District
	RPK	Regional Park

0 100 200 300 m



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.

**Attachment A:**  
**Proposed Amendment to the Municipal Planning Strategy for Halifax**

BE IT ENACTED by the Regional Council of the Halifax Regional Municipality that the Municipal Planning Strategy for Halifax is hereby further amended as follows:

1. Within Section XV, Bedford West Secondary Planning Strategy, Sub-section 7 the text shown below shall be added immediately after the text "**7. LAND USE: SUB-AREAS 10 AND 11**" and before the text "These current zoning provisions shall be maintained on these lands until such time as municipal services can be extended":

**7(A) SUB-AREA 10**

Sub Area 10, as illustrated on Schedule BW-6, encompasses lands which fall under the Halifax Municipal Planning Strategy, and lands which fall under the Bedford Municipal Planning Strategy. As part of the Bedford West Secondary Planning Strategy an infrastructure master plan was produced that contemplated a population of over 2,000 people within Sub Area 10; however, at the time municipal services were unavailable to the area.

The original 2006 policy identified that when service extensions could be made to Sub Area 10, a comprehensive development district zone would be applied to all undeveloped lands and that a public participation process would be undertaken to identify development opportunities and constraints, and to facilitate collaboration in the preparation of the policies that would guide land use development for the area.

Municipal sewer and water services were extended to the majority of Sub Area 10 in 2014, making this area capable of being developed in an urban form. Subsequently, landowners in the area requested a process to consider the policy changes required to enable serviced development. Through the planning process, and the required public participation program, which was undertaken between Winter 2017 and Fall 2020, the following physical characteristics of the area were identified:

- A disjointed topography that has resulted from the former quarry operation;
- The presence of steep grades;
- Watercourses (streams) and wetlands;
- Traffic noise resulting from proximity to Highway 102;
- Potential environmental impacts resulting from former industrial uses;

The northwest portion of Sub Area 10 consists of ten existing lots currently developed and held in separate ownership. Municipal services have not been extended to these lands and a means of municipal finance will need to be determined prior to extending services to these existing properties.

The remainder of the sub area, approximately 29 hectares (71.6 acres) located to the southeast of Sub Area 9, is the portion of the sub area where services are available. This area is topographically divided by the former quarry operation.

While the general intention is for development within Bedford West to occur through a single development agreement per sub area, this is a difficult approach to implement given the geographic and topographic separation of the sub area. Therefore, four distinct neighbourhood districts shall be administratively defined, and separate development agreements shall be permitted within each neighbourhood district.

**Policy BW-21H(1)**

Schedule BW-7A shall form the framework for land use planning within Sub-Area 10. Schedule BW-7A shall administratively divide Sub Area 10 into four distinct neighbourhood districts as follows: Sub Area 10A, which will encompass the properties southwest of Sub Area 9 that contains existing development; Sub Area 10B, which shall encompass undeveloped lands southeast of Sub Area 9 and northwest of the former quarry lands; Sub Area 10C, which shall encompass the quarry lands as well as the existing pumping station located at 243 Kearney Lake Road; and, Sub Area

10D, which shall encompass lands to the southeast of the quarry lands containing primarily undeveloped lands and one property, 189 Kearney Lake Road, currently developed with an existing dwelling.

**Policy BW-21H(2)**

The current zoning provisions for Sub Area 10A shall be maintained on these lands until such time as municipal services can be extended.

**Policy BW-21H(3)**

Lands within Sub Areas 10B, Sub Area 10C and Sub Area 10D, as illustrated on Schedule BW-7A, previously zoned US (Urban Settlement) shall be rezoned to BWCDD (Bedford West Comprehensive Development District) Zone. These lands shall be developed through the development agreement provisions of the Halifax Regional Municipality Charter and this secondary planning strategy.

**Policy BW-21H(4):**

One development agreement per neighbourhood district may be considered for Sub Area 10B, Sub Area 10C, and Sub Area 10D, as illustrated on Schedule BW-7A.

**Policy BW-21H(5):**

Notwithstanding Policy BW-21H(4), Council may consider development agreements for individual or groupings of parcels within Sub Area 10B and Sub Area 10D, subject to the following:

1. That the proposed development does not inhibit or preclude the development of other lands within the neighbourhood district as intended by policy, and that the applicant demonstrates how the proposed development can feasibly integrate with abutting lands;
2. That the proposed development contemplates shared vehicular and pedestrian access to and from the remainder of the neighbourhood district; and
3. Consistency with all other policies within this plan.

## **Transportation Infrastructure**

### Multi-Use Pathway

Due to the topography of Sub Area 10, which limits or prohibits road connections between Sub Area 10B, Sub Area 10C, and Sub Area 10D, the Kearney Lake Road will serve as the main vehicular transportation route.

While the Kearney Lake Road serves vehicular traffic, it does not adequately serve pedestrian traffic. Painted bike lanes exist on both sides of the Kearney Lake Road in this area, but the only pedestrian infrastructure present is a sidewalk located opposite the Kearney Lake Road from Sub Area 10, which connects Hamshaw Drive to the lands opposite Highway 102 at Exit 2. To provide appropriate active transportation options for future residents of Sub Area 10, and areas beyond, a multi-use pathway is envisioned. The multi-use pathway is intended to connect Hogan Court parkland to a future Highway 102 crossing to connect to the Mainland North Trail.

Active Transportation infrastructure is not considered parkland as its primary function is for transportation purposes rather than recreation purposes.

**Policy BW-21I(1)**

A multi-use pathway along the eastern side of Kearney Lake Road is required and is generally illustrated on Schedule BW-7A, and Schedule BW-5 as “community trail”. Development agreements shall ensure that the multi-use pathway is provided through the Regional Subdivision By-law’s subdivision approval process and complies with the municipal design guidelines.

### Kearney Lake Road / Highway 102 Interchange

In order to accommodate the full development planned for Sub Area 10B, Sub Area 10C, and Sub Area 10D, upgrades to the Kearney Lake Road-Highway 102 interchange are required. Until these upgrades are completed, a limited amount of development shall be permitted within Sub Area 10B, Sub Area 10C, and Sub Area 10D.

#### Policy BW-211(2)

Until upgrades to the Kearney Lake Road-Highway 102 interchange are complete to accommodate the full development of Sub Area 10B, Sub Area 10C and Sub Area 10D, a maximum of 400 dwelling units shall be permitted within the lands identified as Sub Area 10B, Sub Area 10C and Sub Area 10D on Schedule BW-7A of this Secondary Planning Strategy.

#### Policy BW-211(3)

Notwithstanding Policy BW-211(2), the number of permitted dwelling units may be increased subject to Provincial approval.

### Highway 102 Widening

The Province has indicated that a realignment of a portion of Highway 102 is desirable adjacent to Sub Area 10D and that additional highway right-of-way may be required.

#### Policy BW-211(4)

Any application for development agreement for Sub Area 10D must consider the needs of the Province with regards to additional right-of-way and any implications of such a project. Where possible, the allocation of population to lands needed for the re-alignment may be redistributed to the remaining lands within Sub Area 10D.

### Transit Facilities

As the Kearney Lake Road will be the primary vehicular traffic route serving Sub Area 10 it is prudent to anticipate additional transit facilities may be needed to support the population growth enabled by this planning strategy.

As directed by Regional Municipal Planning Strategy policy (Policy T-6) and implemented throughout the Municipality's Land Use By-laws, transit facilities are permitted as-of-right in any zone provided there is frontage on a minor collector, major collector, arterial road or expressway. Given the status of the Kearney Lake Road as a major collector lands within Sub Area 10 could be utilized for transit purposes without an enabling planning process.

#### Policy BW-211(5)

Any development agreement process for lands within Sub Area 10 must consider the municipal need to establish, or reserve land for, transit facilities.

### **Sewer and Water Capacities**

To ensure adequate capacity of municipal sewer and water infrastructure, Bedford West was designed to accommodate a predetermined amount of development. In conjunction with the Community Concept Plan (Schedule BW-7) and Policies BW-15 and BW-16, each sub area was allocated a development capacity. Sub Area 10 was initially anticipated to be capable of accommodating 28.4 people per acre for a total population of 2,331 people.

In 2014 during the installation of services, the land owner of Sub Area 10C, at their cost, oversized services to accommodate additional development on the former quarry lands.



Given the extensive existing cleared and prepared area of Sub Area 10C, resulting from the former use of the site as a quarry, it is an appropriate area to accommodate an increased population.

Populations densities for each neighbourhood district is outlined within Policy BW-21K.

## **Parkland**

As Sub Area 10 is planned to accommodate a population of approximately 2,800 people, the establishment of public parkland within this sub area is essential to develop and maintain a healthy and viable community.

### **Policy BW-21J(1)**

Municipal parkland contribution shall be provided in Sub Area 10B, Sub Area 10C, and Sub Area 10D, as identified on Schedule BW-7A.

### **Policy BW-21J(2)**

Parkland dedication shall be as per the requirements of the Regional Subdivision By-law.

## **Land Use**

### Development Clusters within Neighbourhood Districts

As described above, separate development agreements are envisioned for each serviced neighbourhood district within Sub Area 10 (Sub Area 10B, Sub Area 10C and Sub Area 10D). The development agreements will implement a clustered development form within each neighbourhood district that responds to each individual geography while facilitating a relationship between development clusters.

To respond to the topographical challenges inherent within the sub area, development is to be concentrated within each neighbourhood district to form development clusters. This development approach will allow significant portions of the land to remain in a natural state.

Development clusters are to be designed to integrate into the topography of the land as much as possible and to respect a human scale/ pedestrian first approach.

Development within each development cluster is intended to be designed in a cooperative manner. Active transportation opportunities are to be maximized, outdoor amenity areas are to be safe, accessible, welcoming and comfortable, and buildings are to be scaled appropriately.

To achieve an appropriate development form, permissible building heights are to be stepped from the front of the neighbourhood district (adjacent to the Kearney Lake Road) to the rear of the neighbourhood district (toward Highway 102). For taller buildings a change in materials and colour of upper floors will be required to lessen the visual impact of the height of the building. Building massing and setbacks shall create a comfortable pedestrian scale and a sensitive interface with other buildings within the development cluster.

### **Policy BW-21K**

Development agreements for Sub Area 10B, Sub Area 10C and Sub Area 10D shall:

1. Require each existing parcel of land to be subdivided to create two or more lots. This is required to ensure parkland contributions required by Policy BW-21J(1) and Policy BW-21J(2) are satisfied. This is also required to ensure existing transportation capital cost contributions required by the Regional Subdivision By-law are provided at the subdivision approval stage. Applicable lot design requirements in the applicable Land Use By-law and the Regional Subdivision By-law may be adjusted through the development agreement process.

2. Require a minimum of 75 percent of residential units within the development to be in the form of multiple unit dwellings;
3. Limit density within each neighbourhood district as follows (notwithstanding Policy BW-16(c)):
  - (a) 28.4 persons per acre in Sub Area 10B
  - (b) 53.3 persons per acre in Sub Area 10C; and
  - (c) 28.4 persons per acre in Sub Area 10D.

Development agreements for Sub Area 10B, Sub Area 10C, and Sub Area 10D shall consider the following matters:

1. Other forms of residential development for the remaining 25% may be permitted;
2. Residential development is located proximate to local roads, shared private driveways, or the multi-use pathway, but does not provide individual units direct individual vehicular access to any public streets;
3. Institutional uses such as schools, churches, community centres and halls, and day care centres may be permitted;
4. Neighbourhood commercial uses that provide goods and services at the neighbourhood level, such as convenience stores, may be permitted;
5. Where provided, neighbourhood commercial uses are incorporated into multiple unit dwelling(s) at or near ground level, or in separate commercial buildings;
6. Home occupations may be permitted throughout the neighbourhood districts;
7. Environmental site assessment studies and supplementary environmental analysis are provided on lands with previous industrial land uses prior to determining the appropriateness of any land uses and building designs;
8. Development is concentrated into a development cluster(s);
9. Each development cluster is located within the neighbourhood district to:
  - (a) Minimize site disturbance (grading, excavation and tree removal);
  - (b) Maintain, as much as possible, existing terrain and drainage patterns;
  - (c) Provide an adequate buffer between the development cluster and Highway 102;
10. Landscape and disturbance plans are provided to identify the amount of disturbance required for the proposed development and the plan to stabilize and landscape all disturbed areas.
11. Where access is provided to Kearney Lake Road, access points are limited and shared where possible;
12. Each building within a development cluster is sited to:
  - (a) relate to other buildings within the development;
  - (b) front on local streets, shared private driveways, or the multi-use pathway;
  - (c) provide a transition to neighbouring buildings by stepping massing down to where required while providing side and rear setbacks; and
  - (d) fit within the natural topography of the site, by stepping down to sloping terrain and accommodating significant grade changes by creating transitions from the building to the ground level traveled ways adjacent to the building.

13. Each building within a development cluster is to be designed to:
  - (a) ensure a varied streetscape by providing variety in building massing, details, and building materials and finishes;
  - (b) maintain design cohesion by aligning windowsills, cornices, and floor-to-floor spacing with other buildings within the development cluster;
  - (c) ensure buildings are limited to a maximum of 12 habitable storeys, not including penthouses and mechanical elements;
  - (d) ensure building heights (not including penthouses and mechanical elements) transition from a maximum of 4 habitable storeys to a maximum of 12 habitable storeys, subject to the following:
    - (i) buildings within 30.5 metres of the Kearney Lake Road right-of-way do not exceed 4 habitable storeys;
    - (ii) buildings beyond 30.5 metres, but within 61 metres of the Kearney Lake Road right-of-way do not exceed 9 habitable storeys;
    - (iii) buildings beyond 61 metres of the Kearney Lake Road right-of-way do not exceed 12 habitable storeys;
  - (g) ensure buildings greater than 6 habitable storeys include a change in materials and colour above the fourth habitable storey;
  - (h) ensure building façades have appropriate levels of transparency and have a direct interface with local streets, shared private driveways, the multi-use pathway, walkways, and open spaces; and
  - (i) ensure building floorplates are limited to a maximum of 2,000 square metres for the first four habitable storeys, with reduced floorplate sizes above the fourth habitable storey.
14. Buildings greater than 20 metres in height, at the construction permit stage, are accompanied by a qualitative wind analysis. The study shall assess wind impacts on pedestrian areas including recreation and amenity areas, the multi-use pathway, and recreational and competitive boating areas of Kearney Lake (if relevant). The study shall include detailed assessment methodologies, local wind climate data, wind comfort, and safety performance standards, as well as wind mitigation measures. Final building designs shall incorporate wind mitigation measures recommended in the study.
15. Adequate parking is to be provided, and is:
  - (a) designed to minimize the number of external parking spaces;
  - (b) located and designed in a manner which is pedestrian friendly;
  - (c) designed to incorporate landscaping measures, and
  - (d) designed for snow storage;
16. Buildings containing 48 or more dwelling units include provision for interior parking.
17. Each development cluster provides pedestrian connection to:
  - (a) each building within the development cluster;
  - (b) the multi-use pathway;
  - (c) transit facilities within or adjacent to the development cluster including transit stops and any future proposed transit terminals; and
  - (d) adjacent development clusters within the same neighbourhood districts.
18. Residential development includes interior and exterior amenity space.
19. Exterior shared amenity space includes private parklike areas, and may include active and passive recreation features such as sports courts, playgrounds, walking trails, and gardens;
20. Residential accessory buildings may be permitted for the shared use of residents;
21. Lighting and landscaping plans are provided;

22. For any neighbourhood commercial development proposed, consideration is given to the policy criteria of Policy BW-29;
23. Overall site design in new developments considers public safety around hazardous topographical features (quarry faces and cliffs). Site design measures may include maintaining vegetated areas, introduction of landscaping features, fencing or other physical barriers. Appropriate site design measures are provided by a professional engineer and accompanied by any information deemed necessary by the Municipal Engineer to properly evaluate the suitability of such measures (such as a geotechnical analysis, safety report, and a stormwater management report).
24. The proposal conforms with all other relevant policies of the Bedford West Secondary Planning Strategy, including but not limited to: Policies BW-1, BW-12, BW-21V and BW-21W.

#### NS Power Lands

Within Sub Area 10D, Nova Scotia Power owns a 6-acre parcel of land (PID 40379257). It is uncertain how this parcel will ultimately be developed but it is reasonable to anticipate it will be developed by the utility for a utility use. To facilitate this eventuality, provision will be made in the land use by-law to allow utility uses on the parcel as-of-right. Should the parcel not be developed for a utility use it may either be developed as per the policies of this SPS, or remain undeveloped. Should the landowner not intend to develop the parcel, either in whole or in part, the servicing capacity allocated to the lands can be transferred elsewhere within Bedford West Sub Area 10 by way of a development agreement process.

#### Policy BW-21L(1)

In addition to the development rights conferred by the policies of this SPS, utility uses shall be permitted on lands in the ownership of Nova Scotia Power through the Land Use By-law.

#### Policy BW-21L(2)

Notwithstanding Policy BW-21H(4), and in addition to Policy BW-21K, where utility uses are established or planned, the participation of Nova Scotia Power in a development agreement is not required. However, should Nova Scotia Power or subsequent owner wish to transfer their unused sewer or water capacity by way of a density transfer to another area of Bedford West Sub Area 10, their participation in a development agreement will be required.

#### Tree Clearing

Policy BW-8 is intended to discourage tree removal in advance of a development proposal to ensure maximum tree retention on development sites it did not contemplate the situation in Sub Area 10 with respect to previous tree removal that occurred from past development, such as the quarry operation.

#### Policy BW-21M

Tree removal as a result of previous land uses within Sub Area 10 shall be considered in conformance with Policy BW-8.

### **7(B) SUB-AREA 11**

Sub Area 11, as illustrated on Schedule BW-6, encompasses lands which fall solely under the Halifax MPS. As part of the Bedford West Secondary Planning Strategy an infrastructure master plan was produced that contemplated a population of 2,390 people within Sub Area 11, however at this time municipal services generally remain unavailable to the area.

2. Schedule BW-5 (Transportation System Bedford West), shall be amended to illustrate a new community trail located along Kearney Lake Road in Sub Area 10 as shown on the attached Schedule B.
3. Schedule BW-7A (Community Concept Plan – Sub Area 10), attached as Schedule A, shall be added after Schedule BW-7 (Community Concept Plan).
4. Within Section XV, Bedford West Secondary Planning Strategy, Sub-section 7 amend Policy BW-27 by deleting the words in ~~strikeout~~ below:

*Policy BW-27:*

*No municipal services shall be extended to existing developments within Sub-Areas ~~10 or~~ 11 until consultations have been held with affected property owners to determine:*

- (a) *the need for amendments to existing policies under the Municipal Planning Strategy and zoning regulations under the Land Use By-law;*
  - (b) *the need for municipal services and a means of finance.*
5. Within Section XV, Bedford West Secondary Planning Strategy, Sub-section 7 amend Policy BW-28 by adding the text in bold below:

*Policy BW-28:*

*When municipal services are available for Sub-Areas 10A or 11, a comprehensive development district zone may be applied to undeveloped properties within the Sub-Area to be serviced. No development agreement application shall be considered for approval unless a public participation program has been undertaken to identify development opportunities and constraints and to facilitate collaboration in the preparation of a conceptual concept design for the entire Sub-Area. Any future residential development shall be guided by the following:*

1. *the density of housing units shall not exceed six units per acre;*
2. *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;*
3. *sidewalks and pathways facilitate comfortable and convenient pedestrian travel to transit stops on the Community Collector Street System, the Community Trail System and to community services;*
4. *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;*
5. *a variety of housing types is provided within each Sub-Area and distributed so as to avoid a congested appearance of streetscapes;*
6. *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;*
7. *building locations, height, scale, site and architectural design, landscaping, and streetscape elements reinforce the themes of neighbourhood identity, pedestrian safety and compatibility with the natural environment;*
8. *single unit dwelling lots have a minimum street frontage of 40 feet, a minimum area of 4,000 square feet, a minimum side yard of 4 feet, and a minimum separation of 12 feet between buildings;*
9. *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;*

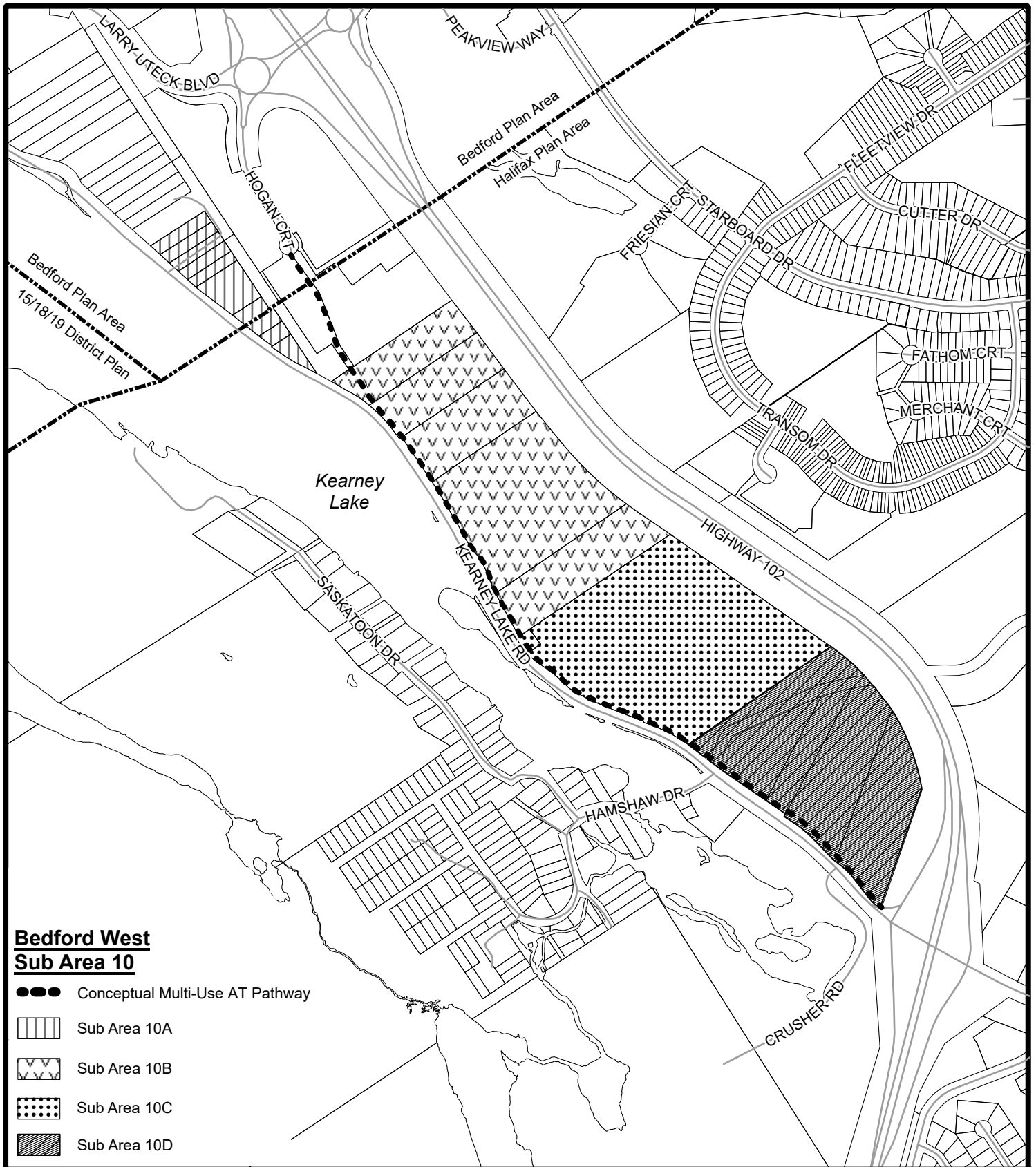
10. *Vegetation is maintained or landscaping measures, a fence or other physical barrier provided so as to provide a buffer between new developments and commercial or industrial developments which is effective in ensuring public safety and mitigating visual or noise impacts;*
11. *all open space dedications proposed conform with the objectives and policies adopted for open space under this secondary planning strategy and any administrative guidelines adopted by the Municipality; and*
12. *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.*

I, Iain MacLean, Municipal Clerk for the Halifax Regional Municipality, hereby certify that the above-noted amendment was passed at a meeting of the Regional Council held on [DATE], 2021.

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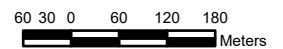
Iain MacLean  
Municipal Clerk

# Schedule A of Attachment A



## Schedule BW-7A Community Concept Plan-Sub Area 10

**HALIFAX**

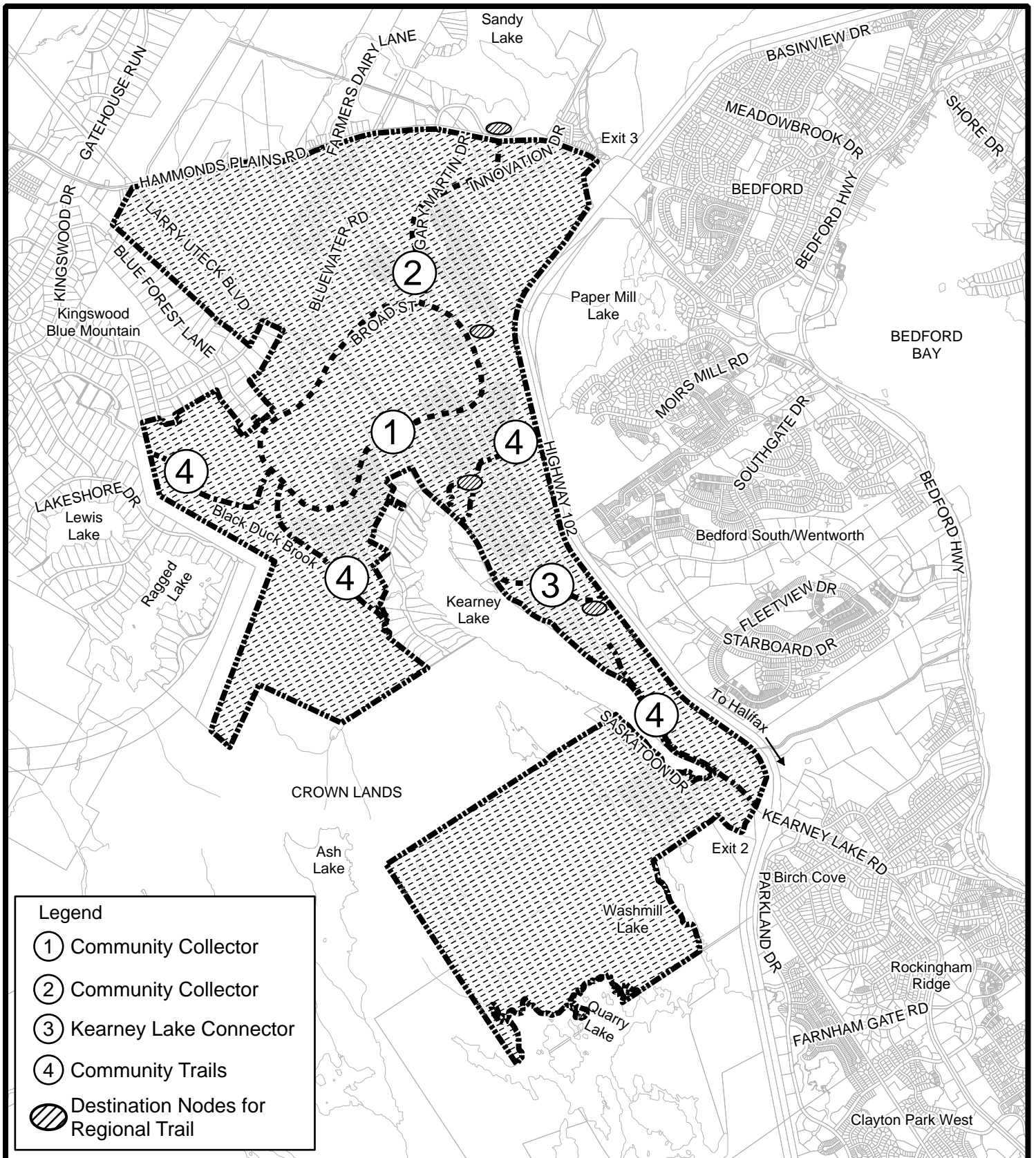


HRM does not guarantee the accuracy of any base map information on this map.

Effective Date:

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# Schedule B of Attachment A



## Schedule BW-5 -Transportation System Bedford West

**HALIFAX**



HRM does not guarantee the accuracy of any base map information on this map.



**Attachment B:  
Proposed Amendment to the Land Use By-law for Halifax Mainland**

BE IT ENACTED by the Regional Council of the Halifax Regional Municipality that the Land Use By-law for Halifax Mainland is amended as follows:

1. Amend the BWCDD ZONE: BEDFORD WEST COMPREHENSIVE DEVELOPMENT DISTRICT ZONE Section by inserting the text shown in bold:

**62AD(1)** No development permit shall be issued for a development with a Bedford West Comprehensive Development District (BWCDD) Zone except in accordance with a development agreement approved pursuant to policies contained in the Bedford West Secondary Planning Strategy. (RC-Jun 20/06;E-Jul 29/06)

**62AD(2)** **Notwithstanding 62AD(1), Utility Uses shall be permitted at PID 40379257.**

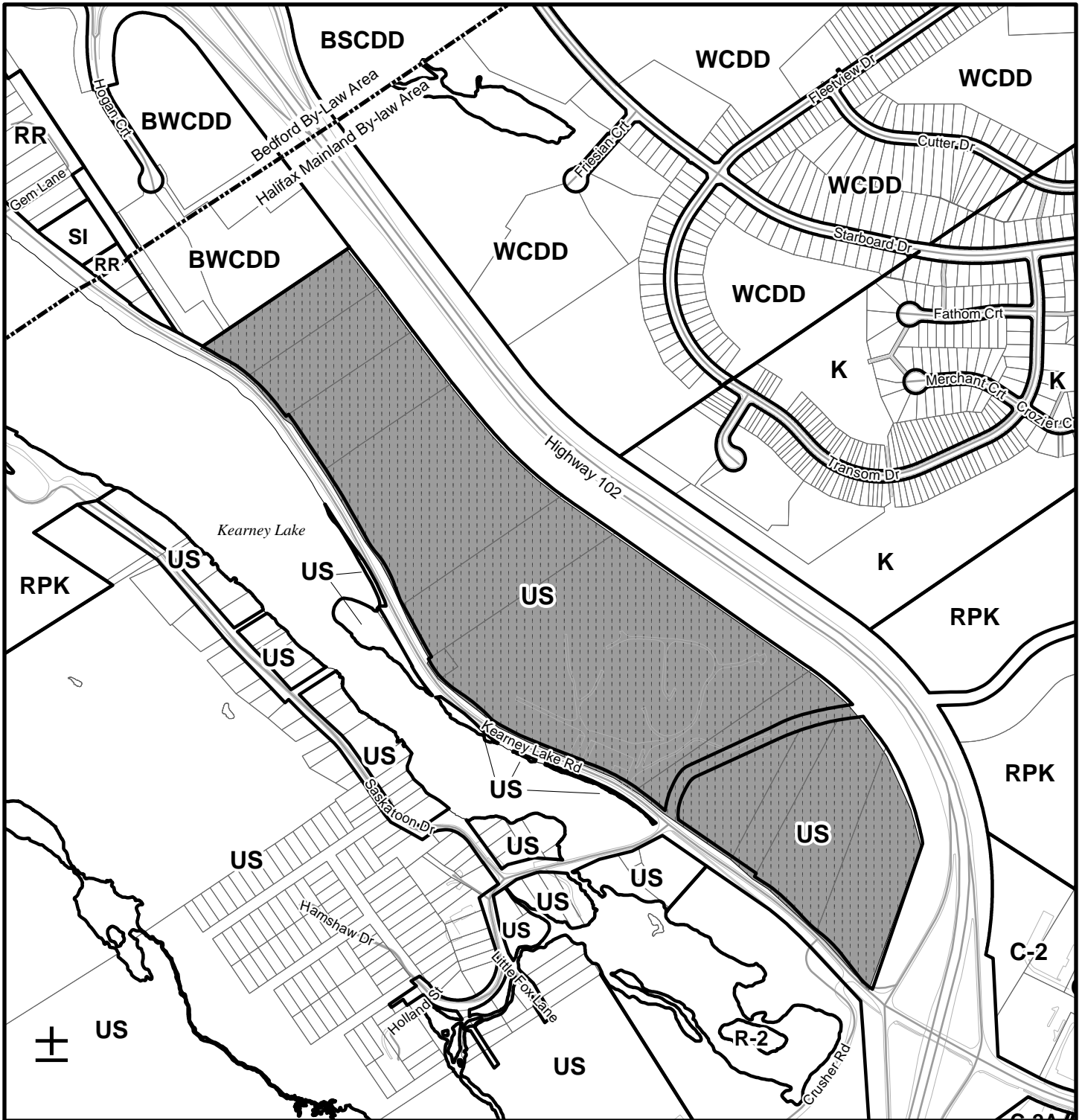
**62AD(3)** **No development permit shall be issued for a Utility Use except in conformity with the following requirements:**

<b>Minimum Lot Area.....</b>	<b>6,000 sq.ft.</b>
<b>Minimum Lot Frontage.....</b>	<b>60 ft.</b>
<b>Minimum Front Yard.....</b>	<b>Local Street 20 ft., Collector or Arterial 30 ft.</b>
<b>Minimum Rear Yard.....</b>	<b>20 ft.</b>
<b>Minimum Side Yard.....</b>	<b>8 ft.</b>
<b>Minimum Flankage Yard.....</b>	<b>Local Street 20 ft., Collector or Arterial 30 ft.</b>
<b>Maximum Height of Building.....</b>	<b>35 ft.</b>
<b>Lot Coverage.....</b>	<b>35%</b>

2. The Zoning Map, ZM-1 (North Section) shall be amended by rezoning specific lands in Bedford West Sub Area 10 from US (Urban Settlement) Zone to BWCDD (Bedford West Comprehensive Development District) Zone, as shown on the attached Schedule A.

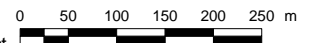
I, Iain MacLean, Municipal Clerk for the Halifax Regional Municipality, hereby certify that the above-noted by-law was passed at a meeting of the Regional Council held on [DATE], 2021.


# Schedule A of Attachment B



## Schedule A - Amendments to Halifax Mainland ZM-1 - Zoning (North Section) Map

**HALIFAX**



 Area proposed to be rezoned from US (Urban Settlement) to BWCDD (Bedford West Comprehensive Development District)

Bedford

**Zone**  
 BSCDD Bedford South Comprehensive Development District  
 BWCDD Bedford West Comprehensive Development District  
 RR Residential Reserve  
 SI Institutional

Halifax Mainland

R-2 Two Family Dwelling  
 C-2 General Business  
 K Schedule K  
 US Urban Settlement  
 WCDD Wentworth Comprehensive Development District  
 BWCDD Bedford West Comprehensive Development District  
 RPK Regional Park

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.

Halifax Mainland  
 Land Use By-Law Area &  
 Bedford Plan Area

Effective Date:

Case 20401

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**Attachment C:**  
**Proposed Amendment to the Municipal Planning Strategy for Bedford**

BE IT ENACTED by the Regional Council of the Halifax Regional Municipality that the Municipal Planning Strategy for Bedford is hereby further amended as follows:

1. The Institutional Land Use Section within the Bedford West Secondary Planning Strategy, shall be amended by adding the text as shown in bold:

Institutional

Sites have been reserved along the Community Collector Roads for schools or other civic buildings and parks. In the event that they are not needed for institutional purposes, the sites may be developed with residential uses.

**Policy BW-35:**

Lands designated Institutional on Schedule BW-7 are intended for development of schools or other civic buildings, such as libraries or churches, which could benefit from being located on a collector road at central locations within the community, as well as community parks. No development agreement shall be entered into if notified by the Halifax Regional District School Board that such lands are required for a school site. This provision shall remain in effect until the greater of five years from the date of entering into a development agreement for the development Sub-Area in which the site is located or building permits have been granted for 90 percent of the lots within the development Sub-Area. In the event that the School Board or the Municipality does not acquire the site within this time frame, the property may be developed with alternative institutional uses or with residential developments that are compatible with established residential neighbourhoods and which conform with the requirements of policy BW-31 and BW-32.

**In 2019 The Province of Nova Scotia purchased 6.5 hectares (16 acres) of land at the northern corner of Larry Uteck Blvd. and Broad Street (PID 41400334) for the construction of two schools. This was not a site reserved under the Community Concept Plan (Schedule BW-7) for institutional uses but rather was designated as a Community Commercial Centre.**

**Policy BW-35A**

**Unrealized population within Sub Area 6 may be reallocated to Sub Area 10C as illustrated on Schedule BW-7A.**

2. The Sub-Areas 10 and 12 Section within the Bedford West Secondary Planning Strategy, shall be amended by adding the text as shown in bold immediately after the text “b) the need for municipal services and a means of finance.” and before the text “A private community centre was established at 345 Kearney Lake Road in the mid 1990s.”

**Policy BW-41A(A)**

**Schedule BW-7A shall form the framework for land use planning within Sub-Area 10. Schedule BW-7A shall administratively divide Sub Area 10 into four distinct neighbourhood districts as follows: Sub Area 10A which will encompass the properties southwest of Sub Area 9 that contains existing development; Sub Area 10B which shall encompass undeveloped lands southeast of Sub Area 9 and northwest of the former quarry lands; Sub Area 10C which shall encompass the quarry lands as well as the existing pumping station located at 243 Kearney Lake Road; and, Sub Area 10D which shall encompass lands to the southeast of the quarry lands containing primarily undeveloped lands and one property, 189 Kearney Lake Road, currently developed with an existing dwelling.**

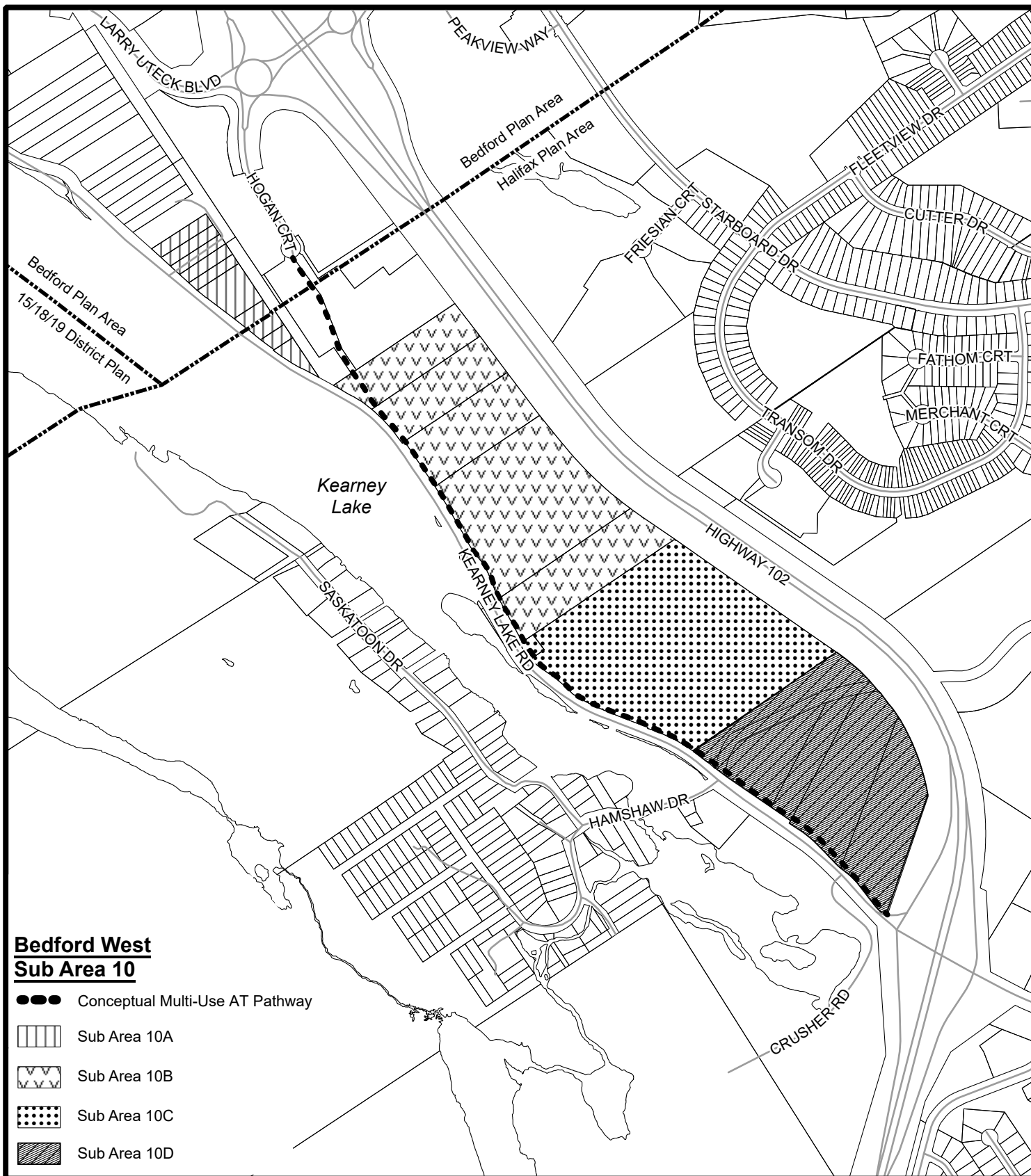
3. Schedule BW-5 (Transportation System Bedford West), shall be amended to illustrate a new community trail located along Kearney Lake Road in Sub Area 10 as shown on Schedule B attached hereto.
4. Schedule BW-7A (Community Concept Plan – Sub Area 10) shall be added immediately after Schedule BW-7 (Bedford West Community Concept Plan) as shown on Schedule A attached hereto.

I, Iain MacLean, Municipal Clerk for the Halifax Regional Municipality, hereby certify that the above-noted amendment was passed at a meeting of the Regional Council held on [DATE], 2021.






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Iain MacLean  
Municipal Clerk

# Schedule A of Attachment C

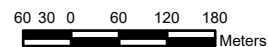


## Bedford West Sub Area 10

-  Conceptual Multi-Use AT Pathway
-  Sub Area 10A
-  Sub Area 10B
-  Sub Area 10C
-  Sub Area 10D

## Schedule BW-7A Community Concept Plan-Sub Area 10

**HALIFAX**

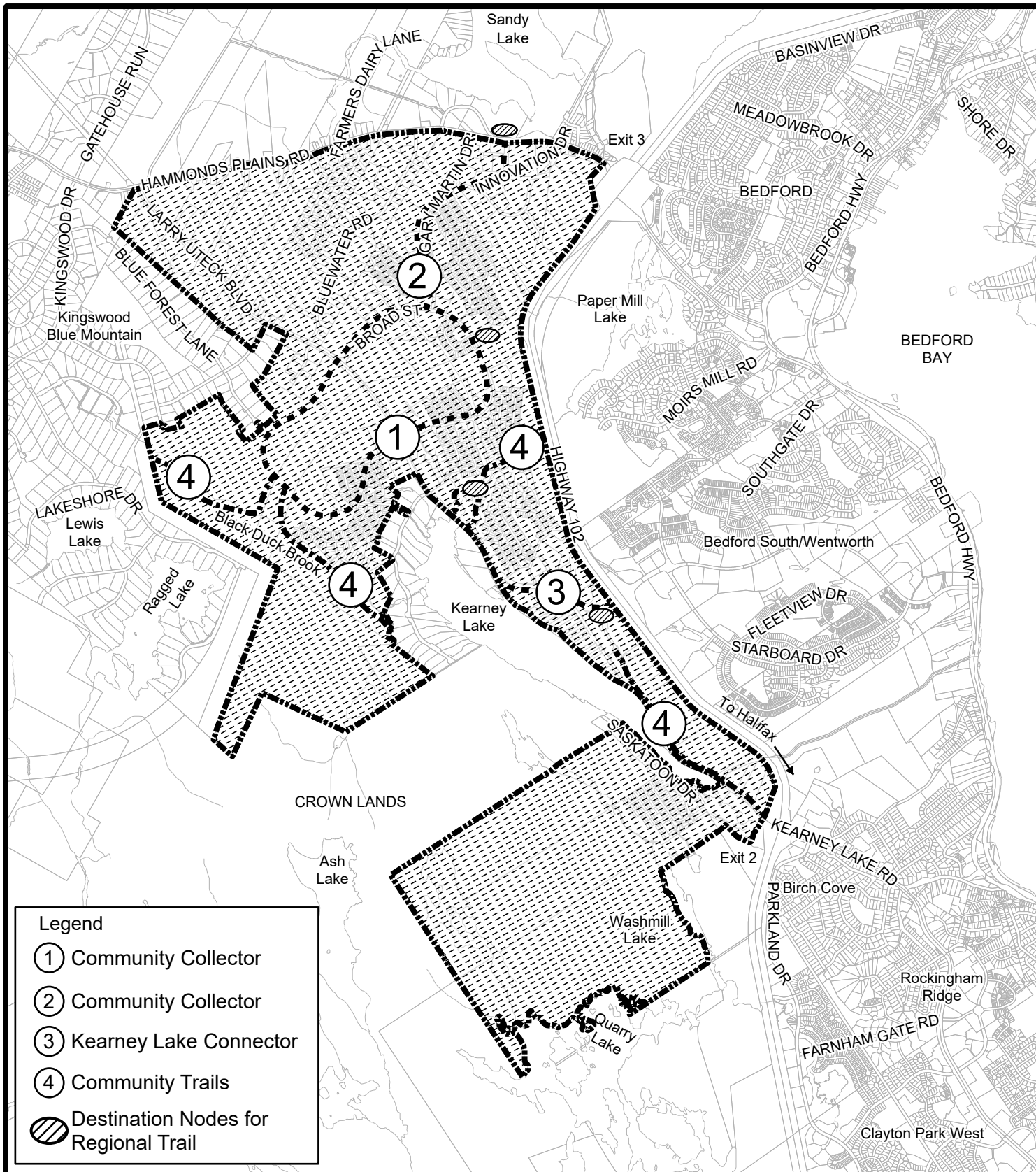


HRM does not guarantee the accuracy of any base map information on this map.

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# Schedule B of Attachment C

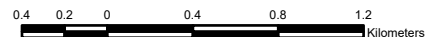


**Legend**

- ① Community Collector
- ② Community Collector
- ③ Kearney Lake Connector
- ④ Community Trails
- ▨ Destination Nodes for Regional Trail

## Schedule BW-5 -Transportation System Bedford West

**HALIFAX**



HRM does not guarantee the accuracy of any base map information on this map.

**Attachment D:  
Excerpts from the Regional Municipal Planning Strategy**

**CHAPTER 3: SETTLEMENT AND HOUSING**

**3.0 INTRODUCTION**

HRM seeks a balanced approach to growth and will direct much of its investment to a series of centres where services such as transit, wastewater and water distribution services can be economically provided.

**3.1 OBJECTIVES**

1. Direct growth so as to balance property rights and life-style opportunities with responsible fiscal and environmental management;
2. Target at least 75% of new housing units to be located in the Regional Centre and urban communities with at least 25% of new housing units within the Regional Centre over the life of this Plan;
3. Focus new growth in centres where supporting services and infrastructure are already available;
4. Design communities that:
  - (a) are attractive, healthy places to live and have access to the goods, services and facilities needed by residents and support complete neighbourhoods as described in 6.2.2A (v) (RC-Sep 18/19;E-Nov 30/19) of this Plan;
  - (b) are accessible to all mobility needs and are well connected with other communities;
  - (c) promote energy efficiency and sustainable design;
  - (d) protect neighbourhood stability and support neighbourhood revitalization;
  - (e) preserve significant environmental and cultural features;
  - (f) promote community food security<sup>15</sup>;
  - (g) provide housing opportunities for a range of social and economic needs and promote aging in place;
5. Maintain the character of rural communities;
6. Preserve agricultural and resource lands;
7. Provide opportunities to establish a network of interconnected greenbelts and open spaces; and
8. Support housing affordability.

**3.2 LAND USE DESIGNATIONS**

There are seven general land use designations which form the framework for achieving the growth management strategy of this Plan. These are illustrated on Map 2: The Generalized Future Land Use Map with the intent and policy direction for each explained in the following sections.

**3.2.1 Urban Settlement Designation**

The Urban Settlement Designation encompasses those areas where development serviced with municipal water and wastewater systems (serviced development) exists or is proposed under this Plan. The designation includes three designated growth areas where Secondary Planning Strategies have been approved (Morris-Russell Lake, Bedford South and Bedford West) three areas for future serviced communities, subject to HRM approval of secondary planning (Port Wallace, Sandy Lake, and the Highway 102 west corridor adjacent to Blue Mountain - Birch Cove Lakes Park).

\*\*\*

- S-1 The Urban Settlement Designation, shown on the Generalized Future Land Use Map (Map 2), encompasses those areas where HRM approval for serviced development has been granted and to undeveloped lands to be considered for serviced development over the life of this Plan. Amendments to this Boundary may be considered:

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15. Community food security exists when community residents obtain a safe, culturally acceptable, nutritionally adequate diet through a sustainable food system that maximizes community self-reliance and social justice.

- (a) where reviews of regional population and housing forecasts have been undertaken and the proposed amendments may assist in achieving the growth targets established by this Plan; and
- (b) the lands are within or adjacent to a growth centre.

S-2 Where requests are received to initiate secondary planning for any of the areas identified above as potential growth areas, consideration shall be given to:

- (a) the need for additional lands and the fiscal implications to HRM and Halifax Water and their capacity to meet additional financial commitments; and
- (b) the implications for achieving the HRM growth targets.

\*\*\*

### 3.3 PLANNING AND DESIGN FOR GROWTH CENTRES

Tables 3-1 and 3-2 outline the types of centres intended for the Urban Settlement and Rural Commuter Designations respectively and the associated design characteristics which are to be supported when preparing secondary planning strategies. Table 3-3 lists other Rural Centres which are no longer targeted for growth, but will continue to be recognized for their role in the rural settlement pattern. Directives for preparing a secondary planning strategy for the Regional Centre are found under Chapter 6.

**Table 3-1: Future Characteristics of Urban Settlement Growth Centres**

Centre Type	Centre Name	Land Uses and Design	Transit, AT and Parking	Open Space	Cultural Heritage
Urban District Growth Centre	Spryfield Bedford West Sunnyside Mall Sackville Russell Lake Port Wallace Sandy Lake Hwy. 102 West Corridor Bedford South	<ul style="list-style-type: none"> <li>• Mix of low, medium and high density residential, commercial, institutional and recreation uses</li> <li>• In established residential neighbourhoods, low to medium density residential uses</li> <li>• Existing retail plazas and shopping centres</li> <li>• Encourage infill or redevelopment of large parking lots into traditional blocks with streetwalls and step-backs</li> <li>• Pedestrian oriented facades</li> </ul>	<ul style="list-style-type: none"> <li>• Connecting point for transit routes to other centres and Regional Centre</li> <li>• Enhance pedestrian linkages</li> <li>• Street or shared surface parking at the rear wherever possible</li> <li>• Access to AT routes</li> <li>• Short interconnected blocks for ease of walkability</li> </ul>	<ul style="list-style-type: none"> <li>• Streetscaping featuring landscaped pocket parks and tree-lined streets</li> <li>• Interconnected private and public open space linked with greenbelt corridors</li> <li>• Improved quality and quantity of parkland</li> <li>• Focus on waterfront parks and trails</li> <li>• Private and public realm urban forest canopy cover to be maintained and improved</li> <li>• Riparian canopy cover to be maintained and improved</li> <li>• Provisions for food security</li> </ul>	<ul style="list-style-type: none"> <li>• Built and natural heritage to be maintained and improved</li> <li>• Heritage features integrated with new development</li> <li>• Public art integrated with new development</li> <li>• Scenic public views preserved</li> <li>• Cultural heritage corridors</li> </ul>



## CHAPTER 8: MUNICIPAL WATER SERVICES, UTILITIES AND SOLID WASTE

### 8.3 WATER, WASTEWATER AND STORMWATER SERVICES: PLANNING FOR GROWTH IN SERVICED AREAS

This Plan seeks to focus development in areas where infrastructure can be provided in a cost-effective manner with consideration given to both capital and operating costs. HRM also seeks to support a competitive housing market by maintaining a 15 year supply of serviced lands. A primary tool for achieving these objectives will be directing the supply and location of lands to be serviced with wastewater and water services.

- SU-2 HRM shall establish an Urban Service Area under the Regional Subdivision By-law to designate those areas within the Urban Settlement Designation and the Harbour Designation where municipal wastewater collection and water distribution systems are to be provided. The Area shall initially include all lands within existing service boundaries established under secondary planning strategies at the time of adoption of this Plan. Lands within the Urban Service Area shall only be developed with municipal wastewater collection and water distribution systems. Any service boundary established under existing secondary planning strategies shall be replaced by the Urban Service Area boundary in the Regional Subdivision By-law.
  
- SU-3 HRM shall seek to prevent premature development with on-site services on lands designated Urban Settlement but not yet within the Urban Service Area by establishing an Urban Settlement Zone over these lands under the applicable land use by-law. This zone shall permit public parks and playgrounds but restrict new development to single unit dwellings serviced with on-site sewage disposal systems and wells on two hectare lots on existing roads.

**Attachment E:  
Excerpts from the Halifax MPS / BWSPS**

**7. LAND USE: SUB-AREAS 10 AND 11**

These current zoning provisions shall be maintained on these lands until such time as municipal services can be extended. When service extensions can be made, a comprehensive development district zone shall be applied to all undeveloped lands within the Sub-Area to be serviced. No commercial development shall be permitted within Sub-Area 11 unless the lands have frontage on the Kearney Lake Road.

Policy BW-22:

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

Policy BW-23:

No stormwater management, sanitary sewer or water service system shall be located within the Open Space Designation which would adversely affect environmentally sensitive areas, detract from the aesthetics of the area or impair any recreational functions intended. The intended purpose of all open spaces shall be identified and agreed to in a development agreement application. Lands within the Open Space Designation may be allocated to satisfy the Municipality's Subdivision By-law requirements for parkland dedication.

Policy BW-24:

In the event that the Municipality is unable to determine whether any undertaking will adversely affect environmentally sensitive areas, the Municipality shall require that an environmental impact analysis be undertaken at the cost of the developer by a person qualified to make such a determination and as selected or agreed upon by the Municipality.

Policy BW-25:

The development of all recreational facilities shall conform with the HRM Guidelines for Parkland Planning adopted by Council.

Policy BW-26:

Prior to any subdivision approval being granted, the developer shall prepare a recreation facilities plan for the development of recreational facilities for lands to be conveyed to the Municipality for parkland and open space dedication. The plan shall consider facility requirements in relation to present and future community needs, safety and convenience, environmental protection or enhancement, financial resources and phasing.

**Attachment E:  
Excerpts from the Halifax MPS / BWSPS**

Policy BW-27:

No municipal services shall be extended to existing developments within Sub-Areas 10 or 11 until consultations have been held with affected property owners to determine:

- (a) the need for amendments to existing policies under the Municipal Planning Strategy and zoning regulations under the Land Use By-law;
- (b) the need for municipal services and a means of finance.

Policy BW-28:

When municipal services are available for Sub-Areas 10 or 11, a comprehensive development district zone may be applied to undeveloped properties within the Sub-Area to be serviced. No development agreement application shall be considered for approval unless a public participation program has been undertaken to identify development opportunities and constraints and to facilitate collaboration in the preparation of a conceptual concept design for the entire Sub-Area. Any future residential development shall be guided by the following:

- 1. the density of housing units shall not exceed six units per acre;
- 2. 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;
- 3. sidewalks and pathways facilitate comfortable and convenient pedestrian travel to transit stops on the Community Collector Street System, the Community Trail System and to community services;
- 4. 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;
- 5. a variety of housing types is provided within each Sub-Area and distributed so as to avoid a congested appearance of streetscapes;
- 6. 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;
- 7. building locations, height, scale, site and architectural design, landscaping, and streetscape elements reinforce the themes of neighbourhood identity, pedestrian safety and compatibility with the natural environment;
- 8. single unit dwelling lots have a minimum street frontage of 40 feet, a minimum area of 4,000 square feet, a minimum side yard of 4 feet, and a minimum separation of 12 feet between buildings;
- 9. 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;

**Attachment E:  
Excerpts from the Halifax MPS / BWSPS**

10. Vegetation is maintained or landscaping measures, a fence or other physical barrier provided so as to provide a buffer between new developments and commercial or industrial developments which is effective in ensuring public safety and mitigating visual or noise impacts;
11. all open space dedications proposed conform with the objectives and policies adopted for open space under this secondary planning strategy and any administrative guidelines adopted by the Municipality; and
12. the proposal conforms with all applicable provisions and requirements adopted under this Secondary Planning Strategy regarding environmental protection, the community transportation system and municipal services.

Policy BW-29:

For any commercial development proposed within Sub-Areas 10 or 11, consideration shall be given to the following matters:

1. natural vegetation, landscaping or screening is employed around parking areas and measures are employed to provide safe and convenient pedestrian access to the buildings they are intended to serve;
2. sidewalks and plazas are provided so as to encourage a secure and inviting walking environment throughout the commercial centre and to neighbouring residential neighbourhoods;
3. provisions are made for the storage of bicycles;
4. exterior materials, street furniture; trees, lighting and landscaping measures are incorporated in buildings to foster an interesting and secure environment;
5. the windows, exterior features and materials and signs employed in any building create a sense of interest from public streets;
6. the massing and height of buildings are consistent with and contribute to an pedestrian oriented environment;
7. 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.  
(RC-Jun 20/06; E-Jul 29/06)

**Attachment F:  
Excerpts from the Bedford MPS / BWSPS**

Sub-Areas 10 and 12:

These current zoning provisions shall be maintained on these lands until such time as municipal services can be extended. When service extensions can be made, a comprehensive development district zone shall be applied to all undeveloped lands within the Sub-Area to be serviced. Any future residential development shall be guided by the criterion of policy BW-32 and any commercial development shall be guided by policy.

Policy BW-41:

No municipal services shall be extended to existing developments within Sub-Areas 10 and 12 until consultations have been held with affected property owners to determine:

- a) the need for amendments to existing policies under the Municipal Planning Strategy and zoning regulations under the Land Use By-law;
- b) the need for municipal services and a means of finance.

A private community centre was established at 345 Kearney Lake Road in the mid 1990s. Due to changes in the Bedford Municipal Planning Strategy (MPS) and Land Use By-law (LUB), the community centre became a non-conforming use. Further, adoption of the Bedford West Secondary Planning Strategy (BWSPS) in 2006 removed opportunity for properties in Bedford West to be rezoned institutional. In November 2010 the property's boundaries expanded due to the owners acquiring an abutting property and consolidating the lots. To reflect the existing use at 345 Kearney Lake Road, the property shall be zoned Institutional (SI) under the Land Use By-law. The property shall continue to be designated Bedford West Secondary Planning Strategy (BWSPS) on the Generalized Future Land Use Map of this Municipal Planning Strategy and shall continue to be located within Sub-Area 10, as identified on Schedule BW-6.

Policy BW-41A:

Further to Policy BW-41 the property known as 345 Kearney Lake Road (PID #40648404) shall be zoned Institutional (SI). (RC-Mar 15/11;E-May 28/11)

Policy BW-42:

When municipal services are available for Sub-Areas 10 or 12, a comprehensive development district zone may be applied to undeveloped properties within the Sub-Area to be serviced. No development agreement application shall be considered for approval unless a public participation program has been undertaken to identify development opportunities and constraints and to facilitate collaboration in the preparation of a conceptual concept design for the entire Sub-Area. Any future residential development shall be guided by policy BW-32 and any commercial development shall be guided by policy BW-33. (RC-Jun 20/06;E-Jul 29/06)

**Attachment G:  
Excerpts from the Integrated Mobility Plan (IMP)**

## 2.2 Land Use & Transportation

### 2.2.1 OBJECTIVE

*To integrate the planning of the transportation network with community design to better facilitate active transportation and transit use through compact, mixed-use development.*

### 2.2.4 KEY CONSIDERATIONS

#### **Suburban Growth Centres can become complete communities linked by transit.**

Clustering development through complete communities built around transit hubs that, in turn, provide efficient and comfortable connections to other growth centres and the Regional Centre will enable residents to drive less. Rather than continuing with segregated land uses in widely dispersed communities, density will be integrated with supportive uses and focused around transit terminals and along strategic corridors to create satellite growth centres. These nodes and corridors will be encouraged to develop with amenities, shops and services and to include design features that facilitate walking and bicycling.

#### **Growth Centres must be aligned with transit.**

Transit Oriented Development (TOD) is an approach that integrates land-use planning and transit, encouraging the development of compact, complete communities with a transit hub or corridor. TODs are highly walkable and bicycle-friendly. They have a higher density of residential and commercial land uses that allow people to work, shop and play close to where they live. Aligning growth centres with key transit hubs and corridors also helps avoid the intrusion of high-density development into established low-density neighbourhoods while allowing the higher residential densities in the TOD area to increase transit ridership and support other transportation modes.

### 2.2.5 POLICIES & ACTIONS

- b) Designate areas for high residential and employment density only where there is an existing or proposed high level of transit service to support the development of walkable, affordable transit oriented communities.**

***Action 17:** When reviewing the Regional Plan and Secondary Municipal Planning Strategies or considering Plan Amendments, designate and zone for transit oriented communities (see Figure 10) around proposed Transit Priority Corridors, existing and planned bus terminals, ferry terminals and potential Bus Rapid Transit and commuter rail stops, wherever there is potential for redevelopment.*

- c) Encourage all future development to take the form of Complete Communities with opportunities to work, study, shop, play and obtain personal services within an attractive walking distance of where people live.**

***Action 22:** Amend municipal planning strategies, the Subdivision By-Law and land use by-laws as necessary to require developers to:*

- *Plan and implement pedestrian, bicyclist and transit facilities, including roads needed for transit through-routes, in early phases.*
- *Provide a grid pedestrian and bicycling network where the topography and other environmental conditions allow.*
- *Connect street and pathway networks with those of existing communities and neighbourhoods.*
- *Ensure direct bicycling and pedestrian access to schools, recreation centres, libraries, retail and transit.*
- *Locate public facilities, shops and offices in walkable areas.*

- e) Require pedestrian-oriented site design and human scaled massing at street level for all new multi-unit housing, commercial and office buildings.**

**Action 26:** *Amend the municipal planning strategies and land use by-laws as needed to include requirements for pedestrian-oriented and human-scale design.*

**Attachment H:  
Excerpts from the Rapid Transit Strategy (RTS)**

# 3.1 The BRT Network

The proposed BRT Network consists of four lines that cover approximately 50 km, connecting peninsular Halifax and downtown Dartmouth with dense and developing suburbs on both sides of the harbour.

The network is accessible within a short distance from the homes of over 120,000 people and over 100,000 jobs. The vast majority of trips within this area are connected by at most one transfer.

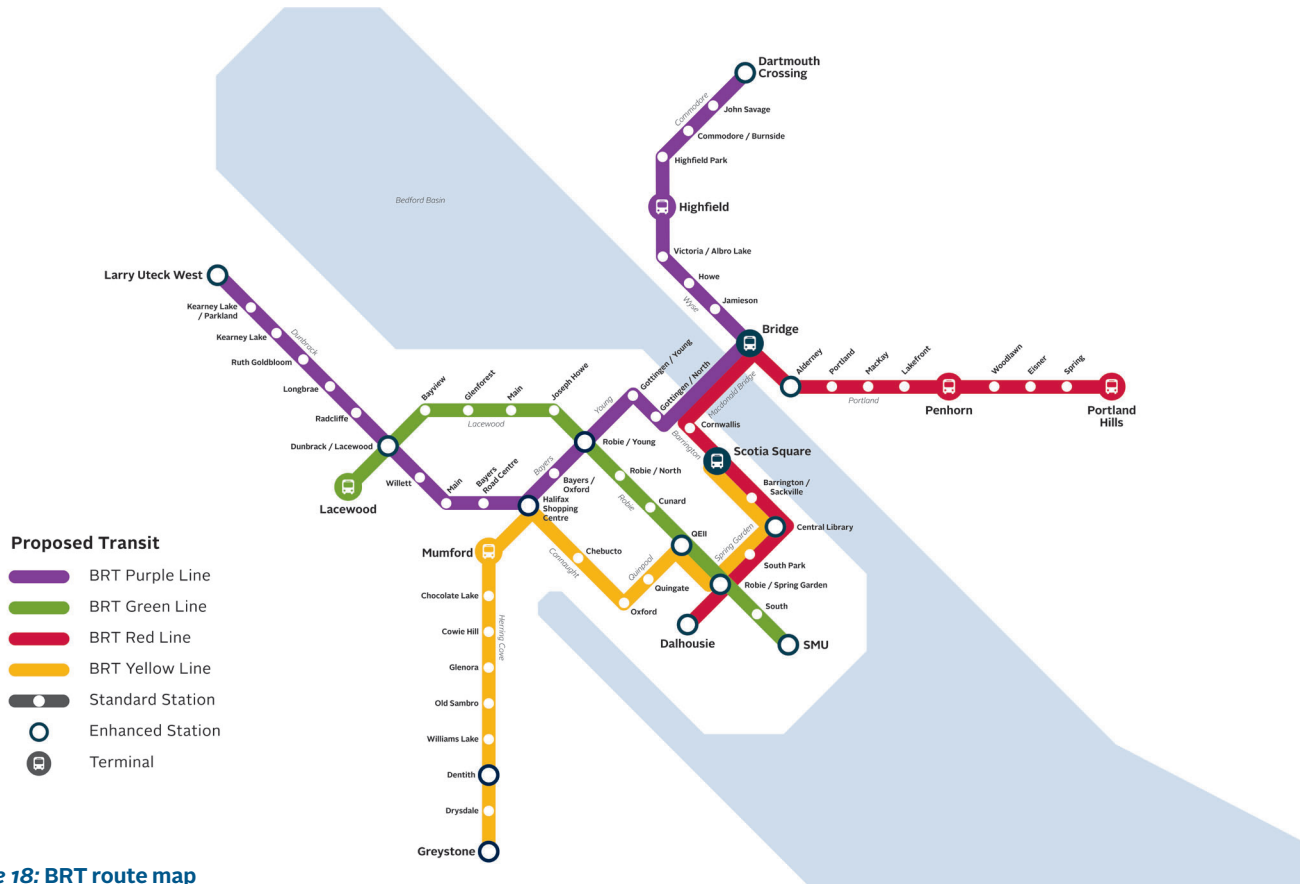


Figure 18: BRT route map

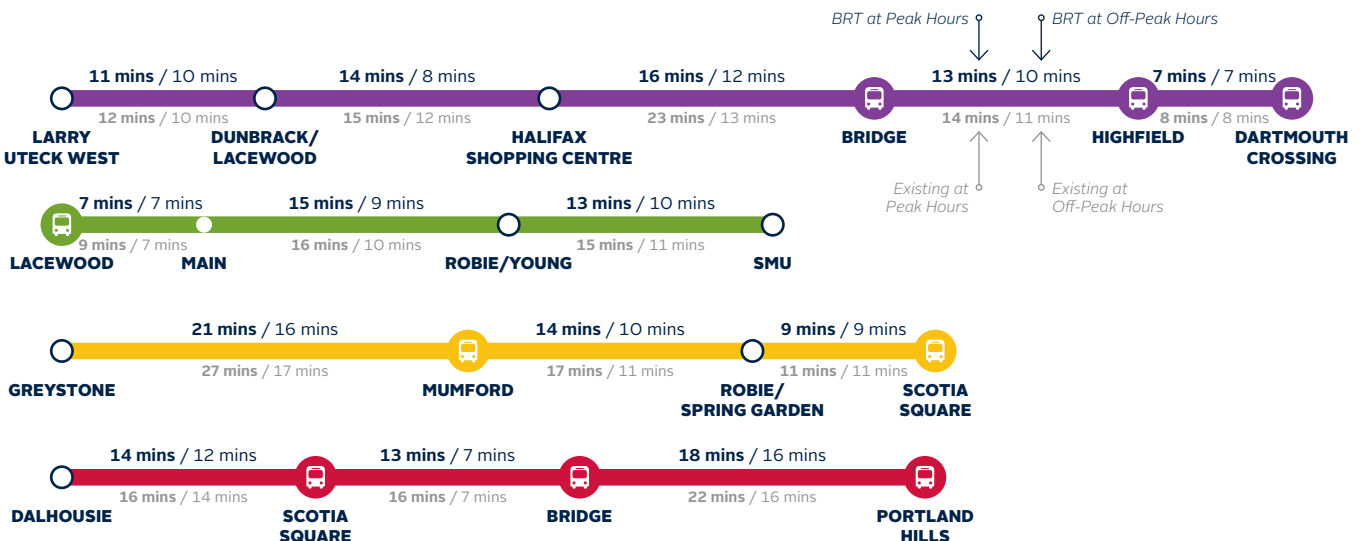


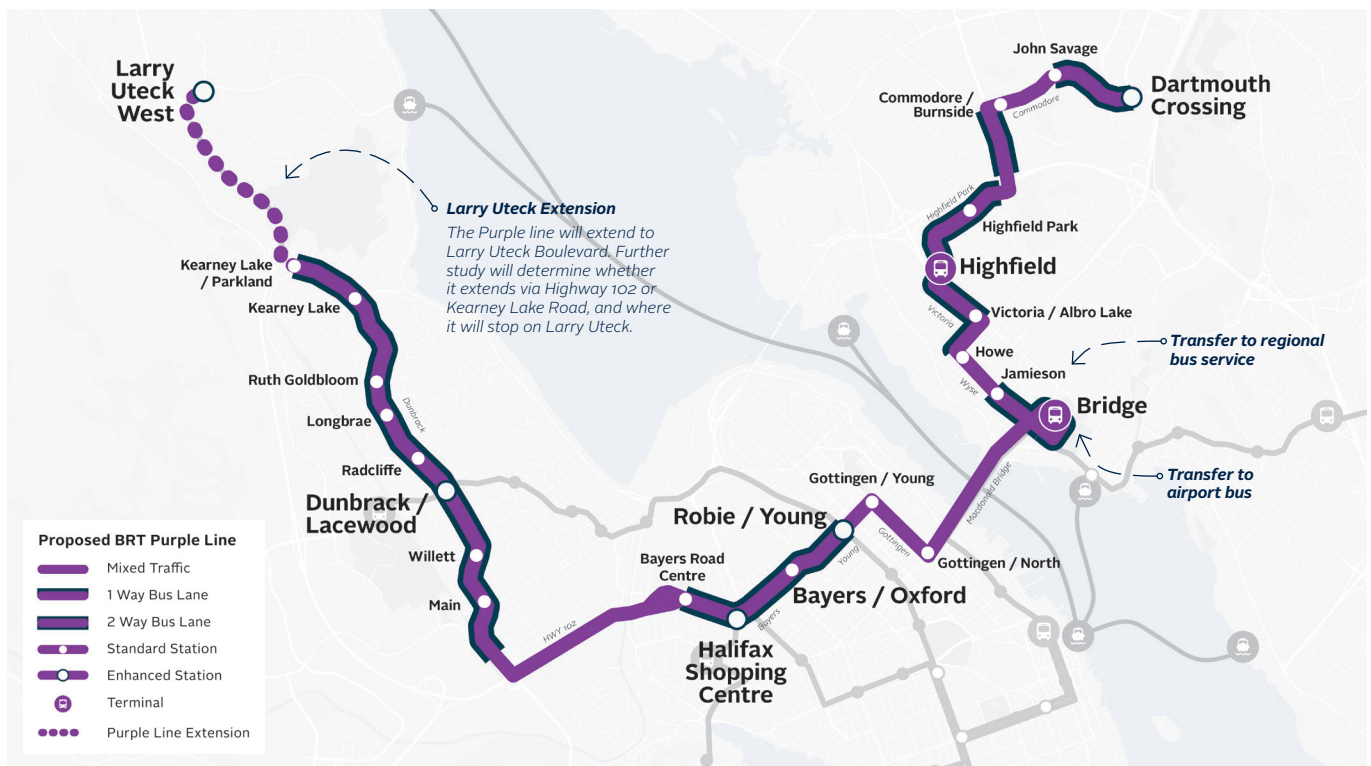
Figure 19: Estimated BRT travel times



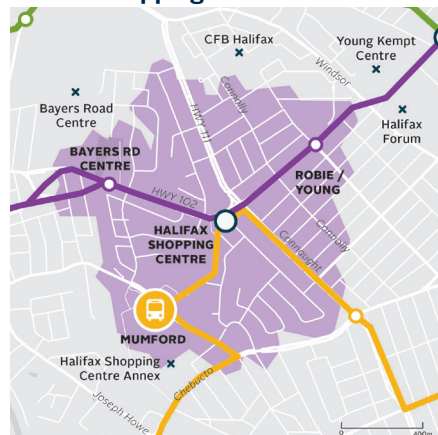
# PURPLE LINE

The Purple Line connects Clayton Park and Larry Uteck Boulevard with North Dartmouth and Dartmouth Crossing. It provides connections to the Yellow and Green lines for easy one-transfer rides to downtown Halifax and a connection at Bridge Terminal for a one-transfer ride to destinations throughout Dartmouth.

- » Up to 26% improvement in travel time versus comparable bus routes
- » 24 stations in each direction (35% fewer stops to improve travel time)
- » Over 56,000 people and 35,000 jobs within 800m of Purple Line stations



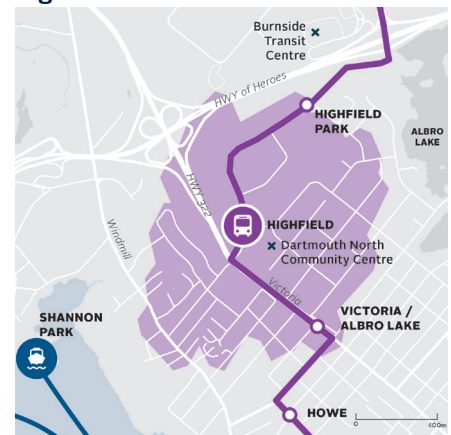
**Halifax Shopping Centre**



**Jamieson**



**Highfield**



**Figure 20: Purple BRT line and 800 metre walk or roll around sample stations**

**Attachment I:  
Public Information Meeting (PIM) Notes - March 23, 2017**

**HALIFAX REGIONAL MUNICIPALITY  
Public Information Meeting  
Case 20401**

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

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**Thursday, March 23, 2017  
7:00 p.m.  
St. Peter's Anglican Church Hall**

**STAFF IN**

**ATTENDANCE:** Andrew Bone, Planner, HRM Planning and Development  
Holly Kent, Planning Technician, HRM Planning and Development  
Cara McFarlane, Planning Controller, HRM Planning and Development

**ALSO IN**

**ATTENDANCE:** Councillor Russell Walker, District 10  
Councillor Tim Outhit, District 16  
Jenifer Tsang, Sunrose Land Use Consulting

**PUBLIC IN**

**ATTENDANCE:** Approximately 41

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The meeting commenced at approximately 7:05 p.m.

**1. Call to order, purpose of meeting – Andrew Bone**

Mr. Bone introduced himself as the Planner and Facilitator for the application; Jenifer Tsang, Sunrose Land Use Consulting; Councillors Russell Walker, District 10, and Tim Outhit, District 16; and Holly Kent and Cara McFarlane, HRM Planning and Development.

Case 20401 - Application by Sunrose Land Use Consulting to amend the Bedford West Secondary Planning Strategy as contained in the Halifax Municipal Planning Strategy to enable a residential and commercial development at Bedford West Sub-Area 10, Kearney Lake Road, Bedford and Halifax.

The purpose of the Public Information Meeting (PIM) is to: a) identify the proposal site and highlight the proposal; b) give the applicant an opportunity to present the proposal; and c) receive public feedback and input regarding the proposal that will be used to prepare the staff report and go forward with this application. No decisions are made at this PIM.

**2. Presentation of Proposal - Andrew Bone**

**Mr. Bone** presented the proposal outlining the site (76 acres in size) and the relevant existing planning policies (intention was to revise them at the time of development) under the Bedford West Secondary Planning Strategy designation within the Bedford and Halifax Municipal Planning Strategies (MPS) and the existing zone [US (Urban Settlement) Zone, RR (Rural

**Attachment I:  
Public Information Meeting (PIM) Notes - March 23, 2017**

Residential) Zone and SI (Institutional) Zone] within the Bedford and Halifax Mainland Land Use By-laws (LUB). In 2006, the Bedford West Master Plan (25 year growth plan) was put in place and most of the suburban growth for the Municipality was targeted for the Bedford West area. The purpose of this application is to set policy and create a concept plan for Sub-Area 10 of Bedford West prior to entering into a development agreement. There will be further consultation with Maskwa Aquatic Club and other individual residential property owners so their interests can be represented.

**Presentation of Proposal - Jenifer Tsang, Sunrose Land Use Consulting**

**Ms. Tsang** made additional comments regarding the land use and density of Sub-Area 10. The proposal is also asking for the consideration of mid density range. Because of configuration of the land, each land owner would have individual driveways onto Kearney Lake Road because there are no other options. The applicant would like to hear ideas around parkland and benefits for the area.

**3. Questions and Comments**

**Mary Ann McGrath, Hamshaw Drive** had comments on the following issues:

Recreation - Kearney Lake is the destination spot for recreation with a small public beach and a small public parking lot at the Hamshaw Drive end.

- Hamshaw Drive end of the Lake is already at or over capacity
- The Maskwa Aquatic Club have a hard time controlling the popularity of their site
- The Blue Mountain Wilderness Park has unofficial access to their parking lot and has become increasingly popular

Traffic – Will increase on the Kearney Lake Road

- The Larry Uteck Interchange has taken a substantial load off of the Kearney Lake Road in the morning but if this development happens it will be short-lived
- Kearney Lake Road is a through road at times creating a safety issue (especially for children)

Environmental – There are two large industrial sites that were used as dumps which affects the surrounding ground

- Results from water quality testing on Kearney Lake is on the cusp of what is acceptable (has to be resolved immediately)
- Salt is not permitted to be used on the Kearney Lake Road but guessing salt will be used for the potential parking lots

Blasting – Any development on that side of the Lake will require blasting

- The city has never enforced the Blasting By-law to prevent damage to surrounding homes
- If property is just outside of the blasting zone, the current Blasting By-law does not provide any protection

There has to be extra consideration for these issues. Development needs to be compatible with the existing residential community.

There is a video tape that shows suspicious activity on the former cement plant site and runoff leeching into the ground and lake. It will be made available to Mr. Bone before the public hearing. A great deal of damage has been done but more will be done if not addressed. **Mr. Bone** – Because of the former industrial sites, HRM is aware that there is the potential for

**Attachment I:  
Public Information Meeting (PIM) Notes - March 23, 2017**

environmental issues.

**Jean Harding, Saskatoon Drive** is against the proposal. In the past, two industrial sites were quickly established. The cement plant blasted at any time and this went on for numerous years. Excess cement and cement from cleaning the equipment was washed into the ground and lake causing a large amount of sedimentation. The cement plant site was considered R-2 Non-Conforming and the other parcels in the area are zoned R-2 Residential. Residents were informed that when the plant left the site would become R-2 Residential if the same, or lesser, use did not occupy the site within a certain timeframe. Today, it is still considered R-2 Non-Conforming. Those lands were supposed to act as a buffer zone for the residential parcels but where they are barren the noise is magnified. With development, it will become worse and the view of the lake will be obstructed. Why such a development on a beautiful lake?

**Ken McLeod, Kearney Lake Road** –The runoff into Kearney Lake has changed the color of the water. The Lake needs to be protected so everyone can continue to enjoy the use of the Lake. Nothing will stop the damage of runoff once it has started. HRM Staff need to know what is going on and that the Lake will be lost if not taken care of. He doesn't believe there are any storm sewers with the development that is currently happening. **Mr. Bone** gave some background on the Bedford West Environmental Policies (one of the most stringent in HRM) and results from hydrogeological quality testing. **Mr. McLeod** – The parking access will need to be addressed to allow for the increase of public access to the Lake. **Mr. Bone** – Maskwa Aquatic Club has some visions for Kearney Lake. There are existing issues with parking and some of the access to the Lake. Staff hasn't gone into any detail with the applicant at this time. Currently, HRM Staff is actively working on the improving the access to Blue Mountain Birch Cove

**Mark Chedrawe, Gem Lane**, is all for development within HRM but believes this is too small of a neighbourhood (1.4 km span) for this type of development (1900 people) and agrees with others that it would damage the area and wouldn't add value to Kearney Lake.

**John Moore, Maskwa**, concurs with everyone's concerns. Kearney Lake is a beautiful spot. Development in the area would seriously jeopardize Maskwa Aquatic Club's facility and Kearney Lake. There was some growth and a lot of algae located in the Lake last Summer which will more than likely increase with more development. Not only will the water quality be affected but there will be increased traffic flow, pollutants, cadmium, plus the public's safety will be put at risk. Referring to the recent weed problem in Lake Banook (costly to HRM), the community doesn't want to experience decreased quality in Kearney Lake.

**Hazel McLeod, Kearney Lake Road**, wondered when Kearney Lake became Bedford West. **Mr. Bone** – When the Larry Uteck Interchange opened, they renamed Kearney Lake Road (upper portion) to Larry Uteck Boulevard.

**Roger Hamshaw, Kearney Lake Road**, owns one of the non-conforming parcels in the area. He has a great interest in maintaining Kearney Lake in its current form. He is for development and believes the area will be developed but doesn't like the idea of high density. He believes the density of Sub-Area 5 has increased from what was approved. **Mr. Bone** would have to verify but the base density should be around 20 ppa and some units were transferred into Sub-Area 5. HRM can set the density in the policies to a certain extent that makes it more difficult to change.

**Mike Purcell, Saskatoon Drive** – During the Summer, the area is busier than usual. Police and parking enforcement are called constantly due to the parking issues and it is unsafe for emergency vehicles to maneuver. Adding 2000+ people from this proposal to the area will only add to this problem. **Mr. Bone** – Very general assumptions were made from formulas that are

**Attachment I:  
Public Information Meeting (PIM) Notes - March 23, 2017**

used for calculating densities. Statistically, numbers are lower. **Mr. Purcell** – Kearney Lake is so important and he can't understand the city's planning and destruction of the Lake.

**Mr. McLeod** – Staff should look at the impact of this proposal on the whole area so there won't be any backtracking to fix issues. The Lake being in the middle of it all has to be considered.

**Mr. Bone** referred back to the Bedford West Master Plan and studies/concept plans that were done at that time.

**Ms. McGrath** – When the Bedford West Secondary Planning Strategy was created, Sub-Areas 10 and 11 were shown. At that time, when residents inquired, they were told that this area was not part of the Planning Strategy. Residents were led to believe their properties would remain R-2 Zoning. **Mr. Bone** – This area was always part of the Master Plan.

**Ben Bai, Saskatoon Drive** was told Kearney Lake was the best area to live in Halifax and hopes the beauty and quietness of the Lake is maintained for people to enjoy and that he doesn't regret purchasing a home in the area.

#### **4. Closing Comments**

**Mr. Bone** outlined the next steps in the process and thanked everyone for coming and expressing their comments.

#### **5. Adjournment**

The meeting adjourned at approximately 8:57 p.m.

**Attachment J:  
Additional Public Comment (June 31, 2020 to December 1, 2020)**

**Planning / Building Form**

- Proposed multiple unit buildings are too tall.
- The scale of buildings in some parts of Bedford West are too large. Concerned that the proposed buildings will tower over area.
- Preference for less intense dwelling forms (single, semi-detached and townhouse).
- Concerned with wind impacts from buildings on competitive boating (Maskwa).

**Parks / Recreation:**

- Concerned with speeds of boats and jet skis on Kearney Lake.
- Concerned with conflict between boaters and swimmers on Kearney Lake.
- Supportive of boulevard pathway / multi-use trail through Sub Area 10 (along Kearney Lake Road).
- Would like development to stop until the municipality solves the issues relating to the use of the lake.
- A lakeshore master plan or something similar should be implemented to determine how accommodate all the people who will use the lake.
- Traffic and parking issues related to access to Birch Cove / Blue Mountain Regional Park / Maskwa.
- Lack of adequate parking for Kearney Lake Beach demand.
- Loss of summer parking attendant has not been positive.
- Concerned with wind impacts from buildings on competitive boating (Maskwa).

**Transportation:**

- General concern with additional traffic on Kearney Lake Road.
- General concern with traffic to Maskwa, Kearney Lake Beach and Birch Cove - Blue Mountain trailheads.
- Due to road layout, Hogan Court round-a-bout has a blind spot that should be fixed.
- Concerned that the Larry Uteck Blvd roundabout and Hwy 102 ramps cannot handle additional traffic.

**Environmental:**

- Concern about stormwater runoff during construction and after full development causing erosion and sedimentation in Kearney Lake.
- Concerned about the impacts of previous industrial uses in the area (contamination from LeFarge Quarry and Inter-Supply cement plant).
- Concerned about the impacts of blasting of the sites.
- There should be a buffer zone from Highway 102 to minimize noise.
- Concerned about the loss of animal habitat.

**Other:**

- Concerned that views from existing buildings would be affected.
- Concern about the loss of physical beauty of the site.
- Concerned about changing municipal priorities. In the past (pre 2006) a Councillor had promised that these lands will always be used as R-2 (two unit dwelling) type development.