

TO: Mayor Savage and Members of Halifax Regional Council

SUBMITTED BY: Original Signed by 
Jacques Dubé, Chief Administrative Officer

DATE: February 16, 2022

SUBJECT: **Case 22267: Amendments to the Bedford Secondary Municipal Planning Strategy and Land Use By-law to enable mixed residential/ commercial development in a study area near Dartmouth Road and Wardour Street, Bedford**

ORIGIN

- Application by ZZap Consulting Inc., on behalf of Bedford Holdings Ltd. (Case 20476)
Application by Shelley Dickey Land Use Planning, on behalf of The Stevens Group (Case 22267)
- On November 12, 2019, Regional Council passed the following motion:
Initiate a process to consider amendments to the Bedford Secondary Municipal Planning Strategy and the Land Use By-law for Bedford, to enable low-to-mid-rise, mixed use, multi-unit residential/ commercial development on Dartmouth Road and Wardour Street in the attached Study Area.

Under this motion, both applications were brought under Case 22267 and reviewed through the Study Area.

- On June 29, 2021, Regional Council passed the following motion:
Consider amendments to the Bedford MPS and LUB for the Fort Sackville School property and the adjacent parkland to enable townhouses or two-unit dwellings and to prohibit mid-rise and multi-unit buildings; and
Consider these amendments through the ongoing MPS amendment process and public participation program for Case 22267 as initiated by Regional Council.

LEGISLATIVE AUTHORITY

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

RECOMMENDATION

It is recommended that Regional Council direct the Chief Administrative Officer to include the Dartmouth Road and Wardour Street Study Area, including the review of new land uses and building forms, in the Secondary Plan and By-law Simplification program instead of preparing amendments to the Municipal Planning Strategy and Land Use By-law for Bedford at this time.

BACKGROUND

On November 12, 2019, Regional Council considered [two requests¹](#) to amend the [Bedford Secondary Municipal Planning Strategy](#) (SMPS) for lands located on Dartmouth Road, including:

- Case 20476: A proposal for a five storey, mixed-use residential and commercial building on a parking lot behind the Wardour Centre (Attachment A)
- Case 22267: A proposal for a four storey, multi-unit residential building fronting on vacant lots at Dartmouth Road, Wardour Street and Stone Terrace (Attachment B)

In response to these requests, Regional Council directed that SMPS policy be reviewed in a study area that includes the above proposals. The study area is centered on Dartmouth Road and Wardour Street and is shown in Attachment C. Council directed that new policy for the study area must meet the following principles:

- **Pedestrian Supportive:** Buildings should face the street and place entrances near the sidewalk. Building design, especially for elevations facing the street, should provide interest for pedestrians. Front yard parking should be prohibited or minimized.
- **Transit Oriented:** Parking requirements and site layout should take full advantage of the new express bus service planned along Dartmouth Road and minimize the generation of motor vehicle traffic, especially along the nearby Bedford Highway.
- **Context Sensitive:** Land uses and built form should fit the context of Dartmouth Road and nearby residential neighbourhoods. Mid-rise, mixed-use, and multi-unit buildings should be considered.
- **Compatible Transition:** The mass of buildings should become smaller as they get closer to existing residential neighbourhoods, and site design should use setbacks and landscaping to buffer smaller buildings from larger buildings. Any safety or nuisance issues caused by the rail line abutting the properties on the north side of Dartmouth Road will also be considered.
- **Future Proofed:** Building form, parking facilities and site layout should bear in mind potential longer-term changes to transportation, including shared, autonomous, and electric mobility, capacity or service changes along the rail line, and the potential for transit priority or new active transportation facilities on Dartmouth Road and the Bedford Bypass.

Land Use Context

The study area is a mix of residential and commercial uses. Next to the railway, a four-storey commercial building and a Masonic Lodge are located on Dartmouth Road. The Wardour Centre has two commercial buildings with a large parking lot between them. One building is the current location of the Bedford Library.

Outside of the study area, Dartmouth Road joins the Bedford Highway, which offers a wide range of shops and services, including those in Sunnyside Mall. Office buildings are also located nearby. There are

¹ Cases 20476 and 22267: Requests to amend the Bedford Secondary Municipal Planning Strategy and Land Use By-law to enable mixed residential/ commercial development near Dartmouth Road and Wardour Street, Bedford, Item No. 15.1.3, Halifax Regional Council, November 12, 2019.

sidewalks on both sides of Dartmouth Road between the Bedford Highway and Wardour Street. A marked, illuminated crosswalk at the corner of Dartmouth Road and Wardour Street allows pedestrians to access the single sidewalk that continues along Dartmouth Road. Traffic volumes are high on both the Dartmouth Road and the Bedford Highway.

A four-storey, multi-unit residential building is next to the Wardour Centre, while the other residential buildings in the study area are part of a low-density, established residential neighbourhood. Buildings in the area have large setbacks from the streets and from neighbouring buildings.

Regional Plan Context

The Sunnyside Urban District Growth Centre includes the study area. In Growth Centres, the Regional Plan envisions a mix of uses and a mix of low, medium, and high-density residential buildings. Low to medium density residential uses are envisioned in established residential neighbourhoods. Infill or redevelopment of large parking lots is also encouraged. The aim is to create an attractive urban environment where residents are likely to choose active transportation or transit.

Under the Regional Plan, plans like the Bedford SMPS remain in force until amended. Policy G-9 states that when considering new SMPS policy “HRM shall consider whether the proposed objectives and policies are consistent with or further achieve the objectives and policies of [the Regional Plan].”

Bedford SMPS and LUB Context

Residential Designation:

Most of the study area is designated Residential, including the sites for both proposals.

The Bedford SMPS outlines these goals for the Residential designation:

- permit residential development to occur in areas where the Municipality can economically provide services;
- provide for a choice of housing types;
- preserve the character of existing neighbourhoods in their present form;
- permit the full range of residential uses (Policy R-4); and
- promote neighbourhood stability within established residential areas (Policy R-8).

Policy R-8 stipulates that rezonings that increase the number of dwelling units require a plan amendment.

Residential Single Unit Zone:

The RSU Zone permits single detached houses and accessory dwelling units on lots with an area of at least 6,000 square feet (557 square metres). The parking lot behind the Wardour Centre is zoned RSU, but the commercial parking is permitted by a development agreement, which the proponent wishes to discharge.

Commercial Designation:

Existing Commercial buildings in the study area are designated Commercial and zoned CGB (General Business District) Zone. Commercial policy only allows commercial zones and does not permit a mix of uses. SMPS policy limits commercial development along Dartmouth Road from extending beyond North Street or beyond Parker's Brook.

General Business District Zone:

The CGB (General Business District) Zone allows general business uses such as offices, shops, personal services, restaurants, and institutions. Residential uses are not permitted, nor is a mix of residential and commercial uses.

The following standards apply in the CGB Zone:

- Maximum building height of three floors above established grade;
- Minimum rear yard of 40 feet abutting a residential zone;

- Minimum side yard of 20 feet or half the building height (whichever is greater) abutting a residential zone;
- Maximum lot coverage of 50%

Transportation

The [Integrated Mobility Plan](#) (IMP) identifies the area around Sunnyside Mall as a potential commuter rail station and potential Transit-Oriented Community. In June 2019, however, Council directed staff not to pursue commuter rail service. The [Rapid Transit Strategy](#) instead proposes three new ferry routes to Downtown Halifax, starting with a route from Mill Cove in Bedford.

The study area is served by several bus routes, including two on Dartmouth Road. One is a peak-hour express route to Downtown Halifax. Several transit routes also use Bedford Highway, offering service to regional destinations.

Bedford Highway Land Use and Transportation Study

The [Bedford Highway Functional Plan](#) provides a long-term vision for the Bedford Highway from the Windsor Street exchange to Highway 102. The plan examined how the right-of-way can be allocated to serve all modes of travel. The preferred option balances transit and active transportation upgrades, including bike and bus lanes. Design work is underway for the section between Kearney Lake Road and the Windsor Street Exchange. The plan also recommends that Council reconsider the appropriateness of the Sunnyside Mall Growth Centre, due to the findings of the Sackville River Floodplain Study.

Burnside Expressway:

The provincial and federal governments are financing and constructing a new highway between Sackville/Bedford and Burnside, in the corridor served by the Bedford Bypass. Upon completion, this could result in less traffic along Dartmouth Road.

COMMUNITY ENGAGEMENT

Survey

In early October, HRM mailed 267 survey packages to residents near Dartmouth Road and Wardour Streets. The packages included a cover letter, fact sheet and questionnaire (Attachment D). Over the following months, over 100 surveys were returned, a response rate of almost 40%. This response rate is much higher than surveys for most other planning projects.

The survey included these questions:

- 1) What concerns do you have about allowing apartment buildings and townhouses near Dartmouth Road?
- 2) What benefits do you think allowing apartment buildings and townhouses could bring to the area?
- 3) Please tell us what buildings might fit best in your neighbourhood?
- 4) Is there anything else we should know about your neighbourhood?
- 5) Would you be interested in attending a virtual (online or by phone) public meeting about this project?

Overall, the survey responses indicated strong opposition to increased residential density in the area. Three quarters of respondents indicated that there were no benefits to rezoning and the same proportion indicated that single-unit dwellings were most appropriate (e.g. no zoning changes). A detailed summary of the survey results is included in Attachment D. Full survey results are [available online](#).

Specific concerns from the survey responses are noted below:

- traffic, specifically increased traffic on Dartmouth Road and the potential for cars to short-cut through the local neighbourhood;
- the impact on community character and the livability of the area;
- concern that ad-hoc planning was unlikely to lead to good outcomes for Bedford;

- site-specific planning was not a legitimate way to deal with community concerns;
- COVID restrictions made it difficult for residents to gather to discuss and oppose changes to zoning;
- the potential for development to creep into established residential areas and harm the future of the neighbourhood;
- housing other than single-unit homes was not compatible with the area;
- development does not benefit existing residents;
- problems caused by increased population; and
- lower property values.

Virtual Public Information Meetings

North West Planning Advisory Committee (NWPAC) hosted three virtual public information meetings on three evenings at the end of May 2021. 53 people spoke at these meetings, and the feedback was similar to the survey results. Minutes from the public information meetings are included as Attachment E.

North West Planning Advisory Committee (NWPAC)

The Committee considered this planning case on August 4th, 2021; the minutes are included as Attachment F. The Committee recommended:

“That the North West Planning Advisory Committee has reviewed the proposals for case 22267 and recommends rejection of the proposals to change the zoning in the study area, with the exception of the Fort Sackville School property due to the lack of infrastructure to support the proposed density, the incompatibility with the existing neighborhood character and that the study area is not fully considerate of the whole area.”

DISCUSSION

At the initiation of the MPS amendment process, staff recommended a study area approach to consider new development along Dartmouth Road and Wardour Street. Key reasons for considering new housing types in the study area include:

- Opportunities to increase the housing supply;
- Alignment with Regional Plan and IMP policy direction; and
- Commercial properties and parking lots provide space to build new housing.

As demonstrated by the community feedback and NWPAC recommendation, there is strong opposition to allowing new multi-unit housing in the study area. While the study area approach is broader than a site-specific amendment, staff acknowledge that it is not equivalent to a full review of the Bedford SMPS or the neighbourhood. Staff recommend that Council no longer consider the study area approach and instead direct staff to consider policy and zoning changes through one of the following two options.

Option 1: Make no changes to the MPS and LUB at this time and refer the requests to Secondary Plan and By-law Simplification Program (Recommended Approach)

The Secondary Plan and By-law Simplification program will review all secondary plans to update and modernize the secondary planning frameworks across the Municipality. With the Centre Plan process complete, the program will focus on suburban (Suburban Plan) and rural (Rural Plan) areas, including the Dartmouth Road study area.

The current Regional Plan Review is guiding the development of the suburban and rural plans at a regional scale by showing where intensification or redevelopment can occur in a way that makes the best use of municipal services and amenities and strengthens our residents' quality of life. The Secondary Plan and By-law Simplification process will refine the strategic direction established in the Regional Plan to respond to local conditions and the needs of HRM's diverse communities. Community input and participation in this process will be critical for providing a primary source of guiding knowledge and help to set detailed built

form and design principles. To advance this work, the 2022/23 Municipal budget included \$1 million in funding to support hiring consultants to assist with some of the engagement and background work in preparation for the suburban and rural planning processes.

The main benefit to considering the study area as part of the Secondary Plan and By-law Simplification program is the opportunity to review this study area within the broader community and regional context. This will include further community engagement and reviews of housing supply, transit, parkland, and other topics. This comprehensive approach will also ensure that any new zone standards are based on a modern planning framework and respond to housing supply needs for the Municipality. This process would also see efficient use of staff resources. The main drawback to this approach, however, is that it would delay any policy and zoning changes in the area for several years.

Option 2: Develop Site-Specific SMPS and LUB Amendments

Council could direct staff to create a set of site-specific SMPS and LUB amendments for the two subject sites where multi-unit housing is proposed through Case 20476 and Case 22267. These properties are the Wardour Centre and its parking lot and vacant lots at Dartmouth Road, Wardour Street and Stone Terrace. Existing zoning would be maintained on other properties in the study area until reviewed through the Secondary Plan and By-law Simplification program.

The main benefit to this approach is that it could allow the proposed multi-unit developments to proceed sooner than the Secondary Plan and By-law Simplification program and help to increase the supply of housing in the area. However, the site-specific approach also has several drawbacks including:

- that it does not respond to the strong community opposition to increased density in the area demonstrated through the engagement process;
- the need to further engage the community on the revised scope of work and policy approach;
- the development of potential policies and regulations that may not be consistent with the outcome of the future suburban planning process; and
- the inefficient use of Municipal resources for individual sites that could otherwise be directed to comprehensive planning work.

Conclusion

While the existing policies and zoning for the Dartmouth Road study area are not aligned with the Regional Plan or IMP, staff acknowledge that the study area approach is not fully comprehensive. In contrast, the Secondary Plan and By-law Simplification program is a comprehensive review, which staff advise is the more appropriate process for considering the proposed scale of change in this established community. Therefore, staff recommend that Regional Council not amend the SMPS and LUB at this time and instead review the Dartmouth Road study area through the Secondary Plan and By-law Simplification program.

FINANCIAL IMPLICATIONS

The HRM costs associated with processing this planning application can be accommodated within the approved C320 operating budget.

RISK CONSIDERATION

There are no significant risks associated with the recommendations contained within this report. This application involves proposed SMPS 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 may be found within the Discussion section of this report.

ENVIRONMENTAL IMPLICATIONS

No environmental implications are identified.

ALTERNATIVES

Regional Council may:

1. Direct the CAO to continue the SMPS amendment process for Case 20476 and Case 22267 by:
 - focusing on the consideration of site-specific policies rather than the previous study area approach;
 - conducting further community engagement concerning potential site-specific policies; and
 - considering low-rise or mid-rise buildings that transition to established residential neighbourhoods.

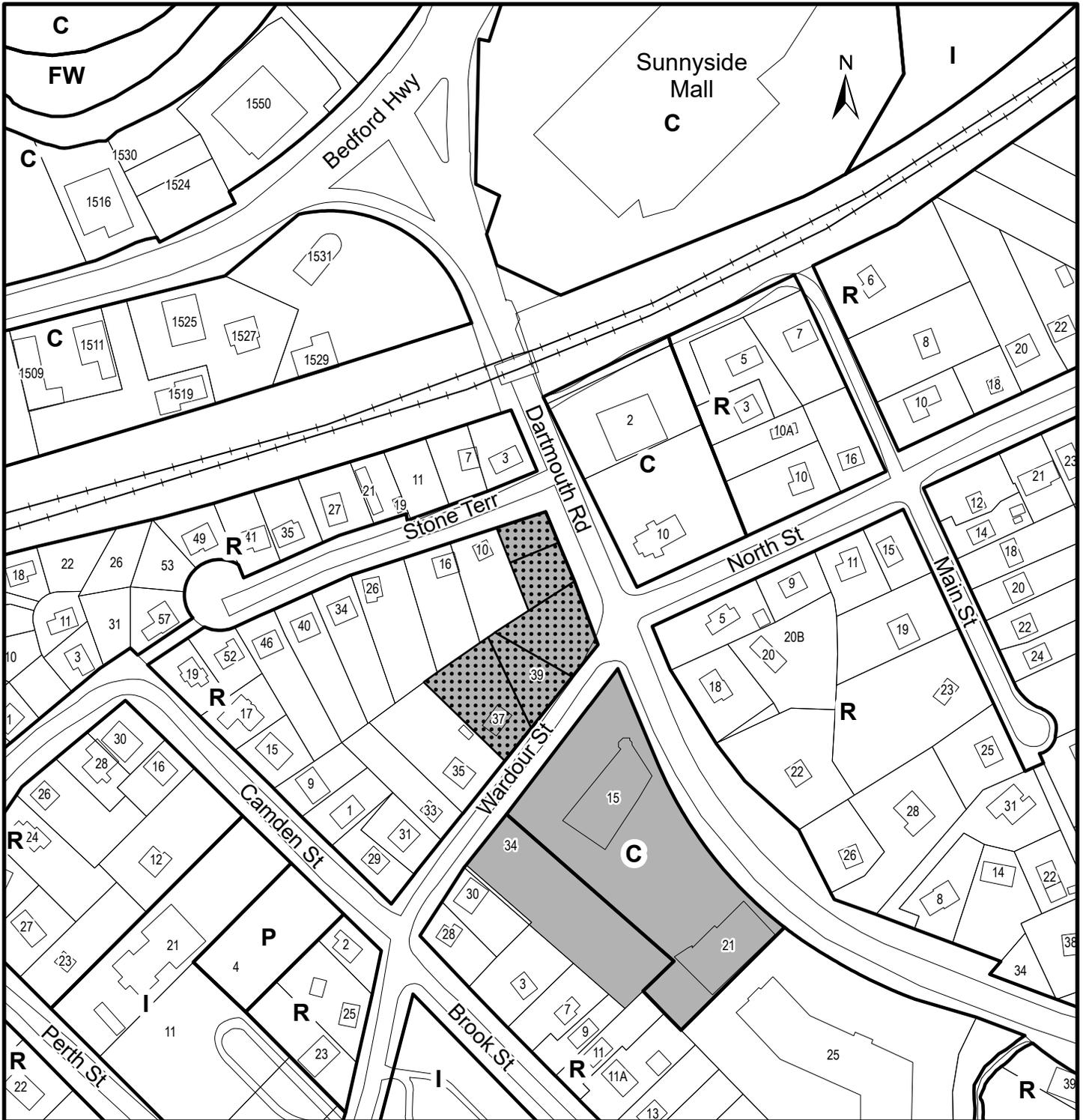
2. Direct the CAO to prepare SMPS amendments for the Dartmouth Road study area, consistent with initial Council direction concerning Case 20476 and Case 22267 provided on November 12, 2019.

ATTACHMENTS

Map 1:	Generalized Future Land Use
Map 2:	Zoning
Attachment A:	Applicant Submission: Case 20476 (15 and 21 Dartmouth Rd. and 34 Wardour Street)
Attachment B:	Applicant Submission: Case 22267 (Dartmouth Rd. between Stone Terrace and Wardour St.)
Attachment C:	Study Area
Attachment D:	Survey Package and Summary of Results
Attachment E:	Public Information Meeting (PIM) Minutes
Attachment F:	North West Planning Advisory Committee Minutes

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

Report Prepared by: Sean Gillis, Planner II, 782.641.2498
Ben Sivak, Community Policy Program Manager, 902.292.4563



Map 1 - Generalized Future Land Use

Dartmouth Rd & Wardour St.,
Bedford

-  Case 22267 - Subject Properties
-  Case 20476 - Subject Properties

Designation

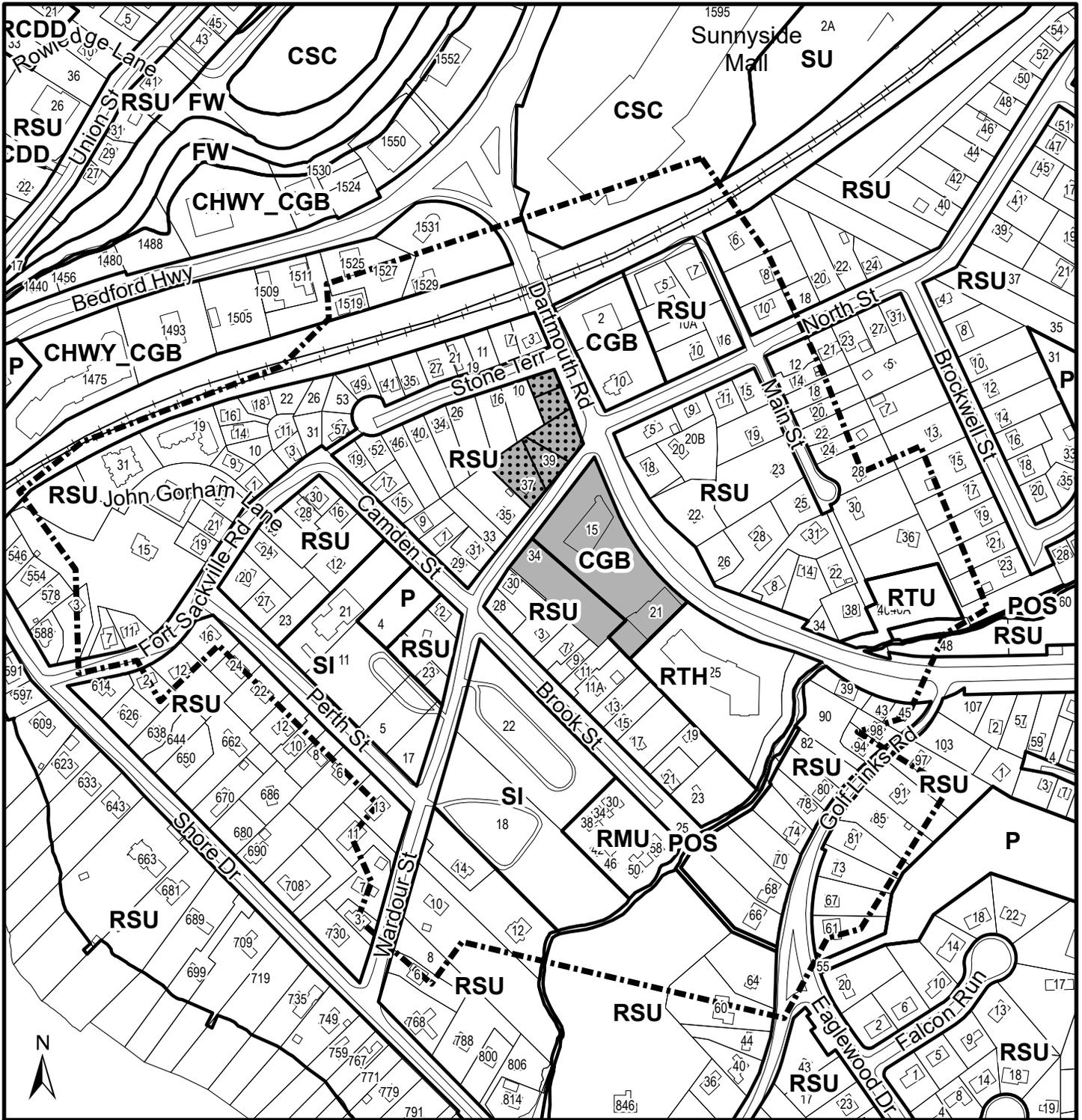
- R Residential
- C Commercial
- P Park and Recreation
- I Institutional
- FW Floodway



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

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

Bedford
Plan Area



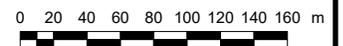
Map 2 - Zoning and Notification

Dartmouth Rd & Wardour St.,
Bedford

-  Case 22267 - Subject Properties
-  Case 20476 - Subject Properties
-  Expanded Notification Area

Zone

- RSU Single Dwelling Unit
- RTH Two Dwelling Unit
- CGB General Business District
- CSC Shopping Centre
- CHWY Highway Oriented Commercial
- SI Institutional
- P Park
- FW Floodway



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.



Zwicker Zareski Architecture + Planning

1 Canal Street, Dartmouth NS B2Y 2W1 | 902 266 5481 | connor@zzap.ca

August 20, 2019

Miles Agar
Policy & Strategic Initiatives | Urban Plan Amendments
Planning & Development
Halifax Regional Municipality
40 Alderney Drive
Halifax, NS B3J 3A5

Re: Application for Development Agreement Discharge and Municipal Planning Strategy Amendment, Wardour Street, Bedford, NS (PIDs: 00415422 & 40648339)

Miles,

On behalf of our client, Bedford Holding Ltd., ZZap Consulting Inc. (ZZap) is pleased to submit a Development Agreement (DA) discharge and Municipal Planning Strategy (MPS) amendment application for a mixed-use development located off Wardour Street in Bedford (PIDs: 00415422 & 40648339). To support this application submission, the following materials are included as appendices:

- Completed Planning Application Form
- Appendix A: Architectural Plans and Site Plan

1.0 Site Description and Location

The subject site is located within the Bedford Plan Area and has direct frontage on Wardour Street and Dartmouth Road. The site consists of two properties, PIDs: 00415422 & 40648339, and has a total area of approximately 113,395 ft.² (2.6 acres). There are two buildings that currently exist on the site, both of which are located on PID 40648339. One of the buildings (21 Dartmouth Road) contains commercial uses, the second building (17 Dartmouth Road) contains commercial uses and the Bedford Public Library. The other parcel (PID 00415422) currently contains a surface parking lot.



Figure 1: Subject Site

A portion of the site (PID 40648339) is currently designated 'Commercial' within the Bedford Municipal Planning Strategy (MPS) and is zoned CGB (General Business District) within the Bedford Land Use By-law (LUB). The other portion of the site (PID 00415422) is currently designated 'Residential' within the Bedford MPS and zoned RSU (Single Unit Dwelling) within the Bedford LUB. A DA is also currently registered to PID 00415422 that requires surface parking to be developed on the parcel to a maximum of 70 parking spaces. This application is seeking to discharge the DA on PID: 00415422 and to enable 5 storey mixed use commercial and residential building through a site specific MPS Policy and DA process.

2.0 Summary of Development Proposal

Universal is seeking to develop a new 5-storey mixed-use residential and commercial building on the subject site. The design of the new building, as illustrated in Appendix A, provides for a total of 51 residential apartment units in addition to approximately 6,300 ft.² of commercial space fronting on the existing surface parking lot between the two existing commercial buildings (17 and 21 Dartmouth Road). The development proposes to add an additional driveway near the northwestern corner of the site that would provide more direct vehicular access to the proposed mixed-use building. The proposed building will also include 52 underground parking spaces and 24 surface parking spaces.

There is currently a significant grade change on the site that separates the commercial buildings and surface parking on PID 40648339 from the surface parking on PID 00415422 (See Figure 2). The proposed building intends to integrate into the slope in order to mitigate impact of the grade change and reduce the appeared massing and scale of the building from adjacent properties and public streets.



Figure 2: Grade Change

3.0 Rationale for Application Request

The proposed site-specific MPS amendment would enable a development scenario on the subject property that is more consistent with HRM's development intent contained within recent planning frameworks created for urban growth areas within the region (i.e. draft Centre Plan, Downtown Halifax Plan, Dutch Village Road Plan and Downtown Dartmouth Plan). The proposed policy amendment would enable the contemplation of a development scenario that is more reflective of the basic needs of modern mixed-use buildings and is sensitive to its surrounding context.

Alignment with Regional Municipal Planning Strategy

The Regional Plan (RMPS) chapter on settlement and housing includes objectives that focus new growth in centres where supporting services and infrastructure are already available. The objectives also aim to design communities that support complete neighbourhoods (mixed-use, diverse, affordable, accessible) and neighbourhood revitalization. The RMPS designates the area where the subject properties are located as part of the Sunnyside Urban District Growth Centre, which calls for a mix of low, medium and high density residential, commercial, institutional and recreation uses. The RMPS also encourages infill or redevelopment of large parking lots into traditional blocks with streetwalls, stepbacks and pedestrian oriented facades within Urban District Growth Centres.

The development associated with this amendment application proposes to infill an existing, underutilized surface parking lot with a mixed use commercial and residential building. The building design includes pedestrian oriented, accessible commercial frontages, stepbacks to the upper storeys and is significantly setback from adjacent residential uses. Within the setback between the proposed building and adjacent residential uses, there is an existing buffer of mature trees along the southwestern property line of the site (see Figure 3). These mature trees are proposed to be maintained, providing significant screening between the differing uses.

All these building design and siting elements aim to create a development that is sensitive to its surrounding context while also contributing to the revitalization and growth of the area.

Alignment with Integrated Mobility Plan

The Integrated Mobility Plan (IMP) speaks to the need to support Transit-Oriented Development (TOD), that is located near 'existing or proposed high level of transit service to support the development of walkable, affordable transit-oriented communities' (IMP Policy 2.2.5b). Figure 10 of



Figure 3: Mature Tree Buffer

the IMP depicts existing and potential TOD communities, one of which is surrounding the Sunnyside Urban District Growth Centre in the RMPS. The plan characterizes TOD communities as places where there are opportunities for compact, mixed use, complete communities within a ten-minute walking distance of proposed or existing transit terminals. The proposed development site is located within this defined TOD radius and would contribute the plans goal of creating compact, mixed use communities in these areas where high levels of transit service exists.

The subject properties are located along Dartmouth Road, a designated Moving Forward Together Plan Corridor Route as identified on Figure 10 of the IMP. The Moving Forward Together Plan states that these routes are well positioned to support increased residential density which will, in turn, will support increases in potential ridership generated by adjacent land uses.

Impact on local community and broader region

The proposed MPS amendment will only impact development rights on the properties contained within the subject site. The amendment will have a minimal impact on the local community and the broader region as it is minor in nature and is limited to the small geographical area of the subject site.

We believe that the proposed amendment is an appropriate tool and process to enable a context sensitive infill of an existing underutilized surface parking area that will have a positive contribution to the local community and broader region.

Why current planning policies and regulations are not longer appropriate

The Bedford MPS and LUB several decades old. Meanwhile, other plan areas or portions of plan areas within the municipality have recently been updated or are currently being re-evaluated to adapt to current social norms and the desires of the current residents (i.e. Plan Dutch Village Road, Main Street Dartmouth, CentrePlan). The Bedford Plan area, particularly this geographic region of the plan area, remains outdated and therefore does not contemplate a development scenario that is proposed within this application. For example, the RMU (Residential Multiple Dwelling

Unit) Zone is the primary zone within the LUB that enables multiple unit dwellings. The RMU zone includes density limitations limiting the number of residential units allowed per lot to 36, as well as limiting the number of dwelling units based on lot area. The density limitations imposed on such lands are a relic leftover from a time where servicing capacity was limited in the area. Service capacity has vastly improved in this area since those regulations came into force and is no longer an issue for this site and for many other portions of the plan area. The RMU zone also doesn't contemplate or enable mixed use buildings because commercial and/or institutional uses are not a permitted use within the zone.

The Bedford Plan Area does include zoning that enables comprehensive development through a DA process through the RCDD (Residential Comprehensive Development District) and CCDD (Commercial Comprehensive Development District) zones. However, the policy criteria contained within the MPS for these zones include limitations on commercial floor area, percentage of sites used for multiple unit dwellings or commercial uses and building heights. The CDD policies and regulations seem to contemplate comprehensive development of larger tracts of lands where a variety of uses and public streets & services are being contemplated.

HRM's recent plan updates in other areas of the municipality have shifted from single use zones and density limitations to zoning that allows for a multitude of uses and includes detailed built form regulations that focus on the scale and design of a development rather than population or commercial density. We believe a site-specific policy amendment and DA is an appropriate tool and process for this project, enabling the application of a similar regulatory approach that is being applied in HRM's recent plan updates (i.e. mixed-use and built form).

Based on these factors, Universal Properties requests that Regional Council consider the proposed site-specific amendment to the Bedford Municipal Planning Strategy and direct staff to enter into a Development Agreement with the property owner, to enable the proposed development on the subject site.

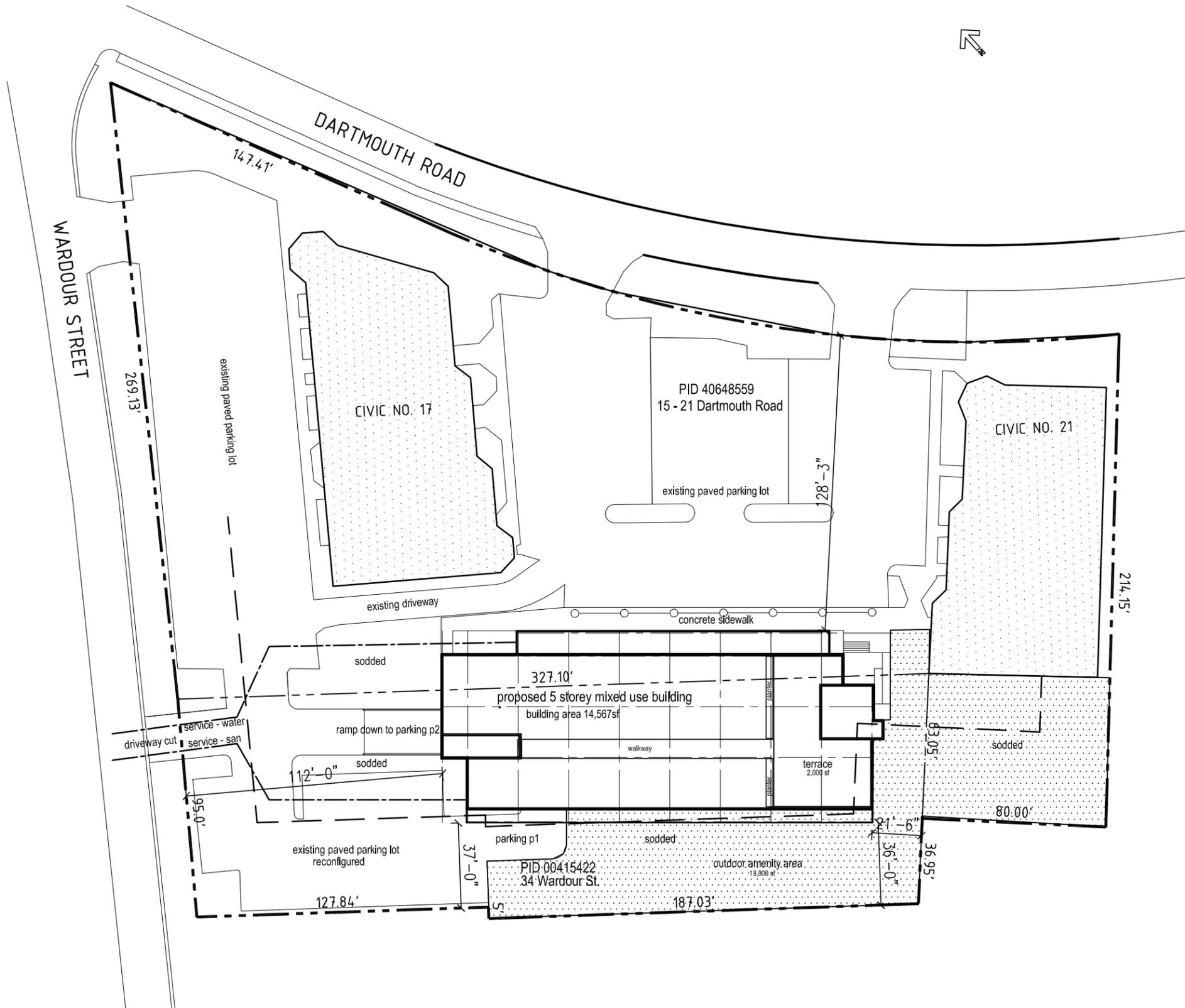
4.0 Closing

We trust that the enclosed materials satisfy the application requirements, and we look forward to working with Staff, the public and Council throughout the application process. Should you have any questions, comments or concerns with regards to this application, please do not hesitate to contact the undersigned.

Sincerely,

Connor Wallace, MCIP, LPP
Urban Planner
ZZap Consulting Inc.
connor@zzap.ca
902-266-5481

don / Mar 22, 2016, 11:53 / F:\Projects\2014\1423 Wardour Centre - Universal\1423 Wardour Centre - schematic 26.lan 2016.dwg



total site area 10,595 sm = 114,012 sf
 frontages Dartmouth Rd 140.2m = 460ft
 Wardour St 110.9m = 364ft

building area existing (2) 1684 sm = 18,123 sf
 proposed 1353 sm = 14,567 sf
 total coverage 3037 sm = 32,690 sf = 28.6%

residential lot area required 28 1Br x 1500 sf = 42,000 sf
 23 2Br x 2000 sf = 46,000 sf
 88,000 sf

exterior amenity space required 28 1Br x 200 sf = 5600 sf
 23 2Br x 575 sf = 13225 sf
 18525 sf

exterior amenity space provided = 14070 sf

totals 51 suites
 6300sf comm
 52 cars u/g parking
 24 cars exterior

	1Br 620sf	1Br+d 740-820sf	2Br 980sf	2Br+d 1120sf	total
5	7	1	5	-	13
4	7	1	5	-	13
3	7	1	5	-	13
2	-	2	1	3	6
1	-	2	1	3	6
	21	7	17	6	51

SITE INFORMATION COMPILED FROM TWO PLANS
 1. LOCATION CERTIFICATE BLOCK H PREPARED BY SDMM, NO 1-8-120
 2. SURVEY PLAN - LOTS 2A & 3A PREPARED BY WALLACE MACDONALD & LIVELY, DATED 1993



Kassner Goodspeed Architects Ltd.

5663 Cornwallis Street, Suite 200 Halifax, NS B3K 1B6
 tel 902 422 1557 | fax 902 422 8685 | www.kgarch.ns.ca

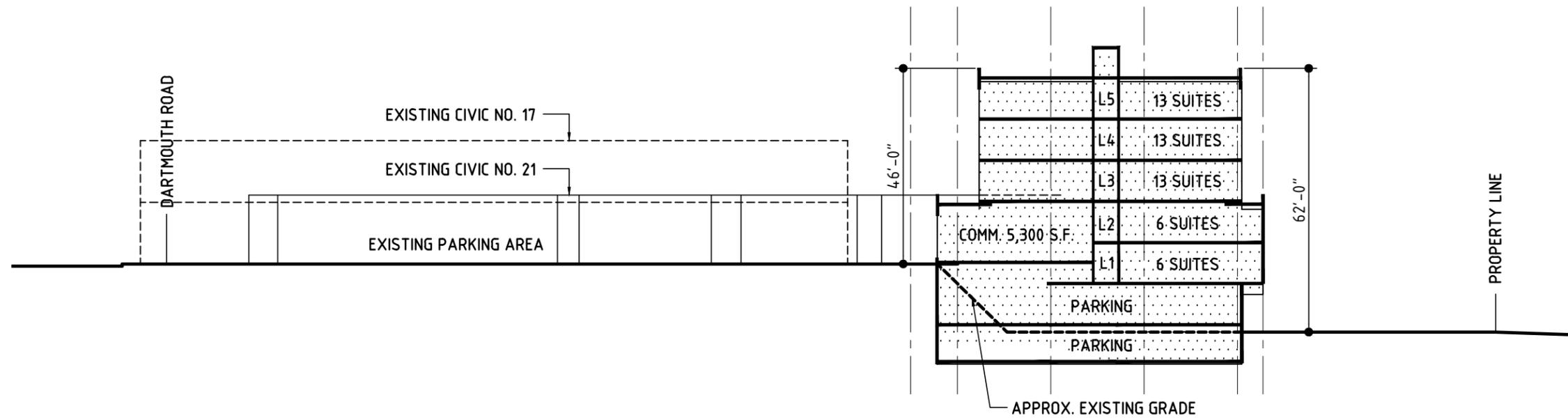
WARDOUR MIXED USE PROPOSAL

DARTMOUTH ROAD, BEDFORD, NS

SITE PLAN

SCALE 1"= 50'
 Mar 22, 2016

andrew / Mar 22, 2016, 10:15 / F:\Projects\2014\1423 Wardour Centre - Universal\1423 Wardour Centre - schematic 26Jan 2016.dwg



WARDOUR MIXED USE PROPOSAL

SITE CROSS SECTION

DARTMOUTH ROAD, BEDFORD, NS



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SCALE 1"= 30'
Mar 22, 2016



- masonry clay tiles—marron
- aluminum and glass handrail
- aluminum windows
- masonry clay tiles—marefil barcelona
- aluminum and glass patio doors
- aluminum and glass handrail
- masonry clay tiles— white sevilla

WARDOUR MIXED USE PROPOSAL

DARTMOUTH ROAD, BEDFORD, NS

EAST ELEVATION



Kassner Goodspeed Architects Ltd.

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WARDOUR MIXED USE PROPOSAL

NORTH ELEVATION

DARTMOUTH ROAD, BEDFORD, NS



Kassner Goodspeed Architects Ltd.

5663 Cornwallis Street, Suite 200 Halifax, NS B3K 1B6
tel 902-422-1557 | fax 902-422-8685 | www.kgarch.ns.ca

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- masonry clay tiles—marron
- aluminum and glass handrail
- aluminum curtain wall
- masonry clay tiles—marefil barcelona
- aluminum and glass patio doors
- aluminum and glass handrail
- concrete balcony

WARDOUR MIXED USE PROPOSAL

DARTMOUTH ROAD, BEDFORD, NS

WEST ELEVATION



Kassner Goodspeed Architects Ltd.

5663 Cornwallis Street, Suite 200 Halifax, NS B3K 1B6
tel 902-422-1557 | fax 902-422-8685 | www.kgarch.ns.ca

SCALE 1"= 16'
Mar 09, 2016



WARDOUR MIXED USE PROPOSAL

SOUTH ELEVATION

DARTMOUTH ROAD, BEDFORD, NS



Kassner Goodspeed Architects Ltd.

5663 Cornwallis Street, Suite 200 Halifax, NS B3K 1B6
tel 902-422-1557 | fax 902-422-8685 | www.kgarch.ns.ca

L. & M. ENTERPRISES LIMITED

20 MacDonald Avenue
Dartmouth, Nova Scotia B3B 1C5
Ph: (902) 468-8040 Fax: (902) 468-2008

Attachment B:

Applicant Submission: Case
22267 (Dartmouth Rd. between
Stone Terrace and Wardour St.)



February 22, 2019

Miles Agar
Principal Planner
Planning and Development
Policy and Strategic Initiatives
Urban Plan Amendments
40 Alderney Drive- Dartmouth

**Re: Plan Amendment Application
5 and 9 Dartmouth Road and 37, 39 and 41 Wardour Street, Bedford
Property of L&M Enterprises**

Please be advised that as representative of the owner of these properties – L&M Enterprises – operating as The Stevens Group, I authorize Shelley Dickey of Shelley Dickey Land Use Planning to act as the applicant on my behalf in relation to a plan amendment application for these properties to allow the development of a multiple unit dwelling.

Please feel free to contact me if you require any additional information.

Regards.

Scott Stevens

March 8, 2019

Miles Agar
Principal Planner
Planning and Development
Policy and Strategic Initiatives
Urban Plan Amendments
40 Alderney Drive- Dartmouth

**Re: 5/9 Dartmouth Road and 37/39/41 Wardour Street, Bedford
Plan Amendment Request to Enable a Multiple Unit Dwelling**

Dear Mr. Agar,

I am pleased to submit this letter on behalf of L.&M. Enterprises Limited requesting that Halifax Regional Council consider initiating an amendment to the Bedford Municipal Planning Strategy. This request relates to five properties at the intersection of Dartmouth Road and Wardour Street, Bedford to enable the development of a four storey multiple unit dwelling on this site.

Property and Context: There are five properties owned by L.&M. Enterprises Limited which consist of 5 and 9 Dartmouth Road and 37, 39 and 41 Wardour Street. In total these five properties have a combined site area of approximately 37,100 square feet. The site has 188 feet of frontage on Dartmouth Road and 236 feet on Wardour Street. There are currently single unit dwellings at 37 and 39 Wardour Street. The remainder of the properties on the site are vacant and wooded.

This site fronts along an arterial Road (#7- Dartmouth Road) which provides the main access between Dartmouth and Bedford, and is near the major Dartmouth Road- Bedford Highway commercial intersection including Sunnyside Mall (see key plan- attached). There are commercial and institutional uses directly surrounding these properties including a four storey office building at 2 Dartmouth Road, the Bedford Masonic Lodge at 10 Dartmouth Road, and the three storey Wardour Centre at 15 and 21 Dartmouth Road. The Wardour Centre contains multiple office, retail and service uses and the Bedford Public Library. Directly south of this commercial complex is 25 Dartmouth Road which is a four storey 64 unit apartment building. Single unit dwellings are located to the west of the site.

There is an existing transit route along Dartmouth Road which stops adjacent to the site, and there are four regional transit routes along the Bedford Highway. These Bedford Highway transit routes, accessed across from Sunnyside Mall, are within a 5 minute walk using an established pedestrian route with a signalized crosswalk at the Wardour Street / Dartmouth Road intersection.

This property is located within the Bedford Municipal Planning Strategy (MPS) area and is designated Residential. The properties are all zoned as RSU (Residential Single Unit) under the Bedford Land Use By-Law (LUB).

Proposal: It is proposed that the five properties be consolidated into one site and a high quality low rise four storey dwelling with 48 units be constructed. A preliminary concept for this proposed multiple unit dwelling is shown on the attached site plan and rendering. The dwelling is proposed to front on

Wardour Street and has been designed to transition to 2 storeys at both ends of the building where the site adjoins 35 Wardour Street and the properties on Stone Terrace. The underground parking area would be accessed from a driveway at the west of the site on Wardour Street, and additional site parking is proposed off Stone Terrace. Ground floor commercial uses could be considered along Wardour Street if they are considered viable.

Proposed Process: Policy R-8 of the Bedford MPS anticipates that within areas designated Residential, there are properties which are desirable for context sensitive residential intensification. As such it requires an amendment to the MPS to enable consideration of any residential development not permitted by the existing zoning due to the number of dwelling units or the land use, through rezoning or development agreement. We are requesting an MPS amendment that sets out a site specific policy to enable consideration of the proposed multiple unit dwelling on this consolidated site through the development agreement process.

It is our opinion that the use of this site for a low rise moderate density multiple unit dwelling which incorporates appropriate transitions to the existing neighbouring dwellings is appropriate intensification for this site due to its strategic location, its relationship to adjoining land uses and major transportation networks, and the configuration and orientation of the site. Based on these characteristics the proposed use for the site is more appropriate than the uses permitted by right under the RSU zoning including the development of up to six single unit dwellings or special care facilities.

Rationale for a Plan Amendment: The following local and regional considerations demonstrate the suitability of this site for the proposed multiple unit dwelling through the plan amendment process.

Bedford Plan Objectives: The residential objective of the Bedford MPS is : *“To make provision for a choice of housing types; to make provision for construction of affordable housing; to provide for preservation of the character of existing neighbourhoods in their present form; to permit residential development to occur in areas where the Town can economically provide services; to consider the need for permanent buffers and/or separation distances where residential uses abut incompatible land uses; to encourage the provision of housing for those with special needs; to provide for a mix of housing types in new developments consistent with the trend in starts in Bedford since 1980; to plan for supporting neighbourhood infrastructure such as schools, parkland and commercial facilities; and to encourage development that would be designed to suit the natural terrain and to minimize negative impacts to the natural environment”.*

In the discussion section of the Residential section of the MPS there are several statements made to clarify this residential objective: *“The residential objective recognizes the fact that a variety of housing types will be required to accommodate the needs of present and future resident as well as the fact that these needs will change as residents age and progress through the stages of life”.* It is further stated that *“While single unit dwelling are the predominant housing form, Council must consider other housing types to ensure that there will be housing which is appropriate to the changing needs of present and future residents. In addition to low density single unit and two unit housing there are needs for medium density townhouses and apartment developments.”*

It is our opinion that the characteristics of this site at Dartmouth Road and Wardour Street make it a prime location to be developed for a low rise multiple unit dwelling which will further these objectives of the Bedford MPS. This development will promote a choice of housing types to meet the needs of current and future residents of Bedford. Furthermore, these objectives can be met on this site in a way

which preserves the character of the existing neighbourhood to the west of this site and makes use of the existing infrastructure as follows:

- This site is located on the edge of an established residential area and the site fronts directly on Dartmouth Road - an arterial street close to the major commercial node at Sunnyside. The remainder of the site is across from the three storey Wardour Centre with its extended parking area. The site is located within an area of moderately sized commercial, institutional, and multiple unit dwelling uses which extend the commercial node at Sunnyside southwest along Dartmouth Road. A multiple unit dwelling on this site would provide an appropriate transition in residential density and a buffer between the single unit dwellings to the north and northwest of the site and the commercial uses on Wardour Street and the Dartmouth Road arterial. These same characteristics of this site do not make it suitable for the development of single unit dwellings.
- The proposed multiple unit dwelling would be approximately 45 feet high at the corner of Dartmouth Road and Wardour Street with the height decreasing towards both Stone Terrace (23 feet - two storey) and the remainder of Wardour Street (32 feet- two storey) which reflects the height currently permitted in the RSU zone of 35 feet. The modest overall height of this proposed multiple unit dwelling combined with the further step down in height towards the existing dwellings, ensures that the proposed dwelling is compatible with adjacent dwellings and reflects the scale and form of the existing development in the area.
- The proposed dwelling would have a generous setback from all existing single unit dwellings on Stone Terrace and Wardour Street. The concept proposal locates the building approximately 40 feet from the shared property line with 35 Wardour Street which permits the incorporation of a significant landscaped buffer with this property.
- The Traffic Impact Study for this site (attached) demonstrates that the proposed entrance to the parking garage off Wardour Street and the surface parking area off Stone Terrace would have adequate sight lines for both access and egress. In addition the low number of trips estimated to be generated from this development during the peak morning and afternoon peak periods are expected to have no significant impact to traffic performance on the adjacent intersections, streets or the regional road network.
- A preliminary Servicing study for this site has demonstrated that there is sufficient capacity in the local piped infrastructure to service the additional residential units that would result from this development.

Changing Land Use Patterns: The area surrounding this site has changed significantly in the past decades. The Wardour Centre with its large parking area has been developed establishing commercial and institutional uses onto the full extent of the south side of Wardour Street facing this site. Also the 64 unit multiple unit dwelling at 25 Dartmouth Road adjacent to the Wardour Centre was approved through a similar process of a site specific plan amendments and a development agreement. The rationale for this development included the location of the property along the Dartmouth Road arterial and the role of this dwelling to provide a transition to lower density uses moving away from Dartmouth Road. It is significant to note that this multiple unit dwelling at 25 Dartmouth Road is located farther from the commercial node at Dartmouth Road and the Bedford Highway than the subject site.

Changing Demographics and population growth: With an overall aging population in HRM there is a need to provide medium density housing for residents of existing neighbourhoods who are looking to downsize and move to apartment living in order to avoid maintenance responsibilities and to reduce housing expense. It is important to provide opportunities for these residents to stay in their existing neighbourhoods to maintain their social connections and to be able to continue to access familiar services. In addition there has recently been an increased rate of population growth in HRM which is increasing the demand for additional rental housing.

When provided in appropriate locations adjacent to lower density housing, new multiple unit dwellings complement the existing neighbourhood and provide housing choice and opportunity for variety of families including young professionals, families with children, and seniors.

Regional Priorities:

Regional Municipal Planning Strategy (2014)

This site is designated as Urban Settlement in the Regional Municipal Planning Strategy (RMPS). This site is also within the Sunnyside Mall Urban District Growth Centre of the RMPS and inside the Urban Transit Service Boundary.

The Regional Plan intends that Urban District Growth Centres develop with a mix of low, medium and high density residential, commercial, institutional, and recreation uses. Medium density residential uses are promoted within established residential neighbourhoods. Of all of the areas designated Residential within the Bedford Plan area, the Regional Plan looks to direct additional Regional growth through intensification to appropriate sites that are within these Urban District Growth Centres.

Policy S-30 of the Regional Plan further states that: *“When preparing new secondary planning strategies or amendment to existing secondary planning strategies to allow new developments, means of furthering housing affordability and social inclusion shall be considered including: (a) creating opportunities for a mix of housing types within designated growth centres and encouraging growth in locations where transit is or will be available.”*

The Regional Plan further promotes, through its objectives and policies, overall land settlement patterns that support fiscally and environmentally sustainable transportation modes. Transit Oriented Development (TOD) is encouraged through policy T-9 within the Urban Transit Service Boundary to maximize access to public transit routes and nodes.

Integrated Mobility Plan/ Bedford Highway Functional Plan:

The Integrated Mobility Plan (IMP) is a priority plan which provides a framework to guide future investments in transportation infrastructure and to encourage complementary land use patterns. The IMP aims to improve the sustainability of transportation in the Region by reducing the reliance on private automobile for travel. Action 17 of the IMP states that *“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 the potential for redevelopment.”*

The Bedford Highway Functional Plan is one component of the IMP which has been moved forward. The IMP identifies the Bedford Highway as a “transit priority corridor” for increased transit measures

and endorses further consideration of commuter rail service along the existing Bedford-Halifax rail corridor adjacent to the Bedford Highway.

This site at Wardour Street and Dartmouth Road is within the area shown as a “proposed transit oriented community” as shown on Figure 10 of the IMP and is located within easy walking distance of the existing Bedford Highway transit corridor and Sunnyside Mall- which is a proposed commuter rail station. In order to ensure that all forms of transit, including the commuter rail option, are viable components of the promotion of alternative transportation modes along Bedford Highway, sufficient residential density must be in place or permitted in appropriate locations surrounding the proposed transit priority corridors and commuter rail stations.

The redevelopment of this site for a multiple unit dwelling, provides an opportunity to set the stage for the provision of sufficient residential density to ensure the viability and success of the proposed commuter rail system. It is our opinion that the redevelopment of this site for additional single unit dwellings would be a lost opportunity to promote and contribute to sustainable development and transportation patterns in the Region.

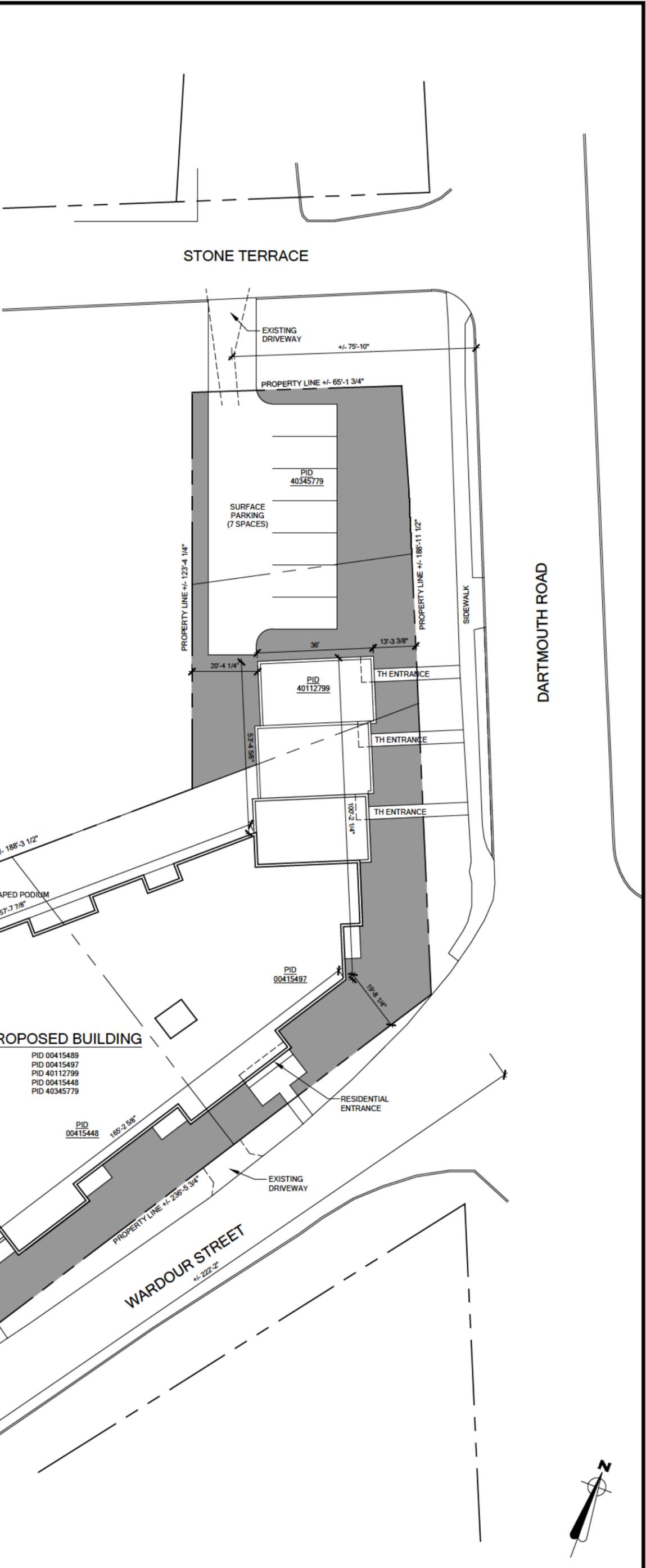
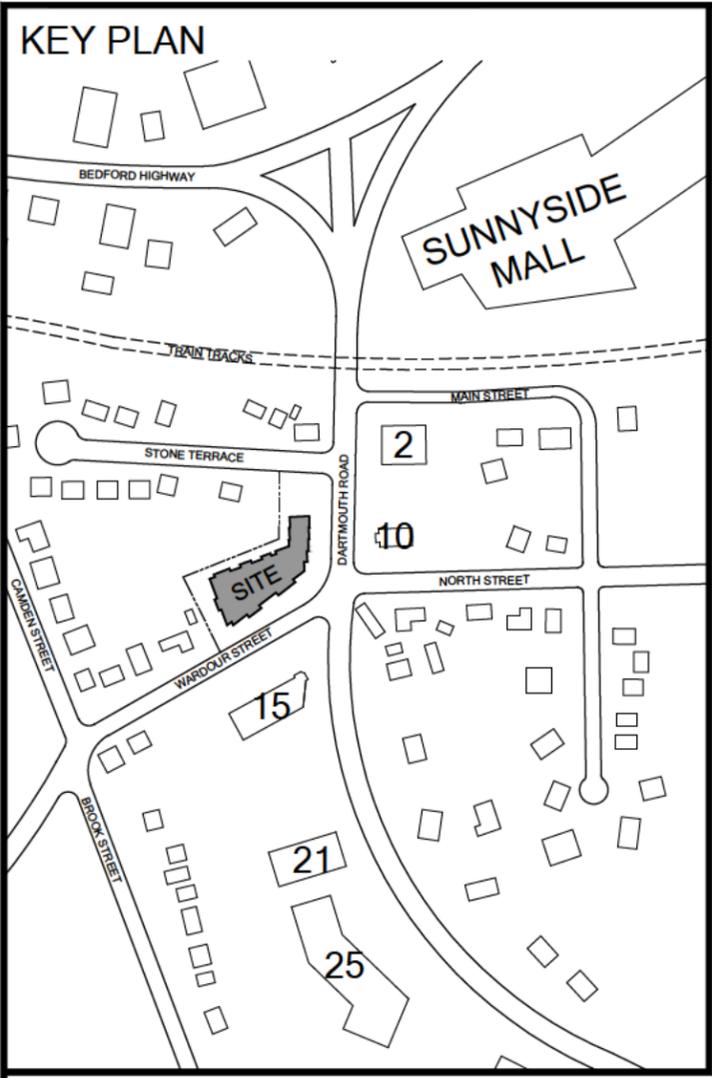
Summary: The Bedford MPS has been structured to allow the consideration of a variety of forms of residential uses in areas designated Residential on the Generalized Future Land Use Map. There is explicit provision in the MPS to encourage forms of housing other than single unit dwellings through the initiation of a plan amendment process which would take the form of site specific policy to permit a multiple unit dwelling.

It is our opinion that this site at the intersection of Dartmouth Road and Wardour Street would favour the development of a moderately sized multiple unit dwelling which would be compatible with the existing residential properties and provide an appropriate transition given the relative location and situation of this site. In addition, redeveloping this site for a multiple unit dwelling as proposed, would allow this site to respond to current Regional priorities and recognizes the interaction of land use planning and how this can promote the more efficient movement of people across the Region.

It is requested, therefore, that an amendment to the Bedford Municipal Planning Strategy be initiated for the site encompassing 37, 39 and 41 Wardour Street and 5 and 9 Dartmouth Road in Bedford to allow the consideration of a multiple unit development by development agreement.

Respectfully submitted,

Shelley Dickey
Shelley Dickey Land Use Planning



DATA:

- GROSS LOT AREA: 37,139 SF
- BUILDING FOOTPRINT: 15,568 SF
- LOT COVERAGE: 42%
- TOTAL UNITS: 48
 - 1+ DEN: 13
 - 2 BED: 24
 - 2 BED +DEN: 6
 - 3 BED: 2
 - 3 BED TH: 3
- PARKING: +/- 47 INDOOR
+/- 9 OUTDOOR
- GFA: 53,643 SF
- GFAR: 1.47
- PERSONS PER ACRE: 129

STEVENS GROUP
DARTMOUTH ROAD
BEDFORD, NS

ALL CONSTRUCTION TO MEET
ALL APPLICABLE CODES, BY-LAWS,
STANDARDS, ETC.
APPROXIMATE DIMENSIONS
AND ROOF SLOPES

MZM MICHAEL
APIER
ARCHITECTURE

DRAWING
SITE PLAN
SCALE
1/32" = 1'-0"

DATE
14 FEB 2019
DRAWING NO.
A-100





View from the corner of Dartmouth Rd. and Wardour St.



Ref. No. 191-01539-00

February 22, 2019

Ms. Ashley Blissett, P. Eng.
Senior Development Engineer
Halifax Regional Municipality
PO Box 1749
HALIFAX NS B3J 3A5

RE: Traffic Impact Statement, Multi-Unit Residential Building, Corner of Dartmouth Road and Wardour Street, Bedford, NS

Dear Ms. Blissett:

This Traffic Impact Statement has been prepared to consider potential traffic impacts of construction of a multi-unit residential building on a site bounded by Wardour Street, Dartmouth Road and Stone Terrace, Bedford (Figure 1).

Description of Development Site - The existing site (Figure 1) includes three properties with frontage on Wardour Street, a lot with frontage on Dartmouth Road and a lot with frontage on Stone Terrace. The two western lots on Wardour Street have existing unoccupied houses, and the other three lots do not have any existing buildings. The proposed development, which will include approximately 48 residential units, will be accessed by a new driveway on Wardour Street (Photos 1 and 2) near the western edge of the site which will provide access for two outdoor and 47 indoor parking spaces, as well as by an existing driveway on Stone Terrace (Photos 3 and 4) to serve seven outdoor parking spaces. Visibility is good on approaches to the two proposed driveways.

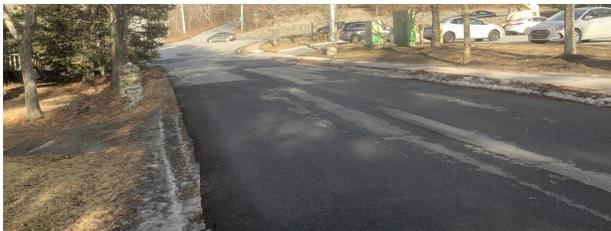


Photo 1 - Looking left (east) on Wardour Street towards Dartmouth Road from the proposed site driveway near the western edge of the site.



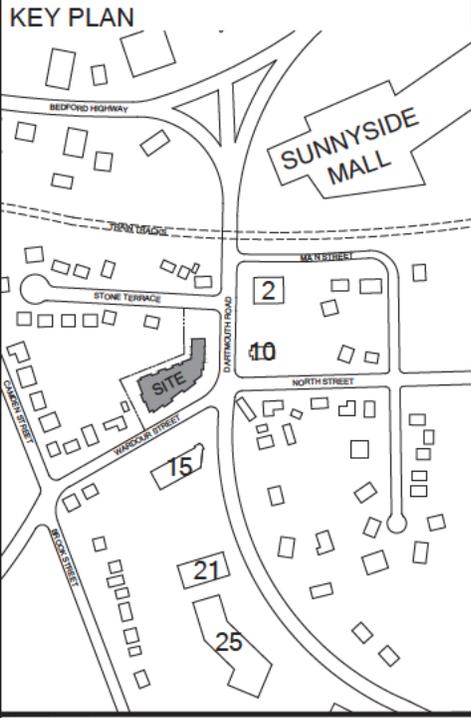
Photo 2 - Looking right (west) on Wardour Street towards Shore Drive from the proposed driveway near the western edge of the site.



Photo 3 - Looking left (west) on Stone Terrace towards the cul-du-sac end of the street from the proposed site driveway.

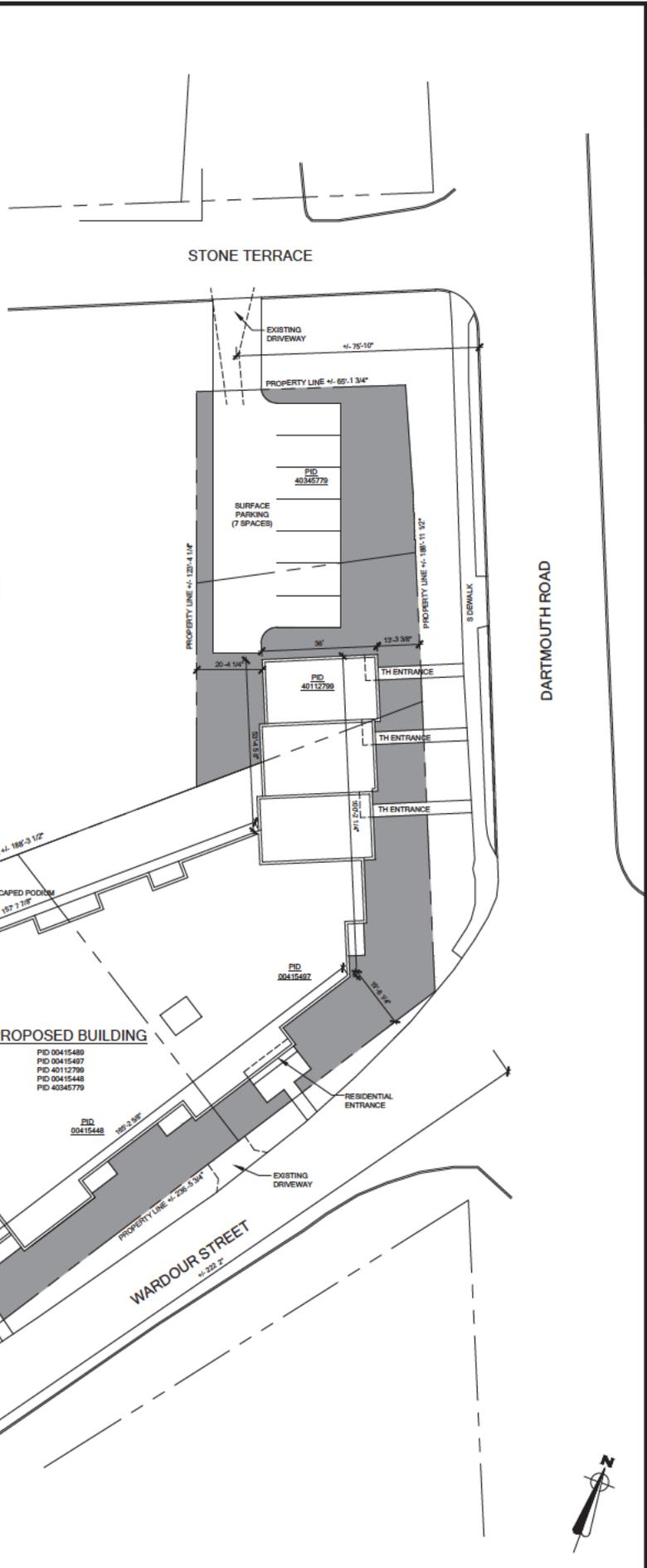


Photo 4 - Looking right (east) on Stone Terrace towards Dartmouth Road from the proposed site driveway.



DATA:

- GROSS LOT AREA: 37,139 SF
- BUILDING FOOTPRINT: 15,568 SF
- LOT COVERAGE: 42%
- TOTAL UNITS: 48
 - 1+ DEN: 13
 - 2 BED: 24
 - 2 BED +DEN: 6
 - 3 BED: 2
 - 3 BED TH: 3
- PARKING: +/- 47 INDOOR
- GFA: 53,643 SF
- GFAR: 1.47
- PERSONS PER ACRE: 129



STEVENS GROUP
DARTMOUTH ROAD
BEDFORD, NS

Figure 1

ALL CONSTRUCTION TO MEET
ALL APPLICABLE CODES, BY-LAWS,
STANDARDS, ETC.
APPROXIMATE DIMENSIONS
AND ROOF SLOPES

MICHAEL
APIER
ARCHITECTURE

DRAWING
SITE PLAN
SCALE
1/32" = 1'-0"

DATE
14 FEB 2019
DRAWING NO.
A-100

Wardour Street is a two lane paved street with curb and sidewalk on the south side opposite the site and a gravel shoulder on the north side adjacent to the site (Photos 1 and 2). The street, which is approximately 500 meters long, connects Dartmouth Road to Shore Drive.

Stone Terrace is a two lane paved cul-du-sac street with curb on the south side adjacent to the site and to just east of the site (Photos 3 and 4). The street has gravel shoulders on the north side, as well as on the south side west of the site. The cul-du-sac is approximately 150 meters long with about 15 houses.

Dartmouth Road is a two lane street with designated left turn lanes for both Wardour Street and Stone Terrace intersections. There is a sidewalk on the west side south of Wardour Street and on both sides of Dartmouth Road between Wardour Street and Bedford Highway about 250 meters north of the site. There is a marked crosswalk with actuated flashing amber beacons just north of Wardour Street.

Traffic Volumes - While traffic volumes are not available for Stone Terrace, peak hourly volumes are expected to be low since the street only serves about 15 houses. The following volumes for Dartmouth Road and Wardour Street have been extracted from an HRM turning movement count obtained at the end of June 2015:

- Dartmouth Road between Wardour Street and Stone Terrace - two-way volume 1,500 vehicles per hour (vph) during the AM peak hour and 1,800 vph during the PM peak hour.
- Wardour Street near the proposed site driveway - two-way volume 130 vph during the AM peak hour and 140 vph during the PM peak hour.

Transit Service - Halifax Transit provides service with Route 66 on Dartmouth Road and several other regional routes on Bedford Highway about 250 meters north of the site.

Trip Generation Estimate for Proposed Development - Trip generation estimates, prepared using published trip generation equations from *Trip Generation, 10th Edition*, (Institute of Transportation Engineers, 2017), are included in Table 1. After a 20% reduction for non-auto trips, which is within the Halifax Integrated Mobility projection for 26% non-auto trips in the inner suburban areas, it is estimated that the proposed mid-rise apartment building will generate 13 two-way vehicle trips (3 entering and 10 exiting) during the AM peak hour and 16 two-way vehicle trips (10 entering and 6 exiting) during the PM peak hour.

Land Use ¹	Units ²	Trip Generation Rates ³				Trips Generated ³			
		AM Peak		PM Peak		AM Peak		PM Peak	
		In	Out	In	Out	In	Out	In	Out
Mid Rise Apartment (Land Use 221)	48 units	0.09	0.27	0.27	0.17	4	13	13	8
20% Reduction for Non-Auto Usage ⁴						1	3	3	2
Adjusted Trip Generation Estimates for Proposed Development						3	10	10	6
NOTES: 1. Rates are for the indicated Land Use Code, <i>Trip Generation, 10th Edition</i> , Institute of Transportation Engineers, 2017. 2. Units are 'Number of Apartments'. 3. Rates are 'vehicles per hour per unit'; trips generated are 'vehicles per hour for peak hours'. 4. Since the site is well served by transit and is within easy walking distance to Sunnyside Mall, trip generation estimates have been reduced by 20% to account for non auto trips expected for this development.									

Summary -

1. The proposed development includes construction of a multi-unit residential building with approximately 48 units on a site bounded by Wardour Street, Dartmouth Road and Stone Terrace, Bedford. The site includes three properties with frontage on Wardour Street, a lot with frontage on Dartmouth Road and a lot with frontage on Stone Terrace. The two western lots on Wardour Street have existing unoccupied houses, and the other three lots do not have any existing buildings
2. The proposed development will be accessed by a new driveway on Wardour Street near the western edge of the site which will provide access for two outdoor and 47 indoor parking spaces, as well as by an existing driveway of Stone Terrace to serve seven outdoor parking spaces. Visibility is good on approaches to the two proposed driveways.
3. Peak hourly volumes on Stone Terrace are expected to be low since the street only serves about 15 houses. An HRM count at the Dartmouth Road / Wardour Street intersection at the end of June 2015 indicated the following two-way vehicle volumes in the area:
 - Dartmouth Road between Wardour Street and Stone Terrace - 1,500 vehicles per hour (vph) during the AM peak hour and 1,800 vph during the PM peak hour.
 - Wardour Street near the proposed site driveway - 130 vph during the AM peak hour and 140 vph during the PM peak hour.
4. Halifax Transit provides service with Route 66 on Dartmouth Road and several other regional routes on Bedford Highway about 250 meters north of the site.
5. After a 20% reduction for non-auto trips, which is within the Halifax Integrated Mobility projection for 26% non-auto trips in the inner suburban areas, it is estimated that the proposed mid-rise apartment building will generate 13 two-way vehicle trips (3 entering and 10 exiting) during the AM peak hour and 16 two-way vehicle trips (10 entering and 6 exiting) during the PM peak hour.

Conclusion -

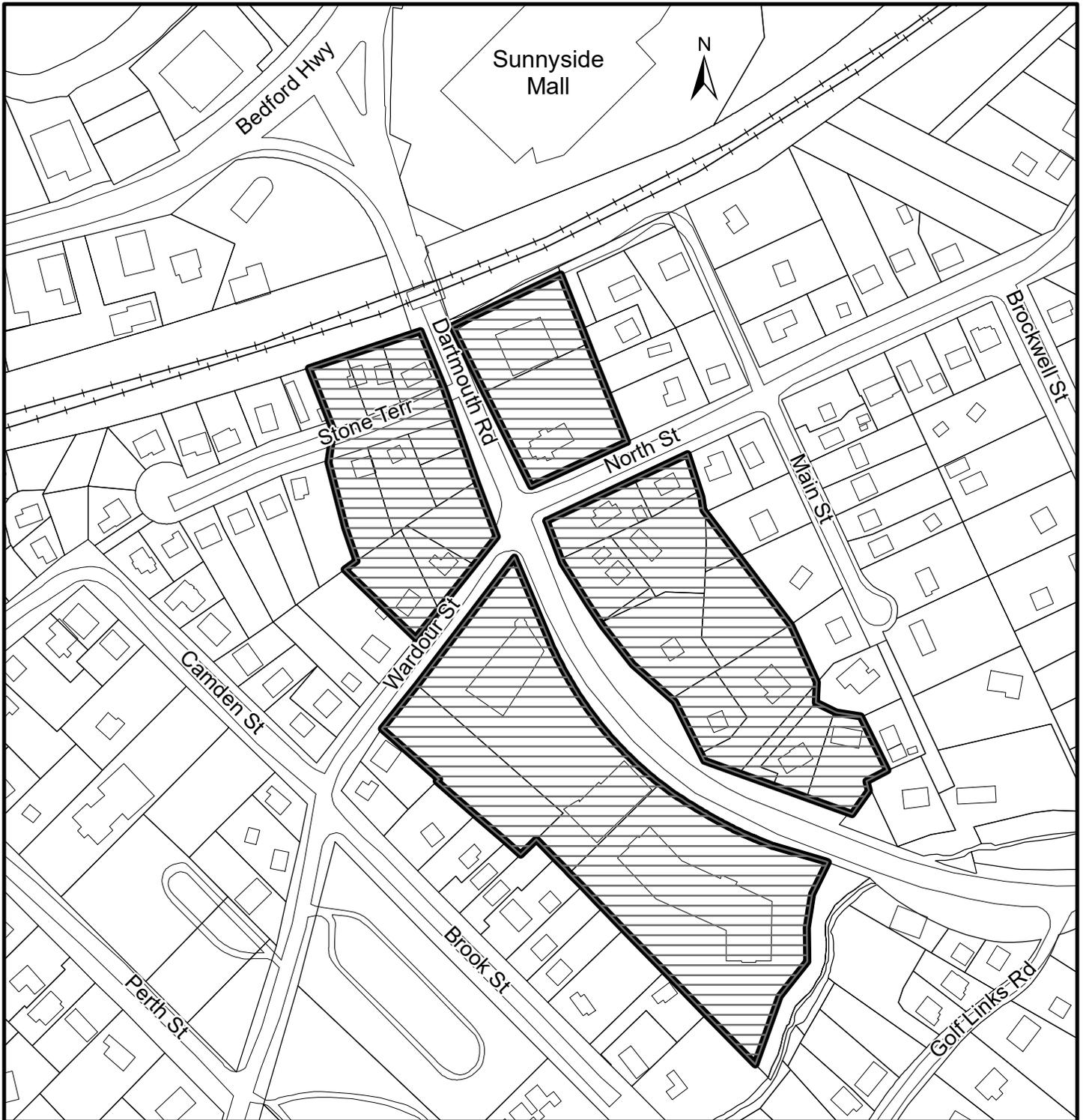
6. Since the estimated numbers of site generated vehicle trips are low, the proposed development is not expected to have any significant impact to traffic performance on the adjacent intersections, streets, or the regional road network.

If you have any questions, please contact me by Email to ken.obrien@wsp.com or telephone 902-452-7747.

Sincerely,

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



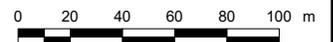


Attachment C - Study Area

Dartmouth Rd & Wardour St.
Bedford

HALIFAX

 Study Area



Bedford
Plan Area

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

**Public Engagement Update & Survey
Dartmouth Road, Stone Terrace and Wardour Street, Bedford**

Based on direction from Regional Council in relation to the COVID-19 pandemic, virtual public meetings may now be carried out to support public engagement for active planning processes. Prior to undertaking any virtual public meetings, HRM staff are sending a survey to restart public engagement for the following project:

Case 22267: Potential changes to the Bedford Municipal Planning Strategy to allow mid-rise apartment buildings in a study area near Dartmouth Road, Stone Terrace and Wardour Street, Bedford (study area map below). Two multi-unit buildings are proposed within the study area. See the back of this page for more details.

A survey on this case is attached to this letter. You can return the survey by mail or by email, by November 10th. Contact details are on the survey.

HRM Regional Council has enabled virtual public meetings to support public engagement for active planning processes. HRM, through the North West Planning Advisory Committee, will host virtual public meetings with residents in the future. As part of the survey attached, we're trying to gauge interest in virtual public meetings, which will help with scheduling. When virtual public meetings are scheduled, residents will be notified and provided with directions on how to participate.

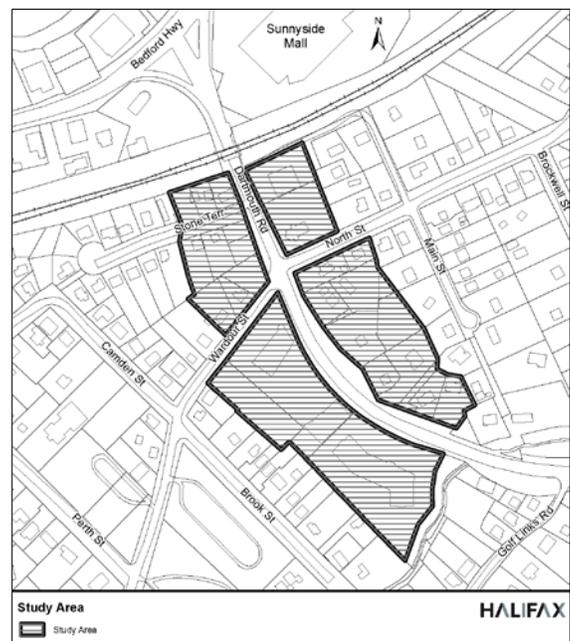
HRM is still in the early stages of considering Case 22267. Regional Council must hold a public hearing before voting on any changes. The public hearing is another chance for residents to bring their opinions to Council. Before a public hearing you will receive an invitation by mail.

Sean Gillis is the Planner managing this file. You can contact him by phone at 902-237-3424 or by email at gillisse@halifax.ca. For updates and other documents visit the website: <http://www.halifax.ca/planning> (scroll down to case 22267)

Return the attached survey by mail or by email by November 10th, 2020:

Mail: Sean Gillis, c/o Halifax Regional Municipality, PO Box 1749, Halifax, NS B3J 3A5

Email: gillisse@halifax.ca



PLANNING APPLICATION CASE NO. 22267

HRM Council directed staff to start a process to consider changes to allow apartment buildings near Dartmouth Road. The process will consider changes to the Bedford Municipal Planning Strategy to allow mid-rise apartment buildings in a study area near Dartmouth Road. Applicants have proposed two specific buildings within the study area.

The Stevens Group (represented by Shelley Dickey Land Use Planning) is proposing a four-storey residential building on Dartmouth Road, between Wardour Street and Stone Terrace. The proposal includes:

- 4 storeys with 2-storey sections at both ends of the building
- 48 residential units
- Main driveway off Wardour Street for 47 underground parking spaces
- Secondary driveway off Stone Terrace for 9 surface parking spaces



Bedford Holdings Ltd. (represented by Zzap Consulting) is proposing a five-storey residential, commercial building on the parking lot behind the Wardour Centre, on Wardour Street. The proposal includes:

- 5 storey building, with upper stories set back
- About 6,300 square feet of ground level commercial space
- 51 residential units above the commercial space
- Adding a new driveway on Wardour Street
- 52 underground parking spaces and 24 surface parking spaces



For more information, please visit www.halifax.ca/planning (scroll down to Case 22267) or contact **Sean Gillis**, Planner, 902-490-6357, gillisse@halifax.ca

Survey for Case 22267:

Mid-rise apartment buildings near Dartmouth Rd., Stone Terrace and Wardour St.

We would like to hear your thoughts about potential changes to the land-use planning rules near Dartmouth Road, Bedford. Two buildings are proposed for the area. These buildings cannot be built unless planning rules are changed. Before any changes are considered, HRM is asking residents for their opinions. Public feedback will be collected by staff and sent to Regional Council before any changes are considered. Please provide us with your thoughts. Feel free to write on the back of the survey or send us any other comments.

1. What concerns do you have about allowing apartment buildings and townhouses near Dartmouth Rd?

2. What benefits do you think allowing apartment buildings and townhouses could bring to the area?

3. Please tell us what buildings might fit best in your neighbourhood?

4. Is there anything else we should know about your neighbourhood?

5. Would you be interested in attending a virtual (online or by phone) public meeting about this project?

If you need extra space, please write on the back of this survey. Or, send us a longer letter or email.

Return the survey by mail or by email by November 10th, 2020:

Mail: Sean Gillis, c/o Halifax Regional Municipality, PO Box 1749, Halifax, NS B3J 3A5

Email: gillisse@halifax.ca

Survey Write-Up for Case 22267: Potential Rezoning on Dartmouth Road and Wardour Street

This survey was the first engagement activity for this project. In early October, HRM mailed 267 survey packages to residents near Dartmouth Road and Wardour Streets. The packages included a cover letter, fact sheet and the survey. The survey package and a map of the notification area are attached to this write up.

Over the following months, 103 surveys were returned, a response rate of 39%. This response rate is much higher than surveys for other projects.

This write-up is a high-level summary. It is an overview of common themes and attempts to capture the general tone of the surveys. It also provides a tally of specific concerns, such as traffic, community character, safety and privacy.

Survey Questions:

- 1) What concerns do you have about allowing apartment buildings and townhouses near Fort Dartmouth Road?
- 2) What benefits do you think allowing apartment buildings and townhouses could bring to the area?
- 3) Please tell us what buildings might fit best in your neighbourhood?
- 4) Is there anything else we should know about your neighbourhood?
- 5) Would you be interested in attending a virtual (online or by phone) public meeting about this project?

Common Themes and Messages

This section attempts to describe and capture the broad, common themes which ran through many surveys. Staff attempted to paraphrase the voices of many respondents into a short summary. We included some short quotes (*in italics*) that we believe represent many respondents. We feel the quotes help show the tone and emotion present in the survey. The themes and quotes are pulled from across questions and from many surveys. We have used the term 'respondents', as the survey results come from those residents who answered the survey.

Most respondents strongly oppose new zoning, especially for apartment buildings

The overall response is strong opposition. Three quarters of respondents said there were no benefits to rezoning; the same proportion said single-unit homes were most appropriate (e.g. no zoning changes). 93% of residents had concerns with traffic.

"I strongly object to apartment building on Wardour Street and Stone Terrace ..."

"I am against this project ... "

Many respondents see this as being larger than just these sites on Dartmouth Road and Wardour Street. Many feel the character of old Bedford is at stake, especially the Fort Sackville neighbourhood. They fear that development will keep coming, pushing further into low density residential neighbourhoods. There

is a clear fear that apartment buildings could ruin Bedford's character. Many respondents fear that any rezoning will encourage or justify future rezonings.

"Ruin the community. This is a quiet, established residential area/community where everyone knows each other and respects each other. Bringing in this absurd amount of new residence will diminish the feeling of community that we who live in the Fort Sackville/Dartmouth road are so lucky to have."

"This is the thin edge of the wedge. If this rezoning happens the newly rezoned area would create precedent for other developers to create multi-unit on Dartmouth Road and South to Shore Drive."

"This would be the first nail in the coffin for the town of Bedford".

Many respondents feel threatened

The word invade was often used. People described the Fort Sackville neighbourhood as a charming, quiet enclave. Respondents felt this character was under threat. Respondents feel their privacy and their safety is threatened.

Many respondents feel that single-unit zoning is a long-term expectation

Many respondents moved to the area for the single-unit housing. Many respondents also felt that zoning represented the long-term goal for the area. There is a clear sense that zoning is an expectation for HRM to uphold.

"Single family homes. That is what we all bought into".

"... quiet residential neighbourhood with residents who purchased their houses for this purpose."

"Changes in land use planning are neither warranted nor requested."

"Families in this neighbourhood have purchased homes with the expectation that the zoning will remain single family units."

Most residents do not see benefits for them or for their neighbourhood

"None" was the most common response to 'what benefits do you think allowing apartment buildings and townhouses could bring to the area?' A small number of respondents mentioned that more housing availability would be a benefit, but many said this benefit would only happen with modest rental prices.

"None to me. The benefits would all be to new residents, not current ones."

"I can't see any benefits of any type of apartment building."

Some respondents felt planning projects were inappropriate, since people cannot meet in person

"I cannot understand how these big things could be decided when people can't even meet. I have been to meetings in Bedford in the past, though we relied on each other's company. Computer meetings and phone meetings would not have been enough."

“... given the current situation I find it ridiculous that HRM Council wouldn’t figure out a way to do something in person.”

“I would prefer the meeting be delayed until an in person meeting can take place.”

Specific Concerns and Responses

Traffic: According to the survey respondents, the largest concern with this proposal is overwhelmingly traffic. 93% of respondents mentioning traffic issues in their responses. Many respondents consider the traffic in the area to already be too heavy and fear that this development will exacerbate that problem.

Traffic issues that were repeatedly mentioned were:

- Congestion at the intersection of Wardour Street and Dartmouth Rd making it difficult and dangerous, and time-consuming to make a left-hand turn during peak hours.
- Traffic-related safety concerns relating to the nearby elementary school.
- Drivers using Wardour, Perth and Camden Streets, plus Fort Sackville Road as a shortcut to avoid traffic on the Bedford Highway near Sunnyside Mall.
- Drivers using the Eaglewood subdivision as a shortcut to avoid the traffic at the Bedford Highway, creating higher traffic volume in this area.
- Lack of infrastructure to support higher volume of vehicles.

“It’s already very difficult to exit Left off North street and Wardour. I can’t imagine adding more congestion to an already very busy area.”

“Increased traffic will increase safety issues for the already significant number of joggers, children, residents walking dogs, etc.”

“The traffic on the Dartmouth Road and Bedford Highway is horrible with the situation we already have.”

“Yes, of course there will be more traffic on our already traffic-calmed streets.”

Neighbourhood Character: After traffic, the next most common concern was potential loss of neighbourhood character. 42% of respondents mentioned character. Common responses were:

- That the neighbourhood is quiet and has a small-community feeling.
- That the area is walkable.
- The area is historic and unique.
- That the homeowners currently living there purchased their homes to escape the bustle of Halifax.
- That the area is popular with retirees.
- 13% made reference to the neighborhood as a historic area that should be preserved.

“These projects do not belong here.”

“Large apartment buildings completely change the character of my neighborhood.”

"It was always designed as a single family dwelling area with 2 graveyards, 2 schools, library, Scott Manor House, etc."

"Approving these buildings would be an eye sore for the area."

"Our neighbourhood is one of the oldest and most historic areas of Bedford."

Increasing Population: Related but distinct from traffic were other concerns regarding an increase in population and its impacts (garbage, noise, privacy, etc.). 27% of respondents voiced concerns about population that weren't relating to traffic. 26% of respondents included concerns about safety in their responses.

Other Concerns: Other concerns that were mentioned repeatedly were impacts on property values (27%), current lack of sidewalks (11%), and fear that this development will create a dangerous precedent (5%).

Potential Benefits: Regarding potential benefits the development may bring, the majority responded with "none" (76%). Benefits that were mentioned repeatedly were a positive impact on vacancy rates (8%), good for local businesses (5%), and that it would be an efficient use of land (2%). 4% of respondents said they could see benefits only if new development were single-family homes like the other buildings in the area. The overwhelming majority of respondents were opposed to the development, including those who mentioned any of the potential benefits above.

Preferred Development: When asked what new developments they would like to see in the area, the most common response was single-family homes (73%), followed by townhouses (20%), and duplexes (16%). Please note that respondents were free to write more than one kind of development, townhouses and duplexes often being mentioned together. 4% of respondents said they would welcome small or mid-rise apartments, and 2 respondents said they would like to see public use such as a school park, or library.

"The best fit is the existing: single family residential".

"Same as current: single family housing."

"Low density housing only."

"Townhouses? Duplexes? There must be zoning somewhere between single unit – multis ..."

Meeting Interest: When asked if they would attend a live meeting on the subject, 75 responded "yes", 9 responded "no", and 26 gave no response.

Attachment E: Public Information Meeting (PIM) Minutes



NORTH WEST PLANNING ADVISORY COMMITTEE PUBLIC INFORMATION MEETING MAY 26, 2021

PRESENT: Ann Merritt, Chair
Nick Horne, Vice Chair
Deputy Mayor Tim Outhit
Councillor Cathy Deagle Gammon
Stacey Rudderham
Gina Jones-Wilson
Jordan Foster
Jacqueline LeVert

REGRETS: Donalda Maclsaac
Ryan Donato

OTHERS PRESENT: Councillor Paul Russell

STAFF: Andrea Lovasi-Wood, Legislative Assistant
Alicia Wall, Legislative Support

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

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

**North West Planning Advisory Committee Public Information Meeting Minutes
May 26, 2021**

The meeting was called to order at 7:00 p.m. and the meeting adjourned at 9:04 p.m.

1. CALL TO ORDER

The Chair called the meeting to order at 7:00 p.m. This evening's meeting is the first session of the North West Planning Advisory Committee hosted Public Information Meeting for case 22267.

The Chair welcomed members of the public and reviewed the process for the Public Information Meeting.

2. Case 22267: Application by Shelley Dickey Land Use Planning, on behalf of the Stevens Group, proposing a four-storey residential building on Dartmouth Road, between Wardour Street and Stone Terrace and Application by Zzap Consulting Inc., on behalf of Bedford Holdings Ltd., proposing to develop a surface parking lot on Wardour Street behind the Wardour Centre. The proposal is to construct a five-storey residential and commercial building.

The following was before the Committee:

- Staff presentation dated May 26, 2021
- Correspondence from Sherri Butcher and Peter A. Loucks

Sean Gillis, Planner II, Regional Planning, presented case 22267. Gillis gave an overview of the planning process and stakeholders involved. Regional Council will make the final decision after the application goes through the North West Planning Advisory Committee and the North West Community Council for recommendation.

This process was initiated in 2019 and was delayed due to COVID-19. An in-person Public Information Meeting scheduled for March 2020 had to be postponed due to the pandemic, and new direction had to be received from Council with respect to hosting virtual meetings.

Gillis further spoke to the planning documents guiding process and the study area. The types of uses Council will consider for the study area include townhouses, low to mid-rise buildings and commercial. Any development must have good transition to the existing neighborhood, be transit oriented, support pedestrians and make sense in the area. The study area is surrounded by a mixture of residential and commercial uses. A four-storey, 48-unit building is being proposed by The Stevens Group, and a five-storey, 51-unit building with ground floor commercial is being proposed by Universal Properties.

With respect to public engagement thus far, 267 surveys were sent out and 103 responses were received. Strong opposition was expressed in the majority of the surveys with traffic concerns, loss of neighborhood character and pedestrian safety concerns being noted. Residents in the area feel the buildings are too large for the neighborhood and that there is no benefit to existing residents to allow this development. A copy of the staff presentation is on file.

The Chair opened the floor to members of the public to speak and reviewed the rules for speakers.

Xia Xhang, a resident of Bedford, expressed concerns around traffic and the lack of sidewalks in the area noting it is not a walkable area. Increased air and noise pollution were also noted.

John Tolson, a resident of Bedford, is opposed to this development and stated the area is historic and should not be changed. The buildings do not fit with the existing neighborhood. Concerns regarding stormwater and traffic concerns were also noted.

Thomas Higgins, a resident of Bedford, is opposed to this development and expressed concerns around traffic, speeding, loss of views and decreased property values.

Lisa Abbott, a resident of Bedford, grew up in the area and feels this development would change the character of the neighborhood and is opposed to the development.

**North West Planning Advisory Committee Public Information Meeting Minutes
May 26, 2021**

John Noddin, a resident of Bedford, feels the proposed buildings do not fit with the surrounding neighborhood and noted traffic concerns.

Don Veinish, a resident of Bedford, feels house values would decrease and the character of the area would be changed.

Denis Dommer, a resident of Bedford, feels the proposals are reasonable.

Arthur Baxter, a resident of Bedford, does not feel the development will fit in with the existing neighborhood and wants to see the R-1 zone remain. Pedestrian safety concerns were also noted.

Ron Degroot, a resident of Bedford, feels the proposed buildings do not suit the neighborhood and would like to see the R-1 zone remain. They feel there are other areas in Bedford better suited for this type of development.

Judy Tattrie, a resident of Bedford, expressed concerns around traffic, the lack of sidewalks in the area and parking. They also feel houses in the area may not sell as quick.

Kunyi Mangalam, a resident of Bedford, noted traffic and safety concerns, and feels this type of development will not enhance the area.

William Mo, a resident of Bedford, stated this is a unique neighborhood and would like it to remain low-density. Allowing this development does not provide any benefits to existing residents.

David Knowles, a resident of Bedford, feels the development does not suit the existing neighborhood and noted concerns are traffic, safety and a lack of sidewalks in the area.

In response to the speakers, Sean Gillis, Planner II, Regional Planning, noted that speaking time was reduced to 4 minutes from 5 minutes to allow everyone a chance to speak. Gillis also noted that this area has been identified as a growth centre which is why it is being looked at, and that just because a property is located in the study area does not mean it will be changed.

3. ADJOURNMENT

The Chair thanked people for attending and providing feedback.

The second session of the North West Planning Advisory Committee hosted Public Information Meeting for case 22267 will be held on May 27, 2021.

The meeting adjourned at 9:04 p.m.

Alicia Wall
Legislative Support



**NORTH WEST PLANNING ADVISORY COMMITTEE
PUBLIC INFORMATION MEETING
MAY 27, 2021**

PRESENT: Ann Merritt, Chair
Nick Horne, Vice Chair
Deputy Mayor Tim Outhit
Councillor Cathy Deagle Gammon
Stacey Rudderham
Jordan Foster
Jacqueline LeVert
Donalda MacIsaac

REGRETS: Gina Jones-Wilson
Ryan Donato

OTHERS PRESENT: Councillor Paul Russell

STAFF: Andrea Lovasi-Wood, Legislative Assistant
Alicia Wall, Legislative Support

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**North West Planning Advisory Committee Public Information Meeting Minutes
May 27, 2021**

The meeting was called to order at 7:00 p.m. and the meeting adjourned at 9:06 p.m.

1. CALL TO ORDER

The Chair called the meeting to order at 7:00 p.m. This evening's meeting is the second session of the North West Planning Advisory Committee hosted Public Information Meeting for case 22267.

The Chair welcomed members of the public and reviewed the process for the Public Information Meeting.

2. Case 22267: Application by Shelley Dickey Land Use Planning, on behalf of the Stevens Group, proposing a four-storey residential building on Dartmouth Road, between Wardour Street and Stone Terrace and Application by Zzap Consulting Inc., on behalf of Bedford Holdings Ltd., is proposing to develop a surface parking lot on Wardour Street behind the Wardour Centre. The proposal is to construct a five-storey residential and commercial building.

The following was before the Committee:

- Staff presentation dated May 27, 2021

Sean Gillis, Planner II, Regional Planning, presented case 22267 and gave an overview of the study area and spoke to the planning process. It was noted that Regional Council will make the final decision, and that no decisions are made at the Public Information Meeting.

Regional Council initiated this process in 2019 and it was delayed due to COVID-19. An in-person Public Information Meeting scheduled for March 2020 had to be postponed due to the pandemic, and new direction had to be received from Council with respect to hosting virtual meetings.

Gillis further spoke to the planning documents guiding the process. Some uses Council will consider for the study area are townhouses, low to mid-rise buildings and commercial. Any development must have good transition to the existing neighborhood, be transit oriented, support pedestrians and make sense in the area. The study area is surrounded by a mixture of residential and commercial uses. A four-storey, 48-unit building and a five-storey, 51-unit building with ground floor commercial are being proposed.

Public engagement to date includes a mailout of 267 surveys to which 103 responses were received. Strong opposition has been expressed for these buildings. Other concerns noted include traffic, loss of neighborhood character and pedestrian safety. A copy of the staff presentation is on file.

The Chair opened the floor to members of the public to speak and reviewed the rules for speakers.

Margaret Embree, a resident of Bedford, expressed concerns around traffic, impacts on schools, impacts on wildlife, noise pollution and the lack of sidewalks in the area. The historical significance of the area was also noted.

Jean Bird, a resident of Bedford, expressed traffic concerns, as well as concerns around the increased density. The historical value of the area was noted as well as a loss of neighborhood character if these buildings are approved.

Brent Newsome, a resident of Bedford, expressed opposition for the proposal and feels the proposed buildings are not in keeping with the existing neighborhood.

Wendy Walsh, a resident of Bedford, does not feel these buildings are compatible with the surrounding neighborhood and is concerned about traffic and the narrow streets not being able to support the increased density. The historical value of the area was also noted.

Marvin Burnett, a resident of Bedford, is opposed to this proposal and expressed concerns around traffic, inadequate parking, lack of sidewalks in the area and negative impacts on existing properties in the area.

Vivek Tomar, a resident of Bedford, feels this is a unique neighborhood with historical value. It was noted the buildings are too large for the area and allowing this development would provide no benefits to existing residents. The lack of parking in the area was also noted.

Donald Abbott, a resident of Bedford, is opposed to this development and noted the uniqueness of this neighborhood.

Krista Chen, a resident of Bedford, does not support the development or rezoning. Traffic concerns were expressed as there is already traffic calming measures in place in the area.

Benjamin Chen, a resident of Bedford, stated heavy traffic in the area already causes delays commuting within Bedford and from Bedford and they do not want the character of the neighborhood to be lost.

Robert Chen, a resident of Bedford, opposes this development and noted the historical value and character of the neighborhood. They also indicated that single unit neighborhoods are hard to find.

Patti Scott, a resident of Bedford, is opposed to this development and likes the village feeling of the neighborhood as it exists. They feel the increased density will have negative impacts on the existing infrastructure and will not provide any benefits to existing residents.

Aaron Everett, a resident of Bedford, is opposed to the development and expressed concerns around traffic and safety during construction.

Jay Chalfoun, a resident of Bedford, supports the project and feels it will provide much needed housing.

In response to the speakers, Sean Gillis, Planner II, Regional Planning, noted the following:

- The demand for housing in HRM has never been this high.
- Staff consults with Halifax Regional Centre for Education with respect to school capacity.
- Driveway locations are typically conceptual until the permitting stage and will be reviewed by engineers.
- There is no existing plan for new sidewalks in the area.
- Wind studies are usually done with high rise buildings of 10-12 floors or higher.
- A shadow analysis will be completed before the application is reviewed by the North West Planning Advisory Committee.
- Regional Council can request a traffic warrant to see if traffic lights are required.
- There is ample water and sewer capacity in the area, and this will be confirmed by Halifax Water during the permitting stage.
- The Sunnyside growth centre can be found on Map 1, Settlement and Transportation in the Regional Plan and the boundaries are not definitely defined as to where growth centre begins or ends. That definition will be made during the upcoming Regional Plan process.
- Stormwater management needs to meet HRM standards and is not negotiable.
- The study area was created because HRM received two similar applications close together and thought it would be better to look at them together.

Gillis also provided some figures from the Traffic Impact Statement.

3. ADJOURNMENT

The Chair thanked people for attending and providing feedback.

The third and final session of the North West Planning Advisory Committee hosted Public Information Meeting for case 22267 will be held on May 31, 2021.

**North West Planning Advisory Committee Public Information Meeting Minutes
May 27, 2021**

The meeting adjourned at 9:06 p.m.

Alicia Wall
Legislative Support



**NORTH WEST PLANNING ADVISORY COMMITTEE
PUBLIC INFORMATION MEETING
MAY 31, 2021**

PRESENT: Ann Merritt, Chair
Nick Horne, Vice Chair
Deputy Mayor Tim Outhit
Councillor Cathy Deagle Gammon
Stacey Rudderham
Jordan Foster
Jacqueline LeVert
Donalda Maclsaac
Gina Jones-Wilson

REGRETS: Ryan Donato

STAFF: Andrea Lovasi-Wood, Legislative Assistant
Alicia Wall, Legislative Support

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

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The meeting was called to order at 7:00 p.m. and the meeting adjourned at 9:48 p.m.

1. CALL TO ORDER

The Chair called the meeting to order at 7:00 p.m. This is the third and final session of the North West Planning Advisory Committee hosted Public Information Meeting for case 22267.

The Chair welcomed members of the public and reviewed the process for the Public Information Meeting.

2. Case 22267: Application by Shelley Dickey Land Use Planning, on behalf of the Stevens Group, proposing a four-storey residential building on Dartmouth Road, between Wardour Street and Stone Terrace and Application by Zzap Consulting Inc., on behalf of Bedford Holdings Ltd., is proposing to develop a surface parking lot on Wardour Street behind the Wardour Centre. The proposal is to construct a five-storey residential and commercial building.

The following was before the Committee:

- Staff presentation dated May 31, 2021
- Correspondence from Joyce Richards, Clara McVarish and Steve McVarish, David Knowles

Sean Gillis, Planner II, Regional Planning, presented case 22267 and gave an overview of the study area, indicating this process was initiated by Regional Council in 2019 and delayed due to COVID-19. Gillis noted that Council will consider various land uses for the study area including townhouses, low to mid-rise buildings and commercial. A four-storey, 48-unit building and a five-storey, 51-unit building with ground floor commercial are being proposed.

Gillis indicated that Regional Council would make the final decision and further spoke to the planning documents guiding the process. Development must have good transition to the existing neighborhood, be transit oriented, support pedestrians and make sense in the area.

267 surveys were sent out to residents in the area and 103 responses were received. The majority of the responses expressed strong opposition for this proposal. Other concerns included increased traffic, loss of neighborhood character, pedestrian safety and no benefits to existing residents. A copy of the staff presentation is on file.

In response to questions received from the public at session #2 of the Public Information Meeting, Sean Gillis noted the following:

- The floodplain study is an ongoing project so the full impact of the floodplain on the growth centre is not known.
- The Regional Plan does not definitely define low and medium density.
- Staff would define low density as a single unit or 2-unit building, and medium density as a 4-5 storey building.
- Existing infrastructure, access to commercial and access to jobs are examples of how this proposal is in keeping with Policy R-8.
- The Land Use By-law is subordinate to the Municipal Planning Strategy and there is no real priority between the Municipal Planning Strategy and the Regional Plan.
- Clarification was provided around the source of the map of the Sunnyside Mall Urban District Growth Centre.

The Chair opened the floor to members of the public to speak and reviewed the rules for speakers.

Jemma MacKay, a resident of Bedford, expressed concerns around lack of privacy, increased rodents and traffic.

Keith Jackson, a resident of Bedford, is opposed to this development and stressed the importance of stable neighborhoods and preserving the character and old trees.

Esther Ricketts, a resident of Bedford, feels that allowing zoning changes will lead to development creep and expressed concerns around noise, construction disruption and traffic.

Susan MacDonald, a resident of Bedford, is strongly opposed to this proposal and would like the existing zoning to remain and noted the historical value of the neighborhood.

Max Kasper, a resident of Bedford, indicated this is a historical and safe area, and noted concerns around traffic, vacant commercial space in the area, lack of parking, snow removal and inadequate infrastructure.

Linda Negulic, a resident of Bedford, echoed comments made by previous speakers and would like to see the neighborhood preserved as single-family. It was also noted that the traffic studies should be updated.

In response to the speakers, Sean Gillis, Planner II, Regional Planning, noted the following:

- Recommendations on zones and policy have not been made by staff yet, those will come before the application goes to North West Community Council.
- There is a high demand for all housing types.
- Properties outside of the study area will not be changed.
- The Bedford Municipal Planning Strategy is currently in place.
- The Regional Plan coming into effect in 2006 constituted a change in circumstance.

Sandee Crooks, a resident of Bedford, expressed concerns around traffic, lack of parking, safety, narrow streets, speeding vehicles, lack of sidewalks, schools being over capacity, shadows, light pollution and water runoff.

Lisa Praest, a resident of Bedford, is opposed to the proposal and feels these buildings would upset the longevity and stability of the neighborhood.

Pat Loucks, a resident of Bedford, is opposed to any zoning changes and feels allowing this development will destroy the character of this historical neighborhood.

Peter Hazlehurst, a resident of Bedford, feels this type of development is ideal to allow people to age in place and downsize and stay in their neighborhood. It was noted that the Burnside Connector should help alleviate traffic on the Dartmouth Road.

Lois Whitehead, a resident of Bedford, is concerned about drainage, as well as impacts on the brook and private property in the area.

Paula MacInnis, a resident of Bedford, feels zoning is put in place to provide stability and that this proposal is not compatible with the existing neighborhood.

In response to the speakers, Sean Gillis, Planner II, Regional Planning, noted the following:

- The Wardour Centre lands are zoned commercial not residential.
- Regional Council will make the final decision.
- Commercial uses can be limited through policy.
- Hours of operation can be regulated.
- Parking can be looked at.
- Lights can be pointed down versus up or around to mitigate light pollution.

Brad Walker, a resident of Bedford, echoed the traffic concerns of previous speakers and would like to see the existing zoning remain in place.

Sylvia Ireland, a resident of Bedford, expressed concerns over children safety and having nowhere to

play, as well as losing the character of the neighborhood.

Colleen Evong, a resident of Bedford, noted the historical value of the neighborhood and expressed concerns around pedestrian safety and traffic.

Robert Evong, a resident of Bedford, feels the proposed buildings are not compatible with the neighborhood, and that privacy and the nature neighborhood will be lost. The serenity of the neighborhood helps to support good mental health.

In response to the speakers, Sean Gillis, Planner II, Regional Planning, noted that traffic impact statements are often questioned by staff and councillors, etc.

Shelley Dickey, Shelley Dickey Land Use Planning, on behalf of The Stevens Group, thanked residents for their comments as the community feedback is valued. The Stevens Group feels this development provides a low-density balance and is pedestrian and transit oriented. Generous separation distances and landscaping buffers will be in place should the zoning changes and proposed development go ahead.

Chris Markides, zZap Consulting Inc., on behalf of Bedford Holdings Ltd., thanked staff and residents for their comments and would like to work towards a resolution with residents and staff. Concern was expressed around some of the references and comments made by speakers with respect to renters.

3. ADJOURNMENT

The Chair thanked people for attending all three sessions of the virtual Public Information Meeting for Case 22267 and providing feedback.

The meeting adjourned at 9:48 p.m.

Alicia Wall
Legislative Support

Attachment F: North West Planning Advisory Committee Minutes



NORTH WEST PLANNING ADVISORY COMMITTEE SPECIAL MEETING AUGUST 4, 2021

PRESENT: Ann Merritt, Chair
Nick Horne, Vice Chair
Deputy Mayor Tim Outhit
Councillor Cathy Deagle Gammon
Jacqueline LeVert
Gina Jones-Wilson
Jordan Foster
Stacey Rudderham

REGRETS: Donalda MacIsaac
Ryan Donato

STAFF: Krista Vining, Legislative Assistant
Alicia Wall, Legislative Support

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

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The meeting was called to order at 7:04 p.m., and the Committee adjourned at 8:59 p.m.

1. CALL TO ORDER

The Chair called the meeting to order at 7:04 p.m.

2. APPROVAL OF MINUTES – July 7, 2021

MOVED by Deputy Mayor Outhit, seconded by Jacqueline LeVert

THAT the minutes of July 7, 2021 be approved as circulated.

MOTION PUT AND PASSED.

3. APPROVAL OF THE ORDER OF BUSINESS AND APPROVAL OF ADDITIONS AND DELETIONS

Additions: None

Deletions: None

MOVED by Councillor Deagle Gammon, seconded by Gina Jones-Wilson

THAT the agenda be approved as presented.

MOTION PUT AND PASSED.

4. CALL FOR DECLARATION OF CONFLICT OF INTERESTS - NONE

5. CONSIDERATION OF DEFERRED BUSINESS – NONE

6. CORRESPONDENCE, PETITIONS & DELEGATIONS

6.1 Correspondence

The Legislative Assistant noted that correspondence was received for item 7.1.2., and this correspondence was circulated to the Committee.

For a detailed list of correspondence received refer to the specific agenda item.

6.2 Petitions – None

6.3 Delegations – None

7. REPORTS

7.1 STAFF

7.1.1 Case 23512 - Application by FBM Ltd. to amend the development agreement for the property at Civic 27 and 65 Dellridge Lane, Bedford to define and add "Indoor Commercial Dog Care Facility' to the list of permitted uses in the General Commercial area.

The following was before the Committee:

- Staff presentation dated August 4, 2021

Paul Sampson, Planner II, Current Planning, presented case 23512. The existing development agreement was approved in 2009 and allows for general commercial development such as retail, office space and commercial space. A dog daycare is not a permitted use under the existing development agreement. A Public Information Meeting was held on June 16, 2021 and 16 people attended.

Members commented on this service benefitting the community.

MOVED by Deputy Mayor Outhit, seconded by Nick Horne

THAT the North West Planning Advisory Committee has reviewed the application for case 23512 and recommends approval of the application as presented.

MOTION PUT AND PASSED.

7.1.2 Case 22267 – Dartmouth Road and Wardour Street, Bedford

The following was before the Committee:

- Staff presentation dated August 4, 2021
- Correspondence from Robert Evong, Dionysia Mack, Kathleen Kieley, Keith Jackson, Nancie Theakston, Lois Whitehead and Donald Abbott

Sean Gillis, Planner II, Regional Planning, presented case 22267, indicating Council has directed staff to consider amendments to the Bedford Land Use By-law and Municipal Planning Strategy to enable the development of low to mid-rise buildings and mixed-use development in the study area. Residents in the area are opposed to the proposals and have expressed concerns around parking, traffic, loss of neighborhood character and the amount of density. Gillis further spoke to the traffic impact/trip generation numbers.

In response to the presentation, the Committee noted the following:

- townhouses may be more suited to the area;
- the area has heritage value;
- the Fort Sackville School property should be considered and zoned separately; and
- the complaints of the residents are valid.

MOVED by Deputy Mayor Outhit, seconded by Councillor Deagle Gammon

THAT the North West Planning Advisory Committee has reviewed the proposals for case 22267 and recommends rejection of the proposals to change the zoning in the study area, with the exception of the Fort Sackville School property due to the lack of infrastructure to support the proposed density, the incompatibility with the existing neighborhood character and that the study area is not fully considerate of the whole area.

MOTION PUT AND PASSED.

8. DATE OF NEXT MEETING – NWPAC Public Information Meeting on August 18, 2021 and NWPAC Meeting on September 1, 2021

9. ADJOURNMENT

The meeting adjourned at 8:59 p.m.

Alicia Wall
Legislative Support