

# Bedford West Sub Area 10

## Planning Application Design Rationale



November 1, 2022

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## Proposed Development Program



*Figure 1 – Proposed Development Concept Plan (Full plan is attached)*

The proposed development program is comprised of five distinct medium-rise buildings arranged around a central green space. Four of the buildings are connected via two shared podiums, with thirty-eight townhouse-style units of two-storeys providing active frontages to Kearney Lake Road and facing the central green.

Building heights are lower towards Kearney Lake, with Building C at nine storeys and Building A at six storeys. Building B is similarly nine storeys, and Building E is twelve storeys, sited closest to the rear of the property and Highway 102. Access to Kearney Lake is via two roadways on either side of Building C. This access works with the proposed building and open space siting to provide a campus-like feel to the proposed development. Topping portions of the podium level is exterior amenity space for residents.

In addition to the five buildings described above, Clayton would like options to:

- **Develop a potential additional mid-rise building in the future to the west of the site (Building F).** This would allow Clayton flexibility to vary unit sizes to market requirements as the phases of the development progresses without compromising the general clustered form of the development; and
- **Develop penthouses on the building rooftops, occupying no more than 30% of the main building rooftop area on which they are located.** Penthouses would provide useful architectural interest for drivers on Highway 102, as well as opportunities for desirable shared amenity space and wind mitigation options towards Kearney Lake.

Public parkland is proposed to be provided by dedicating PID 00289207 in Sub Area 10B to parkland purposes along with a transfer to HRM after removal of density on the site. Public parking is proposed to be added to Kearney Lake Road, as well as a mixed-use path connection to a proposed multipurpose sports pad for active recreation options. With the elevation differential climbing up the hill, we are expecting the park to have spectacular views of Kearney Lake. We look forward to discussing parkland in more detail with HRM staff as the application progresses.

## Proposed Municipal Planning Strategy Amendment and Development Agreement Process

Our understanding is that the requested Secondary Municipal Planning Strategy amendment and development agreement will require the following reviews and approvals from the following bodies to become effective:

- A decision by the Executive Panel on Housing in the Halifax Regional Municipality Pursuant to the *Housing in the Halifax Regional Municipality Act*, 2021, c. 21, s. 1.
- A signed development agreement executed by both the Executive Panel on Housing and 4411269 Nova Scotia Limited (the property owner).

Contrary to a normal planning process in HRM, an initiation by Council is not required because of the provincial Special Planning Area designation applied to Sub Area 10. Similarly, because there is no PAC currently in effect, we expect an expedited public participation process by the Municipality to be undertaken as part of their submission to the Panel.

## Site & Surroundings

The proposed 10C development site has a developable area of 23.753 acres and is generally located between Kearney Lake Road, Halifax and Bedford (see **Figure 2 – Aerial Photo of Subject Site**). The adjacent site (proposed parkland) on the 10B site is 5.98 acres. Also nearby is a pumping station to the east of the property owned by Halifax Water having 0.1853 acres.





*Figure 2 – Aerial Photo of the Subject Site*

The most dramatic feature of the Sub Area 10C site is its excavated stone walls. This arises from a history as a former quarry, which was most recently operated by Royal Environmental Inc. Much of the land unaffected by the quarry is forested, and current uses in Sub Area 10 include:

- Existing low-density residential development in the northwest portion of the Sub Area (42 Gem Lane to 327 Kearney Lake Road) as well as 189 Kearney Lake Road;
- An institutional use (Private Community Centre – the Diman Lebanese Centre) located at 345 Kearney Lake Road;
- A Commercial/Industrial business (Eastern Traffic Services) located at 209 Kearney Lake Road (former quarry/ subject location).



*Figure 3 – Bounds of Sub Area 10C (PID 00289223)*

The 10C site is registered as PID 00289223 and is generally rectangular in shape, approximately 300 metres wide and 1200 metres long at its greatest measurements. The site borders Highway 102 to the northeast and Kearney Lake Road to the southwest. The interchange between Kearney Lake Road and Highway 102 borders the southeast corner of Sub Area 10D to the southeast.

The site is nearby to highway commercial uses to the north at Hogan Court Plaza, such as Atlantic Superstore, Esso, IHOP, and Oxford Learning as well as commercial uses east of the Highway 102/Kearney Lake Road interchange.

## Transportation Network

### Existing Conditions

Kearney Lake Road functions as an Arterial Road, and is indicated as such in the Transportation section of the Bedford MPS, even though Halifax Regional Municipality does not have an official street hierarchy map.

One of the directions from Regional Council for the 2003 initiation of the master planning process for Bedford West was to “reduce travel time and energy requirements, encourage the use of public transit, pedestrian and cycling facilities and enhance public safety through innovative integration of land use components with the transportation and open space systems”.

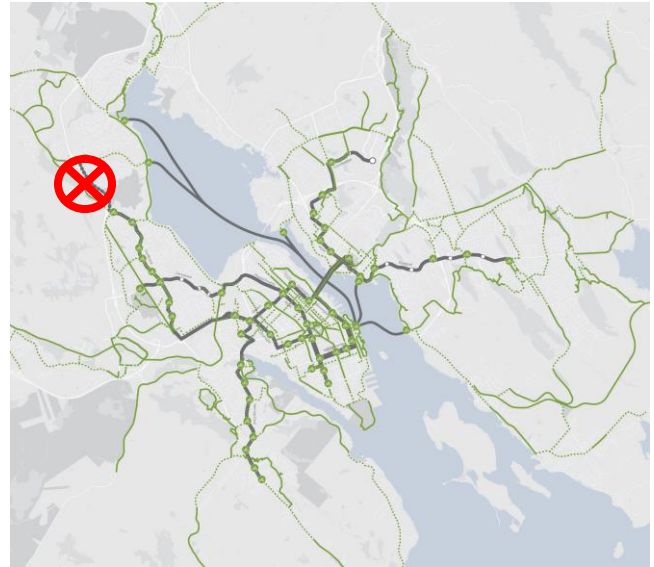
Kearney Lake Road fronting on the site has one separated vehicle lane in each direction as well as two dedicated bicycle lanes. These bicycle lanes have warranted the inclusion of Kearney Lake Road on the Rapid Transit Strategy’s Active Transportation



Map as shown on **Figure 4**.

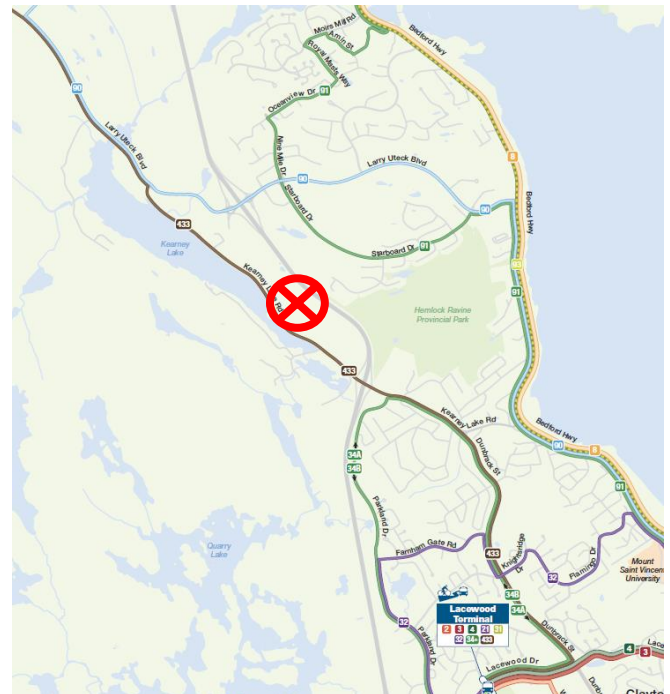
At the moment, pedestrian options on Kearney Lake Drive are limited - the sidewalk on Kearney Lake ends at Hamshaw Drive. Pedestrians would need to use the gravel shoulder or bicycle lane for walking. In the Bedford West Secondary Planning Strategy, policy BW-21I(1) requires that a multi-use pathway be developed along the eastern side of Kearney Lake Road as part of development in the Sub Area.

*Figure 4 - Excerpt from the Active Transportation Map from the Rapid Transit Strategy.*



As required in BWSPS Policy BW-21I(2), to accommodate full buildout of Sub Area 10, the province will require upgrades to the Kearney Lake Road-Highway 102 interchange. Our suggested improvements to the interchange are included as part of the Kearney Lake Road Interchange Design Recommendations report as Attachment 3. The province requires that development be limited to 400 residential units until the interchange is upgraded. We are proposing a limit within the development agreement to permit up to 400 residential units until the improvements are complete.

Halifax Transit Rural Route 433 (Tantallon) services the site during peak hours via bus stops 7021 and 7030, providing direct access to Lacewood Terminal. Halifax Transit Bus Routes 90 and 91 provide transit along Larry Uteck Boulevard, passing close to the site. These buses generally operate in 30-minute intervals during the day and 60 minutes in



*Figure 5 - Excerpt from Metro Transit Route Map*

non-peak hours. Saturday and Sunday service runs every 60 minutes (see **Figure 5**).

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

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

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

As part of future network planning indicated in the Rapid Transit Strategy, the Larry Uteck area is intended to be served by a rapid ferry location at the foot of Larry Uteck, providing service to downtown Halifax in approximately 16 minutes. The Rapid Transit Strategy has a build out horizon of 2030 (see **Figure 6**).

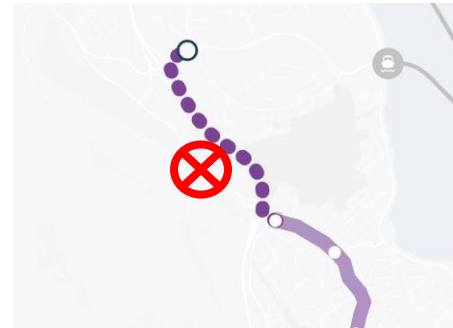


*Figure 6 - Excerpt from the Rapid Ferry Locations proposed in Halifax Regional Municipality's Rapid Transit Strategy.*



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

The Purple Line is the BRT line identified to serve this area of the Municipality with bus rapid transit (see **Figure 7**). The Rapid Transit Strategy illustrates the Purple Line with the location of an extension to Larry Uteck Boulevard either via Highway 102 or the Kearney Lake Road. Further study on the exact route will consider development enabled within Sub Area 10. Figure 5 shows an excerpt from the RTS, which includes a map of the Purple Line.



*Figure 7 - Excerpt from the Purple Line BRT line proposed to service the Kearney Lake area proposed in Halifax Regional Municipality's Rapid Transit Strategy.*

## Policy & Regulatory Context

Sub-Area 10 is directly enabled in two plan areas: The Halifax Mainland Municipal Planning Strategy and the Bedford Municipal Planning Strategy, although lands for Sub-Area 10C fall within the Halifax Municipal Planning Strategy. As part of Case 20401, the sub area was divided into different neighbourhood districts (10A, 10B, 10C, and 10D). As shown below, neighbourhood district 10C is the most densely populated of the neighbourhood districts with an allocated population of 53.3 persons per acre. This is due to sizing of wastewater infrastructure for the site being sized for a higher capacity when it was installed in 2014.

Neighbourhood District	Zoning	Density Allocation
Sub Area 10A comprises ten unserviced properties that are currently developed (located in the northwest section of sub area 10);	Urban Settlement (US) Zone	Existing density for the neighbourhood district is set at 10 units. MPS policy for the neighbourhood district does not anticipate an increase to density in the area.
Sub Area 10B comprises five properties west of the former quarry;	BWCDD	28.4 persons per acre
Sub Area 10C comprises the former quarry property (209 Kearney Lake Road) as well as a Halifax Water pumping station; and	BWCDD	53.3 persons per acre
Sub Area 10D comprises six properties adjacent to the Highway 102/Kearney Lake Road interchange	BWCDD	28.4 persons per acre

In addition to the above densities, in 2019, the Province of Nova Scotia purchased 6.5 hectares (16 acres) of land at the northern corner of Larry Uteck Blvd. and Broad Street (PID 41400334) for the construction of two schools. This site was intended as a Community Commercial Centre under the Community Concept Plan (Schedule BW-7). As a lower capacity use, has created an area in Sub Area 6 with excess of allocated servicing capacity. The 2021 package for amendments included provisions for the use of this capacity, permitting through Policy BW-35A of the MPS for Bedford that unrealized population within Sub Area 6 may be reallocated to Sub Area 10C.

The table below lists the most relevant policies of the BWSPS:

Halifax MPS / BWSPS	Notes Relative to the Proposal
<p>Policy BW-21H(1)</p> <p>Schedule BW-7A shall form the framework for land use planning within Sub-Area 10. Schedule BW-7A shall administratively divide Sub Area 10 into four distinct neighbourhood districts as follows: Sub Area 10A, which will encompass the properties southwest of Sub Area 9 that contains existing development; Sub Area 10B, which shall encompass undeveloped lands southeast of Sub Area 9 and northwest of the former quarry lands; Sub Area 10C, which shall encompass the quarry lands as well as the existing pumping station located at 243 Kearney Lake Road; and, Sub Area 10D, which shall encompass lands to the southeast of the quarry lands containing primarily undeveloped lands and one property, 189 Kearney Lake Road, currently developed with an existing dwelling.</p>	<p>The subject site is within the former quarry lands, comprising neighbourhood district Sub Area 10C.</p>
<p>Policy BW-21H(4):</p> <p>One development agreement per neighbourhood district may be considered for Sub Area 10B, Sub Area 10C, and Sub Area 10D, as illustrated on Schedule BW-7A.</p>	<p>The application is for a single development agreement for Sub Area 10C.</p> <p>Based on the wording for Policy BW-21H(4), we feel a policy amendment will be required to include the 75 dwelling units from PID 00289207 in Sub Area 10B to the Sub Area 10C site.</p>
<p>Policy BW-21I(1)</p> <p>A multi-use pathway along the eastern side of Kearney Lake Road is required and is generally illustrated on Schedule BW-7A, and Schedule BW-5 as “community trail”. Development agreements shall ensure that the multi-use</p>	<p>A multi-use pathway having a minimum total travel width minimum of 3.0m is proposed as part of the application, on the eastern side of Kearney Lake Road. This is to be in compliance with this policy and the municipal design guidelines.</p>



Halifax MPS / BWSPS	Notes Relative to the Proposal
<p>pathway is provided through the Regional Subdivision By-law's subdivision approval process and complies with the municipal design guidelines.</p>	
<p>Policy BW-21I(2) Until upgrades to the Kearney Lake Road-Highway 102 interchange are complete to accommodate the full development of Sub Area 10B, Sub Area 10C and Sub Area 10D, a maximum of 400 dwelling units shall be permitted within the lands identified as Sub Area 10B, Sub Area 10C and Sub Area 10D on Schedule BW-7A of this Secondary Planning Strategy.</p> <p>Policy BW-21I(3) Notwithstanding Policy BW-21I(2), the number of permitted dwelling units may be increased subject to Provincial approval.</p>	<p>Clayton Developments is requesting that the maximum of 400 dwelling units be permitted within Sub Area 10B and 10C until upgrades to the Kearney Lake Road-Highway 102 interchange are complete. We also request that this number of dwelling units be permitted to exceed 400, at the discretion of the Province.</p> <p>We are currently in discussions with NSDPW to determine and estimated timing on improvements to the 102 Highway interchange.</p>
<p>Policy BW-21I(5) Any development agreement process for lands within Sub Area 10 must consider the municipal need to establish, or reserve land for, transit facilities.</p>	<p>Grades within the proposed Sub Area 10B site would make transit facilities (aside from bus stops) difficult to achieve.</p> <p>We look forward to receiving comments from Halifax Transit as the application progresses.</p>
<p>Policy BW-21J(1) Municipal parkland contribution shall be provided in Sub Area 10B, Sub Area 10C, and Sub Area 10D, as identified on Schedule BW-7A.</p> <p>Policy BW-21J(2) Parkland dedication shall be as per the requirements of the Regional Subdivision By-law.</p>	<p>The application proposes a 19% parkland dedication.</p>
<p>Policy BW-22 To facilitate a variety of housing types and achieve both the overall density and open space allocations envisioned by the Regional Plan, consideration may be given to varying development standards established under the Municipal Planning Strategy and Land Use By-law. More specifically standards pertaining to lot area, lot frontage, lot coverage, setbacks and building height may be varied to reflect the</p>	<p>Building height under the Land Use By-law will need to be varied in order to meet the proposed concept plan, but will conform to existing policy BW-21.</p> <p>Lot coverage will need to be increased to 45% to enable below-grade parking.</p>

Halifax MPS / BWSPS	Notes Relative to the Proposal
uniqueness of each Sub-Area, the market being targeted and the theme of that Sub-Area.	
<p>Policy BW-24</p> <p>In the event that the Municipality is unable to determine whether any undertaking will adversely affect environmentally sensitive areas, the Municipality shall require that an environmental impact analysis be undertaken at the cost of the developer by a person qualified to make such a determination and as selected or agreed upon by the Municipality.</p>	<p>Kearney Lake water quality is predicted to increase post-development. For more information, please see Attachment 4 and 5 for the plans and water quality analysis prepared by Strum.</p> <p>Water quality testing will continue to take place as per policy BW-7, because the development is within the 100 foot Kearney Lake water management plan area.</p>
<p>Policy BW-26</p> <p>Prior to any subdivision approval being granted, the developer shall prepare a recreation facilities plan for the development of recreational facilities for lands to be conveyed to the Municipality for parkland and open space dedication. The plan shall consider facility requirements in relation to present and future community needs, safety and convenience, environmental protection or enhancement, financial resources and phasing.</p>	<p>HRM is currently preparing a recreation facilities plan.</p> <p>The intended function of each parkland dedication is outlined in the accompanying application and further negotiations will be held with staff with consideration given to refining use and design of in-kind developments.</p> <p>We have agreed to undertake site improvement and site preparation work, as illustrated on the Schedules and identified in the development agreement in order that these dedications can be used for their intended purpose.</p>
<p>Policy BW-35A</p> <p>Unrealized population within Sub Area 6 may be reallocated to Sub Area 10C as illustrated on Schedule BW-7A.</p>	<p>The unrealized population within Sub Area 6 is proposed to be reallocated to Sub Area 10C. This population is equivalent to 601 persons (equivalent to 267 multiple unit dwelling units).</p> <p>Text for the requested plan amendment to this policy is required to permit the transfer of unrealized population within Sub Area 10B to Sub Area 10C.</p>

## Regional Plan Context

Bedford West is identified as an Urban District Growth Centre under the RMPS. Urban District Growth Centres are lands identified for significant municipally serviced development within the life of the RMPS (a 2031 horizon). The RMPS identifies design characteristics that are to be considered when planning for buildout of growth centres (Table 3-1 of the RMPS).

Characteristics for Urban Settlement Growth Centres include matters such as:

- A mix of low, medium and high density residential, commercial, institutional and



recreation uses;

- Pedestrian oriented facades;
- Connecting point for transit routes to other centres and the Regional Centre
- Enhanced pedestrian linkages;
- Street or shared surface parking at the rear wherever possible
- Access to active transportation routes;
- Improved quality and quantity of parkland; and
- Private and public realm urban forest canopy cover to be maintained and improved.

In our opinion, the proposed development meets the intent of the above policy matters.

## Schools

The HRCE Long Range Outlook (2022) provides maps of the school catchment areas and detailed specifics and data on each school. HRCE identified the following breakdown of schools which service sub-area 10C, broken down by school and capacity, including HRCE's projections out to 2036.

Program Type	Grades/School	School Capacity Utilization (2021)	School Capacity Utilization Projection (2028)
Elementary (including early immersion)	PP - 6 Grosvenor-Wentworth Park Elementary School	77%	80%
Junior High	7 - 9 Clayton Park Junior High School	67%	86%
Junior High – Early Immersion	7 – 9 Fairview Junior High School	83%	92%
Senior	9 - 12 Halifax West High School	80%	89%

The results above show that HRCE is currently projecting utilization increases in all schools servicing the sub area. The exception to this is excluding Grosvenor-Wentworth Park Elementary School, which is currently over capacity, and is anticipating declining enrollment due to demographic analysis.

It is unknown whether the construction of new schools at Broad Street and Larry Uteck Boulevard will result in new school catchment areas which may affect this site.

## Planning & Urban Design Analysis

### Development History

As illustrated in this 1958 aerial photo, Kearney Lake was developed in the late 50s with the Kearney Lake, Hamshaw Drive, Wedgewood and Birch Cove area housing developments enabled by the Highway 102 and Kearney Lake Road interchange (see **Figure 8**). A significant portion of the housing comprising the current Bedford West sub-area 10A is also within this area.



**Figure 8** - Construction of the Bi-Hi and Kearney Lake Road interchange, 1958, Halifax Police Department photographs Halifax Municipal Archives 102-16N-0039.6

### Servicing

Infrastructure planning has been undertaken as part of master planning, leading to the creation of the *Bedford West Infrastructure Master Plan*, which was originally adopted in 2009. A Capital Cost Contribution (CCC) program was established as part of this process, which was most recently reviewed in 2020 in order to account for cost escalation.

The anticipated population of Sub Area 10 was anticipated to be over 2,000 people, forming a gross population density of 28.4 people per acre. A higher density of 53.3 people per acre was proposed for Sub Area 10C. This is due to the site being cleared previously for the former quarry use and the wastewater infrastructure being sized to accommodate a higher capacity when it was installed in 2014.

In addition to the above densities, in 2019, the Province of Nova Scotia purchased 6.5 hectares (16 acres) of land at the northern corner of Larry Uteck Blvd. and Broad Street (PID 41400334) for the construction of two schools. This site was intended as a Community Commercial Centre under the Community Concept Plan (Schedule BW-7). As a lower capacity use, has created an area in Sub Area 6 with excess of allocated servicing capacity. The 2021 package for amendments included provisions for the use of this capacity, permitting through Policy BW-35A of the MPS for Bedford that unrealized population within Sub Area 6 may be reallocated to Sub Area 10C. This population is equivalent to 601 persons, which is the equivalent to 267 multiple unit dwelling units. The Sub Area 10C site along with the pump station area is 23.9383 acres and has an allocation of 53.3 persons per acre for 10C, bringing the 10C site capacity to 1275 persons (567 dwelling units). Note that this calculation includes the density for the pumping station to the east of the property owned by Halifax Water having 0.1853 acres.



The Sub Area 10B site (PID 00289207) site is 5.976 acres, with a density equivalent of 75 dwelling units. Sub Area 10B has population density of 28.4 people per acre. **Between the three 10C/ 10B sites, the total combined area is 29.899 acres, with a combined density of 642 units (1,444 persons).** This population proposed for the 3 properties is equivalent to the population enabled in policy without density transfers.

BWSPS policies (BW-15 in the Halifax MPS) set the number of people per unit at 2.25 for multiple unit dwellings and 3.35 for townhouse dwellings in terms of calculations. Commercial densities are evaluated through engineering review at the development agreement stage as the wastewater generated from different commercial uses varies.

Based on the area of the lands anticipated for development/redevelopment within Sub Area 10, the proposed densities, and capacity available within the municipal servicing system, approximately 2,800 people are expected to live in Sub Area 10.

### Proposed Open Space

We are proposing that the improved facility at PID 00289207 be transferred to HRM with the intention to be used as a parkland based on an equivalent value calculation. If additional improvements are warranted, Clayton Developments would be agreeable in providing a multipurpose sports pad on the property prior to acquisition by HRM. Remaining land would be reserved for future parkland development. Potential uses could include a trail system or further open space development for the Sub Area 10B node.

### Landscape Features

The site is a cleared former quarry abutting a highway, and as such, most of the site is an anthropogenic landscape, having been significantly altered from natural conditions.

As noted, the quarry walls on the site are the most dramatic landscape feature on the property, rising up to 35 metres in height along the northern boundary of the quarry. Due to blasting and excavation fracturing rocks in the area, these slopes are not stable. As part of site development, a berm is being proposed near the rock face to trap potential rock falls from the former quarry walls.

As the site abuts Kearney Lake, on-site treatment of stormwater is critical to assist in maintaining healthy lake quality. Clayton Developments expects site development to improve existing stormwater conditions, after considering plans for site remediation and on-site stormwater management. Clayton Developments has commissioned a study of total phosphorus (TP) and total suspended solids (TSS) by Strum (**Attachment 5**) to determine the anticipated post-development impacts on water quality relative to existing conditions. It was found that developing the site from mainly industrial land towards a high-density residential use will reduce the amount of TP and TSS generated by approximately 10% each.

## Land Use

Lands to either side of 10C are largely vacant, save a single-family dwelling to the south of the property, which is separated from the site by an elevation difference and stand of trees. Opposite the site on Kearney Lake is a number of single-family dwellings as well as the Maskwa Aquatic Club, a non-profit run paddling and canoe club.

The multiple unit dwellings proposed will be largely similar in massing to buildings opposite the highway, however they are expected to have less visual prominence due to the site's grade below the highway rather than above it.

## Land Use Compatibility

In discussing compatibility, six key factors are usually reviewed: vibration, air quality, safety, wind and sun shadowing. It is anticipated that there will be no adverse impact in regard to noise, vibration, air quality, safety, wind and sun shadowing.

- Noise: Noise levels are anticipated to be similar to the surrounding residential area once constructed.
- Vibration: No adverse vibration is anticipated to be created as uses generating non-compatible vibration is not being proposed.
- Air quality: No adverse air quality is anticipated to be created as uses generating poor air quality is not being proposed.
- Safety: The proposed development is somewhat secluded from adjacent developments. The siting of the multiple unit buildings will require setbacks from quarry walls to account for natural erosion of the quarry walls.
- Wind: No abnormal or adverse wind effects are anticipated due to the proposed height, scale and massing of the buildings. A qualitative wind analysis will be completed for buildings exceeding 20 metres in height in order to mitigate wind impacts to Kearney Lake. Note that the policy places particular importance on protecting the competitive boating areas of Kearney Lake which is located on the opposing side of Kearney Lake. The BWSPS Policy BW-21K requires a qualitative wind analysis be completed for buildings exceeding 20 metres in height in order to mitigate wind impacts to the competitive boating areas of Kearney Lake. We are anticipating this study to be complete prior to development permits being issued when a tentative design is in place through the development agreement process.
- Sun shadowing: The height and bulk of the buildings, as well as their separation distances from neighbouring buildings, will mitigate sun-shadow impacts.

As part of our proposal, we are requesting that a portion of the density in Sub Area 10B – 169 persons (75 units) - be transferred to Sub Area 10C to enable our proposed development. The remaining area available in Sub Area 10B is approximately 25.13 acres, which would be a

population of 713 persons (316 units). This Sub Area remains viable for development at this density.

## Conclusion

The proposed development agreement is:

- supported by numerous policy directions articulated in the Bedford South Secondary Planning Strategy;
- enables development capable of being serviced by existing sewer and water within existing capacities;
- enhances water quality on Kearney Lake while respecting the importance of managing wind impacts on the built environment; and
- has limited impact on existing residential development in the area.

The subject site is one of the largest parcels of undeveloped serviced residential land in Bedford West. This property has been preplanned for higher residential densities, and the proposed development concept reflects this. It creates a community which will benefit from adjacencies to Kearney Lake while remediating existing undesirable conditions on the site. The higher residential densities proposed will assist in meeting current levels of high residential demand, and assist in enabling rapid transit strategy goals through transit supportive densities.

Our team is feels that the proposed development represents good planning and design and is supported by numerous policy directions. Accordingly, it is our opinion that the proposed development agreement is appropriate for the area, and is a highly supportable development.