



HARMONY PARK

DEVELOPMENT AGREEMENT APPLICATION FOR PID 00645846 IN BEDFORD WEST

JUNE 2024

OSO
planning
+ design

HARMONY PARK DEVELOPMENTS LTD.

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1. EXECUTIVE SUMMARY

OSO planning + design has prepared and is submitting a development agreement application on behalf of Harmony Park Developments in regards to their intentions for development on parcel (PID 00645846) located in Bedford West. The development agreement application includes a Site Plan, rationale, and supporting materials.

The parcel of land which Harmony Parks Development owns is 9.3 acres close to the intersection of Larry Uteck Boulevard and Hammonds Plains Road. It can be accessed from both streets, although this development agreement application only proposes an access route from Larry Uteck Boulevard.

Harmony Park Developments has a vision of using their large lot in Bedford West Special Planning Area 1+12 to develop a walkable neighbourhood built around open space and ample recreation opportunities. It is fully aligned with municipal and provincial strategic planning initiatives, as well as environmental and climate change objectives.

The site plan shows the disposition of uses, open space and community infrastructure, which includes:

- 5 mixed-use residential and commercial buildings
 - 3 low-rise terraced residential buildings with bike storage built into stairwells, one with ground commercial
 - 2 mid-rise residential buildings with elevator service, one with ground commercial
- Covered/underground parking with space for 140 vehicles
- Surface parking with space for 40 vehicles

The Harmony Park land is currently undeveloped greenfield. The landscape plan highlights:

- 1 large recreational deck
- 3 landscaped recreational areas whose design and infrastructure invite play or rest
- Lots of untouched green space for natural wildlife corridors
- Potential pedestrian linkages to adjacent lots

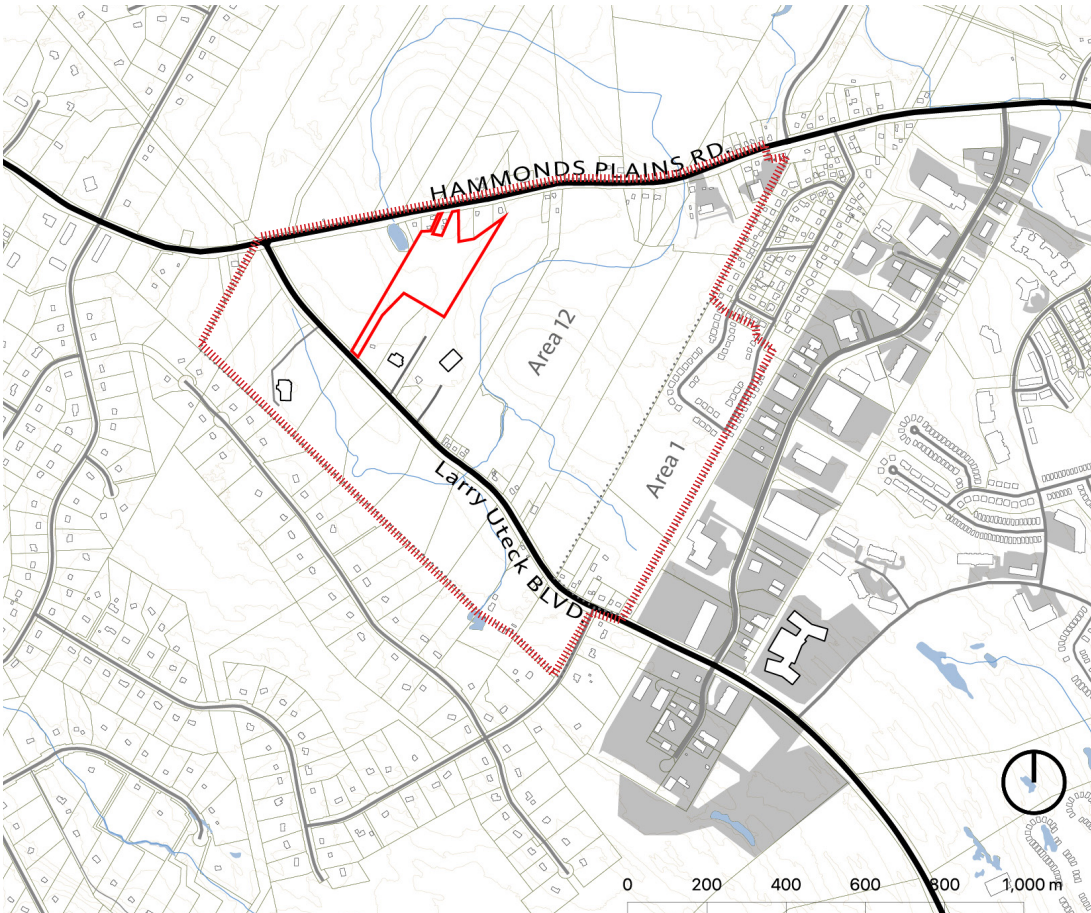
Water and sanitary/sewage can be connected to already existing lines that have enough capacity for the proposed 112 residential units and 10,000 square feet of commercial development. The density proposed complies with the maximum population density shown in Schedule PG-4 of the Bedford LUB (27.5 people per acre) and includes a small approved density transfer of 14 people from an adjacent property.

The traffic impact statement was prepared by DesignPoint, an engineering consulting firm, and confirms that the site's access route will work with current traffic flows.

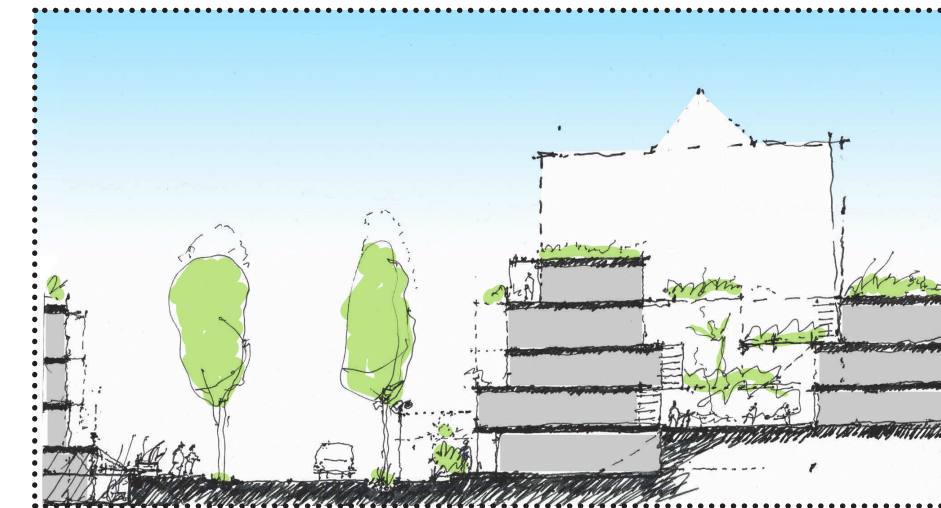
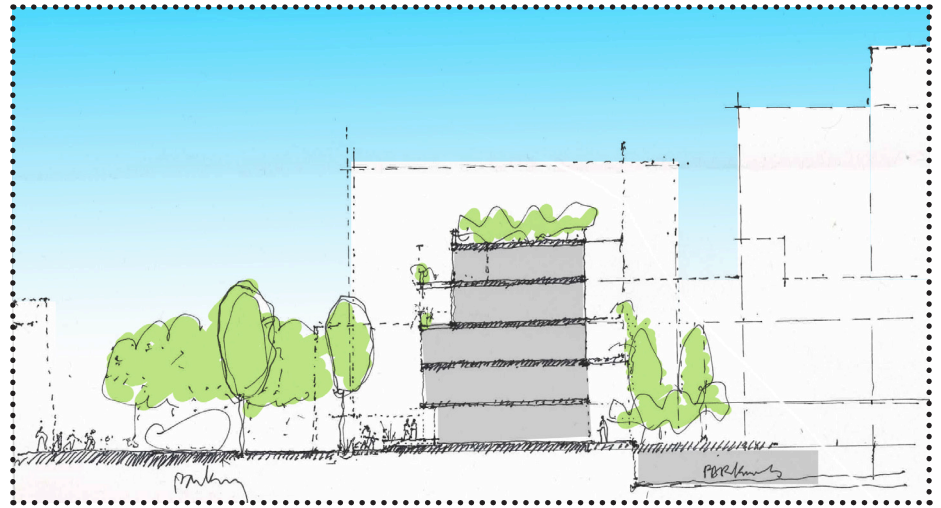
REGIONAL LOCATION MAP



SITE LOCATION MAP



2. CONCEPT PLAN



3. DESIGN + POLICY RATIONALE

Harmony Park land is classified BW-CDD1, according to the Bedford Land-Use By-Law, Schedule A. Policy BW-59b of the Bedford West secondary municipal planning strategy (SPS) states that the BW-CDD1 zone is intended for sites that will accommodate large-scale mixed use communities, and that these developments must be negotiated by development agreement per Policy BW-60, and that the provisions in Policy BW-76 will apply in lieu of the general provisions for development.

In the Regional Plan, the proposed development falls within a designated growth area with an approved secondary planning strategy (Bedford West SPS). Our design is reflective of large-scale mixed use communities and of the characteristics that the Regional Plan identifies for urban district growth centres (see Table 3-1 in the Regional Plan's section on planning and design for growth centres in the settlement and housing chapter).

Harmony Park Intentions

The Harmony Park proposal is fully in line with HRM's policy objectives and guidelines. The intention of this development is to create a walkable, inclusive and resilient neighbourhood, built around open space, serviced by existing public transit (while also supporting development of future rapid transit) and connected by *streets* built for people and play. We hope that this plan serves as a demonstration of what is possible when sites are built more intensively, work with the land, and create housing that is more affordable, and meets the needs of the most vulnerable (children, youth, and the elderly), all while mitigating climate change.

Our policy and design rationale demonstrates how the proposed development fulfils the listed requirements that decision-makers must consider when reviewing development agreement applications (enabling policies BW-60 and BW-76), broken down into the following sections:

NEIGHBOURHOOD + BUILT FORM

ENVIRONMENTAL PROTECTION

MUNICIPAL INFRASTRUCTURE

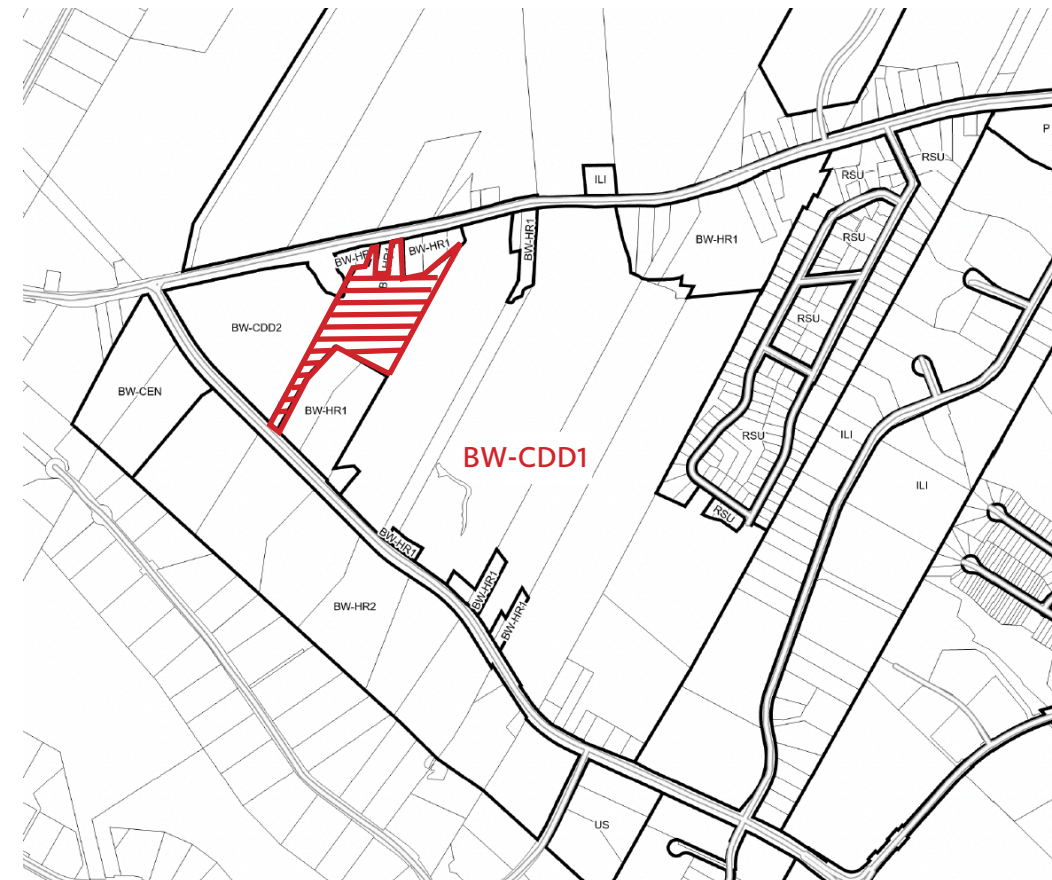
PARKS AND OPEN SPACES

TRANSPORTATION CONNECTIONS

COORDINATION WITH ADJACENT LANDS

OTHER POLICY CRITERIA

BEDFORD ZONING, SCHEDULE A



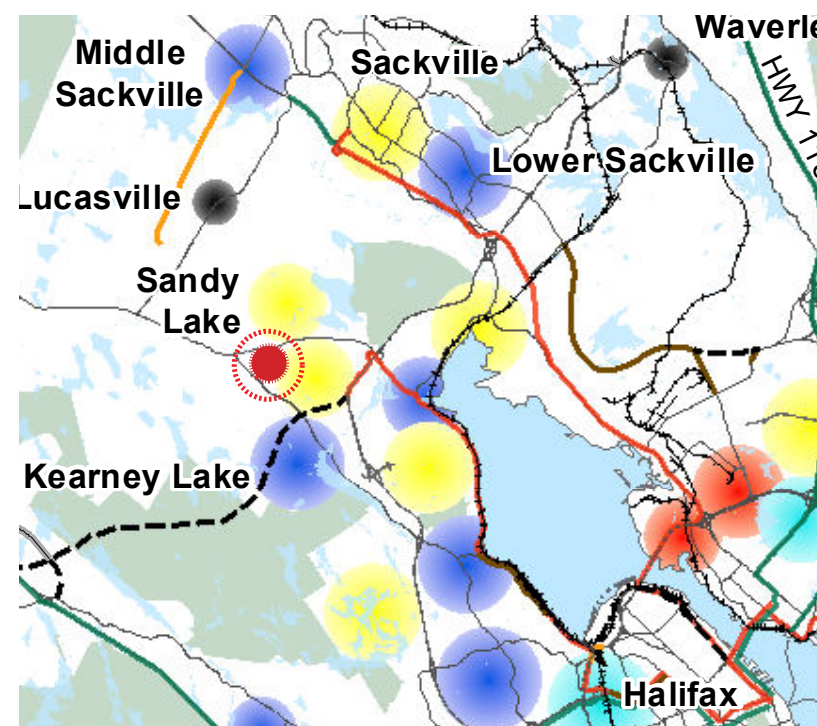
Municipal Planning Strategy

BEDFORD ZONING	SCHEDULE "A"
BWCDD	Bedford West Comprehensive Development District
BW-CDD1	Bedford West Comprehensive Development District 1
BW-CDD2	Bedford West Comprehensive Development District 2

HALIFAX

Effective: 21 Nov 2023

HRM REGIONAL PLAN - GROWTH CENTRES



Growth Centres

- Regional Centre
- Regional District Growth Centre
- Regional Local Growth Centre
- Urban District Growth Centre
- Urban Local Growth Centre
- Rural District Growth Centre
- Rural Local Growth Centre

Other Rural Centres

- Rural Service Centre
- Rural Local Centre

Transit

- MetroLink
- Rural Express Bus

Future Major Roads

- Programmed
- Planned
- Future Potential
- Future Community Connection

- Open Space and Natural Resource Network

NEIGHBOURHOOD + BUILT FORM

Bedford West is composed of large, undeveloped lots that fall within the urban service boundary, making it a great location for new neighbourhoods. The proposed Harmony Park development reflects the policies HRM has established for the site, specifically:

Policy BW-60(b) site and building design support a compact, mixed-use neighbourhood containing a mix of housing forms with pedestrian-oriented building facades and designs.

The proposed development consists of 5 buildings occupying only 7200 sqm of the 38,600 sqm available on the site. The development is mixed-use, with the majority of built infrastructure dedicated residential, and two of the buildings hosting ground-floor commercial. All ground-floor commercial is centrally located on the west side of the entry driveway (local street).

All the buildings are compact and generally fall into two categories: 3- to 4-floor walkups built as connected terrace housing, and 6- to 8-floor mid rise elevator buildings (of which there will be 2). These building types represent the “missing middle” and “gently density” proposed by the HRM accelerator fund. There is some emphasis on providing larger, family units and exploring how these unit types can work for children.

The buildings are all pedestrian-oriented in that they are free of vehicle parking on building frontages. The low-rise buildings allow the front doors of individual units to be accessed from grade instead of having to go through the building. Giving residents their own front door is an important design choice because it allows apartment living to create a sense of privacy, security, and convenience similar to that of a single-family home. As HRM prioritizes and plans for high-density within the urban service boundary, it is vital that density is compatible with growing a family, providing more affordable housing, and organizing buildings around streets and open space.

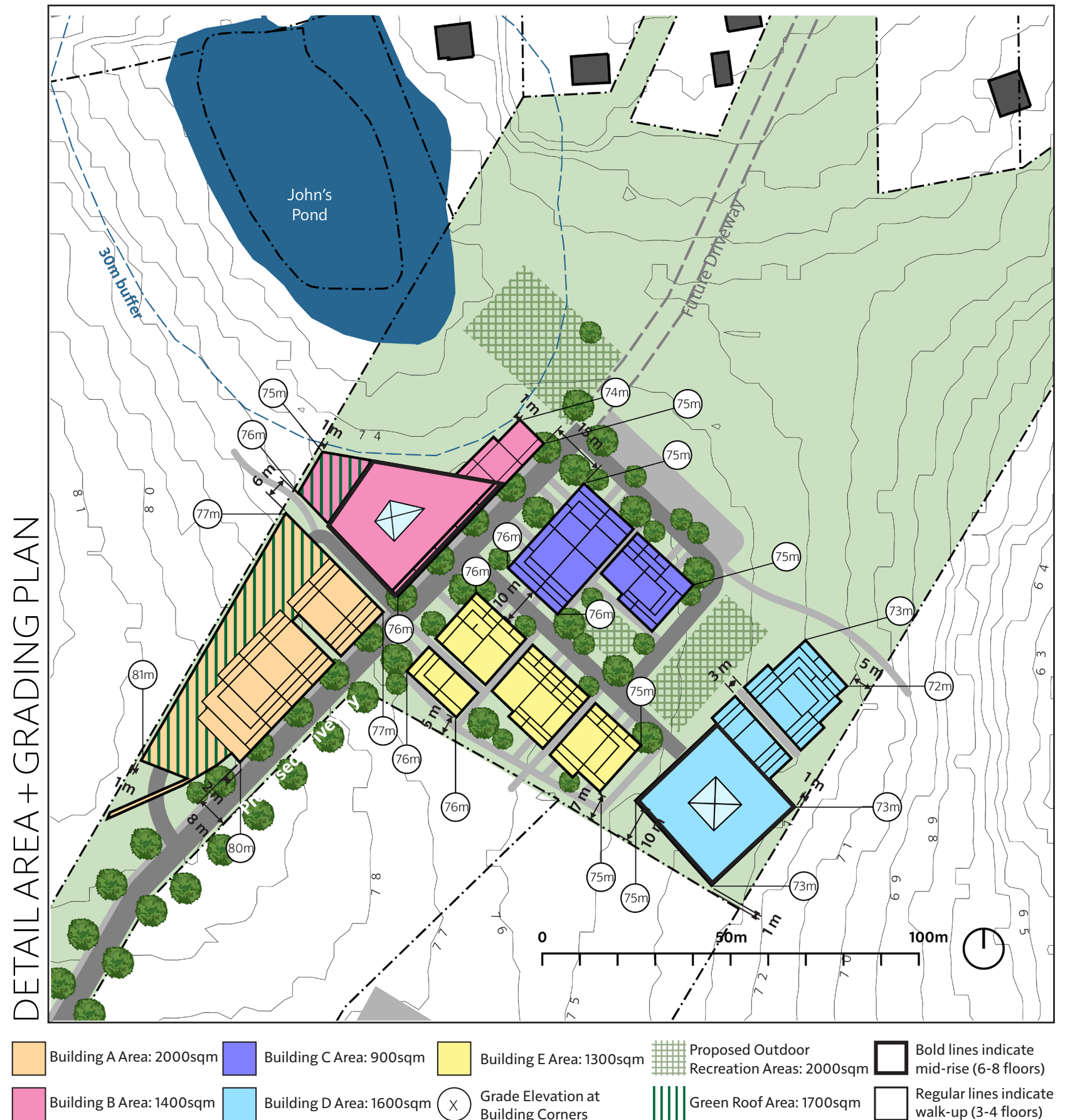
BW-60(f) the subdivision of land;

The land will not need to be subdivided, because it will be one development project that is accessed from Larry Uteck Blvd.

Although there is potential for a road to run right through the lot, connecting Larry Uteck Blvd with Hammonds Plains Rd, it is not part of this current application, and would only be proposed with any possible future development on the site.

BW-60(g) the phasing of development;

There is no planned phasing of development. The intention is to build all the infrastructure proposed in this application at the same time. Potential future development could occur if more density becomes available at some future point, which would include extending the driveway to create a connection to Hammonds Plains Rd. (indicated on the site plan). Any future development is dependant on increased sanitary sewer capacity and improved public transit. The current proposal builds on one portion of the site, the maximum density currently allowed on the entire site.



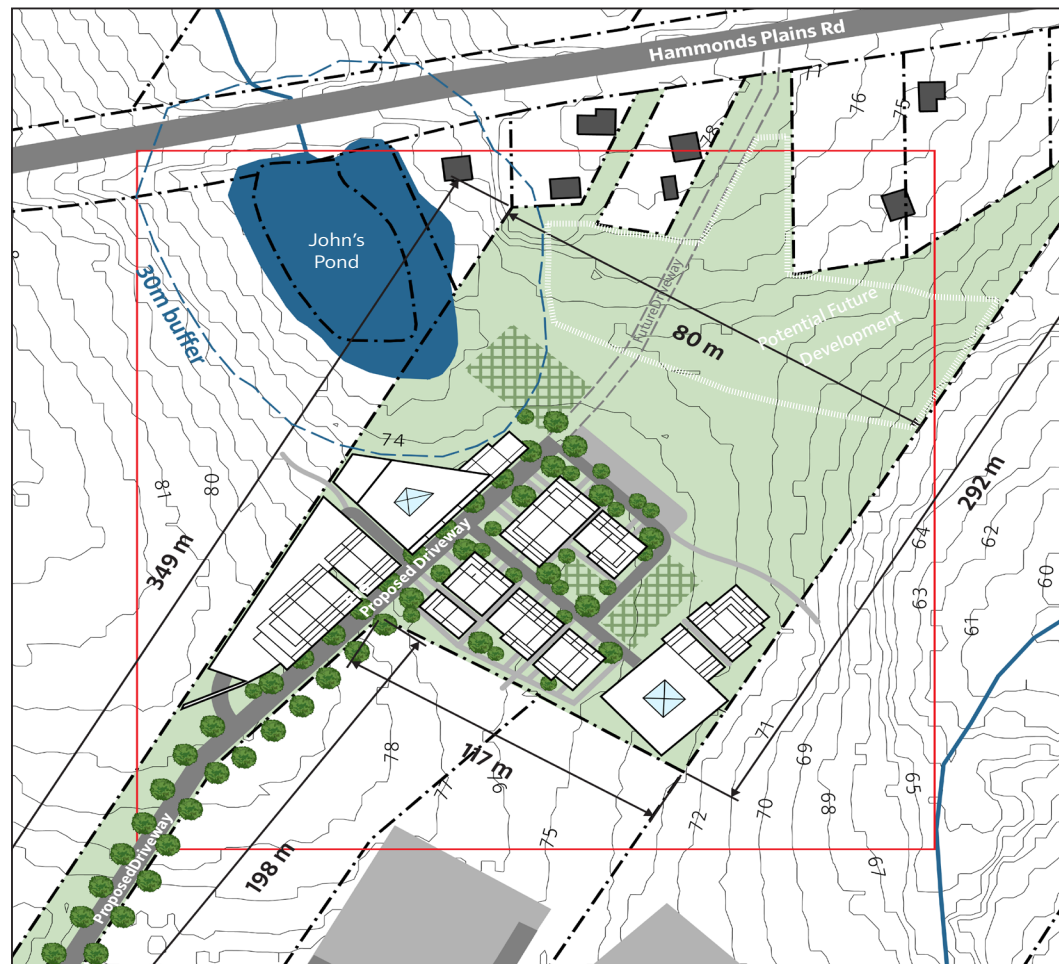
BW-60(c) the distribution of overall densities between different development blocks, phases and land owners;

This development agreement application is only in reference to one lot owned by one property owner. Due to the large lot size, the overall density currently allowed on the lot (including density transferred from an adjacent landowner) will be used. The intention is to build all the allowable density in one portion of the site to protect the central area of the site as natural/open space.

In the spirit of the recently approved Housing Accelerator Fund (HAF), we recognize that it’s necessary to build more housing to make housing more affordable and to deal with climate change. In Bedford West—as in most suburbs—the housing required to meet demand cannot be built without increasing the density. In anticipation that infrastructure will be improved, we are now concentrating development in the southern portion of the site to leave the opportunity to more than double the density on our site. Doubling the density would just meet the threshold for rapid transit viability.

BW-60(e) provisions to account for any population density transfers;

Our site capacity and density calculation table on the right shows the density transfer calculations that have been negotiated with the landowner of an adjacent lot, and approved by the Executive Panel on Housing.



Site Capacity and Density Calculation

1. Density Allowed on Harmony Park Property
 PID # 00645846
 Permitted Density: 27.5 person/acre
 Lot Area: 9.3 acre
Number of People: 255.75 people

2. Density Transferred from Neighboring Property (within Special Planning Area 12+1)
 PID # 00645820
 Permitted Density: 27.5 person/acre
 Lot Area: 0.7645 acre
 Number of People: 21.02 people
 Density Utilized: 7 people
Density Transferred: 14 people

3. Total Density on Harmony Park Property (permitted + transferred)
Total # of people = 255.75 + 14 = 269.75 people

4. Commercial Area Proposed and Density Allocated for Commercial Use
 Required commercial Area: 10000 ft² = 929.03 sq m²
 Number of Litres (@6 L/ sq m): 5574.18 L
Number of people (@ 300 L/person): 18.58 people

5. Density Allocated for Residential Use and Number of Units
 Density allocated for residential use = Total Density - Commercial Density
 = 269.75 - 18.58
 = 251.17 people
Total number of residential units(@ 2.25 people/unit) = 112 units on Harmony Park Property

ENVIRONMENTAL PROTECTION.

BW-60(k) protection of sensitive environmental features and any natural wildlife corridors located within the site;

The protection of sensitive environmental features is reflected in our landscape plan (see right). The northwest corner of the lot has a marshy area that extends from the pond in the adjacent lot. Our proposed development respects the 30.0m buffer mandated in the Bedford West SPS (Policy BW-74). Additionally, we will take advantage of green infrastructure to mitigate any potential stormwater runoff into the watercourse.

To ensure utmost protection, and to follow the Regional Plan’s recommended future characteristics of urban district growth centres (Table 3-1), our landscape plan shows how we are leaving the hardwood cover untouched, and leaving the central part of the site as open space which could serve the broader community and act as a natural wildlife corridor.

BW-76(e) the subject lands are suitable for development in terms of the steepness of grades, locations of watercourses, wetlands, and susceptibility to flooding; and

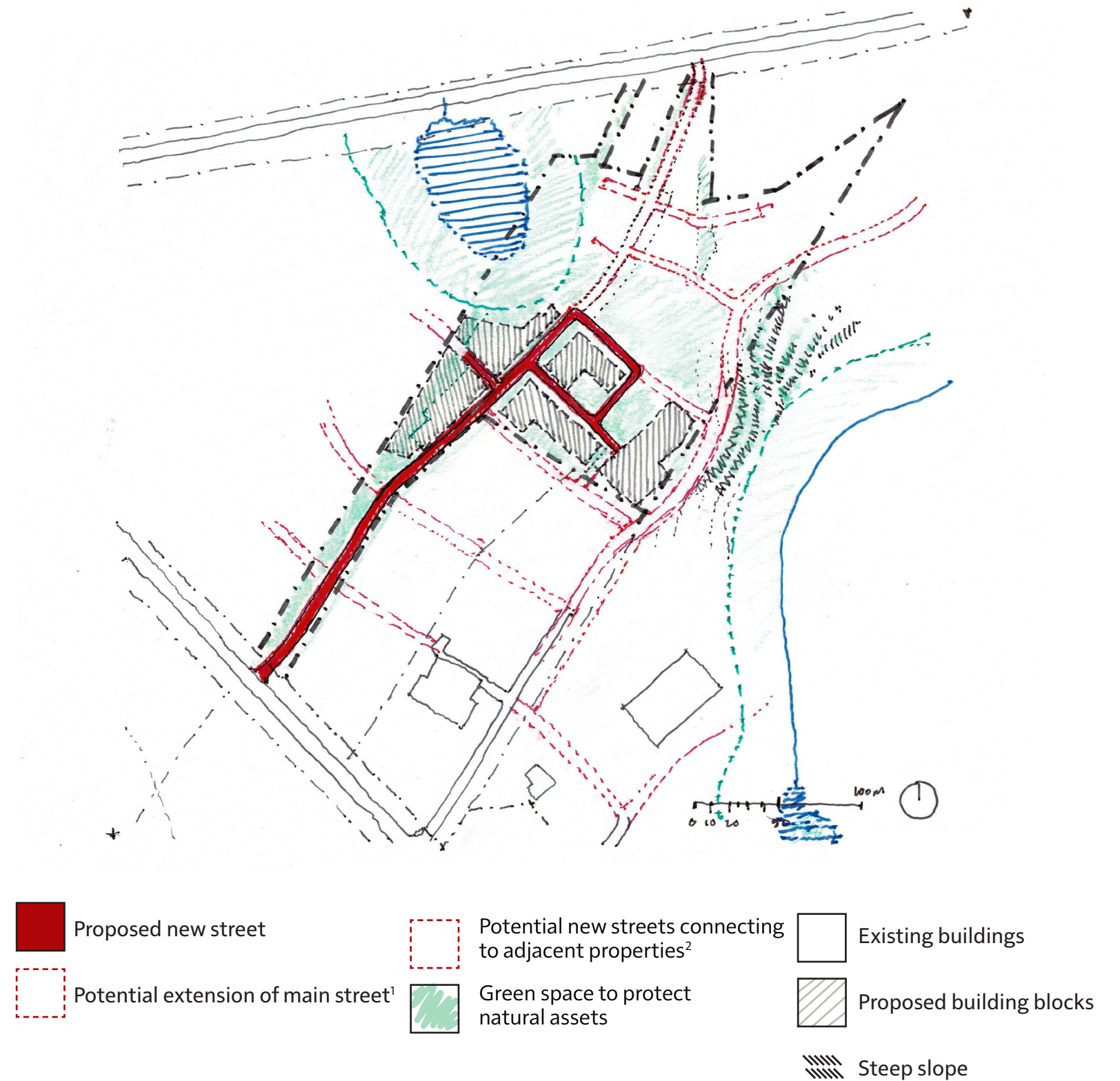
The land on which the proposed development is sited is suitable for development. The slope on the portion of the site being developed has a max slope of 10/200m, or 1:20. Although a large area of SA-12 has runoff that flows into the Paper Mill Lake watershed, meaning sensitivity and care are of the utmost importance when developing, our site is not part of the watershed. There is one pond with a wetland that extends into our site—this has been considered in our design by respecting the 30.0m riparian buffer required in sub-area 12 per Policy BW-74. The area is not susceptible to flooding. The wetland also does not exceed 2000m2 and so policy E-15 is not applicable.

The steepness of grades will not be an issue in the development. Our site plan shows how we took care in our design not to cut across the land’s contours, and the runoff flows away from the watercourse in the northwest of our property. The buildings are carefully placed to work with the topography and respect natural drainage patterns.

Measures have been taken to limit storm water runoff by:

- Green roofs
- Capturing, storing and reusing rain water,
- Strictly limiting hard surface areas (parking areas will be porous surfaces)
- Respecting natural drainage to reduce the load on storm sewers (i.e. swales along the driveway)

POTENTIAL FUTURE DEVELOPMENT CONCEPT MAP



¹ Contingent on existing services and infrastructure—and allowing for additional development to enable public transit

² To create a network of walkable streets and bikeways

MUNICIPAL INFRASTRUCTURE

BW-76(c) impacts to Municipal infrastructure and the need, if any, to concurrently approve by-laws to pay for growth related municipal infrastructure;

It is our understanding¹, that there is capacity in the existing water, storm and sanitary infrastructure along Larry Uteck Blvd for our proposed site and density.

BW-76(d) the proposal is appropriate and not premature by reason of: b.the adequacy of municipal wastewater facilities, stormwater systems or water distribution systems,

Our proposed site is not limited when it comes to connection options for water and wastewater services. There is capacity at the pumping stations at both Larry Uteck Blvd and Hammonds Plains Rd, and Halifax Water is putting an application in to extend the pipe from Blue Water Road through Phase 1, 2, and 3 of the Clayton lands and then connecting to Sandy Lake on Hammonds Plains Rd.¹

¹ Information obtained from a meeting with HRM planning staff on 05-30-24

PARKS AND OPEN SPACES.

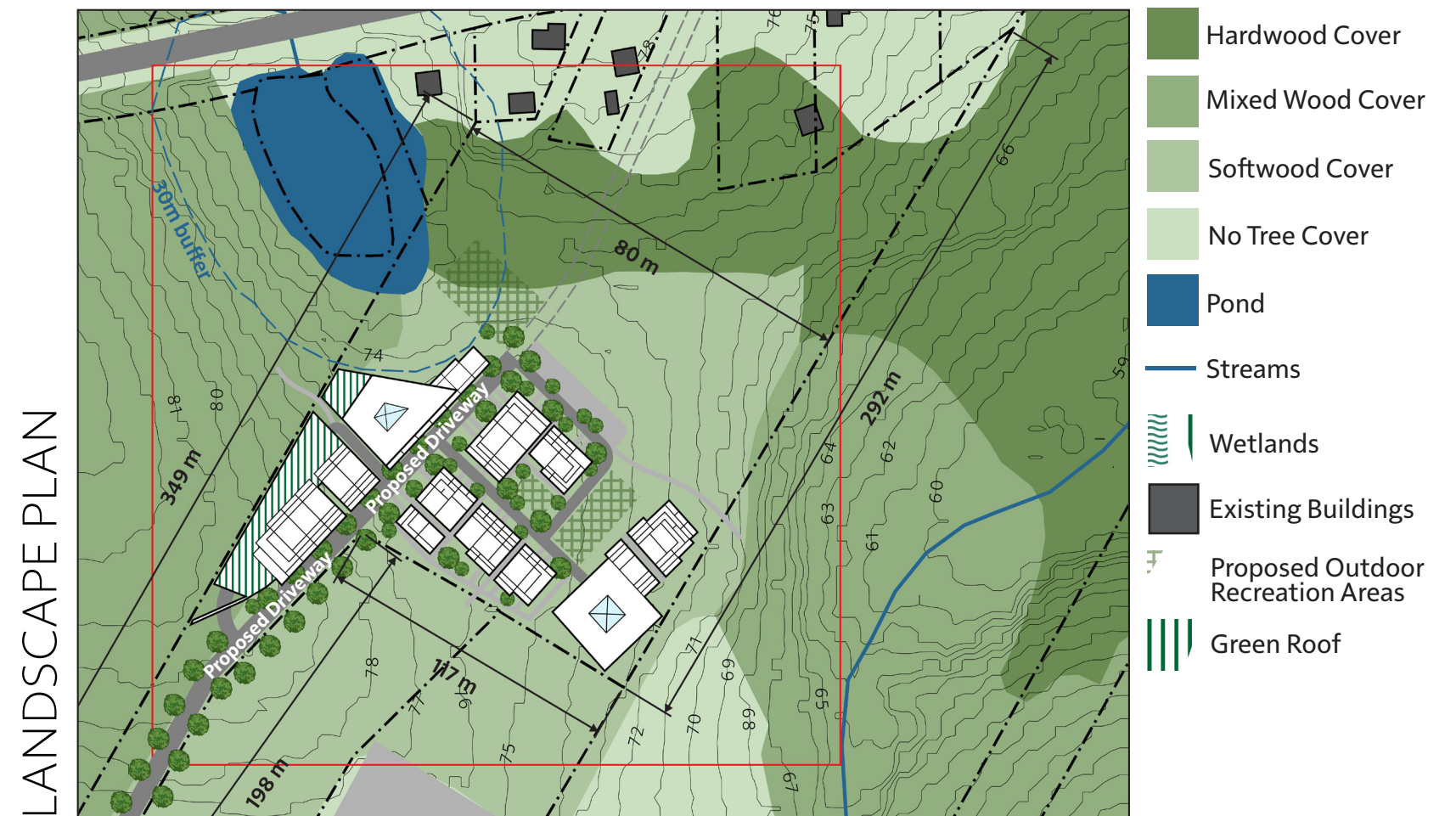
BW-60(h) parks and open spaces that provide the full range of recreation and open spaces needed to serve the community;

Our proposed development offers a wide variety of recreational activity. The landscape plan shows a recreational deck behind Building A and three areas designated for landscaped park and recreation space whose design and infrastructure will invite both play and rest. The recreational deck is right at grade so its not the building that starts at the property line, and the entry to underground parking will be below the deck. This subtle design decision allows the deck to be an extension of the natural landscape, and prioritises pedestrians entering the site over cars. The ample existing tree cover that will remain untouched by our proposed development offers residents and visitors the feeling of privacy, serenity, and closeness to nature, despite the suburban location.



WATER SERVICE SYSTEM, SCHEDULE BW-3

SANITARY SEWER SERVICING, SCHEDULE BW-4



LANDSCAPE PLAN

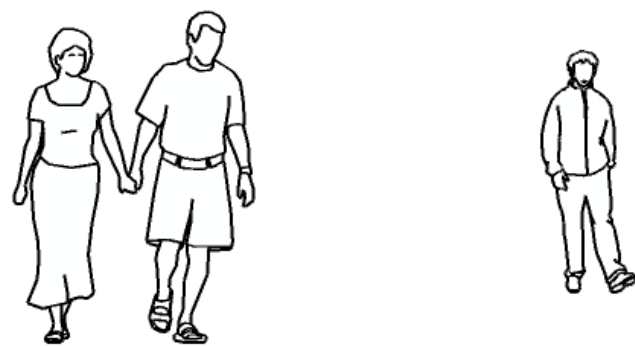
TRANSPORTATION CONNECTIONS

BW-60(i) transportation connection that prioritises walking, the use of mobility devices, cycling, and transit use;

Our proposed development moves away from car-centric design and encourages walkability and active mobility. While people may have to rely on automobiles or transit options to commute to work, our site design incorporates pedestrian linkages to adjacent lots and widens our driveway to create room for walkers and cyclists so that residents are encouraged to visit services in their neighbourhood using active transportation (see site plan and landscape plan). Additionally, HRM has some candidate bike routes planned along Hammonds Plains Rd and Larry Uteck Blvd (see the Regional Plan's active transportation and natural networks map on the next page), that, if installed, would greatly improve the ability of residents and visitors to use active transportation methods.

The majority of on-site parking is located underground to detract from the sentiment that our site is a location that people must drive to. Instead, our community will be promoted as a transit-oriented development that is within walking distance of multiple existing bus routes and future rapid transit. Although municipal infrastructure like sidewalks and bike lanes aren't currently installed along the stretch of Larry Uteck Blvd where the site is located, the nearby West Bedford Park + Ride enables a short automobile commute for those worried about safe mobility.

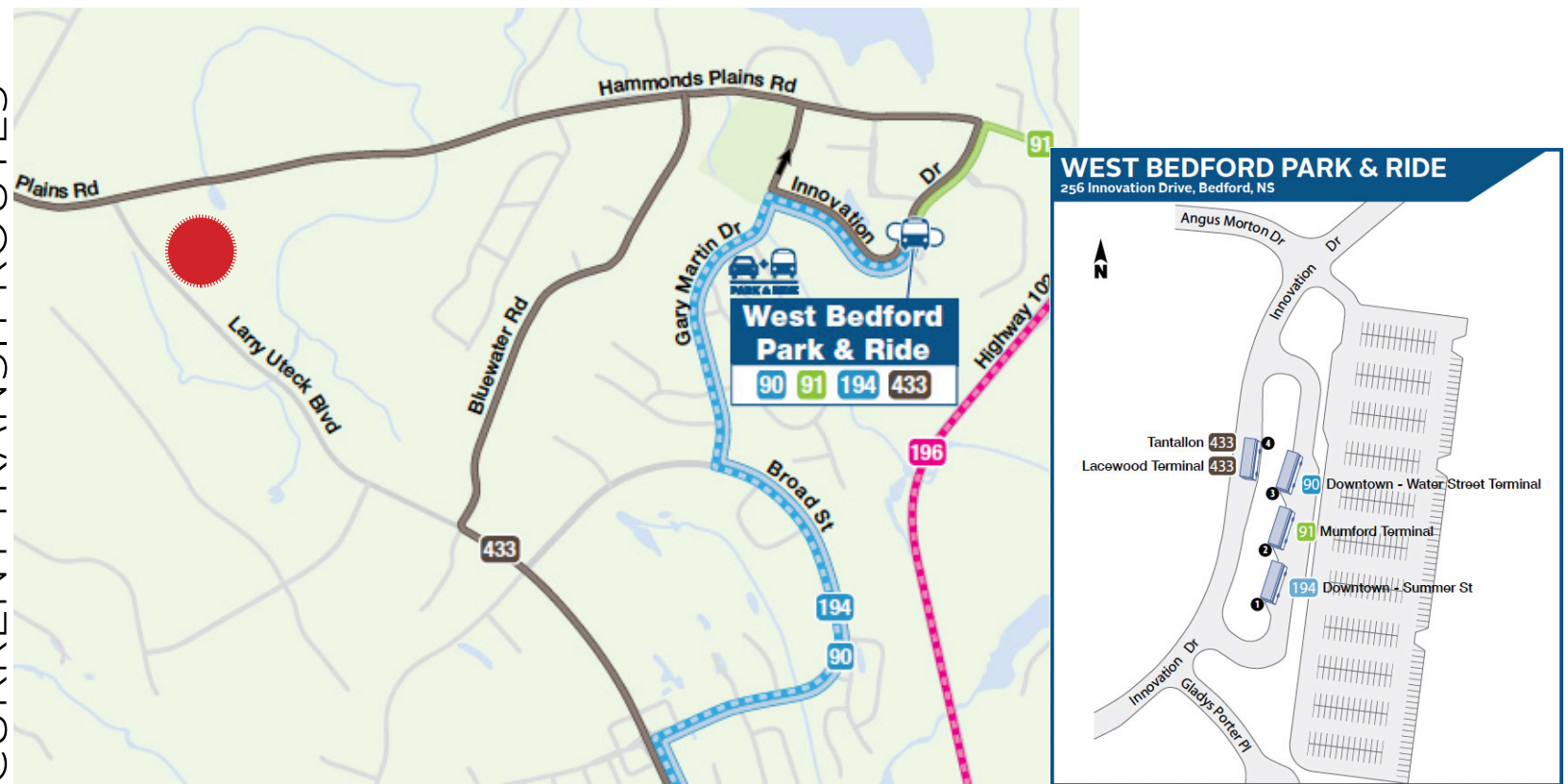
The design and placement of the access road from Larry Uteck Blvd is intended to serve neighbouring property without needing to build another parallel road close by. It is also possible and we would welcome the opportunity to connect the Mosque property and work with the different landowners on their side of the north east property line.



HRM RAPID TRANSIT PLAN



CURRENT TRANSIT ROUTES

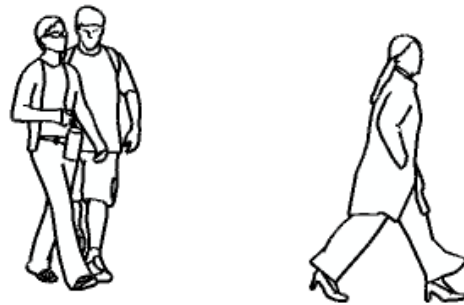
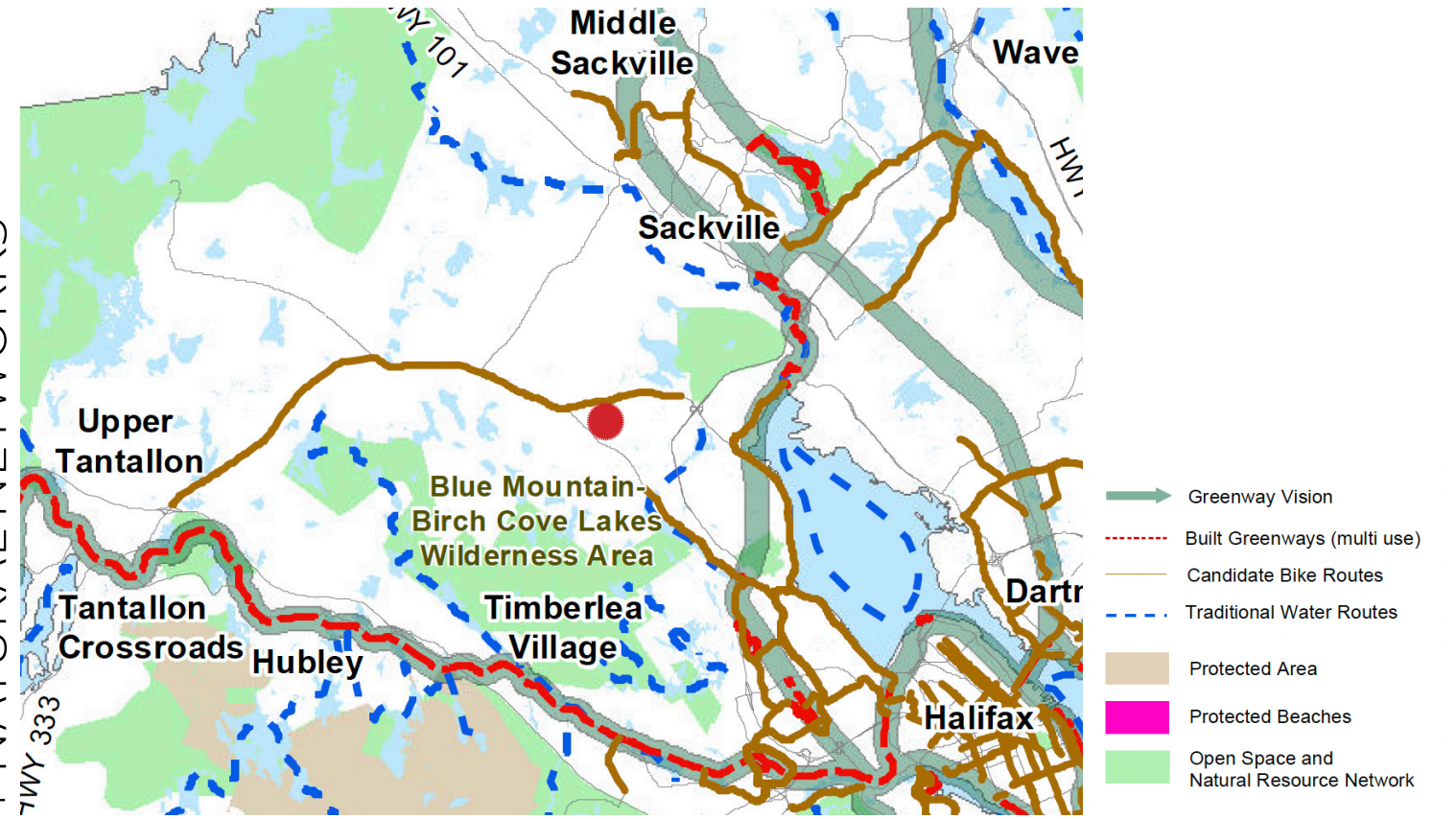


BW-76(d) the proposal is appropriate and not premature by reason of: the adequacy of transportation infrastructure for pedestrians, cyclists, public transit and vehicles for travel to and within the development;

HRM is experiencing rapid growth and increased development is necessary to provide the housing and services that people need. Bedford West has had a SPS since 2006, so proposing development in the area is by no means premature. Furthermore, Clayton Developments has received approval from the city to develop a neighbourhood in SA-12 in close proximity to our site, and so developing our site in tandem will streamline municipal costs and focus on the area.

Moreover, the area was designated a provincial special planning area in 2022, and is a key component of the HRM urban expansion, making this proposed development timely, relevant, and important.

ACTIVE TRANSPORTATION
+ NATURAL NETWORKS



RELATION TO ADJACENT LANDS

BW-60(j) development coordinated with adjacent lands and neighbourhoods including roads, parks, open spaces, servicing, trails and building scale transitions;

Development is coordinated with adjacent lands and neighbourhoods in that the design allows for future pedestrian linkages to adjacent lots, and will connect to a green wildlife corridor and active transportation trail that extends into the Clayton development.

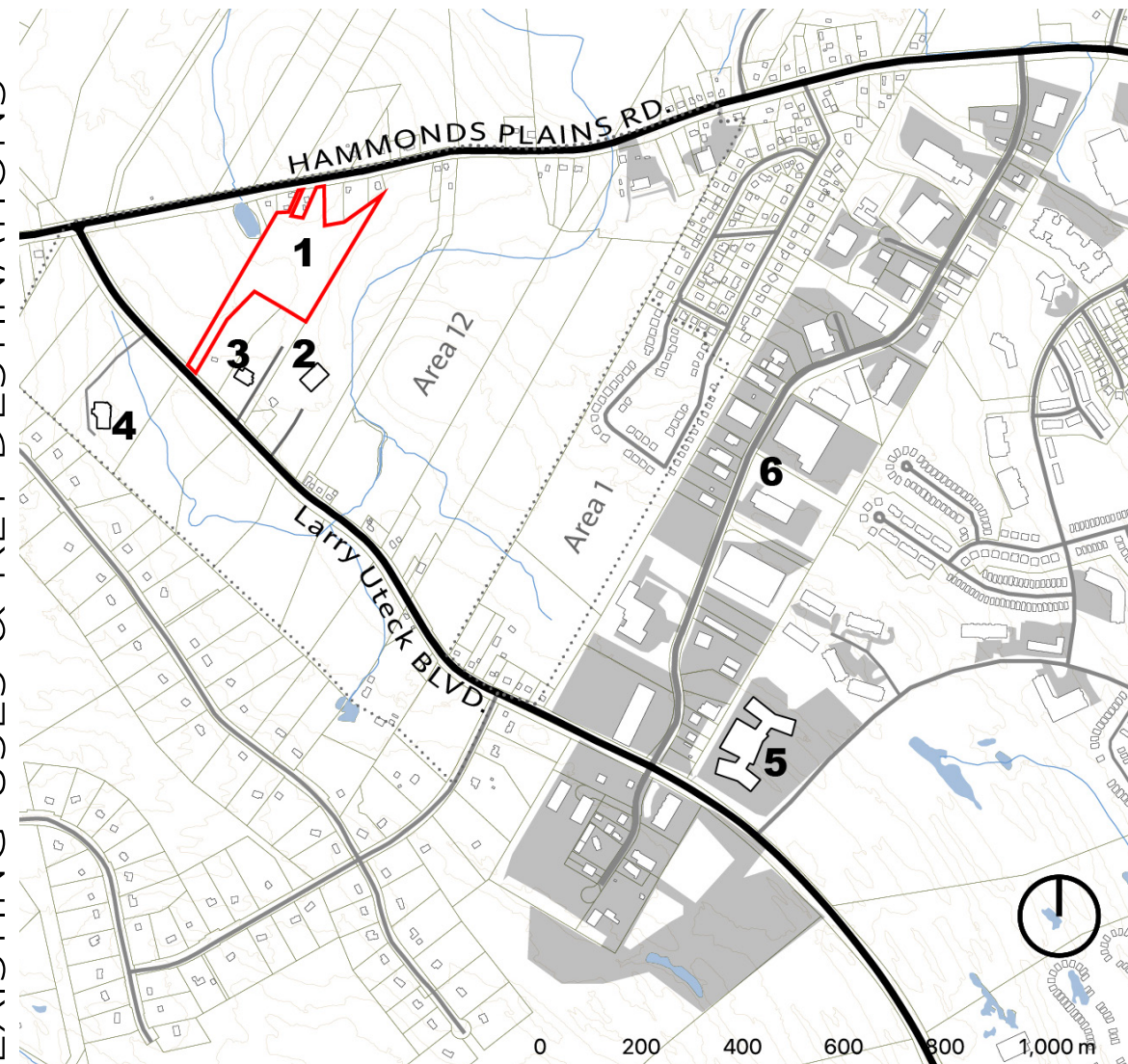
The invitation to coordinate with adjacent landowners around road access has been extended, and although it is not feasible at this time, we have signalled in our context plan that future phases of this project could involve coordinating with adjacent property owners to provide access to roads, parks, and open spaces across and between properties.

BW-76 (d) the proposal is appropriate and not premature by reason of: c. the proximity of the proposed development to schools, parks, and community facilities, and the capability of these services to absorb any additional demands, and

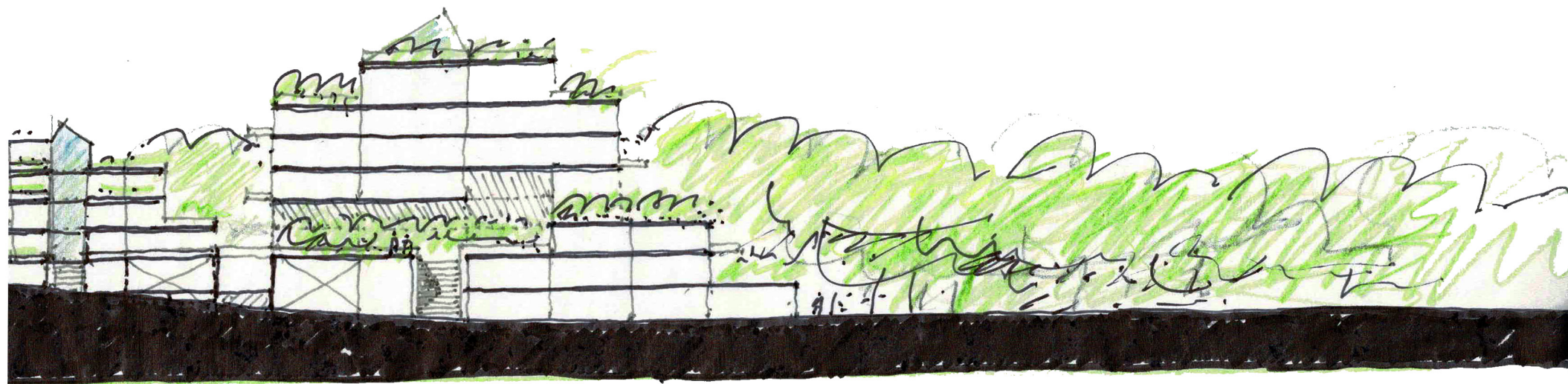
This area is ideal for a large, mixed-use development as it is close to many grocery stores and schools. Long daily commutes will be necessitated based on occupations, rather than need to access services.

The proposed development is close to the new Bedford West school, and there are talks of building another school nearby. Our design principles have ensured that the development itself will provide parks and community facilities and accessible routes to other parks and community facilities nearby. Additionally, the commercial space proposed in this development will house an indoor commercial recreational space that will add to the area's service capacity.

EXISTING USES & KEY DESTINATIONS



1. Project Site
2. Nova Scotia Islamic Community Centre
3. St. John's Anglican Church
4. Summit Academy of Active Learning
5. Bedford High School
6. Industrial uses along road



VIEW ALONG ACCESS ROAD FROM LARRY UTECK BLVD

BW-76 (f) that development regulations in the proposed development agreement will adequately mitigate potential conflict between the proposed development and nearby land uses, by reason of:

a. type of use(s),

Bedford West has a mix of commercial, residential and institutional (faith-based gathering) land uses around our proposed development. The proposed development, as a mix of residential, commercial and recreational, will complement existing uses.

b. built form of the proposed building(s),

The built form will not conflict with nearby land uses, as the height of the buildings won't be disproportionate to the surrounding development. The Clayton development also occurring in BW Sub-Area 12 will create continuity with our development.

c. impacts on adjacent uses, including compatibility with adjacent residential neighbourhoods, parks, community facilities, and railway operations,

There will be minimal impact on adjacent uses. The proposed development will be compatible with adjacent uses as it will provide pedestrian linkages to already-existing community facilities and recreational green space.

The concept map indicates how we would welcome connection of walkways, bikeways, streets and open spaces with adjacent properties.

d. traffic generation, safe access to and egress from the site, and parking,

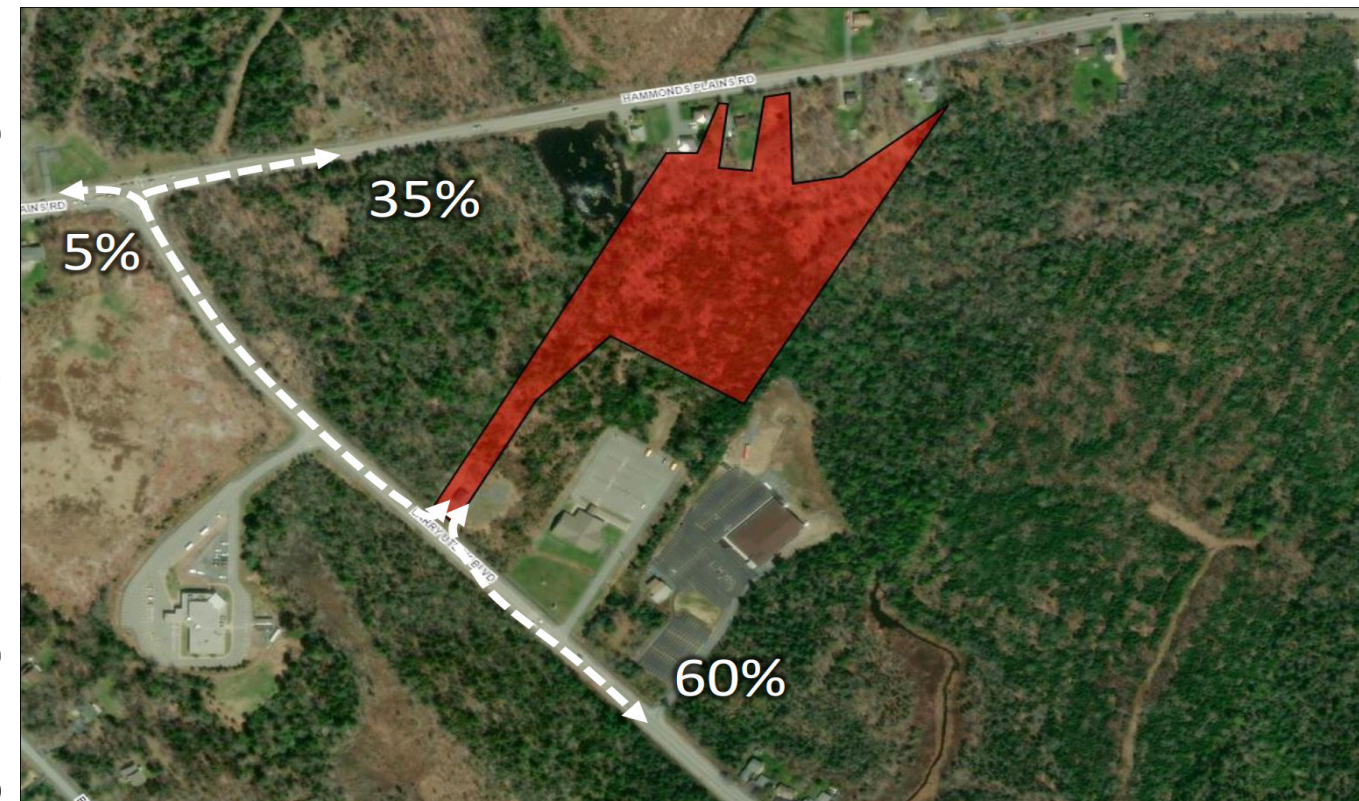
A traffic impact study completed by DesignPoint engineering reveals the minimal impact that the proposed development would have on traffic operations (see attached traffic impact study):

The proposed mixed-use development on Larry Uteck Boulevard includes 112 residential units and 10,000 ft² of retail space. A single access is proposed for Larry Uteck Boulevard. The development is expected to generate 59 two-way vehicle trips (22 in, 37 out) during the AM peak hour and 68 two-way vehicle trips (38 in, 30 out) during the PM peak hour. The traffic added by the proposed development is minimal and is not expected to have a noticeable impact on traffic operations in the area. If a second driveway is constructed in the future off Hammonds Plains Road, it will require sight distance review and approval.

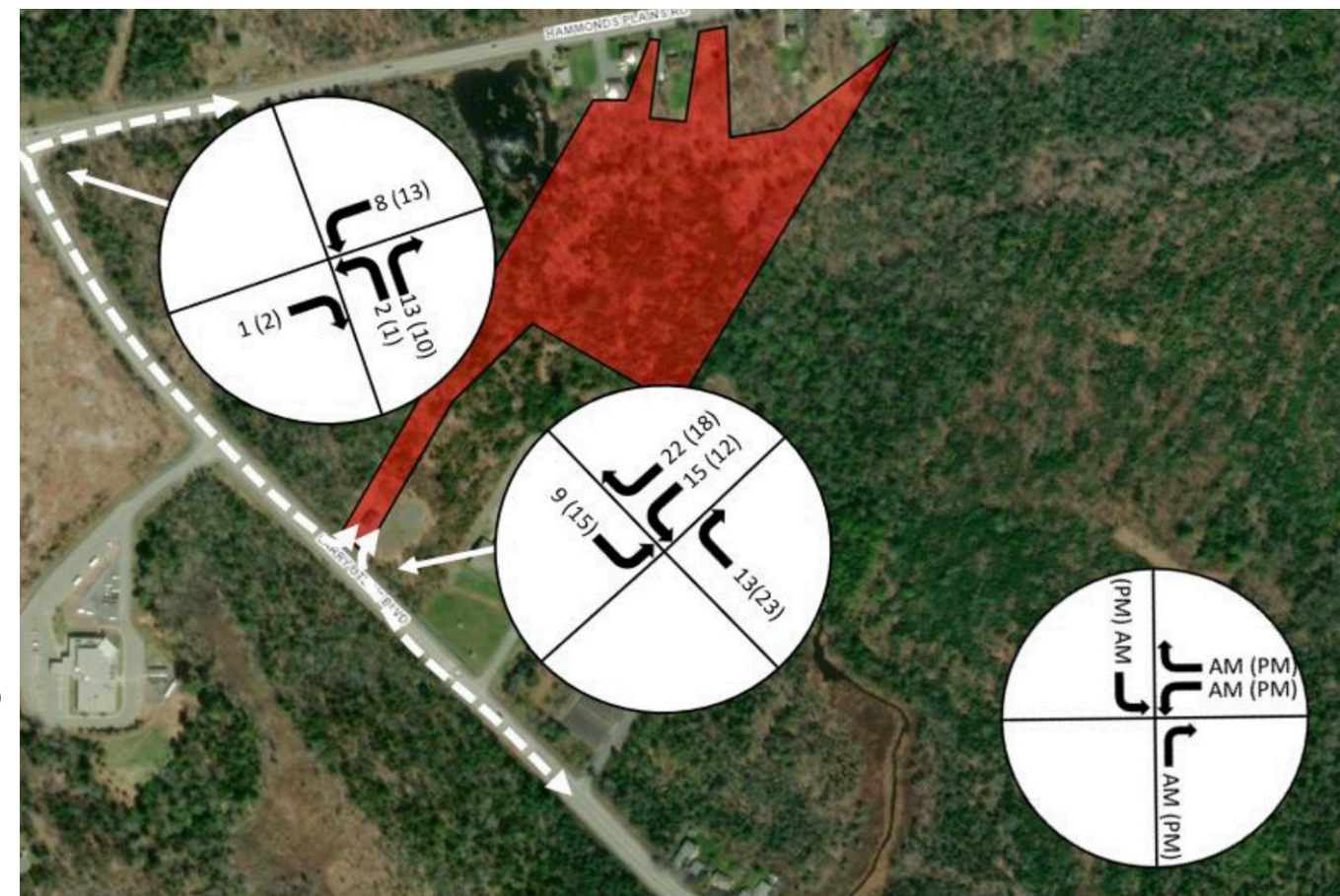
e. open storage and signage, and impacts of lighting, noise, fumes and other emissions.

There is no open storage or signage that will occur on site. There is some lighting for visibility along the driveway, but it will not be a harsh light, nor will there be other fumes or emissions on-site that will create conflict with nearby land uses.

ESTIMATED DISTRIBUTION OF SITE GENERATED TRAFFIC



DISTRIBUTED SITE GENERATED TRAFFIC



OTHER POLICY CRITERIA

BW-60(a) the proposal meets the policies and objectives of the Bedford West Sub-Areas 1 and 12, and is reasonably consistent with any other relevant policies contained within the Regional Municipal Planning Strategy;

This policy and design rationale has demonstrated how the proposal meets the enabling policies for a development agreement in zone BW-CDD1. It is also consistent with Table 3-1's future characteristics of urban district growth centres from the Regional Plan, as the design rationale outlines how our basic principles reflect the applicable land uses and design, transit, AT and parking, open space, and cultural heritage characteristics recommended.

Other Regional Plan policies it is consistent with include T-9 and E-16.

BW-60(l) provisions to enable discharging the agreement when all terms and obligations are fulfilled; and

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BW-60(m) the general development agreement criteria outlined in Policy BW-76.

The general development agreement criteria outlined in Policy BW-76 has been answered congruently with enabling Policy BW-60 as we set out our design and policy rationale. A complete list can be found in the attached policy tables document

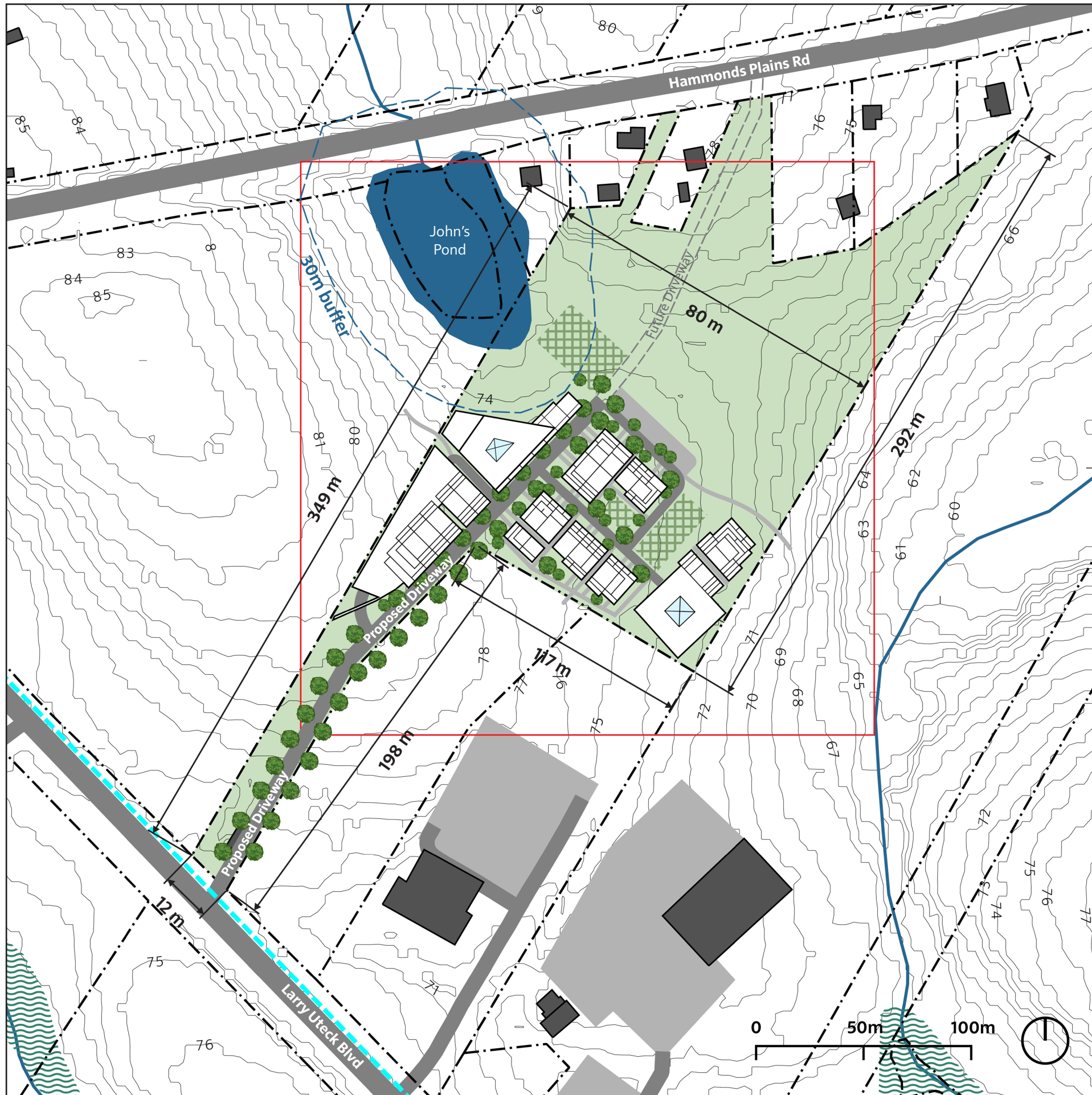
BW-76(a) all applicable policies of the Regional Plan and of this Plan;

Applicable policies of the Regional Plan—specifically the urban design characteristics for urban growth centres and for policies applicable to sites within the urban service boundary (Table 3-1), as well as Policy T-9 and Policy E-16 —and policies of the Bedford MPS and Bedford West SPS—specifically the policies related to environmental protection (BW-74, BW-75)—have been considered and adhered to in the proposed development of this site.

BW-76(b) provisions for incentive or bonus zoning, consistent with the Interim Bonus Zoning policies in the Regional Municipal Planning Strategy, and the method for calculating bonus zoning values set out in the Land Use By-law;

There is no planned incentive bonus zoning.

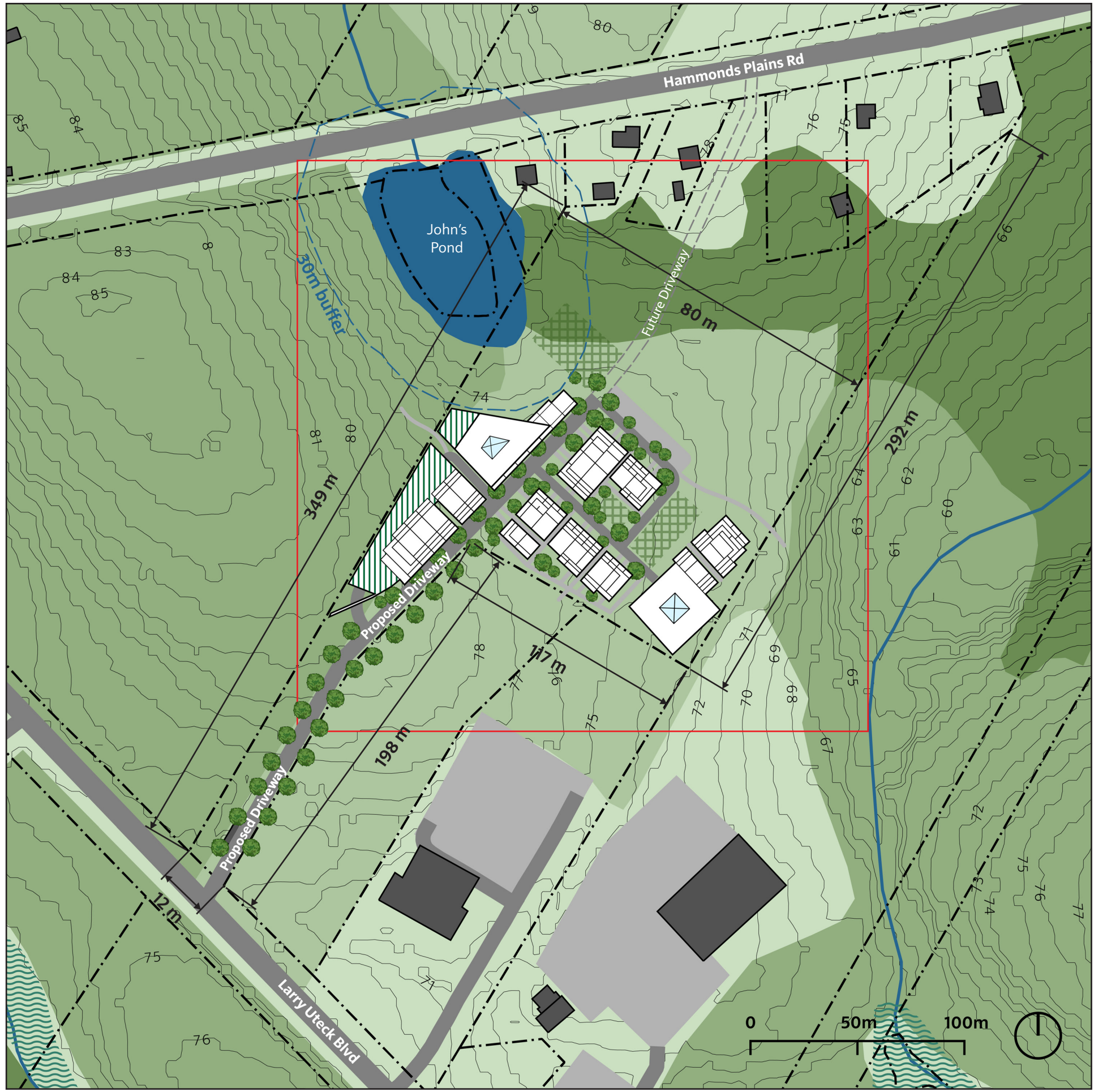




SITE PLAN

Harmony Park Development Agreement Application
 PID: 00645846
 June 12th 2024
 Version 1

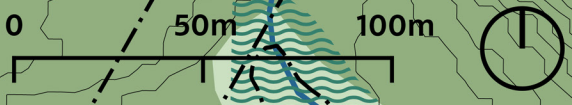
- Total Site Surface Area: 38,600sqm
- Total Building Site Coverage: 7200sqm
- Total Outdoor Recreation Space: 2000sqm
- Services: Water, Storm + Sanitary



LANDSCAPE PLAN

Harmony Park Development Agreement Application
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- Hardwood Cover
- Mixed Wood Cover
- Softwood Cover
- No Tree Cover
- Pond
- Streams
- Wetlands
- Existing Buildings
- Parking
- Proposed Buildings
- Proposed Outdoor Recreation Areas
- Green Roof
- Detail Plan Key



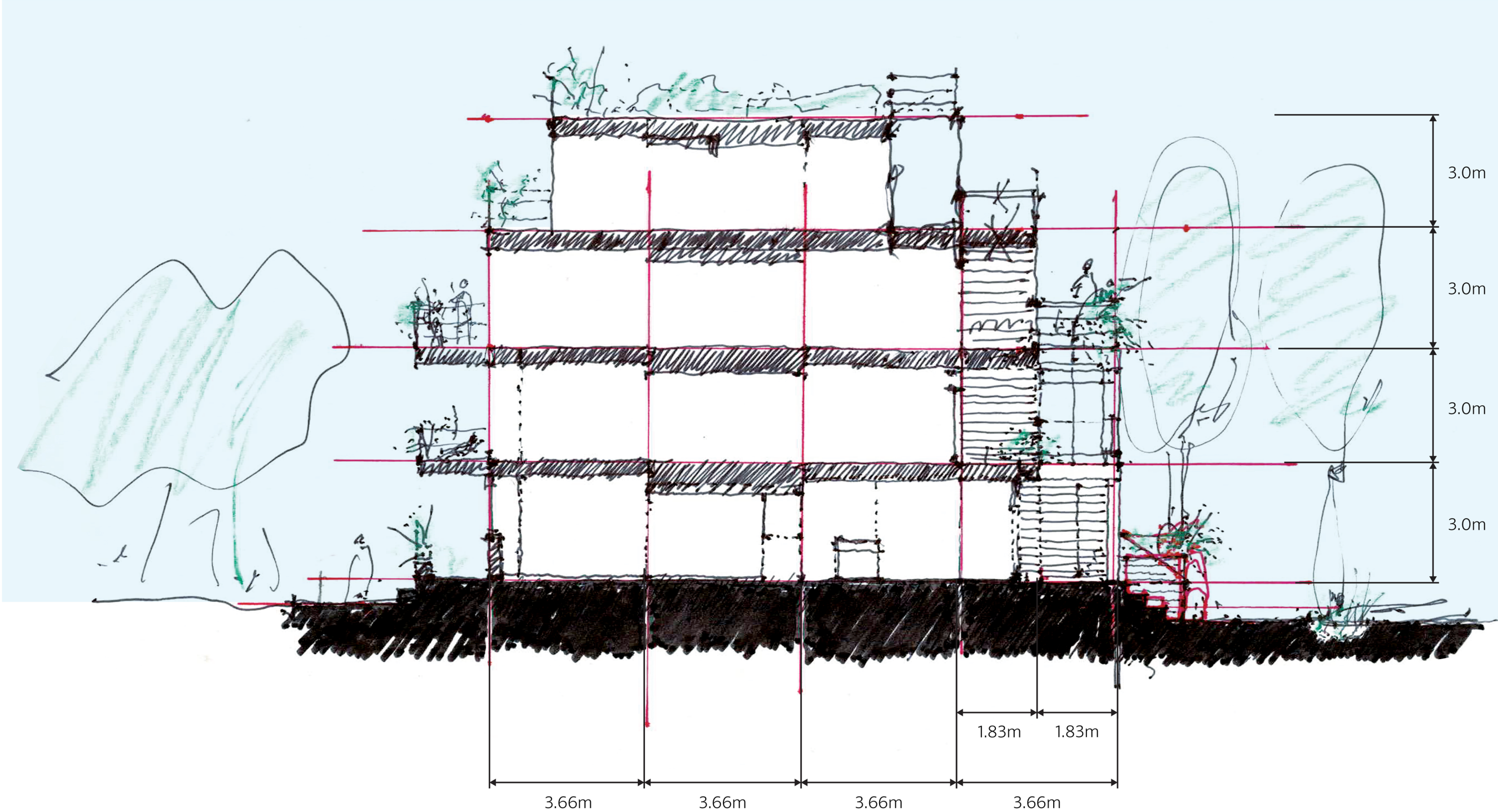


DETAIL AREA + GRADING PLAN

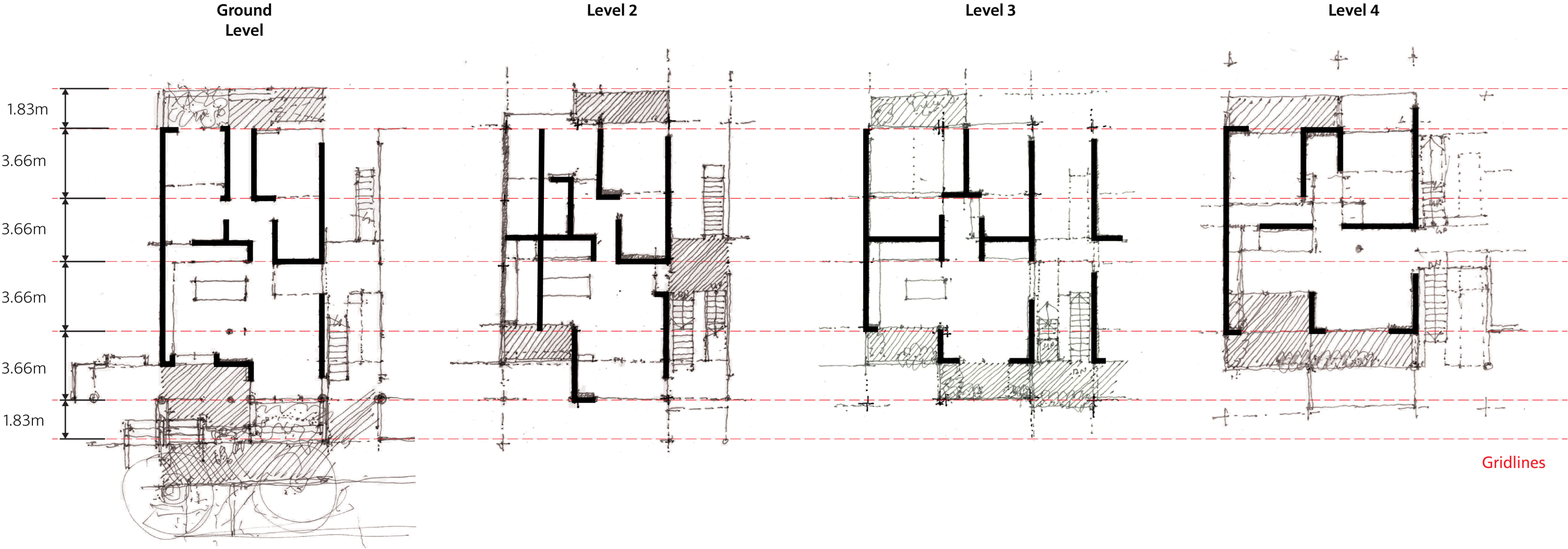
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- Building A Area: 2000sqm
- Building B Area: 1400sqm
- Building C Area: 900sqm
- Building D Area: 1600sqm
- Building E Area: 1300sqm
- X Grade Elevation at Building Corners
- Proposed Outdoor Recreation Areas: 2000sqm
- Green Roof Area: 1700sqm
- Bold lines indicate mid-rise (6-8 floors)
- Regular lines indicate walk-up (3-4 floors)

LOW-RISE BUILDING TYPOLOGY



BUILDING DRAWINGS



Gridlines

5. CONCLUSION

Our design principles capture both the spirit of doing something quickly to meet immediate needs, as well as understanding that what we do now, here, will affect our long term future. It will affect every aspect of our lives, our economy, mobility, growth, environment, health and quality of life as well as our compassion as a community to make housing more affordable and meet the needs of the most vulnerable including youth and elders.

We strongly support HRM's intentions to create walkable, inclusive, resilient neighborhoods built around open space connected by public transit with streets built for people and play. We believe that this proposal meets those objectives.

Note that this is just the initial part of what we know really needs to happen. Although we are maximizing current density allowed on-site, it is our firm conviction that this area needs to be more densely populated in order for transit to be a cost-effective investment and for the intentions of HRM's long-term vision for urban growth districts to be fully realized.