

Harmony Park Development Agreement Application (PID 00645846)

Enabling Policy Tables

Policy BW-59b states that the BW-CDD1 zone is intended for sites that will accommodate large-scale mixed use communities, and these developments must be negotiated by development agreement per **Policy BW-60**. The following table outlines how our proposed development fulfils all of the criteria listed in Policy BW-60.

<p>BW-60 When considering a development agreement for one or more properties designated BW-CDD, as shown on Schedule BW-9, Council shall consider the following:</p>	
<p>Policy Criteria</p>	<p>Applicant Response:</p>
<p>(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;</p>	<p>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.</p> <p>Other Regional Plan policies it is consistent with include T-9 and E-16.</p>
<p>(b) site and building design support a compact, mixed-use neighbourhood containing a mix of housing forms with pedestrian-oriented building facades and designs;</p>	<p>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).</p> <p>All the buildings are compact and generally fall into two categories: 3- to 4-floor walkups built as</p>

	<p>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.</p> <p>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.</p>
<p>(c) the distribution of overall densities between different development blocks, phases and land owners;</p>	<p>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.</p> <p>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.</p>
<p>(d) the built form and land use requirements are</p>	<p>Our site design encompasses built form and land uses that are reflective of the BW-CDD1 zoning applied to our lot in the Bedford LUB (Schedule PG-2). The CDD1 zone is applied to sites “intended to accommodate large-scale mixed use communities” (see Policy BW-59(b) in the Bedford MPS).</p>

<p>implemented through references to the Land Use By-law;</p>	<p>Our site plan contains a mix of residential, commercial, and recreational land uses, with a compact design that is oriented towards pedestrians.</p> <p>Since very little development is allowed as-of-right in BW-CDD1, most of the built form and land use requirements will be negotiated by development agreement, so our application aligns itself with design characteristics identified for urban growth district centre's in the Regional Plan.</p>
<p>(e) provisions to account for any population density transfers;</p>	<p>Our site capacity and density calculation table (page 7 of our application) shows the density transfer calculations that have been negotiated with the landowner of an adjacent lot, and approved by the Executive Panel on Housing.</p>
<p>(f) the subdivision of land;</p>	<p>The land will not need to be subdivided, because it will be one development project that is accessed from Larry Uteck Blvd.</p> <p>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.</p>
<p>(g) the phasing of development;</p>	<p>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.</p>

<p>(h) parks and open spaces that provide the full range of recreation and open spaces needed to serve the community;</p>	<p>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.</p>
<p>(i) transportation connection that prioritises walking, the use of mobility devices, cycling, and transit use;</p>	<p>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.</p> <p>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.</p> <p>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.</p>

(j) development coordinated with adjacent lands and neighbourhoods including roads, parks, open spaces, servicing, trails and building scale transitions;	<p>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.</p> <p>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.</p>
(k) protection of sensitive environmental features and any natural wildlife corridors located within the site;	<p>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.</p> <p>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.</p>
(l) provisions to enable discharging the agreement when all terms and obligations are fulfilled; and	N/A

<p>(m) the general development agreement criteria outlined in Policy BW-76.</p>	<p>See the applicant response to the policy criteria laid out in Table 2.</p>
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<p>BW-76 When considering land-use by-law amendments and development agreements for lands located within Bedford West Sub-Areas 1 and 12, shown on schedule BW-9, Council shall consider the following general criteria, instead of the general criteria set out in Policy Z-3:</p>	
<p>Policy Criteria:</p>	<p>Applicant Response:</p>
<p>(a) all applicable policies of the Regional Plan and of this Plan;</p>	<p>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.</p>
<p>(b) provisions for incentive or bonus zoning, consistent with the Interim Bonus Zoning</p>	<p>There is no planned incentive bonus zoning.</p>

<p>policies in the Regional Municipal Planning Strategy, and the method for calculating bonus zoning values set out in the Land Use By-law;</p>	
<p>(c) impacts to Municipal infrastructure and the need, if any, to concurrently approve by-laws to pay for growth related municipal infrastructure;</p>	<p>It is our understanding—based on a meeting with HRM planning staff on 05-30-24—that there is capacity in the existing water, storm and sanitary infrastructure along Larry Uteck Blvd for our proposed site and density.</p>
<p>(d) the proposal is appropriate and not premature by reason of:</p> <p>a. the financial capacity of the Municipality to absorb any costs relating to the development,</p>	<p>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.</p> <p>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.</p>

<p>b. the adequacy of municipal wastewater facilities, stormwater systems or water distribution systems,</p>	<p>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.</p> <p>This information was obtained from a meeting with HRM planning staff on 05-30-24</p>
<p>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</p>	<p>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.</p> <p>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.</p>
<p>d. the adequacy of transportation infrastructure for pedestrians, cyclists, public transit and vehicles for travel to and within the development;</p>	<p>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.</p> <p>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,</p>

	and important.
<p>(e) the subject lands are suitable for development in terms of the steepness of grades, locations of watercourses, wetlands, and susceptibility to flooding; and</p>	<p>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.</p> <p>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.</p> <p>Measures have been taken to limit storm water runoff by:</p> <ul style="list-style-type: none"> 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)
<p>(f) that development regulations in the proposed development agreement will adequately mitigate potential</p>	<p>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.</p>

<p>conflict between the proposed development and nearby land uses, by reason of:</p> <p>a. type of use(s),</p>	
<p>b. built form of the proposed building(s),</p>	<p>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.</p>
<p>c. impacts on adjacent uses, including compatibility with adjacent residential neighbourhoods, parks, community facilities, and railway operations,</p>	<p>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.</p> <p>The concept map indicates how we would welcome connection of walkways, bikeways, streets and open spaces with adjacent properties.</p>
<p>d. traffic generation, safe access to and egress from the site, and parking,</p>	<p>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):</p> <p>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</p>

	<p>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.</p>
<p>e. open storage and signage, and impacts of lighting, noise, fumes and other emissions.</p>	<p>There is no open storage or signage that will occur on site. There is some lighting for visibility along the drivewa, 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.</p>