



UNION COURTYARD OF BEDFORD

AT 74 UNION STREET, BEDFORD, HRM, NOVA SCOTIA

Pre-application presented by KWR Approvals Inc.
on behalf of the client Vanguard Developments Inc.

September 25, 2012

KWR Approvals Inc. 

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G. 1985 Survey	
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I. HRM Zoning and GFLUM Maps and Union Street RCDD Area Map 3	
J. List of possibly relevant policies	

UNION COURTYARD, BEDFORD

September 25, 2012

.../3
Delivered by e-mail and in person

MR. TYSON SIMMS, M.Planner.
Planner - Central Region,
Community Development, Halifax Regional Municipality (Sackville Office)

RE: FULL APPLICATION FOR STAGE 1 OF 'UNION COURTYARD', AT 74 UNION STREET, BEDFORD.

Dear Mr. Simms:

On behalf of our client, Vanguard Developments Inc., please find enclosed the requirements for what we can consider the 'Stage 1' of a Full Planning Application for 'Union Courtyard'. Drawings and site plans will be a product of the Stage 1 process and are therefore not included in this application.

Over the past fifteen months KWR Approvals Inc. (KWRA) has met informally with residents and neighbours approximately a dozen times to discuss technical issues with the property and create an open and transparent environment for a future application. This has created the atmosphere for further engagement, which is anticipated to be done through a design charette (Stage 1) process, alongside appointed Public Participation Committee (PPC).

Due to the historic complexity of this project, and based on meetings with HRM, we understand HRM's approach to move forward in two (2) stages. Please consider 'Stage 1' to consist of:

- a. HRM reception of and feedback on application submission
- b. creation of a Neighbourhood Public Participation Committee
- c. completion of design charette within 4 – 6 meeting sessions anticipated. TEAL Architects will facilitate these PPC sessions.

Once Stage 1 is complete, the following application requirements will be created at 'Stage 2' of this process:

- a. obtaining the final site plan and building design
- b. obtaining the formal site engineering and other consulting studies
- c. providing full Municipal policy review, and
- d. any other requirements requested by HRM

As part of the application requirements, please find enclosed the following:

- *HRM Planning Application Form and cheque for \$2,500 previously submitted*
- LIMS aerial photograph (2003) of the subject property and surrounding community
- LIMS Property Map highlighting the subject site
- LIMS Property Detail Report
- Revised Traffic Impact Statement from exp.
- Constraints Mapping (6 copies) from exp Services Inc. (formerly O'Halloran Campbell Consultants) and a report summary
- Letter from exp. highlighting the various themes for their constraints mapping
- Letter from Stantec (formerly Jacques Whitford) confirming that the single water drainage channel on the subject property does not meet the definition of a watercourse
- HRM Zoning and GFLUM Maps and Union Street RCDD Area Map 3
- List of possibly relevant policies

Electronic copies of all information will also be forwarded to you.

MR. TYSON SIMMS, M.Planner.
September 25, 2012
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1. PROJECT BACKGROUND

Vanguard Developments Inc. (Vanguard) has a purchase and sales agreement with the registered owner of the subject property at 74 Union Street (PID 00431841), Birch Grove Developments Limited, to purchase the property. Vanguard has retained KWRA to be the chief project manager on the application.

The subject property is designated RCDD (Residential Comprehensive Development District) on HRM's Generalized Future Land Use Map 1 and RCDD on HRM's Zoning Map 2, as attached. Most of the Union Street RCDD Zoning (Map 3) has developed through the development agreement process and a project on the subject property can only be considered via a development agreement application. The subject property at 74 Union Street is part of several parcels of land that were included within the Union Street RCDD Designation, and includes the RCDD lands developed under Development Agreement Case 95-05.

2. PROPOSED PROJECT TEAM

Team Member	Role	Contact
<i>Vanguard Developments Inc.</i>	Developer	Bassem Iskander, Director: c: 449-2624 e: b.iskander@vanguard-dev.com
<i>KWR Approvals Inc.</i>	Chief Project Manager, Urban Planning, Developer Representative	Kevin W. Riles, Principal & CEO: w: 431-1700, c: 403-7847 e: kevin@kwrapprovals.com Teresa Thomas, Planner II: c: 449-9228 e: teresa@kwrapprovals.com
<i>TEAL Architects</i>	Architecture, Site plans, Floor plans, Elevations, Concept Renderings	Tom Emodi, Principal: w: 404-8383
<i>Stantec (formerly Jacques Whitford)</i>	Environmental	Julianne Sullivan, Aquatic Ecologist: w: 468-7777
<i>exp. (formerly O'Halloran Campbell Consultants)</i>	Traffic/Transportation, Site Servicing	Marcel Deveau, Branch Manager: w: 429.9826 x5311

3. SURROUNDING COMMUNITY USES

A review of the LIMS Property Information and an extensive site survey reviewed 144 homes that were classified as nearby the development as follows. The only non-residence was Bedford Manor on the corner of Nottingham Street & Bridge Street:

- 13 dwellings on Union Street
- 113 dwellings on Nottingham Street
- 18 dwellings on Bridge Street

Information regarding these units is as follows:

- average lot square footage ranged from 7,000 to 10,200 square feet
- 15 of the 144 (10.4%) residences were one storey bungalows
- 9 of the 144 (6.3%) residences were three storey dwellings
- 120 of 144 (83.3%) of residences were two storey dwellings
- majority (over three quarters) of dwelling units in the immediate area are two storey single family homes

MR. TYSON SIMMS, M.Plan.
September 25, 2012
Page 3

4. TRANSPORTATION & TRAFFIC

Access to the 2.61-acre property is currently proposed for Union Street. The configuration of the property results in a triangular flag shaped lot with narrow access to Union Street. Exp. points out in their Constraints Mapping report that transportation and driveway requirements can be achieved but there are significant technical challenges, which will increase the cost of development by 3.5 times (350%) the usual road construction price.

The slope on the neck of the property leading to the plateau is at approximately 14%. HRM Red Book standards require slope to be at 12%. This will require significant grade alteration to the property and removal of most of the trees on the 'neck'.

5. ENVIRONMENTAL

There are no wetlands and or watercourses on the property as outlined in the environmental screening report of Stantec. The standard stormwater management plans will be prepared once a master plan concept is created.

6. SEWER AND WATER

There is sufficient capacity and the standard report will be prepared when a master concept plan is prepared.

7. POLICY REVIEW

This project will undergo two stages, Stage 1 and Stage 2, whereby Stage 1 is the work of the Public Participation Committee (PPC). Until Stage 1 is complete, design options will not be available and it will be premature to provide a discussion of relevant policies.

Once Stage 1 of the process is complete, the Development Team will submit the traditional planning application (Stage 2), which will deliver a specific development approach, standard consulting studies and an evaluation of all relevant MPS policies.

Policy for Stage 1 is as follows; a review of potentially applicable policies is found within enclosure:

Bedford MPS: Policy R-14

It shall be the intention of Town Council to require the undertaking of a public participation process in which the public, proponents, and Town staff: a) identify development constraints and opportunities pertaining to the three RCDD areas; and b) collaborate to produce the conceptual plans for the development of these areas. When negotiating provisions of the Union Street RCDD development agreement special attention shall be given to the protection of the aboriginal petroglyphs located within this area.

MR. TYSON SIMMS, M.Plan.

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8. CONCLUSION

We believe that now that technical information that has been provided and pre-application gatherings with neighbours of the property have been successful, the time to begin holding a Stage 1 design charette with the Public Participation Committee is ideal. We look forward to working with HRM and the PPC. Please contact me should you require anything further, or when we are ready for next steps.

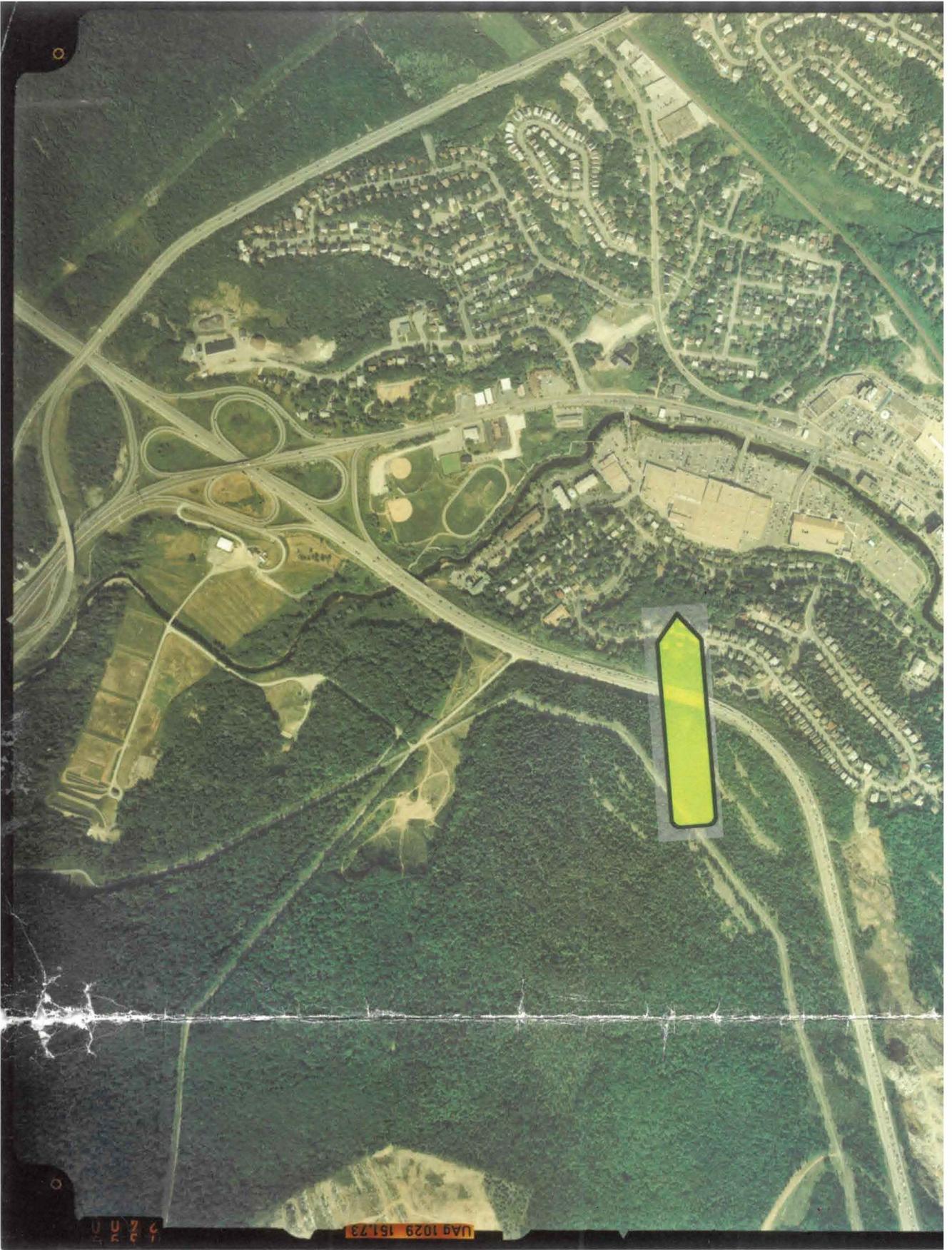
Thank you and Warmest Regards,

Kevin W. Riles

Kevin W. Riles
President & CEO,
KWR Approvals Inc.

O: (902) 431.1700
C: (902) 403.7847
F: (902) 444.7577
E: kevin@kwrapprovals.com
W: www.kwrapprovals.com

Cc: Vanguard Developments Inc.
Thea Langille MCIP LPP, Supervisor, Planning Applications – Central and Eastern Regions
Teresa Thomas, Planner II, KWR Approvals



Appendix B



September 21, 2012

LC 1743 / HFX-00019585-A0

Mr. Wael Hamroush
Vanguard Development Inc.
36 Southgate Drive, Unit 111
Bedford, NS B4A 4M1

Re: **Traffic Impact Statement for a Proposed Residential Development off Union Street in Bedford**

Dear Mr. Hamroush:

We are pleased to provide a copy of the October 5, 2010 Traffic Impact Statement for the above referenced development which was prepared by our legacy firm O'Halloran Campbell.

We consider that this TIS will be sufficient for you to proceed with the Public Participation Committee involvement particularly in light of the fact that the unit count is reducing from the previous figure of 24 units to the current anticipated 16 units.

Please contact us if you require any additional information.

ORIGINAL SIGNED

ORIGINAL SIGNED

Branch manager

exp Services Inc.

MLD/mpg

cc. Kevin Riles

Attachment: October 5, 2010 letter



Planning
 Design
 Engineering
 Project Management

7071 Bayers Road,
 Suite 2002
 Halifax, NS
 B3L 2C2 Canada
 Telephone: 902.429.9826
 Fax: 902.429.5457
 Email: admin@ohcc.ns.ca

a member of:



www.ohcc.ns.ca

October 5, 2010

Mr. Wael Hamroush
 Vanguard Development Inc.
 36 Southgate Drive, Unit 111
 Bedford, NS B4A 4M4

Dear Mr. Hamroush:

**TRAFFIC IMPACT STATEMENT FOR A PROPOSED RESIDENTIAL DEVELOPMENT
 OFF UNION STREET IN BEDFORD, NS**

O'Halloran Campbell is pleased to provide this Traffic Impact Statement for a proposed residential development in Bedford, Nova Scotia to aide in the development approval process.

Proposed Development

The proposed development will be located on a site (PID 00431841) located west of Union Street and south of Bridge Street in Bedford. The development will include 24 townhouse type residential dwellings.

A private driveway off Union Street will be constructed and utilized to access the residential units.

A general location plan is attached at the end of this letter.

Roadway Network

Union Street provides access into and out of the surrounding residential neighbourhood. It has a 2-lane cross section. Signalized access is provided from Union Street onto the Bedford Highway south of the proposed site. The posted speed limit on Union Street is 50 km/h.

Peak hour turning movement counts at the intersection of Union Street and the Bedford Highway were obtained from the Halifax Regional Municipality. The traffic count was completed in 2009. Traffic volumes on Union Street range from 185 vehicles during the AM peak hour to 309 vehicles during the PM peak hour. Traffic volumes on the Bedford Highway west of Union Street range from 1554 vehicles during the AM peak hour to 2151 vehicles during the PM peak hour. East of Union Street, volumes range from 1517 vehicles during the AM peak hour to 1910 vehicles during the PM peak hour.

Traffic Generation

Table 1 provides an estimate of the volume of traffic that will be generated by the proposed development. Generation estimates were developed using the 8th edition of the Institute of Transportation Engineers' *Trip Generation Manual*. The ITE is a well recognized agency throughout North America, and has completed numerous studies to identify trip rates associated with various types of development.

During the AM peak hour, the proposed development will result in an increase of 17 vehicles on Union Street. During the PM peak hour, the proposed development will result in an increase of 18 vehicles on Union Street. Over the course of the day, it is estimated that there will be an increase of 186 vehicles on Union Street (total in both directions).

Table 1 – Potential Traffic Generation of Proposed Development

Land Use	Dwelling Units	AM Peak			PM Peak			2-Way Daily Volume
		IN	OUT	TOTAL	IN	OUT	TOTAL	
Residential Townhouse (ITE # 230)	24	3	14	17	12	6	18	186

Sight Distance

Table 5.5 of the HRM Municipal Design Guidelines (2009) specifies that 85m of sight distance is required for a driveway intersecting a minor collector. This is equivalent to the amount of stopping sight distance required for a 60 km/h design speed in the TAC Geometric Design Guide for Canadian Roads. The amount of sight distance available at the proposed site access from civic number 74 on Union Street was reviewed as part of a site visit in October, 2010. Visual observation confirmed that there is greater than 85m of sight distance available both north and south along Union Street from a potential driveway access located at 74 Union Street.

Conclusions

The proposed development results in an increase of 17 vehicles during the AM peak hour representing an increase of 9.0% over existing volumes on Union Street. During the PM peak hour, development traffic represents an increase of 5.8% on Union Street. The development will have a negligible impact on existing traffic volumes on the Bedford Highway with increases in traffic of 1% or less during peak periods. The total 2-way daily traffic increase on Union Street and the Bedford Highway is estimated at 186 vehicles.

Yours truly,

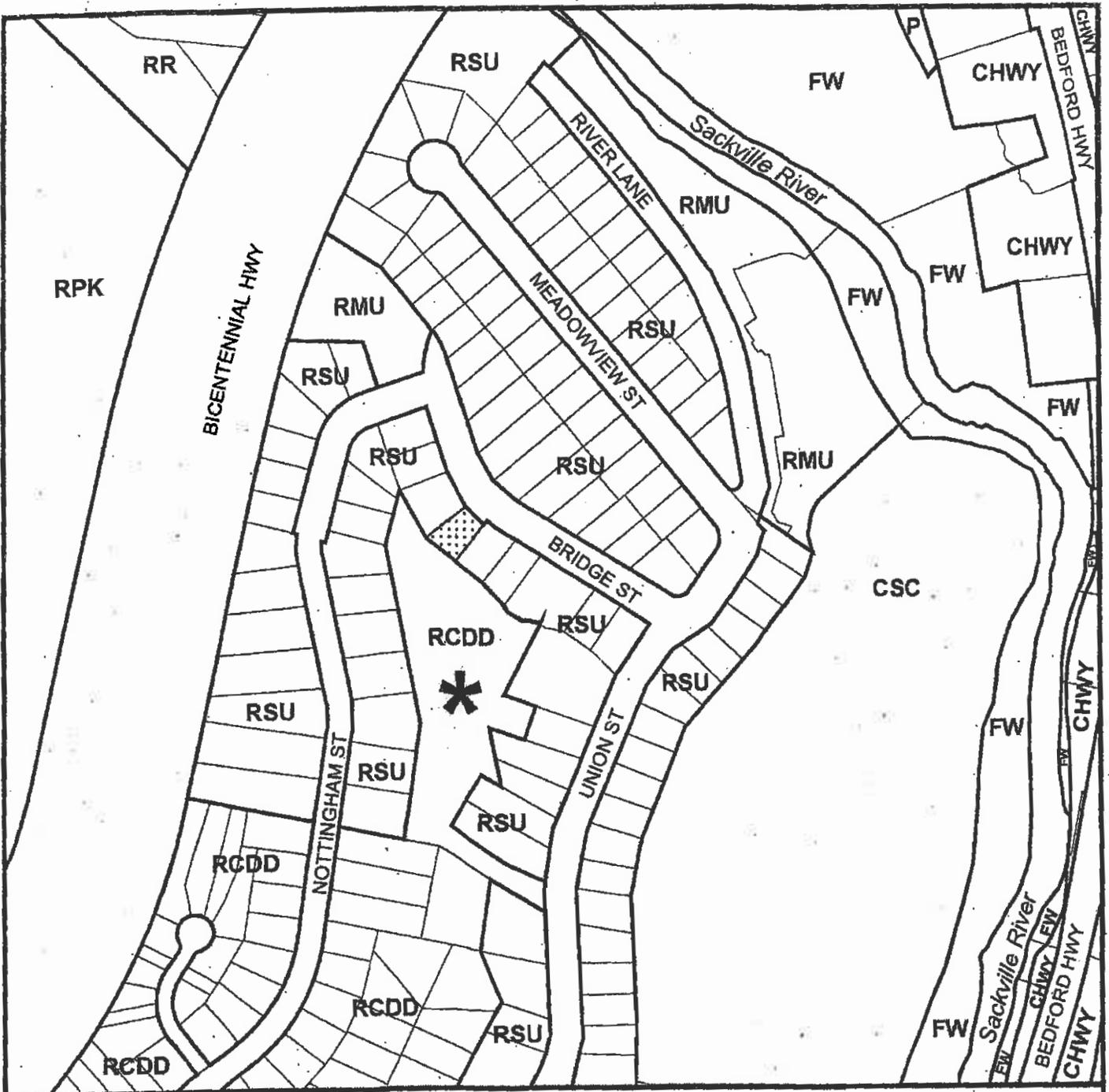
ORIGINAL SIGNED

Jon Lewis, EIT
Transportation Engineering
AD Limited

ORIGINAL SIGNED

Marcel Deveau, P. Eng.
President
O'Halloran Campbell Consultants
cc. Kevin Riles
LC1743





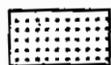
**Map 2
Zoning**

HALIFAX
REGIONAL MUNICIPALITY
Community Development
Planning Services



- RSU Single Dwelling Unit Zone
- RMU Multiple Unit Dwelling Zone
- RR Residential Reserve Zone
- RPK Regional Park Zone
- P Park Zone

- FW Floodway Zone
- CSC Shopping Centre Zone
- CHWY Highway Oriented Commercial Zone
- RCDD Residential Comprehensive Development District



Subject Property



Civic # 74 Union Street



ALL PERCENTAGES SLOPES ARE APPROXIMATE ONLY AND ARE BASED ON AVAILABLE TOPOGRAPHIC MAPPING (GRADES WILL VARY IN FIELD)



LEGEND

- - - SITE BOUNDARY
- GENERAL OVER-
LAND FLOW
DIRECTION
- POST
DEVELOPMENT
FLOW
- ▼ POST
DEVELOPMENT
MINOR FLOW
- - - EXISTING
CULVERTS/STORM
- - - DRAINAGE FEATURE
(CHANNELIZATION)
- - - DRIVEWAY

NARROW R.O.W. IS A CONSTRAINT FOR NEW DRIVEWAY CONSTRUCTION.

NATURAL ROCK WALL POTENTIAL AT DRIVEWAY

UPLAND DEVELOPMENT SHOULD INTERCEPT MOST OF THE SURFACE FLOW WHICH WILL MITIGATE BASEMENT FLOODING DOWN GRADIENT

PROPOSED DRIVEWAY ENTRANCE

UNION STREET

BRIDGE STREET

NOTTINGHAM DRIVE

CULVERT
INTERCEPT AND REDIRECT EXISTING OUTFALL

BOULDERS

DRAINAGE IMPROVEMENT OPPORTUNITY

BOULDER EMBANKMENT SLOPE

NATURAL ROCK WALL POTENTIAL AT DRIVEWAY

STEEP GRADE

CULVERT

SCALE 1:1000



O'HALLORAN CAMPBELL
consultants limited

VANGUARD DEVELOPMENTS

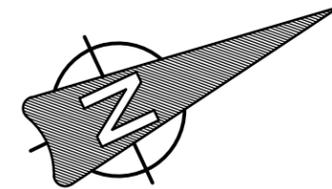
UNION COURTYARD

ENVIRONMENTAL OVERVIEW &
CONSTRAINTS/OPPORTUNITIES

FIGURE 1

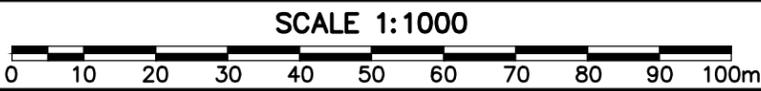
SEPT 21/12

ALL PERCENTAGES SLOPES ARE APPROXIMATE ONLY AND ARE BASED ON AVAILABLE TOPOGRAPHIC MAPPING (GRADES WILL VARY IN FIELD)



LEGEND

- - - SITE BOUNDARY
- ↓ GENERAL OVER-
LAND FLOW
DIRECTION
- - - EXISTING
CULVERTS/STORM
- - - DRAINAGE FEATURE
(CHANNELIZATION)



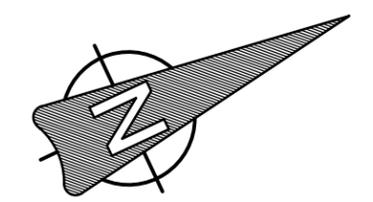
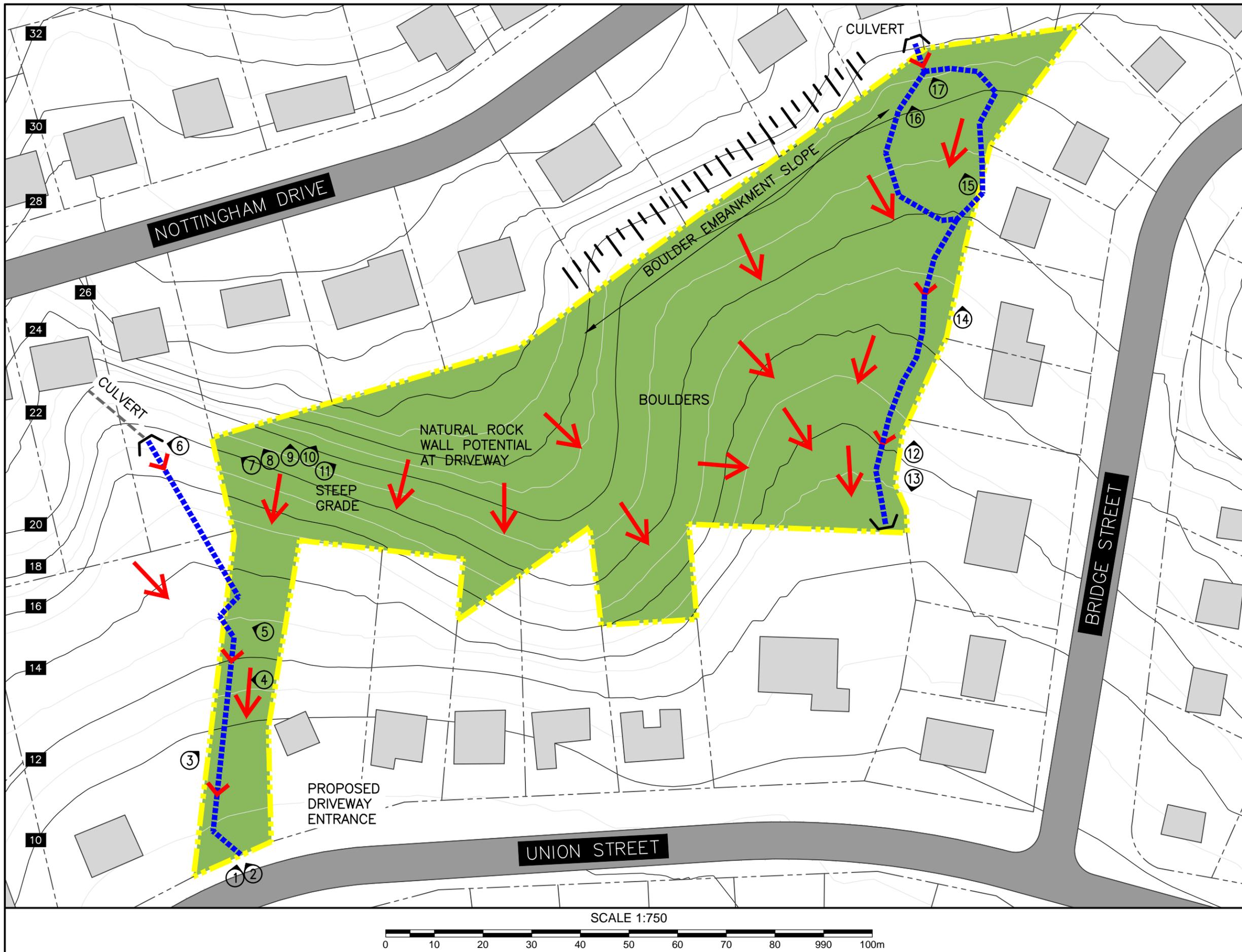
OC O'HALLORAN CAMPBELL
consultants limited

VANGUARD DEVELOPMENTS

UNION COURTYARD

ENVIRONMENTAL-TOPOGRAPHIC

FIGURE 1 | SEPT 21/12



LEGEND

- - - SITE BOUNDARY
- ➔ GENERAL OVER-
LAND FLOW
DIRECTION
- - - EXISTING
CULVERTS/STORM
- - - DRAINAGE FEATURE
(CHANNELIZATION)
- ①-⑱ PHOTO REFERENCE
SEE FIGURE 3-4

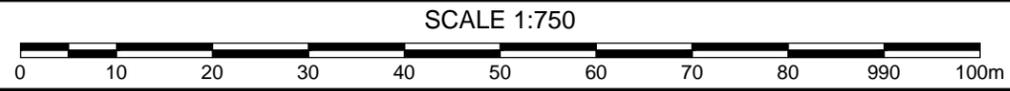
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VANGUARD DEVELOPMENTS

UNION COURTYARD

ENVIRONMENTAL EXISTING
SURFACE DRAINAGE FEATURES

FIGURE 2 | SEPT 21/12





① UNION ST. DITCH



② UNION ST. DITCH



③ SOUTH END PROPERTY



④ SOUTH END DRAINAGE FEATURE



⑤ SOUTH END DRAINAGE FEATURE



⑥ SOUTHWEST PROPERTY CULVERT

NOTE: PHOTOS TAKEN ON JANUARY 27, 2011 DURING RAINFALL AND WITH SNOW COVER.



⑦ SOUTHERN SLOPES



⑧ SOUTHERN SLOPES

	O'HALLORAN CAMPBELL consultants limited
VANGUARD DEVELOPMENTS	
UNION COURTYARD	
ENVIRONMENTAL— REFERENCE PHOTOS	
FIGURE 3	SEPT 21/12



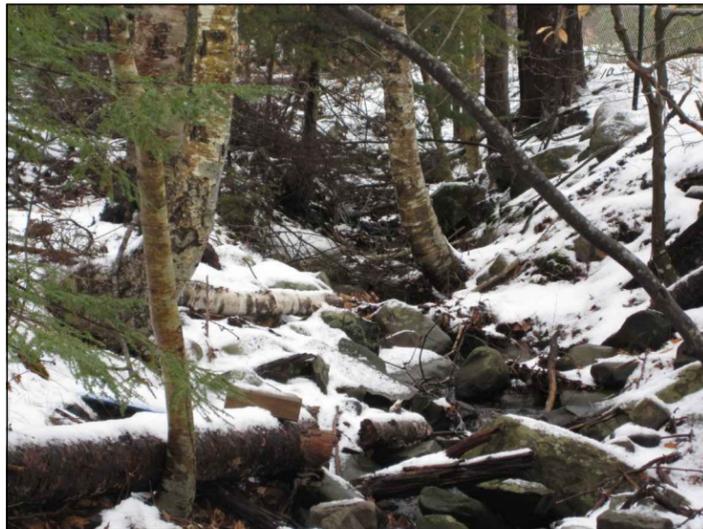
9 SOUTHERN SLOPES



10 SOUTHERN SLOPES



11 SOUTHERN SLOPES



12 EAST DRAINAGE FEATURE UPSTREAM



13 EAST DRAINAGE FEATURE CULVERT



14 EAST DRAINAGE FEATURE UPSTREAM



15 NORTH DRAINAGE FEATURE WET AREA



16 NORTH CULVERT



17 NORTH CULVERT



O'HALLORAN CAMPBELL
consultants limited

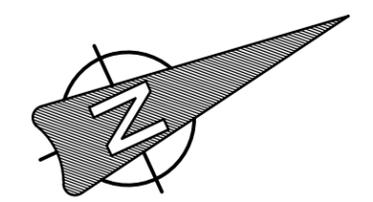
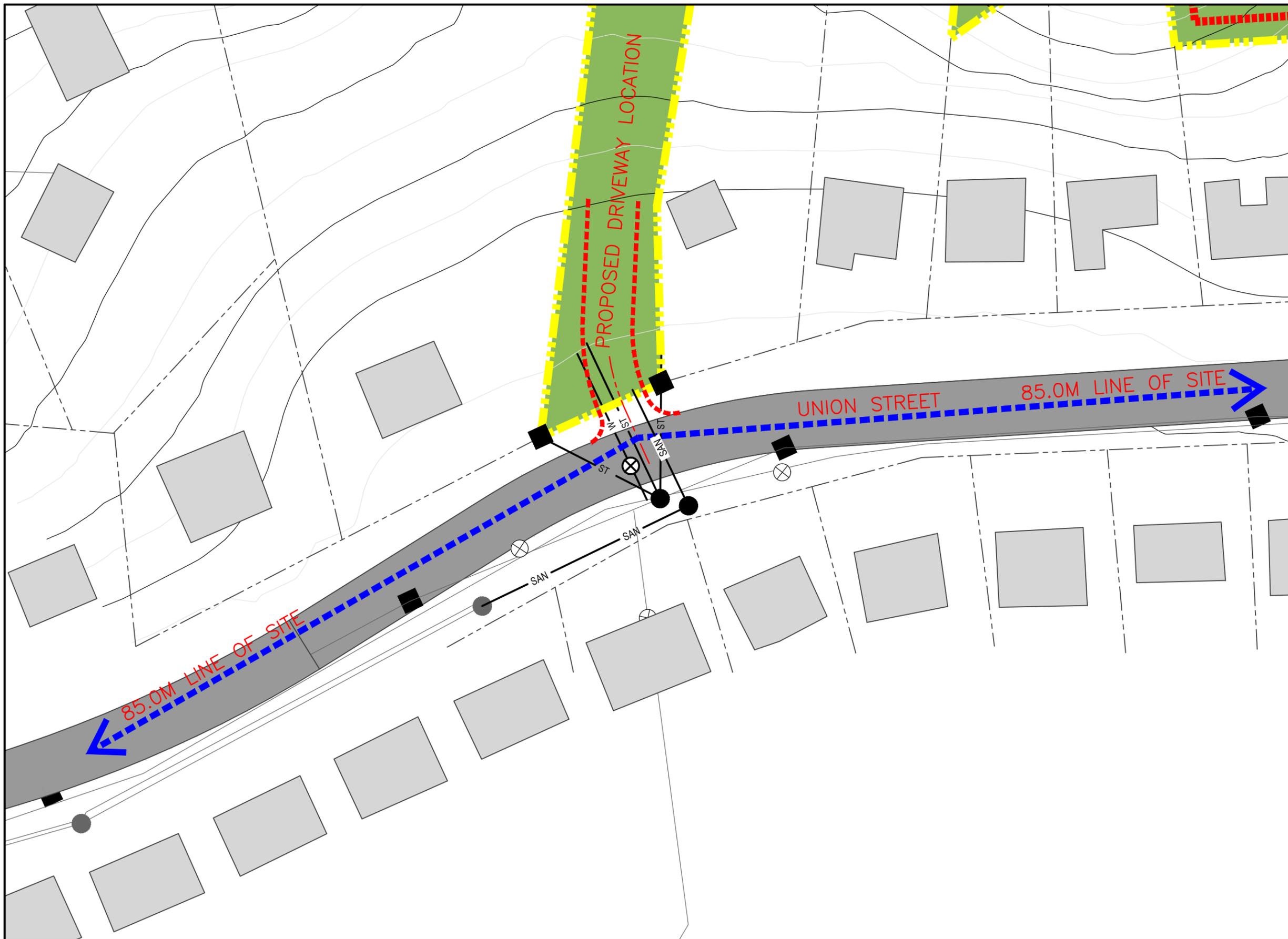
VANGUARD DEVELOPMENTS

UNION COURTYARD

ENVIRONMENTAL—
REFERENCE PHOTOS

FIGURE 4

SEPT 21/12



LEGEND

- SITE BOUNDARY
- ADJACENT PROPERTY BOUNDARIES
- LINE OF SITE
- EX WATER – GATE VALVE
- EX STORM – MANHOLE
- EX SANITARY – MANHOLE
- NEW SANITARY – MANHOLE

NOTE:
 PROPOSED CONNECTIONS –
 (ONLY VIABLE CONNECTION)
 TO BE CONFIRMED BY
 HALIFAX WATER.



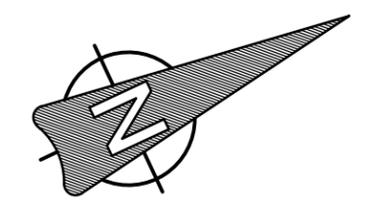
O'HALLORAN CAMPBELL
 consultants limited

VANGUARD DEVELOPMENTS

UNION COURTYARD

INFRASTRUCTURE – WATER,
 SANITARY AND STORM SEWER

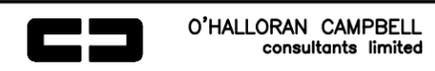
FIGURE 5 | SEPT 21/12



LEGEND

- - - SITE BOUNDARY
- - - DEVELOPABLE AREA BOUNDARY
- ↘ POST DEVELOPMENT FLOW
- ▼ POST DEVELOPMENT MINOR FLOW

SEE FIGURES 9 AND 10 FOR DRIVEWAY SECTIONS

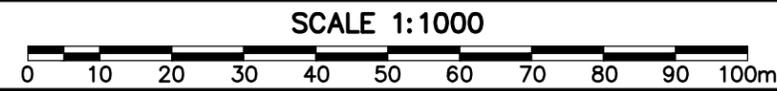


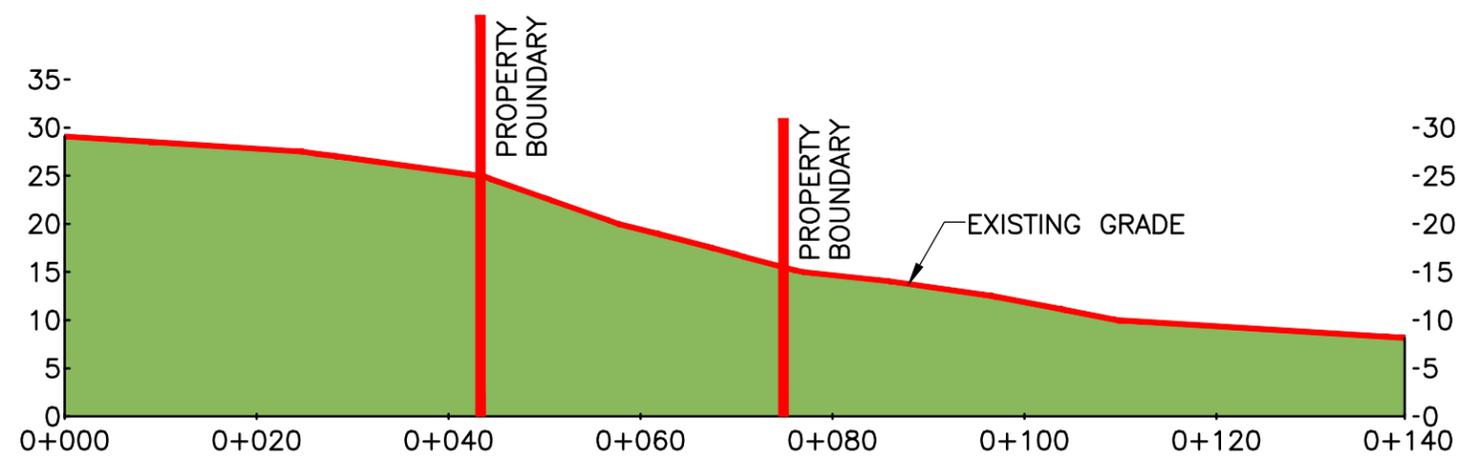
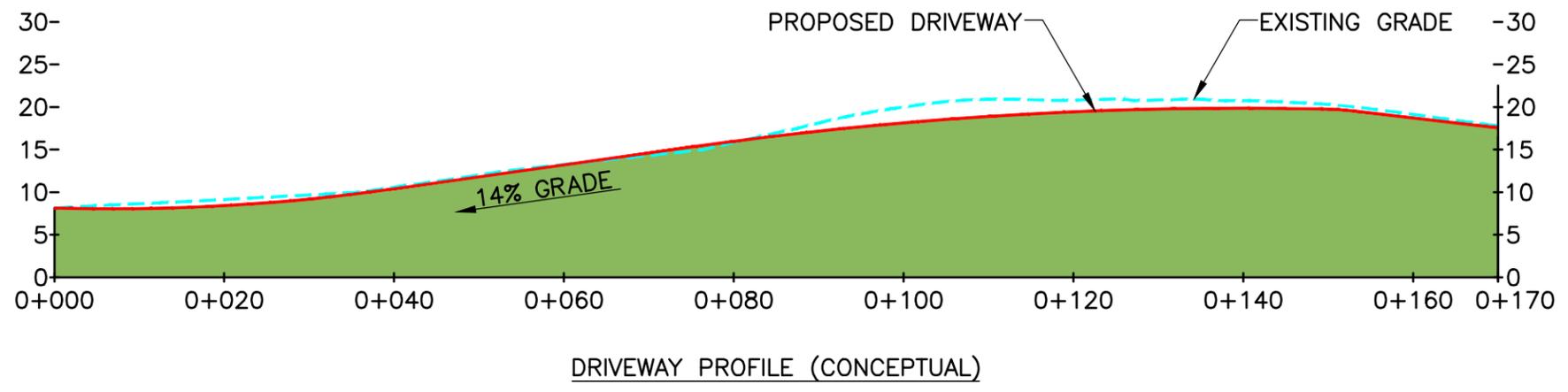
VANGUARD DEVELOPMENTS

UNION COURTYARD

OPPORTUNITIES/CONSTRAINTS

FIGURE 6 | SEPT 21/12

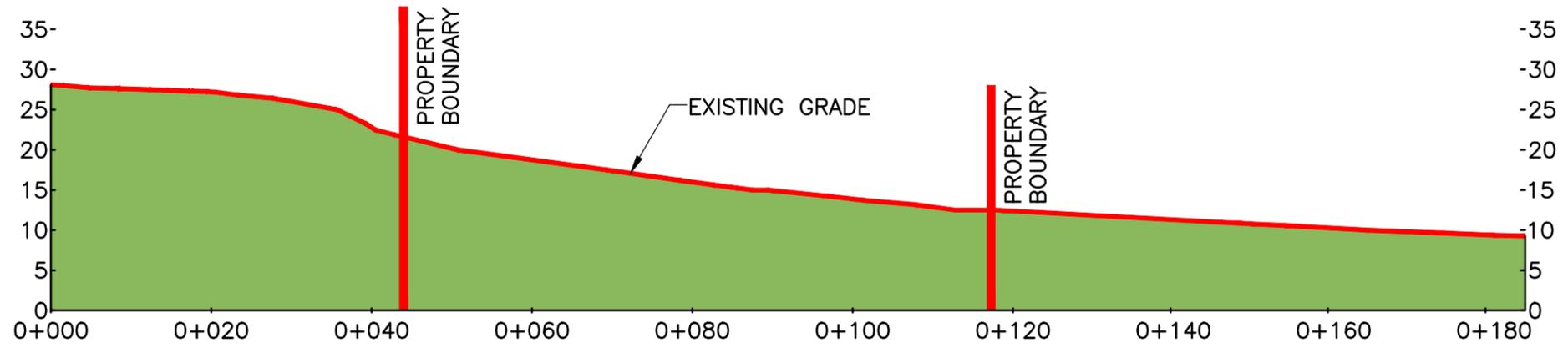




A
5 EXISTING (CONCEPTUAL)

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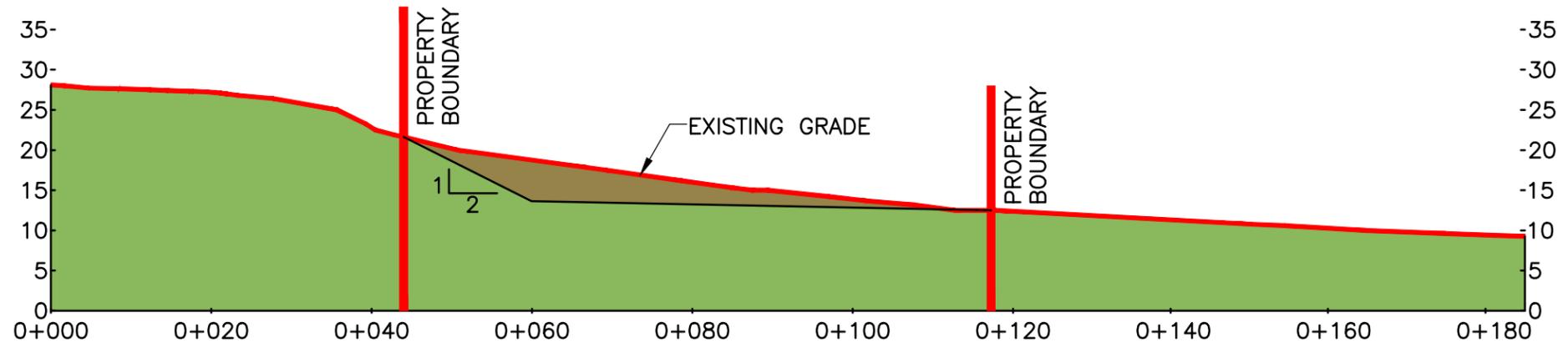
	O'HALLORAN CAMPBELL consultants limited
VANGUARD DEVELOPMENTS	
UNION COURTYARD	
CONSTRAINTS	
FIGURE 7	SEPT 21/12



B
5

EXISTING (CONCEPTUAL)

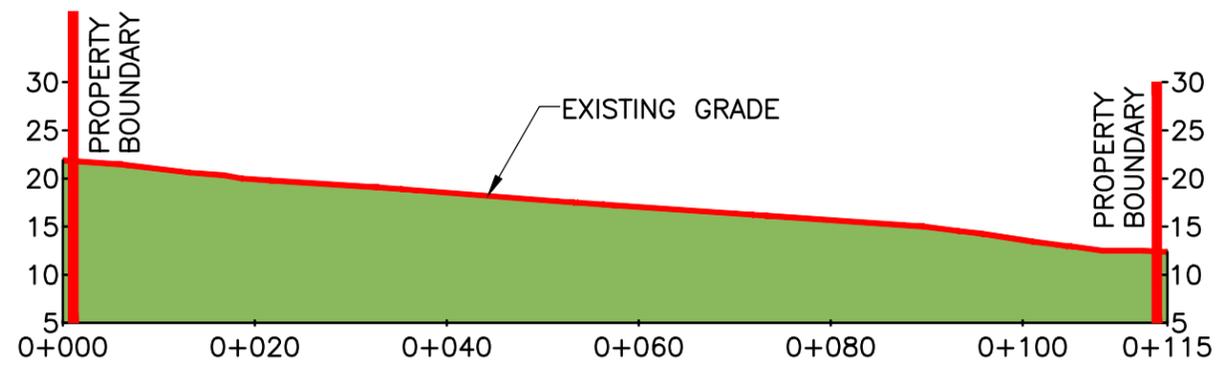
SCALE: 1:750



B
5

PAD READY DEVELOPMENT (CONCEPTUAL)

SCALE: 1:750



C
5

EXISTING (CONCEPTUAL)

SCALE: 1:750



O'HALLORAN CAMPBELL
consultants limited

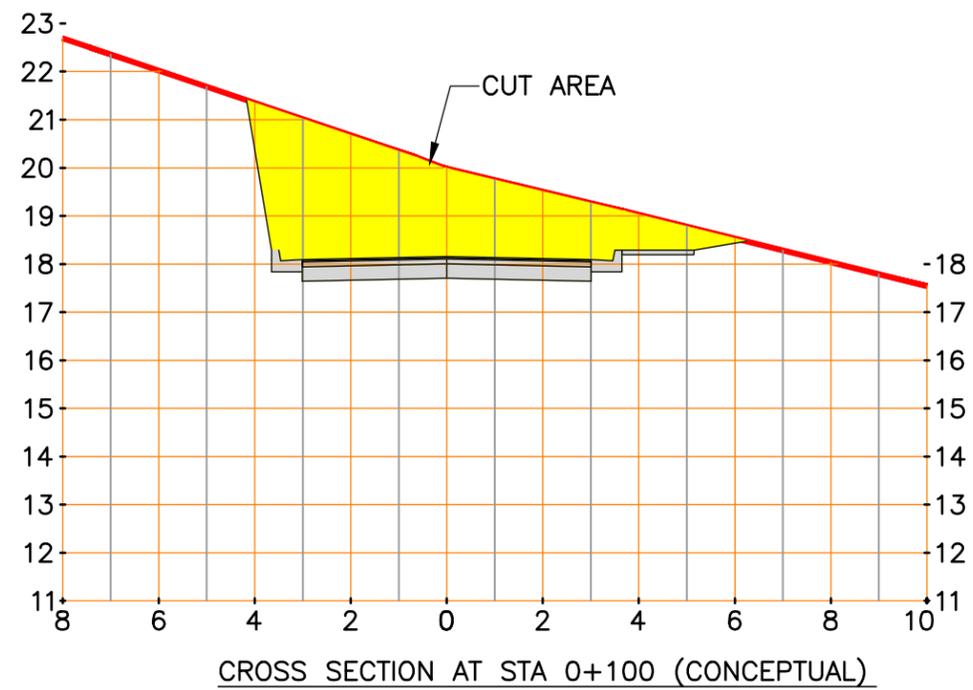
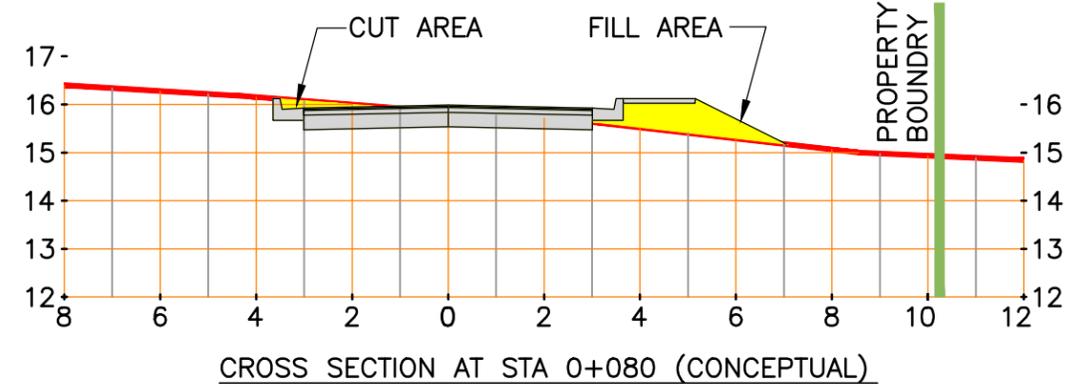
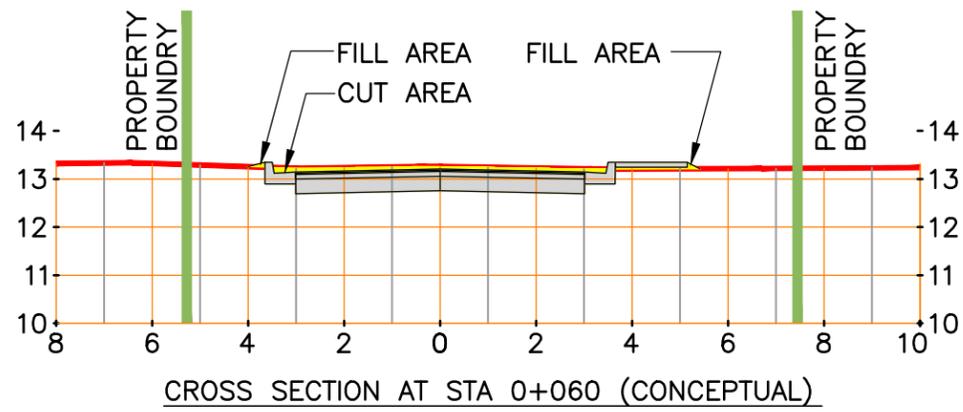
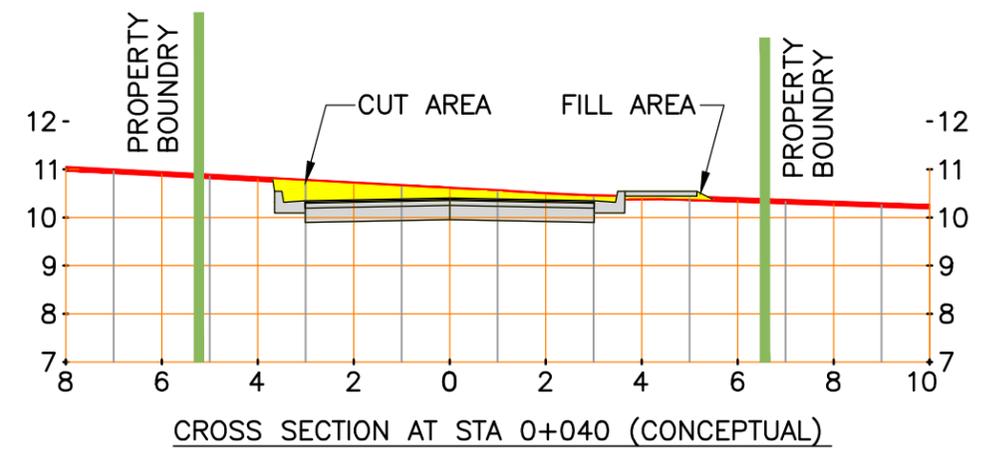
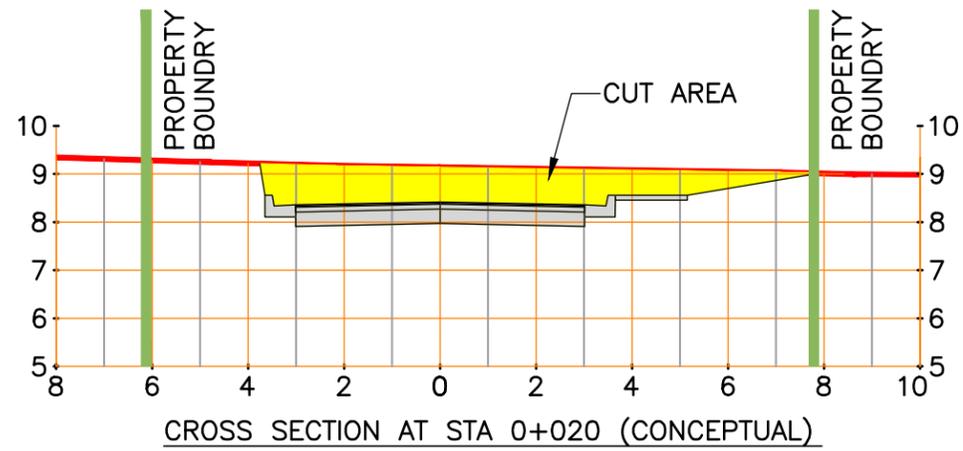
VANGUARD DEVELOPMENTS

UNION COURTYARD

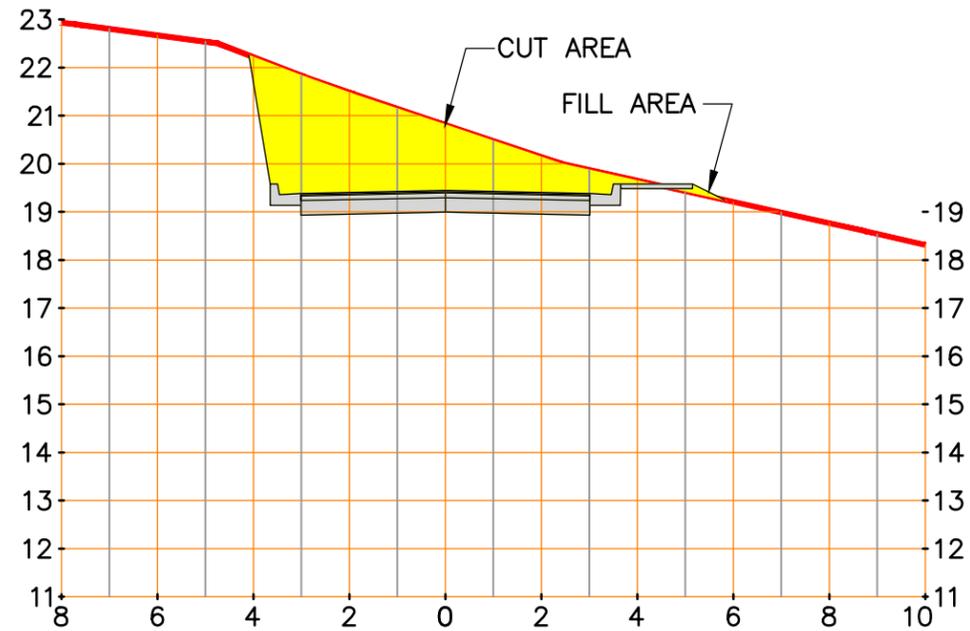
CONSTRAINTS

FIGURE 8

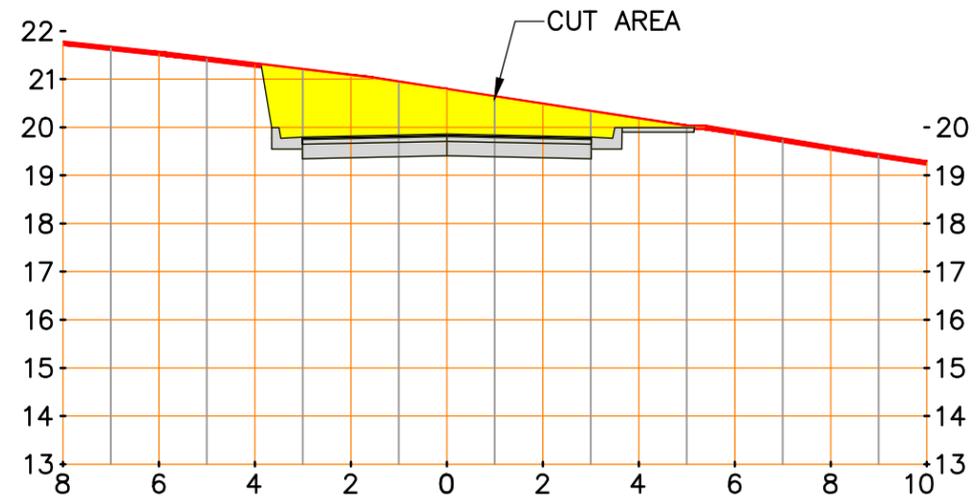
SEPT 21/12



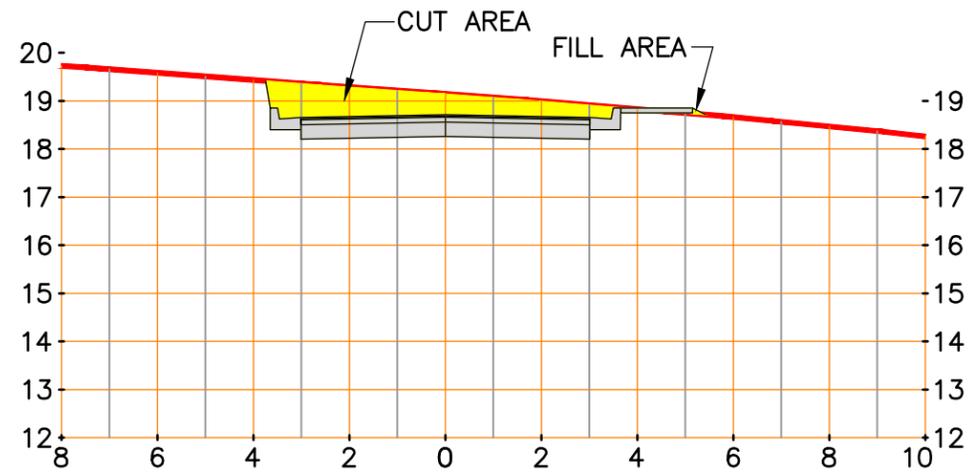
 O'HALLORAN CAMPBELL consultants limited	
VANGUARD DEVELOPMENTS	
UNION COURTYARD	
SECTIONS	
FIGURE 9	SEPT 21/12



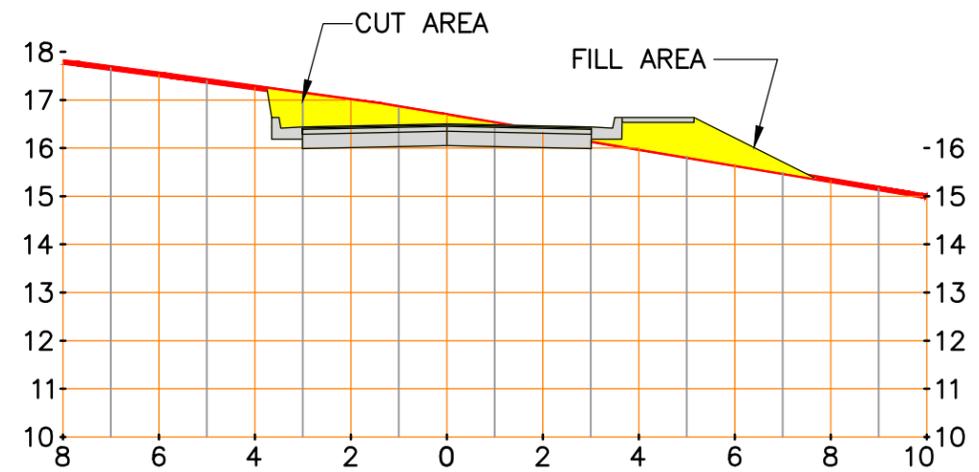
CROSS SECTION AT STA 0+120 (CONCEPTUAL)



CROSS SECTION AT STA 0+140 (CONCEPTUAL)



CROSS SECTION AT STA 0+160 (CONCEPTUAL)



CROSS SECTION AT STA 0+180 (CONCEPTUAL)



CROSS SECTION AT STA 0+200 (CONCEPTUAL)



O'HALLORAN CAMPBELL
consultants limited

VANGUARD DEVELOPMENTS

UNION COURTYARD

SECTIONS

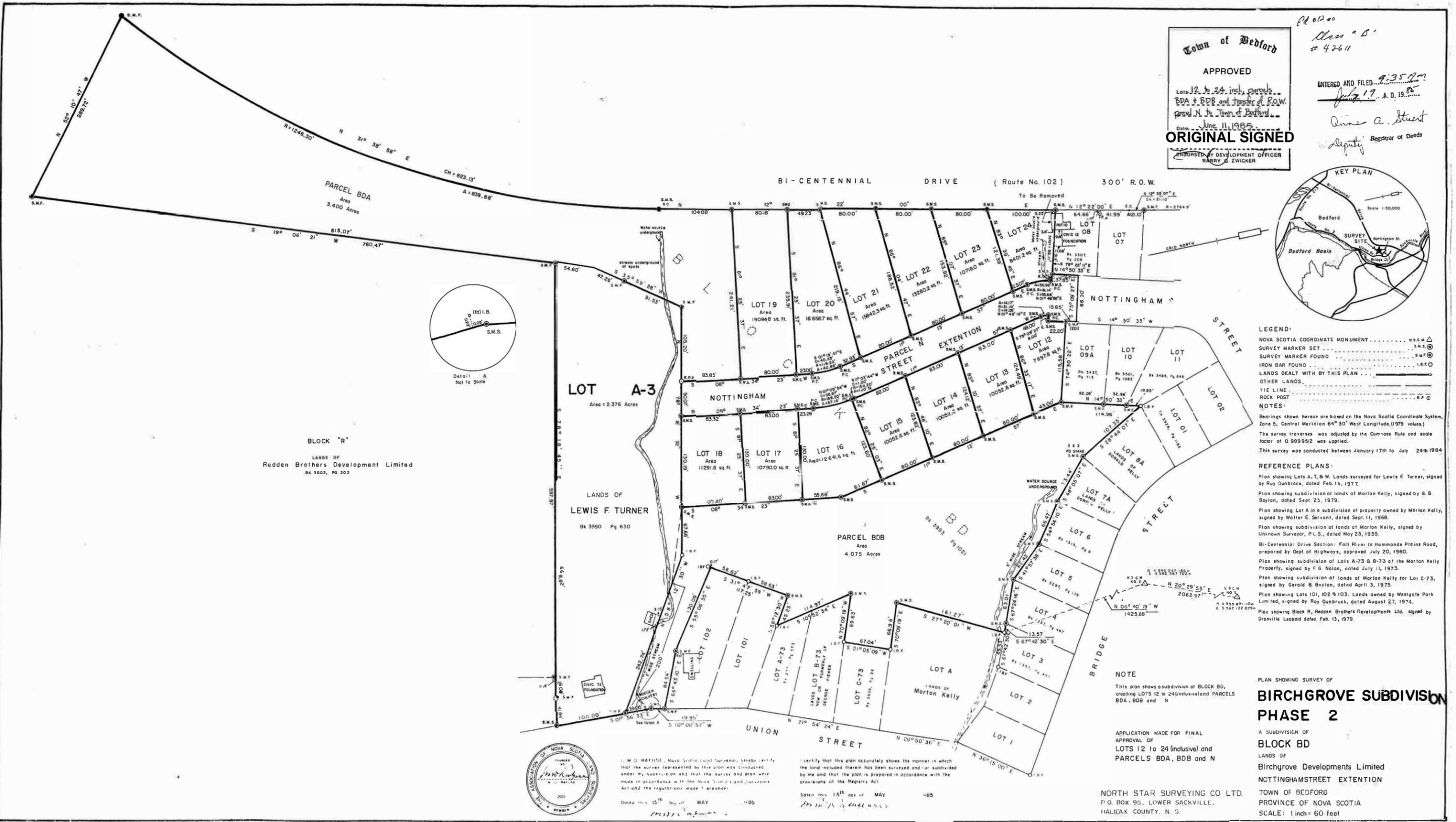
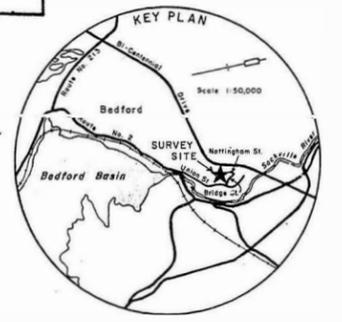
FIGURE 10

SEPT 21/12

Ed 012.00
Class "B"
42611

Town of Bedford
APPROVED
Lots 12 to 24 incl. parcels
BDA & BDB and Transfer of R.O.W.
Parcel N to Town of Bedford
Date: June 11, 1985
ORIGINAL SIGNED
FORWARDED BY DEVELOPMENT OFFICER
BARRY G. ZWICKER

ENTERED AND FILED 9:35 AM
July 17, A. D. 1985
Aime A. Street
Deputy Registrar of Deeds



LEGEND:
NOVA SCOTIA COORDINATE MONUMENT N.S.C.M. Δ
SURVEY MARKER SET S.M.S. ⊙
SURVEY MARKER FOUND S.M.F. ⊙
IRON BAR FOUND I.B.F. ⊙
LANDS DEALT WITH BY THIS PLAN - - - - -
OTHER LANDS - - - - -
TIE LINE - - - - -
ROCK POST R.P. ⊙

NOTES:
Bearings shown hereon are based on the Nova Scotia Coordinate System, Zone 5, Central Meridian 64° 30' West Longitude (1979 values.)
The survey traverses was adjusted by the Compass Rule and scale factor of 0.999952 was applied.
This survey was conducted between January 17th to July 24th 1984.

REFERENCE PLANS:
Plan showing Lots A, T, & W. Lands surveyed for Lewis F. Turner, signed by Roy Dunbrack, dated Feb. 15, 1977.
Plan showing subdivision of lands of Morton Kelly, signed by G. B. Baylon, dated Sept. 25, 1979.
Plan showing Lot A in a subdivision of property owned by Morton Kelly, signed by Walter E. Servant, dated Sept. 11, 1968.
Plan showing subdivision of lands of Morton Kelly, signed by Unknown Surveyor, P.L.S., dated May 23, 1955.
Bi-Centennial Drive Section: Fall River to Hammonds Plains Road, prepared by Dept. of Highways, approved July 20, 1960.
Plan showing subdivision of Lots A-73 & B-73 of the Morton Kelly Property, signed by F. G. Naton, dated July 11, 1973.
Plan showing subdivision of lands of Morton Kelly for Lot C-73, signed by Gerald B. Baylon, dated April 3, 1975.
Plan showing Lots 101, 102 & 103. Lands owned by Westgate Park Limited, signed by Roy Dunbrack, dated August 27, 1974.
Plan showing Block R, Redden Brothers Developments Ltd. signed by Granville Leopold dated Feb. 13, 1979.

PLANS SHOWING SURVEY OF
**BIRCHGROVE SUBDIVISION
PHASE 2**
A SUBDIVISION OF
BLOCK BD
LANDS OF
Birchgrove Developments Limited
NOTTINGHAM STREET EXTENSION
TOWN OF BEDFORD
PROVINCE OF NOVA SCOTIA
SCALE: 1 inch = 60 feet

NOTE
This plan shows subdivision of BLOCK BD, creating LOTS 12 to 24 (inclusive) and PARCELS BDA, BDB and N

APPLICATION MADE FOR FINAL APPROVAL OF LOTS 12 TO 24 (inclusive) and PARCELS BDA, BDB and N

NORTH STAR SURVEYING CO. LTD.
P.O. BOX 95, LOWER SACKVILLE,
HALIFAX COUNTY, N.S.

I, M. D. MATHISE, Nova Scotia Land Surveyor, hereby certify that the survey represented by this plan was conducted under my supervision and that the survey and plan were made in accordance with the Nova Scotia Land Surveyors Act and the regulations made thereunder.
Dated this 15th day of MAY 1985

I certify that this plan accurately shows the manner in which the land included herein has been surveyed and/or subdivided by me and that the plan is prepared in accordance with the provisions of the Registry Act.
Dated this 15th day of MAY 1985



BLOCK "R"
LANDS OF
Redden Brothers Development Limited
Bk 3902, Pg. 202

LOT A-3
Area = 2.376 Acres
LANDS OF
LEWIS F. TURNER
Bk 3990 Pg. 630

PARCEL BDB
Area
4.075 Acres

PARCEL BDA
Area
3.400 Acres

22055

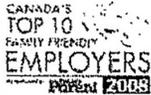
24X



Jacques Whitford
 Environmental
 Engineering
 Scientific
 Management
 Consultants

3 Spectacle Lake Drive
 Dartmouth NS
 Canada B3B 1W8
 Bus 902 468 7777
 Fax 902 468 9009

www.jacqueswhitford.com



Jacques Whitford
 An Environment
 of Exceptional
 Solutions

Project No. 1043042

August 15, 2008

Heather Chisholm, Terrain Group
 1 Spectacle Lake Drive
 Dartmouth, NS B3B 1X7

Ms. Chisholm

RE: Watercourse Designation for #74 Union St., Bedford, NS

Terrain Group requested that Jacques Whitford visit #74 Union St. (PID:00431841) to determine if water draining on the site were watercourses. Two Jacques Whitford personnel completed a watercourse designation assessment on the site on August 14th, 2008.

Based on the assessment completed, Jacques Whitford has determined that the water draining on #74 Union St. does not meet the definition of a watercourse. A single water drainage channel was found on site. The channel originates at a stormwater culvert on the northwest side of the property boundary. On site, water drains along the western border of the property and eventually wraps around the southern border of the property to drain into a stormwater collection grate. The channel has been modified to improve landscape aesthetics. The downstream end of the water drainage channel is comprised of concrete to direct flow to the stormwater grate. GPS coordinates were collected at various points along the drainage (Table 1), including two small outfalls draining from the adjacent property on the western boundary.

No natural watercourse was found within a reasonable distance upstream of the northern culvert and it is anticipated that the culvert is part of the stormwater system and does not direct flow from a natural watercourse. Given that the water draining on the #74 Union St. originates from a stormwater culvert on the northern edge of the property and reconnects to the stormwater system on the southern end of the property, it can be concluded that it is not a natural watercourse. Landscaping by adjacent property owners has resulted in the appearance of a naturalized watercourse, but it is anticipated that this is aesthetics only and that the feature is functioning as a drainage channel for the stormwater system. Photos taken on site have also been included for your information.

Table 1: GPS coordinates (NAD83, Zone 20T) for major features along water drainage channel

Easting	Northing	Feature
0447846	4953853	Downstream water drainage into stormwater grate (under Union St.). Photo #1.
0447820	4953848	Small culvert draining from western property (GPS reading taken 8 m away, perpendicular to water flow as a result of heavy tree cover). (GPS reading taken 8 m away, perpendicular to water flow as a result of heavy tree cover). Photo #2.
0447771	4953864	Small pipe draining from western property. Photo #3.
0447757	4953862	Upstream culvert; water source originates from here; no natural watercourse found upstream of culvert. Photo #4.



Photo 1: Downstream drainage



Photo 2: Small culvert input



Photo 3: Small pipe input

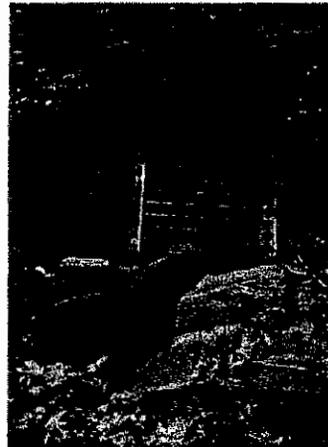


Photo 4: Upstream culvert

If you have any questions or concerns, please contact Matt Steeves or myself at (902) 468-7777 (Ext. 468 7299 or Ext 468 7385, respectively) or by fax (902) 468-9009.

Sincerely,

JACQUES WHITFORD LIMITED

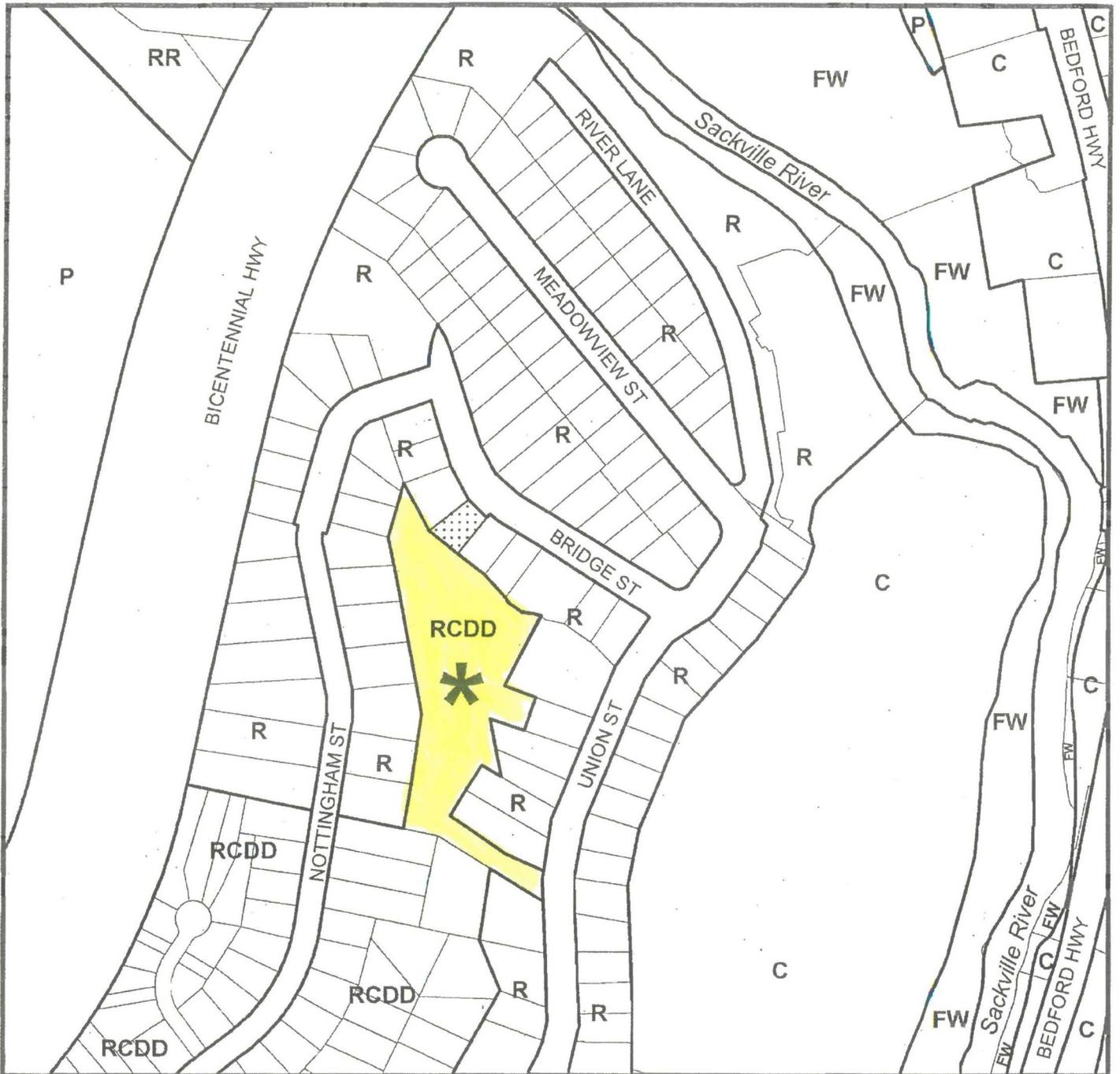
Original Signed By

Julianne Sullivan, M.Sc.
Project Scientist, Aquatic Ecologist

JSS/lc

P:\envscl\104xxx\1043042 - Terrain's Bedford Property Assessment\Letter Report - Bedford Property Watercourse Designation.docx





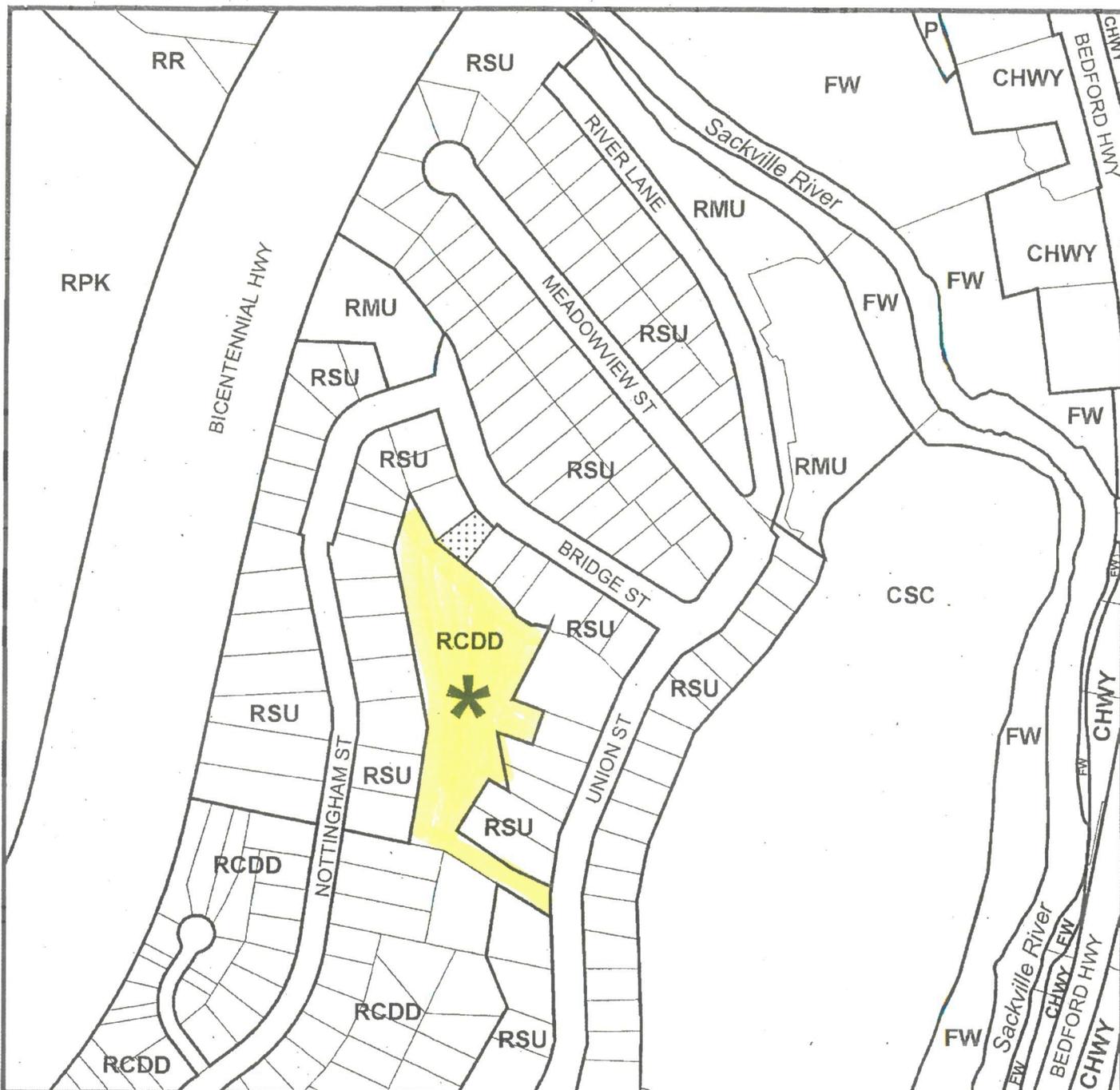
Map 1
Generalized Future Land Use



- | | | | |
|----|---------------------------------|------|--|
| R | Residential Designation | FW | Floodway Designation |
| RR | Residential Reserve Designation | C | Commercial Designation |
| P | Park and Recreation Designation | RCDD | Residential Comprehensive Development District |

- | | | | |
|---|------------------|---|-------------------------|
|  | Subject Property |  | Civic # 74 Union Street |
|---|------------------|---|-------------------------|





Map 2
Zoning



- RSU Single Dwelling Unit Zone
- RMU Multiple Unit Dwelling Zone
- RR Residential Reserve Zone
- RPK Regional Park Zone
- P Park Zone

- FW Floodway Zone
- CSC Shopping Centre Zone
- CHWY Highway Oriented Commercial Zone
- RCDD Residential Comprehensive Development District

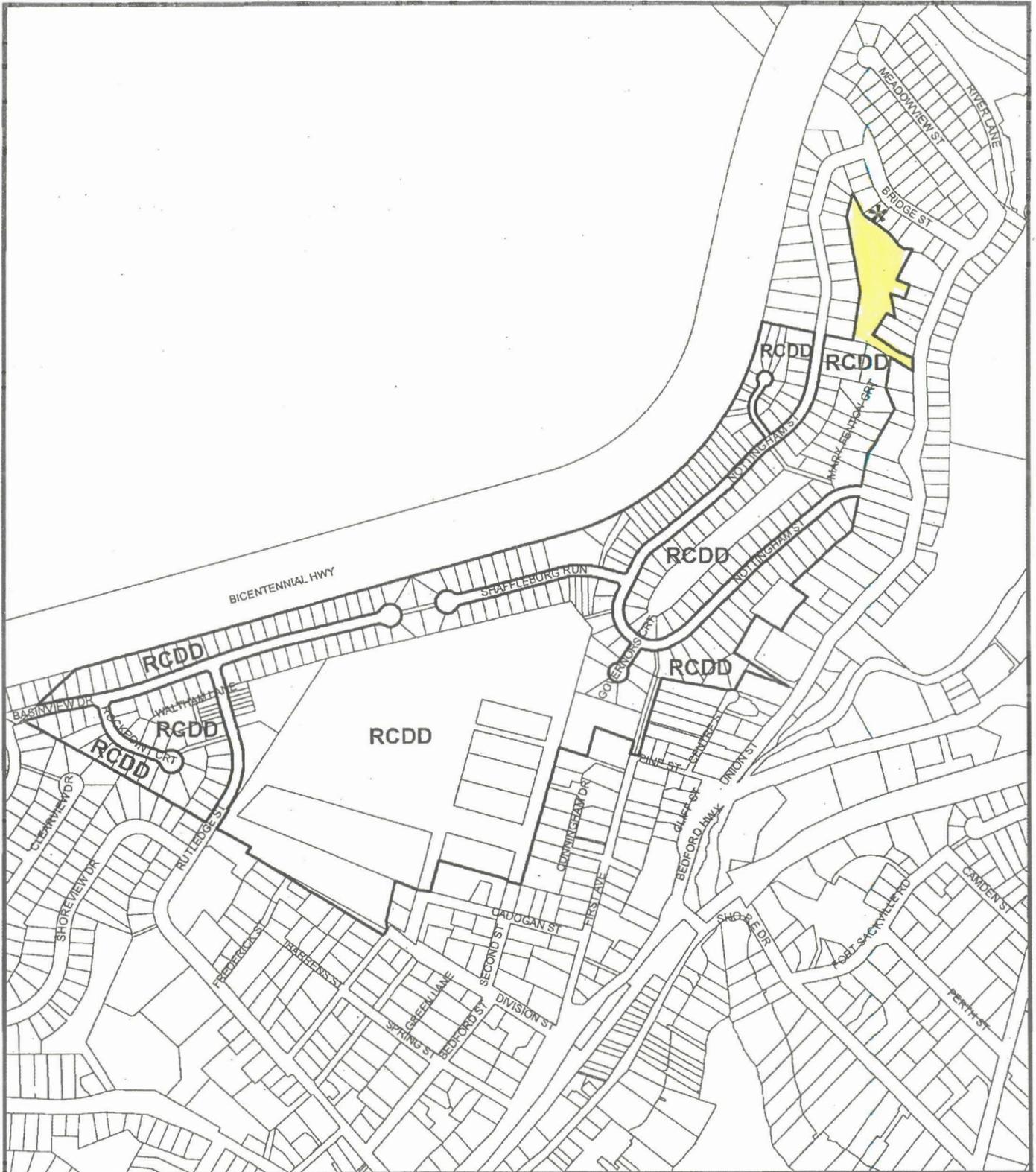


Subject Property



Civic # 74 Union Street





Map 3

- Union Street RCDD Area
- * 26 Bridge Street



HALIFAX
 REGIONAL MUNICIPALITY
 Planning Services

RELEVANT BEDFORD MPS POLICIES

In reviewing the Bedford MPS we believe the following to be the relevant policies:

R-9, R-10, R-11, R-12A, R-12B, R-12C, R-13, R-14, R-15 and R-16

Residential (p.13)

...

Residential Comprehensive Development Districts (p.15)

... In order to maintain control on the housing mix in newly developing areas, three major undeveloped portions of the Town which are within the Residential Development Boundary are designated as "Residential Comprehensive Development Districts" on the Generalized Future Land Use Map as set out in Policy R-9. One area designated Residential Comprehensive Development District is the undeveloped land around Paper Mill Lake. Another is the area between the Bicentennial Highway and Union Street. This is the area where the Micmac petroglyphs are located. The third area includes 68 acres of land south of Nelson's Landing belonging to Crestview Properties Limited.

The Residential Comprehensive Development District designation requires developers to enter into negotiated development agreements with Council for areas which are zoned Residential Comprehensive Development District (RCDD) Zone as per Policy R-10. Within the Residential Comprehensive Development District Zone the following uses may be permitted:

- a) Single Detached Dwellings;
- b) Two-Unit Dwellings;
- c) Townhouse Dwellings;
- d) Multi-Unit Dwellings;
- e) Mobile Homes; Bedford MPS Page 16
- f) Neighbourhood convenience stores;
- g) Neighbourhood commercial uses;
- h) Institutional uses;
- i) Parks and recreational uses;
- j) Uses accessory to any of the forgoing uses; and
- k) Senior Residential Complexes.

Introduction of Residential Comprehensive Development Districts is meant to permit Town Council to:

- a) encourage an environmentally sensitive design which recognizes the site's unique features including existing vegetation, topography, and physical characteristics;
- b) consider innovative housing forms such as cluster housing which may be proposed as a means to limit the extent of site disturbance for construction of housing or as a means to reduce servicing costs;
- c) consider the relationship with adjoining or proposed uses and whether such items as buffers and/or screens may be required;
- d) allow flexibility in street and servicing standards appropriate to the levels of service required for the developments;
- e) make provision for new forms of subdivision, housing, and house siting;
- f) negotiate regarding provision of additional open space and parkland;
- g) negotiate the phasing of a development as deemed appropriate.

The maximum density of development within RCDD's is specified in Policy R-11. What is

to be implemented with this Strategy is a system to encourage the provision of such things as more open space, preservation of unique views, preservation of existing vegetation and the retention of natural features. In order to develop at densities between 1 and 4 dwelling units per gross acre, it will be necessary for developers to enter into a development agreement with the municipality. To be permitted development within this density range the developer must provide common open space to accomplish such things as preserving existing vegetation or retaining site features. Common open space may be provided in the form of additional public parkland or as communally owned and maintained open space such as the common green which has been provided within the Bedford Village adult lifestyle project.

In order to provide for a mix of residential units and to develop at a higher density of up to 6 units per gross acre a developer must again enter a development agreement. In addition to providing common open space, there must be use of the cluster concept. The cluster concept involves the use of lots smaller than what is permitted by the Land Use By-law provided the land area saved is to be provided for permanent common use.

Policy R-12A and R-12B establish the importance of site design standards for RCDD developments by setting out architectural design guidelines and non-site disturbance/landscaping requirements. Policy R-12C acknowledges the importance of streetscapes and their impact on the aesthetics of an RCDD neighbourhood. These site design standards and streetscape standards shall be just as important in influencing RCDD projects as Policy R-11 which discusses the maximum gross density of a project. The public participation committee may wish to consult with a qualified arborist or landscaper to help accomplish these objectives. Policy R-13 permits Council to consider mobile homes as a permitted use within the RCDD. The policy specifies evaluation criteria for considering inclusion of mobile homes within an RCDD project. Policy R-14 relates to all the RCDD areas where there is a desire to involve interested parties in negotiations for development agreements prior to the public hearings.

...

Policy R-9:

It shall be the intention of Town Council to establish Residential Comprehensive Development Districts (RCDD) within the Residential Development Boundary where the predominant housing form of each residential district shall be the single-unit detached dwelling unit. These residential districts are shown on the Generalized Future Land Use Map. Council shall enter a development agreement to control the development within the area identified as RCDD. Permitted uses within RCDDs shall include, but not be limited to, single detached dwelling units, two unit attached dwellings, townhouses, multiple unit dwellings, mobile home, senior residential complexes, neighbourhood convenience stores, neighbourhood commercial uses, institutional uses, parks and recreational uses. Three RCDD areas have been identified: a) the remaining lands of Bedford Village Properties near Paper Mill Lake; b) the area between Union Street and the Bicentennial Highway; and, c) 68 acres of land south of Nelson's Landing belonging to Crestview Properties Limited.

Policy R-9 indicates that although single family detached dwellings shall be the predominant housing type, townhouses are a viable option. Given the topography, location and narrowness of the subject property, a townhouse development with a cluster approach is not only environmentally sustainable, it makes the most sense from a site design approach.

Policy R-10:

It shall be the intention of Town Council to establish a Residential Comprehensive Development District (RCDD) Zone within the Land Use Bylaw to permit Council to:

- a) ensure that a comprehensive plan is prepared;
- b) encourage environmentally sensitive design through review and negotiations on development agreement applications;
- c) consider approving innovative housing forms;
- d) permit flexibility and economies in street and servicing standards;
- e) consider the need for buffering and/or separation distances;
- f) consider innovative subdivision designs and house siting arrangements;
- g) permit negotiation regarding provision of open space;
- h) negotiate the phasing of development;
- i) encourage the use of cost effective construction technology; and,
- j) encourage the provision of a mix of housing types.

Throughout the Public Participation Committee stage (Stage 1), the Development Team will show that the project approach is to encourage environmentally sensitive design and innovative housing form which not only is consistent with Policy R-10 objectives but with many policies in the RMPS. Policy R-10 (j) "encourages the provision of a mix of housing types", otherwise it would have been the desire of the Town of Bedford at the time the RCDD was approved to simply zone everything R1. Following the goals of Policy R-10, row housing is a compatible housing type with single-family detached dwellings. The key is to have good architecture and good site design in order to create harmony between the two housing types.

Policy R-11:

It shall be the intention of Town Council to limit the density of residential development within an RCDD to a maximum of 6 units per gross acre. In order to develop an RCDD at a density between 1 and 4 units per gross acre it will be necessary for Town Council to enter into a development agreement. Only single-unit dwellings will be permitted in this density range and in order for Town Council to consider this increased density the proponent must indicate methods whereby common open space (parcels which are available for use by project residents or the general public) is to be provided for such purposes as protection of existing vegetation, retention of natural features, and/or incorporation into the parks system. Development up to a maximum of 6 units per gross acre must proceed on the basis of a mix of uses. However, at least 60% of all housing shall be single unit dwellings. *Such proposals* may be considered by development agreement provided additional common open space is provided and the cluster/open space site design approach is utilized. When entering development agreements Town Council may consider reductions of up to 50% for frontage, side yard and lot area requirements as specified in the Land Use By-law for the type of housing being considered. A design manual is to be prepared to provide further elaboration on the cluster housing concept. Representation of the range of residential uses shall be provided in each neighbourhood area. Each street may have the same type of uses, however on a neighbourhood scale; a range of uses shall be required to provide a variety of housing in each neighbourhood area.

These densities shall be based on gross area calculations which include the land area consumed by residential uses, parkland, local, collector, and arterial streets, institutional and neighbourhood commercial uses, and environmentally sensitive

sites. In the case of Papermill Lake RCDD, the gross area calculations shall exclude all that land under water in this lake as it exists on December 2, 1989.

The approach the Design Team takes through public participation, close dealings with the Public Participation Committee and the Municipality will dictate density. The maximum density on the site at six units per acre would permit 24 units.

Policy R-12A:

It shall be the intention of Town Council to require architectural design standards for RCDD projects. These standards are intended to achieve architectural variation in neighbourhoods by limiting design repetition and encouraging varying facial designs. Small multiple unit buildings shall be designed so they appear more like large single unit buildings. Large multiple unit buildings shall have bends and jogs rather than flat facades and shall be limited to a maximum of 36 units per building and three storeys in height unless site conditions justify a taller building by minimizing site disturbance, maximizing tree retention and screening from the street. In the Bedford MPS architectural design of all buildings in RCDD projects, consideration shall be given to the following techniques: roof slopes with 6:12 pitch or greater; door and window trim and detailing; exterior materials of brick, masonry, clapboard or wood; exterior colours of earth and natural tones with complementary coloured trim; use of side doors on semi detached and townhouse units; garage entrances on the side rather than the front of homes; garage entrances be set back from the front facade to minimize its impact on the streetscape; decorative front facade details such as brick, shutters, awnings; utility wires, installation of underground electrical secondary services and electrical meters attached to side or back of homes. Specific architectural guidelines shall be included in development agreements. For multiple unit buildings and commercial buildings consideration shall be given to the site's location and visibility within the Town, in establishing building size and design.

At this point Vanguard has not made a formal design submission since it would be premature and inappropriate without working through the Public Participation Committee. The goals and objectives of MPS Policy R-12A will certainly be considered by the Design Team.

Policy R-12B:

It shall be the intention of Town Council to identify non-site disturbance areas and to require landscaping for RCDD projects. Non-site disturbance areas are intended to preserve natural open space and to provide neighbourhoods with a natural or "green" environment. Landscaping requirements are intended to provide buffers between buildings, buffers between buildings and streets, and provide a visual break in parking lots. Non-site disturbance areas shall be determined by designing buildings that fit the site and utilizing construction practices that minimize site disturbance and maximize tree retention. Horticultural practices shall be utilized to maintain the health of vegetation within non-site disturbance areas and landscaped areas, such as: covering of exposed roots with adequate soil and mulch; protecting specimen trees with barriers to prevent damage from machinery; slope stabilization; planting of trees that comply the CNTA Canadian Standards for Nursery Stock etc. Consideration of storm water drainage patterns shall be considered when identifying non-site disturbance areas and landscaped areas. The "no net loss" approach shall be used for non-site disturbance areas i.e.: any removal or damage to a non-site disturbance area

during or after construction shall be replaced via landscaping somewhere on the site so there is no net loss to the vegetated portion of the site.

Teal Architects, who are environmental sustainability experts, also have a landscape architect on their team. Through the Public Participation Committee, maintaining as much green area as possible will be a priority, particularly in reference to the constraints as mapped by exp.

Policy R-12C:

It shall be the intention of Town Council to require streetscape design standards for RCDD projects. These standards are intended to achieve an attractive streetscape upon completion of the project. In designing the streetscapes, parking for small lots shall be provided in the side yards except where a garage is provided in the front yard. In addition, for all streetscapes, consideration shall be given to: varied front yard setbacks; street patterns that utilize curves, bends and change in grades; street standards that reflect the function of the street; parking in side yards; landscaping to screen parking lots from the street for large buildings i.e.: multiple unit, commercial, townhouses; driveway locations for multiple unit projects considered in terms of the view from the street and to buffer these in order to minimize the impact of the parking lot and building on the streetscape; provision of street trees for both public and privately owned streets.

Buffering and screening shall be provided in the form of natural vegetation and landscaping. Street patterns utilizing local through streets is encouraged over the use of cul-de-sacs to facilitate improved traffic movement and to assist snow clearing operations. Through streets shall not be accepted in preference to cul-de-sacs in situations where it is incompatible with the physical topography and where site disturbance of environmentally sensitive areas will be increased. Sidewalks shall be required on both sides of arterial and collector streets. To minimize their impact on collector roads, small lots should be located on local streets and be dispersed throughout the development.

The goals and objectives of Policy R-12C will be strongly considered when initial concepts are reviewed with the Public Participation Committee and staff.

Policy R-13:

It shall be the intention of Town Council to permit mobile home parks and/or subdivisions in Residential Comprehensive Development Districts through the development agreement process. In assessing a proposal to include mobile home parks and/or subdivisions within an RCDD Council shall take into consideration:

- a) direct access to the collector or arterial road system;
- b) the proximity to existing or proposed recreational facilities;
- c) the adequacy of servicing capabilities in the area;
- d) the adequacy of existing or proposed school capacities;
- e) that the proposal meets all other policies contained in this plan;
- f) the criteria listed in Policy Z-3.

Policy R-14:

It shall be the intention of Town Council to require the undertaking of a public participation process in which the public, proponents, and Town staff:

- a) identify development constraints and opportunities pertaining to the three

- RCDD areas; and
- b) collaborate to produce the conceptual plans for the development of these areas. When negotiating provisions of the Union Street RCDD development agreement special attention shall be given to the protection of the aboriginal petroglyphs located within this area.

Policy R-15:

It shall be the intention of Town Council to consider the recommendations contained in the Petroglyph Advisory Committee's report as part of the public consultation process for the Union Street RCDD.

We look forward to working closely with the Public Participation Committee and other stakeholders in the process as per the requirements of Policy R-14 and R-15.

Policy R-16:

Pursuant to Policy R-9 and as provided for by Sections 55 and 56 of the Planning Act, the development of any RCDD shall only be considered by Council through a Development Agreement. Council shall evaluate the appropriateness of the proposed development in accordance with the provisions of Policy Z-3 and with regard to the following criteria:

1. Commercial uses shall front on a collector road;
2. The compatibility of the height, bulk and scale of the uses proposed in the project with one another, where specific design criteria have minimized potential incompatibility between different housing forms and/or between different land uses;
3. The adequacy and usability of private and public recreational and park lands and recreational facilities. Proponents will be encouraged to provide one (1) acre of public parkland per 100 dwelling units within RCDDs. Where subdivision occurs 5% of public open space is to be provided as per the Planning Act, and Council shall seek to obtain lands which are compact, having a minimum street frontage of 60 continuous feet or one-tenth of one per cent of the total park area, whichever is greater, and; where usability is defined generally as park or recreational lands having no dimension less than 30 feet (except walkway park entrances) and having at least 50 per cent of the area with a slope between 0 and 8 per cent in grade;
4. The adequacy of provisions for storm water management;
5. The Town will encourage development to maintain standards of water quality which will meet recreational standards;
6. Council shall discourage the diversion of any storm water from one watershed to the detriment of another watershed; Bedford MPS Page 26
7. The implications of measures to mitigate the impact on watercourses;
8. The adequacy and arrangement of vehicular traffic and public transit access and circulation, including intersections, road widths, channelization, traffic controls and road grades;
9. The adequacy and arrangement of pedestrian traffic access and circulation including: physical separation of pedestrians from vehicular traffic, provision of walkway structures, and provision of crosswalk lights;
10. The maintenance of the small town character by discouraging concentrations of multiple-unit dwellings (townhouses and apartment units) in any one project or area; concentrations shall be viewed as individual projects exceeding 36 units or as clustering of more than three such multiple-unit projects on abutting lots and/or lots within 100 feet;

11. With respect to multiple-unit projects, Council shall consider, among other items, the:
 - i) access to the collector or arterial road system;
 - ii) proximity to existing or proposed recreational facilities;
 - iii) existence of adequate services in the area;
 - iv) conformance with all other relevant policies in this strategy;
 - v) preference to limit the maximum height of any apartment building to three stories except as provided for in Policy R-12A to maintain the small town character;
 - vi) density limitation of 30 units per net acre;
 - vii) requirements of the RMU Zone, where appropriate;
 - viii) the bulk and scale of multiple-unit projects in relation to abutting properties; and,
 - ix) a maximum of 36 units per building
12. The adequacy of school facilities to accommodate any projected increase in enrolment.
13. The adequacy of architectural design;
14. The adequacy of non-site disturbance areas, landscaping areas, and horticultural practices to ensure the survival of these areas;
15. The adequacy of streetscape design.