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TO: Chair and Members of North West Community Council

SUBMITTED BY: **ORIGINAL SIGNED**

Jennifer MacLeod, Chair, Union Street Public Participation Committee

DATE: March 21, 2018

SUBJECT: **Case 18276: Union Street Public Participation Committee Report**

ORIGIN

- Application by KWR Approvals Incorporated
- On May 14, 2013, Regional Council approved the formation of an area advisory committee in accordance with Section 216 of the *HRM Charter* and the policies of the Bedford Municipal Planning Strategy.

LEGISLATIVE AUTHORITY

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

RECOMMENDATION

It is recommended that North West Community Council:

1. Reject the proposed residential development by KWR Approvals Incorporated to enable a residential development at 74 Union Street, Bedford.

BACKGROUND

KWR Approvals Incorporated applied to consider a residential development at 74 Union Street in Bedford by development agreement. This property is part of the Residential Comprehensive Development Districts (RCDD) lands and is eligible for consideration of residential, institutional, parks, recreational and limited neighbourhood commercial uses by development agreement.

The RCDD lands under the Bedford MPS include three areas for future residential development: Paper Mill Lake, between the Bicentennial Highway and Union Street, and the Crestview lands south of Nelson's Landing. The subject property is located between the Bicentennial Highway and Union Street. In 1995 and 2003, two separate development agreements that enable mixed use developments were approved for two separate portions of the Union Street lands. The subject property was not included within these two development agreements as the property was under separate ownership and not considered to be part of the previous developments (Map 1). Similar to the previous 1995 and 2003 developments in the Union Street RCDD area, development of the subject property may only be considered by development agreement.

Policy R-14 of the Bedford MPS requires that all RCDD applications undertake a public participation process, where members of the community, the applicant and staff collaborate to develop a conceptual design. In accordance with Policy R-14 and Section 216 of the *HRM Charter*, Regional Council approved the formation of a Public Participation Committee (PPC) at their meeting on May 14, 2013 to develop the proposal for 74 Union Street and provide a recommendation for consideration by North West Community Council. PPC's terms of reference can be found in Attachment A. PPC comprises of four area residents and two representatives from the North West Planning Advisory Committee (NWPAC):

- Ms. Jennifer MacLeod, Area Resident
- Mr. Jamie McLean, Area Resident
- Ms. Diane Covey, Area Resident
- Ms. Tara Quinton, Area Resident
- Mr. Paul Russell, NWPAC
- Ms. Ann Merritt, NWPAC
- Mr. Malcolm McCall, Area Resident - Alternate PPC Member (non-voting)

PPC met 12 times. At the earlier meetings, PPC identified opportunities and constraints of the subject property, which informed the proposed design and use. Minutes of the meetings are available upon request. The meeting dates were as follows:

- | | |
|---------------------|----------------------|
| • November 7, 2013 | • September 14, 2016 |
| • November 27, 2013 | • November 23, 2016 |
| • February 20, 2014 | • June 14, 2017 |
| • April 3, 2014 | • July 19, 2017 |
| • June 5, 2014 | • December 12, 2017 |
| • May 28, 2015 | • February 27, 2018 |

Proposal Details

The applicant wishes to enter into a development agreement to enable a residential development with 14 townhouse units. Various designs were proposed to PPC throughout the consultation process. Based on the feedback from PPC and the community, the applicant came up with two final designs for Council's consideration (see Attachments B and C). Both designs propose a cluster of 14 townhouse units toward the centre of the site – two blocks of five units and one block of four units. In Option A, the townhouses are oriented to face north and north east, and the driveway extends along the north of the lot. In Option B, the townhouses face south and west, and the driveway extends along the southern portion of the lot.

DISCUSSION

PPC reviewed the development proposal in context with relevant policies of the Bedford MPS, existing street network and established residential community. Some members felt that the applicant addressed PPC's concerns, while other felt further improvements could be made to the design. Attachment D provides PPC's detailed evaluation of the proposed development in relation to the relevant MPS policies. On February 27, 2018, the Committee made the following motion:

Moved by Diane Covey, seconded by Jamie McLean, that the Union Street Public Participation Committee recommend against the proposed residential development at 74 Union Street.

Below is the justification and rationale for the Committee's motion and some of the major concerns raised throughout the consultation process. Some PPC members felt the final concept incorporated the following concerns and meets the policy criteria, whereas others felt their concerns were still not addressed and the proposal still does not meet the policy intent.

Compatibility with Adjacent Residential Neighbourhood

PPC discussed extensively with the proponent what the most appropriate use for the subject site was. Policies R-9 and R-11 note that the predominant housing style for the RCDD lands should be single unit dwellings. However, the current proposal is for 14 townhouse units on a single lot. Immediately surrounding the site are single unit dwellings, each on their own lot. Members of PPC expressed concern that the proposed townhouses do not meet the intent of the policy as the housing style, density, height, and scale are not compatible with the abutting single unit residential neighbourhood.

PPC advise that 14 units is too much density for the site. The proposed townhouses are three storeys above ground, while most homes along Nottingham Street are two storeys above ground. PPC feels the proposed height of the townhouse units are too high and tower over the surrounding dwellings. Two storey, single unit dwellings may be more appropriate.

Proposed Development Agreement

Although PPC recommends against the proposal, Council may choose to consider the proposed townhouse development and schedule a public hearing. PPC voted on their preferred design option (see Attachments B and C). There was a tied vote: two members voted in favour of Option A, two members voted in favour of Option B, and two members were neutral. If the development proposal proceeds, PPC recommends including provisions in the development agreement to address the following concerns:

Architectural Design

PPC acknowledges the proponent's efforts to improve the architectural design by incorporating more traditional materials, pitched roofs, and decorative features that complement the established residential neighbourhood. However, PPC feels further improvements could be made to the design of the townhouses. Incorporating more variety in the facades would make the units appear like separate dwellings. Each townhouse unit should have a distinctive design, yet be compatible with the overall development and surrounding residential community. Additionally, Policy R-12A suggests locating garage entrances to the side of dwellings and setback from the front façade. PPC advises that locating garage entrances along the side rather than the front of the townhouses would better meet Policy R-12A, but may present issues with snow removal.

PPC recommends including renderings and specific provisions in the development agreement to ensure the townhouses would be constructed as they have been presented to PPC.

Secondary Services

Policy R-12A requires consideration of secondary services. PPC recommends including a provision in the development agreement that requires the burial of all secondary services. Given the rocky nature of the property, burial of secondary services may require additional blasting. The impact of blasting on abutting residences should be carefully considered.

Landscaping and Non-Disturbance Areas

PPC expressed concern about privacy, noise and light pollution from vehicles on the subject property. Additional plantings along the property boundaries, and between the proposed driveway and abutting houses, would minimise the impact of the proposed development on the existing neighbourhood. There is concern that young trees and shrubs would not provide adequate buffering; the caliper of trees and tree species that provide year-round screening should be required under the agreement. PPC recommends establishing a non-disturbance area to maximise tree retention and to ensure there is appropriate buffering from the abutting residences. A larger non-disturbance area around the entire site was suggested. PPC would also like to see additional landscaping between the proposed development and civic numbers 72 and 76 Union Street. Establishing a time limit to implement the landscaping plan was also suggested.

A landscaping plan and landscaping provisions that address these concerns should be included in the development agreement. Landscaping also improves the visual aesthetic of the proposed development.

Traffic and Streetscaping

A Traffic Impact Statement (TIS) was submitted for the application and will be reviewed by the Development Engineer. The original TIS was prepared in 2010 for a 24 unit townhouse development. The TIS concluded the proposed development would have a negligible impact on existing traffic volumes on Bedford Highway and an increase in Union Street traffic volumes by 9%. Given that the TIS was prepared in 2010 and the proposed number of units reduced to 14 units, an addendum to the TIS may be required with an updated analysis of the peak hour traffic counts. PPC would have preferred to review the addendum before providing a recommendation to Community Council.

The proposed townhouses are accessed from Union Street by a shared driveway. No new lots or streets are proposed. PPC recommends including a provision to ensure the maintenance costs of the shared driveway is the responsibility of the developer. There is only one connection to the existing Nottingham subdivision from Bedford Highway, via Union Street. PPC feels the existing road network is not adequate for the proposed density. Concern was also raised about vehicle emissions as a result of clustering townhouse units. PPC expressed that Union Street is too narrow to accommodate additional parking and the narrow driveway connection poses a safety risk for vehicular and pedestrian traffic. Restricting parking to one side of the street was suggested to mitigate parking concerns. PPC is also concerned about site lines and the visibility of heavy equipment and vehicles moving on and throughout the site for construction.

Policy R-12C is generally applicable to new streets; however, there are some streetscaping standards that could improve the design of the proposed driveway. PPC recommends landscaping along the driveway and adding sidewalks to improve pedestrian safety. Additional landscaping would provide more privacy to the abutting residents and screen car headlights and noise from the proposed development. PPC also suggests including provisions in the development agreement for snow storage. Adequate space for snow storage should be provided to ensure parking and vehicular circulation is not impeded. One PPC member suggests requiring barriers or the removal of excess snow offsite to mitigate the impact of melted snow and excess runoff on neighbouring properties.

Water Features and Stormwater

Toward the eastern portion of the site, there is a drainage channel running through the property. Old subdivision plans, from 1985, showed this feature labelled as a 10 ft. wide brook. The former brook was channelled through culverts and drainage ditches as development occurred in the area. Another drainage channel runs along the western boundary of the site, parallel to the proposed driveway. PPC expressed great concern that these features were not considered watercourses, although a qualified professional confirmed they no longer met the definition for a watercourse.

Policy E-4 prohibits the development of townhouses within 50 feet of a watercourse, except by development agreement. If the drainage features are deemed watercourses, additional setbacks and buffering should be provided. PPC is concerned that the removal of vegetation in proximity to these drainage channels would increase flooding on adjacent properties. In response to PPC's concerns, the applicant has shown a non-

disturbance area and buffer around the drainage channel on the eastern portion of the site, but PPC is not confident the buffer is sufficient to protect the development and surrounding homes from flooding. Likewise, PPC feels there is inadequate buffering around the drainage feature along the western property boundary to protect abutting properties from flooding. See Policy E-4 of Attachment D for further details. PPC requests that measurements are provided on the site and landscaping plans attached to the proposed development agreement.

PPC is concerned about the potential flooding of adjacent properties due to increased stormwater on the subject property from the proposed development. PPC suggest including provisions in the development agreement to protect neighbours from potential increase or redirection of flows. The developer is required to submit a stormwater management plan to ensure pre-water (before development) and post water (after development) are the same and stay on the subject site. PPC would have liked to see the Stormwater plan.

Adequacy of Services and Amenities

Policies R-16 and Z-3 require consideration of the adequacy of water services, school facilities and amenity space. PPC mentioned an ongoing issue with dropping water pressure in homes along Nottingham Street. There is concern that the proposed development would further impact water pressure in the subdivision unless a booster is required. Nearby schools, such as Basinview and Eaglewood, are already over capacity (Basinview Drive Community School is currently at 117% capacity)¹. There is concern that the existing schools cannot accommodate new students from the proposed development and there is no plan to build new schools in the area. PPC recommends forwarding the proposal to the Halifax Regional School Board (HRSB) for review.

No subdivision is proposed; therefore, parkland is not required. However, PPC recommends including a requirement for amenity space for the townhouse residents. The two design options show an area of non-disturbance on the eastern portion of the site as well as private decks for each unit as amenity space.

Bedford Barrens Petroglyphs

Policies R-14 and R-15 require special attention be given to protect aboriginal petroglyphs in the RCDD areas. In 1983, the Bedford Petroglyphs were first reported. The Town of Bedford established the Bedford Petroglyph Advisory Committee (BPAC) to confirm the authenticity of the petroglyphs. BPAC recommended the protection of a parcel of land, known as the Barrens, bounded by Division Street, Second Street, Union Street, and the Bicentennial Highway. In 1994, the Bedford Petroglyphs were named as a National Historic Site. This recognition was applied to a larger tract of land bounded by the Basinview Drive, Shaffleburg Run, Rutledge Street, Division Street, First Avenue and Nottingham Street.

The proposed development, considered by PPC, is not within the Bedford Petroglyphs National Historic Site. PPC expressed concern that there was not enough effort to determine if the subject property contained petroglyphs. PPC suggest requiring that exploratory work be conducted, to determine if petroglyphs are located at the site, prior to commencement of construction. Special consideration and awareness for the preservation of petroglyphs should be given in accordance with provincial requirements, if found at the site.

Conclusion

The Union Street Public Participation Committee advises 14 townhouse units at 74 Union Street, Bedford does not comply with the intent of the relevant policies of the Bedford MPS, as identified in Attachment D. Therefore, the Committee recommends that North West Community Council refuse the proposed development agreement for the following reasons:

- The proposed clusters of townhouse units are incompatible with the character of the established single unit dwelling neighbourhood in terms of unit type, height and massing;
- Too much density is proposed for the site;
- Inadequate landscaping is proposed to screen the development from abutting residences and buffer light, noise and emissions from vehicles at the site;

¹ Information provided by committee member.

- Traffic, parking and pedestrian safety is a concern given that Union Street is narrow and there are lots of school aged children living in the neighbourhood;
- Separation distance between the water features and proposed townhouses is insufficient to buffer the features and protect surrounding residents from flooding;
- Schools in the area are over capacity; and
- Not enough effort has been made to determine if petroglyphs exist at the site.

FINANCIAL IMPLICATIONS

There are no budget implications.

RISK CONSIDERATION

There are no significant risks associated with the recommendations contained within this report. This application may be considered under existing MPS policies.

ENVIRONMENTAL IMPLICATIONS

No additional concerns were identified beyond those raised in this report.

ALTERNATIVES

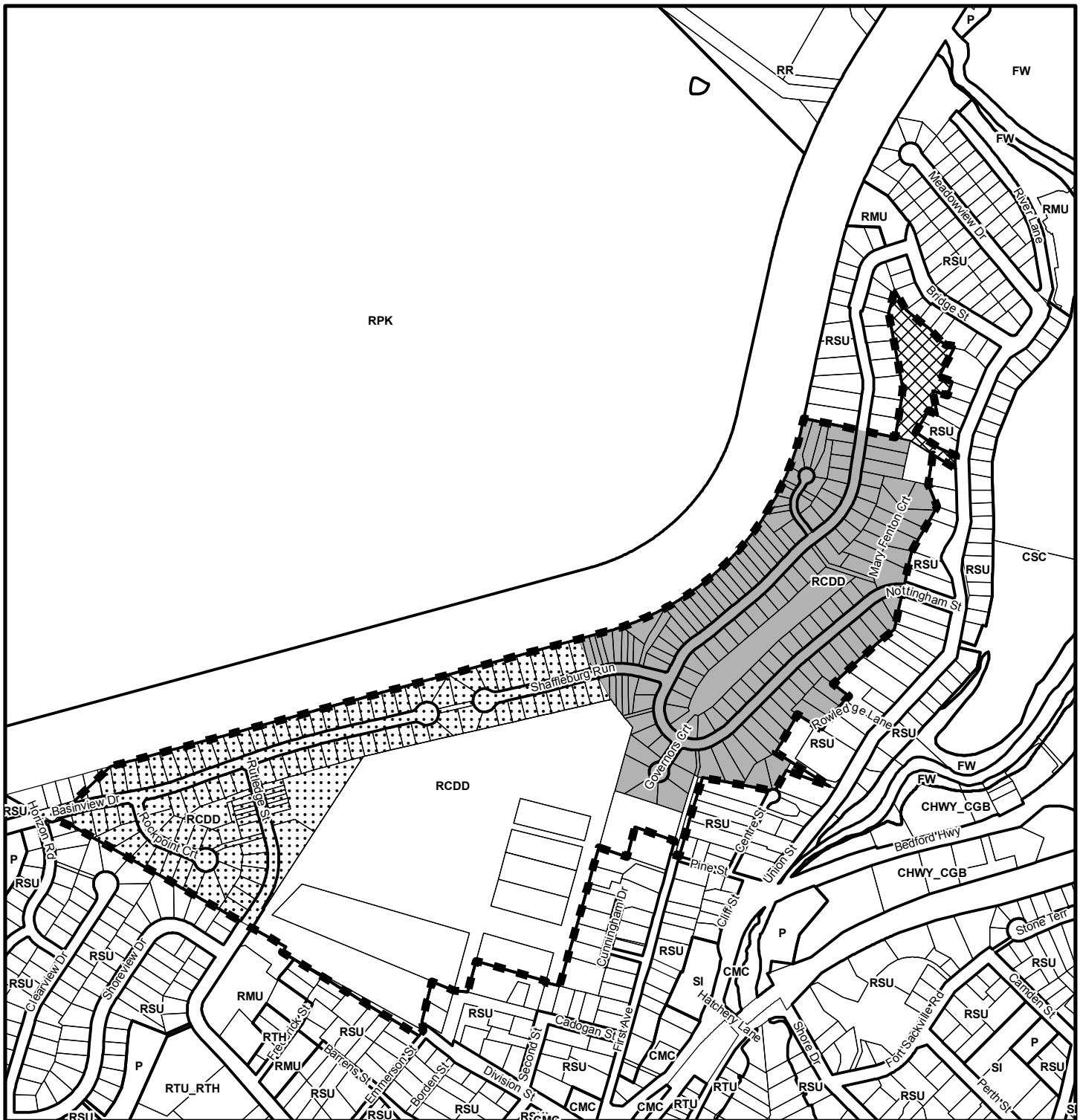
1. North West Community Council may choose to approve the proposed development agreement subject to modifications. Such modifications may require further negotiation with the applicant and may require a supplementary report or another public hearing.
2. North West Community Council may choose to approve the proposed development agreement. A decision of Council to approve this development agreement is appealable to the N.S. Utility & Review Board as per Section 262 of the *HRM Charter*.

ATTACHMENTS

Map 1:	Generalized Future Land Use Map
Attachment A:	Terms of Reference
Attachment B:	Option A
Attachment C:	Option B
Attachment D:	PPC Review of Relevant MPS Policies

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


Report Prepared by: The Union Street Public Participation Committee




Map 1 - Generalized Future Land Use

74 Union Street
Bedford

 74 Union Street Lands

 Union Street RCDD Lands

 Case 00446 Brison Development

 Case 95-05 Redden Brothers Development

Bedford
Land Use By-Law Area

Zones

RSU	Single Dwelling Unit
RTU	Two Dwelling Unit
RMU	Multiple Dwelling Unit
RTH	Townhouse
RR	Residential Reserve
RCDD	Residential Comprehensive Development District
P	Park
RPK	Regional Park
FW	Floodway
CSC	Shopping Centre
CGB	General Business District
CMC	Mainstreet Commercial
CHWY	Highway Oriented Commercial
SI	Institutional

HALIFAX

0 100 200 m

This map is an unofficial reproduction of a portion of the Zoning Map for the plan area indicated.

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

ATTACHMENT A
TERMS OF REFERENCE

**North West Community Council's Public Participation Committee on the KWR Approval
Incorporated Application (Residential Development of 74 Union Street, Bedford)**

Membership

1. Four Representatives from the subject community; and
2. Two Representatives from the North West Planning Advisory Committee.

Appointments

1. Term – The Committee shall be dissolved when its report has been tabled with the North West Planning Advisory Committee and a decision on the development has been made by the North West Community Council;
2. Appointments shall be made by the North West Community Council; and
3. The Committee shall elect a Chair and Vice Chair.

Responsibilities

1. The Committee shall prepare a report to the North West Planning Advisory Committee on the development proposal to consider residential development of 74 Union Street, under the Residential Comprehensive Development District policies in the Bedford Municipal Planning Strategy and Land Use By-law; and
2. The Committee shall provide a forum in which the land owner/developer, HRM staff, and appointed citizens collaborate to comment and review the proposal.

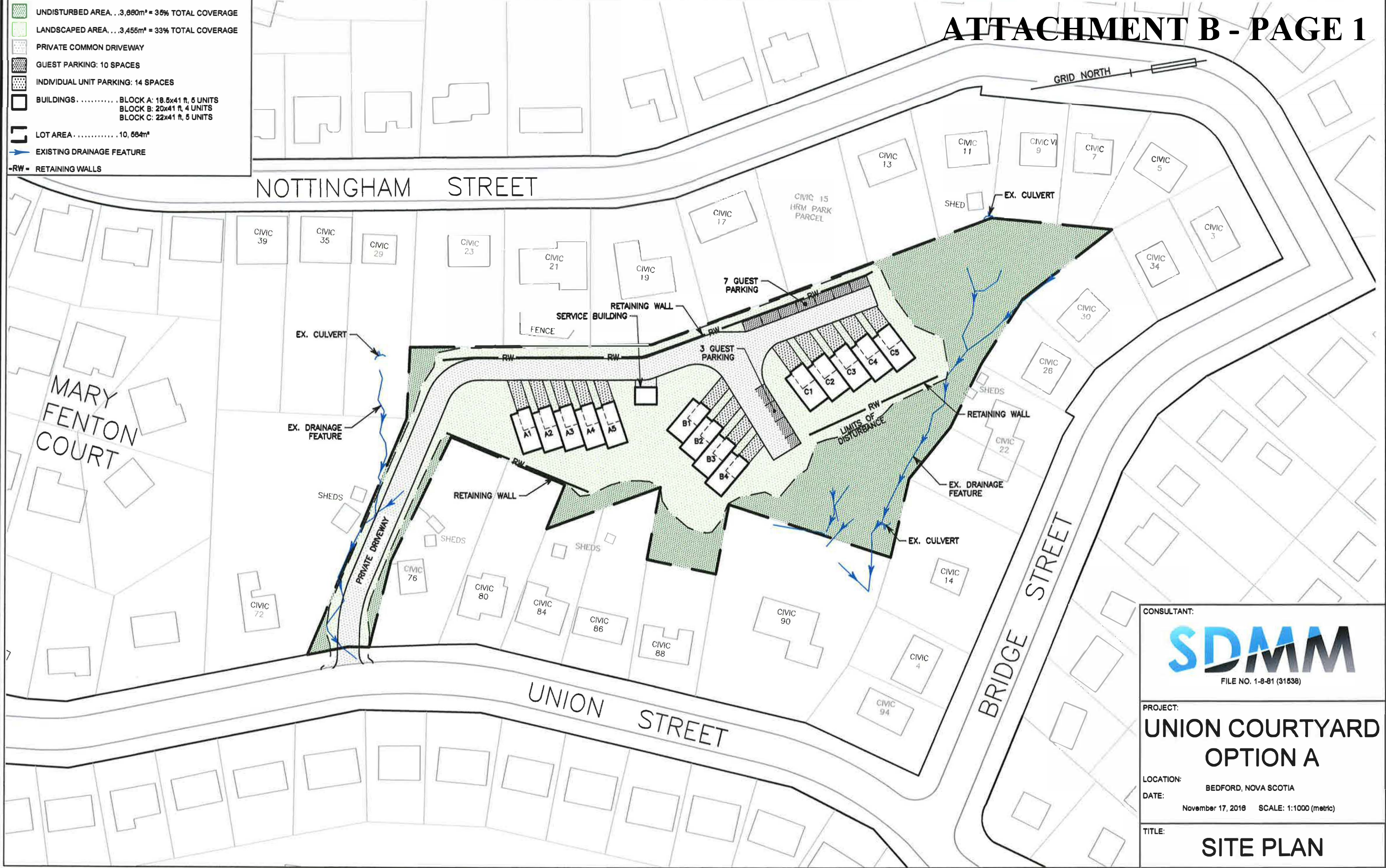
Meetings

1. The meetings shall be called as required by the Chair;
2. The quorum for regular meetings shall be four members;
3. Members shall advise the Chair by 12 noon on the day of a regular meeting if they are unable to attend any scheduled meeting; and
4. All meetings shall be open to the public, or as allowed under Section 218 of the *HRM Charter*.

Remuneration

None.

- UNDISTURBED AREA . . . 3,680m² = 36% TOTAL COVERAGE
- LANDSCAPED AREA . . . 3,455m² = 33% TOTAL COVERAGE
- PRIVATE COMMON DRIVEWAY
- GUEST PARKING: 10 SPACES
- INDIVIDUAL UNIT PARKING: 14 SPACES
- BUILDINGS BLOCK A: 18.5x41 ft, 5 UNITS
BLOCK B: 20x41 ft, 4 UNITS
BLOCK C: 22x41 ft, 5 UNITS
- LOT AREA 10,564m²
- EXISTING DRAINAGE FEATURE
- RW- RETAINING WALLS



CONSULTANT:

SDMM
FILE NO. 1-8-81 (31538)

PROJECT:

**UNION COURTYARD
OPTION A**

LOCATION: BEDFORD, NOVA SCOTIA

DATE: November 17, 2018 SCALE: 1:1000 (metric)

TITLE:

SITE PLAN

ATTACHMENT B - PAGE 2



outside!
planning and design studio

Sue Sims, Landscape Architect, CSLA
2371 Agricola St., Suite 204, Milpitas, CA 95035
www.outsidedesign.com
902.430.2131

PROJECT NAME:
Union Court

DRAWING:
Landscape Plan Option A

CLIENT:
SDMM

CONTACT:

DESIGN: 2017. All concepts and drawings generated by
outside! Planning and Design Studio may not be used or
reproduced without special permission of Sue Sims.

DRAWN: JCLARK	PROJECT #: 1621
CHECKED: SSIMS	Sheet/Rev: 1 / 2
SCALE: 1:500	DATE: Nov 15 2018

UNDISTURBED AREA. . . 3,450m² = 33% TOTAL COVERAGE

LANDSCAPED AREA. . . 3,990m² = 37% TOTAL COVERAGE

PRIVATE COMMON DRIVEWAY

GUEST PARKING: 10 SPACES

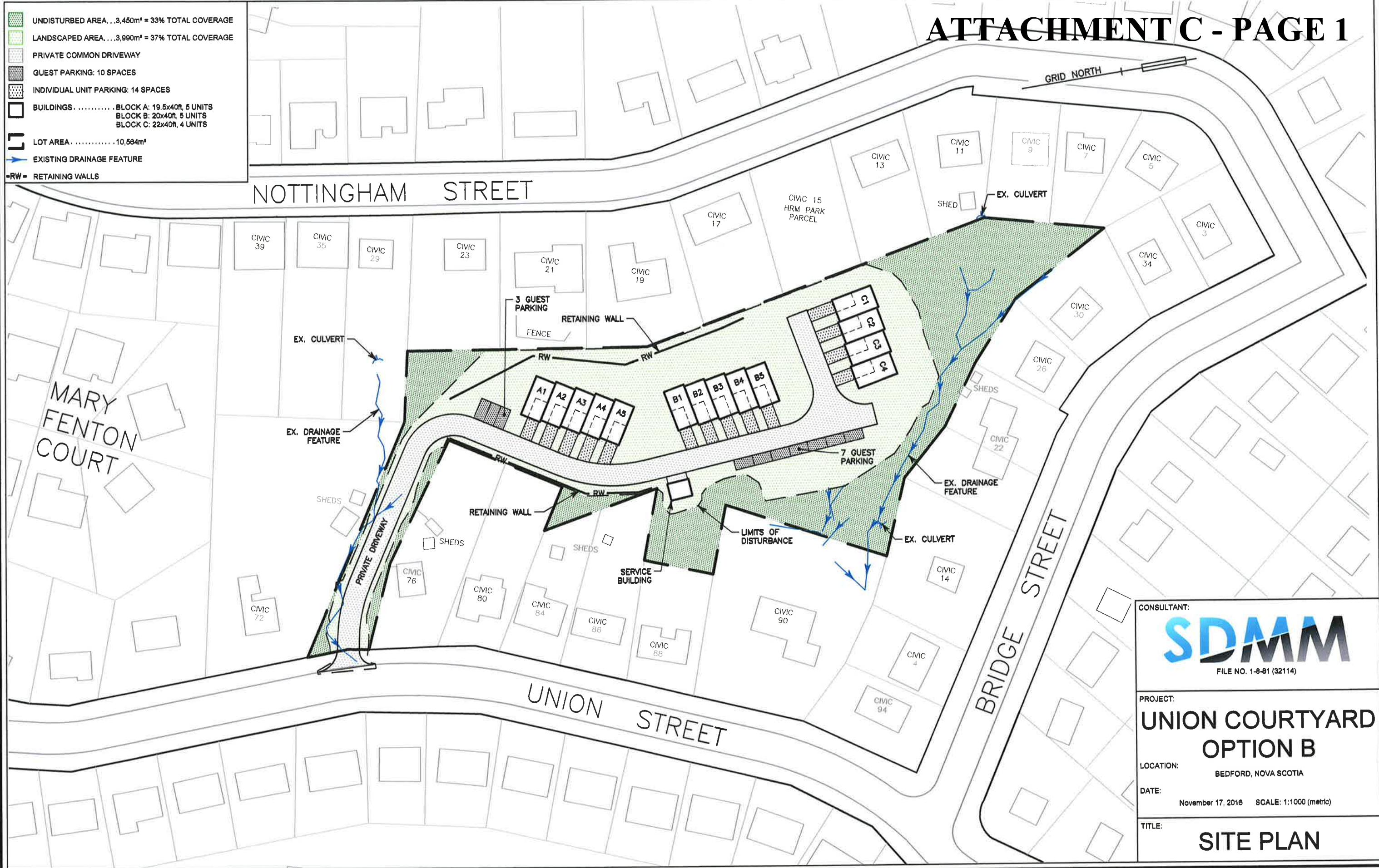
INDIVIDUAL UNIT PARKING: 14 SPACES

BUILDINGS. BLOCK A: 19.5x40ft, 5 UNITS
BLOCK B: 20x40ft, 5 UNITS
BLOCK C: 22x40ft, 4 UNITS

LOT AREA. 10,564m²

EXISTING DRAINAGE FEATURE

-RW- RETAINING WALLS



CONSULTANT:

SDMM

FILE NO. 1-8-81 (32114)

PROJECT:

UNION COURTYARD
OPTION B

LOCATION:

BEDFORD, NOVA SCOTIA

DATE:

November 17, 2016 SCALE: 1:1000 (metric)

TITLE:

SITE PLAN

Attachment D: PPC Review of Relevant MPS Policies

Policy	PPC Comments
<p>R-9: <i>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.</i></p>	<p>The subject property, 74 Union Street, Bedford, is a relatively small portion of the RCDD lands between the Bicentennial Highway and Union Street. Two portions of the RCDD lands between Bicentennial Highway and Union Street have already been developed through the Development Agreement process. In 1995, a development agreement with Redden Brothers Development Limited was approved that enabled a mixed-use development. In 2003, a separate development agreement was approved with Gateway Investments Incorporated to allow a separate mixed use residential development, adjacent to the Redden Brothers' site. The subject property is approximately 2.6 acres of the total 97.3-acre Union Street RCDD. Consultation with the PPC resulted in a proposal for 14 townhouse units with two possible design options (Option A and B). Only residential uses are proposed, which satisfies Policy R-9.</p> <p><u>Individual Comments:</u></p> <p>Member #1 – It should be noted that most neighbours in the area directly adjacent to the proposed development are not in favour of any type of development on the area in question.</p> <p>Member #2 - What I've seen is consistent with this policy.</p> <p>Member #3 - The predominant housing form of each residential district shall be the single-unit detached dwelling unit.</p> <p>Member #4 - Given that the proposed development is a small portion of the overall RCDD, it appears to meet the requirements for density and varied housing types.</p> <p>Member #5 - The proposed development appears to be consistent with this policy although the "predominant" housing form in the proposal for this section of the RCDD is not "single-unit detached units".</p>
<p>R-11: <i>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</i></p>	<p>The PPC discussed how the density provisions of Policy R-11 should be applied. Given the approach that was taken in 1995 to consider a portion of the Union Street RCDD, staff advised the density requirements under Policy R-11 have been applied to the larger RCDD area as well the specific site. The proposed development is at a site density of 14 units/2.6 acres which is 5.38 units per acre.</p> <p><u>Individual Comments:</u></p> <p>Member #2 - Although there is a large area of land that will not be used, it can be seen as a buffer. The apparent density will appear higher than 6 units per developed acre, but the options are consistent with this portion of the policy.</p>

<p><i>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.</i></p> <p><i>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.</i></p>	<p>Member #3 – This policy requires at least 60% of all housing to be single unit dwellings. Previous developments were developed based on this requirement. The subject site should be treated the same. The current proposal does not incorporate any single unit dwellings and should incorporate a minimum of 8 single unit dwellings.</p> <p>Member #5 - Similar comment as member 3. Each of the development phases of the RCDD have been treated as separate units of development respecting the intents of the Bedford Land-Use policies. Each phase has ensured that the predominant housing type consisted of single unit residential units. It is felt that the remaining phase of the RCDD does not respect the intent of the policy as it proposes no single unit detached residences, only townhouse units.</p>
<p>R-12A: <i>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</i></p>	<p>The applicant presented various designs to the PPC incorporating various architectural features to comply with the policy guidelines and complement the existing single unit residential neighbourhood. It was felt that the proposed townhouse development should not be considered a multiple unit dwelling. The PPC acknowledges the efforts made by the applicant to improve the design and meet the intent of Policy R-12A.</p> <p>Concerns were raised about whether the proposed design met the policy criteria in terms of roof pitch, location of garage entrances, materials and burying of secondary services. The PPC recommend that the development agreement include provisions to address the following:</p> <ul style="list-style-type: none"> • Architectural Design - The development agreement should include specific renderings to ensure the design of the units are constructed as proposed if approved.

<p><i>minimizing site disturbance, maximizing tree retention and screening from the street. In the 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.</i></p>	<ul style="list-style-type: none"> • Landscaping and Non-Disturbance Areas – The development agreement should require specifics on plantings and non-disturbance, require specific types of vegetation to mitigate noise, and light pollution. This could be achieved through a detailed landscaping plan attached to the development agreement. • Snow Storage – The development agreement should require appropriate and adequate space for storage of snow so that vehicular circulation is not impeded. • Secondary Services – The development agreement should require the burial of all secondary services from Union Street. <p><u>Individual Comments:</u></p> <p>Member #2 - If the garage doors are required to be on the side, it will further limit the density of the development. It will also make snow removal more difficult. Consideration should be given to that, but it should not be a hard restriction.</p> <p>Member #3 – The proposed townhouses have only three facades that are repeated; there is very little variance.</p> <p>Member #4 – Policy 12A should be addressed clearly in the DA. The burial of electrical and other cables should be looked at carefully given the rocky terrain. This would possible require more blasting.</p> <p>Member #5 - There is a concern regarding the storage of snow once cleared from the streets. Given the proposed layout of the development and the configuration of the roadways (particularly in Plan B) the natural tendency would be to push the snow off the roadway and down the embankment at the edge of the roadway on the northern side of the property. A buildup of snow in one area over the course of the winter can lead to excessive amounts of snow melt and runoff in that area during the spring melt particularly when coinciding with any heavy rainfall events. This concern can be addressed in the development agreement by assuring that barriers (natural or man made) exist to prevent this practice. The placement of barriers will also help to address excessive noise and light pollution from vehicles. Removal of excessive snow amounts offsite would be the preferred method of mitigation.</p>
<p>R-12B: <i>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</i></p>	<p>The PPC recommends that the development agreement include requirements for non-disturbance areas and provisions to ensure the protection of these areas as they minimise the impact of the development on the abutting residential neighbourhood. The development agreement should include requirements for additional plantings along boundaries to further protect non-disturbance areas, provide privacy and mitigate noise from the proposed development. The PPC also recommends consideration of protecting more mature vegetation and/or requiring larger caliper plantings; the development agreement could require a minimum caliper.</p> <p><u>Individual Comments:</u></p>

<p><i>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 ie: 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.</i></p>	<p>Member #1 - Neither of the two proposed design concepts offer adequate buffering and landscaping between the private driveway and the 72 Union street property line (and structures). That leaves the 72 Union street property without many options for privacy, as well as protection from vehicular emissions and light pollution.</p> <p>Member #2 - The preservation of these areas is of high significance. This will help ensure that the current community and the new community maintain their areas of privacy. As the old saying goes: Good fences make good neighbours. If those fences are composed of natural vegetation, and if the vegetation is maintained, then the property could be enhanced.</p> <p>Member #3 – Given the boggy and rocky terrain, existing roots are spread out across the site. Concern was raised regarding the impact to mature trees on abutting properties due to the proposed development. What remediation will be provided for trees lost due to disturbance on the site? The development agreement should include a time limit or schedule for implementing the landscaping plan. Residents would hate to see a development go up one year and wait another year for the installation of the landscaping.</p> <p>Member #5 - The DA should also consider the year-round effectiveness of the type of plantings that might be utilized as buffers when trying to minimize the impacts on the privacy, noise and visual appearance of the new development on the existing neighbourhood, particularly at the boundaries of the non-disturbance areas and along the proposed parking spaces.</p>
<p>R-12C: <i>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</i></p>	<p>Policy R-12C is generally applicable to proposals for new streets. The proposal is for a 14-unit townhouse development accessed from Union Street by a common driveway. However, the PPC recommends that the development agreement include provisions to improve access to Union Street, provide an attractive connection to Union Street, and minimise the impact on surrounding residents with regards to snow storage and vehicular circulation.</p> <p>Union Street is classified as a local public street. To create individual lots, the new lots must have frontage on a public street. The proposed townhouse units cannot be subdivided into individual lots because the driveway is not wide enough to be a new public street. One civic address, 74 Union Street, would be assigned to the condominium development. Each unit would be assigned a unit number and PID number.</p> <p>PPC recommends that further consideration be given to appropriate and adequate space for storage of snow so that vehicular circulation is not impeded.</p> <p><u>Individual Comments:</u> Member #2 - Although the letter of the policy is related to public streets, the aim of the policy – that the standards are intended to achieve an attractive streetscape upon completion – can still be met.</p>

<p><i>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.</i></p>	<p>Member #3 - It could be argued that Union Street is a collector road moving traffic from Nottingham, Meadowview and their offshoots onto the arterial road, Bedford Highway. As such, it should be mandated that sidewalks be put into place for enhanced safety for residents of the private driveway and existing residents.</p> <p>Member #4 - Snow storage to be covered in DA.</p> <p>Member #5 - The narrow private road and the limited parking within the proposed development will inevitably lead to overflow parking along Union Street. Pedestrian safety is already a concern on this street due to the narrow and winding shape of the road, limited street lighting, and lack of any sidewalks along the section of the road nearest the development. Restricting parking to only one side of the street may help to mitigate the issue somewhat and could be addressed within the development agreement.</p>
<p>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:</p>	
<p>1. Commercial uses shall front on a collector road;</p>	<p>No commercial uses are proposed.</p>
<p>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;</p>	<p>Following input and comments by the PPC, the architectural design was changed to be more in keeping with surrounding existing residential environment. The proposed development is compatible with the individual project elements as well.</p> <p><u>Individual Comments:</u></p> <p>Member #3 - While the design was changed to be more in keeping with the existing neighbourhood, the height of the buildings is not compatible. Most residences in the Nottingham subdivision are a maximum of two stories above ground and these structures loom/tower over the existing homes because of their height. It would be more acceptable if they were to conform with two stories above ground.</p> <p>Member #5 - The design has evolved since the inception of the PPC and while the developer has been open to the ideas of the community members in terms of the design components of the development, the height of the buildings being proposed is a concern. A three storey design does not blend in well with the existing neighbourhood with most homes surrounding the proposed development being no more than two storeys in height.</p> <p>Member #6 - The proposed building height is too high. Despite being recessed on a lower grade, many of these units still tower over current housing in the vicinity.</p>
<p>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</p>	<p>The property can not be subdivided so 5% of parkland is not required as per the HRM Charter. Parkland can only be obtained through the subdivision process, where new lots are created. Although parkland is not required, the development agreement should require adequate/useable amenity space on the site for the residents. Setbacks from buildings and non-disturbance areas should be applied to ensure these areas are preserved and existing vegetation remains intact.</p>

<p><i>be provided as per the <u>Planning Act</u>, 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;</i></p>	
<p>4. <i>The adequacy of provisions for storm water management;</i></p>	<p>Storm water management is dealt with through the permitting process and is a standard requirement in development agreements. Pre-water (before development) and post-water (after development) must be the same and stay on the subject property. The Developer is required to come up with a management plan. If something goes wrong, then it would be a compliance issue.</p> <p><u>Individual Comments:</u> Member #3 - Residents should see the full plan for dealing with the storm water as the existing culverts run under residents' property and there may be significant disturbance to private property as a result.</p> <p>Member #5 - Residents should be assured through the development agreement that they will be protected from any impacts that may occur as the result of the development and any redirection of storm water within the property which has the potential for increasing flows onto surrounding properties.</p>
<p>5. <i>The Town will encourage development to maintain standards of water quality which will meet recreational standards;</i></p>	<p>This policy criteria does not apply to the subject site. An example of where it would apply is the Papermill Lake development, where the development agreement included a provision to protect water quality from a recreation standpoint (swimming).</p>
<p>6. <i>Council shall discourage the diversion of any storm water from one watershed to the detriment of another watershed;</i></p>	<p>Comments provided under previous policy.</p>
<p>7. <i>The implications of measures to mitigate the impact on watercourses;</i></p>	<p>The development agreement should include setback requirements from watercourses. It has been determined that the feature on the site is not a watercourse; however, the developer has indicated they are willing to treat it as if it was and setback from it and keep the buffer.</p>
<p>8. <i>The adequacy and arrangement of vehicular traffic and public transit access and circulation, including intersections, road widths, channelization, traffic controls and road grades;</i></p>	<p>Union Street is classified as a local public road. The Traffic Impact Study (TIS) submitted for the proposal will be reviewed by HRM Engineering and an addendum maybe required given the time that has passed. The updated TIS should include more analysis during a peak hour / peak month. The proposed development does not contemplate development of pedestrian infrastructure and the separation of pedestrians from vehicular traffic as there is no public street. However, onsite pedestrian movement needs to be considered. Memorandum (dated February 27, 2014) provided to Committee on April 3, 2014 responding to specific questions relating to traffic capacity, traffic counts and analysis presented in the December 2013 TIS.</p>

	<p><u>Individual Comments:</u> Member #3 - We have yet to see an updated TIS and don't feel that we can proceed on this issue without one. There have been multiple new homes added to the neighbourhood since the last TIS was done in 2013.</p>
<p>9. <i>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;</i></p>	<p>The development agreement should consider pedestrian infrastructure on site to mitigate impact of pedestrian movement and vehicular circulation.</p> <p><u>Individual Comments:</u> Member #1 - This area has a high walkability score. The proposed development would put townhouse residents at risk if walking in the proposed driveway. The development proposes a narrow driveway, with just enough room for two car widths.</p> <p>Member #2 - Pedestrian safety should be considered in all aspects of the design. The site should not force ingress and egress by vehicle, and should not sacrifice pedestrian safety when it is in place.</p>
<p>10. <i>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;</i></p>	<p>Not applicable as the proposal does not include a multiple unit dwelling exceeding 36 units.</p> <p><u>Individual Comments:</u> Member #3 – Under this policy, multiple-unit dwellings are defined as townhouses. I disagree with PPC Comments on this one – these are townhouses that are clustered in more than three multiple unit projects within 100 feet and as such should be subject to small town character. This proposal does not have small town feel.</p>
<p>11. <i>With respect to multiple-unit projects, Council shall consider, among other items, the:</i></p> <ul style="list-style-type: none"> i) <i>access to the collector or arterial road system;</i> ii) <i>proximity to existing or proposed recreational facilities;</i> iii) <i>existence of adequate services in the area;</i> iv) <i>conformance with all other relevant policies in this strategy;</i> v) <i>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;</i> vi) <i>density limitation of 30 units per net acre;</i> vii) <i>requirements of the RMU Zone, where appropriate;</i> viii) <i>the bulk and scale of multiple-unit projects in relation to abutting properties; and,</i> 	<p>Not applicable as the proposal does not include a multiple unit dwelling</p> <p>The closest arterial road to the proposed development is Bedford Highway.</p> <p><u>Individual Comments:</u> Member #1 - Current residents of Nottingham street have noted a reduction in water pressure possibly from developments in and around the area. Adding 14 more dwellings may aggravate the situation.</p> <p>Member #3 - Since townhouses are proposed, all items under policy R-16 (11) should be considered.</p> <p>Member #6 - As per Policy R-16 (10), townhouses constitute a multiple-unit dwelling; therefore, these items should all be considered.</p>

ix) a maximum of 36 units per building	
12. The adequacy of school facilities to accommodate any projected increase in enrolment.	<p>Schools in the area are already over capacity. This proposal will be sent to the HRSB for review and comment.</p> <p><u>Individual Comments:</u> Member #2 - Although the schools are already over capacity, and this development will likely add school age children, this development will not impose significant additional strain on the school infrastructure to cross any threshold.</p> <p>Member #3 - Basinview School is currently over capacity and Eaglewood School is near capacity. A revised zoning plan will need to be in place to accommodate new students.</p>
13. The adequacy of architectural design;	<p>Improvements have been made through the process in response to the committee's comments, but there is still uncertainty if the proposed design is appropriate and compatible with the existing residential neighbourhood.</p> <p><u>Individual Comments:</u> Member #2 - A fair amount of attention has been given to the architecture to minimize the disruption of the additional dwellings.</p> <p>Member #6 - While units are attractive from an architectural perspective, the units are excessively tall and greatly impact the viewpoint of other single-family homes in the neighbourhood.</p>
14. The adequacy of non-site disturbance areas, landscaping areas, and horticultural practices to ensure the survival of these areas;	<p>The developer has made improvements in addressing this concern.</p> <p><u>Individual Comments:</u> Member #2 - A fair amount of attention has been given to the buffers, vegetation, and other landscaping in the area to minimize the disruption of the additional dwellings.</p>
15. The adequacy of streetscape design.	<p>There are significant concerns about the streetscaping along the proposed driveway and the impact it will have on abutting residences. The PPC feel there is not enough privacy. Light, noise, and air pollution from vehicles is still of great concern. Further improvements could be made. The proposed development does not contemplate pedestrian infrastructure and separation of pedestrians from vehicle traffic.</p> <p><u>Individual Comments:</u> Member #3 - The PPC comments here are critical. The proposal absolutely does not satisfy this policy criteria.</p> <p>Member #5 - Same comment as member #3</p> <p>Member #6 - Pedestrian safety is paramount and there are concerns that this proposal does not address this at the connection to Union Street.</p>

E-4: *It shall be the intention of Town Council in Residential, Residential Reserve, or RCDD zones to prohibit except by development agreement the erection of any structure or the excavation or infilling of land within 50 feet of a watercourse or water retention area identified on the map showing environmentally sensitive areas in the Town, except the Bedford Basin. This 50 foot buffer shall be maintained with existing vegetation and is applicable to single dwelling units, two unit dwellings, and townhouses. All multiple unit dwellings, regardless of which zone they are located in, shall be subject to the same setback and buffer provisions as commercial and industrial uses and per Policy E-8. Excavation or infilling activity associated with single unit dwelling, two unit dwellings, and townhouses may occur between 50 and 35 feet of a watercourse, by development agreement, where it is demonstrated that a property can not be reasonably developed by complying with the 50 foot site disturbance provisions and where mitigation measures are proposed which will compensate equally for the reduced effectiveness of the 50' natural buffer. This "no net loss in effectiveness" shall be demonstrated through an environmental study which examines the issues of runoff quality and quantity, erosion potential, and sedimentation both during and after construction. Commercial uses in the RCDD zone shall be subject to the setback and buffer provisions of Policy E-8.*

PPC were concerned about a possible watercourse on the site. A letter dated August 15, 2008 from Juilanne Sullivan of Jacques Whitford was presented to the PPC on November 7, 2013 stating the features on 74 Union Street do not meet the definition of a watercourse and it is a single water drainage channel that was found on site. A qualified professional has indicated there is no watercourse on the site; however, the developer has proposed a site plan that creates a buffer around that feature and a non-disturbance area.

The residents in the area may choose to hire a qualified professional of there own to determine if a watercourse existing on the site. Approval to access the property should be obtained from the property owner.

Individual Comments:

Member #1 - One of the first issues that were brought up, was the use of the term watercourse. There are "streams" bordering both side of the proposed area. In a past survey of 72 Union street lot A-3B and Lot A3-A, a brook is identified starting on lot A 3-B and continuing through lot A-3A. Previous owners of 72 Union Street and former resident of 73 Union street say that this Brook has been there since they can remember (~1940). Since the extension of Nottingham Street through Lot A-3B, this "brook" has since been contained within culverts. It is now termed as a "drainage ditch". As the term watercourse comes up in multiple RCDD policies. If this source of water was termed a watercourse the development should be denied based on policy E-4. A 35-50 foot buffer would eliminate the space needed for the private drive currently proposed.

The physical characteristics to the site has a great effect on the area adjacent to it. The site would need a great amount of blasting/grading and infilling to make this site usable as intended in the proposed development. Multiple neighbours of the site have noted sinkholes on their properties. Any type of drilling, blasting, grading would likely worsen the situation.

Member #2 – The determination of the site having a watercourse would have a further impact on the design on the site, but should not have an impact on whether or not it proceeds. Amends can be made to broaden the area around the possible watercourse.

Member #3 - Residents maintain that, in spite of Ms. Sullivan's findings in 2008, this is a watercourse based on surveys on the site from 1985 and 1987 and decades prior. The site owner was involved in other development in the area and altered the watercourse during development.

Member #5 - Major concerns have been voiced from all four community members of the PPC regarding the validity of the proponent's reports that address two significant water features crossing the property and whether these features are classified as watercourses as defined by the province of Nova Scotia. The proponent's report claims that water crossing the property originates from a stormwater culvert and thus cannot be classified as a natural watercourse. The report describes the natural appearance of the watercourse as the result of landscaping by adjacent property owners.

	<p>Unfortunately, the report failed to look at historical evidence dating back over 80 years that supports the existence of a watercourse before any culvert(s) was in place. The addition of culverts along the western portion of the property was an alteration of an existing watercourse to accommodate the construction of Nottingham Street. An alteration of a watercourse by directing it through a culvert does not erase the fact that it is still a watercourse by merely being diverted through a culvert. Survey plots and maps dating back some 80 years clearly illustrate the existence of this stream before culverts were even installed and before the existing neighbourhood was developed. The water flowing through these watercourses never cease year-round which one would expect should the feature exist purely as a drainage feature. The PPC would like to have an independent report prepared to investigate these features with consideration given to the historical background of these features and any alterations that have occurred as the neighbourhood developed over time. However, we recognize that the existence of a watercourse does not prevent the development of a property but it does ensure that sufficient buffers are in place for its protection.</p>
<p>Z-3: <i>It shall be the policy of Town Council when considering zoning amendments and development agreements [excluding the WFCDD area] with the advice of the Planning Department, to have regard for all other relevant criteria as set out in various policies of this plan as well as the following matters:</i></p>	<p>Policy Z-3 is the implementation policy within the Bedford MPS. Policies R-12 and R-16 are the enabling policy. Most of the provisions in Z-3 have already been addressed in previous policy comments. Z-3 is not a policy that is specific to this property; it is a policy that is applicable to all development applications in Bedford that require approval of council.</p>
<p>1. <i>That the proposal is in conformance with the intent of this Plan and with the requirements of all other Town By-laws and regulations, and where applicable, Policy R-16 is specifically met;</i></p>	<p><u>Individual Comments:</u> Member #4 – I feel that this proposal meets the requirements of the policies. The development agreement should be written with regard to all of the residents’ concerns. Considering the variety of possible uses for this property, the current proposal is probably the most favourable for everyone concerned.</p>
<p>2. <i>That the proposal is compatible with adjacent uses and the existing development form in the neighbourhood in terms of the use, bulk, and scale of the proposal;</i></p>	<p>The site, as proposed, has only townhomes on it and it is felt that the proposal doesn’t have mixed forms of property as the neighbourhood around it does. Bulk and scale are not met.</p> <p><u>Individual Comments:</u> Member #3 - We would like to reinforce that use, bulk and scale are not met with this proposal in that it is solely townhomes and there are no single-family homes.</p> <p>Member #6 - Single-family homes are preferred and are more in line with the existing development form in the neighbourhood.</p>
<p>3. <i>That provisions are made for buffers and/or separations to reduce the impact of the proposed development where incompatibilities with adjacent uses are anticipated;</i></p>	<p>Over time the site plan has been developed in a way to provide buffers where possible. A landscape plan and non-disturbance plan to be included in development agreement. Additional buffering should be provided to improve privacy for abutting residents.</p> <p><u>Individual Comments:</u> Member #3 - As it stands, the proposal does not provide adequate privacy for existing residents, especially those on the east side of Nottingham Street overlooking the site, but also for those on the west side of Union Street and south side of Bridge Street. The natural buffer is not significant</p>

	<p>enough and the developer proposes using young trees and shrubs that have not reached maturity, meaning that it will be years before they will serve as adequate buffers.</p> <p>Member #6 - A larger area of non-disturbance should be considered around the entire site.</p>
<p>4. <i>That provisions are made for safe access to the project with minimal impact on the adjacent street network;</i></p>	<p><u>Individual Comments:</u></p> <p>Member #1 - I consider Union street to be a narrow street. Any added vehicle parked on Union street poses a risk to all traffic in the area. I think that minimizing impact and assuring safe access to the project will be difficult.</p> <p>Member #3 - Residents are VERY concerned about safety around the site access and the impact it will have on adjacent streets. The site is on a narrow turn without sidewalks and there is limited street parking that would impact site lines for vehicular and pedestrian traffic. Heavy equipment will not be able to be moved off the site and there will be considerable large trucks and other heavy equipment moving on and throughout the site.</p>
<p>5. <i>That a written analysis of the proposal is provided by staff which addresses whether the proposal is premature or inappropriate by reason of:</i></p> <p><i>i) the financial capability of the Town to absorb any capital or operating costs relating to the development;</i></p> <p><i>ii) the adequacy of sewer services within the proposed development and the surrounding area, or if services are not provided, the adequacy of physical site conditions for private on-site sewer and water systems;</i></p> <p><i>iii) the adequacy of water services for domestic services and fire flows at Insurers Advisory Organization (I.A.O.) levels; the impact on water services of development on adjacent lands is to be considered;</i></p> <p><i>iv) precipitating or contributing to a pollution problem in the area relating to emissions to the air or discharge to the ground or water bodies of chemical pollutants;</i></p> <p><i>v) the adequacy of the storm water system with regard to erosion and sedimentation on adjacent and downstream areas (including parklands) and on watercourses;</i></p> <p><i>vi) the adequacy of school facilities within the Town of Bedford including, but not limited to, classrooms, gymnasiums, libraries, music rooms, etc.;</i></p> <p><i>vii) the adequacy of recreational land and/ or facilities;</i></p> <p><i>viii) the adequacy of street networks in, adjacent to, or leading toward the development regarding congestion</i></p>	<p>Residents in the area have noticed their water pressure has dropped. Starts around # 86 Nottingham and goes up the hill. New developments may have to have their own booster to make sure the water can be serviced to that site and not impact people around them. This will be reviewed by Halifax Water.</p> <p>There was some discussion on what is defined as a significant natural feature – a wetland, watercourse, a unique rock cropping, the petroglyphs. There is a map in Bedford called, The Environmental Sensitivities Areas, and a lot of those types of features are identified on it.</p> <p>It was felt that there is an existing watercourse on the site, but it was determined there is no watercourse on the site. The committee/residents may take on the expense to hire there own qualified professional to determine if a watercourse exists within the site. Permission from the site owner would be in their best interest.</p> <p><u>Individual Comments:</u></p> <p>Member #1 - Financial ability of the Town to absorb any capital or operating costs - Although described as a private lot with private services, without cost to the Town, the committee members would like to refer to past instances where the Town had to resort to providing such services due to the lack of appropriate quality of private services. This was also an issue brought up by neighbours especially referring to snow and garbage removal.</p> <p>Member #3 - The additional vehicles that have been clustered along a single laneway will create significant emission pollution which will rise out of the development and into the homes of the residents of Nottingham Street. As addressed above, schools are over or at capacity in the area and this will need to be addressed. There are not significant or adequate recreational facilities in the area. The street network is not adequate for increased use. There is only one entrance into the Nottingham subdivision from an arterial road (there is a private parking lot used as a through-fare,</p>

<p><i>and traffic hazards and the adequacy of existing and proposed access routes;</i></p> <p><i>ix) impact on public access to rivers, lakes, and Bedford Bay shorelines;</i></p> <p><i>x) the presence of significant natural features or historical buildings and sites;</i></p> <p><i>xi) creating a scattered development pattern which requires extensions to trunk facilities and public services beyond the Primary Development Boundary;</i></p> <p><i>xii) impact on environmentally sensitive areas identified on the Environmentally Sensitive Areas Map; and,</i></p> <p><i>xiii) suitability of the proposed development's siting plan with regard to the physical characteristics of the site.</i></p>	<p>but this cannot be guaranteed as a roadway) and a single entrance into the site. In case of flooding (this has happened in this neighbourhood previously) or other disaster, the street network is not adequate.</p> <p>Member #5 - It was felt there was inadequate effort to recognize the historical significance of this tract of land in light of the discovery of petroglyphs within this RCDD in the 1990s. In fact, Policy R-14 explicitly states that attention be given to the protection of petroglyphs whenever negotiating provisions of the Union Street RCDD DA. During the initial stages of the development of the original RCDD, the discovery of petroglyphs in the area led to the formation of a Petroglyph Advisory Committee which resulted in a recommendation by both the committee and the Native Council of Nova Scotia that all 80 acres of the land be preserved as parkland. Funding to purchase the land was provided by the province of Nova Scotia but only for the 26 acres now known as the Bedford Barrens. Given the history of the RCDD and the wording of Policy 14 it's felt that there was insufficient attention given to determine whether this small section of land may contain petroglyphs. I feel it is important to recognize the possibility of their existence and to ensure the developer is aware of this during the clearing phase of the land. Perhaps this awareness can be included within the development agreement.</p> <p>Member #6 - As previously stated, the adequacy of school facilities needs to be considered. Basinview Drive Community School is currently at 117% capacity. There are already petitions circulating requesting additional school facilities to accommodate the student growth in Bedford, but currently no plan is in place to address this.</p>
<p>6. <i>Where this plan provides for development agreements to ensure compatibility or reduce potential conflicts with adjacent land uses, such agreements may relate to, but are not limited to, the following:</i></p> <p><i>i) type of use, density, and phasing;</i></p> <p><i>ii) traffic generation, access to and egress from the site, and parking;</i></p> <p><i>iii) open storage and landscaping;</i></p> <p><i>iv) provisions for pedestrian movement and safety;</i></p> <p><i>v) provision and development of open space, parks, and walkways;</i></p> <p><i>vi) drainage, both natural and subsurface;</i></p> <p><i>vii) the compatibility of the structure(s) in terms of external design and external appearance with adjacent uses; and,</i></p> <p><i>viii) the implementation of measures during construction to minimize and mitigate adverse impacts on watercourses.</i></p>	<p>This is outlining the things that can be put in/deal with in the development agreement.</p> <p><u>Individual Comments:</u></p> <p>Member #2 – We have already discussed numerous of the items in (6), and the design has been updated to accommodate them. This has been a valuable exercise to ensure that all reasonable options have been considered.</p> <p>Member #6 - While the design has been updated to accommodate some concerns, there are still issues with the design, as stated throughout this document, that should be addressed.</p>

<p>7. Any other matter enabled by Sections 73 and 74 of the Planning Act.</p>	
<p>8. In addition to the foregoing, all zoning amendments and development agreements shall be prepared in sufficient details to:</p> <ul style="list-style-type: none"> i) provide Council with a clear indication of the nature of the proposed development; and ii) permit staff to assess and determine the impact such development would have on the proposed site and the surrounding community. 	