

PLANNING APPLICATION FORM

- Part 1: Applicant Information**
Part 2: Application Details
Part 3: Supporting Information Requirements
Part 4: Fees

PART 1: APPLICANT INFORMATION

Registered Property Owner(s): WEST BEDFORD HOLDINGS LIMITED c/o Stephanie Mah		
Mailing Address: 255 Lacewood Drive, Halifax NS, B3M 4G2		
E-mail Address: smah@claytondev.com		
Phone:	Cell:	Fax:
Applicant?*	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

Consultant:		
Mailing Address:		
E-mail Address:		
Phone:	Cell:	Fax:
Applicant?*	<input type="checkbox"/> Yes	<input type="checkbox"/> No

*indicates who the applicant of record is and who the contact is for the municipality

I certify that I am submitting this application, including all of the required supporting information, for approval with the consent of the owner(s) of the subject property(s). The owner(s) has/have seen the proposal and have authorized me to act as the applicant for this planning application. * My identification as the applicant means that I am the primary contact with HRM in all matters pertaining to this application.

I understand that all studies or reports submitted in support of this application are public. Once it has been determined that these documents are complete in both the comprehensiveness of the data used and that the analysis methodology is in keeping with HRM standards, they will be available for release to the public for inspection. Upon request by HRM, I agree to provide additional copies of such reports or studies or additional information as may be necessary.

I understand that my planning application will be processed in an expeditious manner by the Municipality, and that the process will require my timely response to feedback provided. It is understood that my failure to respond in a timely manner to requests for additional information, studies, revisions, or questions of clarification provided by the Municipality may result in the closure of the planning application, and the refunding of any unused portion of submitted fees.

June 12, 2020

Applicant Signature

Application Date

All applications must include the written consent of all registered owners of the subject lands, contain complete and accurate information, and include the appropriate fees. **Incomplete applications will not be processed - applications cannot be processed unless all required information has been provided.**

PART 2: APPLICATION DETAILS

Type of planning application: (please check all that apply)

- ☐ Land Use By-law Map Amendment (Rezoning): _____ Zone to _____ Zone
- ☐ Land Use By-law Text Amendment
- ☐ Development Agreement
- ☒ Substantive Development Agreement Amendment
- ☒ Non-Substantive Development Agreement Amendment
- ☐ Development Agreement Discharge

PROJECT INFORMATION

Attach detailed written description/letter of proposed use/development			
Existing Land Use(s)	Vacant (as-of-right multiple residential on same PID is in design phase-- not associated with this application)		
Existing Residential Units	0	Existing Commercial Floor Area	0
Proposed Land Use(s)	Cluster Townhouses		
Proposed Number of Residential Units	21	Proposed Gross Commercial Floor Area	0
Gross Floor Area of Other Land Uses (ie. industrial, institutional)	0		
Number of Proposed Residential Units by Type	Studio:	1-bedroom:	2+ bedrooms: 21
Proposed Maximum Height (in floors and metres)	3 floors including basement (11m)	Number of Buildings Proposed	4
Sanitary Service Type	municipal	Water Service Type	municipal
Total # of Proposed Parking Spaces:	Vehicle Spaces Indoor: 16	Vehicle Spaces Outdoor: 31	

PROPERTY INFORMATION & ENCUMBRANCES

PID	Civic Address	Owner(s) Name
41470741	N/A	West Bedford Holdings Limited
Are there any easements, restrictive covenants or other encumbrances affecting the subject land(s)?		
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
If Yes, attach details (ie deeds, instruments etc)		

HERITAGE

Is this a registered Heritage Property? <input type="checkbox"/> Municipal <input type="checkbox"/> Provincial <input type="checkbox"/> Federal <input checked="" type="checkbox"/> No	Does this property abut a registered Heritage Property? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Are you aware if the site contains any of the following cultural/heritage resources? <input type="checkbox"/> archaeological sites or resources <input type="checkbox"/> buildings, structures, and landscape features of historical significance or value <input type="checkbox"/> cemeteries or known burials If yes to any of the above, please provide details of any cultural or heritage resources in the written project description as required under 'Project Information' above	

Part 3: SUPPORTING INFORMATION REQUIREMENTS

Applicants are required to meet with staff before submitting an application.

1. Please contact Planning & Development to arrange of meeting with a planner.
2. Staff will review your request, confirm whether or not planning policies enable you to submit an application, and identify all supporting information requirements.
3. After receiving your application, staff will review it for completeness and advise if any further information is required.

Information Required for ALL APPLICATIONS.

- ☒ 1 copy - a written Project/Design rationale (explain the proposal and how it satisfies applicable Municipal Planning Strategy policy & relates to adjacent lands)
- ☒ 1 copy - Detailed Site and Floor Plans (*see note 1*)
- ☒ electronic versions of all information consolidated in PDF, MS Word or other specified file format

Other Required Information

Planning staff will advise which items from the following list are required as part of the application, depending on the application nature and scale. Please consult with staff before submitting your application. The need for additional information or printed copies beyond the material listed here may be identified as the application progresses through the review process.

- ☒ Latest survey plan (where available)
- ☐ Preliminary landscape plan (*note 2*)
- ☐ Design rationale (*note 3*)
- ☐ Building drawings (*note 4*)
- ☐ Application summary table (*note 5*)
- ☐ Context map (*note 6*)
- ☒ Traffic Impact Statement or Study (*note 7*)
- ☐ Shadow study (*note 8*)
- ☐ Wind impact assessment or analysis with mitigation strategy (*note 8*)
- ☐ Servicing schematic, if serviced by central sanitary, storm sewer or water systems (*note 9*)
- ☐ Legal description of property (development agreements only)
- ☐ Aerial photograph(s)
- ☐ Preliminary stormwater management plan (*note 10*)
- ☐ Building / site signage plan
- ☐ Building / site lighting plan
- ☐ Material board (*note 11*)
- ☐ Projected population density (must include calculations in accordance with applicable land use by-law)
- ☐ On-site sewage disposal system details
- ☐ Colour perspective drawings, showing proposed development and existing development from pedestrian perspectives
- ☐ Electronic Sketchup model of the proposal
- ☐ Groundwater assessment (Level 1 or 2 as required)

- ☐ Heritage impact statement (where a registered heritage property is part of development site)
- ☐ Environmental assessment (for contaminated sites)
- ☐ Large format versions of any drawings
- ☐ Any other information as deemed required by HRM _____
- ☐ Electronic versions of required materials consolidated in PDF, MS Word or other specified file format

DRAWING STANDARDS

Plans must be prepared by the appropriate qualified professionals (i.e., engineer, architect, landscape architect, surveyor, etc.) who are members in good standing with their professional associations, and are to be based on the best available and most current mapping or aerial photos. All plans are to be scalable, include a north arrow, scale, legend, and drawing/ revision dates. The type of plan (e.g. "Site Plan") must appear in a title block in the lower right portion of the drawing. Site plans, context plans, and landscape plans should be submitted in metric of a legible scale appropriate to the size of the development while imperial scaled plans shall be accepted only for building drawings, elevations, and floorplans

NOTE 1 *Detailed Site/Floor Plans*

The site plan must be at an appropriate scale and print format, and must include:

- Dimensions and area of all subject lands based on the most recent surveys and legal descriptions
- Location and names of all existing and proposed streets, registered easements, and rights-of-way,
- A key plan, compass rose, scale, property identification (PID #, lot number, and/or civic number), and name of property owner, in addition to the date and version number of the plans
- For developments involving new street construction, the same information required in the *Regional Subdivision By-law* (section 94) for Concept Plans
- The location of any municipal service boundary on the site (if applicable)
- Locations of surrounding curbs, sidewalks, and property lines
- The footprint and area of proposed buildings, setbacks from all property boundaries, and the location of any existing buildings or structures to be retained or demolished
- Existing and proposed grades and spot elevations at all building corners; (or a separate grading plan)
- Driveway locations, landscaping, bike parking, and surface parking areas
- Surface type (e.g. asphalt, gravel, sod, woodland etc.) and areas of existing vegetation to be retained
- Proposed ground sign locations

NOTE 2 *Preliminary Landscape Plan*

The preliminary landscape plan must be prepared by a Landscape Architect and provide details on:

- General description of type and location of hard and soft surface materials
- Location, size and species of existing trees (for sites in Urban Service boundary)
- Delineation of areas of existing trees to be retained
- Description or details of proposed method(s) of tree protection
- General description of proposed plant material (e.g. deciduous trees, coniferous shrubs, sod) graphically shown on the plan
- General location and type of fencing, retaining walls and site furnishings

NOTE 3 *Design Rationale*

A submission prepared by the project architect showing the consideration given to existing site conditions, topography, adjacent uses/buildings, creating a sense of place, unique natural features, heritage, etc. which resulted in the proposed site design choices.

NOTE 4 *Building Drawings*

Building drawings must be prepared by a qualified professional and include the following details:

- Height and number of storeys
- Location and measurements of all setbacks at grade and all stepbacks of upper floors
- Building materials and colours
- Pattern and size of windows
- Roof lines
- Angle controls (if applicable)
- View plane locations, where applicable
- Signage (if applicable)
- Elevation drawing of each building face
- Floor Plans with uses labelled, location, type & number of unit with uses labelled, dimensioned, and areas calculated

NOTE 5 *Application Summary Table*

A table indicating a summary of quantitative data for the project potentially inclusive of but not limited to the number of residential units broken down by their bedroom count, total commercial gross floor area, total residential gross floor area, total building gross floor area, property area, lot coverage, project floor area ratio, landscape open space, interior amenity space, vehicle parking, and bicycle parking.

NOTE 6 *Context Map*

A plan which shows the immediate context of the development site inclusive of development on adjacent lots labeled with the use and height (in storeys) of the buildings, names/addresses of existing or approved surrounding buildings, surrounding streets, registered easements, and rights-of-way, and any natural features such as lakes, rivers, ocean, ravines, etc.

NOTE 7 *Traffic Impact Statement/Study*

The traffic impact statement/study must be prepared and stamped by a Professional Engineer in accordance with the current version of HRM's *Guidelines for the Preparation of Transportation Impact Studies*. These studies may require input from the NS Department of Transportation and Infrastructure Renewal. Copies of these requirements are available upon request.

NOTE 8 *Micro Climate Conditions*

- Shadow Study which evaluates the shadow impact for various times during the day on each of the following dates: March 21, June 21, September 21 & December 21
- Wind Assessment Study/Model and a Mitigation Strategy which predicts wind impacts and advises of methods to reduce such impacts.

NOTE 9 Schematics

The Preliminary Servicing Plans must be prepared by a Professional Engineer in accordance with the *Regional Subdivision By-law, Municipal Design Guidelines, and Streets By-law* and must contain at a minimum:

For Development not requiring street construction:

- Lot layout and building footprint
- Preliminary lot grading showing grading/drainage directions (general intent)
- Driveway location(s) including dimensions as per the *Streets By-law*
- Sewer lateral locations including size
- Water lateral locations including size
- Existing trunk services that will service the property
- Preliminary sanitary flow calculations
- Preliminary storm flow calculations (pre and post development)

For Development requiring street construction:

- Proposed street and lot layout
- Proposed central services size and location & direction of flow (water, sanitary and storm)
- Proposed forcemain and pumping station locations (if required)
- Existing trunk services that will service the project
- Existing street network abutting the project
- Preliminary lot grading showing grading/drainage directions (general intent)
- Preliminary sanitary flow calculations
- Preliminary storm flow calculations (pre and post development)

The level of detail shown on servicing schematics must be relative to the scale of the development. The above represents minimum standards acceptable for typical planning applications. Any requested variances from the requirements of the Municipal Design Guidelines or Streets By-law must be identified and explained.

NOTE 10 Preliminary Stormwater Management Plan/Drainage Plan

These plans must be prepared and stamped by a Professional Engineer in accordance with the *Municipal Service Systems Design Guidelines*, any applicable provincial requirements, and HRM's *Regional Subdivision By-law*.

NOTE 11 Material Board

A board 11x17 in size including samples (or, where impractical, pictures of materials) of all proposed building materials as well as glazing inclusive of colour and tint.

PART 4: FEES

Fee Description	Application Fee	Advertising Deposit*	Total Application Cost Submission
Land Use By-law Amendment	\$3,000	\$2,000	\$5,000
Land Use By-law Amendment along with a Development Agreement	\$4,000	\$2,500	\$6,500
Development Agreement	\$3,000	\$2,500	\$5,500
Discharge of a Development Agreement (in whole or in part)	\$500	N/A	\$500
Amendments to Development Agreements unless all the amendments are listed as non-substantive in the development agreement	\$4,000	\$2,500	\$6,500
Amendments to Development Agreements where all the amendments are listed as Non-Substantive	\$3,000	\$2,000	\$5,000

*Where advertising costs differ from the deposit, the balance will be charged or refunded to the applicant.

All fees are to be made payable to Halifax Regional Municipality.

Please submit your application to the following location

By Mail:	Planning Applications Planning & Development Alderney Gate Office PO Box 1749 Halifax, NS B3J 3A5
By Courier / In Person:	HRM Customer Service Centre 40 Alderney Drive, 1st Floor Dartmouth tel: (902) 490-4472

June 12th, 2020

Carl Purvis, LPP, MCIP
Planning Applications Program Manager
Planning & Development
Halifax Regional Municipality

Dear Carl,

RE: Non-substantive and Substantive amendments to Development Agreement Case 16775 to enable 16' townhomes on PID 41470741

West Bedford Holdings Limited is requesting amendments to existing Development Agreement (Case 16775 as amended) for Bedford West Sub Area 5, to enable the development of 21, 16-foot wide condo/cluster townhouse units on the southern portion of Block A-11 (PID 41470741) where a multiple unit residential building is currently enabled. In order to permit this development, we understand that the following amendments to the existing Development Agreement are required:

- Two non-substantive amendments:
 - To the minimum width of condo cluster townhouses 3.4.4 (j) from 20 feet to 16 feet
 - To remove provision 3.4.4 (l) which requires a driveway and garage for each individual unit
- A substantive amendment to allow an alternative land use, replacing a multiple residential use on Schedules B and O-1 with the condo/cluster townhouse land use.

Site & Project Description

Block A-11, PID 41470741, has 32.9m of frontage along Amesbury Gate, backs onto the Highway 102 Right of Way, and is tucked behind existing single family residential, and parkland uses. Any development on the lot will be substantially separated from adjacent uses by a buffer area to the west, and NSTIR buffers to the east. See attached survey plan.

These lands are governed by the Bedford Municipal Planning Strategy and Land Use By-law, and are zoned BWCDD. The north end of the site is to be developed as a 6 storey-120 unit multiple residential building by the same owner who intends to develop the townhouses proposed in this amendment. We understand that more than one main building is permitted on a lot within this zone, in accordance with the Bedford Land Use By law.

The townhouses are proposed to be developed in a condo/cluster format, located on a private driveway, shared with the multiple residential building to be located further north on the site. The majority of units (16 out of 21) are proposed to have their own interior garage and an individual driveway. Five units on the west side of the driveway are designed to have an individual driveway, and additional exterior surface parking adjacent to the building. All units have a ratio of 2.0 spaces per unit, as well as several dedicated visitor spaces. See Figure 1 below, and Attachment 2, for the site plan.

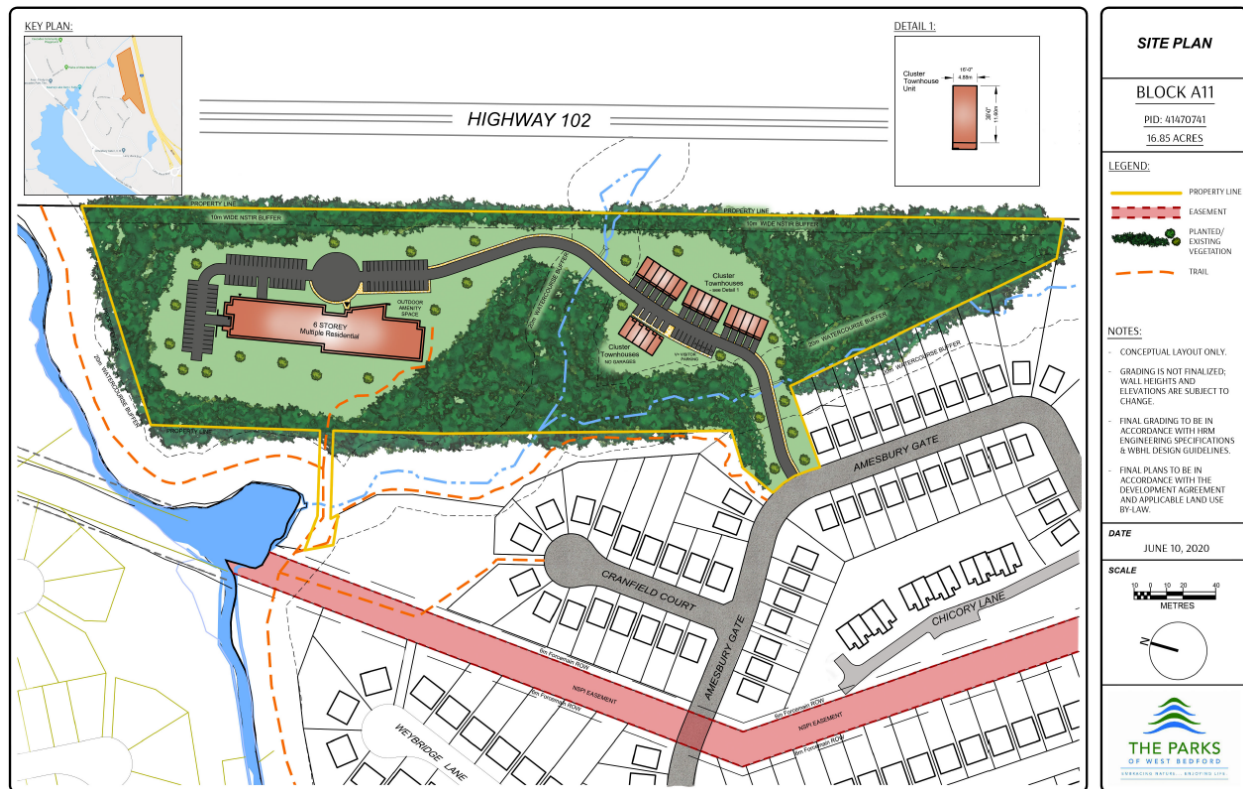


Figure 1 – Conceptual Site Plan for Block A-11, including condo/cluster townhouse design (subject to this amendment), and current layout for the multiple residential building to the north of the site (to be developed as of right). Please refer to survey plan for easements details, metes and bounds.

Rationale for Non-Substantive Amendments to 3.4.4: (j) minimum width of condo cluster townhouses; and (l) requirement for individual unit garages

Our request to reduce the unit width of cluster townhouses arises from a change in market preference. Since the approval of the Sub Area 5 Development Agreement (DA) in 2012, the average home size has considerably decreased, and dimensions are trending towards narrow and deep footprints. There is a growing recognition of the value of incorporating ‘gentle density’ and foster the development of missing middle housing to enhance neighbourhood walkability, and affordability. The approval of this narrower unit width allows builders to provide much needed product diversity compared to existing, larger housing stock; offer greater affordability; and increased sustainability and energy efficiency. These features have clear alignment with Bedford Municipal Planning Strategy’s policies, and intent to accommodate changing housing trends.

The requirement to include a garage and driveway for individual units has also ceased to be a necessity in the market and from a planning perspective. The well-lit liveable space regained at the front of the home by removing the garage is very valuable to customers—especially in homes with a smaller footprint. Planning regulations increasingly seek to de-emphasize garages, and continue to encourage alternative modes of transportation. Removing the garages from the home help to shift the importance away from the use of car, and improves the appearance of the homes and streetscape.

The reduction in width and exclusion of garages are permitted as a non-substantive amendment under clause 6.1.1 e), and are consistent with more recently approved agreements, such as Bedford West Sub Area 7-8 Development Agreement (Case 18781).

A recent example of the success of a 16' wide townhouse project without garages can be seen at the corner of Brookline Drive and Larry Utek Blvd., regulated under the aforementioned Sub Area 7 Development Agreement. These units have been leasing rapidly, in advance of their completion, and meet a market demand for mid-sized ground-based rental property. There is still further demand for this type of product, and this is what we seek to be able to provide through this amendment.



Figure 2 – 16' rental cluster townhouses under construction at Larry Utek Blvd. and Brookline Drive

Substantive Amendment to Allow Alternative Land Use of Condo/Cluster Townhouses

The proposed location of these condo/cluster townhouse units will require a change in land use, replacing the 6 storey multiple residential building that is currently shown on the concept plan, with a the condo/cluster townhouse use. We therefore are requesting revisions to Schedule O-1 and Schedule B of the existing agreement. Full revised versions of each are included as Attachments 3 and 4.

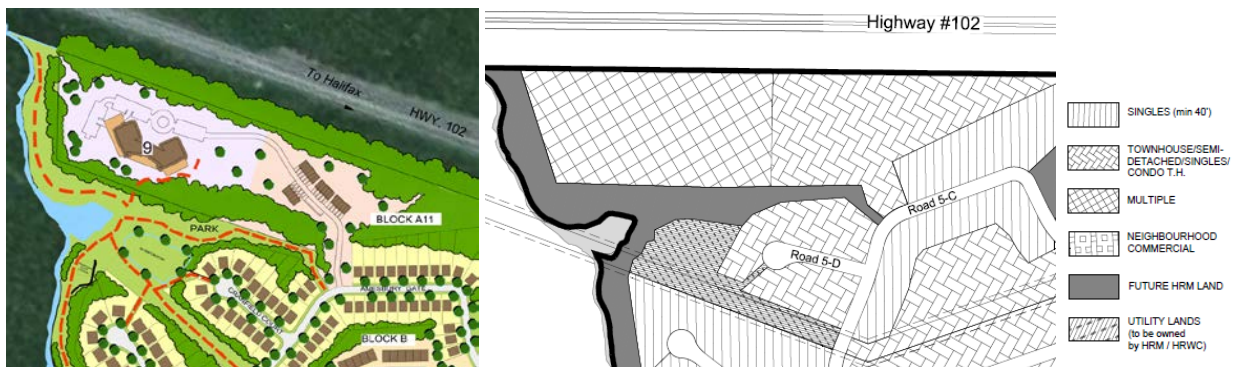


Figure 2 – Excerpt of updated Schedules O-2 (left) and Schedule B-1 (right), now showing the townhouse land use

The proposed condo/cluster townhouses are a less intense use than originally planned. The change in height and mass of the structure adjacent to the existing residential homes along Amesbury Gate would have a positive impact on the adjacent property owners, and streetscape. The proposed townhouses will be significantly setback from the rear yards of existing single family residential, with the closest townhouse being over 65 m from the nearest single family dwelling along Amesbury Gate. A thick vegetative buffer will be maintained in the rear yard of the single family dwellings abutting this property, guaranteed by the watercourse and buffer between them, restricting any disturbance. The townhouses will however, be visible from the public street, along the private driveway, which will

bring greater visual connectivity and legibility to the streetscape, by creating a transition between the single family land use and the multiple residential further back on the site.

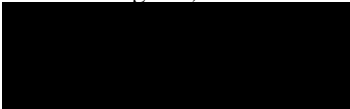
The population density of the Sub Area 5, and specifically Block A-11, remains the same or slightly less. The original design included a combined total of 152 multiple residential units, or a population of 342. This population is now proposed to be distributed between 120 multiple residential units to the north, and 21 townhouse to the south for a total population of 340.35. Traffic volumes therefore will also remain quite consistent with original approvals. We have included a Traffic Impact Statement for confirmation (see Attachment 5) which notes that the change in land use is likely to generate 4 additional trips in the morning, and 5 in the evening, having no significant impact on the local or regional transportation network.

The alteration in land use is a minor change, consistent in nature to other *non-substantive* amendments to allow for changes in use to cluster townhouses on specific multiple residential blocks, or land use changes that are permitted by the Development Officer's discretionary approval under clause 3.3.3 of the Development Agreement. The Bedford Municipal Planning Strategy also recognizes the need for this sort of design flexibility to adapt to market conditions.

Closing

We expect these changes to contribute positively to an attractive neighbourhood that better meets the needs of the local community. Thank you for your time and review. Please let me know if you require any further information in order to prepare the initiation report for these amendments.

Kind Regards,



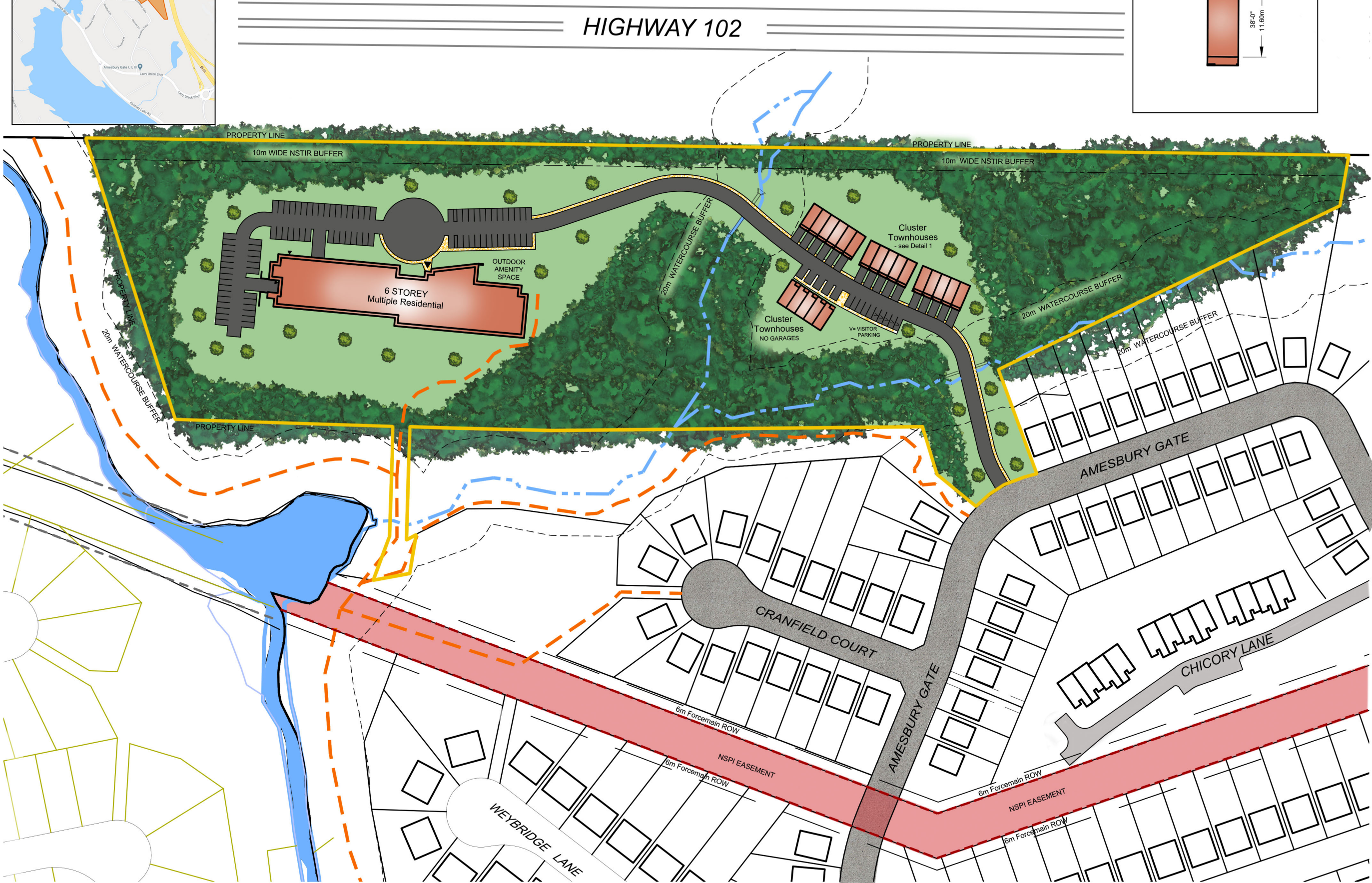
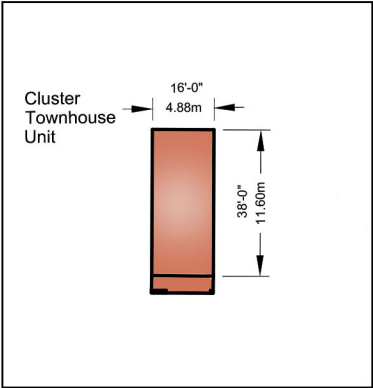
MES Planning, MCIP, LPP
Planner, Urban Designer

Attachment 1: Block A-11 Survey Plan
Attachment 2: Site Plan
Attachment 3: Amended DA Schedule O-2
Attachment 4: Amended DA Schedule B-1
Attachment 5: Traffic Impact Statement
Attachment 6: Application Form

KEY PLAN:



DETAIL 1:



SITE PLAN

BLOCK A11

PID: 41470741

16.85 ACRES

LEGEND:

- PROPERTY LINE
- EASEMENT
- PLANTED/ EXISTING VEGETATION
- TRAIL

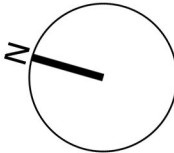
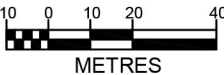
NOTES:

- CONCEPTUAL LAYOUT ONLY.
- GRADING IS NOT FINALIZED; WALL HEIGHTS AND ELEVATIONS ARE SUBJECT TO CHANGE.
- FINAL GRADING TO BE IN ACCORDANCE WITH HRM ENGINEERING SPECIFICATIONS & WBHL DESIGN GUIDELINES.
- FINAL PLANS TO BE IN ACCORDANCE WITH THE DEVELOPMENT AGREEMENT AND APPLICABLE LAND USE BY-LAW.

DATE

JUNE 10, 2020

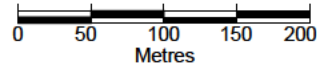
SCALE



Schedule B-1



Land Use Plan



- S NGLES (min 40')
- TOWNHOUSE/SEMI-DETACHED/SINGLES/ CONDO T.H.
- MULT PLE
- NEIGHBOURHOOD COMMERCIAL
- FUTURE HRM LAND
- UTILITY LANDS (to be owned by HRM / HRWC)

SUB AREA 2

Highway #102

Road 5-C

Road 5-D

Road 5-A

Road 5-B

Larry Uteck Blvd (Kearney Lake Connector)

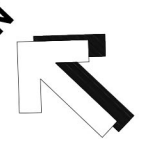
Kearney Lake Rd.

June, 2020

Schedule 0-2

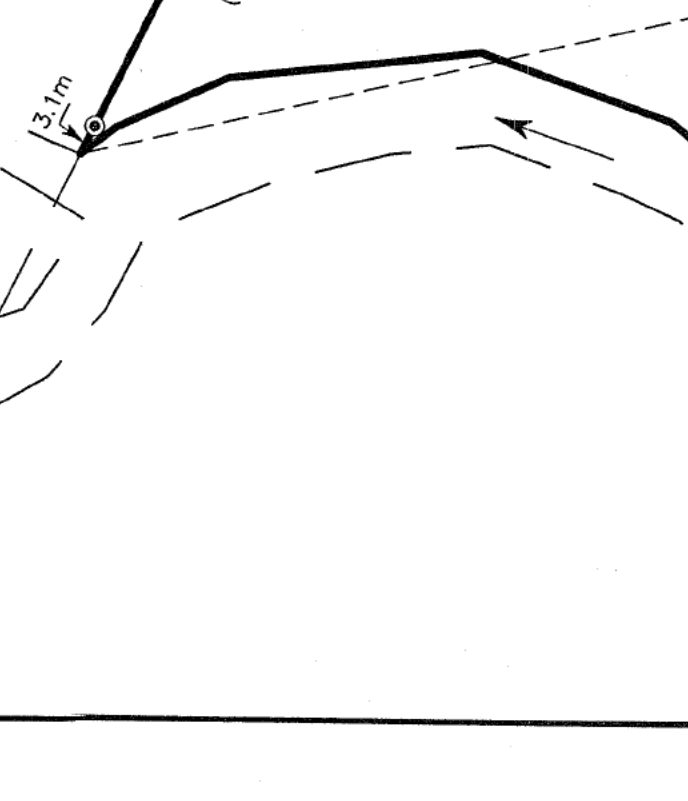
Concept Plan

June 2020



Legend

- Single Family
- Townhouses
- Multiple
- Commercial
- Park/
Conservation
Land
- Trail
- 3 Building Height
(Storeys)



WATERCOURSE BUFFER

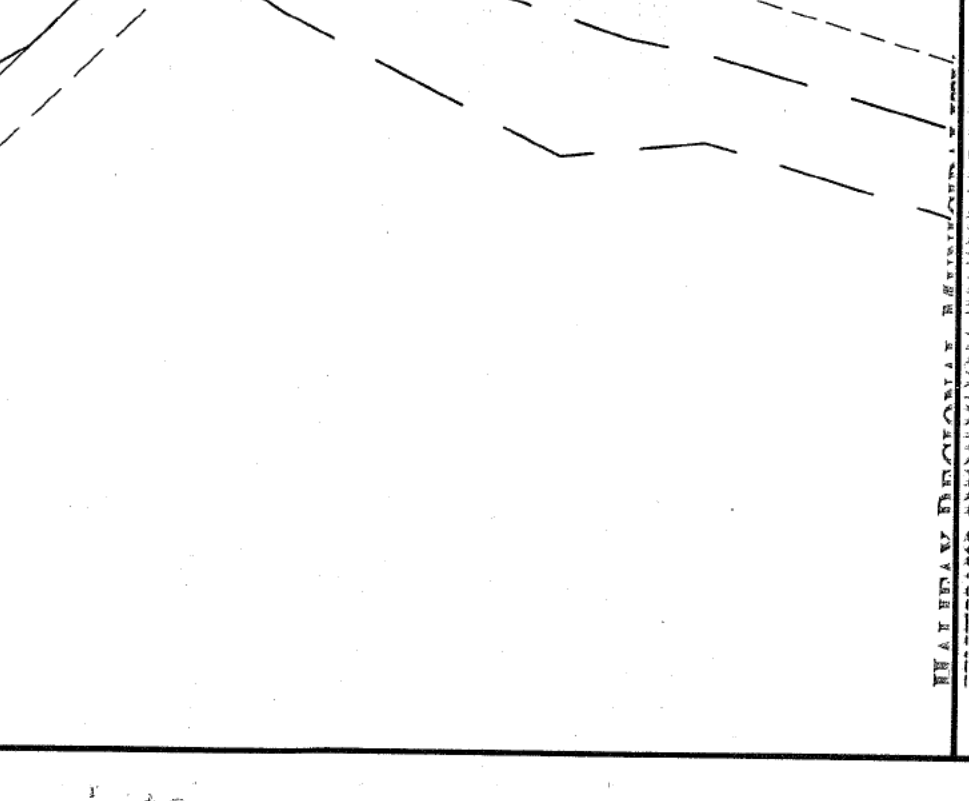
30.48m

358m ±

KEARNEY

O W H M

RUN



THIS FINAL PLAN OF SUBDIVISION
IS **APPROVED** FOR
LOTS 1 Block A-11, Back Acres
P-036 and P-03C

DATE: JUL 02 2019

[Signature]
enacted by Development Officer
TREVOR CREASER

Form 28

Purpose: to record a non-enabling document in a parcel register

For Office Use

Registration District: HALIFAX COUNTY
Submitter's User Number: 2757
Submitter's Name: HFX REGIONAL MUN - DARTMOUTH

Take notice that the attached plan/document relates to the following parcels registered under the Land Registration Act

PID: 417576	PID: 41470741	PID: 41470758	PID: 41470766
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Municipal file number or land registration file number (insert file number used when PIDs were originally assigned during pre approval): MF20902revised2

In the matter of the recording of the following non-enabling instrument (select one) :

- ☒ plan
☐ boundary line agreement
☐ instrument of subdivision
☐ statutory declaration regarding de facto consolidation
☐ condominium declaration
☐ initial condominium bylaws
☐ condominium plan
☐ repeal of subdivision
☐ termination of condominium
☐ other (specify)

And in the matter of registered owner (insert name): **West Bedford Holdings Limited**

Note: An amending Parcel Description Certification Application may be required.

Dated at Halifax, in the County of **HALIFAX** , Province of Nova Scotia, **Jul 02, 2019**

Signature of [redacted] er/agent

Name: Trevor Creaser

Address: 7071 Bayer Road, Halifax, NS

Phone: 902-490-4416

Email: WESTREG@HALIFAX.CA

Fax: 902 490-4645

June 10, 2020

Ms. Stephanie K. Mah, MES Planning, MCIP, LPP
Planner, Urban Designer
Clayton Developments Limited

[via email: smah@claytondev.com]

**RE: Traffic Impact Statement – Revised Land Usage
West Bedford Blocks A-11 & A-12, Sub Area 5, Bedford, Nova Scotia**

Dear Ms. Mah:

The Parks of West Bedford are currently being constructed in Bedford, Nova Scotia. It is expected that Sub Area 5 will consist of single family homes and multi-unit buildings when fully developed. Blocks A-11/12 of Sub Area 5 was previously planned for two (2) multi-unit buildings totalling 152 units, however, a 120-unit mid-rise apartment building and 21 townhouses are currently being proposed as an alternative. This is the Traffic Impact Statement for the revised land usage on Blocks A-11/12 of West Bedford Sub Area 5 development (see Figure 1).

SITE DESCRIPTION AND ACCESS

Waterberry Park is a community of the Parks of West Bedford, which is currently being developed and is occupied by numerous single family homes and several multi-unit buildings. The proposed site is expected to be located in Blocks A-11/12 within Sub Area 5 (PID 41470741) and highlighted in Figure 1.

Access to the proposed site is anticipated to be on Amesbury Gate via a full access driveway (see Photo 1 and Photo 2). Amesbury Gate is generally a consistent grade and slightly curves at the site access on the outside of the curve. The available stopping sight distance appears adequate for a driveway onto Amesbury Gate. It is expected that trips generated by the proposed site will be distributed to/from Larry Uteck Boulevard via Amesbury Gate (north and south intersections).

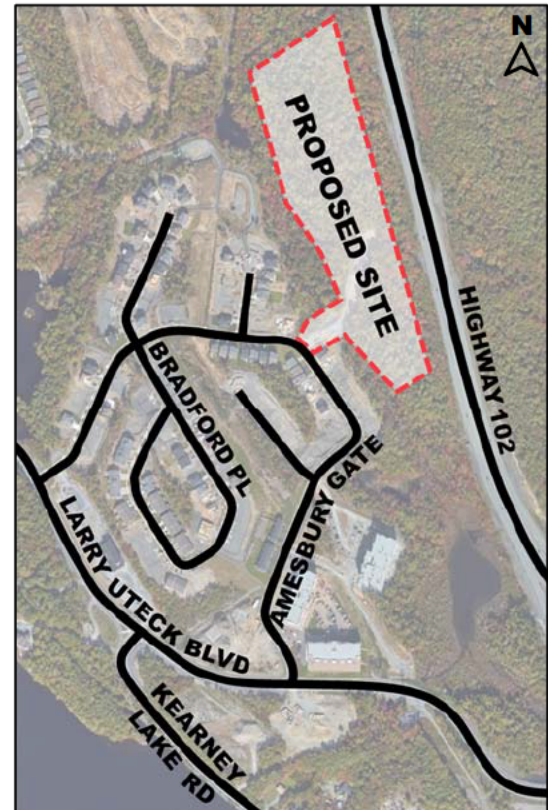


Figure 1 – Study Area



Photo 1 – Looking south (to the left) on Amesbury Gate from the approximate Site Access



Photo 2 – Looking north (to the right) on Amesbury Gate from the approximate Site Access

DESCRIPTION OF EXISTING STREETS AND INTERSECTIONS

Amesbury Gate is a local loop road that connects to Larry Uteck Boulevard on the north and south boundaries. Amesbury Gate consists of a two-lane cross section with a sidewalk on the outside of the loop and a posted speed limit of 50 km/h.

Larry Uteck Boulevard is an arterial road that runs northwest-southeast for approximately 7.5 km between Hammonds Plains Road and the Bedford Highway. The Larry Uteck Boulevard near the Amesbury Gate intersections consist of a changing cross section including a multi-use trail at the east and on-street painted bike lanes on the west. There are also several HRM Transit stops on Larry Uteck Boulevard in the study area. The posted speed limit is 60 km/h.

Amesbury Gate (North) at Larry Uteck Boulevard is a three-leg intersection with STOP control on Amesbury Gate (North) and free flow on Larry Uteck Boulevard. The intersection consists of single lane approaches with the taper for a right turn lane to Kearney Lake Road beginning at the intersection.

Amesbury Gate (South) at Larry Uteck Boulevard is a three-leg intersection with STOP control on Amesbury Gate (South) and free flow on Larry Uteck Boulevard. The westbound and northbound approaches consist of a single lane, whereas the southbound approach has an added left turn lane.

TRIP GENERATION

When using the published trip generation rates in *Trip Generation Manual, 10th Edition* (Institute of Transportation Engineers, Washington, 2017) the transportation engineer's objective should be to provide a realistic estimate of the number of trips that will be generated. The previously planned Blocks A-11/12 was planned to consist of 152 mid-rise apartment units. The proposed Blocks A-11/12 are now expected to consist of 120 mid-rise apartment units and 21 townhouses.

Generated trips for Mid-Rise Apartments (Land Use 221) and Single Family Homes (Land Use 210) are estimated for the AM and PM peak hours of traffic by the number of units. Trip generation estimates were prepared using the manual for the previously planned site and the proposed site in order to accurately determine the impact of the modified land usage (see Table 1).

It was estimated that the previously planned Blocks A-11/12 would generate:

- 43 two-way trips (11 entering and 32 exiting) during the AM peak hour; and,
- 54 two-way trips (33 entering and 21 exiting) during the PM peak hour.

It was estimated that the current planned Blocks A-11/12 will generate:

- 47 two-way trips (12 entering and 35 exiting) during the AM peak hour; and,
- 59 two-way trips (36 entering and 23 exiting) during the PM peak hour.

Based on the trip generation estimates of the previously planned and current proposed site, it was estimated that the current proposed site will generate:

- **4 additional** two-way trips (1 entering and 3 exiting) during the AM peak hour; and,
- **5 additional** two-way trips (3 entering and 2 exiting) during the PM peak hour.

Table 1 – Previously Planned Site and Current Planned Block A-11/12 Trip Generation

Land Use ¹	Units ²	Trip Generation Rates ³				Trip Generation Estimates ⁴			
		AM Peak		PM Peak		AM Peak		PM Peak	
		In	Out	In	Out	In	Out	In	Out
Previously Planned Blocks A-11/12 (Sub Area 5)									
Mid-Rise Apartments (Land Use 221)	152 Units	0.09	0.27	0.27	0.17	14	40	41	26
20% Reduction for Non-Auto Trips ⁵						3	8	8	5
Total Trips Generated by the Previously Planned Blocks A-11/12						11	32	33	21
Current Planned Blocks A-11/12 (Sub Area 5)									
Mid-Rise Apartments (Land Use 221)	120 Units	0.09	0.27	0.27	0.17	11	32	32	21
Singly Family Housing (Land Use 210)	21 Units	0.19	0.56	0.62	0.37	4	12	13	8
Trip Estimate for Proposed Block A-11 (Sub Area 5)						15	44	45	29
20% Reduction for Non-Auto Trips ⁵						3	9	9	6
Total Trips Generated by the Current Planned Blocks A-11/12						12	35	36	23
Total New Trips Generated by the Current Planned Blocks A-11/12						1	3	3	2
NOTES: 1. Trip generation rates and equations are from Trip Generation, 10th Edition, (Institute of Transportation Engineers, Washington, 2017). 2. 'Number of Residential Units' for Mid-Rise Apartment and Single Family dwellings. 3. Trip generation rates are 'vehicles per hour per unit'. 4. Trips generated are 'vehicles per hour' for AM and PM peak hours. 5. A 20% reduction for non-auto trips generated by neighbourhood land uses has been used to account for transit, cycling and walking trips.									

SUMMARY

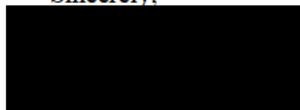
- The previously planned Blocks A-11/12 were previously planned to consist of 152 mid-rise apartment units. The site is now expected to consist of 120 mid-rise apartment units and 21 townhouses.
- Vehicular access to the site is expected to be from a full access driveway on Amesbury Gate. The available sightlines appear adequate for both directions on Amesbury Gate.
- Vehicles are expected to access Amesbury Gate from Larry Uteck Boulevard at two intersection locations.
- Trip generation estimates were prepared using rates published in *Trip Generation, 10th Edition* (Institute of Transportation Engineers, Washington 2017). It was estimated that proposed site will generate:
 - 47 two-way trips (12 entering and 35 exiting) during the AM peak hour; and,
 - 59 two-way trips (36 entering and 23 exiting) during the PM peak hour.
- The proposed site is expected to generate 4 additional trips during the AM peak hour and 5 additional trips during the peak hour than the previously planned land uses for Blocks A-11/12.

CONCLUSION

- Since additional site generated trips are low and traffic will be distributed to two intersections on Larry Uteck Boulevard, changes to the planned land uses of Blocks A-11/12 are not expected to have any significant impact on the local or regional transportation network.

If you have any questions or comments, please contact me by email at greg.obrien@wsp.com or by telephone at 902-444-8347.

Sincerely,



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