C001 Bedford Common, Bedford

Request from Fathom Studio on behalf of BANC Group to allow a Transit Oriented Development mixed-use development in a private business park which already offers grocery and other retail within walking distance at Bedford Common. The concept plan allows for expansion of a national tennis centre, and uses parkland to focus and buffer a range of low, medium and high-rise multi-unit dwellings with a total of approximately 1700 units. High-rise buildings would have streetwalls with townhouse or retail frontage.

Subject Site Details:

General Location	Portion of Bedford Common business park, between Duke Street (also planned Burnside Expressway), Bedford Bypass, Highway 102 and CN rail line.
Subject Site	00416222, 41214404, 41214370, 41240276, 00428458
Size of Site	27.1 hectares (67 acres)
Current Land Use(s)	Vacant
Surrounding Uses(s)	Freeways; big-box retail; offices; small DND facility; self storage; Rocky Lake Elementary School; Rocky Lake Junior High School; indoor recreation facility; warehouse; repair shop; roadside retail; residential (1-3 units per lot).
Service Area (per Schedule B, Regional Subdivision By-Law)	Within the Urban Service Area
Community Plan Designation	Bedford Municipal Planning Strategy: Industrial Designation
Zoning	Bedford Land Use Bylaw: Almost all of the site is ILI (Light Industrial Zone); small portion giving frontage on Rocky Lake Rd. is CGB (Commercial General Business Zone)
Regional Plan Designation	Urban Settlement; Business/Industrial Parks sub-designation
Existing Planning Policy Considerations	Regional Plan; • Under the Regional Plan, the lands are within the Business/ Industrial Sub-designation, and designated and zoned for industrial and commercial uses use under the Bedford Secondary Municipal Planning Strategy • The Bedford SMPS and LUB limit the development of the Bedford Commons lands to Light Industrial and residential uses are not permitted or envisioned on these lands • Regional Plan Policy EC-9 allows Council to consider integrating residential uses in business park areas through amendments to secondary planning strategies
Regional Plan Review Considerations	• Consider the role of these lands within the industrial/ commercial land supply and whether residential development may be appropriate from a strategic growth perspective.

	• Future development must consider the objectives of the Integrated Mobility Plan to support transit-oriented development, follow policy guidance found in the Halifax Green Network Plan, HalifACT2050, Sharing Our Stories and Halifax Water's Infrastructure Master Plan. • **Proposed housing units (estimated):** 1,337 units (estimated at 9 units/acre) Note that the applicant has proposed 1711 units (14.25 units/acre)
Recommended Approach	**Possible Categorizations:** **Regional Plan Phase 3: Quick Adjustments for Capacity** **Regional Plan Phase 4: Draft Regional Plan** **Regional Plan Phase 5: Future Capacity** **Advance Outside Regional Plan** **No Change Recommended** **Regional Plan Phase 3: Quick Adjustments for Capacity** As part of this review: - Confirm that the Bedford Commons area is envisioned for future mixed-use residential/ commercial development; - Determine an appropriate development density for these lands, given their location in relation to existing and proposed transit; and - Adopt policy to enable future development of these lands in line with complete communities objectives to be determined through the review.



C001 - Bedford Commons, Bedford

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HALIFAX

Regional Plan

Subject Area

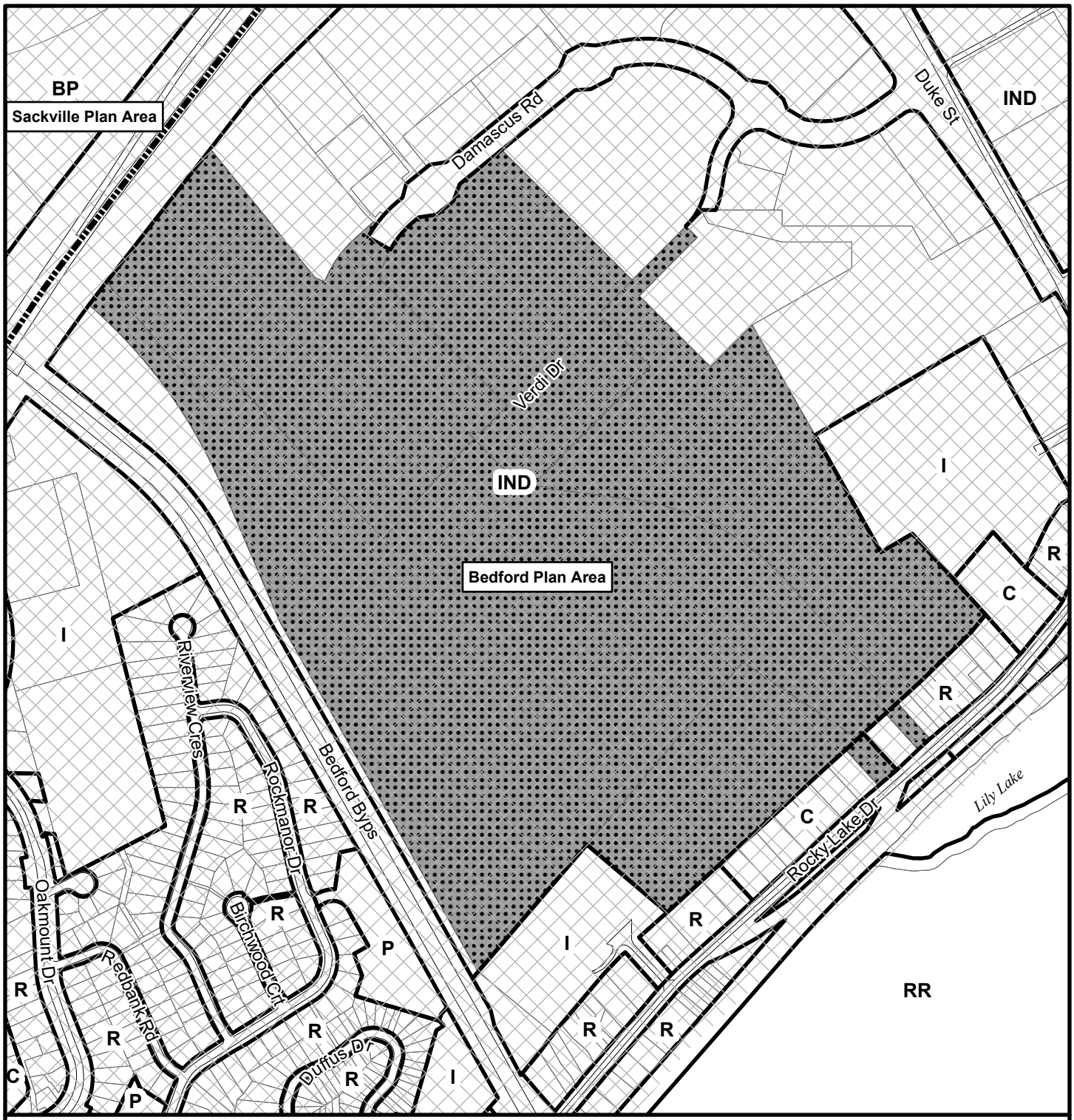
Regional Plan Generalized Future Land Use Designation

0 40 80 120 160 200 m

This map is an unofficial reproduction of a portion of the Generalized Future Land Use Map for the Regional Plan.

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

4 November 2021 T:\work\planning\SER_Group\SER_Projects\SER20065\Site_specific_amendments_requests\RP_SiteSpecfic_MapSeries\ (EP)



C001 - Bedford Commons, Bedford

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HALIFAX

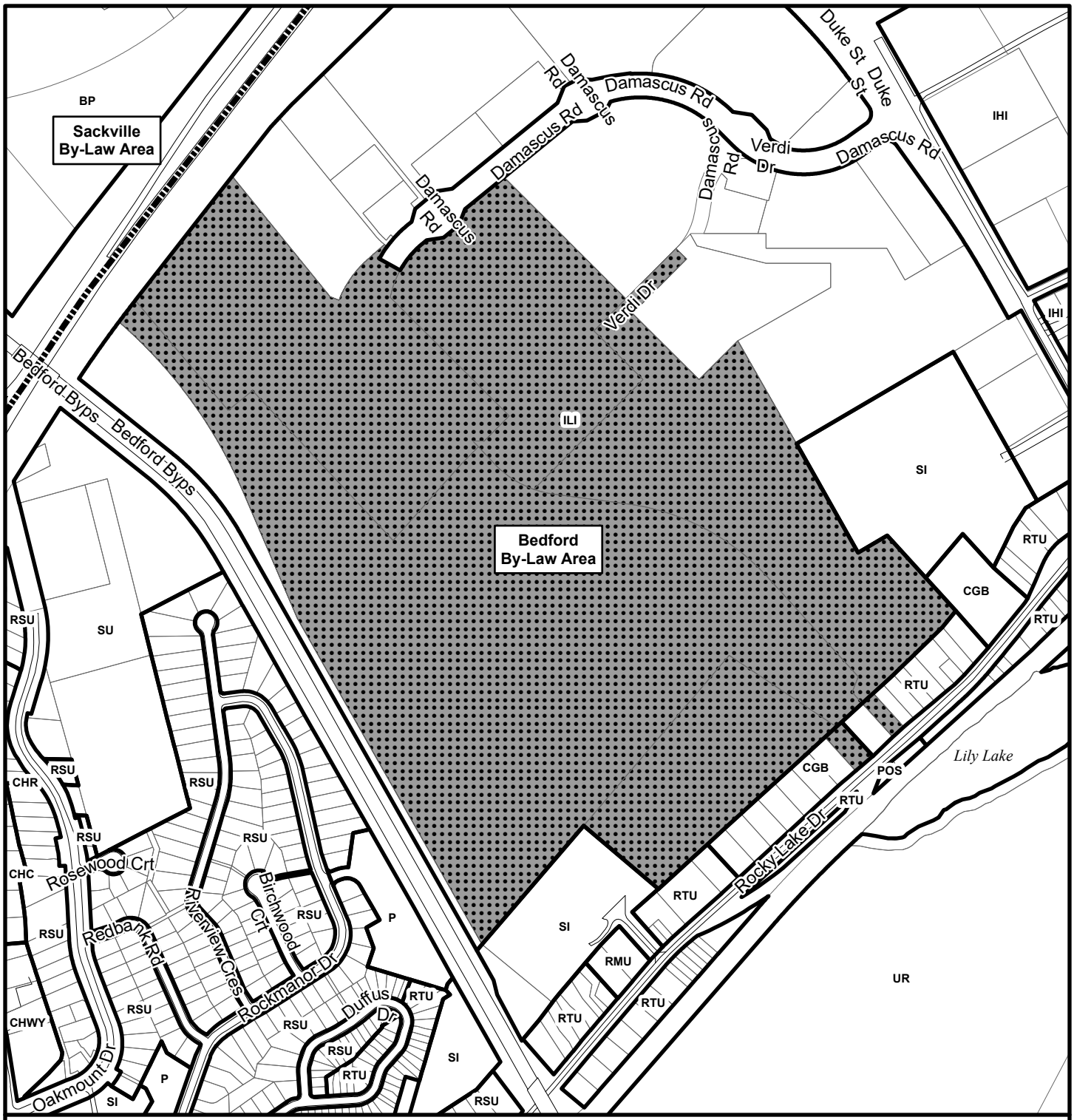
Generalized Future Land Use

- Subject Area
- Plan Area
- Designation
- Urban Service Area

0 40 80 120 160 200 m

This map is an unofficial reproduction of a portion of the Generalized Future Land Use Map for the plan area indicated.

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



C001 - Bedford Commons, Bedford

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HALIFAX

Zoning

- Subject Area
- By-law Area
- Zoning

0 50 100 150 200 250 m

This map is an unofficial reproduction of a portion of the Zoning for the by-law area indicated.

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

4 November 2021 T:\work\planning\SER_Group\SER_Projects\SER20065\Site_specific_amendments_requests\RP_SiteSpecfic_MapSeries\ (EP)

C001

fathomstudio.ca
1 Starr Lane
Dartmouth, NS
B2Y 4V7

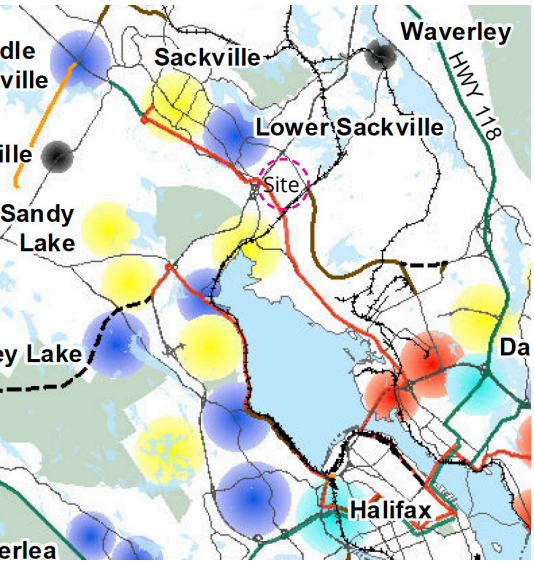
fathom

ARCHITECTURE LANDSCAPE ARCHITECTURE PLANNING INTERPRETIVE WAYFINDING BRANDED ENVIRONMENTS

Sep 17, 2019

Kelly Denty, Director,
Planning & Development
Halifax Regional Municipality
Email

Re: Proposed SMPS Changes to the Bedford MPS for Bedford Commons lands - Planning Rationale



Dear Kelly,

Thanks for your March 8 (2019) response and your patience as we prepare a SMPS submission for the Bedford Municipal Planning Strategy. The developer believes the timing is right to consider this plan amendment for reasons outlined in this letter and accompanying documents. Generally speaking we believe that with the construction of the new Burnside Connector (now in detailed design and scheduled for completion in 2023), the parcels of land between the Lower Sackville Urban Local Growth Centre and Sunnyside Mall Urban District Growth Centre will come under increasing pressure for development given that the services, collector roads, transit access and other key development priorities already exist and it is already included in the Urban Settlement boundary in the Regional Plan. We recognize your concerns for preserving industrial land but we will outline in this letter why we believe the conversion to mixed use will not impact the industrial land base in HRM.

We are requesting that this parcel be considered for a *Bedford East Secondary Planning Strategy* similar to the Bedford South and West SMPS in the current Municipal Planning Strategy. The supporting documentation provided in this submission provides some initial justification and we would be open to hearing your comments about any additional information needed. The PIDS being considered in this application include:

- *41214370 (18 acres)*
- *41214404 (26.1 acres)*
- *00416222 (67.9 acres)*

Of these 3 parcels, we are only proposing a mixed use zoning change for the last parcel (PID 00416222) but we are showing in our master plan how the change to this one PID would integrate with the surrounding PIDS. PID 41214404 would remain as parkland and PID 41214370 would remain as Light Industrial (ILI). We recognize that this change would require a plan amendment but we believe the Regional plan reasonably supports the proposed change as addressed below.

REGIONAL PLAN REVIEW

The regional plan designates this property in the Urban Settlement boundary and while included in the Business/Industrial sub-designation, Policy EC-9 of the RP states that:

EC-9 Provisions may be established under secondary planning strategies to allow for residential developments within private business parks through a development agreement. Policy criteria shall be established to achieve compatible developments and ensure that residents have adequate services and infrastructure.

The regional plan states that "There may be opportunities to integrate medium to higher density residential uses with private business parks to allow for affordable housing, reduced travel times and greater accessibility to goods and services for the residents. Limitations on the extent of residential development and design considerations may be needed to ensure developments are compatible and residents are provided with adequate services and infrastructure". We have included a servicing review and a TIS as part of this submission to address these issues.

As you noted in your March review, *"Policy G-9 specifically requires secondary plan amendments to consider whether a proposal further achieves the objectives and policies of the Regional Plan. Any change to the designated use of these lands must be considered within the broader policy context of the Regional Plan, the Bedford SMPS, and the Integrated Mobility Plan (IMP)."*

The proposed residential infill in this area of Bedford Commons is consistent with the Regional Plan's policy EC-9 since adequate services and infrastructure will be provided as part of the development context but that would be explored in a secondary plan. We understand that a secondary Planning Strategy (or some sort of plan amendment) may be needed to initiate the development agreement for this residential development and the developer would like to formally initiate that process.

REQUESTED PLAN AND BYLAW AMENDMENTS:

The BANC Group request that HRM undertake appropriate steps to allow a master-planned transit and active transportation oriented residential development to take pace on lands adjacent to the existing retail business park and generally see the required policy and bylaw and policy changes as listed below.

1. Amend the Regional MPS Generalized Future Land Use Map to remove the remaining vacant 67 acres of the Bedford Commons lands from the Business/Industrial Park Sub-designation.
2. Amend the Generalized Future Land Use Map of the Bedford Municipal Planning Strategy to place the Bedford Commons Lands within the RCDD (Residential Comprehensive Development District) Designation.
3. Amend the Bedford Land Use Bylaw to remove the ILI Light Industrial Zone from the Bedford Commons and replace this with RCDD (Residential Comprehensive Development District) Zone.

SUMMARY OF CHANGED CIRCUMSTANCES:

One highly significant change supporting this request is the announcement of the Government of Canada to provide substantial funding for the Burnside Expressway and the subsequent announcement of the Province of Nova Scotia to proceed with construction beginning this spring 2020. We understand the target completion date is fall 2023, which is excellent timing in relation to the proposed residential community. The roadway will provide direct access between the residential community and the Burnside Business park supporting its ongoing expansion.

Also significant, is the statement on page 126 of HRM's Integrated Mobility Plan, "Though this is a province-led project, the municipality has committed funds to support construction and maintenance of an active transportation connector running parallel to the road." The proposed Greenway is also identified with on Map 2A of Making Connections: 2014-19 Halifax Active Transportation Priorities Plan which also shows the Bikeway Desired (Type TBD) on Duke Street. While we understand that council recently backed away from this commitment, there is still a strong desire to see it built either alongside the new highway or even on the existing highway route. Both AT routes are adjacent to the proposed development and either location would benefit from this residential development. The proposed residential community establishes a residential population of

sufficient scale and density to help ensure this AT project has a strong user base.
A second major contextual change derives from the decision by all three levels of government to provide substantial funding (9 million dollars) towards construction of the state of the art Atlantic Tennis Centre, the only facility of its kind in Canada thus far . This facility, as indicated in the attached letter from the Centre's management team, will benefit greatly from the opportunity to grow within a vibrant residential community. Further, of key significance, is that infrastructure to be developed for the residential community will create land development capacity for future expansion of the tennis centre.

A third significant contextual change is the acquisition by the BANC Group of an option to purchase 10 acres of land from St. Paul's. These lands form part of the project's park land dedication and, given their frontage on Rocky Lake Drive in proximity to Rocky Lake Junior High, other schools as well as the Atlantic Tennis Centre, represent excellent potential for establishing regional recreation facilities such as soccer facilities.

A fourth major change is the planned development of a new business industrial park in Eastern Passage adding substantially to HRM's industrial land inventory. The former Dartmouth Refinery lands is being systemmatically removed to make way for almost 990 acres of new industrial land in the heart of Dartmouth and Eastern Passage and there have been discussions with the Port of Halifax about moving the Port lands to the Dartmouth side. Either way, the Valero Industrial land base will offer a land base that is more than 10 times the size of the 67 acres proposed for residential development in Bedford Commons and a very small percentage of the net area for future development identified in Table 5.2 of the HRM Business Parks Functional Plan. Additionally, there are approximately 120 acres of vacant land currently zoned for industrial development directly opposite the Bedford Commons retail complex on the northeast side of Duke Street. These lands would be buffered from the proposed residential community by the existing retail lands within the Bedford Commons. Lastly, there is also significant industrial expansion potential when the Burnside Expressway extends through Anderson Lake lands. The Functional Plan also states " It makes sense to allow residential housing in close proximity to business-type uses such as office and retail, in order to provide an environment that provides opportunities for residents to live and work in close proximity…" The Functional plan references the need for appropriate balance to protect the industrial inventory but as indicated above, this is a relatively minor issue here, given the scale of the Bedford Commons relative to the overall HRM inventory.

In addition to the points raised above concerning contextual changes within HRM, the BANC Group also sees the proposed development as supportive of numerous municipal policy objectives.

HRM INTEGRATED MOBILITY PLAN

The IMP identifies a future potential commuter rail station hub adjacent to the proposed residential community. While the BANC Team recognizes that Council has determined this project will not proceed in the foreseeable future it can also be argued that the future potential of commuter rail is highly dependent on residential density. Transportation and Land Use Planning practice and principles across Canada have long recognized that mixed-use development combined with higher residential densities, encourage transit ridership and active transportation. As residential density increases, transit ridership increases and becomes more economically viable.

The IMP states on page 105 "population density along the corridor is very important as it determines the number of people who conveniently access the services" and further that "proximity of the of terminal to key origins and destinations is critical."

The same planning principles that support the commuter rail project will also support other forms of transit and create potential for further enhancing bus rapid transit between Bedford and HRM's major employment centres on the Burnside Expressway noted above.

The BANC Group plan includes a greenway corridor between the residential community and the Burnside Expressway along the edge of Rocky lake Drive, allowing convenient access to the active transportation corridor.

Additional relevant policies and actions from the Integrated Mobility Plan are listed below.

- *IMP 2.2 :Land Use and Transportation*
- *2.2.1 Objective: To integrate the planning of the transportation network with community design to better facilitate active transportation and transit use through compact mixed-use Development.*
- *2.2.5 Policies and Actions*
- *a) Continue to aim to achieve growth targets outlined in the Centre Plan, recognizing their influence on the municipality's ability to meet the objectives of the IMP.*
- *The proposed residential community will have direct access to the Regional Centre via the Burnside Expressway and Burnside Drive.*
- *b) Designate areas for high residential and employment density only where there is an existing or proposed high level of transit service to support the development of walkable, affordable transit oriented communities.*
- *The proposed residential community is within the Urban Service Transit Boundary on the Bedford Commons Local Bus Route (88) with service on Damascus Drive and Verdi Drive, providing direct connection to the Cobequid Terminal with several Express Routes to the Regional Centre. In addition, there is obvious potential for express bus service on the new Burnside Expressway.*
- *Action 14: Refine the boundaries of the potential transit-oriented communities in Figure 10 and develop policies and design guidelines to enable walkable, mixed-use complete communities in these key locations.*
- *Figure 10 identifies Bedford Commons as a Potential Transit Oriented Community as it is within a 10-minute walk of the potential commuter rail terminal. Clearly, the proposed development offers an opportunity to realize this action.*
- *Action 26: Amend the municipal planning strategies and land use bylaws as needed to include requirements for pedestrian oriented and human scale design.*

The site plan design of the proposed community will conform to TOD principles defined in the Integrated Mobility Plan.

HRM REGIONAL MUNICIPAL PLANNING STRATEGY

The proposed residential community supports numerous objectives and policies of HRM's Regional Plan in the areas of Settlement and Housing and Transportation as well as economic and cultural development. The analysis here presents a summary of key points categorized under the heading of key Plan objectives.

Settlement and Housing:

Objective 1: Direct growth so as to balance property rights and lifestyle opportunities with responsible fiscal and environmental management.

The proposed residential development will integrate with a significant new regional recreational facility in the form of the expanded Atlantic Tennis Centre. The tennis facility can be accommodated within existing zoning, however, the future success of both private and public investment will be greatly enhanced through integration within a significant residential development. Further, the current expansion is a part of a phased approach to be followed with a further expansion which will require expansion of the area's service infrastructure. Prudent fiscal management on the part of the developer dictates that the required private infrastructure investment by way of road and piped services expansion cannot feasibly take place unless additional lands are brought on stream for other purposes. Years of marketing and development experience inform the BANC Group that the only viable development opportunities exist within the residential market.

Objective 2: Target at least 75 percent of new housing units to be located in the Regional Centre and urban communities with at least 25 percent of new housing units within the Regional Centre over the life of this plan.

The proposed community contributes to HRM's ability to meet this target as the lands fall within the Regional Plan's Urban Settlement Designation. Proximity to the Regional Centre will be greatly enhanced with the completion of the Highway 107 Bypass (Burnside Expressway). Additionally, if HRM is going to achieve its goal of 550 000 residents by 2031, 6000 housing units must be developed annually. To accomplish this it may be required to look for additional locations for growth.

Objective 3: Focus new growth in centres where supporting services and infrastructure are already available:
The property is located between the growth Centres of Lower Sackville and Sunnyside Mall. These two centres do not have fixed boundaries, unlike those in rural areas. This is explicitly the case so flexibility can be considered in assessing growth opportunities in and around identified centres. The increased residential living space created by the development will be beneficial to the future success of the Sunnyside Mall growth centre complex.

Transportation infrastructure supporting residential development in the proposed residential community is undergoing one of a very few major upgrades being undertaken in HRM and water and sewer services are available now.

Objective 4: Design communities that:
a. are attractive, healthy places to live and have access to goods, services and facilities needed by residents and support complete neighbourhoods as described in 6.2.2(v) of this Plan;

The complete neighborhoods principles referenced in this policy apply most directly to the Regional Centre. The essence of these principles address locating residential neighborhoods with access to appropriate amenities. The proposed residential community will be located within walking distance of Rocky Lake Junior High School, as well as numerous amenities including grocery shopping. As indicated elsewhere, a prime rationale behind the proposed community will be excellent direct access to employment opportunities in HRM's major employment centre Burnside and strong access to the Halifax Central Business District.

The BANC Group has indicated its willingness to working with staff towards creating an attractive and healthy neighborhood with a mix of housing types.

b. are accessible to all mobility needs and are well connected with other communities;

The proposed neighborhood development has excellent access to Sackville, Bedford, Burnside and the rest of HRM. An integrated trail system has been designed into the community so that every home is no more than a 4-5 minute walk from a major trail network and that network will eventually connect to an AT Trail between Bedford Commons and Burnside via the new Expressway or the existing Bedford Bypass highway.

d. preserve significant environmental and cultural features;

The 67 acres proposed for development will also preserve 38 acres of parkland including a large 27 acre park north of the development site, a 3 acre central park and 8 acres of power lines which will be used as trail backbones. There will also be some smaller parks and playgrounds throughout the development. This development provides substantially more environmental preservation than a developed industrial park would provide. The development also supports future expansion opportunities for the tennis centre which is proposed as a national cultural facility.

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e. promote community food security.

The most effective way of promoting this objective is to locate residential areas in proximity to quality local food distributors as the proposed neighborhood clearly achieves by way of grocery shopping available within walking distance. The proposed parks and open spaces provide ample opportunities for community gardens.

Objective 7. Support affordable housing.

A strong mix of housing types will be available within the community. Excellent direct access to employment centres allowing reduced commuting costs add significantly to the proposed neighborhood's ability to satisfy this objective. A range of different housing types from rentals, townhouses, condos and other housing forms will provide a variety of affordable options for Bedford and HRM in close proximity to industrial parks and retail outlets.

HRM Regional Plan, Transportation:
Objective 1. Implement a sustainable transportation strategy by providing a choice of integrated travel modes emphasizing public transit, active transportation, carpooling and other viable alternatives to the single occupant vehicle.

The proposed neighbourhood will be developed within the Urban Transit Service Boundary with direct access to the Burnside Expressway.

Objective 2: Promote Land settlement patterns and urban design approaches that support fiscally and environmentally sustainable transportation modes.

The developer recognizes the potential for transit linkages as a benefit to the community and is committed to the concept of Transit Oriented Design.

Economy and Finance:
Objective 2: Promote a business climate that drives and sustains growth by improving competitiveness and by leveraging our strengths.

The use of the land for mixed use residential adds to HRMs economic health by providing residential growth close to existing retail centres in Bedford and Sackville and eventually in Burnside with the Expressway.

BEDFORD MUNICIPAL PLANNING STRATEGY

The Bedford Plan targets three areas for industrial development but does not list the Bedford Commons among these. Further, the plan and bylaw limit the development of the Bedford Commons lands to Light Industrial so they can not be considered part of the Heavy Industrial Land inventory.

There are ample vacant lands on the east side of Duke Street currently designated and zoned for IHI (Heavy industrial.) including PIDS 00636571 (39 acres) and PID 41049099 (60 acres). The master plan maintains PID 41214404 (26 acres) of the BANC lands as ILI for future industrial expansion. Alltogether there is still over 126 acres of Industrial land in the immediate vicinity of the proposed development with only 67 acres proposed for mixed use development. The other reality is that much of the industrial land in the Bedford Commons has been developed as retail commercial uses, a use that can continue in the proposed 67 acre parcel as groundfloor retail. This fact means that the proposed use of the 67 acres will likely build out in the same way that it would if it were zoned as IHI, BUT it provides housing on top which creates substantial benefits for this entire area of Bedford.

Within the Residential Comprehensive Development District (RCDD) designation on the GFLUM, a development agreement may be considered for mixed commercial and residential development as provided for in policies C7 to

C15. While it is acknowledged that the Bedford Commons lands are not within the commercial designation, their development pattern has established a commercial core area and the plan acknowledges the appropriateness of residential development in such areas.

THE PROPOSED DEVELOPMENT

The master plan shows the proposed build-out of the development should this SMPS change be successful. Notabley the plan includes:

1. A 27 acre parkland site to the north of the proposed development. This land could support an all-weather turf field the same size as the East Region Field in Burnside, The park also supports the future doubling of the Atlantic Tennis Centre with 5 additional outdoor courts. The ability to expand the Tennis Centre is crucial as a National Training Centre and there is no where else to grow but on BANC's lands. The plan shows over half the park preserved as Acadian Forest woodlands with walking trails, an adventure playground and a connection to the Main urban park at the centre of the development.
2. A 3 acre urban central park at the heart of the development. As a frame of reference, Cornwallis Park in Downtown Halifax is 2 acres and the Grand Parade is 1.5 acres. This park would be programmed with playgrounds, picnic areas, fountains, public art and urban spaces. Possibly even a commercial canteen, public pool or change facilities. Programming this park would be done with HRM Parks staff.
3. The powerline Right-of-way would be preserved for walking trails, parking lots and general open space connectivity throughout the development. This trail and the large park trail to the north would be linked together for a range of different stacked loop sizes for walking. The trail connects to the Bedford Education Centre and the Rocky Lake Junior High.
4. The northwest corner of the plan preserves the 26 acre PID for IHI zoned uses with Verdi Drive extension marking the end of the residential development.
5. North of the powerline corridor and surrounding the large central urban park, the developer is proposing a mixed use multi-unit development form with heights ranging from 4-storeys at the entrance on Rocky Lake Drive, up to 20-storeys surrounding the urban park. Some groundfloor would be programmed for commercial spaces as much as may be viable for the development. Groundfloor units would have their own individual townhouse style entries and patios to enliven the groundfloor along the streets. No parking is proposed between the buildings and the street and most of the parking would be located underground. Onstreet parking would be provided around the central park and all streets would have an urban cross section.
6. South of the powerline right-of-way and approaching the residential areas to the south of the Bedford Bypass, the density steps down to a townhouse scaled development. Two multi-unit buildings are located on the north side of the residential development edge bordering the IHI zone and the townhouses. These buildings are proposed as 6 storey buildings over 125 metres away (and to the north) of the Riverview Crescent single family homes.

The proforma for the proposed development anticipates 1711 units (using an average unit size of 100 sq.m.). Some buildings would be designed with 3-4 storey streetwall and a maximum tower dimension of 900 sq.m. to maintain slim point towers. We might also anticipate a 4 storey midrise as part of the development using many of the same parameters as is being proposed for Seton Ridge development in Bedford. The development would likely happen in two phases; the north of the powerline phase is about 34 acres and contains most of the multi-unit buildings. South of the powerline, most of the development is lowrise (except buildings A and B) and this area occupies 19 acres. The total developable area would include 53 acres and the remaining area of the 67 acres would be parkland or powerline

Bedford Commons: Pro Forma

Avg Unit Size 100 sq.m.

Multi	PODIUM AREA (m2)	Storeys	TOWER AREA (m2)	Storeys	GFA (m2)	Units	Total Storeys
A	1764	4	800	8	13,456	114	12
B	1984	4	800	4	11,136	95	8
C	3087	3	800	5	13,261	113	8
D	2205	3	800	5	10,615	90	8
E	2362	4	800	16	22,248	189	20
F	2362	4	800	16	22,248	189	20
G	2205	3	800	13	17,015	145	16
H	1768	3	800	9	12,504	106	12
I	1768	3	800	9	12,504	106	12
J	2205	3	800	13	17,015	145	16
K	3595	6	0	0	21,570	183	6
L	1764	6	0	0	10,584	90	6
M	1102	4	0	0	4,408	37	4
					Sub-Total	**1603**	
Townhomes (7.3m frontage)						108	
					Total Units	**1711**	

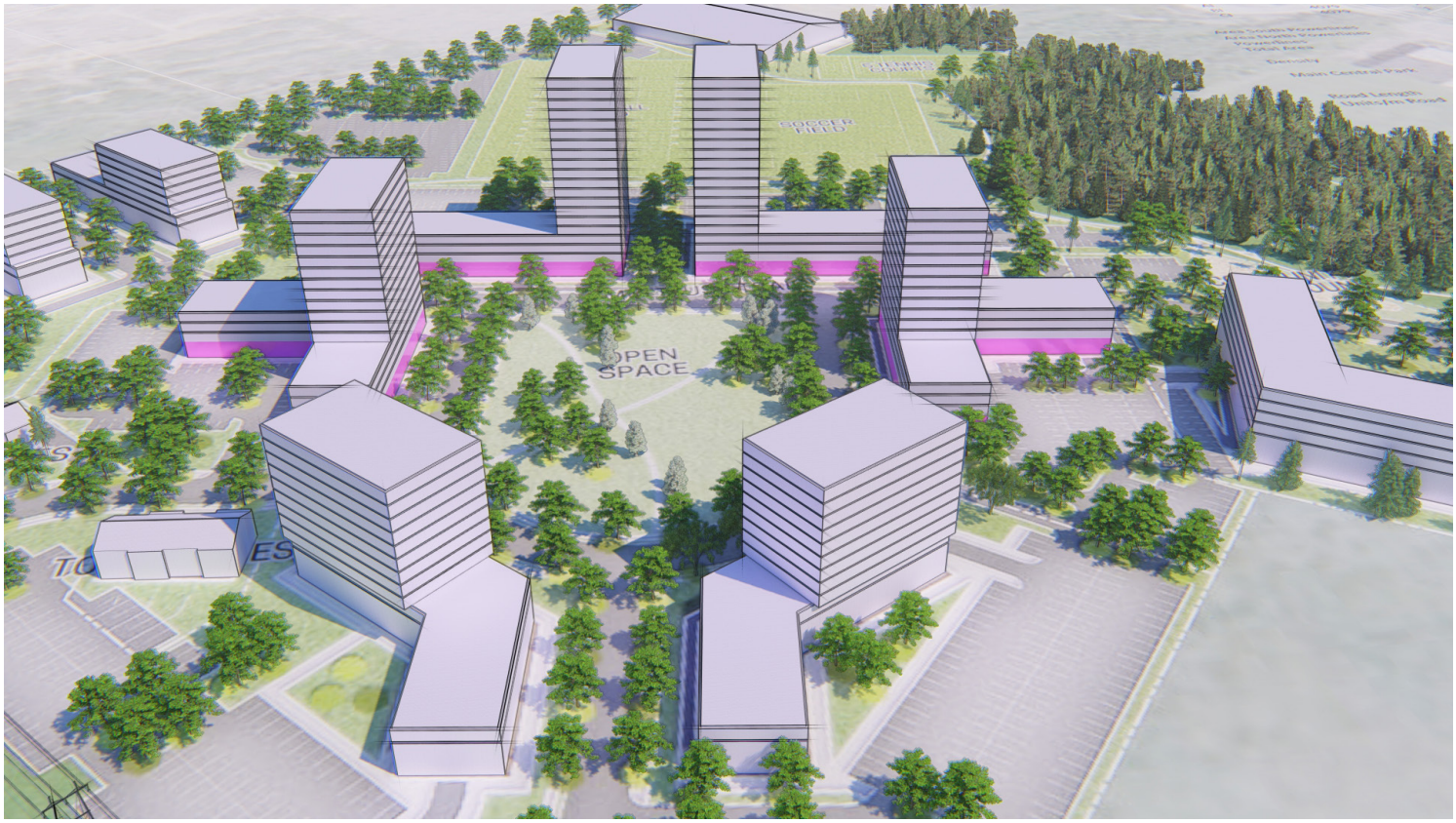
Industrial/Comm	AREA (m2)	Storeys			GFA (m2)
AI	4614	1			4,614
BI	4079	1			4,079
CI	4079	1			4,079
				Total (m2)	**12,772**

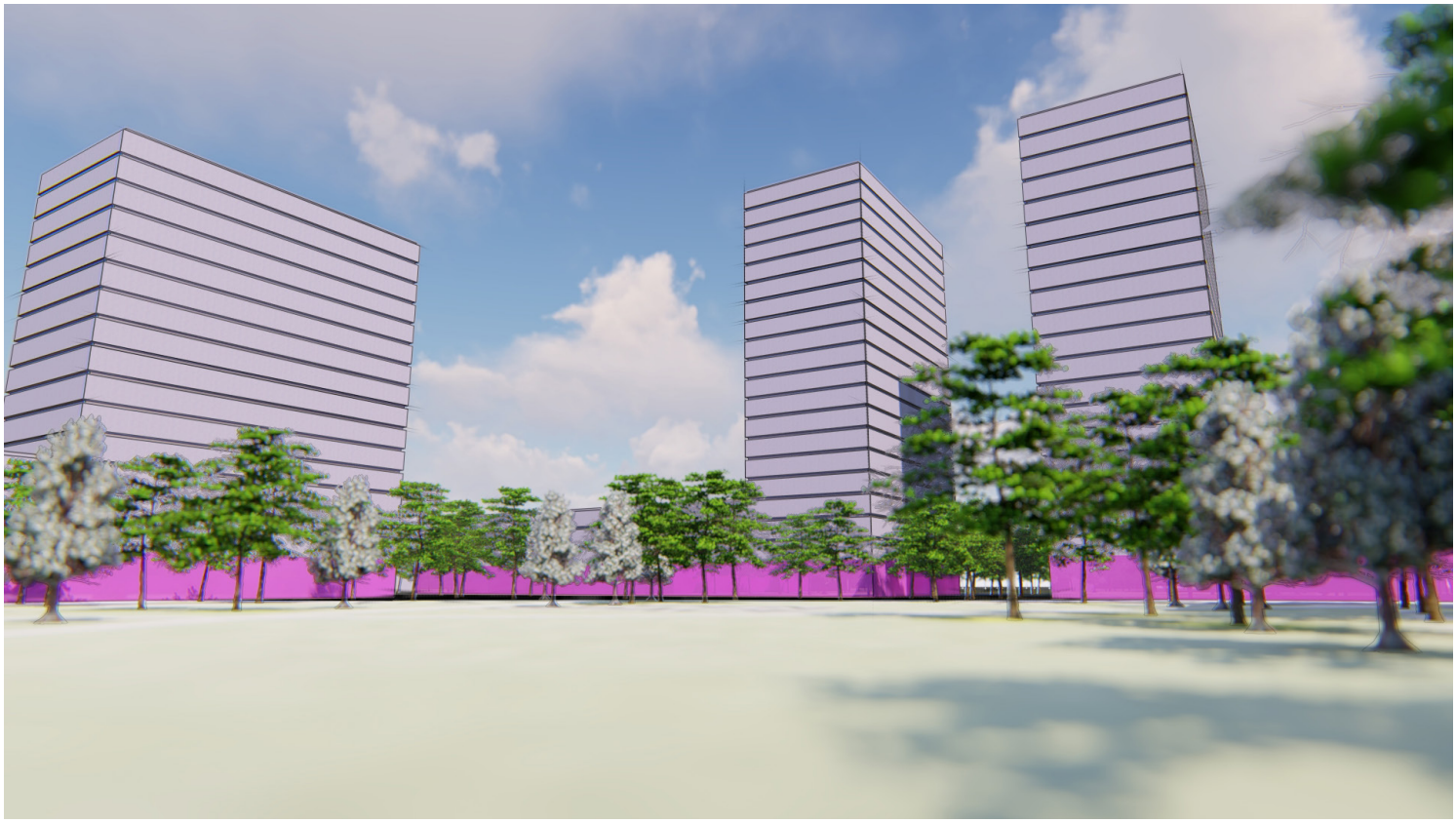
Area South Powerlines	76,960	sq.m.	19.06	acres
Area North Powerlines	136,143	sq.m.	33.72	acres
Powerlines	31,936	sq.m.	7.91	acres
Total Area	**484,673**	sq.m.	**120.06**	acres

Density	14.25	UPA		
Main Central Park	12,670	sq.m.	3.14	acres
Large Park to North	27	acres		
Total Park Area	31	acres		
% Parkland	25%			
Road Length	2260	m		
Units/m Road	0.76	units/m		


OPEN SPACE
TRAIL
OPEN SPACE
OPEN SPACE


FOOTBALL FIELD
SOCCER FIELD
6 TENNIS COURTS
COMMUNITY PLAYGROUND
OPEN SPACE


SOCCER FIELD
OPEN SPACE



corridor. The total area of the master plan includes 53 acres of mixed use development, and 31 acres of parkland (41% parkland), 8 acres of powerlines and 26 acres of industrial land left as currently zoned. Over the 120 acres outlined in the master plan, the 1711 units have a density of about 14.25 units per acre.
We believe there is a very good case for consideration of this development and the requested SMPS changes. We have also included a traffic impact study and a servicing schematic as part of this submission. Rather than detailed building designs and floor plans at this early stage we have included some examples of typical building topologies to convey our intent. It would be out intention, should this application prove successful, to design each of the buildings as part of a development agreement application in the future.

We welcome questions or comments on this application as we move through the process.

Sincerely,

Rob LeBlanc, LPPANS, MCIP, API
President, Fathom Studio

Austin french, LPPANS, MCIP, API

20 storey Examples

1. Wyse Road Proposed (Fathom Studio)



20 storey Examples

1. Kings Wharf Proposed (Fathom Studio)



20 storey Examples

1. Odyssey Condominiums









Midrise Examples





Midrise Examples

1. Rockingham South (Fathom Studio)



BEDFORD COMMONS

DEVELOPMENT PLAN

0 80 160m

Scale = 1:2000

July 2019



Bedford Commons: Pro Forma July 8, 2019

Avg Unit Size 100 sq.m

Multi	PODIUM AREA (m2)	Storeys	TOWER AREA (m2)	Storeys	GFA (m2)	Units	Total Storeys
A	1764	4	800	8	13,456	114	12
B	1984	4	800	4	11,136	95	8
C	3087	3	800	5	13,261	113	8
D	2205	3	800	5	10,615	90	8
E	2362	4	800	16	22,248	189	20
F	2362	4	800	16	22,248	189	20
G	2205	3	800	13	17,015	145	16
H	1768	3	800	9	12,504	106	12
I	1768	3	800	9	12,504	106	12
J	2205	3	800	13	17,015	145	16
K	3595	6	0	0	21,570	183	6
L	1764	6	0	0	10,584	90	6
M	1102	4	0	0	4,408	37	4
					Sub-Total	1603	
Townhomes (7.3m frontage)						108	
					Total Units	1711	

Industrial/Comm	AREA (m2)	Storeys	GFA (m2)
AI	4614	1	4,614
BI	4079	1	4,079
CI	4079	1	4,079
		Total (m2)	12,772

Area South Powerlines	76,960	sq.m.	19.06 acres
Area North Powerlines	136,143	sq.m.	33.72 acres
Powerlines	31,936	sq.m.	7.91 acres
Total Area	**484,673**	sq.m.	**120.06** acres
Density	14.25	UPA	
Main Central Park	12,670	sq.m.	3.14 acres
Large Park to North	77	acres	
Total Park Area	31	acres	
% Parkland	25%		
Road Length	2260	m	
Units/m Road	0.76	units/m	

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