



BEDFORD WATERFRONT PLAN OPTIONS REPORT

June 4, 2009

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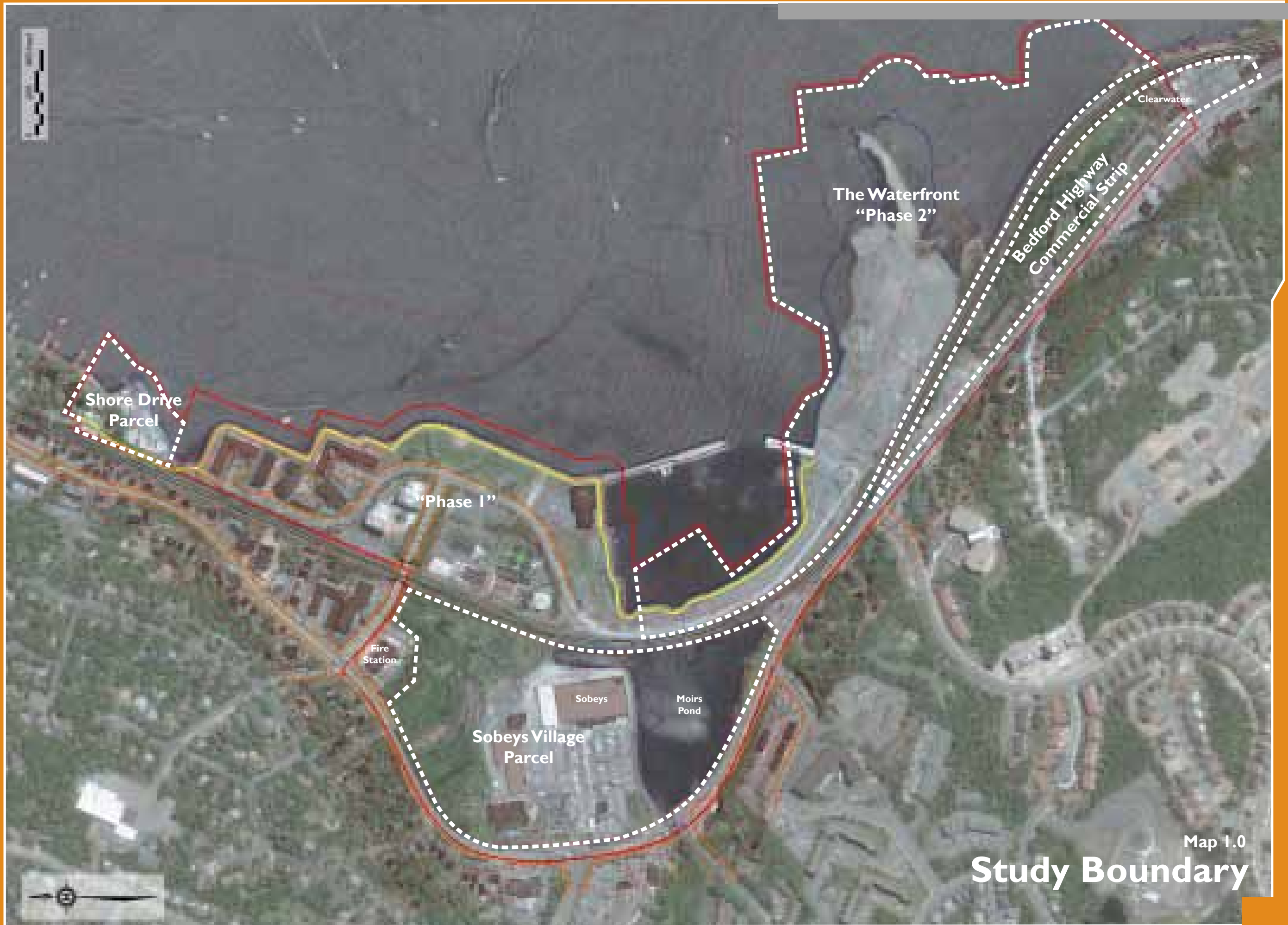
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Map 1.0
Study Boundary



CHAPTER 1: INTRODUCTION

The terms of reference for this study was prepared by the Halifax Regional Municipality (HRM) in conjunction with the Waterfront Development Corporation Ltd (WDCL). The process outlined in that terms of reference called for a series of interviews with stakeholders and land owners, a public visioning and design workshop, an online survey, investigation of 3 development options, a public presentation of the options, a draft and final report, an open house and several stakeholder presentations.

The purpose of this brief report is to outline and summarizes three (3) optional futures for the evolution of the Bedford waterfront study area (see Map I.O). The plans will be considered for discussion with the steering committee and eventually will be shown to the public.

The ultimate goal of this planning exercise is to:

1. establish a master plan for the study area which is economically feasible and socially / environmentally responsive,
2. to outline the planning policy and design guidelines which will result in a high quality community development for Bedford,
3. identify and preserve open space networks and parks for the Bedford community
4. realize the vision for the Bedford waterfront which was set out by the Bedford Vision Implementation Committee (BVIC) in 2007.

5. create interest and awareness in the development community to see the plan realized.
6. to chart a course to the successful realization of the waterfront plan

Out of this report, the steering committee, with the advice of the planning consultants, will select the most appropriate master plan option to refine and move forward with as the master plan for the Bedford Waterfront. This report outlines the opportunities and constraints of each of the 3 options.

Bedford Waterfront Vision and Strategic Action Plan

In 2007, Bedford was selected as one of 3 communities as part of the Vision HRM process. The vision statement from that process stated:

The overall vision of Bedford residents, for its waterfront, is one that is balanced and vibrant. The waterfront will be the heart of the Bedford community. It will cater to residents, visitors and businesses through the provision of a broad range of services including efficient transportation, tourist amenities and cultural and social activities for all segments of the community. The Bedford waterfront will provide opportunities for residential and business development while being committed to achieving social and environmental sustainability.

The vision objectives that came out of that exercise included:

1. Promote and develop the Bedford Waterfront as the focal point for Bedford throughout all seasons of the year.
2. Improve the level of public access to the waterfront both from land and sea.
3. Provide an “iconic” multi-use facility for the arts, recreation and leisure activities. This facility could include the Library and ferry terminal. This will symbolically be the Heart of Bedford. It will be the bridge between the indoors and outdoors thus ensuring the Bedford Waterfront is “alive” all seasons of the year.
4. Promote aesthetically pleasing and quality design that respects public view corridors.
5. Provide safe, secure, full-serviced, publicly accessible facilities to pedestrians, boaters and cyclists.
6. Promote and expand recreational, cultural, residential and business activity at the Bedford Waterfront which is accessible to all members of the community.
7. Provide a range of housing types to meet the changing needs of residents through all life stages.
8. Promote the Bedford Waterfront as a contributor toward the economic vitality of HRM by enhancing the vibrancy and quality of business activity at the Bedford Waterfront through diversification of businesses and expansion of events and attractions.

9. Provide viable road and water transportation links.
10. Anticipate and provide for future parking needs.

Clearly, the eventual master plan needs to respond directly to the vision and vision objectives from the 2007 process. To date, it appears that these objectives still resound with the community today.

Public Workshop Outcomes

As part of this new master planning process, a public design workshop was held on April 15, 2009. About 60 people participated in the event resulting in the creation of 8 land use options for the waterfront amongst the 8 tables who worked on plans. There was unity amongst the land use plans created for the waterfront.

Some of the plans included:

- A transit oriented hub with a ferry terminal and rail station linked by buses.
- A waterfront park and public boardwalk
- A new performance centre/library
- Mixed uses like retail, office and housing instead of just single uses like housing.
- Protection of public viewplanes from the Hammonds Plains Road.
- Waterfront commercial kiosks.

- Range of medium and high density development with taller buildings strategically located to minimize viewplane intrusion.
- Restoration of the shoreline around Moirs Pond and habitat restoration in the pond. Perhaps a fish ladder?
- Sandy beach boat launch for canoes and kayaks in Moirs Pond with better small boat and model boat potential.
- Creation of a mixed use “Village Centre” on the Sobeys’s lands with higher density housing included.
- Green building practices and planning.
- A waterfront hotel.
- A parking structure for potential ferry users.
- Pedestrian/bike crossing over the rail line.
- Old Coach Trail connection.
- Skating area on the waterfront.
- Seniors development.
- Floating restaurants in Moirs Pond with a public trail around the edge.
- Aquarium.
- Increase the walkway width in phase 2 compared to phase 1.
- No more infilling for phase 2.
- Connect Shore Road to Waterfront Dr.
- A water fountain(s) for Moirs Pond.
- Finish sidewalk to Sobeys’s.
- Skateboard Park and a bike path on the waterfront.
- Replicate Phase 1 but with more commercial and restaurants.
- Make Phase 2 the heart of Bedford’s waterfront.
- Ensure infill won’t effect STP outfall or Moirs Pond habitat.
- Increase the waterfront surface area to maximize waterfront addresses.

All of the plans identified the Hammonds Plains Road corridor as an important viewplane to the waterfront. Many of the plans talked about the Sobeys Plaza lands as a Bedford “Village Centre” type development.



The Masterplan

In the end, the goal of the masterplan will be to guide development (both the spatial layout and the built form) in an effort to maximize the benefits and minimize the risks and constraints. Some of the benefits and risks are quantifiable, others are qualitative but are just as valid.

While much of the masterplan focuses on the “Phase 2” waterfront land owned by the Province of Nova Scotia and administered through the Provincial WDCL, the plan also focuses on the peripheral lands which connect and surround the waterfront. The plan really focuses on 4 different areas including Bedford Waterfront Phase 2, the adjacent lands along the Bedford Highway, a small parcel of private land at the end of Shore Drive, and the Sobeys Plaza/ Moirs Pond area.

Planning the privately owned parcels is needed to provide a context for the waterfront and to encourage private development that balances public good with investment return for the land owners.

The hope is that this process will create a ‘secondary plan’ for Bedford that will clarify and refine the development policies in the Municipal Plan for Bedford, ultimately resulting in a change of the land use bylaw for these privately owned areas. In contrast, the ‘phase 2’ waterfront area is a blank slate that can be shaped into practically any form so long as it meets the vision objectives and is economically viable for the waterfront development corporation. The economic viability requirement deserves further discussion.

In 1990, the creation of “*Bedford Waterfront Phase 1*” resulted in a write-off of about \$12 million by the Province. The cost (landfill, public amenities and infrastructure) significantly outweighed the revenue generated from post development land sales.

Phase 2 is considerably larger than phase 1. The initial estimates of cost for 35-40 acres of land created in phase 2 will be in the neighbourhood of \$50 million 2009 dollars. This means that the Province must recoup over \$1 million per acre to capitalize on the costs. If you consider that of the 35-40 acres, 20-30% will be taken up by parks and roads, the real value of the land could be in the \$2 million range.

Turning the waterfront into a park or low density single family housing is not economically feasible. On the other hand, turning the waterfront into skyscrapers is not socially responsible. There must be a balance of public open space and development to balance cost and revenue. The plan must be feasible for the Province while creating a public amenity for Bedford residents.

Planning Purpose

The purpose for planning in Bedford must be clear. The plans are not meant to relocate or constrain existing land owners in any way. Instead, the purpose is to modify the zoning to encourage the appropriate type of development. This will increase land values making it more attractive, at some point in the future, for existing land owners to sell or develop their properties for this purpose. In the interim, there is no pressure for land uses to change. All 3 plans show the eventual highest and best use of the area so that planning policy can be modified to encourage redevelopment.





CHAPTER 2: THE OPTIONS

This report presents 3 options for development on all four of the areas outlined within the study area (Shore Drive, Sobeys Village, Waterfront Phase 2, and Bedford Highway). To some extent, the options on the 4 parcels match the development objective of each plan. Generally speaking, the plans increase in both development cost and urbanity from concept 1 to concept 3. The goals of all 3 plans are the same (as noted previously). All 3 plans try to balance cost with revenue, public good with private investment and new development with preserving the traditional vernacular of Bedford.

All 3 plans show an ‘urban development’ for the waterfront which is characterized by:

- an urban street cross section with parking on both sides of the street creating parking for more than 300 cars.
- A public multi-use trail or boardwalk on the waters edge.
- parks or open space at the terminus of all roads leading into the waterfront
- preservation of the Hammonds Plains Road view corridor to the waterfront.
- 2 possible road connections to the waterfront with opportunities for a ‘phase 3’ waterfront development to the south east of phase 2.
- the rail corridor is preserved and provisions have been made for a potential future commuter rail station in close proximity to a ferry terminal.
- A ferry terminal which may or may not be needed in the

near to mid term. All plans ‘work’ with or without the terminal.

- A public iconic building on the waterfront surrounded by mixed use development and occupying a prominent location on the waterfront next to a public park.
- additional future marina space which could be built as public marina berthage or as private marina berthage by a developer in conjunction with their adjacent development.
- The rip rap shoreline of Moirs Pond would be redesigned to provide a natural habitat edge and a historic interpretive walking trail around the pond.

Each option consists of a master plan, a summary description, a brief outline of the plans opportunities and constraints, a 3D massing model to convey basic three dimensional massing form and a pro-forma analysis. No recommendations have been made on the preferred option. The steering committee and consultants will help define the direction for the eventual master plan over the next 2-3 weeks.



Option 1 - Traditional Waterfront

Option 1 can be characterized as having minimal changes to existing private properties and minimum waterfront edge for the new phase 2 development. The reduced edge means that surface parking can be considered instead of requiring indoor parking (which can cost upwards of \$20k per space) for each development.

The **Waterfront** portion of this option shows:

1. a public boardwalk along the entire waterfront. The boardwalk should be designed as a multi-use trail (3m min standard) allowing both walkers and bikers on the waterfront. The boardwalk would have interpretive signage, small park spaces, public art opportunities, and landscaping. All adjacent buildings which front on the boardwalk must have groundfloor space within 1m of the grade at the boardwalk. the boardwalk would be raised to 2.5 m geodetic as per HRM's inner harbour guidelines for sea level rise over the next 100 years. below grade parking can be graded to 1m above geodetic high water. Blank walls should be discouraged along the boardwalk. Most of the shoreline at the waters edge would be 2.5m high rip rap at a 3:1 slope similar to phase 1. Ideally a 1m vegetated strip would be sited between the boardwalk and the rip rap. This strip would be planted with common sea grass and other native plants to minimize the visual impact of the rip rap.
2. a central parking lot of about 350 spaces associated with a future commuter rail station. The parking lot has been sited central to the development for shared parking which could service all parts of the waterfront. The site also occupies the less valuable land along the rail line.
3. a commuter rail station in close proximity to both central parking and the ferry terminal and bus drop
4. a ferry terminal in conjunction with a new bedford library and a restaurant/retail development. It is anticipated that the library would occupy 2 levels. The fast ferry would berth on the north side of the ferry terminal. The ferry being considered by HRM is a front loading catamaran. The berthing dock for the ferry would have no public access and would be the only portion of the waterfront without public access. A bus and vehicle drop off is shown out front of the terminal.
5. two large waterfront parks. One sits at the terminus

to the western entry road adjacent to a small marina. The other park lies just south of the ferry terminal and library. This park shows potential for large vessel berthing.

6. a mixed use development opportunities directly on the waterfront which would range from 3-6 stories. Underground parking would be required for these buildings supplemented with onstreet parking. The mixed use buildings range from 80-90 townhouse units, Commercial, retail, condos and possibly some office space. On the land-side of the development most of the units would be multi-unit residential units in the 4-10 storey range and some select office space.
7. the mixed use component of the waterfront plan with potential for groundfloor commercial with upper stories of residential or office space.
8. a harbour master building centrally located in the inner marina basin.
9. two entry roads from the Bedford Highway. The south-most road is shown through the Clearwater Lobster parking lot (although this road could also be located on the north side of the Clearwater building). The grade in this location allows for the 5m of clearance for the train overpass. The plan shows a private overpass over the tracks to connect Clearwaters existing facilities to a new potential Clearwater development on the waterfront side. The northern-most entry road is also shown in a location where the overpass would be supported.
10. A potential connection to a phase 3 waterfront development to the south east. There are several pre-confederation waterlots on this location. The south end of phase 2 should not preclude connections to phase 3 in the future.

The **Sobeys Village** portion of this option shows:

1. moderate changes to the existing strip type configuration of the Sobeys and associated plazas. The exception is a traditional village centre development at the entry of the plaza and around the north end of Moirs Pond. The entrance would be designed as a traditional main street entrance into the plaza.
2. the loss of parking to accommodate the village style development would be relocated north of the Plaza.

3. the Moirs Pond rip rap shoreline edge (which has no habitat value) redesigned to provide a natural habitat edge and a historic interpretive walking trail around the pond. The plan shows potential for docks or look-off's around the pond. The northern edge of the pond would be infilled very slightly to create room for a public trail, shoreline naturalization and the village centre commercial nodes.
4. the land north of the Sobeys plaza is an area well suited to medium density development, particularly if the Sobeys plaza transitions to a transit oriented development in the future.
5. a full stretch of forest along the Bedford Highway is preserved for the length of the road maintaining the buffer that currently exists.
6. a small commercial portion in the scale and style of the existing Bedford Highway commercial strip. Driveways off Bedford Highway would be prohibited in favour of a central entry road connection with all parking to the rear.
7. the residential development connected to the Sobeys Village Centre by a central road. 7 mid-rise and a cluster of 20 townhouse units are shown on the plan.
8. a common trail system would be routed through the development.
9. A portion of Moirs Pond (behind Sobeys) is infilled to create room for development.

The **Bedford Highway Commercial Strip** portion of this option shows:

1. mixed use (commercial on the highway side and residential on the water side) development in the same scale and style as what exists today along the bedford highway.
2. parking in front of the buildings between the highway and the building is not permitted. Instead, parking is located on the sides or back of the buildings.
3. wherever possible, buildings should be oriented perpendicular to the highway to maintain views of the water wherever possible. Where the view of the water is blocked by natural topography, the buildings can be oriented in any orientation.
4. The two buildings that form the northernmost gateway into the phase 2 waterfront need to create an inviting and unambiguous gateway to the waterfront.

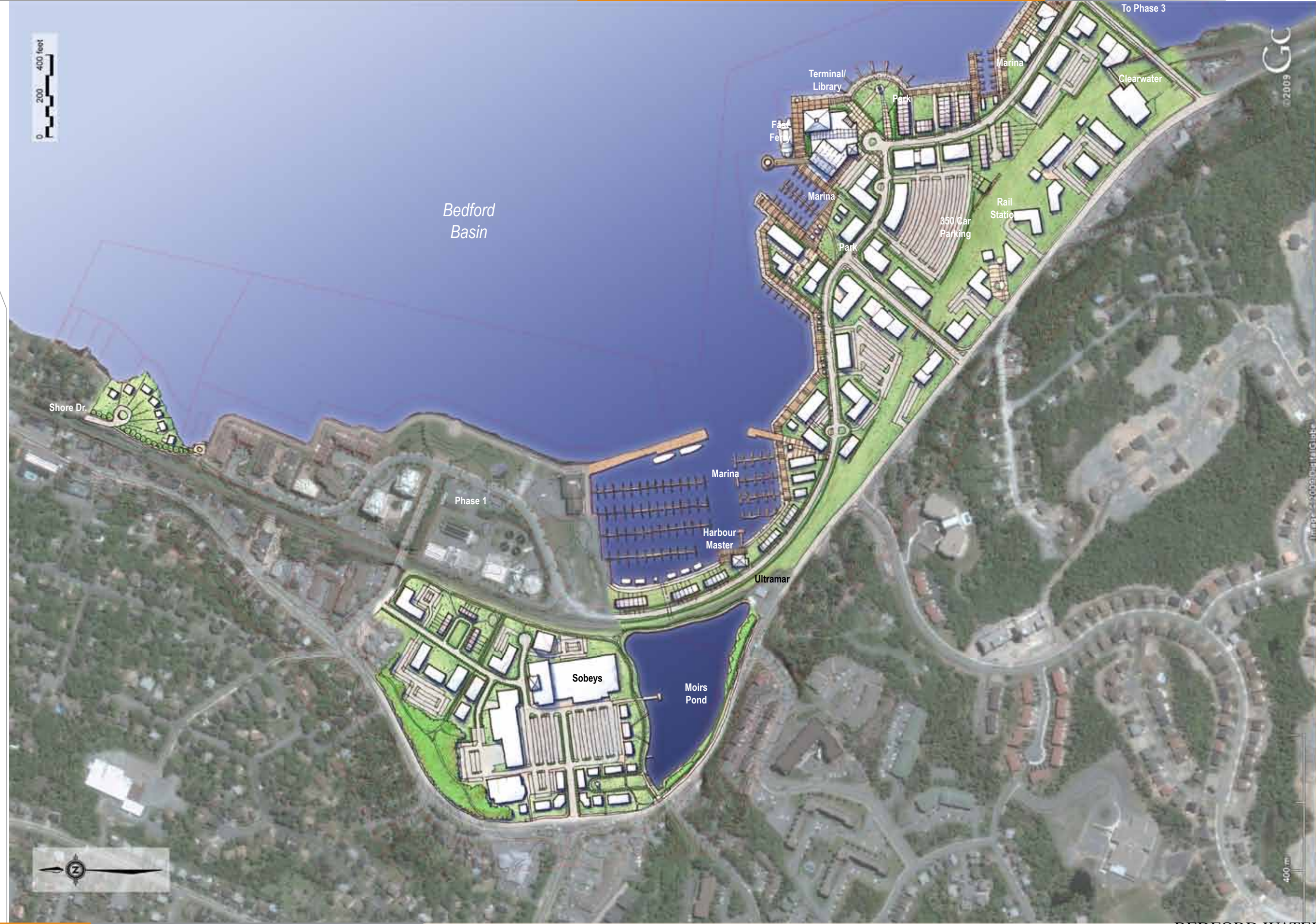
The **Shore Drive** portion of this option shows:

1. 7 high end single family housing lots. Frontage requirements would need to be reduced to allow these lots to be constructed.
2. A proper cul-de-sac would terminate Shore Drive.





0 200 400 feet



Bedford Waterfront

June 2009

CONCEPT 1

© 2009 GC



400 m



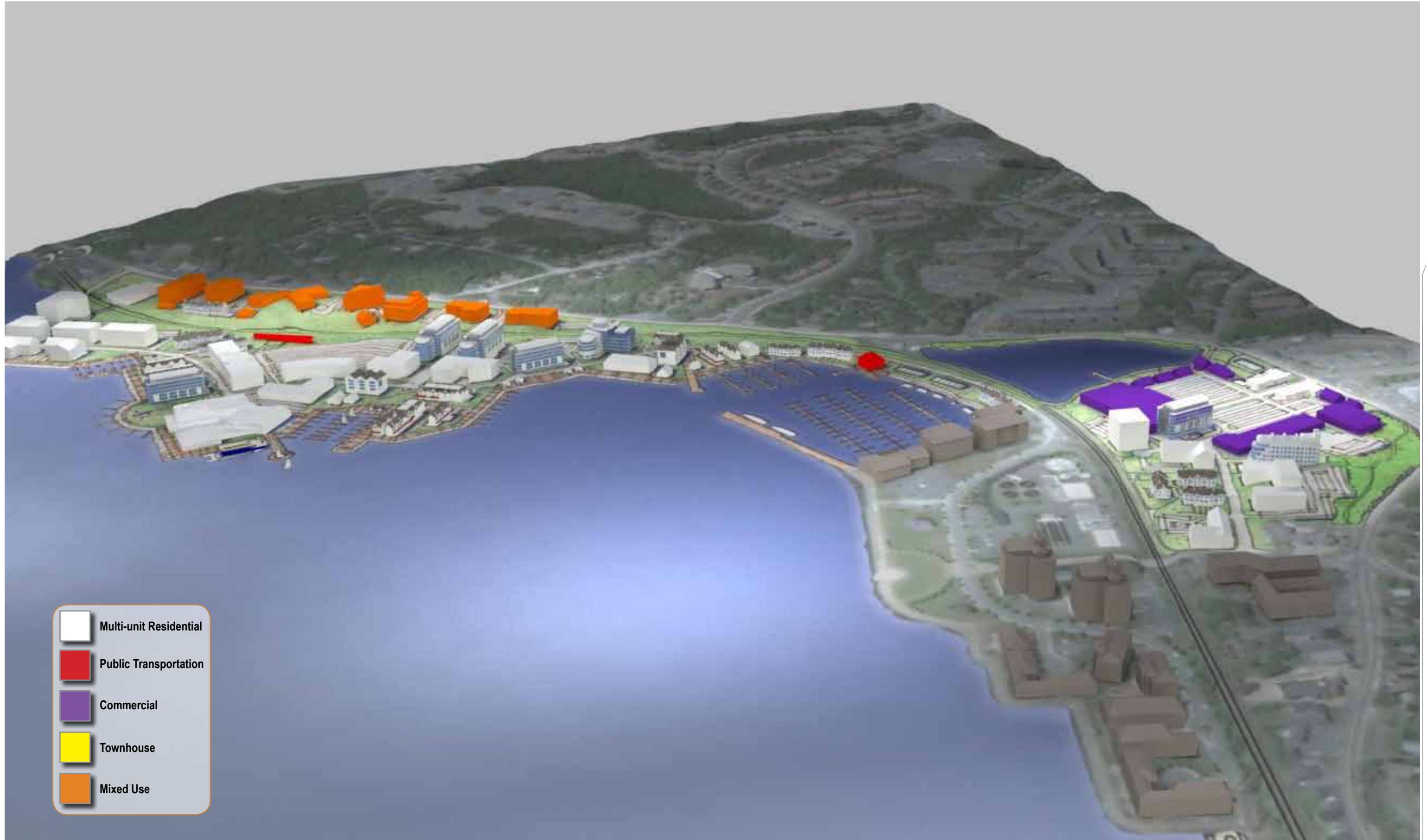
Option I Character Imagery





- Multi-unit Residential
- Public Transportation
- Commercial
- Townhouse
- Mixed Use





- Multi-unit Residential
- Public Transportation
- Commercial
- Townhouse
- Mixed Use





- Multi-unit Residential
- Public Transportation
- Commercial
- Townhouse
- Mixed Use



Option 2 - Waterfront Canals

Option 2 can be characterized as having more changes to existing private properties than option 1 and more waterfront edge for the new phase 2 development. The edge is increased by creating 2 waterfront 'canals' which protrude into the site increasing the waterfront surface area and maximizing waterfront lot values. The increased waterfront edge means that the option is costlier to build but the increased lot values should offset the additional costs. In this option, less at-grade parking is shown in favour of covered parking which is passed on to the developer as a cost.

The **Waterfront** portion of this option shows:

1. a public boardwalk along the entire waterfront except along the canals where housing is brought right to the edge. The boardwalk should be designed as a multi-use trail (3m min standard) allowing both walkers and bikers on the waterfront. The boardwalk would have interpretive signage, small park spaces, public art opportunities, and landscaping. All adjacent buildings which front on the boardwalk must have groundfloor space within 1m of the grade at the boardwalk. the boardwalk would be raised to 2.5 m geodetic as per HRM's inner harbour guidelines for sea level rise over the next 100 years. below grade parking can be graded to 1m above geodetic high water. Blank walls should be discouraged along the boardwalk. Most of the shoreline at the waters edge would be 2.5m high rip rap at a 3:1 slope similar to phase 1. Ideally a 1m vegetated strip would be sited between the boardwalk and the rip rap. This strip would be planted with common sea grass and other native plants to minimize the visual impact of the rip rap.
2. two central canals designed to protrude into the development allowing more water frontage for townhouse style development. A similar approach was recently used on the award winning Amsterdam waterfront and each individual townhouse was designed for a 'lottery' of canal lots. The townhouses are brought right to the waters edge and no public walkways are provided on this canal portion.
3. a central parking lot of about 150 spaces associated with a future commuter rail station. The parking lot has been sited central to the development for shared

parking which could service all parts of the waterfront. The site also occupies the less valuable land along the rail line.

4. a commuter rail station in close proximity to both central parking and the ferry terminal and bus drop
5. a ferry terminal in conjunction with a new Bedford library and a restaurant/retail development. In this option the terminal has been moved closer to the phase 1 development and the Sobeys Village complex. This location has been identified as the temporary ferry terminal location but has been noted as a second option for the long term facility due to the proximity of the exit to the large marina. The floating dock for the ferry would have to be designed to reduce the wake from the entering ferry. It is anticipated that the library would occupy 2 levels. The fast ferry would berth on the north side of the ferry terminal. The ferry being considered by HRM is a front loading catamaran. The berthing dock for the ferry would have no public access and would be the only portion of the waterfront without public access. A bus and vehicle pull off would be located on the street.
6. Two large waterfront parks. One sits at the terminus to the western entry road adjacent to a small marina. This park is adjacent to the library and terminal. The other park lies at a more southern location on the waterfront overlooking another marina. waterfront commercial kiosks are shown in this location.
7. mixed use development opportunities directly on the waterfront which would range from 5-8 stories. Underground parking would be required for these buildings supplemented with onstreet parking. The mixed use buildings range from 80-90 townhouse units, commercial, retail, condos and possibly some office space. On the land-side of the development most of the units would be 6-10 storey multi-unit residential units and some select office space.
8. a mixed use component of the waterfront plan with potential for groundfloor commercial with upper stories of residential or office space.
9. a harbour master building centrally located in the inner marina basin.
10. two entry roads from the Bedford Highway. The south-most road is shown through the Clearwater Lobster parking lot (although this road could also be located on the north side of the Clearwater building). The grade

in this location allows for the 5m of clearance for the train overpass. The plan shows a private overpass over the tracks to connect Clearwaters existing facilities to a new potential Clearwater development on the waterfront side. The northern-most entry road is also shown in a location where the overpass would be supported.

- ii. a potential connection to a phase 3 waterfront development to the south east. There are several pre-confederation waterlots on this location. The south end of phase 2 should not preclude connections to phase 3 in the future.

The **Sobeys Village** portion of this option shows:

1. minimal changes to the existing strip type configuration of the Sobeys and associated plazas. The exception is a traditional village centre development at the entry of the plaza. The entrance would be designed as a traditional main street entrance into the plaza.
2. the loss of parking to accommodate the village style development would be relocated north of the Plaza.
3. the Moirs Pond rip rap shoreline edge (which has no habitat value) redesigned to provide a natural habitat edge and a historic interpretive walking trail around the pond. The plan shows potential for docks or look-off's around the pond.
4. the land north of the Sobeys plaza is suited to medium density development, particularly if the Sobeys plaza transitions to a transit oriented development in the future.
5. a patch of forest along the bedford highway preserved
6. a small commercial portion in the scale and style of the existing Bedford Highway commercial strip. Driveways off Bedford Highway would be prohibited in favour of a central entry road connection with all parking to the rear.
7. 2 entries into the residential portion of this area; one from the Bedford highway, the other from the fire station (which exists currently). The plan shows 4 or 5 mid-rise towers in this location. These towers would be located on the lower land and the general visibility of the towers from the Bedford Highway should be minimized. The development would not

be directly connected to the Sobeys Village development except with trails.

8. 30 townhouse units.
9. a small portion of Moirs Pond (behind Sobeys) filled in to create a pond park with trails around it. The rest of Moirs pond remains untouched with the exception of shoreline naturalization.
10. a potential low rise multi-unit building at the south end of Moirs Pond to buffer the Ultramar from the trail. A trail would have to be provided as part of this development.

The **Bedford Highway Commercial Strip** portion of this option shows:

1. mixed use (commercial on the highway side and residential on the water side) development in the same scale and style as what exists today along the bedford highway.
2. parking in front of the buildings between the highway and the building is not permitted. Instead, parking is located on the sides or back of the buildings.
3. wherever possible, buildings should be oriented perpendicular to the highway to maintain views of the water wherever possible. Where the view of the water is blocked by natural topography, the buildings can be oriented in any orientation.
4. The two buildings that form the northernmost gateway into the phase 2 waterfront need to create an inviting and unambiguous gateway to the waterfront.
5. about 50 townhouse units to take advantage of the steep slopes overlooking the basin.

The **Shore Drive** portion of this option shows:

1. 12 townhouse units are shown along with a low-rise multi-unit complex.
2. A proper cul-de-sac would terminate Shore Drive.
3. the development could be accessed via Waterfront Dr. instead of Shore Dr. giving a Bedford Waterfront Phase 1 address instead of a Shore Drive access.





Bedford Waterfront

June 2009

CONCEPT 2

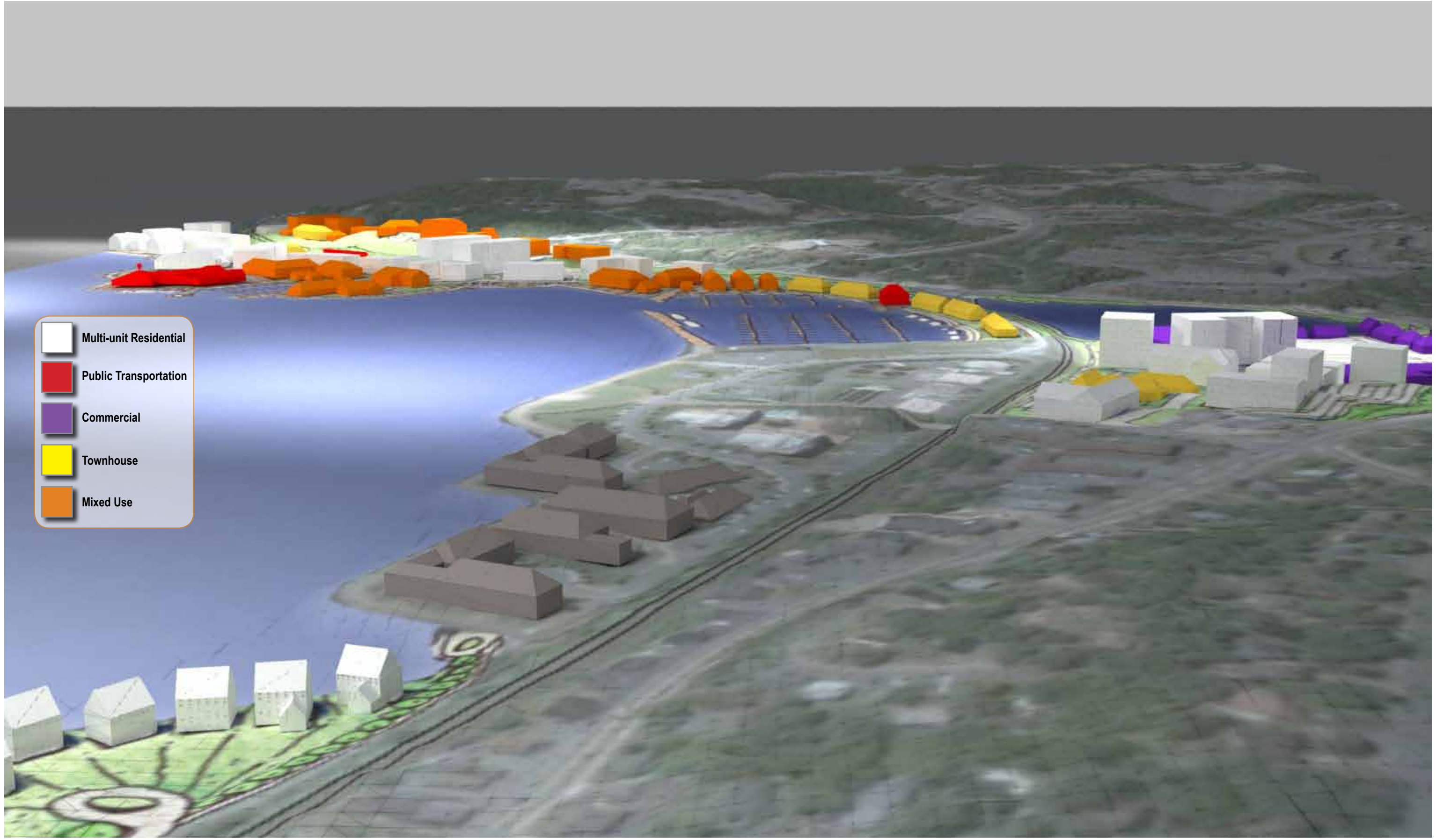
©2009 GC






Imagery © 2009 DigitalGlobe

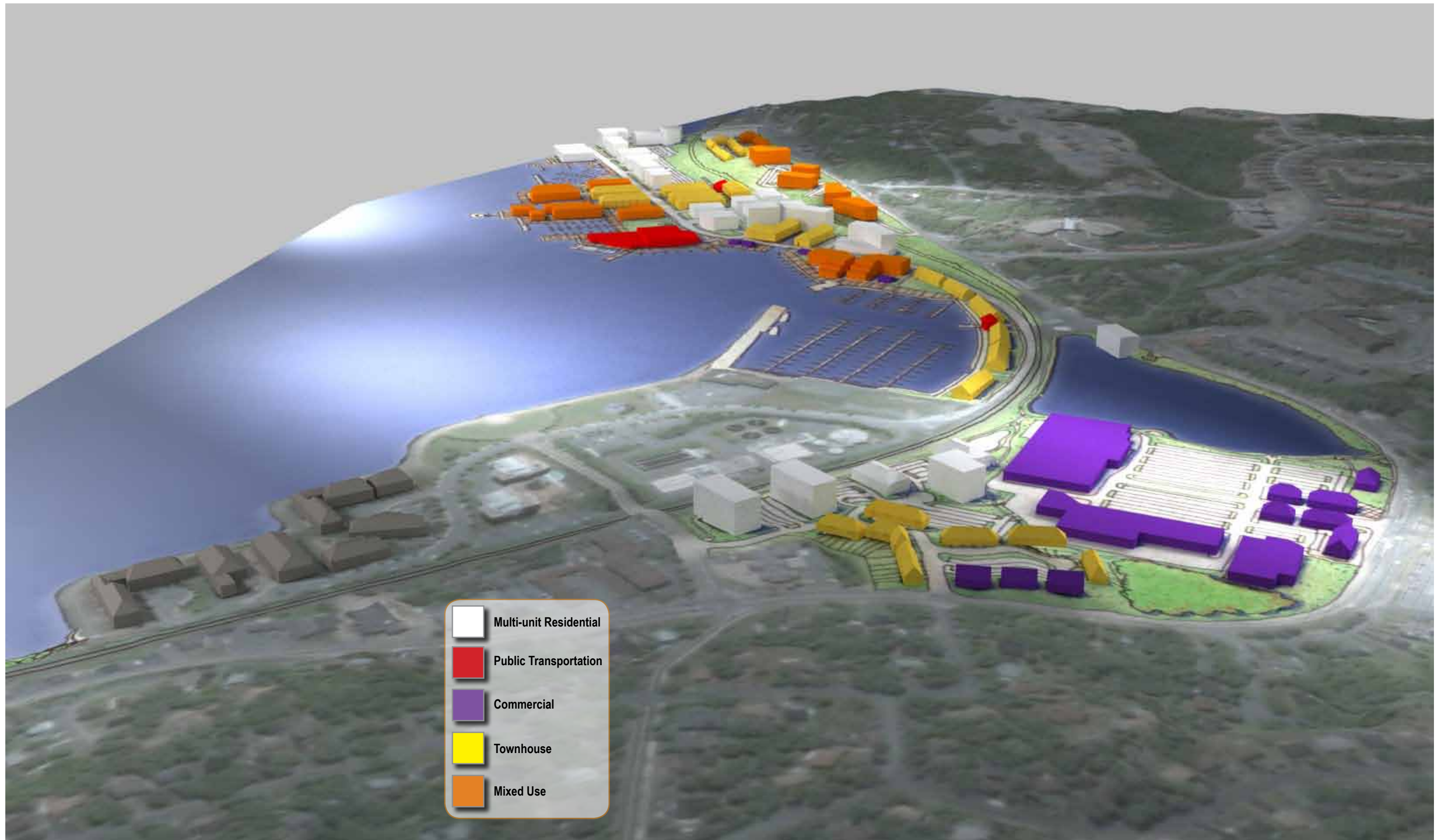
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Option 2 Character Imagery



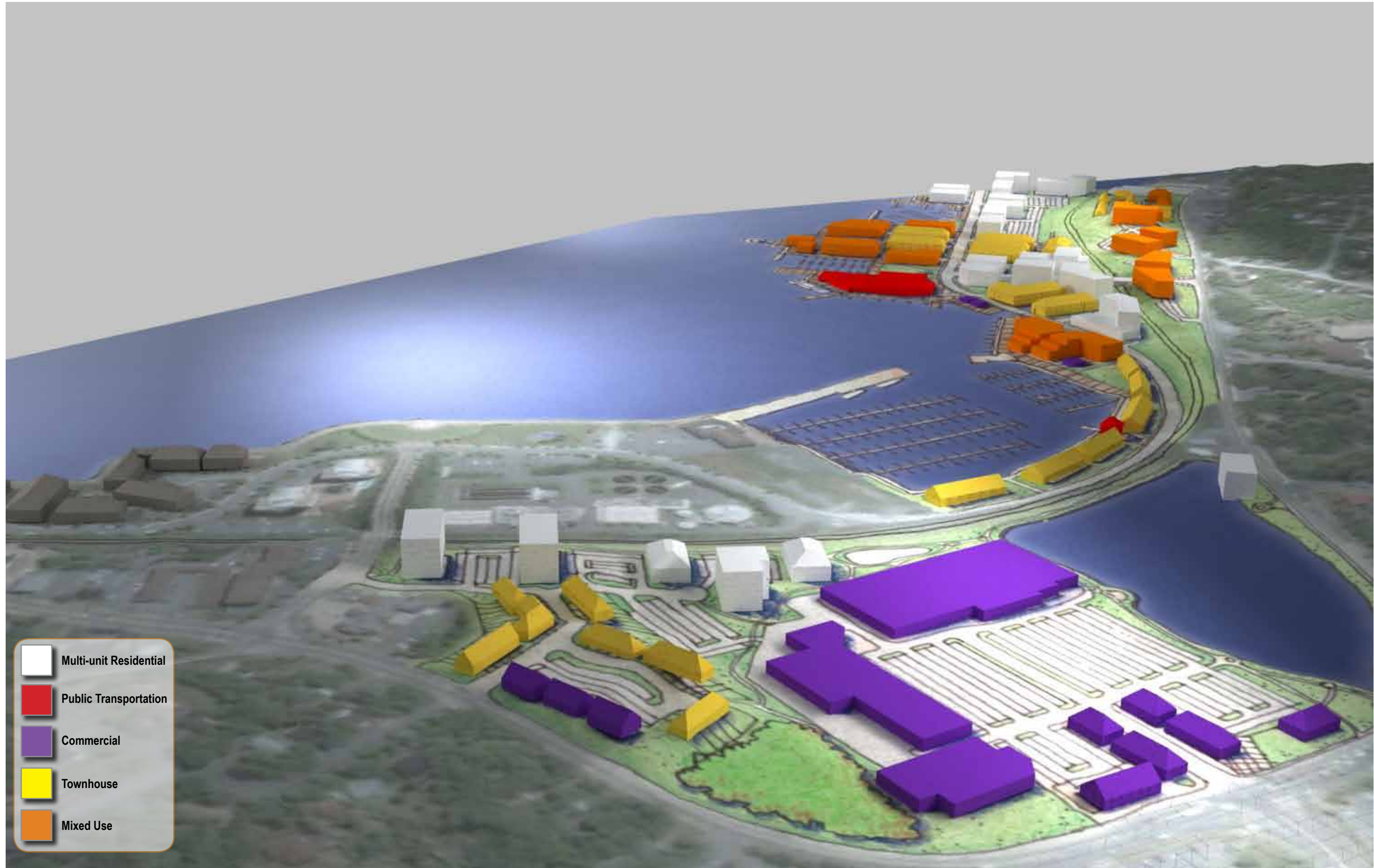



-  Multi-unit Residential
-  Public Transportation
-  Commercial
-  Townhouse
-  Mixed Use



- Multi-unit Residential
- Public Transportation
- Commercial
- Townhouse
- Mixed Use





-  Multi-unit Residential
-  Public Transportation
-  Commercial
-  Townhouse
-  Mixed Use



Option 3 - Waterfront Island

Option 3 can be characterized as having more substantial changes to existing private properties than option 1 and 2, and the most waterfront edge for the new phase 2 development. The edge in this option is increased by creating a waterfront island effectively creating 2 waterfronts. The increased waterfront edge means that the option is costlier to build but the increased lot values should offset the additional costs. In this option, there is almost no room for at-grade parking and almost all development sites require underground parking or a dedicated parking structure which is passed on to the developer as a cost.

The **Waterfront** portion of this option shows:

1. a public boardwalk along the entire waterfront including the 'island'. The boardwalk should be designed as a multi-use trail (3m min standard) allowing both walkers and bikers on the waterfront. The boardwalk would have interpretive signage, small park spaces, public art opportunities, and landscaping. All adjacent buildings which front on the boardwalk must have groundfloor space within 1m of the grade at the boardwalk. the boardwalk would be raised to 2.5 m geodetic as per HRM's inner harbour guidelines for sea level rise over the next 100 years. below grade parking can be graded to 1m above geodetic high water. Blank walls should be discouraged along the boardwalk. Most of the shoreline at the waters edge would be 2.5m high rip rap at a 3:1 slope similar to phase 1. Ideally a 1m vegetated strip would be sited between the boardwalk and the rip rap. This strip would be planted with common sea grass and other native plants to minimize the visual impact of the rip rap.
2. the 'island' portion of the development would include room for 7 high quality mid rise developments. The island would be linked with a short bridge to the mainland portion. The island has been oriented to compliment the view from Hammonds Plains Road with a central marina between the island and shoreline. The focal point of the inlet would focus on a iconic feature of the ferry terminal from Hammonds Plains Road.
3. a small central parking lot of about 60 spaces associated with a future commuter rail station. The parking lot has been sited central to the development for shared parking

which could service all parts of the waterfront. The site also occupies the less valuable land along the rail line.

4. a commuter rail station in close proximity to both central parking and the ferry terminal and bus drop
5. a ferry terminal in conjunction with a new bedford library and a restaurant/retail development. It is anticipated that the library would occupy 2 levels. The fast ferry would berth on the north side of the ferry terminal. The ferry being considered by HRM is a front loading catamaran. The berthing dock for the ferry would have no public access and would be the only portion of the waterfront without public access. A bus and vehicle pull off is located out front of the terminal.
6. two small waterfront parks. One sits at the terminus to the western entry road adjacent to a small marina. This would be mopre of an enlarged urban plaza than a green park. The other park sits adjacent to the library and terminal. Waterfront commercial kiosks are shown in this location.
7. mixed use development opportunities directly on the waterfront which would range from 5-10 stories. Underground parking would be required for these buildings supplemented with onstreet parking. The mixed use buildings range from about 50 townhouse units, 25 canal townhouse units, commercial, retail, condos and possibly some office space. On the land-side of the development most of the units would be 6-12 storey multi-unit residential units and some select office space.
8. the mixed use component of the waterfront plan with potential for groundfloor commercial with upper stories of residential or office space.
9. a harbour master building centrally located in the inner marina basin.
10. two entry roads from the Bedford Highway. The southernmost road is shown through the Clearwater Lobster parking lot (although this road could also be located on the north side of the Clearwater building). The grade in this location allows for the 5m of clearance for the train overpass. The plan shows a private overpass over the tracks to connect Clearwaters existing facilities to a new potential Clearwater development on the waterfront side. The northern-most entry road is also shown in a location where the overpass would be supported.

11. a potential connection to a phase 3 waterfront development to the south east. There are several pre-confederation waterlots on this location. The south end of phase 2 should not preclude connections to phase 3 in the future.

The **Sobeys Village** portion of this option shows:

1. major long-term changes to the existing strip type configuration of the Sobeys and associated plazas. Entry road has been reoriented to the Hammonds Plains axis and a new "Main Street" downtown is included at the entrance. The Sobeys and Sobeys Plaza have been re-oriented to the Hammonds Plains Road axis.
2. the loss of parking to accommodate the village style development would be relocated north of the Plaza and possibly in a shared parking structure.
3. the Moirs Pond rip rap shoreline edge (which has no habitat value) redesigned to provide a natural habitat edge and a historic interpretive walking trail around the pond. The plan shows potential for docks or look-off's around the pond. Some of the pond would be filled adjacent to the south side of Sobeys to create a park for the Village Centre.
4. the land north of the Sobeys plaza is an area well suited to medium density development, particularly if the Sobeys plaza transitions to a transit oriented development in the future.
5. a full stretch of forest along the Bedford Highway is preserved for the length of the road maintaining the buffer that currently exists. A small portion would be lost to an entrance road into a parking lot for multi-unit development.
6. the residential development would be connected to the Sobeys Village Centre by a central road. 8 multi-unit complexes and a small cluster of 8 townhouse units are shown on the plan.
7. a common trail system would be routed through the development.
8. a residential tower would be attached directly to a new Sobeys store. From the third floor, a public walkway would extend across the tracks to a small 4 story multi-unit tower adjacent to the STP.
9. a portion of Moirs Pond (behind Sobeys) is infilled to

- create room for an interpretive park and a trail system.
10. a potential low rise multi-unit building at the south end of Moirs Pond to buffer the Ultramar from the trail. A trail would have to be provided as part of this development.

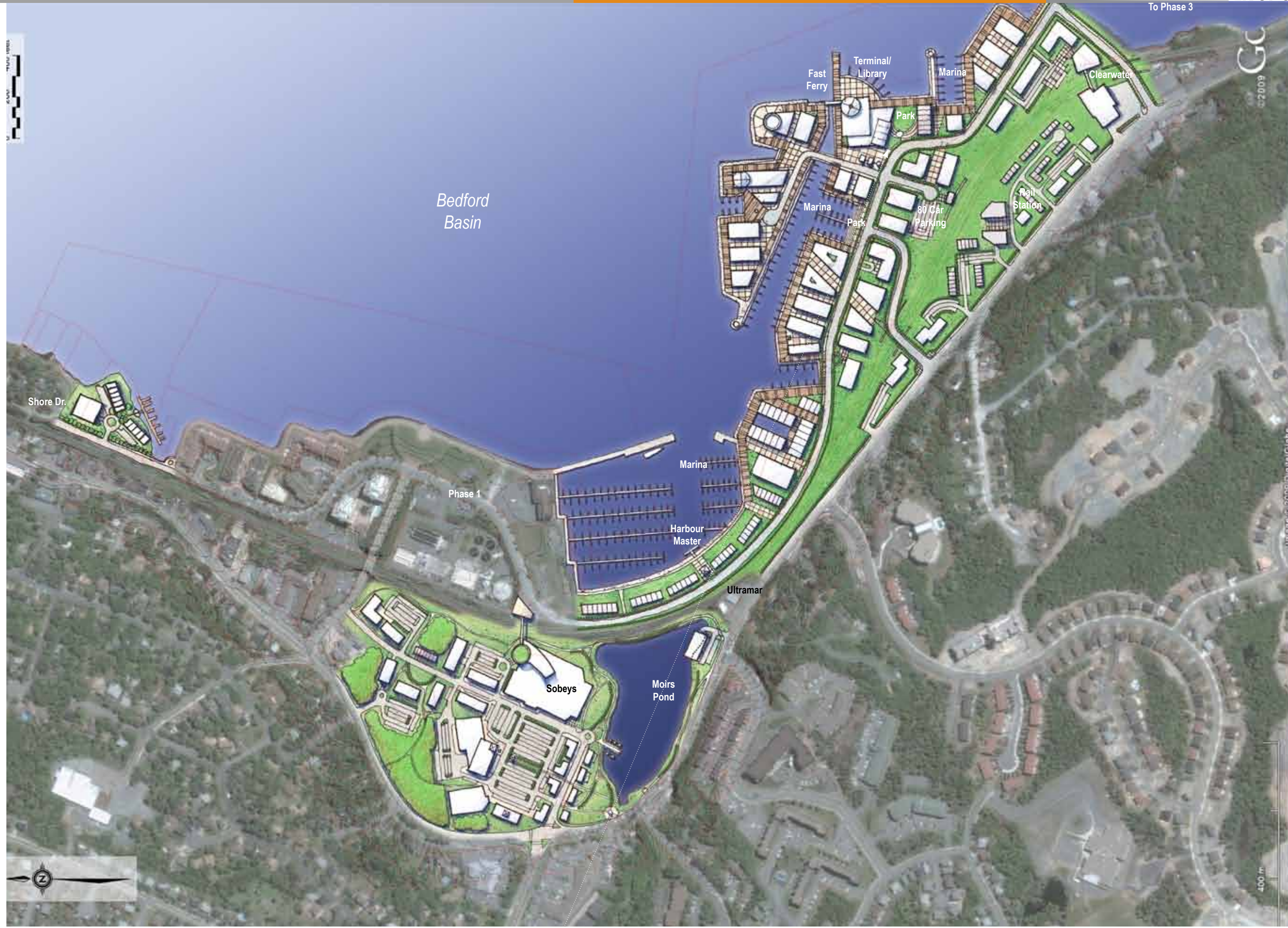
The **Bedford Highway Commercial Strip** portion of this option shows:

1. mixed use (commercial on the highway side and residential on the water side) development in the same scale and style as what exists today along the bedford highway.
2. parking in front of the buildings between the highway and the building is not permitted. Instead, parking is located on the sides or back of the buildings.
3. wherever possible, buildings should be oriented perpendicular to the highway to maintain views of the water wherever possible. Where the view of the water is blocked by natural topography, the buildings can be oriented in any orientation.
4. The two buildings that form the northernmost gateway into the phase 2 waterfront need to create an inviting and unambiguous gateway to the waterfront.
5. this option shows about 70 townhouse units to take advantage of the steep slopes overlooking the basin.
6. Two residential mid rise towers are shown in the widest portion of the site to make up for the density of the townhouse development.

The **Shore Drive** portion of this option shows:

1. 12 townhouse units are shown along with a low-rise multi-unit complex. A small marina is included.
2. A proper cul-de-sac would terminate Shore Drive.
3. the development could be accessed via Waterfront Dr. instead of Shore Dr. giving a Bedford Waterfront Phase 1 address instead of a Shore Drive access. The other option is that Shore Drive could be connected to Waterfront Drive.





CONCEPT 3

Bedford Waterfront

June 2009

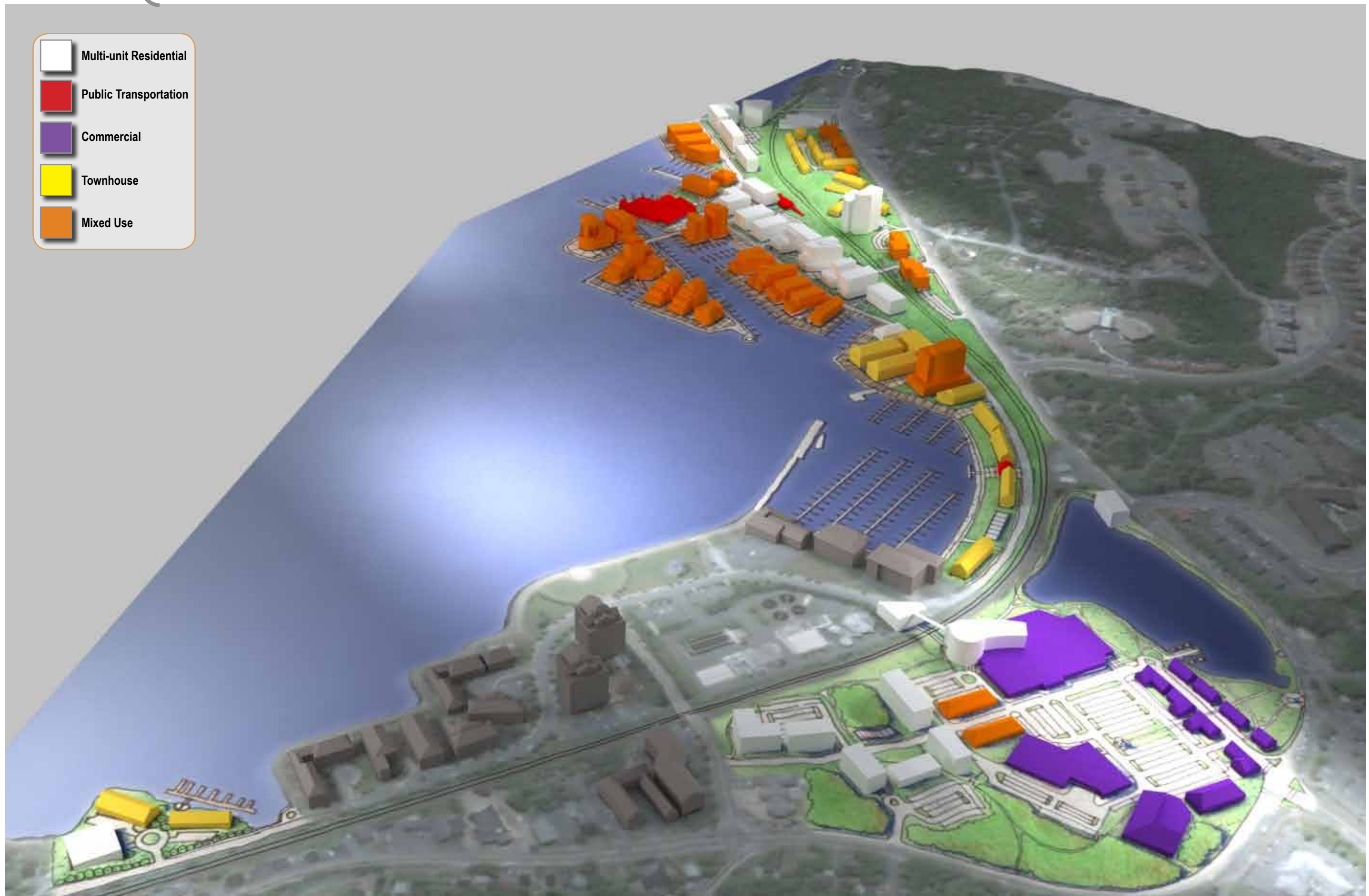


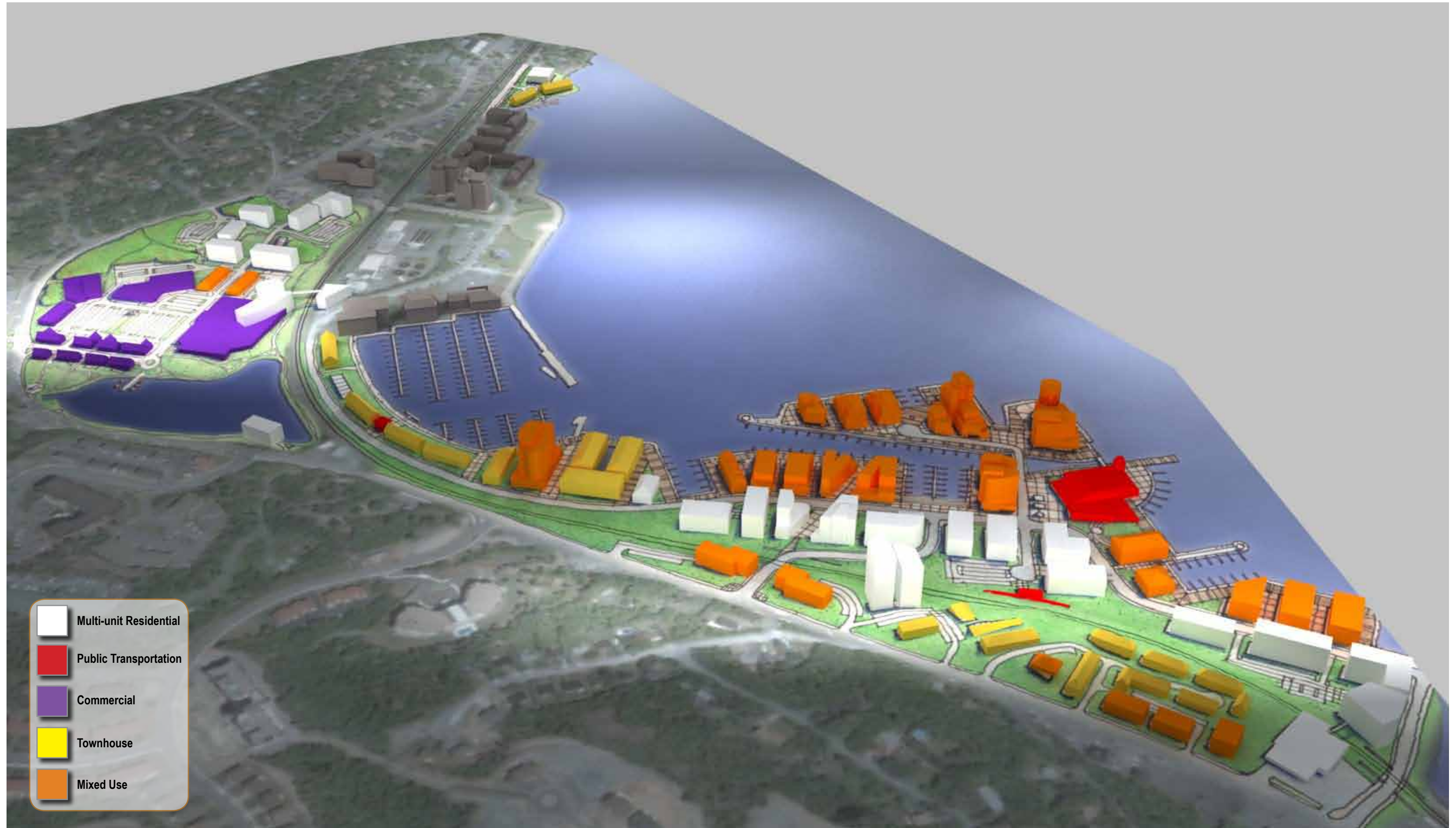
Option 3 Character Imagery








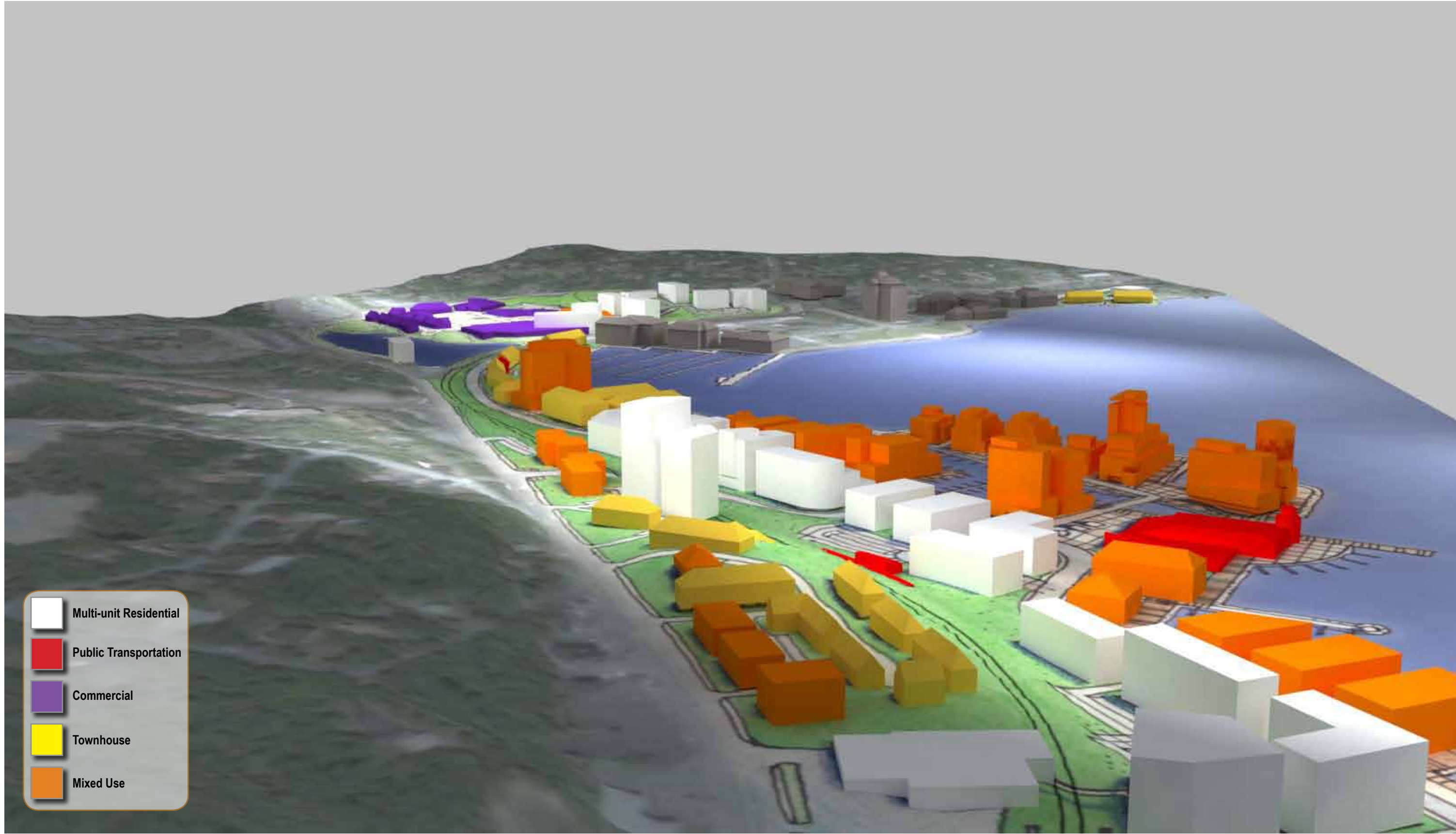


- Multi-unit Residential
- Public Transportation
- Commercial
- Townhouse
- Mixed Use





-  Multi-unit Residential
-  Public Transportation
-  Commercial
-  Townhouse
-  Mixed Use



- Multi-unit Residential
- Public Transportation
- Commercial
- Townhouse
- Mixed Use

