

HALIFAX

P.O. Box 1749
Halifax, Nova Scotia
B3J 3A5 Canada

Item No. 7.1

Halifax Regional Council

January 12, 2021

January 26, 2021

February 23, 2021

TO: Mayor Savage and Members of Halifax Regional Council

SUBMITTED BY: Original Signed by 
Jacques Dubé, Chief Administrative Officer

DATE: November 18, 2020

SUBJECT: **Case 20396: Planning Policy Review of the Burnside Comprehensive Development District**

ORIGIN

Application by EDM Ltd., on behalf of Dartmouth Crossing Ltd., for a Secondary Municipal Planning Strategy amendment to expand the Burnside Comprehensive Development District.

LEGISLATIVE AUTHORITY

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

RECOMMENDATION

It is recommended that Halifax Regional Council direct the Chief Administrative Officer to:

1. Initiate a process to consider amendments to the Secondary Municipal Planning Strategy for Dartmouth to ensure the Burnside Comprehensive Development District policies carry out the goals and direction found in the Regional Municipal Planning Strategy and the Integrated Mobility Plan as described in this report; and
2. Direct staff to follow the public participation program described in the Community Engagement section of this report.

EXECUTIVE SUMMARY

EDM Limited is requesting amendments to the Dartmouth Secondary Municipal Planning Strategy (SPS), on behalf of Dartmouth Crossing Limited. The applicant is asking Council to consider changing the boundaries of the Burnside Comprehensive Development District (BCDD) sub-designation, which enables residential development. The applicant’s request is to add 20 hectares of land near Frenchman Lake to the BCDD sub-designation.

The BCDD sub-designation aims to balance jobs and housing in the area by enabling high density residential development near the Burnside and City of Lakes Business Parks. Staff recommend that the BCDD policy does not carry out the goals of the Regional Plan or the Integrated Mobility Plan. Council should fully review the BCDD policies before considering any expansions to the sub-designation.

BACKGROUND

EDM Limited (the applicant), on behalf of Dartmouth Crossing Limited, is requesting amendments to the Secondary Municipal Planning Strategy for Dartmouth. The applicant is requesting a change to the SPS to add 20 hectares of land near Frenchman Lake to the Burnside Comprehensive Development District sub-designation. This property is undeveloped. The amendment would enable Council to consider residential development under BCDD policies, by rezoning and development agreement. The applicant indicates they would support removing other portions of Dartmouth Crossing’s land holdings from the BCDD sub-designation as part of these amendments.

Subject Site	A portion of PID 41215476, Commodore Drive, near Frenchman Lake
Regional Plan Designation	Urban Settlement
Regional Plan Sub Designation	City of Lakes Regional Local Growth Centre
Community Plan Designation (Map 1)	Industrial (I) under the Dartmouth SMPS
Zoning (Map 2)	General Industrial (I-2) Dartmouth LUB
Size of Site	About 20 hectares (50 acres)
Street Frontage	About 400 metres (1,300 feet)
Current Land Use(s)	Undeveloped
Surrounding Land Use(s)	North: Spectacle Lake Park and undeveloped land South: Commercial buildings (City of Lakes Business Park) West: Frenchman Lake and Frenchman Lake Park East: Retail buildings (Dartmouth Crossing)

Current Proposal

The applicant would like to have the option to develop residential uses on the subject site, which is off Commodore Drive and next to Frenchman Lake. The applicant’s rationale is included as Attachment A. The sub-designation enables high-density residential uses by rezoning and development agreement. The applicant has not submitted plans for the type of buildings or the layout of the subject site. Beyond the subject site, Dartmouth Crossing Ltd. owns about 182 hectares (450 acres) in the area. Most of this land has both an Industrial designation and a Burnside Comprehensive Development District sub-designation.

Map 1 shows the Industrial designation and the BCDD sub-designation. Map 2 shows the current zoning. Map 3 shows area business parks: City of Lakes, Burnside, and Dartmouth Crossing.

Regional Plan Context

The area is designated Urban Settlement under the Regional Municipal Planning Strategy (Regional Plan). The Urban Settlement designation identifies those areas where the Municipality will allow serviced development. The Regional Plan identifies the area near City of Lakes Business Park as a Regional Local Growth Centre. The Regional Plan intends for this growth centre to develop with a mix of high and medium density uses, excellent transportation choices, and a pedestrian oriented environment. The Regional Plan also contains Policy EC-9, which allows Council to consider residential development in private business parks, provided that SPS policy ensures that residents have adequate services and infrastructure.

Map 10 of the Regional Plan also identifies the Frenchman Lake site as being within the City of Lakes Business Park. Under the Dartmouth SPS, the City of Lakes Business Park is intended to develop as a prestigious suburban office location. City of Lakes is meant to be a significant and concentrated employment node, with office buildings up to five storeys in height.

Secondary Plan and Land Use By-law Context

The SPS designates the subject site and most of Dartmouth Crossing as Industrial. The zoning is I-2 (General Industrial). The I-2 Zone permits light industrial, office and retail use like those found in City of Lakes, Dartmouth Crossing and Burnside Business Parks. SPS policy does not enable heavy industrial uses in the I-2 Zone, nor does it enable residential uses as-of-right.

The applicant is asking that Council add the Frenchman Lake site to the Burnside Comprehensive Development District (BCDD) sub-designation, which is now applied to most of Dartmouth Crossing. Policies BC-13 to BC-16 of the SPS establish the BCDD sub-designation and the BCDD Zone. The policies identify land near City of Lakes and Burnside Business Parks as a suitable place to consider residential uses. A rezoning to the BCDD Zone is required before negotiating a development agreement for residential uses, including townhouses and multi-unit buildings. Density for townhouses cannot exceed 89 units per net hectare (36 units per acre). Density for multi-unit buildings cannot exceed 124 units per net hectare (50 units per acre). Total residential density cannot exceed 213 units per net hectare (86 units per acre). Adding the subject site to the BCDD sub-designation would enable over 2,000 additional residential units.

History of the BCDD Designation and Zone

As part of the 2006 Regional Plan, Regional Council adopted the Burnside Comprehensive Development District (BCDD) policies in the area now known as Dartmouth Crossing (Attachment D) includes the BCDD Policy). In 2014, as part of the Regional Plan review, the BCDD policies were moved from the Regional Plan to the Dartmouth SPS. The policies allow Council to consider residential development through a rezoning and a development agreement process. The policy goal is to encourage residential growth near jobs and services, to create more complete communities.

In the fall of 2015, Harbour East Marine Drive Community Council (HEMDCC) rezoned 32 hectares (78 acres) of land from BCDD to I-2, removing the ability to apply for residential uses by development agreement. This land in Dartmouth Crossing, which includes Ikea and Cabela's, is now being developed for retail uses. This land is next to the Burnside Park Expansion Area, which is developing as a light industrial area.

In the spring of 2018, HEMDCC approved a rezoning to BCDD at 257 Finlay Drive, to enable residential units in two buildings, by development agreement. The site has the BCDD sub-designation, and the rezoning and development agreement was approved by Community Council under BCDD policies. More buildings may be considered in future phases. One building has a low-rise base and two high-rise towers, and the second building has seven storeys (Attachment C). A potential non-substantive amendment to this development agreement would permit 60 more units in another seven-storey building. Including the non-substantive amendment, the agreement would permit 385 residential units in 3 buildings on a total of 3.64 hectares (9 acres), of which 3 hectares are developed as buildings, driveways and parking lots.

The gross density (which counts all 3.64 hectares) is 105 units per hectare. Net density (which only counts the 3 hectares of developed land) is about 130 units per hectare. The BCDD policy permits net densities of up to 213 units per hectare, which is over 60% higher than the density of this approved development.

Integrated Mobility Plan and Rapid Transit Strategy

In December 2017, Regional Council approved the Integrated Mobility Plan (IMP). Guiding principles of the IMP include designing complete streets and linking land use planning with transportation planning. At the highest level, it is about building communities where walking, cycling and transit are appealing and convenient. The Plan identifies potential Transit-Oriented Communities at MicMac Mall, Highfield Park, Main Street and Penhorn Mall. Dartmouth Crossing is not identified as a Transit-Oriented Community.

The Rapid Transit Strategy, which Council endorsed on May 26, 2020, proposes a bus rapid transit line on Commodore Avenue, terminating in Dartmouth Crossing. This line would provide frequent and reliable service between the study area, North Dartmouth and central Halifax with convenient connections across the Halifax Transit network. Areas with rapid transit are well-suited to high density, mixed-use development.

Business Parks Functional Plan

In 2008, the Municipality adopted a Business Parks Functional Plan. The Functional Plan directs the Municipality to preserve industrial land for economic development. It also recognizes that in some cases, residential uses may be compatible near office areas. The Plan highlights land near Burnside Business Park and City of Lakes as a potential location for residential growth.

Burnside Zoning Review

On September 29, 2020, Regional Council approved updated zoning for Burnside Business Park and City of Lakes Business Park. The new zoning protects and supports industrial lands. A portion of the subject property is within the boundary of the City of Lakes Business Park as defined by the Dartmouth LUB. In anticipation of this proposal to amend the BCDD policies, the Burnside Zoning Review did not change zoning on the subject property. If Regional Council initiates a process to consider changes to the BCDD sub-designation, the BCDD review process will consider planning policy for the subject property.

Regional Plan Review and Business (Industrial) Parks Functional Plan Update

Staff is currently undertaking a five-year review of the Regional Plan. This project could update planning policy for this site, for Dartmouth Crossing and for the City of Lakes Regional Local Growth Centre.

As part of the Regional Plan review, Corporate Real Estate have hired a consultant team to update the now 12-year-old Business Parks Functional Plan. This study will review economic and land use trends for industrial uses. It will make policy recommendations to protect and promote the Municipality's long-term industrial land supply.

Centre Plan

Package A of the Regional Centre Secondary Municipal Planning Strategy (Centre Plan) came into effect on November 30, 2019. Package A of the Centre Plan has rezoned properties throughout the Regional Centre. Under Package A, Mic Mac Mall and Penhorn Mall are both designated as Future Growth Nodes, where high density redevelopment is permitted. Properties along Highfield Park Drive are also zoned for high density redevelopment. Highfield Park Drive is within walking distance of Dartmouth Crossing, although the route is not pedestrian friendly. Mic Mac Mall and Penhorn Mall are within a 10-minute drive of Dartmouth Crossing.

Plan and By-law Simplification

Most of HRM's plans and land use by-laws were developed before amalgamation in 1996. They are in a variety of formats. They use different definitions, policies, and processes to regulate land use and development and can be cumbersome to administer. A plan and land use by-law simplification program has been developed to update the documents and improve their administration. The Centre Plan is the first phase of this work, and staff are developing a work plan for suburban and rural areas.

DISCUSSION

Municipal Plan Amendments

The Secondary Municipal Planning Strategy for Dartmouth is a strategic policy document. It sets out the goals and direction for the community's long-term growth and development. The intent of the SPS is to provide broad direction, but Regional Council may consider site-specific SPS amendments to allow development not permitted by existing policies. Amendments of this sort should not be routine undertakings but may be appropriate if circumstances have changed and the existing policies are no longer relevant.

Applicant Rationale

The applicant has given the following reasons to consider the proposed amendments:

- The nearby all-weather sports fields, arena and amenities at Dartmouth Crossing suggest potential for a mixed-use community near Frenchman Lake;
- In 2015, Council removed the BCDD Zone from about 32 hectares (78 acres) of land north of Wright Avenue, returning it to industrial zoning. Dartmouth Crossing Limited had considered this land for housing but developed the site for big box retail, including Ikea. The applicant is open to removing an additional 20 hectares (50 acres) of these lands from the BCDD designation (Attachment B), which would lower the number of residential units enabled in Dartmouth Crossing;
- The subject property is a better location to develop housing near Dartmouth Crossing than the lands near Ikea; and
- The BCDD designation will let the applicant better plan the remaining lands owned by Dartmouth Crossing Ltd.

Staff Review

Staff have reviewed the applicant's rationale and considered how this amendment would impact regional planning and the implementation of the Integrated Mobility Plan and the Regional Plan. The applicant's rationale highlights the area's amenities, including the all-weather sports field, 4-pad arena and Dartmouth Crossing. These are attractive amenities, and staff agree that residential units near Dartmouth Crossing could provide a better job/ housing balance in the area. Staff is concerned, however, that BCDD policy does not create the mixed-use, walkable communities that are needed to implement Regional Plan policy or the direction of the IMP. Reviewing the BCDD policies will ensure development in and around Dartmouth Crossing supports HRM's land use and transportation goals.

Staff's specific concerns are:

- 1) The area is not pedestrian friendly. Roads are wide and traffic moves at high speeds. Buildings are spaced widely and surrounded by parking lots, making walks long and uninteresting. The block sizes are quite large. While there are a handful of pedestrian trails, they do not compensate for the overall site design. People may walk in Dartmouth Crossing and City of Lakes but these places are not designed to make walking easy, safe or enjoyable. Walking to the area is also challenging. The trails from MicMac Mall are indirect and wooded; without surveillance (people nearby) many people would likely be anxious to walk there at night. Similarly, walking from Highfield Park means travelling on foot next to busy, high speed streets and crossing the street near highway on-ramps.

The BCDD transportation goals are strong, but implementation is insufficient to carry of the intent of these goals. Policies speak to the importance of considering all modes, of creating walkways and trails, and of mixing uses to reduce walking distances. BCDD policy also states: "In this area a mix of multiple unit dwellings and townhouses may be integrated with commercial and office uses to provide for a vibrant and accessible urban transit village." Residential development approved under BCDD policies does not match these goals: buildings are far from the street and almost entirely residential. This is not best practice for creating walkable, mixed-use places.

The area's design and layout can change, but not quickly. Making comfortable places to walk would mean street redesigns, adding new streets or pedestrian walkways and retrofitting developed areas to make active streetwalls instead of large parking lots. Over such a large site, this is the work of

years and perhaps decades.

- 2) The BCDD sub-designation enables a huge amount of residential development at high densities. The applicant has 23.5 hectares (58 acres) of undeveloped land that is now designated BCDD. Some of this land is undevelopable wetland. As noted, multi-unit residential buildings are approved on some of this undeveloped land. The applicant has the potential to build between 1,700 and 2,000 residential units (perhaps more) on undeveloped land that is now designated BCDD. This assumes development would be primarily residential and similar in form to what was recently approved by development agreement, as described above.

In addition, the developed portion of Dartmouth Crossing is designated BCDD, and is eligible for rezoning and development agreements to permit residential development. If even a small number of retail buildings or parking lots in Dartmouth Crossing were redeveloped, hundreds of additional residential units are enabled. Should wholesale redevelopment or intensification of Dartmouth Crossing take place, the policy enables thousands and thousands of residential units. This is in addition to as-of-right commercial and retail uses. Staff notes that many existing parking lots are needed to meet the current parking requirements for commercial properties. But, if there were fewer commercial uses on site, parking requirements would drop, and parking could be redeveloped.

Although major redevelopment is unlikely, the above estimate highlights the huge development potential under the BCDD policy. This creates two problems. First, it enables a significant quantity of residential units in an environment that is not walkable. Second, it may not align with Regional Plan goals on where to direct high density development over the medium to long term.

- 3) Dartmouth Crossing and City of Lakes Business Parks are not mixed-use. Mixed-use development is the Regional Plan's goal for this area, though the existing BCDD policy will not guarantee mixed-use areas. High-density residential development (or any high-density development) works best when uses are mixed closely together. Dartmouth Crossing is a retail and service (commercial) area and City of Lakes Business Park is an office (commercial) area. The all-weather fields and 4-pad arena form a recreation area. The residential buildings approved for Finlay Drive are the beginning of a residential area. These areas are not within a comfortable walking distance of each other.

A true mixed-use neighbourhood would look and function differently than what now exists or what is approved under the BCDD policy. While a tight mix of uses like Downtown Dartmouth or Downtown Halifax may not be the goal, uses should mix closely at different scales. This means residential buildings with ground floor commercial along with different sized commercial buildings mixed among a variety of residential buildings. It also means reserving space for schools, civic uses and small parks as the area matures.

- 4) Rezoning and development agreements are long processes that demand significant staff resources and while these tools provide Council with discretion, they also create uncertainty. Staff recommend exploring other options for controlling residential development in the BCDD sub-designation, including as-of-right zoning and site plan approval.
- 5) The BCDD policy enables commercial uses and a host of light industrial uses, plus residential uses through a rezoning and development agreement. This is one of the widest ranges of uses enabled by any policy in HRM. Policy typically does not enable both light industrial and residential uses, since doing so can create land use conflicts.

The site near Frenchman Lake is more suitable for residential development than other land designated BCDD. It is closer to recreation amenities and further from industrial areas. The Burnside Park Expansion Area (not far from Ikea) is developing as a light industrial area, so residential development nearby is not desirable. The applicant is open to removing the BCDD sub-designation from some parts of Dartmouth Crossing through an amendment process.

There is merit to considering residential development on the Frenchman Lake site, as proposed by the applicant. The difficulty is that the existing tool to enable this – the BCDD policy - would not require mixed-use, walkable development. The BCDD policy does not support the goals of either the Regional Plan or the Integrated Mobility Plan. Further, development at Frenchman Lake would not address the big planning and infrastructure needs in the area. For these reasons, staff recommend that Council review the BCDD policy and its extent, instead of simply expanding the BCDD sub-designation. Creating a walkable, mixed-use neighbourhood is critical to good planning and meeting HRM's planning goals, especially since so many people work at Dartmouth Crossing and Bus Rapid Transit is planned for the area.

Conclusion

Enabling residential development near Frenchman Lake could provide a better work/life balance in the Burnside area for those that currently work in the area and want to live nearby. The Frenchman Lake area would also be a better location for residential growth than many other parts of Dartmouth Crossing. However, Council should review the extent and the content of the BCDD policies to ensure development in Dartmouth Crossing will result in a walkable neighbourhood with a good mix of uses. Staff suggest that amending the BCDD policies is an opportunity to ensure those policies allow the appropriate level of development, in the appropriate areas, and in the right form to encourage people to walk and take transit. Doing this will support the goals of the Regional Plan and the Integrated Mobility Plan.

FINANCIAL IMPLICATIONS

There are no financial implications. The HRM cost associated with processing this planning application can be accommodated with the approved 2020/21 operating budget for Cost Centre C320, Regional Policy.

RISK CONSIDERATION

This application involves proposed amendments to a Secondary Municipal Planning Strategy. Such amendments are at the discretion of Regional Council and are not subject to appeal to the Nova Scotia Utility and Review Board. Other information about the risks and other implications of adopting any amendments are contained within the Discussion section of this report.

COMMUNITY ENGAGEMENT

Should Council choose to initiate the SPS amendment process or choose to enable an alternative proposal, the *HRM Charter* requires Council to approve a public participation program. In February of 1997, Regional Council approved a public participation resolution that outlines the process for proposed SPS amendments that Council considers local in nature. This requires, at a minimum, holding a public meeting, along with any other measures needed to obtain public opinion.

At present, public engagement has been postponed due to COVID-19. Staff anticipate that once the state of emergency is lifted, public engagement will resume, however at that time there may still be limited states of public gathering. Therefore, staff propose Regional Council adopt a different public participation approach. The proposed level of community engagement would still be consultation, achieved through a questionnaire or survey sent to stakeholders and nearby property owners early in the review process. Staff recommends that this approach meets the *HRM Charter* for public participation. In addition to the survey, staff would create a website and require the applicant to place a sign on the subject property.

Regional Council would also need to hold a public hearing before considering approval of any amendments.

Amendments to the SPS would potentially affect the following stakeholders: Greater Burnside Business Association; businesses and property owners; and other HRM business units, including Transportation and Public Works, Halifax Transit, and Parks and Recreation.

ENVIRONMENTAL IMPLICATIONS

No additional concerns were identified beyond the environmental impacts of development related to changing transportation demand, which is discussed in the body of this report.

ALTERNATIVES

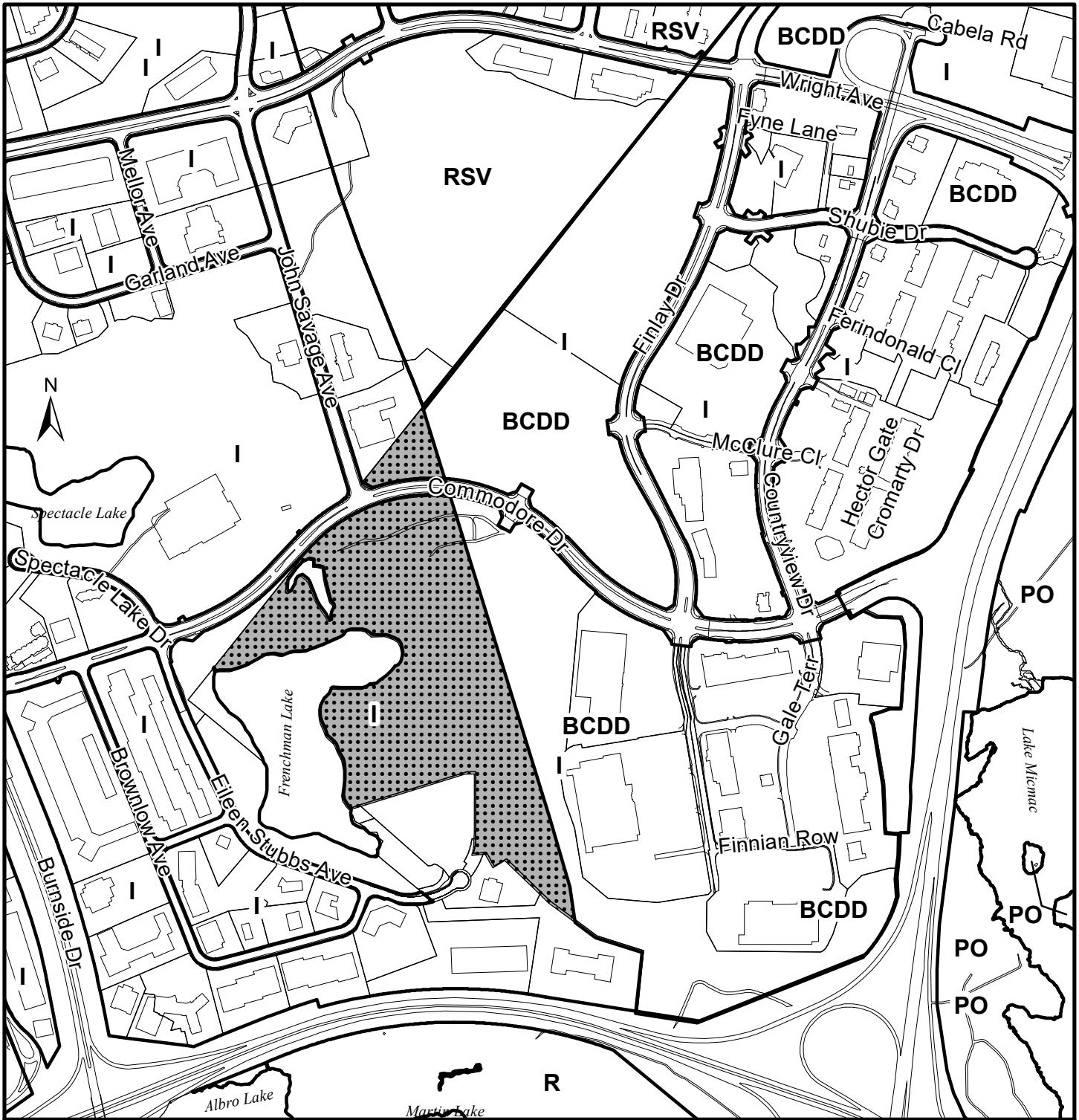
1. Regional Council may direct staff, through the upcoming Regional Plan Review, to consider policies for the City of Lakes Regional Local Growth Centre, and to consider the extent of the Burnside Comprehensive Development District.
2. Regional Council may direct staff to initiate a process to consider an amendment to the Secondary Municipal Planning Strategy for Dartmouth, to re-designate the subject site near Frenchman Lake to Burnside Comprehensive Development District, to enable consideration of residential uses.
3. Regional Council may choose not to initiate any SPS amendment process. A decision of Council not to initiate a process to consider amending the Bedford SPS is not appealable to the NS Utility and Review Board, as per Section 262 of the *HRM Charter*.
4. Regional Council may choose to initiate the consideration of potential policy that would differ from those outlined in this report. This may require a supplementary staff report.

ATTACHMENTS

Map 1	Generalized Future Land Use Map
Map 2	Zoning Map
Map 3	Commodore Drive Business Parks
Attachment A	Applicant's Rationale Letter
Attachment B	Applicant's Proposed BCDD Redesignation
Attachment C	Case 20395 Site Plan and Elevations
Attachment D	BCDD Policy

A copy of this report can be obtained online at <http://www.halifax.ca/council/agendasc/cagenda.php> then choose the appropriate meeting date, or by contacting the Office of the Municipal Clerk at 902.490.4210, or Fax 902.490.4208.

Report Prepared by: Sean Gillis, Planner II, 902.490.6357



Map 1 - Generalized Future Land Use

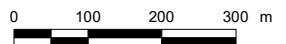
Commodore Drive
Dartmouth

 Subject Area

Designation

- I Industrial
- PO Park & Open Space
- RSV Reserve
- BCDD Burnside Comprehensive Development District

HALIFAX



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.

Dartmouth
Plan Area



Map 2 - Zoning

Commodore Drive
Dartmouth

 Subject Area

Zone

I-2 General Industrial
P Park
RPK Regional Park

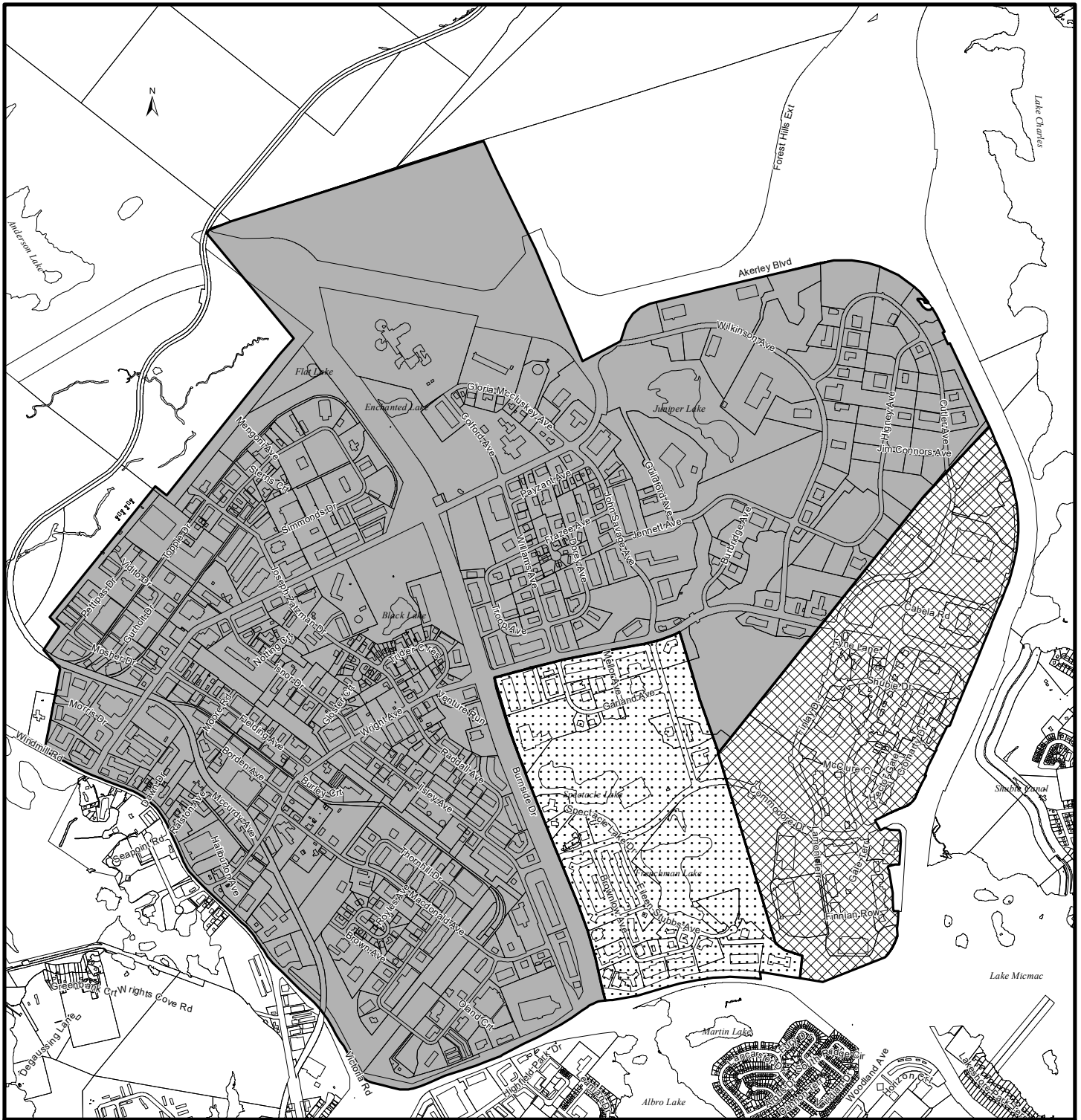
0 100 200 300 m



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.

Dartmouth
Land Use By-Law Area



Map 3 - Business Parks

Commodore Drive
Dartmouth

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- Burnside Business Park
- Dartmouth Crossing
- City of Lakes Business Park
- Burnside Business Park Expansion Area



Dartmouth
Land Use By-Law Area

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

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



ENVIRONMENTAL DESIGN AND MANAGEMENT LIMITED
PLANNING • ECONOMICS • ECOLOGY • ENGINEERING • GEOMATICS

February 3, 2016

Ben Sivak, Major Projects Planner
Development Services / Planning and Development
Halifax Regional Municipality
40 Alderney Drive, 2nd Floor
Dartmouth NS B2Y 2N5

Re: Request to initiate an amendment to Map 9Y in the Dartmouth MPS to include additional lands within the BCDD Designation

Dear Mr. Sivak:

Please accept this letter in request to amend Map 9Y of the Dartmouth MPS to include the remaining portion of lands owned by Dartmouth Crossing Limited (DCL) (PID 41215476) in the Burnside Comprehensive Development District (BCDD) Designation. This request is for an amendment to Map 9Y only. Please refer to **Attachment 1** for a map indicating the proposed BCDD designation extension.

The Halifax Regional Municipal Planning Strategy (RMPS) recognizes opportunities for medium to high density residential development in private business parks. To date, approximately 450 of the 500 acre Dartmouth Crossing business park has been designated BCDD, as per Policy BC-13 of the Dartmouth Municipal Planning Strategy (MPS). This secondary designation still permits as-of-right I-2 (General Industrial) development, but allows for residential development via a rezoning and Development Agreement. Rezoning, however, can only be requested for land identified on Map 9Y. This request proposes to bring the remaining 50 acres under the BCDD designation. This will allow us to better plan future development of the remaining areas in a manner that complements and integrates with existing uses and amenities, while mitigating conflicts with industrial use.

Rationale for Amendment Request

In 2009, a portion of the DCL owned lands north of Wright Avenue (approximately 78 acres) was rezoned to BCDD to permit commercial and residential mixed-use development. As you are aware, this portion north of Wright Avenue was rezoned back to I-2 in December 2015 for reasons outlined in your Staff Report at that time. During the Public Hearing, it was communicated to Council that the intent was to relocate residential to a more suitable location in Dartmouth Crossing.

The subject lands adjacent to the City of Lakes Business Park provide a superior site for support of the provision of residential development in the area. Investments by Halifax Regional Municipality (HRM) in recreation infrastructure on Commodore Drive (all-weather fields, trails, 4-pad arena and potential future AT pedestrian bridge across Highway 111), and hotel and retail commercial uses to the west highlight the future potential of DCL's Frenchman Lake lands for use as a mixed-use community adjacent to key amenities and the region's largest employment centre.

The June 2, 2014 Staff Report to Regional Council for the adoption of the RP+5 (June 24, 2014) notes the possibility of the amendment we request today, recognizing that "an application can be made to initiate a plan amendment process to the Dartmouth Secondary Plan" to have the BCDD applied to DCL lands within the City of Lakes Business Park. In this respect, we are pleased to submit our request for amendment as outlined in this letter and attached map. If you have any questions concerning any aspect of this application, please do not hesitate to contact me by phone (902-425-7900) or email (margot@edm.ca) at your convenience.

Sincerely,

EDM · Environmental Design and Management Limited

Original Signed

Margot Young, MCIP

Attachment 1 Proposed MPS Amendments: Subject Lands



Attachment B: Applicant's Proposed BCDD Redesignation

50 ACRES THAT
COULD BE
REMOVED FROM
THE BCDD
DESSIGNATION

78 ACRES
REZONED FROM
BCDD TO
COMMERCIAL IN
2016

CURRENT
APPLICATION:
PROPOSED AREA TO
BE INCLUDED AS
BCDD
~ 50 ACRES

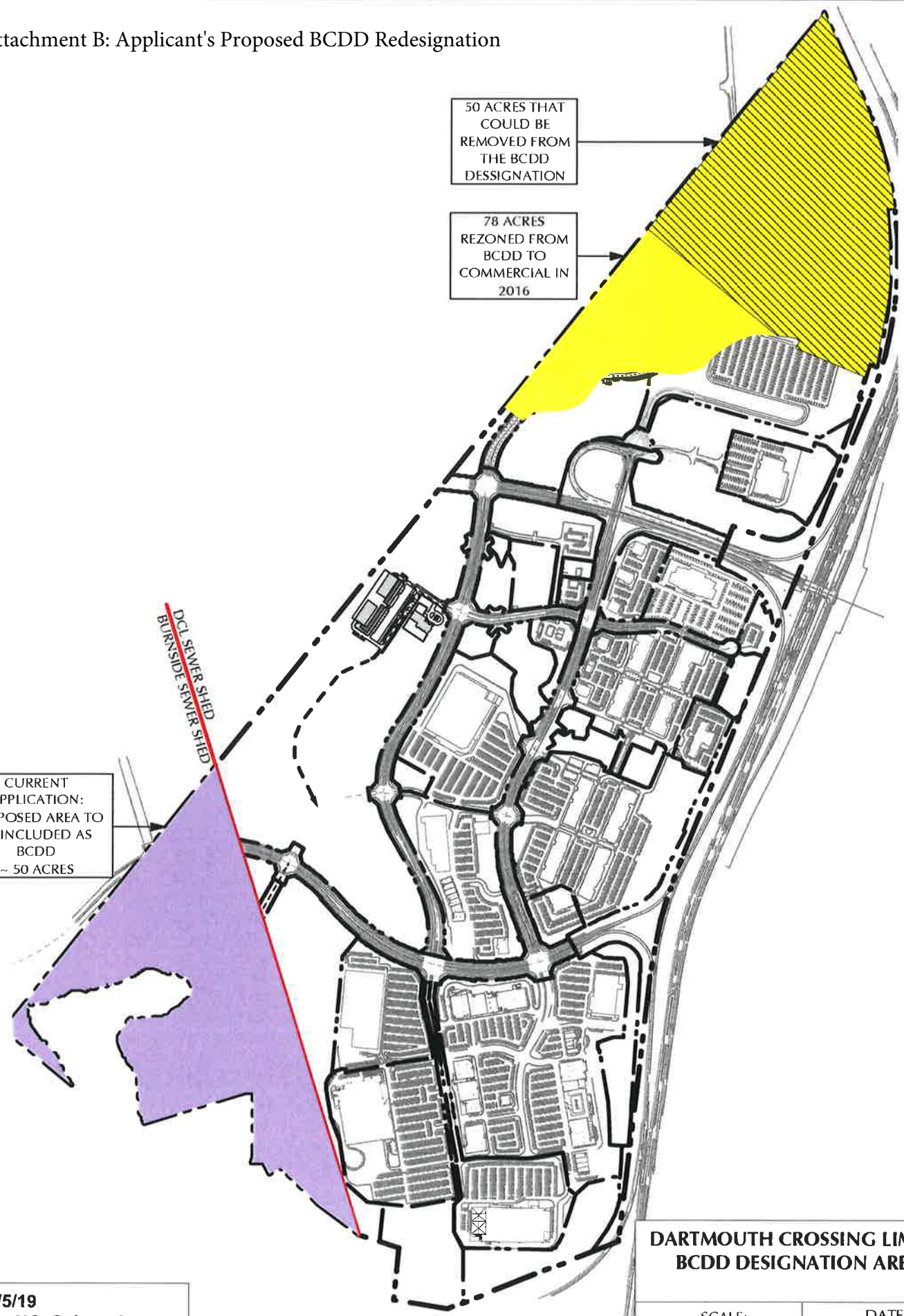
DCL SEWER SHED
BURNSIDE SEWER SHED

DARTMOUTH CROSSING LIMITED
BCDD DESIGNATION AREAS

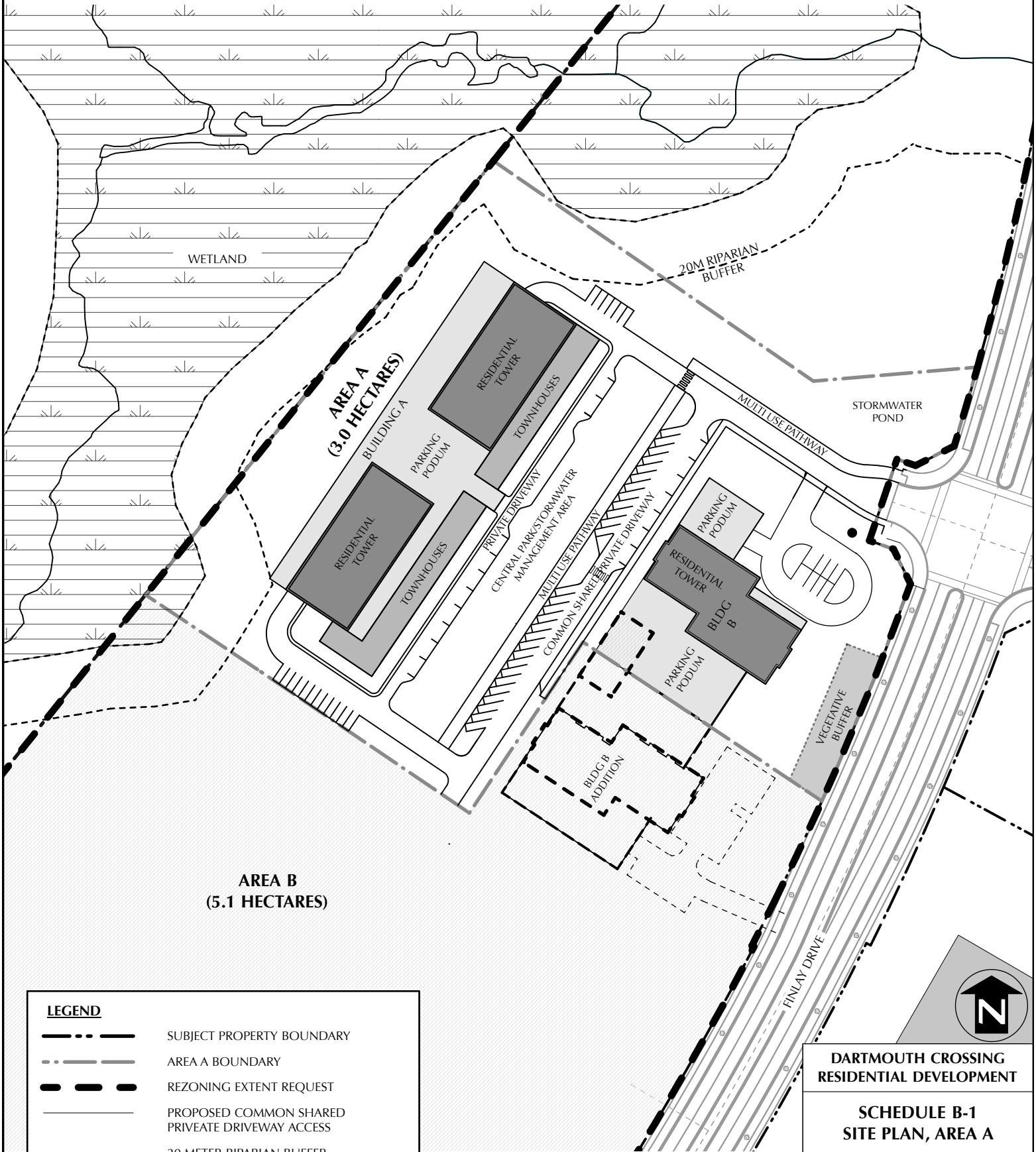
Date: 7/5/19
File name: NQ_Subgrades.vwx

SCALE:
NTS

DATE:
2019-07-05












Attachment C - Case 20395 Site Plan and Elevations



**AREA B
(5.1 HECTARES)**

LEGEND

-  SUBJECT PROPERTY BOUNDARY
-  AREA A BOUNDARY
-  REZONING EXTENT REQUEST
-  PROPOSED COMMON SHARED PRIVATE DRIVEWAY ACCESS
-  20 METER RIPARIAN BUFFER
-  DELINEATED WETLAND
-  PROPOSED GROUND SIGN LOCATION
-  BUILDING B ADDITION
-  FUTURE ACCESS



**DARTMOUTH CROSSING
RESIDENTIAL DEVELOPMENT**

**SCHEDULE B-1
SITE PLAN, AREA A**

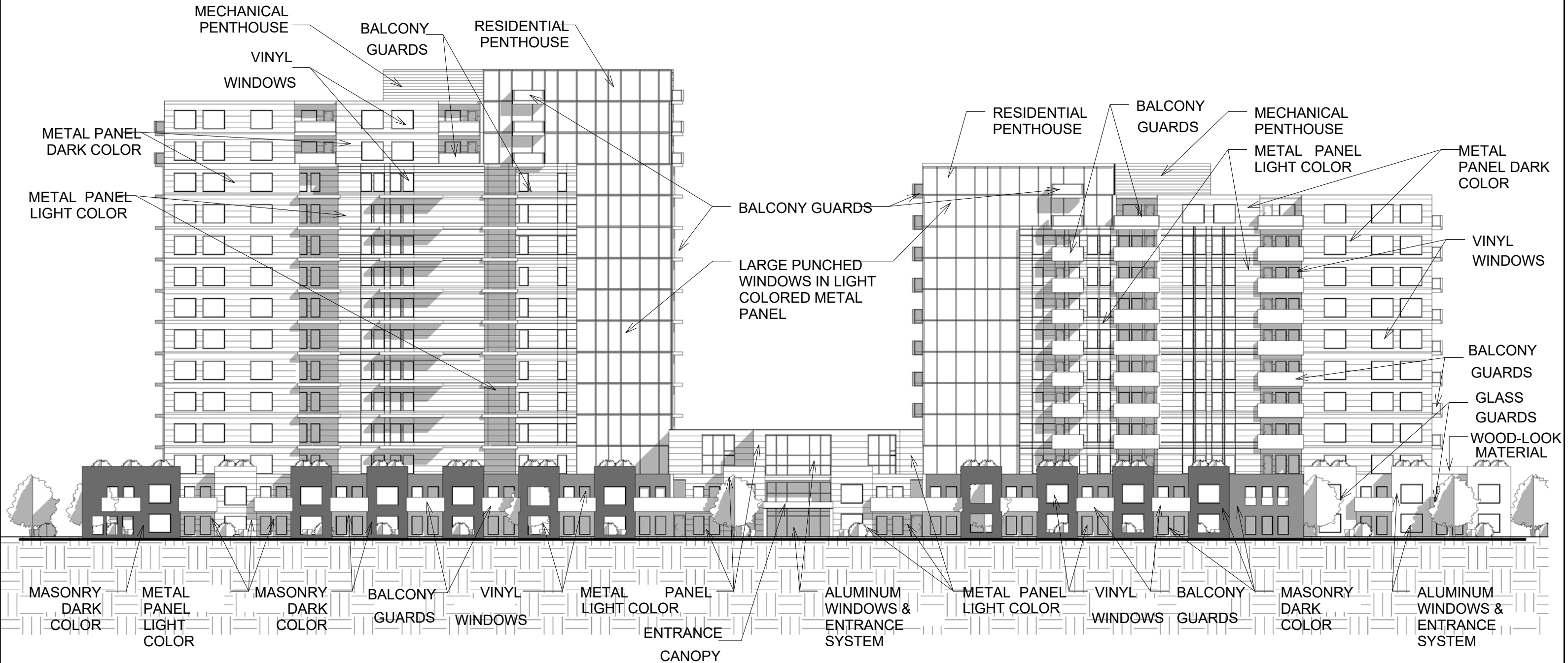
Prepared by:



Date	18/03/07	Design	MN
Scale	1:1600	Drawn	JH
Revision Date	-	Approved	-
Revision	A	Project No.	03-640

Date: 18-3-7
File name: Pad60_DA Schedules.vwx

Building A Elevations



DARTMOUTH CROSSING
DARTMOUTH, NS

REVISIONS	NO.	DESCRIPTION	BY	DATE

1. ALL CONSTRUCTION TO MEET ALL APPLICABLE CODES, STANDARDS, BY-LAWS, ETC.
2. DO NOT SCALE THIS DRAWING FOR CONSTRUCTION PURPOSES. USE FIGURED DIMENSIONS AS NOTED.
3. ALL DIMENSIONS AND CONDITIONS TO BE VERIFIED ON SITE. ALL DISCREPANCIES ARE TO BE REPORTED TO THE ARCHITECT AND AGREED UPON BEFORE PROCEEDING.



ISSUED FOR:
REVISED DATA

DRAWING:
EAST ELEVATION

DATE:
06/23/17

SCALE:
1" = 30'-0"

DRAWING NO.:
A301

Building B Elevations



- ACM SOFFITT PANEL
- BRICK MASONRY VENEER
- SOLDIER COURSING
- BRICK MASONRY VENEER
- PVC WINDOW BLACK
- ARCHITECTURAL STONE
- ARCHITECTURAL CONCRETE
- GARAGE ENTRY
- STEEL COLUMN

C.BLOCK — ARCHITECTURAL CONCRETE



- ACM PANEL
- ALUM SCREEN FOR MECH EQUIP
- ALUM/GLASS CURTAIN WALL
- SOLDIER COURSING
- BRICK MASONRY VENEER
- ALUMINUM. T. GLASS RAIL
- ARCHITECTURAL BLOCK
- ARCHITECTURAL CONCRETE

dan / Jun 21, 2017, 16:42 / F:\Projects\2016\1601 - Dartmouth Crossing L-1\DWG\1601_ELEVATIONS.dwg

RESIDENTIAL DEVELOPMENT

NE & SE ELEVATIONS

DARTMOUTH CROSSING LTD.

SCHEMATIC



Kassner Goodspeed Architects Ltd.

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1" = 30'-0"
Jun 21, 2017

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- ACM SOFFITT PANEL
- ALUM/GLASS CURTAIN WALL
- SOLDIER COURSING
- BRICK MASONRY VENEER
- PVC WINDOWS, BLACK
- LINE OF FUTURE TOWNHOUSE UNIT



- BRICK MASONRY VENEER
- ALUM/GLASS CURTAIN WALL
- SOLDIER COURSING
- BRICK MASONRY VENEER
- ALUMINUM. T. GLASS RAIL
- PVC WINDOWS - BLACK
- ARCHITECTURAL BLOCK

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(9) Burnside Comprehensive Development District (RC-Jun 25/14;E-Oct 18/14)

Business park development in Dartmouth affords opportunities for select residential development as well as commercial and industrial. Medium to high-density residential land uses can complement a business park by allowing easy access to employment for residents and reducing commuting costs to the individual and the Municipality as a whole. However, it is important that the location of residential uses be carefully considered in the context of the overall business park development plan to reduce and mitigate potential land use conflicts related to noise, odour, safety, traffic and related issues.

One area where a mix of medium to high density residential land uses might be considered complementary is in the area north and east of the Burnside Business Park and the City of Lakes Business Park, as specifically identified on Map 12 as the Burnside Comprehensive Development District Sub-designation. In this area a mix of multiple unit dwellings and townhouses may be integrated with commercial and office uses to provide for a vibrant and accessible urban transit village. Limitations on the extent of residential development shall be established to ensure that it does not become the predominant land use in this area. In an effort to achieve compatibility and integration with surrounding and future potential commercial development, and to allow for innovation and flexibility in design, these uses and any commercial retail and office uses may be considered by rezoning to a comprehensive development district.

Policy BC-13 HRM shall establish a Burnside Comprehensive Development District Sub-designation, as shown on Map 12, and shall establish a Burnside Comprehensive Development District (BCDD) Zone within the Land Use By-law.

Policy BC-14 Within the Burnside Comprehensive Development District Sub-designation, HRM may consider rezoning lands to the Burnside Comprehensive Development District (BCDD) Zone.

Policy BC-15 The Burnside Comprehensive Development District (BCDD) Zone shall permit a mix of multiple unit dwellings, townhouses, commercial, office, institutional and recreation uses subject to the provisions of a development agreement. Prior to considering any development agreement within the BCDD Zone, HRM shall require a concept plan for the entire area. The concept plan shall include the following information, some or all of which may be made part of any agreement as HRM deems necessary to fully describe and control the development:

- (a) a map(s) and assessment of the physical nature of the land, including its topography, and any significant vegetation, natural features and environmental characteristics that would shape and enhance the development;**
- (b) a transportation plan, including vehicular, pedestrian and public**

- transit systems, and traffic impact analysis sufficient to evaluate the internal and off-site implications of the systems;
- (c) the method of providing municipal wastewater and water distribution services to the development;
- (d) the general phasing of development;
- (e) the distribution and nature of all land uses;
- (f) the total number and type of dwelling units, and the gross residential density proposed in the whole development and each of the phases.

Policy BC-16 Notwithstanding the CDD policies within the Residential Section, further to the provisions of Policy BC-15, in considering approval of a development agreement within the Burnside Comprehensive Development District (BCDD) Zone, HRM shall consider the following:

- (a) the mix of residential uses, which shall consist of multiple unit dwellings and townhouses with a variation in architectural design;
- (b) the density of townhouse and multiple unit development, which shall not exceed 89 and 124 units per net hectare, respectively;
- (c) that the residential component of the development is adequately separated and buffered from any existing or future potential heavy industrial use to mitigate land use conflicts;
- (d) the architecture of mixed commercial, residential, institutional use buildings which should be clearly articulated as having a building base, building middle and building top through the use of cornice lines, changes of materials, window proportions, etc.;
- (e) the measures to integrate commercial, residential, institutional and recreation uses within and among buildings to alleviate potential impacts among uses;
- (f) the land uses, which shall be well integrated through a system of pedestrian walkways, trails, footpaths, parks and natural areas;
- (g) that the residential component is within a convenient walking distance of transit, services and amenities;
- (h) that the development is designed to foster a sense of place and public safety and to limit opportunities for crime;
- (i) human scaled elements, which shall be incorporated in the first three stories of the mid to high-rise buildings to enhance the pedestrian environment;
- (j) that the upper stories of mid to high rise buildings are designed to promote visual interest and variety in the skyline;
- (k) the hours of operation of any non-residential uses, including business uses located in residential buildings;
- (l) the safety and efficiency of all transportation systems, including the effects of driveways to and traffic from abutting uses and its effects on pedestrian walkway systems; and
- (m) any other matter relating to the impact of the development upon surrounding uses or upon the general community, as contained in Policy IP-1(c).