

**TO:** Mayor Savage and Members of Halifax Regional Council

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

**DATE:** October 8, 2021

**SUBJECT:** **Case 22009: Municipal Planning Strategy and Land Use By-law Amendments for Aerotech Business Park**

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## **ORIGIN**

- September 23, 2008, Regional Council passed the following motion:
  1. *Approve-in-principle Part I of the Business Parks Development Functional Plan, dated July 2008, as a foundation and management plan to guide and enable HRM's leadership in development of its industrial/ business park program to support the objectives of the Municipal Economic Strategy and Regional Plan; and*
  2. *Request staff to initiate the process to consider amending the Regional Municipal Planning Strategy and Secondary Planning Strategy(s) Policies, Land Use By-law Regulations and Site Development Standards using the land use related recommendations of the Business Parks Development Functional Plan, Part I, as the framework for such amendments, and to undertake public participation as indicated in the September 17, 2008 Supplementary Report 2008 Business Parks Functional Plan*
- Recommendations from the 2020 Industrial Employment Lands Strategy to revise the zoning for Aerotech Business Park
- Regional Council's 2021/22 Budget and Business Plan identified that Planning & Development would work with Corporate Real Estate to undertake planning processes to ensure a sufficient supply of industrial lands

## **LEGISLATIVE AUTHORITY**

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

## **RECOMMENDATION**

It is recommended that Regional Council direct the Chief Administrative Officer to initiate a process to:

1. Consider amendments to the Planning Districts 14 & 17 (Shubenacadie Lakes) Municipal Planning Strategy and Land Use By-Law to update the range of permissible industrial and commercial land uses in Aerotech Business Park;
2. Consider amendments to the Regional Municipal Planning Strategy and Regional Subdivision By-Law to apply a service boundary around existing serviced properties and establish a policy for amending this boundary to accommodate any future expansion of Aerotech Business Park; and
3. Follow the public participation program as outlined in the Community Engagement section of this report.

## **BACKGROUND**

The Aerotech Business Park is one of five municipally operated business/industrial parks in the Halifax region. Under the Planning Districts 14 & 17 Municipal Planning Strategy (MPS) and Land Use By-Law (LUB), land use planning policy and zoning allows for business and industrial uses, with an emphasis on attracting aerospace technology and manufacturing. Since the initial development of the Business Park, which began in 1985, considerable public investment has been made in the airport, road, municipal sewer and water systems to service both the Business Park and the Airport. Despite initial success, the Aerotech Business Park has not been successful in attracting new occupants in recent years from its original target market. Business interest from non-technology and non-aerospace interests has been consistently active, however the zoning in place excludes potential uses such as warehousing.

Therefore, staff propose to review the land use planning policy and regulations for Aerotech Business Park to better support the goals of the Regional Municipal Planning Strategy (Regional Plan), the 2008 Business Parks Functional Plan, and the 2020 Industrial Employment Lands Strategy. Particular attention will be given to safeguarding a sufficient supply of industrial land and recognizing the need for airport related uses. This work will include:

- Considering amendments to the MPS and LUB to expand the permitted uses and update the land use regulations that apply within the Airport Industrial Designation (Planning Districts 14 & 17 MPS), which includes Aerotech Business Park and surrounding lands, to provide flexible zoning to accommodate evolving industrial uses;
- Identifying lands that are currently receiving municipal services and considering amendments to the Regional Plan and Regional Subdivision By-law to implement a service boundary that will guide future growth; and
- Collaborating with Halifax International Airport Authority, Halifax Water, HRM Corporate Real Estate and the private property owners within the Airport Industrial Designation.

## **Study Area**

The proposed study area will include Aerotech Business Park and the lands within the Airport Industrial (AP) Designation under the Planning Districts 14 & 17 MPS. The AP Designation includes the municipally owned and operated Aerotech Business Park, the Halifax International Airport, and a number of privately owned lands with both industrial and commercial uses, around exits 5a and 6 of Highway 102.

<b>Subject Site</b>	Lands within AP Designation, including Aerotech Business Park & surrounding lands
<b>Location</b>	Lands near Exits 5a and 6, Highway 102
<b>Regional Plan Designations (Map 1)</b>	Rural Commuter and Sub-designation Business/Industrial Park
<b>Community Plan Designation (Map 2)</b>	Airport Industrial, Planning Districts 14 & 17 MPS
<b>Zoning (Map 3)</b>	AE-1, AE-2, AE-3, AE-4, AE-H, Planning Districts 14 & 17 LUB
<b>Current Land Uses</b>	Airport, aerospace technology, commercial/ industrial businesses and forested lands
<b>Surrounding Uses</b>	Industrial, airport and forested lands

The location of the Aerotech industrial lands close to the international airport and the provincial highway that connects the Regional Centre to the rest of Canada makes this Park unique to the economy of the Municipality. Halifax Stanfield International Airport is a significant contributor to HRM’s economy, generating direct and indirect benefits and thousands of jobs. The Halifax International Airport Authority (the agency responsible for managing the airport) have plans for continued expansion and improvements over the coming years as a result of projected increases in both passenger and freight traffic. The cooperation between the Aerotech Business Park and the Airport is essential to protect and promote the industrial uses and supporting businesses in the area.

**Regional Policy Context**

The industrial lands within HRM’s Industrial Parks are a critical part of the Municipality’s economy. Regional Plan policy supports Halifax’s Economic Growth Plan<sup>1</sup> and calls for the implementation of the 2008 Business Parks Functional Plan (BPPF). In particular:

- Policy EC-3 establishes the Business/ Industrial sub-designation (Map 1), which “represents priority areas for an integrated mix of industrial, commercial, service and support uses” Aerotech Business Park is included within this sub-designation.
- Policy EC-4 requires that the recommendations of the BPPF be used to guide the “rationalization of uses and development standards through amendments to the applicable secondary planning strategies and land use by-laws.”
- Policy EC-5 states that where the municipality has identified lands that may be suitable for industrial uses, amendments to secondary planning strategies and land use by-laws shall be initiated to allow for the intended uses and to ensure that these lands remain available while minimizing conflicts with existing or future incompatible uses in the vicinity. Policy EC-10 requires HRM to cooperate with the Halifax International Airport Authority in the development of airport-related facilities to ensure that municipal infrastructure requirements are adequate for any future expansion plans.

The Regional Plan Review was initiated by Regional Council on February 25, 2020.<sup>2</sup> The scope of this review includes revising Regional Plan policy to better protect and plan for long-term industrial land needs using the recommendations of the Industrial Employment Lands Strategy. At the time of initiation, staff anticipated that the Regional Plan Review would set the parameters for future secondary plan amendments for Aerotech Business Park. Since initiation, staff have identified that advancing the work to amend the land use policy and regulations for the Aerotech Business Park would best support the region’s current need for industrial lands, and could be undertaken in accordance with both existing Regional Plan Policy EC-5 and with the Regional Plan Review direction for future secondary planning.

<sup>1</sup> <https://halifaxpartnership.com/research-strategy/economic-growth-plan/>

<sup>2</sup> <https://www.halifax.ca/sites/default/files/documents/city-hall/regional-council/200225rc1511.pdf>

### **MPS and LUB Context**

The Aerotech Business Park is designated Airport Industrial (AP) in the Planning Districts 14 & 17 MPS (Map 2). The designation was applied in 1987 when the Aerotech Business Park was developed. The intent of the AP Designation was to provide sites for the development of industries at the leading edge of modern technology, as well as for uses which will substantially benefit from the airport location.

The AP designation applies to municipally, federally owned and privately owned lands and establishes five zones (Map 3):

- AE-1 (Aerotech Core) applies to most lands within the Aerotech Business Park. The zone permits uses such as aircraft and aerospace industries, research and development facilities, scientific and professional equipment and products manufacturing.
- AE-2 (General Airport) applies to the lands owned by the Halifax Airport Authority. The zone permits a wider range of industrial and commercial uses.
- AE-3 (Aerotech Commercial) is established in the LUB but not currently applied to any lands. The zone permits wide range of uses that are permitted within the AE-1 and AE-2 Zones and permits uses such as accommodation, businesses and institutions.
- AE-4 (Aerotech Business) applies to the privately owned lands outside of the Aerotech Business Park and the Airport, south of Exit 5 and along the north side of Highway 102. The zone permits all AE-1 and AE-3 uses, in addition to a range of general business uses.
- AE-H (Holding) applies primarily to lands north of the Waverley Game Sanctuary and includes mostly Crown lands. This zone permits limited uses, including government and educational facilities and utilities.

A complete list of permitted uses within each zone can be found in Attachment A.

### **Servicing**

The Halifax International Airport, Aerotech Business Park, and several properties along Sky Boulevard receive municipal water and wastewater service from Halifax Water. The AE-1 Zone states that no development permit will be issued “except where municipal water, sewerage and storm drainage services are available” (Attachment A). For other zones, there is no opportunity to connect to services. There is no service boundary for the area and therefore no policy guidance on how and when any expansion of services could be considered. This is different from how servicing is regulated in other parts of the Municipality. In other areas, a service boundary (such as the Urban Service Area boundary) has been established through the Regional Plan and the Regional Subdivision By-law (RSBL). Regional Plan Policies SU-2 through SU-5 provide guidance for where services may be provided and set out a process for Council to consider when requests are received to extend service boundaries. Service boundaries are established in Schedule B, the Service Requirement Map, of the RSBL.<sup>3</sup>

### **Business Parks Functional Plan (2008) and Industrial Employment Lands Strategy (2020)**

The 2008 Business Parks Functional Plan<sup>4</sup> suitability analysis shows substantial areas of suitable land remaining in Aerotech Business Park. However, at that time municipal servicing was severely constrained and there was limited capacity to accommodate additional industrial uses. In addition, the assessment noted that the land use regulations restricted the development of non-aviation related uses. Although some large aerospace anchor tenants have been attracted to the park including Pratt & Whitney, the aerospace niche has been too limited to drive the development of this park to its full potential.

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<sup>3</sup>[https://www.halifax.ca/sites/default/files/documents/about-the-city/regional-community-planning/Service%20Requirements%20Schedule%20B%20RP5%2030Sept2017to\\_0.pdf](https://www.halifax.ca/sites/default/files/documents/about-the-city/regional-community-planning/Service%20Requirements%20Schedule%20B%20RP5%2030Sept2017to_0.pdf)

<sup>4</sup> Business Parks Functional Plan: Part 1:  
[https://www.halifax.ca/sites/default/files/documents/business/planning-development/applications/Business\\_Parks\\_Functional\\_Plan.pdf](https://www.halifax.ca/sites/default/files/documents/business/planning-development/applications/Business_Parks_Functional_Plan.pdf)

As an update to the 2008 Business Park Functional Plan and as a background study for the current Regional Plan Review, Corporate Real Estate and Planning & Development retained a consultant to undertake the Industrial Employment Lands Strategy (IELS), which was completed in 2020.<sup>5</sup> The strategy reviewed the strengths and challenges of the municipality's industrial lands and made several recommendations on the opportunities to further protect and diversify industrial lands.

The IELS lists the strengths, challenges and opportunities for the Aerotech Business Park (Attachment B). The IELS highlighted Aerotech's strategic location near the airport and major highways and recent servicing upgrades. The IELS reiterated the need to broaden permitted industrial land uses for Aerotech Business Park. While a variety of uses are permitted now in the Aerotech Business Park, the present permitted uses exclude some key traditional uses found in other business parks. For example, if a large food retailer wanted to construct a distribution/warehouse facility in Aerotech, they would not be permitted to do so.

### **Case 00617**

In 2003, Regional Council directed staff to consider amendments to the Planning Districts 14 & 17 MPS and LUB for the Aerotech Business Park and the lands within the Airport Industrial Designation (Case 00617). The review included consultation with HRM's Corporate Real Estate, Halifax International Airport, Halifax Water and the other property owners in the area. The review process was eventually halted. It was determined after a review that the Bennery Lake water supply system would not be able to service the proposed increase in demand. Since 2003, Halifax Water have made significant upgrades to the Bennery Lake Water Supply Plant and have made recent upgrades at the Aerotech Wastewater Treatment Facility.

## **DISCUSSION**

The Regional Plan and the Planning Districts 14 & 17 MPS are strategic policy documents that set out the goals, objectives and direction for long term growth and development in the Municipality. Amendments to a MPS are significant undertakings and Council is under no obligation to consider such requests. Amendments should only be considered within the broader planning context and when there is reason to believe that there has been a change to the circumstances since the MPS was adopted, or last reviewed.

Staff have reviewed the local circumstances, existing policy and zoning regulations, the 2008 Business Parks Functional Plan, and the 2020 Industrial Employment Lands Strategy and advise that amendments to the planning policy and regulations in the study area should be considered in support of the Municipality's objectives to protect and grow the industrial land supply.

### **Proposed Policy Directions**

The circumstances of the Aerotech Business Park have changed since the designation and zoning were applied to the Business Park in 1980s. Current MPS policy is no longer appropriate as the surrounding context and market demand has changed beyond airport and aerospace technology. Despite initial success, the Aerotech Business Park has not been successful in attracting new occupants for over twenty-five years from its original target market. Business interest from non-technology and non-aerospace interests has been consistently active, however the existing zoning excludes potential uses that are in high demand, such as warehousing, logistics, and distribution. Revised planning policy and regulations are needed, which will remove the barriers to developing a broad range of industrial uses on these lands.

The recent upgrades to the Bennery Lake Water Supply Plant and the Aerotech Waste Water Treatment Facility will allow staff to resume the MPS amendment process that was initiated and approved by Council in 2003. Through recent prediction modelling, Halifax Water has indicated there is capacity for Aerotech Business Park and the airport area until 2027. Since the capacity issue has been addressed for the near

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<sup>5</sup> Industrial Employment Lands Strategy, Watson & Associates Economists Ltd., 2020, <https://www.shapeyourcityhalifax.ca/12651/widgets/88965/documents/57752>

future, consideration of future expansion beyond 2027 for the Aerotech Business Park area can also be considered during this review.

This review will consider the Regional Plan's objectives to protect industrial lands and implement the recommendations of the BPPF and IELS. The review will support the Municipality's goals for industrial/business parks and recommend amendments to the land use policy and regulations for Aerotech Business Park, similar to the recent review of the planning policy and zoning for the Burnside and City of Lakes Industrial Parks.<sup>6</sup> This review will consider:

- Applying appropriate designations and zoning to enable a wide range of industrial uses and supporting commercial uses;
- Adopting a Service Boundary to reflect currently serviced lands and adopting policy to guide Council in any future expansion of the service boundary;
- The feedback received through community and stakeholder engagement.

Staff note that as the Regional Plan Review process is ongoing, there may be an opportunity to align the proposed planning process for Aerotech Business Park with the Review. As work progresses, staff will consider whether amendments to the Regional Plan and Regional Subdivision By-law regarding service requirements for Aerotech Business Park can be brought forward as part of the draft amendment package for the overall Review.

### **Conclusion**

Staff have reviewed the current MPS and LUB for Planning Districts 14 & 17 and advise that there is merit to update the policies and permitted uses within the Airport Industrial Designation which includes the Aerotech Business Park. In addition, a service boundary should be applied around the properties that currently receive water and sewer services to reflect the current situation and to provide a framework to guide future connections and expansions in the area. The circumstances within the Aerotech Business Park and surrounding lands have changed in recent years since the current designation, zones and municipal services were applied. Therefore, staff recommend that Regional Council initiate a process to consider amending the Regional Plan, the Regional Subdivision By-law, the MPS and LUB for Planning Districts 14 & 17.

### **COMMUNITY ENGAGEMENT**

Should Regional Council choose to initiate an MPS amendment process, the *HRM Charter* requires that Regional Council approve a public participation program. In February of 1997, Regional Council approved a public participation process for proposed local MPS amendments.

On September 1, 2020, Regional Council adopted amendments to Administrative Order Number 2020-009-ADM, the COVID-19 Administrative Order (AO). Section 3B(1)(b) of the Covid-19 AO provides that a public participation program adopted by Council pursuant to section 219 of the *HRM Charter* may be comprised of, wholly or in part, alternative public engagement. Whether meetings are held online or in person is determined in response to specific engagement needs and in alignment with permitted gathering sizes of Public Health protocols and Provincial directives. Alternative public engagement means public engagement facilitated through virtual meetings, the internet, written correspondence and/or telephone.

Industry stakeholders, including business owners and business representatives from industrial parks across the region participated in workshops to provide feedback for the 2020 Industrial Employment Lands Strategy. Given the predominantly industrial and commercial businesses within the study area, and recent

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<sup>6</sup> <https://www.halifax.ca/sites/default/files/documents/city-hall/regional-council/200929rc086.pdf>

consultation undertaken as part of the 2020 Industrial Lands Employment strategy, staff recommend that Regional Council adopt an alternative public participation program for this project.

The proposed public participation program will involve:

- Targeted stakeholder consultations with industrial/commercial property owners and tenants of the Aerotech Business Park, Halifax Water, Halifax International Airport, and other HRM Business Units (including the Corporate Real Estate Division), as well as business and property owners in the area surrounding the Aerotech Business Park;
- Information sharing via a dedicated webpage on the Halifax.ca website; and
- Notices sent to property owners and placed in local newspapers.

In addition to this consultation, the *HRM Charter* requires a public hearing to be held before Regional Council to consider approval of any amendments.

Amendments to the Regional Plan and the Planning Districts 14 & 17 MPS and LUB will potentially impact the following stakeholders: industrial/commercial property owners and tenants within the Aerotech Business Park, Halifax Water, Halifax International Airport Authority and other HRM Business units (including Corporate Real Estate), as well as business and property owners in the area surrounding the Aerotech Business Park.

### **FINANCIAL IMPLICATIONS**

There are no financial implications to proceed with this planning application. The HRM costs associated with processing this planning application can be accommodated within the approved 2021-2022 operating budget for the Regional Policy Program (C320).

### **RISK CONSIDERATION**

There are no significant risks associated with the recommendations contained within this report. There is some concern regarding the limited supply of industrial land within the Municipality, and a review of the Aerotech Business Park will reduce that risk. This application involves proposed MPS amendments. Such amendments are at the discretion of Regional Council and are not subject to appeal to the N.S. Utility and Review Board.

### **ENVIRONMENTAL IMPLICATIONS**

There are no environmental implications of this report identified at this time. The Regional Plan includes a range of policies that deal both directly and indirectly with the natural environment. The implications of any proposed policy changes will be considered throughout the review process and outlined in future reports to Council. There are a number of watercourses, wetlands and Crown land, the Waverley Games Sanctuary and the Waverley-Salmon River Long Lake Wilderness Area at the outskirts of the Aerotech Business Park. In addition, the presence of pyritic slate may impact the development capability of the lands. The review will consider whether additional planning policy and regulations are needed to further protect any sensitive environmental features on the lands.

### **ALTERNATIVES**

1. 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 report from staff.

2. Regional Council may choose not to initiate the MPS amendment process. A decision of Council not to initiate a process to consider amending the 14 and 17 Plan Area is not appealable to the NS Utility and Review Board as per Section 262 of the *HRM Charter*.

### **ATTACHMENTS**

Map 1:	Regional Plan - Generalized Future Land Use Map
Map 2:	Generalized Future Land Use Map - Planning Districts 14&17
Map 3:	Zoning and Location - Planning Districts 14&17
Attachment A:	Excerpts from the Planning Districts 14 & 17 LUB
Attachment B:	2020 Industrial Employment Lands Strategy -Figure 39

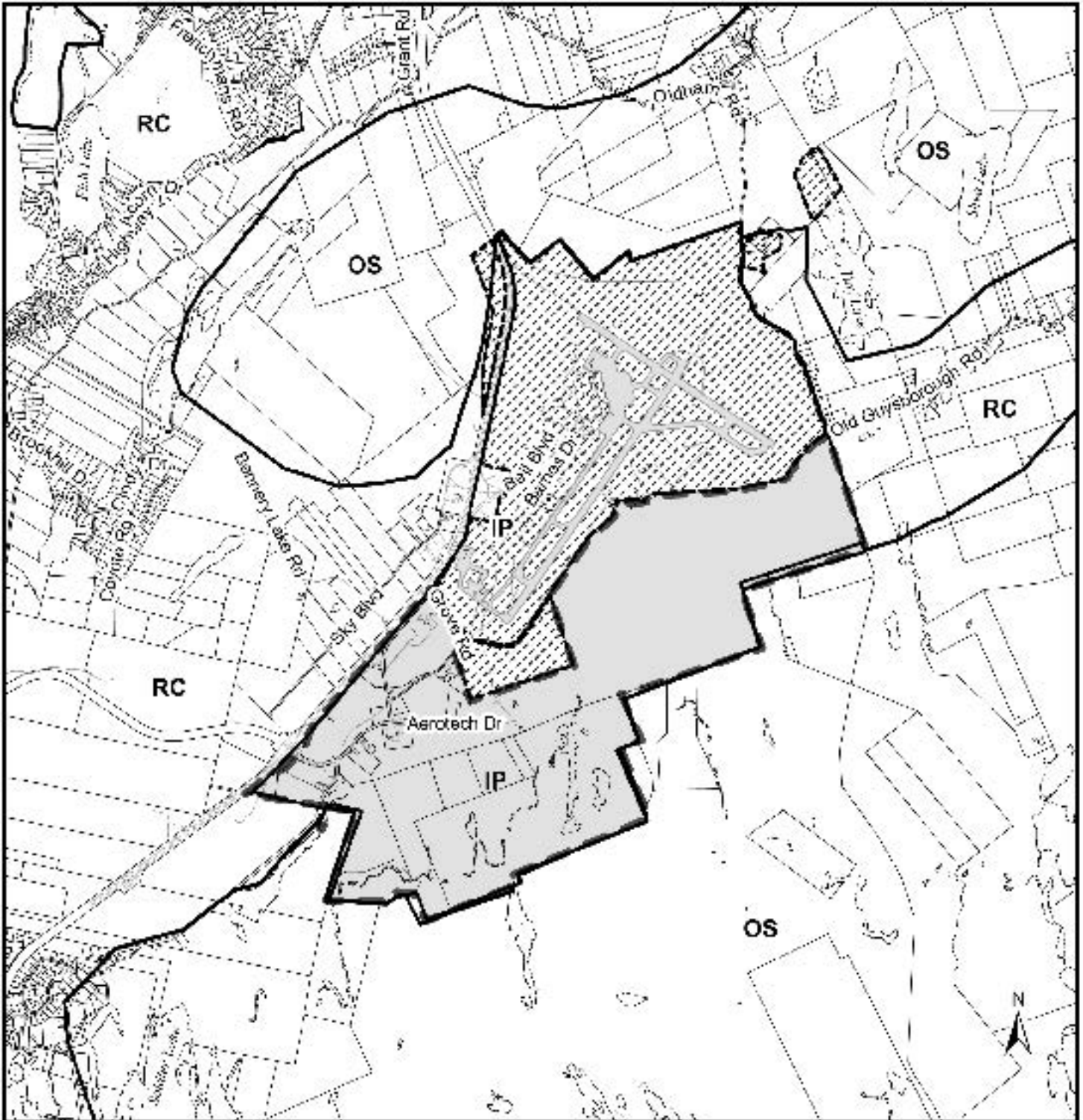
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A copy of this report can be obtained online at [halifax.ca](http://halifax.ca) or by contacting the Office of the Municipal Clerk at 902.490.4210.

Report Prepared by: Maria Jacobs, Planner, Planning & Development, 902 943-4318

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





**Map 1 - The Regional Plan - Generalized Future Land Use**

**HALIFAX**

**Aerotech Industrial Business Park**

-  Airport Lands
-  Aerotech Business Park

**Designation**

- RC** Rural Commuter
- OS** Open Space and Natural Resource

**Sub-Designation**

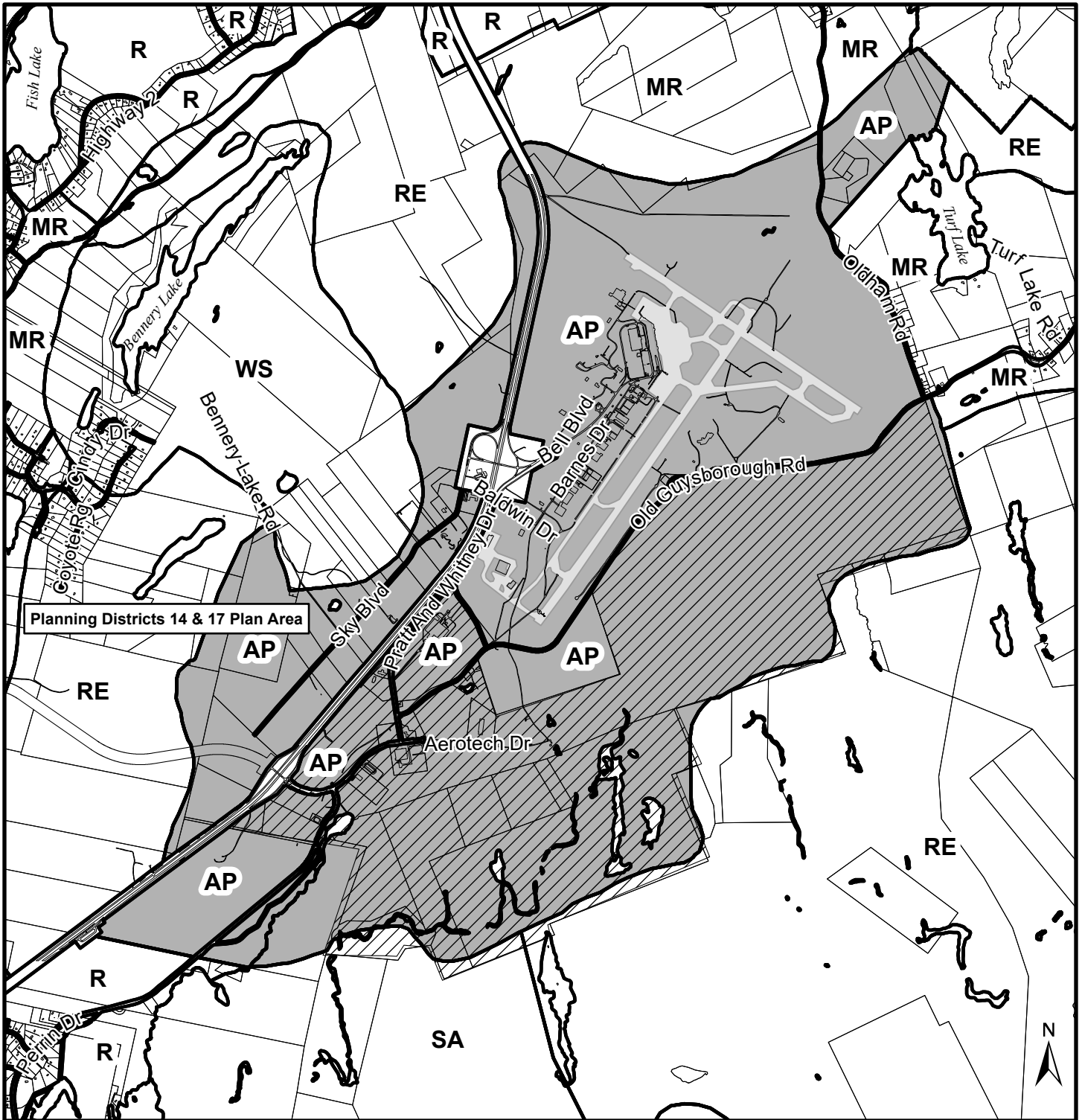
- IP** Industrial Parks



This map is an illustration and does not constitute a legal document. Only the text of the plan and the regulations apply. The map is for informational purposes only.

For more information, contact the Planning Department at 902-496-1000.

Regional Municipal Planning Strategy



## Map 2 - Generalized Future Land Use

Aerotech Industrial/Business Park

# HALIFAX

- AP Airport Industrial Designation
- Aerotech Business Park

### Designation

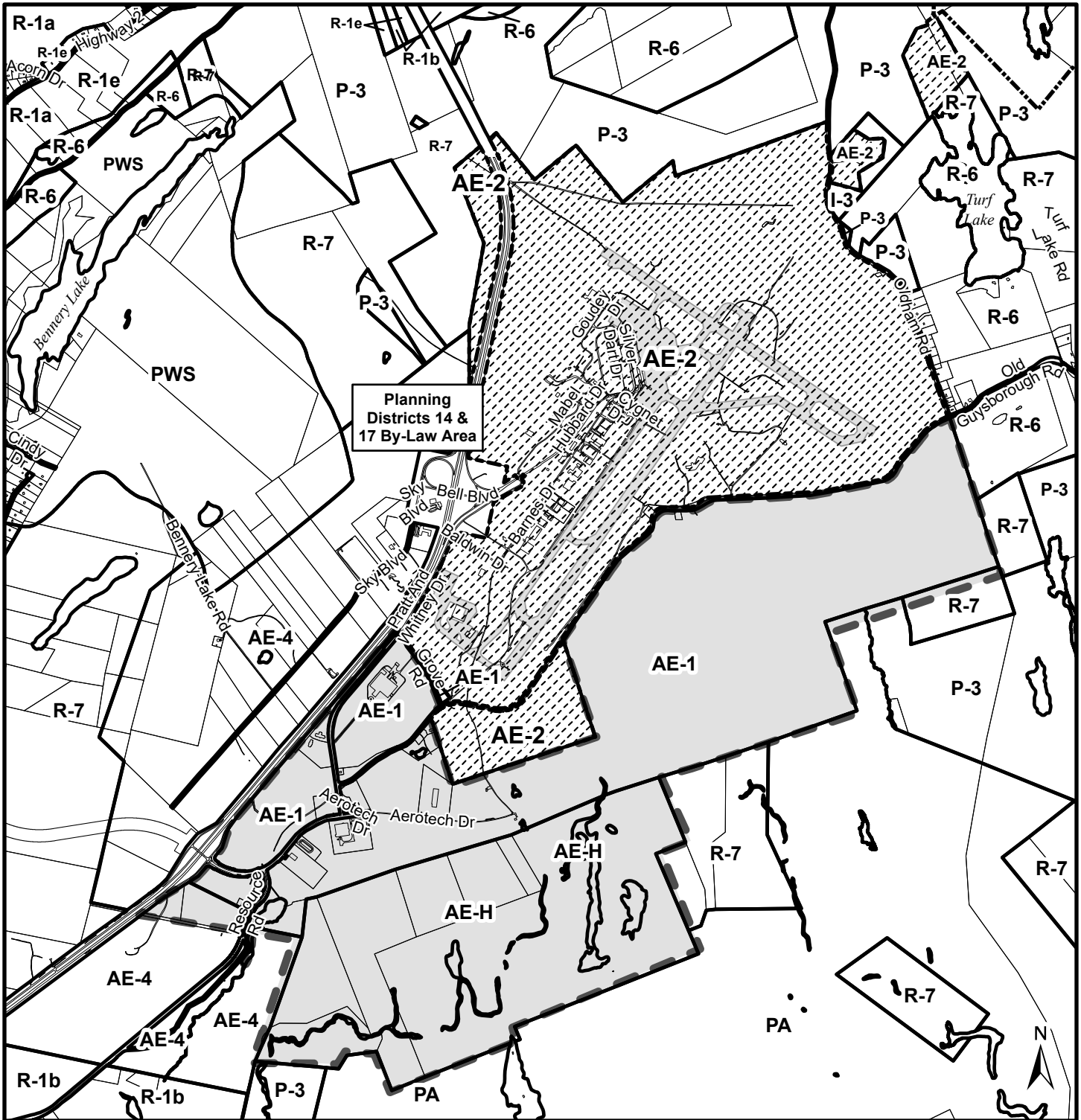
- R Residential
- MR Mixed Residential
- AP Airport Industrial
- RE Resource
- SA Special Area



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.

Planning Districts 14 & 17  
Shubenacadie Lakes Plan Area



## Map 3 - Zoning and Location

Aerotech Industrial/Business Park



Airport Lands



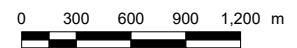
Aerotech Business Park

Planning Districts 14 & 17  
Shubenacadie Lakes By-Law Area

### Zone

R-1a	Single Unit Dwelling
R-1b	Suburban Residential
R-1e	Residential Estate
R-6	Rural Residential
R-7	Rural Estate
I-3	Light Industry
AE-1	Aerotech Core
AE-2	General Airport
AE-4	Aerotech Business
AE-H	Holding
P-3	Park
PA	Protected Area

# HALIFAX



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

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

## ATTACHMENT A

Existing zones and permitted uses within Airport Industrial Designation of the Planning Districts 14 & 17  
Land Use By-Law (LUB)

### **PART 16: AE-1 (AEROTECH CORE) ZONE**

#### 16.1 AE-1 USES PERMITTED

No development permit shall be issued in any AE-1 (AeroTech Core) Zone except for the following:

##### Industrial Uses

Aircraft and aerospace industries  
Research and development facilities and related manufacturing  
Scientific and professional equipment and products manufacturing and related uses  
Electrical and electronic products manufacturing and related uses  
Communications and information products manufacturing and related uses  
Industrial malls

##### Business Uses

Information processing and storage facilities  
Communications facilities  
Educational and training centres  
All AE-3 permitted uses

#### 16.7 OTHER REQUIREMENTS: ENVIRONMENTAL

- (a) No development permit shall be issued for any main building except where municipal water, sewerage and storm drainage services are available.

### **PART 17: AE-2 (GENERAL AIRPORT) ZONE**

#### 17.1 AE-2 USES PERMITTED

No development permit shall be issued in any AE-2 (General Airport) Zone except for the following:

Airports and general airport facilities and services  
Manufacturing, except primary processing warehousing and wholesaling  
Construction industries  
All AE -3 permitted uses  
Outdoor display courts in conjunction with car rental services, a general airport service

## **PART 18: AE-3 (AEROTECH COMMERCIAL) ZONE**

### 18.1 AE-3 USES PERMITTED

No development permit shall be issued in any AE-3 (Aerotech Commercial) Zone except for the following:

#### Accommodation Uses

Hotels  
Executive suites and guest facilities  
Dwelling units for management and security personnel

#### Business Uses

Multi-use centres  
Retail Stores  
Restaurants and general food services  
Financial institutions  
Entertainment uses  
Service stations  
Commercial schools and training centres  
Offices  
Manufacturing and service uses  
Personal Service Uses  
Cannabis production facilities

#### Institutional Uses

Hospitals and medical clinics  
Emergency and protective services  
Daycare facilities  
Parks, plazas and open space uses  
Government facilities  
Utilities  
Recreation uses

## **PART 19: AE-4 (AEROTECH BUSINESS) ZONE**

### 19.1 AE-4 USES PERMITTED

No development permit shall be issued in any AE-4 (Aerotech Business) Zone except for the following:

#### General Business Uses

Retail stores  
Manufacturing  
Service and Personal Service Uses  
Offices  
Banks and financial institutions  
Restaurants  
Outdoor display courts  
Indoor commercial recreation uses  
Service stations and automotive repair  
Parking lots  
Building supply outlets

Warehousing and wholesaling  
Construction industries and contractors  
Transportation terminals  
Motels and hotels  
All AE-1 and AE-3 permitted uses  
Automobile race tracks  
Harness racing tracks

**PART 20: AE-H (HOLDING) ZONE**

20.1 No development permit shall be issued in any AE-H (Holding) Zone except for the following:

Government facilities;  
Educational and training centres; and  
Utilities

## Attachment B

### 2020 Industrial Employment Lands Strategy (IELS) - Figure 39

Figure 39  
HRM Industrial/Business Park Assessment

Industrial/Business Park	Strengths	Weaknesses/Challenges	Development Opportunities
Aerotech Business Park	<ul style="list-style-type: none"> <li>• Synergies with major international airport which is experiencing growth in passenger and cargo volume.</li> <li>• Excellent access and proximity to Highway 102.</li> <li>• Recently upgraded Aerotech Wastewater Treatment Facility serving the park and airport provides for greater growth opportunities.</li> </ul>	<ul style="list-style-type: none"> <li>• Zoning permissions misalignment with market potential</li> <li>• Large part of developable lands is not serviced, with portion potentially to be used for 3<sup>rd</sup> airport runway in the future.</li> <li>• Limited industrial development in recent years.</li> <li>• Distance from urban core of Halifax detracts from marketability of park for some uses.</li> <li>• Competitive offerings in the industrial market from neighbouring Municipality of East Hants.</li> <li>• No HRM parcels currently available for sale.</li> </ul>	<ul style="list-style-type: none"> <li>• Market potential for research and development, high technology, and advanced manufacturing which rely increasingly on air transport in their supply chains and just-in-time delivery.</li> <li>• Sectors directly tied to airport activities and operations including air freight distribution/logistics and the aerospace industry.</li> <li>• Commercial sectors serving needs of air travellers/ workers of airport and surrounding employment area including hotels, restaurants, gas stations.</li> </ul>

The Industrial Employment Lands Strategy can be accessed online at:  
<https://www.shapeyourcityhalifax.ca/12651/widgets/88965/documents/57752>