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REVISED
August 9, 2022
(Attachment A only)

Item No. 4.1
Halifax Regional Council
July 12, 2022
August 9, 2022
September 27, 2022
October 11, 2022

TO: Mayor Savage and Members of Halifax Regional Council

SUBMITTED BY: Original Signed by

Jacques Dubé, Chief Administrative Officer

DATE: July 5, 2022

SUBJECT: **Case 22257: Regional Plan Review: Phase 3**

ORIGIN

On January 7, 2021, Harbour East-Marine Drive Community Council passed the following motion: Item No 10.1.1.

Moved by Councillor Kent, seconded by Councillor Purdy

THAT Harbour East-Marine Drive Community Council request a staff report identifying issues of increasing environmental concern around the Cow Bay Lake area including the setback regulations of Cow Bay Lake and Barrier Pond, a discussion on the existing P-2 (Community Facility) Zone and the range of permitted uses within the Special Area Designation of the Municipal Planning Strategy for Eastern Passage/ Cow Bay.

MOTION PUT AND PASSED

On March 4, 2021, Harbour East-Marine Drive Community Council passed the following motion: Item No 13.1.2

Moved by Councillor Kent, Seconded by Councillor Purdy

THAT Regional Council initiate an amendment to the Eastern Passage/Cow Bay Municipal Planning Strategy and any corresponding amendments to the Land Use By-law to allow exceptions for accessory buildings and other developments such as that which is exempt from watercourse setbacks in portions of the Planning District 5 Land Use By-law, to be located within watercourse setback and buffer areas for the C-2 lots of Shore Road, and Main Road lots from Fishermans Cove area to Shearwater in District 3; and the plan amendment follow the public participation program for municipal planning strategy amendments as approved by Regional Council on February 27, 1997.

MOTION PUT AND PASSED

RECOMMENDATION ON PAGE 3

On January 25, 2022 Regional Council passed the following motions: Item No 18.3

Moved by Councillor Blackburn, seconded by Councillor Mason

THAT Halifax Regional Council:

- Adopt the amendments in Attachment F of the staff report dated December 7, 2021 and direct the Chief Administrative Officer to follow the revised Public Participation Program for the Regional Plan Review as generally set out in Attachment A of the staff report dated December 7, 2021 and as outlined in the Community Engagement section of the staff report dated December 7, 2021 report; and
- Direct the Chief Administrative Officer to follow the revised work plan schedule as generally outlined in Attachment B – Regional Plan Work Plan of the staff report dated December 7, 2021 and Attachment C – Site-Specific Requests of the staff report dated December 7, 2021.

THAT Halifax Regional Council recommend that the Chief Administrative Officer be directed to continue to assess request C027 (1246 Ketch Harbour Rd) as part of the ongoing Regional Plan Review.

LEGISLATIVE AUTHORITY

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

An Act to Amend Chapter 39 of the Acts of 2008, the Halifax Regional Municipality Charter, Respecting Housing, S.N.S. 2022, c. 13, ss. 13-14, as follows:
13 (1) Notwithstanding the *Halifax Regional Municipality Charter*, an applicable municipal planning strategy or any by-law, policy or practice of the Halifax Regional Municipality, where the Halifax Regional Municipality Council is considering adopting or amending a planning document, the Council may not refer the matter to a community council for a recommendation prior to the council's decision on the matter.

(2) Subsection (1) ceases to have effect three years from the date it comes into force.

14 (1) Notwithstanding the *Halifax Regional Municipality Charter*, an applicable municipal planning strategy or any by-law, policy or practice of the Halifax Regional Municipality, where the Halifax Regional Municipality Council is considering any planning decision under Part VIII of the Act or a community council is considering any planning decision it is empowered to make under the policy establishing the community council, the Council or community council may not refer the matter to a planning advisory committee or any other advisory committee of the Council for a recommendation prior to the Council's or the community council's decision on the matter.

(2) Subsection (1) ceases to have effect three years from the date it comes into force.

Regional Municipal Planning Strategy, Chapter 9, Policies G-13 and G-14

RECOMMENDATION ON PAGE 3

RECOMMENDATION

It is recommended that Halifax Regional Council:

1. Give First Reading to consider the proposed amendments to the Regional Municipal Planning Strategy (Regional Plan), Secondary Municipal Planning Strategies (SMPSs), Land Use By-laws (LUBs), and the Regional Subdivision By-law (RSBL) as set out in Attachments A, B, C, and D and schedule a public hearing;

2. Adopt the proposed amendments to the Regional Plan, Secondary Municipal Planning Strategies, Land Use By-laws, and Regional Subdivision By-law as set out in Attachments A, B, C and D; and

3. Direct the Chief Administrative Officer to follow the revised work plan schedule as generally outlined in Attachment E – Regional Plan Work Plan and Attachments F and G – Site-Specific Requests.

EXECUTIVE SUMMARY

The purpose of this report is to:

- Provide an overview of the work completed during Phase 3 of the Regional Plan Review;
- Provide a revised work plan for the remaining phases of the Regional Plan Review;
- Identify new and outstanding site-specific requests for amendments to the Regional Plan and receive direction on how to proceed based on staff's initial analysis; and
- Provide an update to the Municipality's projected population scenarios.

In this report, staff are recommending amendments to the Regional Plan, Secondary Municipal Planning Strategies, Land Use By-Laws and the Regional Subdivision By-law to:

- Support site-specific requests for development;
- Require Council-approved Priority Plans to be considered during plan amendment processes;
- Require Council to consider the relationship to regional wilderness areas during secondary planning processes;
- Remove barriers to developing tiny homes and using converted shipping containers as dwellings;
- Allow the adaptive reuse of municipally-registered heritage properties across the region;
- Support ongoing work on community action plans in historical African Nova Scotian communities;
- Update the Conservation Design Development policy to improve policy implementation; and
- Address various housekeeping items.

BACKGROUND

Regional Council initiated the second review of the Regional Plan on February 25, 2020.[1] The first deliverable, the Themes & Directions Report, was released for public consultation on May 20, 2021[2]. On January 25, 2022, the Committee of the Whole discussed the Regional Plan Review: Themes & Directions What We Heard Report[3], and Regional Council endorsed the remaining work plan, generally summarized as follows:

[1] https://www.halifax.ca/sites/default/files/documents/city-hall/regional-council/200225rc1511.pdf
[2] https://www.halifax.ca/sites/default/files/documents/city-hall/standing-committees/210520cpedinfo2red.pdf
[3] https://www.halifax.ca/city-hall/regional-council/january-25-2022-committee-whole

- **Phase 3: Quick Adjustments** – consideration of amendments to the Regional Plan that align with Regional Council's goals, as a rapid response to current housing conditions;
- **Phase 4: Draft Regional Plan** – return to Regional Council in December 2022 with the remaining policy framework; and
- **Phase 5: Future Growth Planning** – create a work plan and begin analysis of additional lands to be considered for expansion in anticipation of continued growth to be brought forward for Regional Council's consideration in 2023/2024.

This report to Regional Council marks the end of Phase 3 of the overall work program.

Phase 3 Overview and Update to Regional Plan Review Work Plan
The work undertaken during Phase 3 was generally consistent with the Regional Plan Review Work Plan as outlined in the What We Heard Report. This work involved:

- Updating the population and housing analysis using Statistics Canada's 2021 Census Data Release (see Attachment L);
- Advancing work on site specific requests that align with policy direction;
- Straightforward text amendments that help support priorities plans (i.e., IMP, HGNP, HalifACT); and
- Identifying any quick adjustments that could be undertaken to suburban or rural Plans that would provide greater clarity in decision-making and result in improved conditions for housing development.

As a result of limitations in staff resources and necessary phasing of work, some work expected to begin in Phase 3 has been delayed but is anticipated for Phase 4. This included undertaking an employment study, updating HRM's Regional Transportation Model with new data and modeling preferred growth scenario(s). The employment study, as a key input to the Regional Transportation Model and growth scenario modelling, began in May 2022 and this work is expected to be completed and included as a deliverable in Phase 4.

Table 1 below and Attachment E provide an overview of the remaining work to be completed. The What We Heard Report identified a target of December 2022 to bring Phase 4 to Regional Council. There is significant interest in the overall project from residents, stakeholder groups and Councillors. Therefore, staff have identified that upon the release of the draft Regional Plan document in Phase 4, a comprehensive public review period will be necessary. To accommodate this, staff are targeting March 2023 to release the draft document at Regional Council. This will mark the beginning of the public engagement period which will provide Regional Council and the public with sufficient opportunity to review the full draft document and provide feedback, which can be incorporated into a final version for Regional Council for review and approval.

Table 1: Regional Plan Work Plan – Remaining Phasing

Phase	Name	Description	Target Release Date
Phase 4	**Regional Plan Draft**	• Complete Analysis as identified in the Work Plan (See Attachment E) • Undertake employment study and update Regional Transportation Model with new data • Model preferred growth scenario(s) • Advance work on additional site-specific requests (see Attachment G, Table 1: Summary – Phase 4; examples include various lands in Middle Sackville, Bayers Lake and Purcell's Cove Urban Reserve)	March 2023
Phase 5	**Future Growth**	• Advance work on assessing remaining urban reserves • Host Regional workshops and engagement to	2023/24 (dependent upon timing

Phase	Name	Description	Target Release Date
		identify growth nodes • Identify new areas for expansion and growth • Advance work on additional site-specific requests (see Attachment G, Table 1: Summary – Phase 5; examples include Kidston Lake Urban Reserve, Bedford Highway sites and lands in Schedule J in Beaver Bank & Hammonds Plains)	of Council approval in Phase 4)

Site-Specific Requests for Policy Changes

Since the publication of the What We Heard report, staff have received an additional 9 requests in addition to the 53 requests previously received from property owners or their representatives for amendments to the Regional Plan for specific properties or areas of land. Attachment F outlines the requests that were considered in Phase 3 and outlines the proposed amendments that are included in this report (see the Discussion section for more information). Attachment G includes requests that will be considered in Phases 4 and 5, and provides details including the type of request, relevant existing policy, considerations for the Regional Plan Review, and staff's recommended approach. The location of all requests is mapped in Attachment H. [4] The types of requests received are summarized in Table 2 below.

Table 2: Site Specific Requests

Type of Request	Description
Urban Reserve	Requests to initiate comprehensive secondary planning or to amend the existing designation and zoning for lands designated Urban Reserve, which the Regional Plan envisioned for future serviced development after the life of the Regional Plan (after 2031)
Service Area Boundary Adjustments	Requests to amend the Urban Service Area boundary and/or the Water Service Area boundary to enable development of properties with municipally provided water and/or wastewater services
Schedule J – Beaver Bank/Hammonds Plains Growth Control Area	Requests to allow development on lands within the Beaver Bank/Hammonds Plains Growth Control Area (Schedule J), which restricts residential subdivision activity within portions of the Beaver Bank and Hammonds Plains communities until transportation infrastructure capacity is increased
Suburban Plan Amendment	Requests for supportive Regional Plan policy to enable an alternative form of development or increased density for lands currently within the Urban Settlement designation
Rural Plan Amendment	Requests for supportive Regional Plan policy to enable an alternative form of development or increased density for lands currently within the Rural Commuter designation
Industrial Lands	Requests for comprehensive planning for lands within the Regional Plan's Business/ Industrial Sub-designation

Staff reviewed all requests against existing planning policy, including the Regional Plan, applicable secondary municipal plans, and priorities plans (including the Halifax Green Network Plan, Integrated Mobility Plan, and HalifACT). Recommended approaches to the requests were developed based on their consistency with Regional Plan and priority plan objectives, the opportunities and constraints on each site, and the level of additional study and analysis that may be required for staff to develop amendments within the anticipated timeline of the Review.

[4] An interactive map is also available on the project webpage.

COMMUNITY ENGAGEMENT

The community engagement process for Phase 3 is consistent with the intent of the HRM Community Engagement Strategy, the *HRM Charter*, and the Regional Plan Review Engagement Plan approved by Regional Council on January 25, 2022. The level of community engagement was through email and phone submissions. Details on site specific requests, including proposals and maps, were posted on the Shape Your City Website for public viewing and comment. Public feedback was received via email and phone on various requests. Not all site specific requests received public feedback. The public comments received are summarized in Table 3 below. Additional detail can be found in Attachment F and G, and all comments are available in Attachments I and J.

Table 3: Summary of Public Comments Received During Phase 3 Engagement

Location/ Request	Comment Summary
Purcell's Cove Road (C005 and/or C025)	Comments related to both requests included support for wilderness areas and park acquisition/stewardship, opposition to development, opposition to urban service boundary extension, support for wildlife corridors and HGNP, general environmental concerns including biodiversity and water quality, traffic concerns and the need for better transit and active transportation, climate concerns, community engagement and planning. With respect to C005 specifically, residents stated that servicing issues for this property could be resolved through simpler solutions and there is strong opposition to any expansion. Residents stated that allowing any expansion of the service boundary would lead to further serviced development in the area. Further, expanding the boundary would destroy the adjacent vegetation, which has high community value. In addition to the above-mentioned concerns, residents pointed out the desire to preserve a traditional walking trail over C025 to access William's Lake. There are community, recreational, and ecological values directly related to this property.
Lands near Atholea Drive, Cole Harbour (C009, C047, C077, C326)	General support for servicing but recognizing the need to protect the environment and water quality, concern over potential traffic, and the need for amenities, services and schools in the area
Paper Mill Lake, Bedford (C061-B)	Concerns over traffic, development, water quality and the need to protect wilderness and wildlife corridors, better park programming, public engagement, and transit.
Holding Zone Lands off Herring Cove Road, Spryfield/Kidston Lake area (C070-A, C071, C074, C333)	Opposition to development and the need to protect wilderness areas by supporting more density in established neighbourhoods. Other topics included water quality, the impact of COVID 19, parkland acquisition, traffic, transit, secondary planning, general environmental concerns, wildlife corridors, park programming, climate concerns, affordable housing and engagement
Exhibition Park, Halifax (C086), Goodwood area	There was support and opposition for this request. Concerns included traffic, community planning, growth, active transportation and improving transit and the transit boundary, wilderness areas, affordable housing, engagement, and water quality. Those who were in favour of the application stated that traffic issues could be resolved and this development could potentially provide opportunities to support local businesses and provide economic opportunities.
Lands near Fraser Lake, Timberlea (New Request – C337)	Opposition to development, general environmental, transit, and traffic concerns, the need to protect wilderness areas and water quality, concerns over the expansion of the service boundary. There was interest related to parks (planning, programming, and acquisition), HGNP and

	wildlife corridors, the IMP, and public engagement

A public hearing must be held by Regional Council before they can consider approval of the proposed amendments. Should Regional Council decide to proceed with a public hearing on this application, the public hearing notice will be posted on the HRM website, the Regional Plan Review project webpage, and sent to the Regional Plan Review mailing list.

Amendments to the Regional Plan, secondary municipal planning strategies and land use by-laws may potentially impact residents, business owners, other HRM Business Units, and stakeholders including other levels of government, community groups, and the development industry.

DISCUSSION

The Regional Plan is a strategic policy document that sets out the goals, objectives and direction for long term growth and development in HRM. Amendments to the Regional Plan and supporting planning documents are significant undertakings and Council is under no obligation to consider such requests. For Phase 3, staff are recommending a series of amendments that are supportive of the overall review of the Regional Plan. The following paragraphs review the rationale and content of the proposed amendments.

Proposed Amendments to Support Priority Plan Implementation

Since the 2014 Regional Plan was adopted, Regional Council has approved a number of priority plans including the Integrated Mobility Plan, Halifax Green Network Plan, HalifACT, and Halifax's Inclusive Economic Strategy 2022-2027. Phase 4 of the Regional Plan Review will involve fully updating the applicable chapters and policies of Regional Plan to reflect the content of the Priority Plans. In the interim, it is important for the Regional Plan and SMPS documents to acknowledge that the Priority Plans are approved by Council and actively used by staff to guide ongoing work. Attachment A includes a proposed amendment which requires that the objectives, policies, and actions of the priorities plans approved by Regional Council since 2014 must be considered during planning policy amendment processes.

Proposed Amendments to Support Housing Diversity

As the Municipality continues to experience unprecedented growth combined with low vacancy rates, Regional Council has adopted and supported policies and programs that seek to expand housing options. Recent initiatives include region-wide secondary and backyard suite permissions and projects related to the Rapid Housing Initiative. During Phase 3 of the Regional Plan Review, staff explored amendments that could be easily incorporated into planning documents to further support municipal housing initiatives.

Attachments A, B and C include proposed amendments to the Regional Plan, SMPSs and LUBs to permit a broader range of dwellings types, particularly so-called "tiny homes" and converted shipping containers. While these forms of development can be more affordable than traditional housing forms, the primary goal of these amendments is to increase housing diversity and expand options for encouraging infill or gentle density.

Tiny Homes

The term "tiny home" can mean a range of different building types. The Nova Scotia Building Code Regulations defines a "tiny house" as a dwelling unit which is less than 37 m^2 in building area. For the purposes of this report, the term "tiny homes" is used generally to describe small, efficiently designed single unit dwellings (SUDs). These small dwellings can be designed with a fixed foundation or can be mobile. Tiny homes have gained increasing popularity by those looking to downsize or lessen their ecological footprint. They also serve as an affordable housing type due to the more economical construction (compared to other SUDs) and as they generally consume less energy. Most tiny homes are mobile dwellings in that they are often constructed off-site and transported to their final location. The introduction of tiny homes can support a diverse supply of housing by offering new home ownership opportunities, sometimes without the traditionally high cost of land and the ability to share ownership or rent a portion of a parcel that may have only allowed one dwelling in the past.

Many of HRM's existing LUBs include minimum dwelling size requirements and prohibit mobile dwellings as single-unit dwellings, which present a barrier to tiny home development. While Council adopted region-wide amendments to allow backyard suites, by-law provisions prohibiting mobile homes continue to serve as a barrier in some by-laws.

To permit tiny homes more widely, the proposed amendments to the Regional Plan and LUBs will eliminate any minimum size requirements for single-unit dwellings, clarify that a single-unit dwelling can be a mobile dwelling, and remove specific regulations for mobile dwellings by incorporating their description into the definition of single-unit dwelling.

Shipping Container Dwellings

Similar to tiny homes, the use of shipping containers as dwellings is increasingly popular and offers another opportunity to diversify housing options in HRM. Current provisions in most LUBs prohibit the use of shipping containers as accessory buildings to residential uses. The Municipality receives many requests for this housing form, and it is growing in popularity as a building material that can offer some advantages for housing affordability and adaptive re-use of the material. Staff also note the ability and growing interest in the use of corrugated steel as a cladding material which is permitted in the existing LUBs. This effectively allows for the dismantling of shipping containers and re-use in buildings. Given the stringent requirements for dwelling units and backyard suites, staff advise that shipping containers used as a dwelling need to be upgraded before being occupied and therefore can contribute to a positive built environment.

Attachments A, B and C include proposed amendments to the Regional Plan, SMPSs and LUBs to permit shipping containers as dwelling units and backyard suites. This will require the same regulations applied to a dwelling in the LUBs and the Building Code to be applied to shipping containers. Existing LUB provisions that exempt shipping containers for recreation uses from screening requirements when abutting park or institutional uses is proposed to apply to shipping containers used for residential purposes. Existing prohibitions on shipping containers in front and flanking yards will be maintained.

Residential applications aside, a comprehensive review of provisions regulating shipping containers as office space or accessory buildings is warranted. This work will be considered as part of Phase 4 of the Regional Plan Review.

Proposed Heritage Development Agreement Policy

Heritage development agreement policies exist within the Halifax SMPS and Regional Centre SMPS; they had also existed within the Dartmouth and Downtown Dartmouth Secondary Plan Areas until they were replaced by the Regional Centre SMPS. The purpose of these policies is to encourage the conservation and adaptive re-use of heritage properties by allowing additional development rights that may offset conservation costs. To date, these policies have resulted in significant investment in, and rehabilitation of some significant heritage properties while adding a large number of new residential units and commercial space. They have also encouraged the registration of previously un-protected heritage properties for the purpose of making use of the flexibility that these policies provide.

Over the past several years, there has been a growing desire for policies that encourage the adaptive re-use of heritage properties in rural and suburban areas of the municipality. This is especially true of areas that have large lots that could be developed for residential use. However, the majority of secondary plan areas do not have heritage development agreement policies currently. Without the incentive of additional land-use flexibility, there is little interest in registering properties when the implications of the designation on future development potential is unknown. The result is the continued loss of potential heritage properties and the historical character of rural and suburban communities.

In response to increased interest and the success of existing policies, staff recommend the inclusion of a heritage development agreement policy in the Regional Plan (Attachment A) and associated Land Use By-Law provisions (Attachment C) that will apply to all Plan Areas outside of the Regional Centre. The existing

policies in the Regional Centre SMPS will continue to apply.

Proposed Amendments to Support Community Action Plans

HRM is taking steps to create more inclusive economic growth and have communities more actively involved in the planning and development process. Both the *Road to Economic Prosperity for African Nova Scotian Communities* and *Halifax's Inclusive Economic Strategy 2022-27* have goals to consider and, where possible, incorporate community benefits in the development approval process. This can be achieved through the use of community action plans – a process for residents to identify strengths and opportunities, create a vision for their community's future, and develop an action plan to achieve it. Recent work with the Beechville Community Development Association on the Beechville Community Action Plan has provided an example for how this type of work can be undertaken with historic African Nova Scotian communities as part of the community planning process. Attachment A includes an amendment to the Regional Plan that recognizes and supports this ongoing work.

Proposed Amendments to Conservation Design Development Policy

Since 2006, the Regional Plan has permitted new large-scale rural housing developments only through the Conservation Design Development process. The conservation design approach is a creative form of subdivision designed to conserve environmentally sensitive features and culturally significant areas by clustering development on portions of the site that are more suitable for development. Existing Regional Plan policy allows for conservation design developments in most rural areas, with larger scale and higher density proposals only considered within identified rural growth centres.

In working with the current policies, staff with the Rural Policy & Applications team have identified that minor adjustments to the existing policy and regulations would ensure that the Conservation Design tool can be used more effectively for development. Therefore, the proposed Regional Plan amendments in Attachment A include a revised Conservation Design Development policy set which provides clarification of policy intent and minor adjustments to continue to support growth in HRM's rural growth centres. The proposed amendments:

- Reorganize and reword the policy set to provide clarity on policy intent;
- Allow townhouses in the Classic Form of Conservation Design Development in Rural Growth Centres to provide an additional form of housing that has not traditionally been permitted in rural areas;
- Reduce the requirement for open space within Rural Growth Centres from 50% to 40% open space to remain consistent with what is required outside of Rural Growth Centres;
- Clarify the process for the Lake Echo area for when a lot is not fully within the watershed boundary;
- Remove the requirement for Secondary Conservation to be retained and replace with "Secondary Conservation Areas are considered and incorporated as part of the overall Open Space Requirements where possible";
- Remove bare rock from the net developable area calculation in order to clarify the calculation for the net density allowance, and add bare rock as a secondary conservation feature to be considered;
- Confirm that Conservation Design Developments within Rural Growth Centres do <u>not</u> have to be within a lot(s) which was in existence as of April 29, 2006 with a minimum of 20 metres of continuous frontage on a publicly owned and maintained street/road.

The proposed Phase 3 amendments will provide clarity to potential developers, staff, and Council and improve policy implementation. During Phase 4, staff expect that there may be opportunities to further refine the Conservation Design Development policies, in conjunction with potential revisions to the Rural Growth Centres, to ensure that this planning tool can be used as effectively as possible.

Proposed Housekeeping Amendments

The amendment package includes a number of housekeeping amendments to allow progression of HRM projects, bringing clarity to existing policies and regulations, fixing cross referencing and errors, bringing clarity to submission requirements, and amending servicing maps to reflect the location of existing services.

Housekeeping Amendments to the Regional Plan and LUBs

- **Transit Facilities:** Regional Plan Policy T-6 and provisions in all LUBs allow public transit facilities to be located on land in any zone "with frontage on or abutting minor collector, major collector, arterial roads and expressways". As part of the proposed Mill Cove Ferry project, staff identified that as currently configured, the parcel of land does not currently have public road frontage. Although this may change as the project progresses, staff have determined that the requirement for public road frontage for public transit facilities is not necessary and holds the risk that a planned public transit facility project could be delayed as a result of the provision. Therefore, staff recommend amending Regional Plan Policy T-6 and the LUBs to remove the requirement for frontage. The requirement that public transit facilities must not be built within a floodplain will remain.

- **Clarification of Infrastructure Charge Process for Master Planned Communities:** To support work on various master planning processes, staff propose an amendment to Policies SU-4 and SU-5 to clarify that an infrastructure charge for water and wastewater services must be considered but is not required to be first approved by the Utility and Review Board (UARB) before amending the Urban Service Area boundary.

- **Incorrect References and Duplicate Policy Number –** Staff identified an incorrect cross-reference in the Regional Plan for several Development Agreement policies (G-14/G-15) and a duplicated Policy number (S-37), both of which will be corrected.

Housekeeping Amendments to the Regional Subdivision By-law

- **Minor Text Amendments:** These amendments are intended to clarify definitions and regulations, require electronic submissions of plans, correct errors, and align with NS Environment regulations.

- **Amendments to Schedule B - Service Requirements Map:** There are several areas of the region where municipal water and/or wastewater services are currently provided, and this is not accurately reflected on the Service Requirements Map of the Regional Subdivision By-law. For example, portions of Burnside Industrial Park and Atlantic Acres Industrial Park have access to municipal water and wastewater services but are not included within the Urban Service Area boundary. In consultation with Halifax Water, HRM staff have identified these areas and amendments to the map are included in Attachment D.

Housekeeping Amendments for Eastern Passage/ Cow Bay Watercourse Setbacks

In response to two motions of Harbour East-Marine Drive Community Council[5] regarding setback regulations for Cow Bay Lake and Barrier Pond and the ability to place accessory buildings within the watercourse buffer, staff undertook an extensive review and identified errors within the Eastern Passage/Cow Bay Land Use By-law (EP/CB LUB). Staff are recommending amendments to the EP/CB LUB to properly implement the policy intent of the Eastern Passage/Cow Bay Secondary Municipal Planning Strategy (EP/CB SMPS) and the Regional Plan. The amendments proposed are as follows:

- **Setback requirements for Cow Bay Lake:** Policy EP-7 of the EP/CB SMPS calls for a 200 foot (61-metre) building setback and buffer from coastal lands shown on the SMPS's Environmental Constraints map. Cow Bay Lake is identified on this map as coastal lands. Staff have reviewed the EP/CB LUB and identified that the word "Lake" was inadvertently removed from the EP/CB LUB's watercourse setback requirement through the implementation of the 2006 Regional Plan. As a result, the current policy does not carry out the intent of the SMPS. In order to address this inconsistency, Attachment C includes a proposed amendment to add the words "Cow Bay Lake" to clarify that a 61-metre buffer is required.

  Staff have reviewed the potential impact of this change on existing properties fronting on Cow Bay Lake. Under the existing LUB, lots created before the adoption of the 2006 Regional Plan are permitted to reduce the buffer to 30 metres if development would otherwise be prohibitive. Lots subdivided after 2006 would have been created under the assumption that only a 30-metre buffer would apply to future development. Staff's review has shown that at least one lot in this situation may be undevelopable if a 61-metre buffer is applied. Therefore, staff are recommending a new Regional Plan policy and LUB provision that would permit lots in existence prior to the adoption of this amendment to reduce the required buffer to 30 metres if they are otherwise undevelopable.

- **Accessory Buildings in the Watercourse Setback:** Regional Plan Policy E-16 directs the establishment of riparian buffers along all watercourses throughout HRM to protect the chemical, physical and biological functions of marine and freshwater resources. However, to support marine dependant uses, such as fishery uses, recreational and tourism uses, and shipbuilding, some forms of accessory structures such as boat houses and docks have generally been permitted to encroach into these buffers. Staff have identified that the exceptions for allowing boat houses and boat docks in the riparian buffer in the EP/CB LUB were inadvertently removed through the 2006 Regional Plan Review. Therefore, staff have proposed amendments to the EP/CB LUB that will clarify that the watercourse setback provisions do not apply to boat houses and boat docks, which may be built to the lot line when the line corresponds to the highwater mark. This exception would not apply to other types of accessory buildings, as those structures were never permitted by previous versions of the EP/CB LUB.

- **C-2 Zoned Lots on Shore Road, Main Road and Fisherman's Cove Area:** Regional Plan Policy E-16 exempts lands designated Halifax Harbour from the riparian buffer requirement. This exemption was not included in the EP/CB LUB. The area near Fisherman's Cove and Quigley's Landing in Eastern Passage is designated Harbour in the Regional Plan and is <u>not</u> identified as a "coastal area" on the EP/CB SMPS Environmental Constraints map. Therefore, staff have proposed amendments to the EP/CB LUB to exempt Harbour-designated lands from this requirement, except for those lands shown as an Environmental Constraint on Map 4 Environmental Constraints of the Eastern Passage/Cow Bay SMPS.

Regional Council and the public are advised that as part of an ongoing effort to improve protection for watercourses, wetlands, and consider coastal risk, staff expect to bring forward additional amendments to the riparian buffer requirements and coastal elevation requirements as part of Phase 4 of the Regional Plan

[5] Both motions are included in the Origin section of this report. Please note that the portion of the January 7, 2021 motion regarding "a discussion on the existing P-2 (Community Facility) Zone and the range of permitted uses within the Special Area Designation of the Municipal Planning Strategy for Eastern Passage/ Cow Bay" will be brought forward in a separate report to Council.

Review. Furthermore, the Province is developing regulations to implement the *Coastal Protection Act*, which could further impact the Municipality's regulations in the future.

Other Minor Housekeeping Amendments

- **Removal of Salvage Yards, CI and GI Zones, Planning Districts 14 & 17 SMPS:** Staff have identified that as part of Case 22670 (Conrad Quarry Lands), salvage yards were added in error to the CI and GI Zones which is in contradiction to the existing Planning District 14 & 17 SMPS policies.

- **Incorrect Reference – Policy BW-21(k) 27 (Halifax SMPS):** Staff have identified that the amendment for Case 20401 (Bedford West Sub Area 10) included a minor policy reference error which is proposed to be corrected.

Proposed Amendments for Site Specific Requests

Attachment F summarizes the requests that were considered during Phase 3. Of the 12 requests considered during Phase 3:

- 7 requests are recommended at this time;
- 4 requests are recommended to be considered in future phases; and
- 1 request is not recommended.

Table 4 below summarizes the requests that are recommended by this report. The proposed amendments for these requests (included in Attachments A, B, C and D) will support additional housing development that is needed to support HRM's population growth. Two requests will enable future as-of-right development, and six requests will require an additional Council approval process before development can proceed.

Table 4: Phase 3 Site Specific Requests - Proposed Amendments

Request(s)	Details of the Proposed Amendments
Requests that will allow as-of-right development (no further Council approval required)	
First Lake Drive, Lower Sackville (C060)	• Proposed amendment to the Regional Subdivision By-law, to include lands within the Water Service Area boundary • Future subdivision for 7 residential lots will be permitted as-of-right under the existing R-6 Zone, Sackville LUB
Atholea Drive, Cole Harbour (C009, C047, C077, C0326)	• Proposed amendment to the Regional Plan to re-designate these lands to the Urban Settlement designation; and proposed amendment to the Regional Subdivision By-law to include these lands within the Urban Service Area. • Future development of low-density residential units will be permitted as-of-right under the existing R-1 Zone, Cole Harbour/ Westphal LUB.
Requests that will require a future development agreement process (Community Council approval and public engagement required)	
Lake Loon Golf Centre lands, on Main Street and Golf View Drive, Dartmouth (C003)	• Proposed amendments to the Regional Plan, Regional Subdivision By-law, Dartmouth SMPS and Dartmouth LUB to enable future development of this site by development agreement. • The proposed development agreement process will require Council to consider, in addition to all other relevant policies of the Regional Plan and Dartmouth SMPS: - the Lake Lemont Source Water Protection Plan including measures for stormwater management, watercourse and wetland protection, and measures to protect unauthorized access into the Emergency Water Supply Area; - a multi-modal transportation network that supports connections to

	the surrounding community; and - the future Main Street Functional Plan.
Lands on the east side of Morris Lake, Cole Harbour (C070-E)	• Proposed amendments to the Morris-Russell Lake Secondary Planning Strategy within the Dartmouth, Cole Harbour/Westphal and Eastern Passage/Cow Bay SMPS documents to remove the restriction on development due to transportation infrastructure and enable future development on the vacant lands on the east side of Morris Lake by development agreement, as originally envisioned in the secondary plan. • The proposed development agreement process will require Council to consider that the proposal includes a multi-modal transportation network within and connecting to surrounding communities, in addition to all other relevant policies of the Regional Plan and the secondary plan.
Birch Hill Mobile Home Park, Eastern Passage (C079)	• Proposed amendments to the Regional Plan to re-designate these lands to the Urban Settlement designation and proposed amendments to the Regional Subdivision By-law to include these lands in the Urban Service Area. • Future expansion of the existing mobile home park may be considered by development agreement, under existing policy in the Eastern Passage/Cow Bay SMPS.
Request that will require a future plan amendment process (Regional Council approval and public engagement required)	
Bedford Commons, Bedford (C001)	• Proposed amendments to the Regional Plan to identify Bedford Commons as an opportunity site where a mixed-use residential/ commercial development will be planned. • Future development will require a further MPS amendment process. • The applicant intends to submit additional information regarding their proposal for this site, which staff may further consider as part of Phase 4 of the Regional Plan Review.
Exhibition Park, Halifax (C086)	• Proposed amendment to the Regional Plan to identify this site as an opportunity site where a mixed-use residential/ commercial development may be planned. • Future development will require a master neighbourhood planning process that will need to be initiated by Regional Council. The proposed policy identifies considerations for future development, including that Council should consider: - opportunities to coordinate infrastructure upgrades with the proposed Ragged Lake Industrial Park expansion; and - the relationship of the lands to the Prospect Road area, Long Lake Provincial Park and the Western Common Wilderness.

As outlined in Table 5 below, three requests considered during Phase 3 are proposed to be considered in future phases, and one is not recommended, as follows:

Table 5: Phase 3 Site Specific Requests - No Amendments Proposed At This Time

Request	Rationale and Recommended Action
Amendments recommended to be considered in future phases of the Regional Plan Review	
• **Lands on Purcell's Cove Road, Halifax (C025):** Request to redesignate and rezone these lands to permit residential subdivision with on-site services	• This request was originally targeted for Phase 4, but was considered in Phase 3 because the applicant amended their request – instead of a request for serviced development, large lots with on-site services is proposed. • Significant public comment was received on this request, and as a result staff have been unable to develop a complete recommendation for this report. Therefore, staff recommend this request be considered as part of Phase 4, together with other lands in the Urban Reserve designation.

• **Lands with frontage on Old Sackville Road and Lindforest Court, Middle Sackville (C070-B):** Request to extend the Urban Service Area boundary to allow for serviced development on these lands	• Halifax Water has identified wastewater infrastructure issues in this area and requested additional analysis. As a result, this request is not able to meet the criteria of Regional Plan Policy SU-6 and therefore not recommended at this time. • Staff will include these lands in the broader study of Middle Sackville already planned for Phase 4.
• **Holding Zone lands off Herring Cove Road, Spryfield area, Halifax (C070-A, C071, C074 and C333):** Request to include these lands within the Urban Service Area boundary to allow future subdivision for residential development	• Staff were unable to complete sufficient analysis in Phase 3 to recommend extending the Urban Service Area boundary at this time. The proposed extension does not meet Regional Plan policy intent. Further work is required to consider the environmental constraints on the site, and to determine new planning policy and regulations which will support the development of a complete community. • Staff recommend that these lands be considered together with the Kidston Lake Urban Reserve area. This work will begin in Phase 5 (Future Growth).
• **Paper Mill Lake, Bedford (C061-B)** Request to change planning policy to enable mixed-use development on the site	• Staff were unable to complete sufficient analysis in Phase 3 to recommend amendments to the Bedford SMPS and LUB at this time. Further work is required to consider the transportation constraints on the site, and to determine new planning policy and regulations which will support the development of a complete community.
Amendments not recommended – discontinue consideration	
• **2137 Purcell's Cove Road, Halifax (C005):** Request to include these lands within the Urban Service Area boundary to allow an existing dwelling to be connected to municipal water and wastewater services	• Halifax Water advised that connecting this property would require an extension of the water and wastewater systems within Purcell's Cove Road, and the wastewater system would require a pumping station arrangement. Given the level of infrastructure upgrades required, connecting to municipal services is unlikely to be financially feasible. • There are no plans to extend services in this area; therefore, no amendment to the Urban Service Area is recommended at this time.

Conclusion

This report marks the end of Phase 3 of the overall Regional Plan Review work program. Attachments A, B, C and D include amendments to the Regional Plan, Secondary Municipal Planning Strategies and Land Use By-Laws and the Regional Subdivision By-law to:

- Support site-specific requests for development;
- Require Council-approved Priority Plans to be considered during MPS amendment processes;
- Remove barriers to developing tiny homes and using converted shipping containers as dwellings;
- Allow the adaptive reuse of municipally-registered heritage properties across the region through the consideration of development agreements;
- Support ongoing work on community benefit action plans in historical African Nova Scotian communities;
- Update the Conservation Design Development policy to improve policy implementation; and
- Address various housekeeping items.

Following Regional Council's consideration of this report and the completion of any public hearings, staff will follow the work plan as outlined in Attachment E for Phase 4 of the Regional Plan Review.

FINANCIAL IMPLICATIONS

The costs associated with undertaking the Regional Plan review identified in the work plan for 2022-2023 can be accommodated within the approved 2022-2023 operating budget.

RISK CONSIDERATION

This report involves amendments to the Regional Plan and secondary municipal planning strategies. Such amendments are at the discretion of Regional Council and are not subject to appeal to the N.S. Utility and Review Board. Information concerning risks and other implications of adopting the proposed amendments are contained within the Discussion section of this report.

ENVIRONMENTAL IMPLICATIONS

The Regional Plan includes a range of policies that deal both directly and indirectly with the natural environment. The environmental implications of the proposed amendments are outlined in the Discussion section of this report, as well as Attachments F and G regarding site-specific development requests. Proposed amendments are consistent with the objectives of the Regional Plan, the Halifax Green Network Plan and HalifACT.

ALTERNATIVES

Regarding Recommendations #1 and #2 of this report, Regional Council may:

1. Modify the proposed amendments as set out in Attachments A, B, C and D of this report. If this alternative is chosen, specific direction regarding the requested modifications is required. Substantive amendments may require another public hearing to be held before approval is granted. A decision of Council to approve or refuse the proposed amendments is not appealable to the N.S. Utility & Review Board as per Section 262 of the *HRM Charter*.

2. Refuse the proposed amendments as set out in Attachments A, B, C and D of this report. A decision of Council to approve or refuse the proposed amendments is not appealable to the N.S. Utility & Review Board as per Section 262 of the *HRM Charter*.

Regarding Recommendation #3 of this report, Regional Council may:

1. Initiate the consideration of a policy review process that would differ from that outlined in Attachments E, F and G of this report. This may require a supplementary report from staff.

ATTACHMENTS

Attachment A: Proposed Amendments to the Regional Municipal Planning Strategy
Attachment B: Proposed Amendments to Secondary Municipal Planning Strategies
Attachment C: Proposed Amendments to Land Use By-laws
Attachment D: Proposed Amendments to the Regional Subdivision By-law
Attachment E: Regional Plan Review Work Plan

Attachment F: Site-Specific Amendment Requests, Phase 3
Attachment G: Site-Specific Amendment Requests, Phases 4 and 5
Attachment H: Map of Site-Specific Requests (All Phases)
Attachment I: Public Correspondence for Phase 3 and New Requests
Attachment J: Public Correspondence Submissions for Phase 3 and New Requests
Attachment K: Site Specific Amendment Requests, New Proposals
Attachment L: Annual Evaluation of Population Scenarios for 2022

A copy of this report can be obtained online at halifax.ca or by contacting the Office of the Municipal Clerk at 902.490.4210.

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REVISED - August 9, 2022

ATTACHMENT A - REVISED

Proposed Amendments to the Regional Municipal Planning Strategy

BE IT ENACTED by the Regional Council of the Halifax Regional Municipality that the Regional Municipal Planning Strategy is hereby amended as follows:

1. Amending Map 2 Generalized Future Land Use, to re-designate the lands from Rural Commuter to Urban Settlement as shown on Schedules A-1, A-2, A-3, A-4, and A-6 attached hereto.

2. Amending Map 2 Generalized Future Land Use, to re-designate the lands from Open Space and Natural Resources to Urban Settlement as shown on Schedule A-5 attached hereto.

3. Amending clause (b) of Policy E-6 as shown below in **bold** and ~~strikeout~~ to delete the text "3.4.1" and replace with the text "3.4.1.A":

   (b) Classic Conservation Design Developments as provided for under Section ~~3.4.1~~ **3.4.1.A** of this Plan; and

4. Amending Subsection 2.3.3 Riparian Buffers as shown below in **bold** by:
   a. Amending Policy E-18 by adding the words "Subject to E-18A" to the beginning of the policy; and
   b. Inserting new policy E-18A, immediately following Policy E-18.

   E-18 **Subject to E-18A,** HRM shall, through the applicable land use by-law, relax the riparian buffer requirement for lots in existence on August 26, 2006, where otherwise development would be prohibitive. No relaxation to the buffer shall be permitted for lots created after August 26, 2006.

   E-18A HRM shall, through the Eastern Passage/ Cow Bay Land Use By-Law, relax the riparian buffer requirement for Cow Bay Lake for lots created or approved after August 26, 2006 and before [INSERT DATE OF COUNCIL'S FIRST NOTICE OF ITS INTENTION TO ADOPT THIS POLICY].

5. Amending Policy S-2, as shown below in **bold** and ~~strikeout~~, by:
   a. Deleting the text "and" in clause (a);
   b. Deleting the period, adding the semicolon, and adding the text "and" to clause (b);
   c. And inserting new clause (c) and subsections (i), (ii), (iii), and (iv).

   S-2 Where requests are received to initiate secondary planning for any of the areas identified above as potential growth areas, consideration shall be given to:

   (a) the need for additional lands and the fiscal implications to HRM and Halifax Water and their capacity to meet additional financial commitments; ~~and~~

   (b) the implications for achieving the HRM growth targets~~.~~**; and**

   (c) the future organization of land use and management of land, including the scale, location, density and form of development, so that:

(i) the protection of environmental or cultural features of significance on the lands is considered, including wildlife corridors, the urban forest, wet areas, wetlands and watercourses;

(ii) the integrity of regional parks or federal and provincial wilderness areas adjacent to the lands are maintained, including the functioning of shared environmental, recreational or cultural features;

(iii) the movements of pedestrians and transit service are prioritized over car-oriented design, including the connections to surrounding community; and

(iv) the design includes community-scale or site-level green infrastructure, renewable energy and other climate mitigation design elements.

6. Amending (j) of Policy S-11, as shown below in **bold** and ~~strikeout~~, by:
   a. Deleting the text "G-14" and replacing the text with "G-15" after the text "in policy" and before the words "of this plan".

   (j) any applicable matter as set out in policy **G-15** ~~G-14~~ of this Plan.

7. Amending Subsection 3.3 PLANNING AND DESIGN FOR GROWTH CENTRES in CHAPTER 3: SETTLEMENT AND HOUSING, as shown below in **bold**, by inserting a new subsection 3.3.1 Opportunity Sites, immediately following Policy S-13:

3.3.1 Opportunity Sites

The second Regional Plan Review considered several requests for mixed-use development on large parcels of land. These sites present an opportunity for new housing development that is needed to support the significant demand for housing of all types across the Municipality. Additional work is required to determine the appropriate planning tools to be used to regulate development, and the appropriate future land uses and densities. Future amendments will be prepared and may be incorporated into this Plan and the applicable Secondary Municipal Planning Strategy.

S-13A Notwithstanding the provisions of the Planning District 4 Secondary Municipal Planning Strategy, HRM may undertake a neighbourhood planning process for the Halifax Exhibition Centre Plans (PIDs 40600728, 41457987, and 41432642). When considering this planning process, Council shall consider the following:

(a) that the proposal envisions a mixed-use neighbourhood that will provide a range of housing types and dwelling unit types, places of employment, and services where daily needs of residents can be met;
(b) that a public participation program provides diverse and inclusive opportunities for public engagement during the planning process;

(c) opportunities to coordinate with the ongoing planning for the expansion of the Ragged Lake Industrial Park, with particular regard to the transportation network and water and wastewater servicing infrastructure;
(d) the relationship of the site to surrounding uses and neighbourhoods, including the Prospect Road area, Long Lake Provincial Park, Western Common Wilderness area, and the Ragged Lake Industrial Park;
(e) if required, a land suitability assessment that identifies vulnerable landforms, sensitive ecological features and climate hazards, including any wetlands, watercourses, flood prone areas, steep slopes, forest cover, contaminated sites, and wildlife habitats and corridors;
(f) if required, a culture and heritage assessment that identifies and evaluates culture and heritage resources located on or adjacent to the opportunity site;
(g) if required, a baseline infrastructure study that assesses existing transportation infrastructure assets and constraints (using a multi-modal level of service analysis), and existing wastewater and water services infrastructure capacity and constraints;
(h) overall development densities and building massing;
(i) the classes of land uses permitted;
(j) phasing of development ensuring a variety of uses are provided within the first buildings constructed on the site;
(k) the use and conservation of energy;
(l) the adequacy of proposed and existing public parks, open spaces and community recreation facilities that meet the objectives of this Plan and the Halifax Green Network Plan;
(m) the development's transportation network prioritizes walking, the easy use of mobility devices, cycling and transit and allows for connections to surrounding neighbourhoods; and
(n) applicable direction contained in this Plan and Council approved Priority Plans.

S-13B HRM may permit mixed-use development in the Bedford Commons area (PIDs 00416222, 41214404, 41214370, 41240276, 00428458). When considering this planning process, Council shall consider the following:

(a) that the proposal envisions a mixed-use neighbourhood that will provide a range of housing types and dwelling unit types, places of employment, and services where daily needs of residents can be met;
(b) the relationship of the site to surrounding uses and neighbourhoods, including the existing commercial and industrial development in the area;
(c) overall development densities and building massing;
(d) the classes of land uses permitted;
(e) phasing of development;
(f) the use and conservation of energy;
(g) the adequacy of public parks, open spaces and community recreation facilities that meet the objectives of this Plan and the Halifax Green Network Plan;

(h) the development's transportation network prioritizes walking, the easy use of mobility devices, cycling and transit and allows for connections to surrounding neighbourhoods; and

(i) applicable direction contained in this Plan and Council approved Priority Plans.

8. Amending CHAPTER 3: SETTLEMENT AND HOUSING, as shown below in **bold** and ~~strikeout~~, by:
   a. repealing Subsection 3.4.1. and Table 3-4 and associated footnotes 16, 17, and 18; and
   b. inserting the new preamble, new policies, and new Table 3.4A immediately following Section 3.4 and before Subsection 3.4.2.

~~3.4.1 Conservation Design Developments~~

~~A conservation design process seeks to preserve significant environmental and cultural features of the landscape and to develop in a sustainable manner. Areas that support important environmental functions or pose environmental hazards are first identified, followed by lands that are culturally significant or provide environmental functions that should be protected or incorporated as part of the development are identified. Development is then located on the lands where soils are best suited for development incorporating measures to mitigate environmental impacts.~~

~~In this Plan, three types of conservation design developments may be considered for approval by development agreement. Lower Density and Higher Density Classic Conservation Design developments require lands to be protected be held as common open space. The Higher Density form requires more open space to be retained than the Lower Density form but allows for a higher density of development to compensate. The Hybrid Conservation Design permits smaller scale developments on large lots where the majority of the natural open space is retained on individual properties~~

~~S-14 HRM shall consider Lower Density and Higher Density Classic Conservation Design developments by development agreement, within the River Lakes Secondary Plan Area and the Rural Growth Centres shown on Maps 13A to 13G except for lands within the Lake Echo Sub-watershed, as generally illustrated on Map 13D. Where a proponent submits a survey prepared by a Nova Scotia Land Surveyor demonstrating that a subject area of land is outside the Lake Echo Sub-watershed, the subject area may be considered for development pursuant to this policy.~~

~~S-15 HRM shall also consider Lower Density Classic Conservation Design developments by development agreement subject to the following locational criteria:~~

~~(a) on lands where two-thirds or more of the land to be developed is outside the boundaries of the Rivers Lakes Secondary Plan Area or Rural Growth Centre shown on Maps 13A to 13G and which has a minimum of 20 metres of continuous frontage on a publicly owned and maintained road that was in existence as of April 29, 2006 to a maximum of 100 dwelling units; and~~

~~(b) the lands are within the Rural Commuter, Rural Resource, Agricultural designations and within the Harbour Designation outside of the Urban Settlement Area but not within the portions of the Beaver Bank and Hammonds Plains communities as identified in the Subdivision By-law under Policy S-24 and lands within the Rural Area Designation under the Eastern Passage/Cow Bay Plan Area.~~

S-16 HRM shall consider Hybrid Conservation Design developments by development agreement subject to the following locational criteria:

(a) the lands are within the Rivers Lakes Secondary Plan Area or the Rural Growth Centres presented in Maps 13A to 13G except for lands within the Lake Echo Subwatershed, as generally illustrated on Map 13D. Where a proponent submits a survey prepared by a Nova Scotia Land Surveyor demonstrating that a subject area is outside the Lake Echo Sub-watershed, the subject are may be considered for development pursuant to this policy; or

(b) on lands where two-thirds or more of the land to be developed is outside of the Rivers Lakes Secondary Plan Area or a Rural Growth Centre presented in Maps 13A to 13G and which has a minimum of 20 metres of continuous frontage on a publicly owned and maintained road that was in existence as of April 29, 2006 to a maximum of 30 dwelling units; and

(c) the lands are within the Rural Commuter, Rural Resource, Agricultural designations and within the Harbour Designation outside of the Urban Settlement Area but not within the portions of the Beaver Bank and Hammonds Plains communities as identified in the Subdivision By-law under Policy S-24 and lands within the Rural Area Designation under the Eastern Passage/Cow Bay Plan Area.

S-17 For any conservation design development application made pursuant to policies S-14, S15 or S-16, HRM shall consider the following criteria:

(a) the proposal satisfies the design standards presented in Table 3-4;

(b) in addition to the residential uses identified in Table 3-4, publicly or privately owned community facilities, home-based offices, day cares, and small-scale bed and breakfasts may be considered;

(c) except for lands required to be retained for on-site non-disturbance area under the Hybrid Conservation Design development, the open space portion of the development may be used for agriculture, passive recreation, conservation-related uses or the placement of wastewater management facilities, community wells or other community facilities designed to service the development;

(d) connectivity of open space is given priority over road connections if the development can be sited on the parcel without jeopardizing safety standards or unduly increasing road maintenance costs to HRM;

(e) a private driveway shall only provide access to a public street for up to 20 dwelling units.

(f) the proposed roads and building sites are designed to avoid impact upon any primary conservation area;

(g) natural drainage systems, wetlands and other natural detention storage areas are retained;(h) where the proposed development is to be serviced by a groundwater supply, a hydrogeological assessment conducted by a qualified professional has determined that there is an adequate supply of groundwater to service the development without adversely affecting groundwater supply in adjacent developments;

(h) where the proposed development is to be serviced by a groundwater supply, a hydrogeological assessment conducted by a qualified professional has determined that there is an adequate supply of groundwater to service the development without adversely affecting groundwater supply in adjacent developments

(i) the development shall not rely on cisterns for potable water supply, except in special circumstances as may be authorized under an approved secondary planning strategy;(j) secondary conservation areas that capture elements of rural character are retained;

(k) connectivity of natural networks, including trails, (RC-Sep 24/19;E-Nov 23/19) is maintained with any open space on adjacent parcels as generally illustrated by
the Important and Essential Corridors shown on Map 5, Green Network Ecology Map, contained in the Halifax Green Network Plan, as amended from time to time (RC-Sep 24/19;E-Nov 23/19);

(l) residential dwellings maintain a minimum separation of 800 metres from any permanent extractive facility;

(m) parkland dedication may be relaxed to a minimum of 5% for the Lower Density and Higher Density Classic Conservation Design developments; and

(o) any applicable matter as set out in Policy G-14 of this Plan.

Table 3-4 Conservation Design Development Standards

	Lower Density Classic Conservation Design[16]	Higher Density Classic Conservation Design[17]	Hybrid Conservation Design
Open Space Requirement	Approximately 40% of the net developable area as common open space[18].	Approximately 50% of the net developable area as common open space.	Approximately 80% of each lot is retained as a site non-disturbance area.
Primary Conservation Areas	Areas including riparian buffers, wetlands, slopes exceeding 30%, and floodplains, environmentally sensitive areas, archaeological sites and other areas of high ecological value.		
Secondary Conservation Areas	Areas including mature forests, scenic views, trails, historic sites and buildings, and other features of high cultural value.		
Maximum Net Density	1 unit per hectare of net developable area.	(a) One unit per 0.4 hectares of net developable area where the development is serviced with a municipal water supply; or (b) One unit per 0.5 hectares of net developable area where the development is serviced with a groundwater supply; or (c) Where a secondary planning strategy is adopted after August 29, 2006, for a rural growth centre identified in Table 3.2, the allowable density and open space requirements may be varied to that prescribed by the secondary planning strategy.	1 unit per hectare of net developable area
Permitted Residential Uses	Single unit and two unit, dwellings.	Single and two unit dwellings for conditions (a), (b), or (c) above. Townhouses and low rise multiple unit buildings may be permitted under condition (c)	Single unit and two unit dwellings.

16 Both Lower and Higher Density Classic Conservation Design developments may be serviced with a shared water and/or waste water system. The yields of the Lower Density Classic Conservation design are designed to facilitate onsite servicing subject to the verification of sustainable densities through the required studies and approvals from the Nova Scotia Department of Environment for On-site Sewage Disposal.

17 This form of development may also be serviced by an on-site system if there is sufficient area allocated to each house site to meet the Nova Scotia Regulations for On-site Sewage Disposal and to prevent any interference between wells as determined through the required Hydrogeological Assessment.

18 Net Developable area means the gross area of a property excluding riparian buffers and wetlands, bare rock, slopes in excess of 30% and floodplains.

3.4.1.A Conservation Design Developments

A Conservation Design Development enables residential development while ensuring the preservation of significant environmental and cultural features of the landscape. The Conservation Design Development policies were first introduced under the 2006 Regional Plan. These policies are intended to encourage growth within the Rural Growth Centres and to manage growth in between those Centres. The design process for a Conservation Design Development involves identifying lands that support important environmental functions or pose environmental hazards as primary conservation features. Culturally significant lands or those lands that provide environmental functions should be protected or incorporated as part of the development and identified as secondary conservation features. Through this process, the area of the site best suited for development are identified and incorporate measures to optimize environmental features and mitigate environmental impacts.

There are three (3) types of Conservation Design Developments that may be considered for approval by development agreement:

- **Lower Density Classic Conservation Design;**
- **Higher Density Classic Conservation Design; and**
- **Hybrid Conservation Design.**

<u>Classic Conservation Design Form (Lower Density and Higher Density)</u>
The Classic Conservation Design Development form (Lower Density and Higher Density) involves the entire site, inclusive of a shared private driveway, being held in single ownership and requires building sites to be clustered on a portion of the site, conserving a larger connected common open space on the remainder of the site. Within Rural Growth Centres, a higher density option is available as means of supporting residential development within the Rural Growth Centres.

<u>Hybrid Conservation Design Development Form</u>
The Hybrid Conservation Design Development form is similar to a small-scale traditional residential subdivision development where individual lots are created on a new public street. Under this form a higher percentage of lands is conserved as open space on individual lots. This is achieved through restricting site development, inclusive of buildings, individual driveways and lawns, to a small area of the lot and conserving the remainder of the lot as a non-disturbance area. The overall development is to be designed so that individual non-disturbance areas are contiguous for mutual ecological benefit.

The type of Conservation Design Development enabled is determined based on the location of a site in relation to the Rural Growth Centres. Higher densities are encouraged within the Rural Growth Centres.

S-14A Subject to Policy S-14B, HRM shall consider the following types of Conservation Design Development by development agreement where one-third or more of an area of land is within a Rural Growth Centre as shown on Maps 13A to 13G:

- **(a) Lower Density Classic Conservation Design Development;**
- **(b) Higher Density Classic Conservation Design Development; or**
- **(c) Hybrid Conservation Design Development.**

S-14B Lands entirely within the Lake Echo Sub-watershed, as generally illustrated on Map 13D shall not be eligible for Conservation Design Development, unless a proponent submits a survey prepared by a Nova Scotia Land Surveyor demonstrating that the subject area of land or a portion of the area of land is outside the Lake Echo Sub-watershed. Where any portion of a subject area of land is within the sub-watershed, the area of land within the watershed may be included for density and the net area calculation.

S-15A Subject to Policy S-15B, HRM shall consider the following types of Conservation Design Development by development agreement where more than two thirds of the area of land is outside the boundaries of a Rural Growth Centre shown on Maps 13A to 13G:

- **(a) Lower Density Classic Conservation Design Development to a maximum of 100 dwelling units; or**
- **(b) Hybrid Conservation Design Development to a maximum of 30 dwelling units.**

S-15B A development agreement under Policy 15-A shall only be considered subject to the following location criteria:

- **(a) On an area of land within the**
  - **(i) Rural Commuter Designation;**
  - **(ii) Rural Resource Designation;**
  - **(iii) Agricultural Designation; or**
  - **(iv) Harbour Designation outside the Urban Settlement Area as shown on Schedule B of the Regional Subdivision By-Law; and**
- **(b) On an area of land outside the:**
  - **(i) Beaver Bank / Hammonds Plains Growth Control Areas as shown on Schedule J of the Regional Subdivision By-Law, or**
  - **(ii) the Rural Area Designation under the Eastern Passage/Cow Bay Plan Area; and**
  - **(iii) NEF 30 Contour as shown on Map 3 of the Planning Districts 14 & 17 (Shubenacadie Lakes) Municipal Planning Strategy; and**
- **(c) On an area of land which was in existence as of April 29, 2006 that has a minimum of 20 metres of continuous frontage on a publicly owned and maintained street/road.**

S-16A Any Conservation Design Development application made pursuant to policies S-14A and S-15A shall be in accordance with Table 3-4A and the following:

<u>Site Studies and Assessments</u>

(a) Where the proposed development is to be serviced by a groundwater supply, a hydrogeological assessment conducted by a qualified professional has determined that there is an adequate supply of groundwater to service the development without adversely affecting groundwater supply in adjacent developments;

(b) The development shall not rely on cisterns for potable water supply, except in special circumstances as may be authorized under an approved secondary planning strategy;

<u>Site Development, Connectivity and Open Space Design</u>

(c) Primary Conservation Areas or Features as defined in Table 3-4A are protected and retained as Open Space;

(d) Where an area of land is subject to Policy S-14B, proposed streets and building sites shall be located outside the Lake Echo Sub-Watershed.

(e) A private driveway for Low Density Classic Conservation Design Development and High Density Classic Conservation Design Development shall only provide access to a public street for up to 20 dwelling units; and,

Separation Distances

(f) Residential dwellings shall maintain a minimum separation of 800 metres from any permanent extractive facility.

S-17A For any Conservation Design Development application made pursuant to policies S-14A and S-15A, HRM shall consider the following criteria:

Site Development, Connectivity and Open Space Design

(a) Secondary Conservation Areas are incorporated as part of the overall Open Space Requirements;
(b) The proposed streets and buildings sites are designed to avoid, where possible, Conservation Areas and Features;
(c) Connectivity of natural networks, including trails, is maintained with any open space on adjacent parcels, as generally illustrated by the Important and Essential Corridors shown on Map 5, Green Network Ecology Map, contained in the Halifax Green Network Plan, as amended from time to time;
(d) Where a development pursuant to Policy S-14A is proposed for lands that extend beyond a Rural Growth Centre as illustrated on Maps 13A to 13G, preference shall be given to siting the development within the boundary of the Growth Centre.

Parkland Dedication and Additional Considerations

(e) Parkland dedication may be relaxed to a minimum of 5% for the Lower Density and Higher Density Classic Conservation Design Developments; and
(f) Any applicable matter as set out in Policy G-15 of this Plan.

Table 3-4A: Conservation Design Development Standards

Property Location	**Land Use Requirements**	
Within Rural Growth Centres	**Lower Density Classic Conservation Design Development**	
	Maximum Density	1 unit per hectare of net developable area*
	Open Space Requirement	40% of the net developable area as common open space
	Permitted Residential Uses	Single Unit Dwelling, Two Unit Dwelling and Townhouse Dwelling
	Higher Density Classic Conservation Design Development	
	Maximum Density	(a) One unit per 0.4 hectares of net developable area where the development is serviced with a municipal water supply; or (b) One unit per 0.5 hectares of net developable area where the development is serviced with a groundwater supply; or (c) Where a secondary planning strategy is adopted after August 29, 2006, the density prescribed by the secondary planning strategy.

	Open Space Requirement	(a) 40% of the net developable area as common open space; or (b) Where a secondary planning strategy is adopted after August 29, 2006, the open space requirement prescribed by the secondary planning strategy.
	Permitted Residential Uses	(a) Single Unit Dwelling, Two Unit Dwelling and Townhouse Dwelling (b)Townhouses and multiple unit buildings prescribed by a secondary planning strategy adopted after August 29, 2006.
	Hybrid Conservation Design Development	
	Maximum Density	1 unit per hectare of net developable area
	Open Space Requirement	80% of each lot is retained as a site non-disturbance area
	Permitted Residential Uses	Single Unit Dwelling and Two Unit Dwellings
Outside Rural Growth Centres	**Lower Density Classic Conservation Design Development**	
	Maximum Density	1 unit per hectare of net developable area to a maximum of 100 units
	Open Space Requirement	40% of the net developable area as common open space
	Permitted Residential Uses	Single Unit Dwelling and Two Unit Dwelling
	Hybrid Conservation Design Development	
	Maximum Density	1 unit per hectare of net developable area to a maximum of 30 units
	Open Space Requirement	80% of each lot is retained as a site non-disturbance area
	Permitted Residential Uses	Single Unit Dwelling and Two Unit Dwelling
Inside or Outside Rural Growth Centres	**All Types of Conservation Design Development**	
	Permitted Other Uses	Publicly or Privately owned Community Facilities, Home-Based Offices, Day Cares, and small-scale Bed and Breakfasts
	Permitted Open Space Uses	Agriculture, passive recreation, conservation-related uses or the placement of wastewater management facilities, community wells or other community facilities designed to service the development.
	Primary Conservation Areas or Features	Riparian buffers, wetlands, natural drainage systems, natural detention storage areas, slopes exceeding 30%, and floodplains, environmentally sensitive areas, archaeological sites and other areas of high ecological value.
	Secondary Conservation Areas or Features	Mature forests, bare rock, scenic views, trails, historic sites and buildings, and other features of high cultural value.

*Net Developable area means the gross area of a property excluding riparian buffers and wetlands, floodplains and slopes in excess of 30%.

9. Amending Clause (g) of Policy S-18, as shown below in **bold** and ~~strikeout~~, by deleting the text "G-14" and adding the text "G-15" after the text "in policy" and before the text "of this Plan".

(g) any applicable matter as set out in policy **G-15** ~~G-14~~ of this Plan.

10. Amending Section 3.6 – HOUSING DIVERSITY AND AFFORDABILITY, as shown in **bold,** by inserting a new policy S-41, immediately before the heading 3.7 FOOD SECURITY – ACCESSORY HEN IN RESIDENTIAL AREAS:

    S-41 HRM shall, through the applicable land use by-laws, permit tiny homes, inclusive of mobile dwellings, as a form of residential use.

11. Amending Section 3.7 FOOD SECURITY – ACCESSORY HEN IN RESIDENTIAL AREAS by renaming Policy S-37 to S-42 as shown in strikeout and **bold** below:

    ~~S-37~~ **S-42** HRM shall, through the applicable land use by-laws, permit the keeping of adult hens as an accessory use to all residential uses for personal use and household food supply.

12. Amending Policy T-6, as shown below in ~~strikeout~~, by deleting the text "with frontage on or abutting minor collector, major collector, arterial roads and expressways" after the text "transit facilities".

    T-6 HRM shall, through Land Use By-laws, in all zones, excepting land within the 1 in 20 year flood plains for designated watercourses, permit public transit facilities ~~with frontage on or abutting minor collector, major collector, arterial roads and expressways~~. Such facilities shall not be subject to zone requirements.

13. Amending CHAPTER 5 ECONOMY AND FINANCE, as shown below in **bold**, by inserting the new Section, new text, and new policies, immediately following Subsection 5.5.2 Cannabis Sales and Consumption.

    5.6 HISTORICAL AFRICAN NOVA SCOTIA COMMUNITY ACTION PLANNING

    HRM is taking steps to create more inclusive economic growth and have communities more actively involved in the planning and development process. Both the *Road to Economic Prosperity for African Nova Scotian Communities* and *People.Planet.Prosperity: Halifax's Inclusive Economic Strategy 2022-27* aim to consider and, where possible, incorporate community benefits in the development approval process. This can be achieved through the use of community action plans – a process for residents to identify strengths and opportunities, create a vision for their community's future, and develop an action plan to achieve it.

    HRM is home to a number of historic African Nova Scotian communities. Beechville, Lucasville, Upper Hammonds Plains, Lake Loon, Cherry Brook, North Preston, and East Preston were all established in the late 18th and early 19th centuries by land grants given to families of African descent. These are some of the oldest and largest indigenous Black communities in Canada. HRM's goal is to undertake community action planning with these historic African Nova Scotian areas, to allow residents to take a leading role in the evolution of their community with municipal support.

    EC-24 HRM shall build on its work with African Nova Scotian communities to create Historical African Nova Scotian Community Action Plans, using the Beechville Community Action Plan as a model. This work will have HRM provide support to communities as they identify community needs and priorities, establish a vision, and create action plans.

EC-25 HRM will incorporate Historical African Nova Scotian Community Action Plans into planning policies and by-law regulations where possible.

EC-26 HRM will identify resource needs for community action planning work, and for action plan items themselves, through its annual budget and business planning process.

14. Amending CHAPTER 7: CULTURAL AND HERITAGE RESOURCES, as shown below in **bold**, by inserting the new Subsection, new text, and new policy, immediately following Subsection 7.3.2 Heritage Conservation Districts.

7.3.2.A Heritage Development Agreement Policy

Heritage development agreement policies exist within the Halifax and Regional Centre Secondary Plan Areas, and had existed within the Dartmouth and Downtown Dartmouth Secondary Plan Areas until they were replaced by the Regional Centre Secondary Municipal Planning Strategy. The purpose of these policies is to encourage the conservation and adaptive re-use of heritage properties by allowing additional development rights that may offset conservation costs. To date, these policies have resulted in significant investment in, and rehabilitation of some significant heritage properties while adding a large number of new residential units and commercial space. They have also encouraged the registration of previously unprotected heritage properties for the purpose of making use of the flexibility that these policies provide.

Over the past several years, there has been a growing desire for policies that encourage the adaptive re-use of heritage properties in rural and suburban areas of the Municipality. This is especially true of areas that have large lots that could be developed for residential use. However, the majority of secondary plan areas do not have heritage development agreement policies currently. Without the incentive of additional land-use flexibility, there is little interest in registering properties when the implications of the designation on future development potential is unknown. The result is the continued loss of potential heritage properties and the historical character of rural and suburban communities.

In response to increased interest and the success of existing policies, heritage development agreements may be considered in all areas of the Municipality. Whereas the Regional Centre Secondary Municipal Planning Strategy contains policy specific for the Regional Centre area, the policies of this Plan shall apply to all areas of the Municipality outside of the Regional Centre, Downtown Halifax, and established Heritage Conservation Districts.

CH-7A On any registered heritage property, or on a lot containing a registered heritage building located outside of the Regional Centre Secondary Plan Area, Downtown Halifax Secondary Plan Area or any establish Heritage Conservation District, Council may consider a development agreement for any development or change in use not otherwise permitted by the Land Use By-law. The purpose of this policy is to support the conservation and adaptive re-use of heritage properties and buildings. In considering such development agreement proposals, Council shall consider that:

(a) the development proposal maintains the heritage value of any registered heritage property of which it is part, including a registered heritage streetscape, heritage conservation district, or Cultural Landscape, and does not propose to demolish any registered heritage buildings that exist on the property;
(b) the impact on adjacent uses, particularly residential uses, is minimized in terms of intensity of use, scale, height, traffic generation, noise, hours of operation, and such other land use impacts as may be required as part of the development;
(c) the level of proposed investment in conservation measures on the property is generally proportional with the additional development rights provided through the agreement, especially in cases of new construction;
(d) the proposal is generally consistent with the other policies of the secondary plan area of which it is part, especially heritage policies.

15. Amending Clause (k) of Policy CH-16, as shown below in **bold** and ~~strikeout~~, by deleting the text "G-14" and adding the text "G-15" after the text "in policy" and before the text "of this plan".

(k) any applicable matter as set out in Policy **G-15** ~~G-14~~ of this Plan.

16. Amending Clause (f) of Policy SU-4, as shown below in ~~strikeout~~, by deleting the text "has, where required, been approved by the Review Board".

(f) a charged needed to pay for growth related improvements to the water, wastewater or stormwater systems ~~has, where required, been approved by the Review Board~~.

17. Amending Clause (b) of Policy SU-5, as shown below in **bold** and ~~strikeout~~, by deleting the text "approved" and adding the text "proposed for future approval" after the text "where required, been" and before the "by the Review Board".

(b) a charge needed to pay for growth related improvements to the water, wastewater or stormwater services has been, where required, been **proposed for future approval** ~~approved~~ by the Review Board.

18. Amending Clause (j) of Policy SU-6, as shown below in **bold** and ~~strikeout~~, by deleting the text "G-14" and adding the text "G-15" after the text "in policy" and before the text "of this plan".

(j) any applicable matter as set out in Policy **G-15** ~~G-14~~ of this Plan.

19. Amending Chapter 9, Governance and Implementation, as shown below in bold, by inserting new policy, immediately following Policy G-11.

G-11A The Regional Subdivision By-law may establish application submission requirements which require electronic document submissions and do not require paper submissions.

20. Amending Chapter 9, Governance and Implementation, as shown below in **bold**, by inserting new Section and new policy, immediately following G-9.

G-9A Given the strategic importance of regional objectives in mitigating climate change and protecting the future health of the municipality, new secondary planning strategies or amendments to existing secondary planning strategies, shall organize land use or management of land in a manner, including the scale, location, density and form of development, so that:

(a) the protection of environmental or cultural features of significance on the lands is considered, including wildlife corridors, the urban forest, wet areas, wetlands and watercourses;
(b) the integrity of regional parks or federal and provincial wilderness areas adjacent to the lands are maintained, including the functioning of shared environmental, recreational or cultural features;
(c) the movements of pedestrians and transit service are prioritized over car-oriented design, including the connections to surrounding community;
(d) the future rapid transit corridors are considered as key locations or residential and mixed-use intensification, particularly within 500m of the corridor; and
(e) the design includes community-scale or site-level green infrastructure, renewable energy and other climate mitigation design elements.

21. Amending Chapter 9, as shown below in bold and strikeout, by inserting new section 9.6.A Priorities Plans and new Policy G-14A directly below policy G-14.

9.6.A PRIORITIES PLANS

Since the adoption of this Plan in 2014, Regional Council has approved several priority plans including the Integrated Mobility Plan, Halifax Green Network Plan, HalifACT, and Halifax's Inclusive Economic Strategy 2022-2027. The second review of this Plan began in 2020 and is expected to be readopted by Regional Council in 2023. The review will revise the policies of this Plan to ensure they are consistent with the priorities plans as approved. In the interim, this Plan supports the priorities plans which are actively used by staff to guide ongoing work.

G-14A In considering development agreements or amendments to development agreements, or any proposed amendments to the Regional Plan, secondary planning strategies, or land use by-laws, in addition to the policies of this Plan, HRM shall consider the objectives, policies and actions of the priorities plans approved by Regional Council since 2014, including:
(a) The Integrated Mobility Plan;
(b) Halifax Green Network Plan;
(c) HalifACT;
(d) Halifax's Inclusive Economic Strategy 2022-2027; and
(e) any other priority plan approved by Regional Council while this policy is in effect.

22. Amending Policy G-19, as shown below in **bold** and ~~strikeout~~, by:

a. Deleting the text "S-14, S-15, S-16 and S-17" and adding the text "S-14A, S-14B, S-15A, S-15B, S-16A, and S-17A" after the text "Notwithstanding Policies" and before the text "of this Plan"; and
b. Deleting the text "S-15 and S-16" and adding the text "S-15A, S-15B, and S-16A" after the word "in accordance with Policies" and before the text "of the 2006"; and

c. Deleting the text “S-15 and S-16” and adding the text “S-15A, S-15B, and S-16A” after the text “in accordance with Policies” and before the text “of the 2006”.

G-19 Notwithstanding Policies **S-14A, S-14B, S-15A, S-15B, S-16A, and S-17A** ~~S-14, S-15, S-16 and S-17~~ of this Plan, Council may consider a development agreement application on lands identified on Appendix D of this Plan in accordance with Policies **S-15A, S15B, and S-16A** ~~S-15 and S-16~~ of the 2006 Regional Plan provided that a completed application has been submitted to HRM prior to December 31, 2014. Further, Council may consider substantive and non-substantive amendments to an existing development agreement on lands identified on Appendix D of this Plan in accordance with Policies **S-15A, S-15B, and S-16** ~~S-15 and S-16~~ of the 2006 Regional Plan.

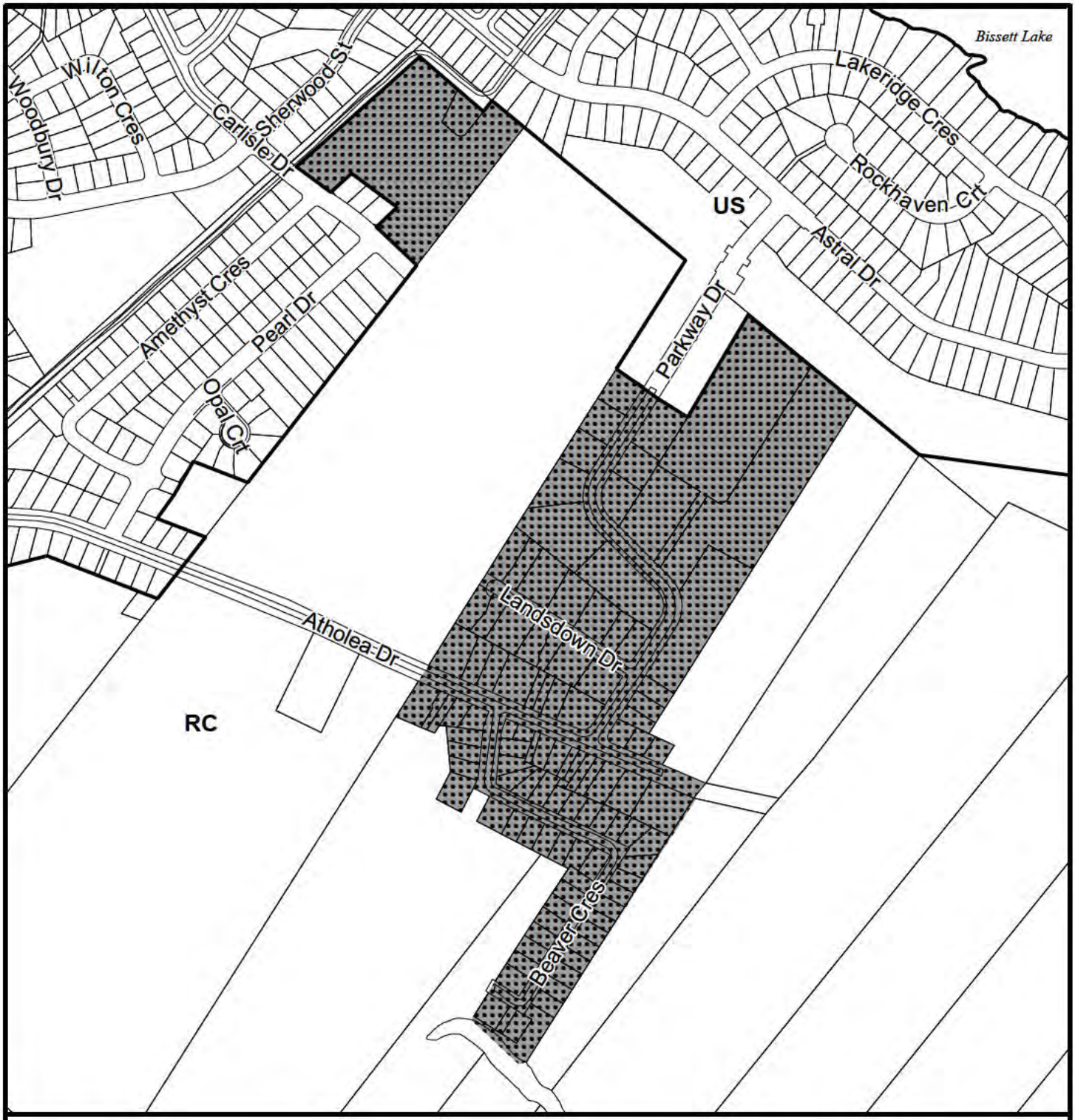
23. Amending Policy G-20, as shown below in **bold** and ~~strikeout~~, by deleting the text “S-14, S-15, S-16, and S-17” and adding the text “S-14A, S-14B, S-15A, S-15B, S-16A, S-17A “after the text “Notwithstanding Policies” and before the text “applications for”.

G-20 Notwithstanding Policies **S-14A, S-14B, S-15A, S-16A, and S-17A** ~~S-14, S-15, S-16 and S-17~~, applications for non-substantive amendments to approved development agreements for Conservation Design Development shall be considered under the policies in effect at the time the development agreement was approved provided that the proposed amendments were identified in the agreement as non-substantive. (RC-Sep 24/19; E-Nov 9/19)

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional Municipality held on the ____ day of _____, A.D., 20_____.

GIVEN under the hand of the Municipal Clerk and under the Corporate Seal of the said Municipality this _____ day of _____, A.D., 20_____.

_____
Municipal Clerk



Schedule A-1

C009 - Lands near Atholea Drive, Cole Harbour

Area redesignated from RC (Rural Commuter) to US (Urban Settlement)

Designation

US Urban Settlement
RC Rural Commuter

N

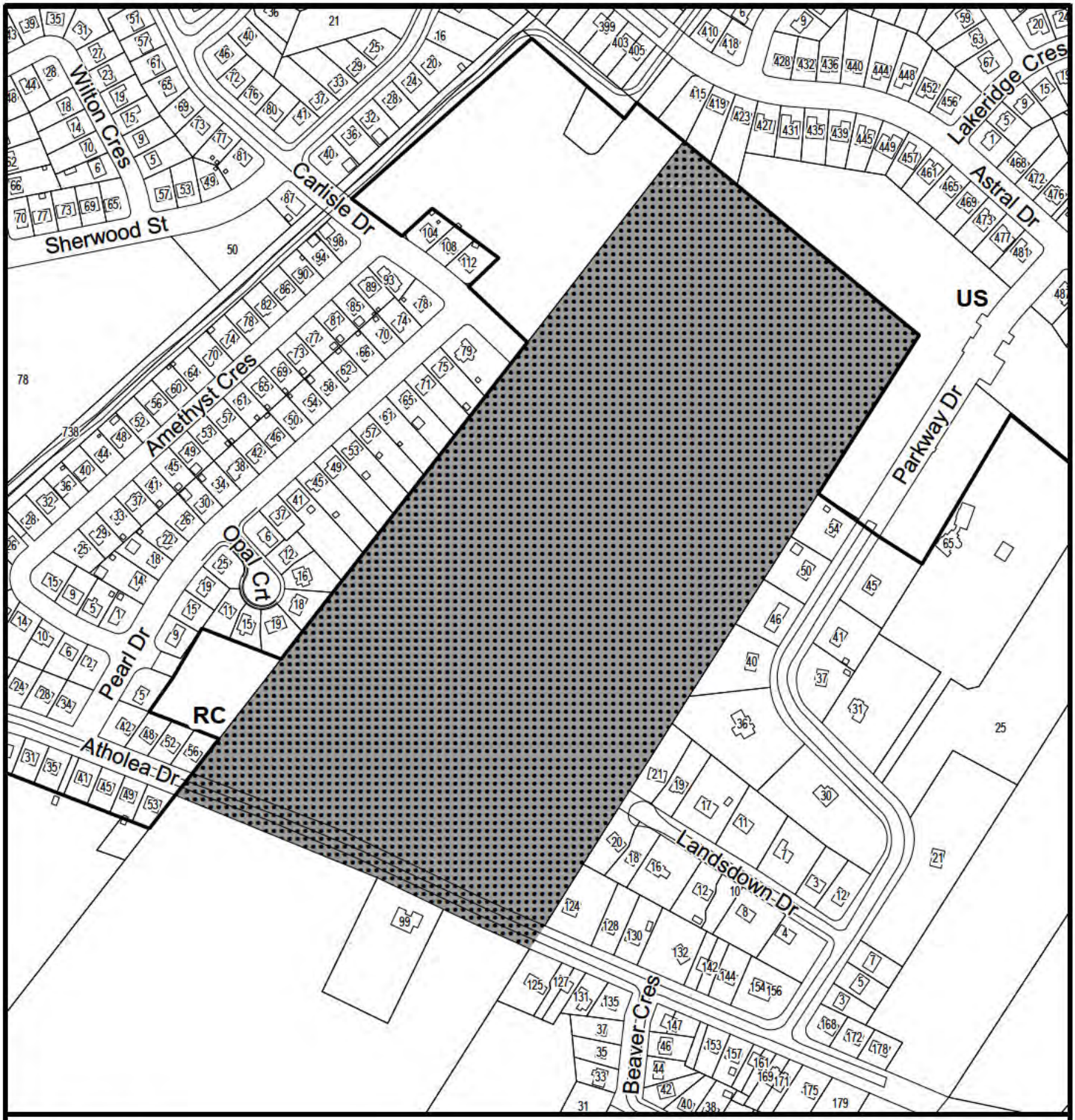
HALIFAX

0 40 80 m

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

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

Halifax Regional Plan
Map 2



Schedule A-2

C047 - Lands near Atholea Drive, Cole Harbour

Area redesignated
from RC (Rural Commuter)
to US (Urban Settlement)

Designation

US Urban Settlement
RC Rural Commuter

N

HALIFAX

0 40 80 m

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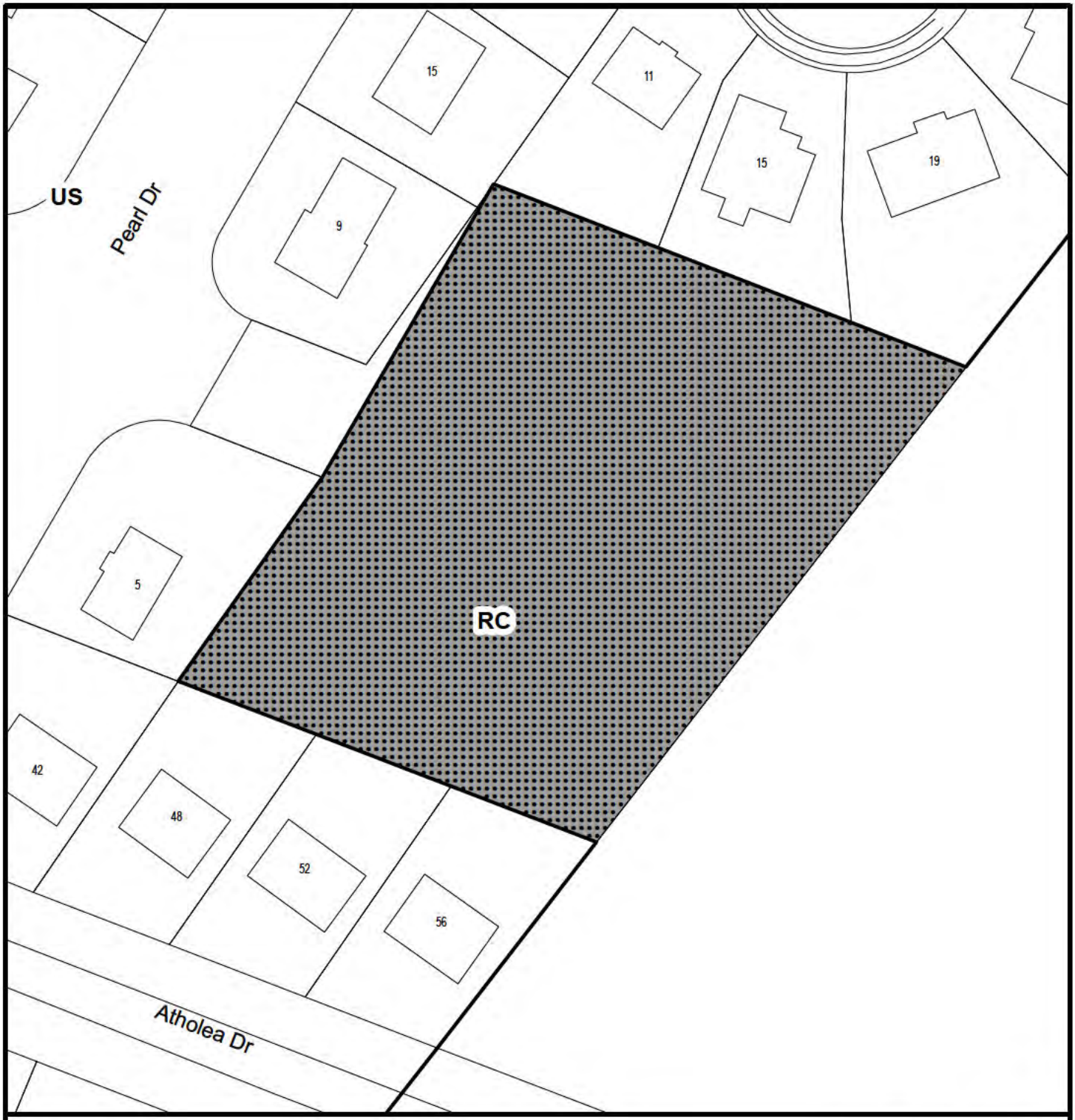
Halifax Regional Plan
Map 2



Schedule A-3

C077 - Lands near Atholea Drive, Cole Harbour

Area redesignated
from RC (Rural Commuter)
to US (Urban Settlement)

Designation

US Urban Settlement
RC Rural Commuter

N

HALIFAX

0 40 80 m

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

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

Halifax Regional Plan
Map 2

Schedule A-4

C326 - Lands near Atholea Drive, Cole Harbour

Area redesignated from RC (Rural Commuter) to US (Urban Settlement)

Designation

US Urban Settlement
RC Rural Commuter

N

HALIFAX

0 40 80 m

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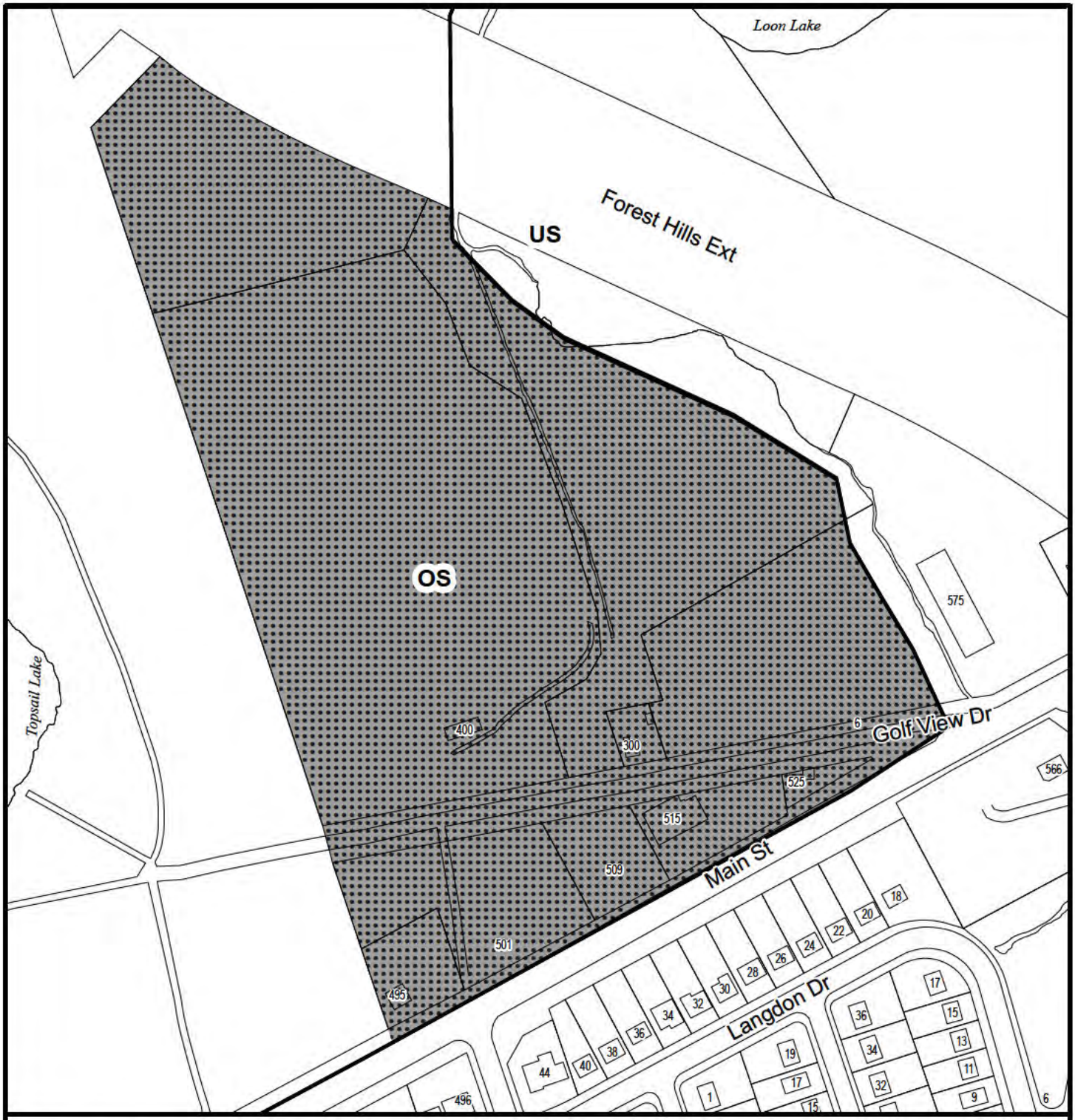
Halifax Regional Plan
Map 2



Schedule A-5

C003 - Lake Loon Golf Centre lands,
on Main Street and Golf View Drive, Dartmouth

N

HALIFAX

0 40 80 m

Area redesignated
from OS (Open Space and Natural Resources)
to US (Urban Settlement)

Designation

OS Open Space and Natural Resource
US Urban Settlement

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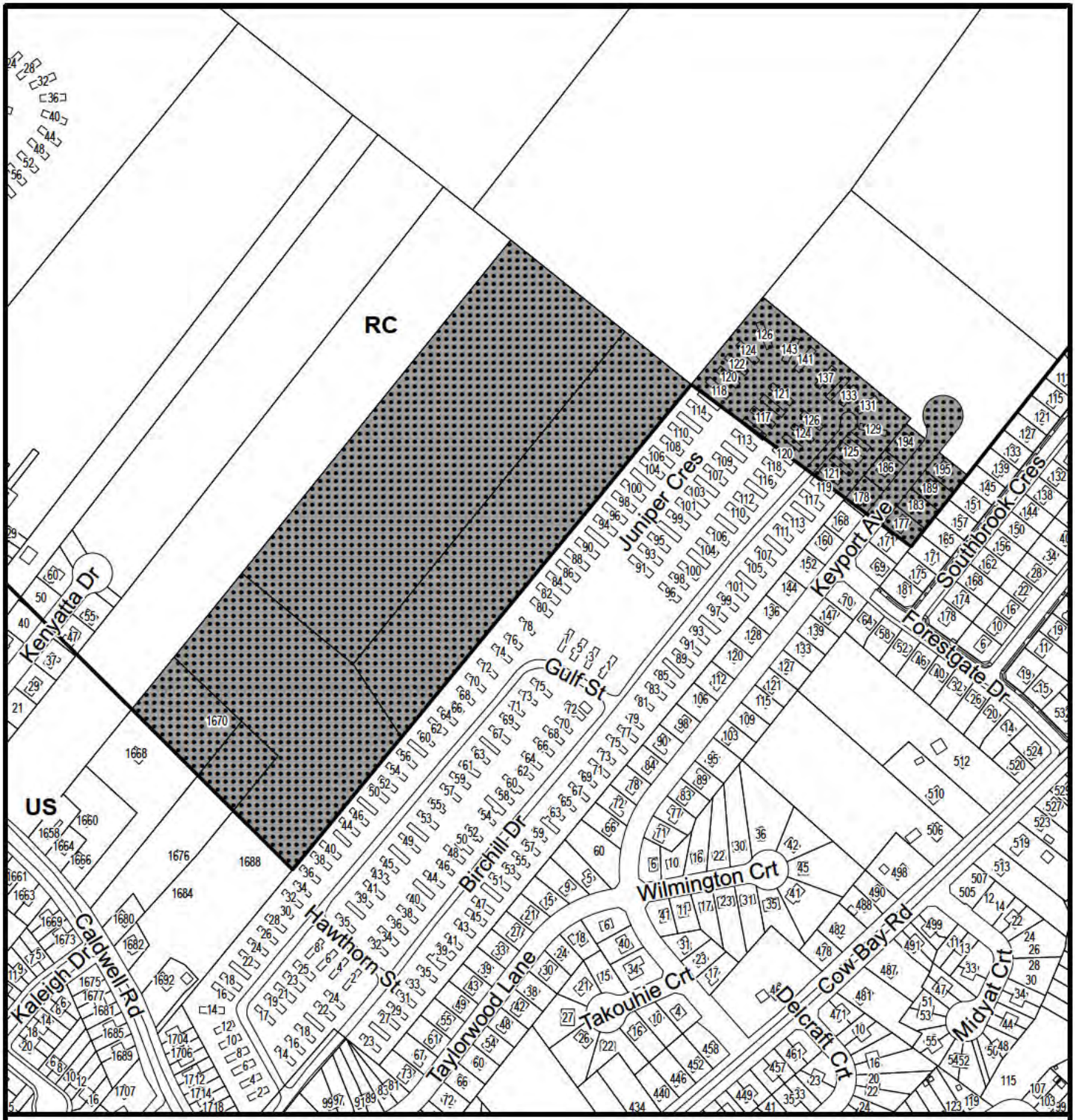
Halifax Regional Plan
Map 2



Schedule A-6

C079 - Birch Hill Mobile Home Park, Eastern Passage

Area redesignated
from RC (Rural Commuter)
to US (Urban Settlement)

Designation

US Urban Settlement

RC Rural Commuter

N

HALIFAX

0 40 80 m

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

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

Halifax Regional Plan
Map 2

Attachment B-1:

Proposed Amendments to the
Secondary Municipal Planning Strategy for Beaver Bank, Hammonds Plains and Upper Sackville

BE IT ENACTED by the Council of the Halifax Regional Municipality that the Secondary Municipal Planning Strategy for Beaver Bank, Hammonds Plains and Upper Sackville is hereby amended as follows:

1. Amending Policy P-125(a) for "Registered Heritage Properties", under SECTION III Implementation Chapter, as shown below in **bold** and ~~strikeout~~ by:
    a. adding the text ", in accordance with Policy CH-7A of the "Halifax Regional Municipal Planning Strategy" after the words "which are not otherwise permitted in the existing zone by development agreement";
    b. deleting the text "In conjunction with such development agreements Council may also consider modifying the requirements of the Land Use By-Law. This policy shall be the primary policy for the review of redevelopment of heritage properties in the plan area where the proposed development is not permitted by the zone. In considering any requests for such land uses, the following criteria shall be addressed:" after the text "which are not otherwise permitted in the existing zone by development agreement"; and
    c. Repealing Clauses P-125(a)a) to P-125(a)h) inclusive.

P-125(a) Council should encourage the reuse, restoration and retention of municipally registered heritage properties. One means through which this will be encouraged is by allowing for an increase in development rights for municipally registered heritage properties. For municipally registered heritage properties Council may consider land uses which are not otherwise permitted in the existing zone by development agreement**, in accordance with Policy CH-7A of the Halifax Regional Municipal Planning Strategy**. ~~In conjunction with such development agreements Council may also consider modifying the requirements of the Land Use By-Law. This policy shall be the primary policy for the review of redevelopment of heritage properties in the plan area where the proposed development is not permitted by the zone. In considering any requests for such land uses, the following criteria shall be addressed:~~

~~a) that the building is suitable for conversion, in terms of building size and the nature of the proposed use;~~

~~b) that adequate measures are proposed to ensure the continued protection of the building as a municipally registered heritage property, and that renovations and additions to the building are consistent with the intent of HRM's "Heritage Building Conservation Standards" as revised from time to time;~~

~~c) that the proposed use(s) of the property are compatible with other uses on the property and surrounding land uses.~~

~~d) that all additions including wheelchair ramps, fire escapes and emergency exits shall be designed to be as compatible as possible with the exterior of the building;~~

~~e) that adequate measures are proposed to minimize impacts on abutting properties and the streetscape as a whole as a result of traffic generation, noise, hours of operation, parking requirements, and such other land use impacts as may be generated as part of a development;~~

~~f) that the placement and design of parking areas, lighting and signs, and landscaping is in keeping with the heritage character of the building;~~

~~g) where applicable, the proposal should include an assessment and strategy to protect significant on-site archeological resources which may be impacted by the proposed development.~~
~~h) the provisions of Policy P-137.~~

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional Municipality held on the ____ day of _____, A.D., 20_____.

GIVEN under the hand of the Municipal Clerk and under the Corporate Seal of the said Municipality this _____ day of _____, A.D., 20_____.

_____
Municipal Clerk

Attachment B-2:

Proposed Amendments to the
Secondary Municipal Planning Strategy for Cole Harbour/ Westphal

BE IT ENACTED by the Council of the Halifax Regional Municipality that the Secondary Municipal Planning Strategy for Cole Harbour/ Westphal is hereby amended as follows:

1. Amending the Transportation Section within the chapter Morris-Russell Lake Secondary Planning Strategy, as shown below in **bold**, by inserting new preamble and new policies immediately below Policy ML-8.

In 2022, during a review of the Regional Municipal Planning Strategy (Regional Plan), the Municipality identified the need for additional housing to support recent population growth. Remaining vacant lands within the Morris-Russell Lake secondary plan area are within the Regional Plan's Urban Settlement designation and within the Urban Service Area where municipal water and wastewater services are available. Therefore, these lands provide an opportunity to accommodate new housing for the region's growing population.

The Integrated Mobility Plan (IMP), adopted by Regional Council in December 2017, provides a region-wide vision for mobility, directing future investment in transportation demand management, transit, active transportation, and the roadway network. The IMP represents a meaningful shift in the Municipality's approach to transportation and focuses on moving people and goods instead of vehicles. Planning for improved mobility in suburban areas requires that consideration is given to active transportation and access to transit, rather than just movement of private vehicles. Neighbourhoods should be designed with walking, bicycling and transit in mind to provide mobility for people of all ages and abilities.

ML-8A Notwithstanding Policy ML-8, Council may consider development on Parcels MLE2 and 18 in accordance with the Future Land Use and Transportation Plan (as shown on Map 5) by development agreement. In considering any such agreement, in addition to the policies of this plan and the Regional Plan, Council shall consider the following:

a) That the development's transportation network prioritizes walking, the easy use of mobility devices, cycling and transit and allows for connections to surrounding neighbourhoods; and
b) Requiring off-site improvements that are necessary to support the development or accepting the payment of money in lieu of such improvements, respecting transit service and active transportation connections to nearby transit facilities such as the Portland Hills Terminal and Woodside Ferry Terminal.

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional Municipality held on the ____ day of _____, A.D., 20_____.

GIVEN under the hand of the Municipal Clerk and under the Corporate Seal of the said Municipality this _____ day of _____, A.D., 20_____.

_____

Municipal Clerk

Attachment B-3:

Proposed Amendments to the
Secondary Municipal Planning Strategy for Dartmouth

BE IT ENACTED by the Council of the Halifax Regional Municipality that the Secondary Municipal Planning Strategy for Dartmouth is hereby amended as follows:

1. Amending Map 10 Dartmouth Generalized Future Land Use to re-designate the lands from Reserve (RSV) to Comprehensive Development District (CDD), as shown on Schedule B-1 attached hereto.

2. Amending Map 10 Dartmouth Generalized Future Land Use to re-designate the lands from Reserve (RSV) to Industrial (I), as shown on Schedule B-2 attached hereto.

3. Repealing Policy H-3(AA), as shown below, in ~~strikeout:~~

~~Policy H-3(AA) It shall be the intention of Council to establish a Public Participation Committee upon the Municipality receiving an application to develop lands within a CDD. The composition of the Committee should include local residents, other interested citizens, affected land owners, the proponent and municipal staff. The general purpose of the Committee is to collaborate to produce the conceptual plans and detailed plans for the area to be developed, as described by Policies H-3A, H-3B and H-3C. Council shall also establish a Committee to deal with substantial amendments to CDD Agreements.~~

4. Amending Policy H-3B, as shown below in **bold** and ~~strikeout~~, by:
   a. Deleting the text “and” in Clause (n) after the text “text and policies of this Plan;”; and
   b. Inserting the new Clause (o), immediately following Clause (n).

(n) any and all other matters applicable to the subdivision and servicing of the lands, the provision of parkland and the effects of the development on community services as set out in policy IP- 11 and, for specific uses which are otherwise subject to development agreements, the specific considerations required by the text and policies of this Plan; ~~and~~

(o) for lands located in the Lake Loon Golf Centre CDD, identified as PIDs 40396152, 00602474, 41053299, 00261933, 00261925, 00261958, 41053281, 40173395, 40285397, and 00261917, bounded on the south by Halifax Regional Water Commission Topsail Lake watershed lands, to the west by the Forest Hills Connector, to the east by Golf View Drive and Main Street (Highway #7) and to the north by privately held lands, considerations shall be given to:

- **~~i.~~ Requirements for fencing or and/or landscaping to protect the Lake Lemont Watershed Area~~;~~**
- **ii. Requirements for planting or retention of trees or vegetation for the purposes of buffering, sedimentation or erosion control to protect the Emergency Water Supply Area;**
- **iii. Requirements for controlling erosion and sedimentation during the construction of the development;**
- **iv. Requiring a significant setback from the Emergency Water Supply Area**;
- **v. The transportation network which prioritizes walking, the easy use of mobility devices, cycling and transit use, and supports connections to the surrounding community; and**

vi. Any future functional plan approved by Regional Council for the Main Street corridor.

5. Amending Policy H-3F, as shown below in ~~strikeout~~, by deleting the text “H-3(AA),”, after the text “H-3(AA)” and before the text “H-3A”.

   Notwithstanding the provisions of Policies H-3, ~~H-3(AA),~~ H-3A, H-3B, H-3C, H-3D, and H-3E,

6. Amending Policy H-3G, as shown below in ~~strikeout~~, by deleting the text “H-3(AA),” after the text “H-3” and before the text “H-3A”.

   Housing policies H-3, ~~H-3(AA),~~ H-3A, H-3B, and H-3C of this Plan shall not apply to these CDD lands.

7. Amending Section 18, Future Development Within the Morris-Russell Lake Area, within the chapter Housing, under the heading Transportation, as shown below in **bold**, by adding new preamble and new policy, immediately below Policy ML-8.

   In 2022, during a review of the Regional Municipal Planning Strategy (Regional Plan), the Municipality identified the need for additional housing to support recent population growth. Remaining vacant lands within the Morris-Russell Lake secondary plan area are within the Regional Plan’s Urban Settlement designation and within the Urban Service Area where municipal water and wastewater services are available. Therefore, these lands provide an opportunity to accommodate new housing for the region’s growing population.

   The Integrated Mobility Plan (IMP), adopted by Regional Council in December 2017, provides a region-wide vision for mobility, directing future investment in transportation demand management, transit, active transportation, and the roadway network. The IMP represents a meaningful shift in the Municipality’s approach to transportation and focuses on moving people and goods instead of private vehicles. Planning for improved mobility in suburban areas requires that consideration is given to active transportation and access to transit, rather than just movement of vehicles. Neighbourhoods should be designed with walking, bicycling and transit in mind to provide mobility for people of all ages and abilities.

   ML-8A Notwithstanding Policy ML-8, Council may consider development on Parcels MLE2 and 18 in accordance with the Future Land Use and Transportation Plan (as shown on Map 9N) by development agreement. In considering any such agreement, in addition to the policies of this plan and the Regional Plan, Council shall consider the following:

   a) That the development’s transportation network prioritizes walking, the easy use of mobility devices, cycling and transit and where possible strengthens connections to surrounding neighbourhoods; and
   b) Requiring off-site improvements that are necessary to support the development or accepting the payment of money in lieu of such improvements, respecting transit service and active transportation connections to nearby transit facilities such as the Portland Hills Terminal and Woodside Ferry Terminal.

8. Amending Policy WC-2, as shown below in **bold** and ~~strikeout~~, by deleting the text “policies H 3(AA) to” and replacing the text “policy” after the words “requirements of” and before the text “H-3C”.

Any development agreement application shall adhere to the requirements of ~~policies H-3(AA) to~~ **policy** H-3C of this planning strategy.

9. Amending Policy IP-15 under "Registered Heritage Properties" under the Implementation Chapter, as shown below in **bold** and ~~strikeout~~ by:
    a. Deleting the text "the development agreement provisions of the Municipal Government Act. In considering such an agreement, Council shall have regard to the following:" and replacing it with the text "Policy CH-7A of the Halifax Regional Municipal Planning Strategy" after the text "in accordance with"; and
    b. Repealing Clauses (a) through (h) inclusive;

IP-15 Council shall consider uses other than those which are permitted by the land use by-law for registered heritage properties, in accordance with **Policy CH-7A of the Halifax Regional Municipal Planning Strategy.** ~~the development agreement provisions of the Municipal Government Act. In considering such an agreement, Council shall have regard to the following:~~

~~(a) the present use is an impediment to the building's retention, revitalization, rehabilitation or ongoing use of the property;~~
~~(b) that the building is suitable for conversion, in terms of building size, the nature of the proposed use and/or the size of proposed individual residential units;~~
~~(c) that adequate measures are proposed to minimize impacts on abutting properties and the streetscape as a whole as a result of traffic generation, noise, hours of operation, parking requirements, lighting and signage and such other land use impacts as may be generated as part of a development;~~
~~(d) that the placement and design of parking areas, lighting and signs, and landscaping is in keeping with the heritage character of the building;~~
~~(e) where applicable, the proposal should include an assessment and strategy to protect significant on-site archeological resources which may be impacted by the proposed development;~~
~~(f) the provisions of Policy CH-1 in the Regional Municipal Planning Strategy;~~
~~(g) general maintenance of the development; and~~
~~(h) the provisions of Policy IP-1(c). (RC-Nov 21/08;E-Jan 10/09)~~

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional Municipality held on the ____ day of _____, A.D., 20_____.

GIVEN under the hand of the Municipal Clerk and under the Corporate Seal of the said Municipality this _____ day of _____, A.D., 20_____.

_____
Municipal Clerk

Attachment B-4:

Proposed Amendments to the
Secondary Municipal Planning Strategy for Eastern Passage/ Cow Bay

BE IT ENACTED by the Council of the Halifax Regional Municipality that the Secondary Municipal Planning Strategy for Eastern Passage/ Cow Bay is hereby amended as follows:

1. Amending the Transportation Section within the chapter MORRIS-RUSSELL LAKE SECONDARY PLANNING STRATEGY, as shown below in **bold**, by inserting the new preamble and the new policy below policy ML-6.

In 2022, during a review of the Regional Municipal Planning Strategy (Regional Plan), the Municipality identified the need for additional housing to support recent population growth. Remaining vacant lands within the Morris-Russell Lake secondary plan area are within the Regional Plan's Urban Settlement designation and within the Urban Service Area where municipal water and wastewater services are available. Therefore, these lands provide an opportunity to accommodate new housing for the region's growing population.

The Integrated Mobility Plan (IMP), adopted by Regional Council in December 2017, provides a region-wide vision for mobility, directing future investment in transportation demand management, transit, active transportation, and the roadway network. The IMP represents a meaningful shift in the Municipality's approach to transportation and focuses on moving people and goods instead of private vehicles. Planning for improved mobility in suburban areas requires that consideration is given to active transportation and access to transit, rather than just movement of vehicles. Neighbourhoods should be designed with walking, bicycling and transit in mind to provide mobility for people of all ages and abilities.

ML-6A Notwithstanding Policy ML-6, Council may consider development on Parcels MLE2 and 18 in accordance with the Future Land Use and Transportation Plan (as shown on Map 5) by development agreement. In considering any such agreement, in addition to the policies of this plan and the Regional Plan, Council shall consider the following:

a) That the development's transportation network prioritizes walking, the easy use of mobility devices, cycling and transit and where possible strengthens connections to surrounding neighbourhoods; and
b) Requiring off-site improvements that are necessary to support the development or accepting the payment of money in lieu of such improvements, respecting transit service and active transportation connections to nearby transit facilities such as the Portland Hills Terminal and Woodside Ferry Terminal.

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional Municipality held on the ____ day of _____, A.D., 20_____.

GIVEN under the hand of the Municipal Clerk and under the Corporate Seal of the said Municipality this _____ day of _____, A.D., 20_____.

_____

Municipal Clerk

Attachment B-5

Proposed Amendments to the
Secondary Municipal Planning Strategy for Halifax

BE IT ENACTED by the Council of the Halifax Regional Municipality that the Secondary Municipal Planning Strategy for Halifax is hereby amended as follows:

1. Amending Section 6.8, as shown below in **bold** and ~~strikeout~~, by:
    a. Deleting the text "subject to the following considerations:" and replacing with the text "in accordance with Policy CH-7A of the Halifax Regional Municipal Planning Strategy." after the text "otherwise not permitted by the land use designation and zone"; and
    b. Repealing subclauses (i) through (iv) inclusive.

    6.8 In any building, part of a building, or on any lot on which a registered heritage building is situated, the owner may apply to the City for a development agreement for any development or change in use not otherwise permitted by the land use designation and zone **in accordance with Policy CH-7A of the Halifax Regional Municipal Planning Strategy.** ~~subject to the following considerations:~~

    ~~(i) that any registered heritage building covered by the agreement shall not be altered in any way to diminish its heritage value;~~
    ~~(ii) that any development must maintain the integrity of any registered heritage property, streetscape or conservation area of which it is part;~~
    ~~(iii) that any adjacent uses, particularly residential use are not unduly disrupted as a result of traffic generation, noise, hours of operation, parking requirements and such other land use impacts as may be required as part of a development;~~
    ~~(iv) that any development substantially complies with the policies of this plan and in particular the objectives and policies as they relate to heritage resources.~~

2. Amending Subsection 27 of Policy BW-21K, as shown below in **bold** and ~~strikeout~~, by deleting the text "BW-21V and BW-21W" and replacing with the text "BW-21J(1) and BW-21J(2)" after the text "BW-12" .

    27. The proposal conforms with all other relevant policies of the Bedford West Secondary Planning Strategy, including but not limited to: Policies BW-1, BW12, **BW-21J(1), and BW-21J(2)** ~~BW-21V and BW-21W~~.

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional Municipality held on the ____ day of _____, A.D., 20_____.

GIVEN under the hand of the Municipal Clerk and under the Corporate Seal of the said Municipality this _____ day of _____, A.D., 20_____.

_____
Municipal Clerk

Attachment B-6:

Proposed Amendment to the Municipal Planning Strategy for Planning Districts 14/17 (Shubenacadie Lakes)

1. Amending Map 1B – Generalized Future Land Use for Planning Districts 14 and 17 (Shubenacadie Lakes) to re-designate the lands from Reserve (RSV) to Industrial (I), as shown on Schedule B-4 attached hereto.

2. Amending Section III, Residential Designation, as shown below ~~strikeout~~, by repealing the preamble to Policy P-72 and Policy P-72.

> ~~There are a number of mobile homes located on individual lots outside of mobile home parks. Given the growing suburban character of the communities within the Residential Designation, and the perceived incompatibility between mobile homes and conventional single unit dwellings, additional mobile homes on individual lots will not be permitted. Existing mobile homes and replacement units will, however, be permitted.~~
>
> ~~P-72 In consideration of the growing suburban residential environment within the Residential Designation and the perceived incompatibility between mobile homes and conventional single unit dwellings, it shall be the intention of Council not to permit the location of additional mobile homes on individual lots in any residential zone except the rural residential zone (Policy P-67). Existing mobile home units will be permitted within the land use by-law.~~

3. Amending Policy RL-14, as shown below in **bold** and ~~strikeout~~, by replacing the text "Policy S-17" with the text "policies S-16A and S-17A" after the text "pursuant to" and before the text "of the Regional Plan".

> RL-14 A Residential Comprehensive Development District Zone shall be created under the Land Use By-law and applied to Site C. The Zone will permit low scale multiple-unit dwellings, townhouses, single unit dwellings or two unit dwellings or local commercial use. The Zone will also permit a self storage facility. The development shall be designed as a Classic Conservation (RC-Jun 25/14;E-Oct 18/14) Development pursuant to **policies S-16A and S-17A** ~~Policy S-17~~ (RC-Jun 25/14;E-Oct 18/14) of the Regional Plan. In considering such an agreement, Council shall have regard to the provisions of **policies S-16A and S-17A** ~~Policy S-17~~ (RC-Jun 25/14;E-Oct 18/14) of the Regional Plan and the following:

4. Amending the preamble under Site D – Charleswood Residential Opportunity Site, under the River-Lakes Secondary Planning Strategy, as shown below in **bold** and ~~strikeout,~~ by replacing the text "Policy S-17" with "policies S-16A and S-17A" after the text "Conservation Design" and before the text "and the provisions".

> Site D – Charleswood Residential Opportunity Site
>
> Site D is a 42 acre piece of land in a 153 acre parcel which Miller Developments is proposing to develop a Classic Conservation (RC-Jun 25/14;E-Oct 18/14) Design Subdivision. This development is an extension of the Charleswood Subdivision and Site D forms Phase 4 of this proposed development. The subdivision is proposed to be developed with a mix of single unit dwellings and townhouses with the townhouse component proposed for Site D. This Secondary

Planning Strategy will allow consideration of the development of townhouses on a maximum of 42 acres on Site D at a maximum density of 2 units per acre through the provisions of the Conservation (RC-Jun 25/14;E-Oct 18/14) Design **policies S-16A and S-17A** ~~Policy S-17~~ (RC-Jun 25/14;E-Oct 18/14) and the provisions of Policy RL-16 below.

5. Amending Policy RL-15, as shown below in **bold** and ~~strikeout~~, by:
    a. Replacing the text "S-17" with the text "S-16A" after the text "pursuant to" and before the text "under the Regional Plan"; and
    b. Replacing the text "Policy S-17" with the text "policies "S-16A and S-17A" after the text "provisions of" and before the text "of the Regional Plan".

    RL-15 In addition to the uses that may be considered pursuant to Policy **S-16** ~~S-17~~ (RC-Jun 25/14;E-Oct 18/14) under the Regional Plan, HRM shall consider permitting townhouses on Site D as a component of a proposed Classic Conservation (RC-Jun 25/14;E-Oct 18/14) Design Subdivision for the Charleswood Subdivision through the provisions of a development agreement. In considering such an agreement, Council shall have regard to the provisions of **policies S-16A and S-17A** ~~Policy S-17~~ (RC-Jun 25/14;E-Oct Planning Districts 14 and 17 MPS Page 117 18/14) of the Regional Plan and the following:

6. Amending Policy RL-22, as shown below in **bold** and ~~strikeout~~, by replacing the text "S-15 and S-16" with the text "S-14A and S-15A" after the text "pursuant to policies" and before the text "of the Regional Plan".

    RL-22 The River-lakes Secondary Planning Strategy shall establish a no net increase in phosphorus as the performance standard for all large scale developments considered through the provisions of policy RL-13 and development agreement (RC-Mar 5/19;E-Apr 6/19) policies RL-4, RL-5, RL-11, RL-12, RL-14 and RL-15 of this Secondary Plan. This Policy shall also apply to proposed developments pursuant to policies **S-14A and S-15A** ~~S-15 and S-16~~ of the Regional Municipal Planning Strategy.

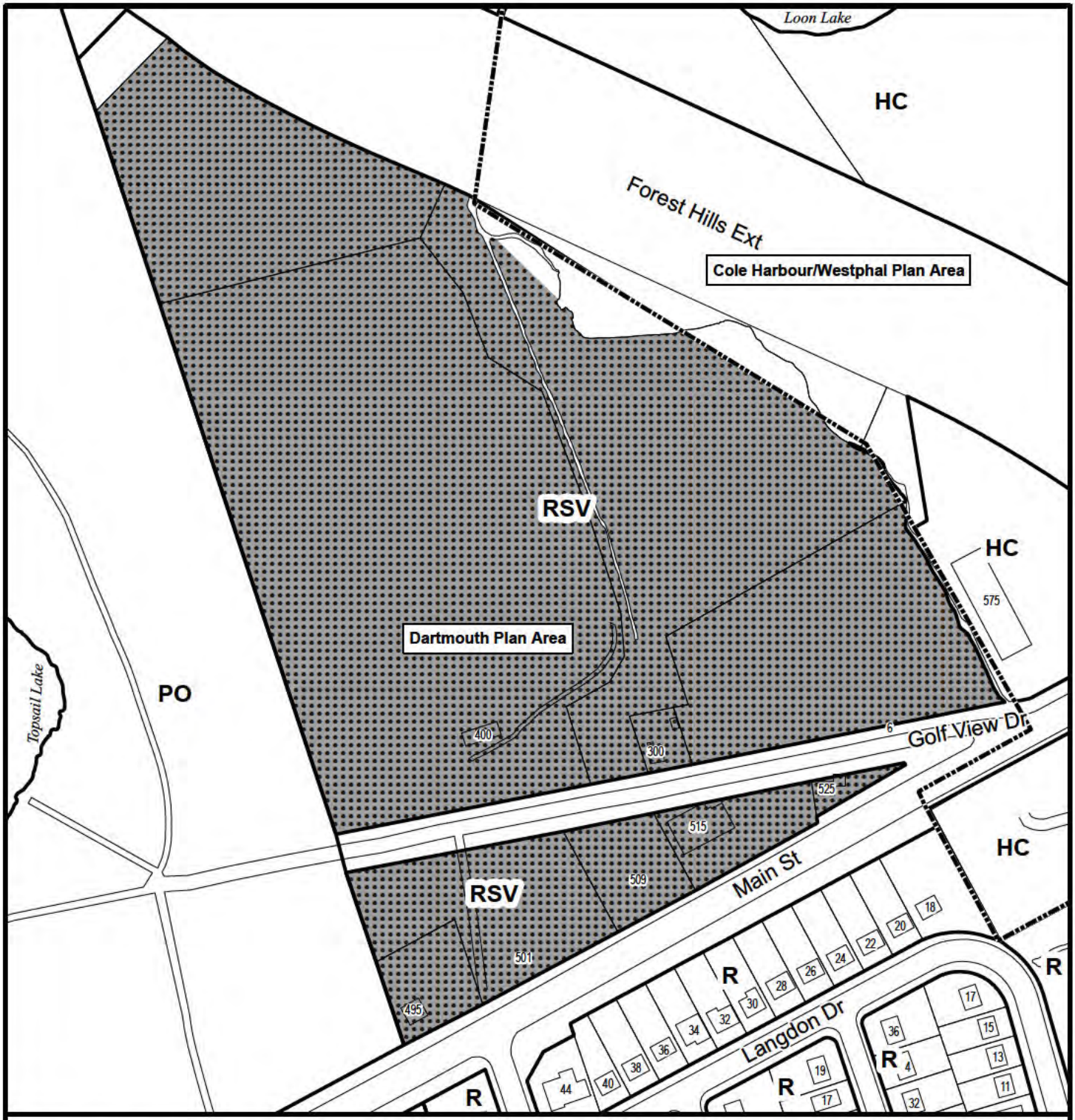
7. Amending Policy RL-25, as shown below in **bold** and ~~strikeout~~, by replacing the text "S-15 and S-16" with the text "S-14A and S-15A" after the text "Strategy and policies" and before the text "of the Regional".

    RL-25 As an interim measure, HRM shall require the proponents for any large scale residential developments considered through the provisions of Policies RL-11, RL-12, RL-13, RL-14 and RL-15 of this Secondary Planning Strategy or commercial development considered pursuant to policies RL-4 and RL-5 or Policy P-68 of the Planning Districts 14/17 Municipal Planning Strategy and polices **S-14A and S-15A** ~~S-15 and S-16~~ of the Regional Municipal Planning Strategy

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional Municipality held on the ____ day of _____, A.D., 20_____.

GIVEN under the hand of the Municipal Clerk and under the Corporate Seal of the said Municipality this _____ day of _____, A.D., 20_____.

_____
Municipal Clerk



Schedule B-1

C003 - Lake Loon Golf Centre lands,
on Main Street and Golf View Drive, Dartmouth

N

HALIFAX

0 40 80 m

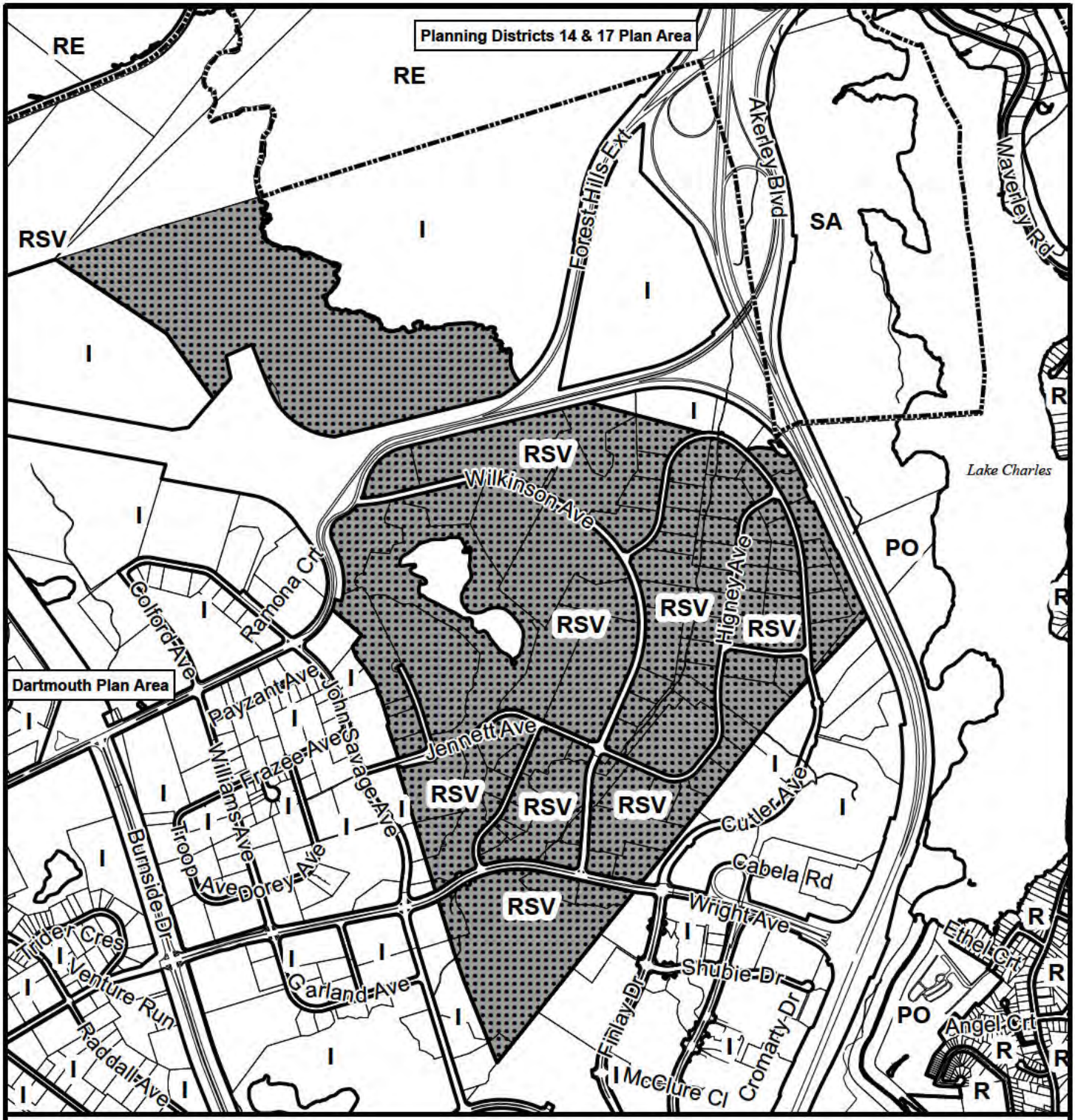
Area redesignated from RSV (Reserve) to CDD (Comprehensive Development District)

	Designation	
DART	PO	Park & Open Space
	R	Residential
	RSV	Reserve
CHW	HC	Highway Commercial

Dartmouth & Cole Harbour / Westphal Community Plan Areas

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.



Schedule B-2

Burnside Lands, Dartmouth

Area redesignated from RSV (Reserve) to I (Industrial)

Dartmouth & Planning Districts 14 & 17 Community Plan Areas

Designation

DART	R	Residential
	I	Industrial
	RSV	Reserve
	PO	Park & Open Space
SHUB	RE	Resource
(14 & 17)	SA	Special Area

N

HALIFAX

0 40 80 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.

Attachment C-1:

Proposed LUB Amendments to the
Land Use By-law for Beaver Bank, Hammonds Plains and Upper Sackville

BE IT ENACTED by the Council of the Halifax Regional Municipality that the Land Use By-law for Beaver Bank, Hammonds Plains and Upper Sackville is hereby amended as follows:

1. Amending Clause 2.20(d), as shown below in **bold** and ~~strikeout~~, by deleting the text "having a minimum width of any main wall of not less than (20) feet (6.1m)" and replacing with the text ", includes a mobile dwelling" after the text "dwelling unit and".

    (d) Dwelling, Single Unit means a building which is a completely detached dwelling unit**, and includes a mobile dwelling** ~~having a minimum width of any main wall of not less than twenty (20) feet (6.1 m)~~.

2. Amending Clause 3.6(a), as shown below in ~~strikeout~~, by deleting the text "Any use within a municipally registered heritage property", immediately below the text "Uses permitted by the zone on the abutting property within the abutting designation Two Unit, Townhouse and Multiple Dwelling Uses within the Residential, Mixed Use B and Residential Resource Designations on the lands known as Blocks A through D of the Glen Arbour Integrated Golf Course and Residential Community."

    ~~Any use within a municipally registered heritage property~~

3. Amending the Conservation Design Developments Policy located immediately below Clause 3.6(d), as shown below in **bold** and ~~strikeout~~, by deleting the text "S-14, S-15, S16, and S-17" and replacing with the text "S-14A, S-14B, S-15A, S-15B, S-16A, S-17A" after the text "with policies" and before the text "of the".

    As provided for in the Regional Municipal Planning Strategy for Halifax Regional Municipality, the following uses may be considered by development agreement on Beaver Bank, Hammonds Plains and Upper Sackville LUB Page 16 lands designated Rural Commuter, except in the Beaver Bank/Hammonds Plains Growth Control Areas: (RC-Jun 25/14;E-Oct 18/14)

    (i) Conservation Design Developments in accordance with policies **S-14A, S-14B, S-15A, S-15B, S-16A, S-17A** ~~S-14, S-15, S16 and S-17~~ of the Regional Municipal Planning Strategy, as applicable.

4. Amending Part 3, as shown below in **bold**, by inserting the following new section after Section 3.7:

    3.8 DEVELOPMENT AGREEMENTS FOR REGISTERED HERITAGE PROPERTIES

    Development that is not otherwise permitted in this By-law may be permitted by development agreement on a registered heritage property, in accordance with Policy CH-7A of the Halifax Regional Municipal Planning Strategy.

5. Amending Section 4.33 as shown below in ~~strikeout~~, by deleting the text "with frontage on minor and major collector roads, arterial roads and expressways" after the text "all zones" and before the text "and shall not".

4.33 PUBLIC TRANSIT FACILITIES

Public transit facilities shall be permitted in all zones ~~with frontage on minor and major collector roads, arterial roads and expressways~~ and shall not be required to conform to any zone requirements.

6. Amending Section 6.1, as shown below in ~~strikeout~~, by deleting the text “Existing mobile dwellings” below the text “Existing two unit dwellings”.

No development permit shall be issued in any R-1 (Single Unit Dwelling) Zone except for the following:

Single unit dwellings
Existing two unit dwellings
~~Existing mobile dwellings~~
Day care facilities for not more than seven (7) children and in conjunction with permitted dwellings
Offices in conjunction with permitted dwellings
Bed & Breakfasts
Open space uses

7. Amending Section 9.1, as shown below in ~~strikeout~~, by deleting the text “Mobile dwellings” below the text “except for the following”

No development permit shall be issued in any R-3 (Mobile Dwelling Subdivision) Zone except for the following:

~~Mobile dwellings~~
Single unit dwellings
Two unit dwellings
Day care facilities for not more than fourteen (14) children and in conjunction with permitted dwellings
Business uses in conjunction with permitted dwellings
Open space uses

8. Amending Section 11.1, as shown below in ~~strikeout~~, by deleting the text “Existing mobile dwellings” below the text “Forestry uses”.

No development permit shall be issued in any R-6 (Rural Residential) Zone except for the following:

Single unit dwellings
Two unit dwellings
Day care facilities for not more than fourteen (14) children and in conjunction with permitted dwellings
Business uses in conjunction with permitted dwellings
Open space uses
Agriculture uses
Forestry uses
~~Existing mobile dwellings~~

9. Amending Section 13.1, as shown below in ~~strikeout~~, by deleting the text “Existing mobile dwellings” above the text “Existing multiple unit dwellings”.

No development permit shall be issued in any MU-1 (Mixed Use) Zone except for the following:

Residential Uses
Single unit dwellings
Two unit dwellings
Boarding and rooming houses
Bed and Breakfast
Senior citizens housing
~~Existing mobile dwellings~~
Existing multiple unit dwellings
Day care facilities for not more than fourteen (14) children and in conjunction with permitted dwellings
Business uses in conjunction with permitted dwellings

10. Amending Section 14.1, as shown below in ~~strikeout~~, by deleting the text “Mobile dwellings” below the text “All uses permitted in the MU-1 Zone”.

No development permit shall be issued in any MU-2 (Mixed Use Two) Zone except for the following:

All uses permitted in the MU-1 Zone
~~Mobile dwellings~~
All uses permitted in the C-4 Zone
All uses permitted in the I-1 (Mixed Industrial) Zone
Composting operations (see section 4.29)

11. Amending Section 21.1, as shown below in ~~strikeout~~, by deleting the text “Mobile dwellings” below the text “Single unit dwellings”.

No development permit shall be issued in any MR-1 (Mixed Resource) Zone except for the following:

Agriculture uses
Intensive agriculture uses
Kennels
Forestry uses
Fishing uses
Communications transmission stations
Single unit dwellings
~~Mobile dwellings~~
Business uses in conjunction with permitted dwellings
Open space uses
Hunting and fishing lodges
Recreation uses
Composting operations (see section 4.29)
Cannabis production facilities

12. Amending Section 24.1, as shown below in ~~strikeout~~, by deleting the text “and Mobile Dwellings” after the text “Single Unit Dwellings”.

No development permit shall be issued in any PWS (Protected Water Supply) Zone except for the following:

Municipal water distribution or purification facilities
Conservation uses
Public Parks
Agriculture and forestry uses involving no buildings
Single Unit Dwellings ~~and Mobile Dwellings~~
Uses accessory to the foregoing uses

13. Amending Section 24.2, as shown below in **bold** and ~~strikeout~~, by:
    a. Deleting the text “AND MOBILE” after the text “SINGLE UNIT” and before the word “DWELLINGS”; and
    b. Deleting the text “and mobile” and replacing with the text “unit” after the word “single” and before the word “dwellings are”.

    24.2 PWS ZONE REQUIREMENTS: SINGLE UNIT ~~AND MOBILE~~ DWELLINGS

    In any PWS Zone, where single **unit** ~~and mobile~~ dwellings are permitted, no development permit shall be issued except in conformity with the following:

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional Municipality held on the ____ day of _____, A.D., 20_____.

GIVEN under the hand of the Municipal Clerk and under the Corporate Seal of the said Municipality this _____ day of _____, A.D., 20_____.

_____
Municipal Clerk

Attachment C-2:

Proposed LUB Amendments to the Land Use By-law for Bedford

BE IT ENACTED by the Council of the Halifax Regional Municipality that the Land Use By-law for Bedford is hereby amended as follows:

1. Amending Definition of Dwelling, Single Detached in Part 2, as shown below in **bold**, by adding the text ", and includes a mobile home/ mini home" after the text "detached dwelling unit".

   Dwelling, Single Detached – means a completely detached dwelling unit**, and includes a mobile home/mini home**.

2. Amending Clause 4(a) in Part 4, as shown below in **bold** and ~~strikeout~~, by deleting the text "S-14, S-15, S16, and S-17" and replacing with the text "S-14A, S-14B, S-15A, S-15B, S-16A, S-17A" after the text "with policies" and before the text "of the".

   (a) Conservation Design Developments in accordance with policies **S-14A, S-14B, S-15A, S-15B, S-16A, S-17A** ~~S-14, S-15, S16 and S-17~~ of the Regional Municipal Planning Strategy, as applicable.

3. Amending Part 4, as shown below in **bold**, by inserting the following after Clause 4(a).

   5. Development that is not otherwise permitted in this By-law may be permitted by development agreement on a registered heritage property, in accordance with Policy CH-7A of the Halifax Regional Municipal Planning Strategy.

4. Repealing Section 11 "Mobile Homes" in Part 5, as shown below in ~~strikeout~~.

   ~~11. Mobile Homes~~

   ~~No mobile home shall be located except in a mobile home park or mobile home subdivision within a Residential Comprehensive Development District.~~

5. Amending Section 12A in Part 5, as shown below in ~~strikeout~~, by deleting the text "with frontage on minor and major collector roads, arterial roads and expressways" after the text "all zones" and before the text "and shall not".

   12A. Public Transit Facilities

   Public transit facilities shall be permitted in all zones ~~with frontage on minor and major collector roads, arterial roads and expressways~~ and shall not be required to conform to any zone requirements.

6. Amending Section 29A in Part 5, as shown below in **bold** and ~~strikeout~~, by:
   a. Adding the text "with the exception of backyard suites" in Clause (a) after the text "commercial zone" and before the text "Shipping containers";
   b. Adding the text "intended for non-recreational or non-residential use" in Clause (a) after the text "shipping container" and before the text "is to be placed"; and
   c. Repealing Clause (c)

29A. Shipping Containers as Accessory Buildings

(a) Shipping containers may not be used as accessory buildings to a residential use or in a commercial zone, **with the exception of backyard suites**. Shipping containers may be used as accessory buildings only in an industrial zone, pursuant to applicable requirements for accessory buildings and pursuant to applicable zone standards including those relating to setbacks, screening and landscaping. Where a shipping container **intended for non-recreational or non-residential use** is to be placed on an property which abuts a residential, park, or institutional zone, the shipping container shall be fully screened from view from any such property through the use of landscaping, opaque fencing or a combination of fencing and landscaping.
(b) Shipping containers may not be placed in the front or flanking yard of any lot, or between the main building and any street.
(c) ~~No shipping container may be used in any zone as a dwelling or other form of accommodation, including offices.~~

7. Repealing Clause (e) in Section 2, Part 10, as shown below in ~~strikeout~~.

~~e) Mobile homes;~~

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional Municipality held on the ____ day of _____, A.D., 20_____.

GIVEN under the hand of the Municipal Clerk and under the Corporate Seal of the said Municipality this _____ day of _____, A.D., 20_____.

_____
Municipal Clerk

Attachment C-3:

Proposed LUB Amendments to the Land Use By-law for Cole Harbour/Westphal

BE IT ENACTED by the Council of the Halifax Regional Municipality that the Land Use By-law for Cole Harbour/Westphal is hereby amended as follows:

1. Amending Clause 2.17(c), as shown below in **bold** and ~~strikeout~~, by inserting a comma and deleting the text “having a minimum width of any main of wall of not less than twenty (20) feet (6.1m) and replacing with the text “includes a mobile dwelling” after the text “dwelling unit and”.

    (c) Dwelling, Single Unit means a building which is a completely detached dwelling unit**,** and **includes a mobile dwelling** ~~having a minimum width of any main wall of not less than twenty (20) feet (6.1 m)~~.

2. Amending Clause 3.6(aa), as shown below in **bold** and ~~strikeout~~, by deleting the text “S-14, S-15, S16, and S-17” and replacing with the text “S-14A, S-14B, S-15A, S-15B, S-16A, S-17A” after the text “with policies” and before the text “of the”.

    (aa) As provided for in the Regional Municipal Planning Strategy for Halifax Regional Municipality, Conservation Design Developments may be considered by development agreement on lands designated Rural Commuter, in accordance with policies **S-14A, S-14B, S-15A, S-15B, S-16A, S-17A** ~~S-14, S-15, S-16 and S-17~~ of the Regional Municipal Planning Strategy, as applicable.

3. Amending Part 3, as shown below in **bold**, by inserting the following new Section after Section 3.6:

    3.7 DEVELOPMENT AGREEMENTS FOR REGISTERED HERITAGE PROPERTIES

    Development that is not otherwise permitted in this By-law may be permitted by development agreement on a registered heritage property, in accordance with Policy CH-7A of the Halifax Regional Municipal Planning Strategy.

4. Amending Section 4.11A SHIPPING CONTAINERS, as shown in **bold** and ~~strikeout~~, by:
    a. Adding the text **“with the exception of backyard suites”** after the text “residential use” in Subclause (i);
    b. Adding the text “**or non-residential**” after the text “non-recreation” and before the text “use on any” in Subclause (iii); and
    c. Repealing Clause (c).

    4.11A SHIPPING CONTAINERS

    (a) Shipping containers:
        (i) shall not be used as accessory buildings to a residential use **with the exception of backyard suites**.
        (ii) may be used as accessory buildings in an industrial or commercial zone, or in conjunction with a recreation use, pursuant to applicable requirements for accessory buildings and pursuant to applicable zone standards including those relating to setbacks, screening and landscaping.
        (iii) intended for non-recreation **or non-residential** use on any property which abuts a residential, park or institutional zone shall be set back a minimum of 100' from

such adjacent zone. This setback may be reduced to 10', provided that a solid visual barrier exists or is provided prior to placement of a shipping container, and provided that the barrier screens the view of the entire height of the container from the abutting zone.

(iv) shall not be stacked within 100' of any residential, park or institutional zone.

(b) Shipping containers may not be placed in the front or flanking yard of any lot, or between the main building and any street.

~~(c) No shipping container may be used in any zone as a dwelling or other form of accommodation, including offices.~~

5. Amending Section 4.33 as shown below in ~~strikeout~~, by deleting the text “with frontage on minor and major collector roads, arterial roads and expressways” after the text “all zones” and before the text “and shall not”.

4.33 PUBLIC TRANSIT FACILITIES

Public transit facilities shall be permitted in all zones ~~with frontage on minor and major collector roads, arterial roads and expressways~~ and shall not be required to conform to any zone requirements.

6. Amending Section 9.1, as shown below in ~~strikeout~~, by deleing the text “Mobile dwellings erected on permanent foundations;” below the text “Residential Uses”.

Residential Uses
~~Mobile dwellings erected on permanent foundations;~~
Single unit dwellings;
Home business uses in conjunction with permitted dwellings;
Day care facilities for not more than fourteen (14) children and in conjunction with permitted dwellings.

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional Municipality held on the ____ day of _____, A.D., 20_____.

GIVEN under the hand of the Municipal Clerk and under the Corporate Seal of the said Municipality this _____ day of _____, A.D., 20_____.

_____
Municipal Clerk

Attachment C-4:

Proposed LUB Amendments to the Land Use By-law for Dartmouth

BE IT ENACTED by the Council of the Halifax Regional Municipality that the Land Use By-law for Dartmouth is hereby amended as follows:

1. Amending Schedule 1, Zoning Map for Dartmouth, to rezone the lands from Holding to Comprehensive Development District (CDD), as shown on Schedule C-1 attached hereto.

2. Amending Clause 1(ai) in SECTION 1: DEFINITIONS, as shown below in **bold**, by adding the text "and includes a mobile dwelling" after the text "one family unit."

   (ai) SINGLE-FAMILY DWELLING - means a detached dwelling containing one family unit **and includes a mobile dwelling**.

3. Amending Clause 18R(i) in SECTION 2: GENERAL PROVISIONS, as shown below in **bold** and ~~strikeout~~, by deleting the text "S-14, S-15, S16, and S-17" and replacing with the text "S-14A, S-14B, S-15A, S-15B, S-16A, S-17A" after the text "with policies" and before the text "of the".

   (i) Conservation Design Developments in accordance with policies **S-14A, S-14B, S-15A, S-15B, S-16A, S-17A** ~~S-14, S-15, S16 and S-17~~ of the Regional Municipal Planning Strategy, as applicable.

4. Amending SECTION 2: GENERAL PROVISIONS, shown below in **bold** and ~~strikeout~~, by deleting the text after the words "provision of this By-law," and replacing it will the text "development that is not otherwise permitted in this By-law may be permitted by development agreement on a registered heritage property, in accordance with Policy CH-7A of the Halifax Regional Municipal Planning Strategy."

   18T Notwithstanding any other provisions of this By-law, **development that is not otherwise permitted in this By-law may be permitted by development agreement on a registered heritage property, in accordance with Policy CH-7A of the Halifax Regional Municipal Planning Strategy.** ~~uses other than those which are permitted by this By-law may be permitted by development agreement on registered heritage properties according to the provisions of Policy IP-15.~~

5. Amending Section 26 in SECTION 2: GENERAL PROVISIONS, as shown below in ~~strikeout~~, by deleting the text "mobile home or" after the word "no" and before the text "mobile home park".

   26. No ~~mobile home or~~ mobile home park shall be located in any zone except the T Zone.

6. Amending Section 27C in SECTION 2: GENERAL PROVISIONS, as shown below in in **bold** and ~~strikeout~~, by:
   a. Adding the text **"with the exception of backyard suites"** after the text "residential use" in Subclause (1)(i);
   b. Adding the text "**or non-residential**" after the text "non-recreation" and before the text "use on any" in Subclause (1)(iii); and
   c. Repealing Clause (3).

   27C. SHIPPING CONTAINERS AS ACCESSORY BUILDINGS

(1) Shipping containers:
    (i) shall not be used as accessory buildings to a residential use **with the exception of backyard suites**.
    (ii) may be used as accessory buildings in an industrial or commercial zone, or in conjunction with a recreation use, pursuant to applicable requirements for accessory buildings and pursuant to applicable zone standards including those relating to setbacks, screening and landscaping.
    (iii) intended for non-recreation **or non-residential** use on any property which abuts a residential, park or institutional zone shall be set back a minimum of 100' from such adjacent zone. This setback may be reduced to 10', provided that a solid visual barrier exists or is provided prior to placement of a shipping container, and provided that the barrier screens the view of the entire height of the container from the abutting zone.
    (iv) shall not be stacked within 100' of any residential, park or institutional zone.
(2) Shipping containers may not be placed in the front or flanking yard of any lot, or between the main building and any street.
(3) ~~No shipping container may be used in any zone as a dwelling or other form of accommodation, including offices.~~
(4) Where shipping containers are used in conjunction with a permitted industrial use in the CI Zone or BGI Zone, subsections 27C (1) and (2) shall not apply.

7. Amending Section 32I in SECTION 2: GENERAL PROVISIONS, as shown below in ~~strikeout~~, by deleting the text “with frontage on minor and major collector roads, arterial roads and expressways” after the text “permitted in all zones” and before the text “and shall not”.

32I PUBLIC TRANSIT FACILITIES

Public transit facilities shall be permitted in all zones ~~with frontage on minor and major collector roads, arterial roads and expressways~~ and shall not be required to conform to any zone requirements.

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional Municipality held on the ____ day of _____, A.D., 20_____.

GIVEN under the hand of the Municipal Clerk and under the Corporate Seal of the said Municipality this _____ day of _____, A.D., 20_____.

_____
Municipal Clerk

Attachment C-5:

Proposed LUB Amendments to the Land Use By-law for Eastern Passage/Cow Bay

BE IT ENACTED by the Council of the Halifax Regional Municipality that the Land Use By-law for Eastern Passage/Cow Bay is hereby amended as follows:

1. Amending Clause 2.16(c), as shown below in **bold** and ~~strikeout~~, by insert a comma after the words "dwelling unit", deleting the text "having a minimum width of any main wall of not less than twenty (20) feet (6.1m)" and replacing with the text "includes a mobile dwelling".

    (c) Dwelling, Single Unit means a building which is a completely detached dwelling unit**,** and ~~having a minimum width of any main wall of not less than twenty (20) feet (6.1 m)~~ **includes a mobile dwelling**.

2. Amending Clause 3.6(k), as shown below in **bold** and ~~strikeout~~, by deleting the text "S-14, S-15, S16, and S-17" and replacing with the text "S-14A, S-14B, S-15A, S-15B, S-16A, S-17A" after the text "with policies" and before the text "of the".

    (k) Conservation Design Developments in accordance with policies **S-14A, S-14B, S-15A, S-15B, S-16A, S-17A** ~~S-14, S-15, S16 and S-17~~ of the Regional Municipal Planning Strategy, as applicable.

3. Amending Part 3, as shown below in **bold**, by inserting the following new Section after Section 3.6:

    3.7 DEVELOPMENT AGREEMENTS FOR REGISTERED HERITAGE PROPERTIES

    Development that is not otherwise permitted in this By-law may be permitted by development agreement on a registered heritage property, in accordance with Policy CH-7A of the Halifax Regional Municipal Planning Strategy.

4. Amending Section 4.11A, as shown in **bold** and ~~strikeout~~, by:
    a. Adding the text "with the exception of backyard suites" after the text "residential zone" in Subclause (a)(i);
    b. Adding the text "or non-residential" in after the text "non-recreation" and before the text "use on" in Subclause (a)(iii); and
    c. Repealing Clause (c).

    4.11A SHIPPING CONTAINERS

    (a) Shipping containers:
        (i) shall not be used as accessory buildings in a residential zone **with the exception of backyard suites**.
        (ii) may be used as accessory buildings in an industrial or commercial zone, or the RA Zone, or in conjunction with a recreation use, pursuant to applicable requirements for accessory buildings and pursuant to applicable zone standards including those relating to setbacks, screening and landscaping.
        (iii) intended for non-recreation **or non-residential** use on any property which abuts a residential, park or institutional zone, or abuts a property which is

zoned RA and which contains a dwelling shall be set back a minimum of 100' from such adjacent zone. This setback may be reduced to 10', provided that a solid visual barrier exists or is provided prior to placement of a shipping container, and provided that the barrier screens the view of the entire height of the container from the abutting zone.

(iv) shall not be stacked within 100' of any residential, park or institutional zone.

(b) Shipping containers may not be placed in the front or flanking yard of any lot, or between the main building and any street.

(c) ~~No shipping container may be used in any zone as a dwelling or other form of accommodation, including offices~~

5. Amending Clauses 4.18(1)(a) and 4.18(1)(b), as shown below in **bold** and ~~strikeout~~, by:
   a. Adding the text "Except as provided for by subclause 4.11(a)(ii)(3)," at the beginning of Clause 1(a) before the text "No development permit" and convert the word "No" from uppercase to lowercase:
   b. Adding the text ", Cow Bay Lake" after the text "Cow Bay," and before the text "or Barrier Pond" in Clause (a); and
   c. Adding the text ", Cow Bay Lake" after the text "Cow Bay," and before the text "Cow Bay Lake" in Subsection (b).

(a) **Except as provided for by subclause 4.11(a)(ii)(3), ~~N~~n**o development permit shall be issued for any development within 61m of the ordinary highwater mark of the Atlantic Ocean, Cow Bay**, Cow Bay Lake** or Barrier Pond in the area as shown on Map 4 - Environmental Constraints of the Eastern Passage/Cow Bay Municipal Planning Strategy; 20m of the Cow Bay River north of Caldwell Road; 30m of the ordinary highwater mark of any other watercourse.

(b) Where the average positive slopes within the 20m buffer of the Cow Bay River, north of Caldwell Road, or the 30m buffer of any other watercourse, except Atlantic Ocean, Cow Bay**, Cow Bay Lake** or Barrier Pond, are greater than 20%, the buffer shall be increased by 1 metre for each additional 2% of slope, to a maximum of 60m.

6. Amending Subsection 4.18(3), as shown below in ~~strikeout~~, by deleting the word "Lake" after the text "Cow Bay" and before the text "or Barrier Pond."

(3) Where the configuration of any existing lot, including lots approved as a result of completed tentative and final subdivisions applications on file prior to August 26, 2006, is such that no main building could be located on the lot, the buffer distance shall be reduced to 30m of the ordinary high water mark of the Atlantic Ocean, Cow Bay ~~Lake~~ or Barrier Pond; or 15m of the ordinary highwater mark of any other watercourse.

7. Amending Section 4.18, by inserting the following in **bold**, after Subsection (3).

(3A) Where the configuration of any existing lot, including lots approved as a result of completed, tentative and final subdivision applications on file prior to [INSERT DATE OF COUNCIL'S FIRST NOTICE OF ITS INTENTION TO ADOPT THIS SECTION], is such that no main building could be located on the lot due to the 61m buffer, the buffer distance shall be reduced to 30m of the ordinary high water mark of Cow Bay Lake.

8. Amending Section 4.18, by inserting the following in **bold**, after Section (6).

> **(7) Subsection (1) does not apply to lands within the area designated on the Generalized Future Land Use Map in the Regional Municipal Planning Strategy as Harbour, except for those areas shown as Coastal Lands on Map 4 of the Eastern Passage/Cow Bay Municipal Planning Strategy. For greater certainty, for Coastal Lands shown on Map 4, the watercourse setbacks and buffer shall apply.**

9. Amending Section 4.33, as shown below in ~~strikeout~~, by deleting the text "with frontage on minor and major collector roads, arterial roads and expressways" after the text "in all zones" and before the text "and shall not".

> 4.33 PUBLIC TRANSIT FACILITIES
>
> Public transit facilities shall be permitted in all zones ~~with frontage on minor and major collector roads, arterial roads and expressways~~ and shall not be required to conform to any zone requirements.

10. Amending Section 9.1, as shown below in ~~strikeout~~, by deleting the text "Mobile dwellings;" below the text "Residential Uses".

> Residential Uses
> ~~Mobile dwellings;~~
> Single unit dwellings;
> Existing day care facilities for not more than fourteen (14) children and in conjunction with permitted dwellings;
> Home child care services for not more than three (3) children and in conjunction with permitted dwellings;
> Home business uses.
> Bed and breakfast establishments in conjunction with permitted single unit dwellings

11. Amending Section 11.1, as shown below in ~~strikeout~~, by:
    a. Deleting the text "Existing mobile dwellings" below the text "Single Unit Dwellings; and
    b. Deleting the text "Mobile dwellings at Silver Court, Cow Bay" below the text "Single Unit Dwellings".

> Residential Uses
> Single Unit Dwellings
> ~~Existing mobile dwellings~~
> ~~Mobile dwellings at Silver Court, Cow Bay~~

12. Amending Section 20.1, as shown below in ~~strikeout~~, by deleting the text "Mobile dwellings;" below the text "Single unit dwellings;"

> Residential Uses
> Single unit dwellings;
> ~~Mobile dwellings;~~
> Two unit dwellings.
> Bed and breakfast establishments in conjunction with permitted single unit dwellings

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional Municipality held on the ____ day of _____, A.D., 20_____.

GIVEN under the hand of the Municipal Clerk and under the Corporate Seal of the said Municipality this _____ day of _____, A.D., 20_____.

_____
Municipal Clerk

Attachment C-6:

Proposed LUB Amendments to the Land Use By-Law for Eastern Shore (East)

BE IT ENACTED by the Council of the Halifax Regional Municipality that the Land Use By-law for Eastern Shore (East) is hereby amended as follows:

1. Amending Clause 2.25 (c), as shown below in **bold**, by adding the text ", and includes a mobile dwelling" after the text "dwelling unit".

   (c) Dwelling, Single Unit means a building which is a completely detached dwelling unit**, and includes a mobile dwelling**.

2. Amending Clause 2.41, as shown below in ~~strikeout~~, by deleting the words "mobile home or" after "include any vehicle or" and deleting the words "of mobile home" after the words "any part of any vehicle".

   2.41 HUNTING AND FISHING CAMP means a building used for accommodation during the hunting and fishing seasons and which may contain facilities for the preparation of food, but shall not include any vehicle or ~~mobile home or~~ any part of any vehicle ~~of mobile home~~.

3. Amending the Conservation Design Developments Policy located immediately below Clause 3.6(e), as shown below in **bold** and ~~strikeout~~, by deleting the text "S-14, S-15, S16, and S-17" and replacing with the text "S-14A, S-14B, S-15A, S-15B, S-16A, S-17A" after the text "with policies" and before the text "of the".

   As provided for in the Regional Municipal Planning Strategy for Halifax Regional Municipality, the following uses may be considered by development agreement on lands designated Rural Resource: (RC-Jun 25/14;E-Oct 18/14)

   (i) Conservation Design Developments in accordance with policies **S-14A, S-14B, S-15A, S-15B, S-16A, S-17A** ~~S-14, S-15, S16 and S-17~~ of the Regional Municipal Planning Strategy, as applicable; and

4. Amending Part 3, as shown below in **bold**, by inserting the following new Section after Section 3.7:

   3.8 DEVELOPMENT AGREEMENTS FOR REGISTERED HERITAGE PROPERTIES

   Development that is not otherwise permitted in this By-law may be permitted by development agreement on a registered heritage property, in accordance with Policy CH-7A of the Halifax Regional Municipal Planning Strategy.

5. Amending Section 4.34, as shown below in ~~strikeout~~, by deleting the text "with frontage on minor and major collector roads, arterial roads and expressways" after the text "in all zones" and before the text " and shall not".

   4.34 PUBLIC TRANSIT FACILITIES

Public transit facilities shall be permitted in all zones ~~with frontage on minor and major collector roads, arterial roads and expressways~~ and shall not be required to conform to any zone requirements.

6. Amending Section 6.1, as shown below in ~~strikeout~~, be deleting the text “Mobile dwellings on individual lots” below the text “Multiple unit dwellings containing a maximum of 4 units”.

RESIDENTIAL USES
Single unit dwellings
Two unit dwellings
Senior citizen housing
Existing multiple unit dwellings containing more than 4 units
Multiple unit dwellings containing a maximum of 4 units
~~Mobile dwellings on individual lots~~
Home based business uses in conjunction with permitted dwellings

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional Municipality held on the ____ day of _____, A.D., 20_____.

GIVEN under the hand of the Municipal Clerk and under the Corporate Seal of the said Municipality this _____ day of _____, A.D., 20_____.

_____
Municipal Clerk

Attachment C-7:

Proposed LUB Amendments to the Land Use By-law for Eastern Shore (West)

BE IT ENACTED by the Council of the Halifax Regional Municipality that the Land Use By-law for Eastern Shore (West) is hereby amended as follows:

1. Amending Clause 2.27(c), as shown below in **bold**, by adding the text ", and includes a mobile dwelling"

> (c) Dwelling, Single Unit means a building which is a completely detached dwelling unit**, and includes a mobile dwelling**.

2. Amending Clause 2.48, as shown below in ~~strikeout~~, by deleting the words "mobile home or" after "include any vehicle or" and deleting the words "or mobile home" after the words "any part of any vehicle".

> 2.48 HUNTING AND FISHING CAMP means a building used for accommodation during the hunting and fishing seasons and which may contain facilities for the preparation of food, but shall not include any vehicle or ~~mobile home or~~ any part of any vehicle ~~or mobile home~~.

3. Amending the Conservation Design Developments Policy located immediately below Clause 3.6(t), as shown below in **bold** and ~~strikeout~~, by deleting the text "S-14, S-15, S16, and S-17" and replacing with the text "S-14A, S-14B, S-15A, S-15B, S-16A, S-17A" after the text "with policies" and before the text "of the".

> As provided for in the Regional Municipal Planning Strategy for Halifax Regional Municipality, the following uses may be considered by development agreement on lands designated Rural Commuter and Rural Resource: (RC-Jun 25/14;E-Oct 18/14)
>
> (i) Conservation Design Developments in accordance with policies **S-14A, S-14B, S-15A, S-15B, S-16A, S-17A** ~~S-14, S-15, S16 and S-17~~ of the Regional Municipal Planning Strategy, as applicable; and

4. Amending Part 3, as shown below in **bold**, by inserting the following new Section after Section 3.7:

> **3.8 DEVELOPMENT AGREEMENTS FOR REGISTERED HERITAGE PROPERTIES**
>
> **Development that is not otherwise permitted in this By-law may be permitted by development agreement on a registered heritage property, in accordance with Policy CH-7A of the Halifax Regional Municipal Planning Strategy.**

5. Amending Section 4.31, as shown below in ~~strikeout~~, by deleting the text "with frontage on minor and major collector roads, arterial roads and expressways" after the text "in all zones" and before the text "and shall not".

> 4.31 PUBLIC TRANSIT FACILITIES
>
> Public transit facilities shall be permitted in all zones ~~with frontage on minor and major collector roads, arterial roads and expressways~~ and shall not be required to conform to any zone requirements.

6. Amending Section 6.1, as shown below in ~~strikeout~~, by deleting the text “Mobile dwellings on individual lots” below the text “Multiple unit dwellings containing a maximum of 4 units”.

    Residential Uses
    Single unit dwellings
    Two unit dwellings
    Senior citizen housing
    Existing multiple unit dwellings
    ~~Mobile dwellings on individual lots~~
    Garden suites in conjunction with permitted single unit dwellings
    Daycare facilities
    Home business uses in conjunction with permitted dwellings
    Boat sheds

7. Repealing Clause 6.3(c), as shown below in ~~strikeout~~.

    (c) ~~A mobile home shall not be permitted to be used as a garden suite;~~

8. Amending Section 7.1, as shown below in ~~strikeout~~, by deleting the text “Mobile dwellings on individual lots” below the text “Auxiliary dwelling units”.

    Residential Uses
    Single unit dwellings
    Auxiliary dwelling units
    ~~Mobile dwellings on individual lots~~
    Garden suites in conjunction with permitted dwellings
    Home business uses in conjunction with permitted dwellings
    Boat sheds

9. Repealing Clause 7.4 (c), as shown below in ~~strikeout~~.

    (b) ~~A mobile home shall not be permitted to be used as a garden suite;~~

10. Amending Section 9.1, as shown below in ~~strikeout~~, by deleting the text “Mobile dwellings on individual lots” below the text “Auxiliary dwelling units.”

    Residential Uses
    Single unit dwellings
    Auxiliary dwelling units
    ~~Mobile dwellings on individual lots~~
    Garden suites in conjunction with permitted dwellings
    Home business uses in conjunction with permitted dwellings

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional Municipality held on the ____ day of _____, A.D., 20_____.

GIVEN under the hand of the Municipal Clerk and under the Corporate Seal of the said Municipality this _____ day of _____, A.D., 20_____.

_____

Municipal Clerk

Attachment C-8:

Proposed LUB Amendments to the Land Use By-law for Halifax Mainland

BE IT ENACTED by the Council of the Halifax Regional Municipality that the Land Use By-law for Halifax Mainland is hereby amended as follows:

1. Amending the definition “Building” in Section 2 DEFINITIONS, as shown below in ~~strikeout~~, by deleting the text “, but does not include a mobile home as defined in this by-law;”

   "Building" includes any structure placed on, over or under land and every part of the same and any external chimney, staircase, porch, or other fabric used in connection with a building whether affixed to the realty or not~~, but does not include a mobile home as defined in this by-law~~;

2. Amending the definition “Dwelling” in Section 2 DEFINITIONS, as shown below in ~~strikeout~~, by deleting the text “but does not include a mobile home;”

   "Dwelling" means any building or portion thereof which is designed or used for residential purposes ~~but does not include a mobile home~~;

3. Amending the definition “Mobile Home” as shown below in ~~strikeout~~ and **bold**:

   “Mobile Home” means ~~any portable dwelling having no permanent foundation and supported by wheels, jacks, or similar supports being used as a conveyance upon public streets or highways and duly licensable as such and designed and constructed to permit occupancy for dwelling and sleeping quarters;~~ **a prefabricated detached dwelling, designed for transportation on its own chassis and wheels to a site where it is to be occupied as a dwelling, complete and ready for occupancy (except for minor and incidental unpacking or assembly operations). A mobile home shall be considered to be a mobile home whether or not the chassis or wheels are removed. This definition excludes the modular type of a prefabricated dwelling where separate units are joined together on site to form the complete dwelling unit. For further clarity, a mobile home use does not include a recreational vehicle;**

4. Amending Section 14R SHIPPING CONTAINERS in GENERAL PROVISIONS, as shown below in **bold** and ~~strikeout~~, by:

   a. Adding the text "with the exception of backyard suites" after the text “residential use” and before the text “Shipping Containers” in Clause (a);
   b. Adding the text “or non-residential” after the text “non-recreation” and before the text “use shall not” in Clause (a); and
   c. Repealing Clause (c).

   14R SHIPPING CONTAINERS

   (a) Shipping containers may not be used as accessory buildings to a residential use **with the exception of backyard suites**. Shipping containers may be used as accessory buildings only in an industrial or commercial zone, or in conjunction with a recreation use, pursuant to applicable requirements for accessory buildings and pursuant to applicable zone standards including those relating to setbacks, screening and landscaping. Notwithstanding the foregoing, shipping containers intended for non-recreation **or non-**

residential use shall not be permitted on any property which abuts a residential, park or institutional zone.

(b) Shipping containers may not be placed in the front or flanking yard of any lot, or between the main building and any street.

~~(c) No shipping container may be used in any zone as a dwelling or other form of accommodation, including offices.~~

5. Amending Section 14X PUBLIC TRANSIT FACILITIES in GENERAL PROVISIONS, as shown below in strikeout, by deleting the text “with frontage on minor and major collector roads, arterial roads and expressways” after the text “in all zones” and before the text “and shall not”.

14X PUBLIC TRANSIT FACILITIES

Public transit facilities shall be permitted in all zones ~~with frontage on minor and major collector roads, arterial roads and expressways~~ and shall not be required to conform to any zone requirements.

6. Repealing Section 19 MOBILE HOMES in GENERAL PROVISIONS, as shown below in ~~strikeout~~.

~~**MOBILE HOMES**~~

~~19 The use of land for a mobile home shall be a permissible use of land only in a T Zone and then only in accordance with the regulations in a T Zone as provided in this bylaw.~~

7. Repealing Clause 21(d) in R-1 ZONE: SINGLE FAMILY DWELLING ZONE, as shown below in ~~strikeout~~.

~~(d) floor coverage of living 950 square feet space, minimum~~

8. Repealing Clause 26 (d) in R-2 ZONE: TWO-FAMILY DWELLING ZONE, as shown below in ~~strikeout~~.

~~(d) Floor coverage of 900 square feet living space, minimum~~

9. Deleting Subsection 71(2) under SCHEDULES, as shown below in ~~strikeout~~.

~~71(2) Heritage Property~~

~~Council may, by development agreement, pursuant to Section II of the Policies of the Municipal Planning Strategy, permit any development on a lot which is a city registered heritage property in accordance with Policy 6.8.~~

10. Amending SCHEDULES, as shown below in **bold**, by inserting the following new Section after Subsection 71(1):

71(2)(A) Heritage Property

Development that is not otherwise permitted in this By-law may be permitted by development agreement on a registered heritage property, in accordance with Policy CH-7A of the Halifax Regional Municipal Planning Strategy.

11. Amending Clause 73 (a) under SCHEDULES, as shown below in **bold** and ~~strikeout~~, by deleting the text “S-14, S-15, S16, and S-17” and replacing with the text S-14A, S-14B, S-15A, S-15B, S-16A, S-17A” after the text “with policies” and before the text “of the”.

> (a) Conservation Design Developments in accordance with policies **S-14A, S-14B, S-15A, S-15B, S-16A, S-17A** ~~S-14, S-15, S16 and S-17~~ of the Regional Municipal Planning Strategy, as applicable.

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional Municipality held on the ____ day of _____, A.D., 20_____.

GIVEN under the hand of the Municipal Clerk and under the Corporate Seal of the said Municipality this _____ day of _____, A.D., 20_____.

_____
Municipal Clerk

Attachment C-9:

Proposed LUB Amendments to the Land Use By-law for Lawrencetown

BE IT ENACTED by the Council of the Halifax Regional Municipality that the Land Use By-law for Lawrencetown is hereby amended as follows:

1. Amending Clause 2.18(c), as shown below in **bold**, by adding the text ", and includes a mobile dwelling" after the text "dwelling unit."

   (c) Dwelling, Single Unit means a building which is a completely detached dwelling unit**, and includes a mobile dwelling**.

2. Amending the Conservation Design Developments Policy located immediately below Clause 3.6(e), as shown below in **bold** and ~~strikeout~~, by deleting the text "S-14, S-15, S16, and S-17" and replacing with the text "S-14A, S-14B, S-15A, S-15B, S-16A, S-17A" after the text "with policies" and before the text "of the".

   In addition, the development of certain uses which are permitted within any CDD (Comprehensive Development District) may only be considered in accordance with the provisions of Planning Act.

   As provided for in the Regional Municipal Planning Strategy for Halifax Regional Municipality, the following uses may be considered by development agreement on lands designated Rural Commuter: (RC-Jun 25/14;E-Oct 18/14)

   (i) Conservation Design Developments in accordance with policies **S-14A, S-14B, S-15A, S-15B, S-16A, S-17A** ~~S-14, S-15, S16 and S-17~~ of the Regional Municipal Planning Strategy, as applicable; and

3. Amending Part 3, as shown below in **bold**, by inserting the following new Section after Section 3.6:

   3.7 DEVELOPMENT AGREEMENTS FOR REGISTERED HERITAGE PROPERTIES

   Development that is not otherwise permitted in this By-law may be permitted by development agreement on a registered heritage property, in accordance with Policy CH-7A of the Halifax Regional Municipal Planning Strategy.

4. Amending Section 4.32, as shown below in ~~strikeout~~, by deleting the text "with frontage on minor and major collector roads, arterial roads and expressways" after the text "in all zones" and before the text "and shall not".

   4.32 PUBLIC TRANSIT FACILITIES

   Public transit facilities shall be permitted in all zones ~~with frontage on minor and major collector roads, arterial roads and expressways~~ and shall not be required to conform to any zone requirements.

5. Amending Section 6.1, as shown below in ~~strikeout~~, by deleting the text "Mobile dwellings, skirted;" below the text "Single unit dwellings;"

   RESIDENTIAL USES

Single unit dwellings;
~~Mobile dwellings, skirted;~~
Auxiliary dwelling units;
Day care facilities for not more than fourteen (14) children and in conjunction with permitted dwellings;
Bed and Breakfast establishments with not more than three (3) bedrooms and in conjunction with permitted dwellings;
Home businesses in conjunction with permitted dwellings but shall not include local business stores;
Existing two unit dwellings Pet care facilities in conjunction with a permitted dwelling

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional Municipality held on the ____ day of _____, A.D., 20_____.

GIVEN under the hand of the Municipal Clerk and under the Corporate Seal of the said Municipality this _____ day of _____, A.D., 20_____.

_____
Municipal Clerk

Attachment C-10:

Proposed LUB Amendments to the Land Use By-law for Musquodoboit Valley/Dutch Settlement

BE IT ENACTED by the Council of the Halifax Regional Municipality that the Land Use By-law for Musquodoboit Valley/Dutch Settlement is hereby amended as follows:

1. Amending Clause 2.23(c), as shown below in **bold**, by adding the text ", and includes a mobile dwelling" after the text "dwelling unit."

   (c) Dwelling, Single Unit means a building which is a completely detached dwelling unit**, and includes a mobile dwelling**.

2. Amending the Conservation Design Developments Policy located immediately below Subclause 3.16(b)(xi), as shown below in **bold** and ~~strikeout~~, by deleting the text "S-14, S-15, S16, and S-17" and replacing with the text "S-14A, S-14B, S-15A, S-15B, S-16A, S-17A" after the text "with policies" and before the text "of the".

   As provided for in the Regional Municipal Planning Strategy for Halifax Regional Municipality, the following uses may be considered by development agreement on lands designated Agricultural: (RC-Jun 25/14;E-Oct 18/14

   (i) Conservation Design Developments in accordance with policies **S-14A, S-14B, S-15A, S-15B, S-16A, S-17A** ~~S-14, S-15, S16 and S-17~~ of the Regional Municipal Planning Strategy, as applicable.

3. Amending Part 3, as shown below in **bold**, by inserting the following new Section after Section 3.17.

   3.18 DEVELOPMENT AGREEMENTS FOR REGISTERED HERITAGE PROPERTIES

   Development that is not otherwise permitted in this By-law may be permitted by development agreement on a registered heritage property, in accordance with Policy CH-7A of the Halifax Regional Municipal Planning Strategy.

4. Amending Section 4.32, as shown below in ~~strikeout~~, by deleting the text "with frontage on minor and major collector roads, arterial roads and expressways" after the text "in all zones" and before the text "and shall not".

   4.32 PUBLIC TRANSIT FACILITIES

   Public transit facilities shall be permitted in all zones ~~with frontage on minor and major collector roads, arterial roads and expressways~~ and shall not be required to conform to any zone requirements.

5. Amending Section 6.1, as shown below in ~~strikeout~~, by deleting the text "Existing3 mobile dwellings" below the text "Home occupations and keeping of certain hooved animals in conjunction with permitted dwellings".

   Residential Uses
   Single unit dwellings
   Two unit dwellings
   Auxiliary dwelling units

Boarding and rooming houses
Home occupations and keeping of certain hooved animals in conjunction with permitted dwellings
~~Existing[3] mobile dwellings~~
Bed and breakfasts
Daycare facilities for not more than fourteen (14) children and in conjunction with permitted single unit dwellings

6. Amending PART 6: RR-1 (RURAL RESIDENTIAL) ZONE, as shown below in ~~strikeout~~, by deleting footnote 3.

> ~~3 EXISTING USES means uses that were in existence on the effective date of this By-law in accordance with Section 90, and subsections (1) and (2) of the Planning Act, Statutes of Nova Scotia, 1989~~

7. Amending Section 7.1, as shown below in ~~strikeout~~, by deleting the text “Mobile dwelling” below the text “Auxiliary dwelling units”.

> Residential Uses
> Single unit dwellings
> Two unit dwellings
> Auxiliary dwelling units
> ~~Mobile dwelling~~
> Multi-unit dwellings up to three units
> Boarding and rooming houses
> Bed and breakfast establishments
> Daycare facilities for not more than fourteen (14) children and in conjunction with permitted single unit dwellings

8. Amending Section 8.1, as shown below in ~~strikeout~~, by deleting the text “Mobile dwelling” below the text “Single unit dwellings”.

> Residential Uses
> Single unit dwellings
> ~~Mobile dwellings~~
> Two unit dwellings
> Multi-unit dwellings
> Boarding and rooming houses
> Bed and breakfast establishments

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional Municipality held on the ____ day of _____, A.D., 20_____.

GIVEN under the hand of the Municipal Clerk and under the Corporate Seal of the said Municipality this _____ day of _____, A.D., 20_____.

_____
Municipal Clerk

Attachment C-11:

Proposed LUB Amendments to the
Land Use By-law for North Preston/Lake Major/Lake Loon/Cherry Brook/East Preston

BE IT ENACTED by the Council of the Halifax Regional Municipality that the Land Use By-law for North Preston/Lake Major/Lake Loon/Cherry Brook/East Preston is hereby amended as follows:

1. Amending Clause 2.17(c), as shown below in **bold**, by adding the text ", and includes a mobile dwelling" after the text "dwelling unit".

    (d) Dwelling, Single Unit means a building which is a completely detached dwelling unit**, and includes a mobile dwelling**.

2. Amending the Conservation Design Developments Policy located immediately below Subclause 3.17(c)(v), as shown below in **bold** and ~~strikeout~~, by deleting the text "S-14, S-15, S16, and S-17" and replacing with the text "S-14A, S-14B, S-15A, S-15B, S-16A, S-17A" after the text "with policies" and before the text "of the".

    As provided for in the Regional Municipal Planning Strategy for Halifax Regional Municipality, the following uses may be considered by development agreement on lands designated Rural Commuter: (RC-Jun 25/14;E-Oct 18/14)

    (i) Conservation Design Developments in accordance with policies **S-14A, S-14B, S-15A, S-15B, S-16A, S-17A** ~~S-14, S-15, S16 and S-17~~ of the Regional Municipal Planning Strategy, as applicable.

3. Amending Part 3, as shown below in **bold**, by inserting the following new Section after Section 3.18:

    3.19 DEVELOPMENT AGREEMENTS FOR REGISTERED HERITAGE PROPERTIES

    Development that is not otherwise permitted in this By-law may be permitted by development agreement on a registered heritage property, in accordance with Policy CH-7A of the Halifax Regional Municipal Planning Strategy.

4. Amending Section 4.2A, as shown below in in **bold** and ~~strikeout~~, by:
    a. Adding the text "or a backyard suite use" after the text "recreational use" and before the text "Where shipping" in Clause (a);
    b. Adding the text "for non-recreational or non-residential use" after the text "a property" and before the text "the shipping container" in Clause (c); and
    c. Repealing Clause (d);

    4.2A SHIPPING CONTAINERS AS ACCESSORY BUILDINGS

    (a) Shipping containers may not be used as accessory buildings in the RA zone except in conjunction with a recreational use **or a backyard suite use**. Where shipping containers are permitted in other zones or in conjunction with a recreation use, applicable requirements for accessory buildings and applicable zone standards including those relating to setbacks, screening and landscaping shall apply.
    (b) Shipping containers may not be placed in the front or flanking yard of any lot, or between the main building and any street.

(c) Where a shipping container is permitted to be placed on a property **for non-recreational or non-residential use**, the shipping container shall be fully screened from view through the use of landscaping, opaque fencing or a combination of fencing and landscaping.

~~(d) No shipping container may be used in any zone as a dwelling or other form of accommodation, including offices.~~

5. Amending Section 4.30, as shown below in ~~strikeout~~, by deleting the text “with frontage on minor and major collector roads, arterial roads and expressways” after the text “in all zones” and before the text “and shall not”.

4.30 PUBLIC TRANSIT FACILITIES

Public transit facilities shall be permitted in all zones ~~with frontage on minor and major collector roads, arterial roads and expressways~~ and shall not be required to conform to any zone requirements.

6. Amending Subsection 6.1(a), as shown below in ~~strikeout~~, by deleting the text “Mobile dwellings, skirted” below the text “Day care facilities for not more than fourteen (14) children and in conjunction with permitted dwellings”.

(a) Residential Uses

Bed and breakfast establishments
Boarding and rooming houses
Business uses in conjunction with permitted dwellings
Day care facilities for not more than fourteen (14) children and in conjunction with permitted dwellings
~~Mobile dwellings, skirted~~
Multi-unit dwellings containing up to four (4) dwelling units
Senior citizen housing
Single unit dwellings
Two unit dwellings

7. Amending Subsection 7.1(a), as shown below in ~~strikeout~~, by deleting the text “Existing mobile dwellings” below the text “Day care facilities for not more than fourteen (14) children and in conjunction with permitted dwellings”.

(a) Residential Uses

Home Businesses (MDVCCC/HECC-Nov 19/01;E-Dec 16/01)
Day care facilities for not more than fourteen (14) children and in conjunction with permitted dwellings
~~Existing mobile dwellings~~
Group care facilities
Multi-unit dwellings containing up to four (4) dwelling units
Rooming and boarding houses
Row/townhouse dwellings containing up to four (4) dwelling units
Senior citizen housing
Single unit dwellings
Two unit dwellings

8. Amending Subsection 9.1(b), as shown below in ~~strikeout~~, by deleting the text ", including mobile dwellings on permanent foundations" after the text "Single unit dwellings".

(b) Residential Uses
Single unit dwellings~~, including mobile dwellings on permanent foundations~~

9. Amending Section 14.1, as shown below in ~~strikeout~~, by deleting the text ", including mobile dwellings, skirted" after the text "Single unit dwellings".

Residential Uses
Single unit dwellings~~, including mobile dwellings, skirted~~

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional Municipality held on the ____ day of _____, A.D., 20_____.

GIVEN under the hand of the Municipal Clerk and under the Corporate Seal of the said Municipality this _____ day of _____, A.D., 20_____.

_____
Municipal Clerk

Attachment C-12:

Proposed LUB Amendments to the Land Use By-law for Planning District 4 (Prospect)

BE IT ENACTED by the Council of the Halifax Regional Municipality that the Land Use By-law for Planning District 4 (Prospect) is hereby amended as follows:

1. Amending Clause 2.25(c), as shown below in **bold** and ~~strikeout~~, by inserting a comma after the words “dwelling unit”, deleting the text “having a minimum width of any main wall of not less than twenty (20) feet (6.1m)” and replacing with the text “includes a mobile dwelling” after the text “dwelling unit and”.

    (e) Dwelling, Single Unit means a building which is a completely detached dwelling unit**,** and ~~having a minimum width of any main wall of not less than twenty (20) feet (6.1 m)~~ **includes a mobile dwelling**.

2. Amending the Conservation Design Developments Policy located immediately below Subclause 3.16(j)(i), as shown below in **bold** and ~~strikeout~~, by deleting the text “S-14, S-15, S16, and S-17” and replacing with the text S-14A, S-14B, S-15A, S-15B, S-16A, S-17A” after the text “with policies” and before the text “of the”.

    As provided for in the Regional Municipal Planning Strategy for Halifax Regional Municipality, the following uses may be considered by development agreement on lands designated Rural Commuter: (RC-Jun 25/14;E-Oct 18/14)

    (i) Conservation Design Developments in accordance with policies **S-14A, S-14B, S-15A, S-15B, S-16A, S-17A** ~~S-14, S-15, S16 and S-17~~ of the Regional Municipal Planning Strategy, as applicable; and

3. Amending Part 3, as shown below in **bold**, by inserting the following new Section after Section 3.17.

    3.18 DEVELOPMENT AGREEMENTS FOR REGISTERED HERITAGE PROPERTIES

    Development that is not otherwise permitted in this By-law may be permitted by development agreement on a registered heritage property, in accordance with Policy CH-7A of the Halifax Regional Municipal Planning Strategy.

4. Amending Section 4.12A, as shown below in in **bold** and ~~strikeout~~, by:
    a. Adding the text “with the exception of backyard suites” after the text “residential use” and before the text “Shipping containers” in Clause (a);
    b. Adding the text "or non-residential" after the text “non-recreation” and before the text “use shall not” in Clause (a); and
    c. Repealing Clause (c).

    4.12A SHIPPING CONTAINERS

    (a) Shipping containers may not be used as accessory buildings on a property containing a residential use **with the exception of backyard suites**. Shipping containers may be used as accessory buildings only in an industrial or commercial zone, or in conjunction with a recreation use, pursuant to applicable requirements for

accessory buildings and pursuant to applicable zone standards including those relating to setbacks, screening and landscaping. Notwithstanding the foregoing, shipping containers intended for non-recreation **or non-residential** use shall not be permitted on any property which abuts a residential, park or institutional zone.

(b) Shipping containers may not be placed in the front or flanking yard of any lot, or between the main building and any street.

~~(c) Shipping containers may only be used for storage purposes related to the main use of land. No shipping container may be used in any zone as a dwelling or other form of accommodation, including offices.~~

(d) Notwithstanding the foregoing, shipping containers can be used temporarily for tool storage on construction sites as per the conditions set out in Section 4.14.

5. Amending Section 4.34, as shown below in ~~strikeout~~, by deleting the text “with frontage on minor and major collector roads, arterial roads and expressways” after the text “in all zones” and before the text “any zone requirements”.

4.34 PUBLIC TRANSIT FACILITIES

Public transit facilities shall be permitted in all zones ~~with frontage on minor and major collector roads, arterial roads and expressways~~ and shall not be required to conform to any zone requirements.

6. Amending Section 18.1, as shown below in ~~strikeout~~, by deleing the text “Mobile homes” below the text “Single unit dwellings”.

Residential Uses
Single unit dwellings
~~Mobile homes~~
Auxiliary dwelling units within single unit dwellings
Two unit dwellings
Home business uses

7. Amending Section 21.1, as shown below in ~~strikeout~~, by deleting the text “Mobile homes on individual lots” below the text “Auxiliary dwelling unit within single unit dwellings”.

Residential Uses
Single unit dwellings
Two unit dwellings
Auxiliary dwelling unit within single unit dwellings
~~Mobile homes on individual lots~~
Home business uses

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional Municipality held on the ____ day of _____, A.D., 20_____.

GIVEN under the hand of the Municipal Clerk and under the Corporate Seal of the said Municipality this _____ day of _____, A.D., 20_____.

_____

Municipal Clerk

Attachment C-13:

Proposed LUB Amendments to the Land Use By-law for Planning District 5 (Chebucto Peninsula)

BE IT ENACTED by the Council of the Halifax Regional Municipality that the Land Use By-law for Planning District 5 (Chebucto Peninsula) is hereby amended as follows:

1. Amending Clause 2.18(c), as shown below in **bold** and ~~strikeout~~, by deleting the text "having a minimum width between any main walls of not less than twenty (20) feet (6.1m)" and replacing with the text "includes a mobile dwelling" after the text "dwelling unit, and".

   (c) Dwelling, Single Unit means a building which is a completely detached dwelling unit, and ~~having a minimum width of any main wall of not less than twenty (20) feet (6.1 m)~~ **includes a mobile dwelling**.

2. Amending Section 2.18, as shown below in **bold** and ~~strikeout~~, by:
   a. Repealing Clause 2.18(h); and
   b. Inserting a new definition for Mobile Dwelling immediately following 2.18(g).

   (h) ~~Dwelling, Mobile means any dwelling unit that is designed to made mobile on a temporary basis and having a width greater than thirteen (13) feet but no more than nineteen and one half (19.5) feet and a length no less than thirty three (33) feet but no more than sixty nine (69) feet.~~
   (ha) Dwelling, Mobile means a prefabricated detached dwelling, designed for transportation on its own chassis and wheels to a site where it is to be occupied as a dwelling, complete and ready for occupancy (except for minor and incidental unpacking or assembly operations). A mobile home shall be considered to be a mobile home whether or not the chassis or wheels are removed. This definition excludes the modular type of a prefabricated dwelling where separate units are joined together on site to form the complete dwelling unit. For further clarity, a mobile home use does not include a recreational vehicle.

3. Amending the Conservation Design Developments Policy located immediately below Clause 3.6(k), as shown below in **bold** and ~~strikeout~~, by deleting the text "S-14, S-15, S16, and S-17" and replacing with the text "S-14A, S-14B, S-15A, S-15B, S-16A, S-17A" after the text "with policies" and before the text "of the".

   As provided for in the Regional Municipal Planning Strategy for Halifax Regional Municipality, the following uses may be considered by development agreement on lands designated Rural Commuter: (RC-Jun 25/14;E-Oct 18/14)

   (i) Conservation Design Developments in accordance with policies **S-14A, S-14B, S-15A, S-15B, S-16A, S-17A** ~~S-14, S-15, S16 and S-17~~ of the Regional Municipal Planning Strategy, as applicable; and

4. Amending Part 3, as shown below in **bold**, by inserting the following new Section after Section 3.7:

   3.8 DEVELOPMENT AGREEMENTS FOR REGISTERED HERITAGE PROPERTIES

   Development that is not otherwise permitted in this By-law may be permitted by development agreement on a registered heritage property, in accordance with Policy CH-7A of the Halifax Regional Municipal Planning Strategy.

5. Amending Section 4.13A, as shown below in in **bold** and ~~strikeout~~, by:
    a. Adding the text “with the exception of backyard suites” after the text “residential use” and before the text “Shipping containers” in Clause (a);
    b. Adding the text "or non-residential" after the text “non-recreation” and before the text “use shall not” in Clause (a); and
    c. Repealing Clause (c).

    4.13A SHIPPING CONTAINERS

    (a) Shipping containers may not be used as accessory buildings to a residential use **with the exception of backyard suites**. Shipping containers may be used as accessory buildings only in an industrial or commercial zone, or in conjunction with a recreation use, pursuant to applicable requirements for accessory buildings and pursuant to applicable zone standards including those relating to setbacks, screening and landscaping. Notwithstanding the foregoing, shipping containers intended for non-recreation **or non-residential** use shall not be permitted on any property which abuts a residential, park or institutional zone.
    (b) Shipping containers may not be placed in the front or flanking yard of any lot, or between the main building and any street.
    ~~(c) No shipping container may be used in any zone as a dwelling or other form of accommodation, including offices.~~

6. Amending Section 4.34, as shown below in ~~strikeout~~, by deleting the text “with frontage on minor and major collector roads, arterial roads and expressways” after the text “in all zones” and before the text “any zone requirements”.

    4.34 PUBLIC TRANSIT FACILITIES

    Public transit facilities shall be permitted in all zones ~~with frontage on minor and major collector roads, arterial roads and expressways~~ and shall not be required to conform to any zone requirements.

7. Amending Section 6.1, as shown below in ~~strikeout~~, by deleting the text “; Existing mobile dwellings” after the text “Existing two unit dwellings”.

    6.1 R-1 USES PERMITTED

    No development permit shall be issued in any R-1 (Single Unit Dwelling) Zone except for the following:

    Single unit dwellings;
    Home occupations in conjunction with permitted dwellings;
    Day care facilities for not more than seven (7) children and in conjunction with dwellings;
    Fishery support uses;
    Open space uses;
    Existing two unit dwellings~~;~~
    ~~Existing mobile dwellings~~.

8. Amending Section 7.1, as shown below in ~~strikeout~~, by deleting the text “; Existing mobile dwellings” after the text “Fishery support uses”.

7.1 R-2 USES PERMITTED

No development permit shall be issued in any R-2 (Two Unit Dwelling) Zone except for the following:

Single unit dwellings;
Two unit dwellings;
Day care facilities for not more than seven (7) children and in conjunction with permitted dwellings except in two unit dwellings where each unit is held under separate title;
Home occupations in conjunction with permitted dwellings;
Open space uses;
Fishery support uses~~;~~
~~Existing mobile dwellings~~.

9. Amending Section 8.1, as shown below in ~~strikeout~~, by deleting the text "; Existing mobile dwellings" after the text "Fishery support uses".

8.1 R-2a USES PERMITTED

No development permit shall be issued in any R-2a (Residential Home Occupation) Zone except for the following:

Single unit dwellings;
Two unit dwellings;
Day care facilities for not more than seven (7) children and in conjunction with permitted dwellings except in two unit dwellings where each unit is held under separate title;
Home occupations in conjunction with permitted dwellings;
Bed and breakfast;
Open space uses;
Fishery support uses~~;~~
~~Existing mobile dwellings~~.

10. Amending Section 9.1, as shown below in ~~strikeout~~, by deleting the text "Existing mobile dwellings" below the text "Private hunting and fishing camps".

9.1 R-6 USES PERMITTED

No development permit shall be issued in any R-6 (Rural Residential) Zone except for the following:

Single unit dwellings;
Two unit dwellings;
Private hunting and fishing camps;
~~Existing mobile dwellings;~~
Day Care facilities for not more than fourteen (14) children and in conjunction with permitted dwellings;
Business uses in conjunction with permitted dwellings;
Bed and breakfasts;
Recreation uses;
Open space uses;
Restricted agricultural uses;
Forestry or woodlot uses, no processing;

Fishery support and aquaculture uses including retail and wholesale outlets for fish and fish products.
Arts and craft shops

11. Amending Section 10.1, as shown below in ~~strikeout~~, by deleting the text “Mobile dwellings;” below the text “Private hunting and fishing camps.”

10.1 R-6a USES PERMITTED

No development permit shall be issued in any R-6a (Rural Mixed Residential) Zone except for the following:

Single unit dwellings;
Two unit dwellings;
Private hunting and fishing camps;
~~Mobile dwellings;~~
Day Care facilities for not more than fourteen (14) children and in conjunction with permitted dwellings;
Business uses in conjunction with permitted dwellings;
Bed and breakfasts;
Recreation uses;
Open space uses;
Restricted agricultural uses;
Forestry or woodlot uses, no processing;
Fishery support and aquaculture uses including retail and wholesale outlets for fish and fish products.

12. Amending Section 11.1, as shown below in ~~strikeout~~, by deleting the text “Existing mobile dwellings” below the text “Two unit dwellings”.

No development permit shall be issued in any R-6a (Rural Mixed Residential) Zone except for the following:

Single unit dwellings;
Two unit dwellings;
~~Existing mobile dwellings~~
Fishery support uses;
Home occupations in conjunction with permitted dwellings;
Day care facilities for not more than seven (7) children and in conjunction with permitted dwellings;
Open space uses;
Bed and Breakfast uses not exceeding three bedrooms in conjunction with permitted dwellings;
Recreation uses.

13. Amending Section 12.1, as shown below in ~~strikeout~~, by deleting the text “Existing mobile dwellings;” below the text “Two unit dwellings”

Residential Uses
Single unit dwellings;
Two unit dwellings;
~~Existing mobile dwellings;~~

Home occupations.

14. Amending Section 18.1, as shown below in ~~strikeout~~, by deleting the text “Mobile dwellings and” before the text “single unit dwellings” and capitalizing “Single”.

18.1 C-5 USES PERMITTED

No development permit shall be issued in any R-6a (Rural Mixed Residential) Zone except for the following:
All uses permitted in the C-2 Zone, except single and two unit dwellings.
Any industrial, assembly, manufacturing operation or cannabis production facility which is conducted and wholly contained within a building and which does not involve process water treatment;
Service industries;
General contracting storage yards and services;
Machinery sales and service outlets;
Service stations;
Trucking, landscaping and excavating services;
Automotive repair outlets and auto body shops;
Warehouses;
Hotels and motels;
Restaurants including drive-in and take out restaurants;
Outdoor display courts;
All uses permitted in the P-2 (Community Facility) Zone;
~~Mobile dwellings and s~~**S**ingle unit dwellings which are accessory to any permitted use.
Composting operations (see section 4.29)

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional Municipality held on the ____ day of _____, A.D., 20_____.

GIVEN under the hand of the Municipal Clerk and under the Corporate Seal of the said Municipality this _____ day of _____, A.D., 20_____.

_____
Municipal Clerk

Attachment C-14:

Proposed LUB Amendments to the Land Use By-law for Planning Districts 1 and 3 (St. Margaret's Bay)

BE IT ENACTED by the Council of the Halifax Regional Municipality that the Land Use By-law for Planning Districts 1 and 3 (St. Margaret's Bay) is hereby amended as follows:

1. Amending Clause 2.22(c), as shown below in **bold** and ~~strikeout~~, by deleting the text "having a minimum width between any main walls of not less than twenty (20) feet (6.1m)" and replacing with the text ", and includes a mobile dwelling" after the text "dwelling unit and".

   (c)Dwelling, Single Unit means a building which is a completely detached dwelling unit**, and includes a mobile dwelling** ~~having a minimum width between any main walls of not less than twenty (20) feet (6.1 m)~~.

2. Amending Subclause 3.6(p)(i), as shown below in **bold** and ~~strikeout~~, by deleting the text "S-14, S-15, S16, and S-17" and replacing with the text "S-14A, S-14B, S-15A, S-15B, S-16A, S-17A" after the text "with policies" and before the text "of the".

   (i) Conservation Design Developments in accordance with policies **S-14A, S-14B, S-15A, S-15B, S-16A, S-17A** ~~S-14, S-15, S16 and S-17~~ of the Regional Municipal Planning Strategy, as applicable;

3. Amending Part 3, as shown below in **bold**, by inserting the following new Section after Section 3.7:

   3.8 DEVELOPMENT AGREEMENTS FOR REGISTERED HERITAGE PROPERTIES

   Development that is not otherwise permitted in this By-law may be permitted by development agreement on a registered heritage property, in accordance with Policy CH-7A of the Halifax Regional Municipal Planning Strategy.

4. Amending Section 4.13A, as shown below in in **bold** and ~~strikeout~~, by:
   a. Adding the text "with the exception of backyard suites" after the text "residential use" and before the text "Shipping containers" in Clause (a);
   b. Adding the text "or non-residential" after the text "non-recreation" and before the text "use shall not" in Clause (a); and
   c. Repealing Clause (c).

   4.13A SHIPPING CONTAINERS

   (a) Shipping containers may not be used as accessory buildings on a property containing a residential use **with the exception of backyard suites**. Shipping containers may be used as accessory buildings only in an industrial or commercial zone, or in conjunction with a recreation use, pursuant to applicable requirements for accessory buildings and pursuant to applicable zone standards including those relating to setbacks, screening and landscaping. Notwithstanding the foregoing, shipping containers intended for non-recreation **or non-residential** use shall not be permitted on any property which abuts a residential, park or institutional zone.

(b) Shipping containers may not be placed in the front or flanking yard of any lot, or between the main building and any street.
(c) ~~Shipping containers may only be used for storage purposes related to the main use of land. No shipping container may be used in any zone as a dwelling or other form of accommodation, including offices.~~
(d) Notwithstanding the foregoing, shipping containers can be used temporarily for tool storage on construction sites as per the condition set out in Section 4.14.

5. Amending Section 4.34, as shown below in ~~strikeout~~, by deleting the text “with frontage on minor and major collector roads, arterial roads and expressways” after the text “in all zones” and before the text “and shall not”.

4.34 PUBLIC TRANSIT FACILITIES

Public transit facilities shall be permitted in all zones ~~with frontage on minor and major collector roads, arterial roads and expressways~~ and shall not be required to conform to any zone requirements.

6. Amending Section 11.1, as shown below in ~~strikeout~~, by deleting the text “Mobile dwellings skirted” below the text “Two unit dwelling”.

Residential Uses
Single unit dwellings
Two unit dwellings
~~Mobile dwellings skirted~~
Day care facilities for not more than fourteen (14) children and in conjunction with permitted dwellings
Business uses in conjunction with permitted dwellings
Boat houses

7. Amending Section 11B.1, as shown below in ~~strikeout~~, by deleting the text “Mobile homes existing on June 24, 2014” below the text “A maximum of twelve (12) dwelling units in a commercial or institutional building”.

Residential Uses
Single unit dwellings
Semi-detached dwellings
Auxiliary dwelling units
Two unit dwellings
Multiple unit dwellings with a maximum of twelve (12) units
Townhouse dwellings with a maximum of twelve (12) units
A maximum of twelve (12) dwelling units in a commercial or institutional building
~~Mobile homes existing on June 24, 2014~~

8. Amending Section 15.1, as shown below in ~~strikeout~~, by deleting the text “Mobile homes skirted” below the text “Two unit dwellings”.

Residential Uses
Single unit dwellings
Two unit dwellings
~~Mobile homes skirted~~

Day care facilities for not more than fourteen (14) children and in conjunction with permitted dwellings
Business uses in conjunction with permitted dwellings

9. Amending Section 17.1, as shown below in strikeout, by deleting the text “Mobile dwellings” below the text “Two unit dwellings”.

Residential Uses
Single unit dwellings
Two unit dwellings
~~Mobile dwellings~~
Business uses in conjunction with permitted dwellings

10. Amending Section 18.1, as shown below in ~~strikeout~~, by deleting the text “Mobile dwellings” below the text “Two unit dwellings”.

Residential Uses
Single unit dwellings
Two unit dwellings
~~Mobile dwelling units~~
Businesses uses in conjunction with permitted dwellings

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional Municipality held on the ____ day of _____, A.D., 20_____.

GIVEN under the hand of the Municipal Clerk and under the Corporate Seal of the said Municipality this _____ day of _____, A.D., 20_____.

_____
Municipal Clerk

Attachment C-15:

Proposed LUB Amendments to the
Land Use By-law for Planning Districts 14 and 17 (Shubenacadie Lakes)

BE IT ENACTED by the Council of the Halifax Regional Municipality that the Land Use By-law for Planning Districts 14 and 17 (Shubenacadie Lakes) is hereby amended as follows:

1. Amending Clause 2.24(c), as shown below in **bold**, by adding the text ", and includes a mobile dwelling" after the text "dwelling unit".

    (c) Dwelling, Single Unit means a building which is a completely detached dwelling unit**, and includes a mobile dwelling**.

2. Repealing Subclause (vi) under Section 11 of PART 2A: DEFINITONS FOR THE CI AND GI ZONE, as shown below, in ~~strikeout~~.

    ~~vi. salvage yards;~~

3. Repealing Subsection 3.6 (ca)(i) and amending the Conservation Design Developments Policy in Subclause 3.6(c***a***), as shown below in ~~strikeout~~.

    (ca) Expansion of existing salvage operations according to Policy P-120.
    ~~As provided for in the Regional Municipal Planning Strategy for Halifax Regional Municipality, the following uses may be considered by development Planning on lands designated Rural Commuter (RC-Jun 25/14;E-Oct 18/14), except within the NEF30 Contour (Map 3) of the Planning Districts 14 & 17 MPS: (RC-Jan 26/16;E-Apr 2/16)~~
    ~~(i) Conservation Design Developments in accordance with policies S-14, S15, S-16 and S-17 of the Regional Municipal Planning Strategy, as applicable. (RC-Jun 25/14;E-Oct 18/14)~~

4. Repealing Clause 3.6(cb) and Subsections 3.6(cb)(i) and 3.6(cb)(ii) as shown below in ~~strikeout~~.

    ~~(cb) As provided for in the Regional Municipal Planning Strategy for Halifax Regional Municipality, the following uses may be considered by development agreement on lands designated Rural Commuter: (RC-Jun 25/14;E-Oct 18/14)~~
    ~~(i) a mix of residential, associated community facilities, home-based offices, day cares, small-scale bed-and-breakfasts, forestry and agricultural on new roads up to a maximum density of one unit per hectare, as per policy S-15 of the Regional Municipal Planning Strategy; and (RC-Jun 25/14;E-Oct 18/14)~~
    ~~(ii) a mix of residential, associated community facilities, home-based offices, day cares, small-scale bed-and-breakfasts, forestry and agricultural on new roads up to a maximum density of one unit per 4000 square metres, as per policy S-16 of the Regional Municipal Planning Strategy. (RC-Jun 25/14;E-Oct 18/14)~~

5. Amending Section 3.6, as shown below in **bold**, by inserting the following new Clause after Clause 3.6(ca).

    (cc) Conservation Design Developments may be considered by development agreement on lands designated Rural Commuter, except within the NEF30 Contour (Map 3) of the Planning Districts 14 & 17 MPS, in accordance with policies S-14A, S15A, S-15B, S-16A and S-17A of the Regional Municipal Planning Strategy, as applicable.

6. Amending Part 3, as shown below in **bold**, by inserting the following new Section after Section 3.6:

3.6A DEVELOPMENT AGREEMENTS FOR REGISTERED HERITAGE PROPERTIES

Development that is not otherwise permitted in this By-law may be permitted by development agreement on a registered heritage property, in accordance with Policy CH-7A of the Halifax Regional Municipal Planning Strategy.

7. Amending Section 4.35, as shown in ~~strikeout~~ below, by deleting the text “with frontage on minor and major collector roads, arterial roads and expressways” after the text “in all zones” and before the text “and shall not”.

4.35 PUBLIC TRANSIT FACILITIES

Public transit facilities shall be permitted in all zones ~~with frontage on minor and major collector roads, arterial roads and expressways~~ and shall not be required to conform to any zone requirements.

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional Municipality held on the ____ day of _____, A.D., 20_____.

GIVEN under the hand of the Municipal Clerk and under the Corporate Seal of the said Municipality this _____ day of _____, A.D., 20_____.

_____
Municipal Clerk

Attachment C-16:

Proposed LUB Amendments to the
Land Use By-law for Planning Districts 8 and 9 (Lake Echo/Porters Lake)

BE IT ENACTED by the Council of the Halifax Regional Municipality that the Land Use By-law for Planning Districts 8 and 9 (Lake Echo/Porters Lake) is hereby amended as follows:

1. Amending Clause 2.15(d), as shown below in **bold**, by adding the text ", and includes a mobile dwelling" after the text "dwelling unit."

    (d) Dwelling, Single Unit means a building which is a completely detached dwelling unit**, and includes a mobile dwelling**.

2. Amending the Conservation Design Developments Policy located immediately below Clause 3.6(c), as shown below in **bold** and ~~strikeout~~, by deleting the text "S-14, S-15, S16, and S-17" and replacing with the text "S-14A, S-14B, S-15A, S-15B, S-16A, S-17A" after the text "with policies" and before the text "of the".

    As provided for in the Regional Municipal Planning Strategy for Halifax Regional Municipality, the following uses may be considered by development agreement on lands designated Rural Commuter: (RC-Jun 25/14;E-Oct 18/14)

    (i) Conservation Design Developments in accordance with policies **S-14A, S-14B, S-15A, S-15B, S-16A, S-17A** ~~S-14, S-15, S16 and S-17~~ of the Regional Municipal Planning Strategy, as applicable;

3. Amending Part 3, as shown below in **bold**, by inserting the following new Section after Section 3.7:

    3.8 DEVELOPMENT AGREEMENTS FOR REGISTERED HERITAGE PROPERTIES

    Development that is not otherwise permitted in this By-law may be permitted by development agreement on a registered heritage property, in accordance with Policy CH-7A of the Halifax Regional Municipal Planning Strategy.

4. Amending Section 4.30, as shown in ~~strikeout~~ below, by deleting the text "with frontage on minor and major collector roads, arterial roads and expressways" after the text "in all zones" and before the text "and shall not".

    4.30 PUBLIC TRANSIT FACILITIES

    Public transit facilities shall be permitted in all zones ~~with frontage on minor and major collector roads, arterial roads and expressways~~ and shall not be required to conform to any zone requirements.

5. Amending Section 12.1, as shown below in ~~strikeout~~, by deleting the text "Mobile dwellings;" below the text "Residential Uses".

    Residential Uses
    ~~Mobile dwellings;~~
    Single unit dwellings;
    Day care facilities for not more than fourteen (14) children in conjunction with permitted dwellings; and

Business uses except kennels in conjunction with permitted dwellings.

6. Amending Section 15.1, as shown below in strikeout, by deleing the text “Mobile dwellings;” below the text “Single unit dwellings”.

Residential Uses
Single unit dwellings;
~~Mobile dwellings;~~
Two unit dwellings;
Rooming and boarding houses;
Day care facilities for not more than fourteen (14) children in conjunction with permitted dwellings; and
Business uses in conjunction with permitted dwellings.

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional Municipality held on the ____ day of _____, A.D., 20_____.

GIVEN under the hand of the Municipal Clerk and under the Corporate Seal of the said Municipality this _____ day of _____, A.D., 20_____.

_____
Municipal Clerk

Attachment C-17:

Proposed LUB Amendments to the Regional Centre Land Use By-Law

BE IT ENACTED by the Halifax Regional Council of the Halifax Regional Municipality that the Regional Centre Land Use By-law is hereby further amended as follows:

1. Amending Table 1A, as shown below in ~~strikeout~~, by deleting the entire row identified by the text "Mobile Home" under the "RESIDENTIAL" heading of the Table.

RESIDENTIAL	DD	DH	CEN-2	CEN-1	COR	HR-2	HR-1
Single-unit dwelling use	●	●	●	●	●	㉑	⑮
Semi-detached dwelling use	●	●	●	●	●		⑮
Townhouse dwelling use	●	●	●	●	●	⑮	⑮
Two-unit dwelling use	●	●	●	●	●	㉑	⑮
Three-unit dwelling use	●	●	●	●	●	⑮	⑮
Multi-unit dwelling use	●	●	●	●	●	⑮	⑮
Secondary suite use	●	●	●	●	●	⑮	⑮
Backyard suite use	●	●	●	●	●	⑮	⑮
Small shared housing use	●	●	●	●	●	⑮	⑮
Large shared housing use	●	●	●	●	●	⑮	⑮
~~**Mobile home use**~~							
Bed and breakfast use	●	●	●	●	●	⑮	⑮
Home occupation use	●	●	●	●	●	⑮	⑮
Home office use	●	●	●	●	●	⑮	⑮
Work-live unit use	●	●	●	●	●	⑮	⑮
Grade-related dwelling unit use	●	●	●	●	●	⑮	⑮
Model suite use	●	●	●	●	●	⑮	⑮
Cluster housing use					㉑	㉑	㉑

2. Amending Table 1B, as shown below in ~~strikeout~~, by deleting the entire row identified by the text "Mobile Home" under the "RESIDENTIAL" heading of the Table.

RESIDENTIAL	ER-3	ER-2	ER-1	CH-2	CH-1
Single-unit dwelling use	●	⑮	⑮	●	●
Semi-detached dwelling use	●	⑮			
Townhouse dwelling use	●				
Two-unit dwelling use	●	⑮	⑥ ⑭		
Three-unit dwelling use	●		⑥ ⑭		
Multi-unit dwelling use	㉒		⑭		
Secondary suite use	●	⑮	⑮		
Backyard suite use	●	⑮	⑮		
Small shared housing use	●	⑮	㉓ ⑮	●	●
Large shared housing use					
~~**Mobile home use**~~				—●	
Bed and breakfast use	●	⑮	⑮		
Home occupation use	●	⑮	⑮	●	●
Home office use	●	⑮	⑮	●	●
Work-live unit use					
Grade-related dwelling unit use					
Model suite use					
Cluster housing use				●	●

3. Amending Table 1C, as shown below in ~~strikeout~~, by deleting the entire row identified by the text "Mobile Home" under the "RESIDENTIAL" heading of the Table.

RESIDENTIAL	CLI	LI	HRI	INS	UC-2	UC-1	DND	H	PCF	RPK	WA
Single-unit dwelling use											
Semi-detached dwelling use											
Townhouse dwelling use											
Two-unit dwelling use											
Three-unit dwelling use											
Multi-unit dwelling use				⑧							
Secondary suite use											
Backyard suite use											
Small shared housing use				●				●			
Large shared housing use				●				●			
~~**Mobile home use**~~											
Bed and breakfast use											
Home occupation use											
Home office use											
Work-live unit use											
Grade-related dwelling unit use				⑧							
Model suite use	●										
Cluster housing use											

4. Amending Table 1D, as shown below in ~~strikeout~~, by deleting the entire row identified by the text "Mobile Home" under the "RESIDENTIAL" heading of the Table.

RESIDENTIAL	HCD-SV
Single-unit dwelling use	●
Semi-detached dwelling use	⑳
Townhouse dwelling use	⑳
Two-unit dwelling use	⑯
Three-unit dwelling use	⑯
Multi-unit dwelling use	⑨ ⑰ ⑱
Secondary suite use	●
Backyard suite use	●
Small shared housing use	●
Large shared housing use	
~~**Mobile home use**~~	
Bed and breakfast use	●
Home occupation use	●
Home office use	●
Work-live unit use	
Grade-related dwelling unit use	
Model suite use	
Cluster housing use	

5. Amending Section 236, as shown below in ~~strikeout~~, by:
   a. Deleting the colon after the words "meet";
   b. Repealing Clause (a); and
   c. Deleting the text "for all other uses," in Clause (b) before the text "the built form".

236 With the exception of main buildings within a heritage conservation district, any main building erected, constructed, reconstructed, altered, or located, or an addition to any main building, within a CH-2 or CH-1 zone shall meet~~:~~
~~(a) for a mobile home use, the requirements of By-law M-200 (City of Dartmouth) Respecting Mobile Homes and Mobile Home Parks; or~~

~~(b)~~ ~~for all other uses,~~ the built form and siting requirements of this Chapter.

6. Amending Section 335, as shown below in **bold** and ~~strikeout~~, by:

    a. Repealing Subsection (1);
    b. Deleting ", dwelling unit, or a backyard suite use" after the word "office" and before the period in Subsection (2);
    c. Inserting new Subsection (2.4);
    d. Inserting new Subsection (2.5); and
    e. Deleting the text "a UC-2, UC-1, DND, or H zone" and replacing with the text "All other zones" after the text "In" and before the text ", a shipping container" in Subsection (4);

    General Requirements for Shipping Containers
    335

    (1) ~~Subject to Section 336, a shipping container shall not be located in any DD, DH, CEN-2, CEN-1, COR, HR-2, HR-1, ER-3, ER-2, ER-1, CH-2, CH-1, INS, WA, CDD-2, or CDD-1 zone.~~
    (2) Subject to Subsection 336(2), a shipping container shall not be used to contain an office use~~, dwelling unit, or a backyard suite use~~.
    (2.4) Subject to Section 336, shipping containers may be used as a dwelling unit, including as a backyard suite use, in any DD, DH, CEN-2, CEN-1, HR-2, HR-1, ER-3, ER-2, ER-1, CH-2, CH-1, CDD-2, CDD-1, INS, or H zone.
    (2.5) Subject to Section 336, in any DD, DH, CEN-2, CEN-1, HR-2, HR-1, ER-3, ER-2, ER-1, CH-2, CH-1, CDD-2, CDD-1, or INS zone, shipping containers shall not be used as an accessory structure, other than for a backyard suite use where permitted in Subsection 335(2.4).
    (3) In a CLI, LI, HRI, PCF, or RPK zone, a shipping container shall have a minimum required front or flanking setback as specified on Schedule 18.
    (4) In ~~a UC-2, UC-1, DND, or H zone~~ **all other zones**, a shipping container shall not be located within a front or flanking yard.

7. Amending Subsection 499(234), as shown below in **bold**, by adding the text ", and includes a mobile home use" after the text "dwelling unit."

    (234) Single-Unit Dwelling Use means a detached building containing one dwelling unit**, and includes a mobile home use**.

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional Municipality held on the ____ day of _____, A.D., 20_____.

GIVEN under the hand of the Municipal Clerk and under the Corporate Seal of the said Municipality this _____ day of _____, A.D., 20_____.

_____
Municipal Clerk

Attachment C-18:

Proposed LUB Amendments to the Land Use By-law for Sackville Drive

BE IT ENACTED by the Council of the Halifax Regional Municipality that the Land Use By-law for Sackville Drive is hereby amended as follows:

1. Amending PART 5: USES PERMITTED BY DEVELOPMENT AGREEMENT, as shown below in **bold**, by inserting the following after Section 1.

    2. Development that is not otherwise permitted in this By-law may be permitted by development agreement on a registered heritage property, in accordance with Policy CH-7A of the Halifax Regional Municipal Planning Strategy.

2. Amending Section 41 of Part 6, as shown in ~~strikeout~~ below, by deleting the text “with frontage on minor and major collector roads, arterial roads and expressways” after the text “in all zones” and before the text “and shall not”.

    41. Public Transit Facilities

    Public transit facilities shall be permitted in all zones ~~with frontage on minor and major collector roads, arterial roads and expressways~~ and shall not be required to conform to any zone requirements.

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional Municipality held on the ____ day of _____, A.D., 20_____.

GIVEN under the hand of the Municipal Clerk and under the Corporate Seal of the said Municipality this _____ day of _____, A.D., 20_____.

_____
Municipal Clerk

Attachment C-19:

Proposed LUB Amendments to the Land Use By-law for Sackville

BE IT ENACTED by the Council of the Halifax Regional Municipality that the Land Use By-law for Sackville hereby amended as follows:

1. Amending Clause 2.19(c), as shown below in ~~strikeout~~ and **bold** by adding a comma after the words "dwelling unit" and deleting the text "having a minimum width of any main wall of not less than twenty (20) feet (6.1m)" and replacing with the text "includes a mobile dwelling".

    (c) Dwelling, Single Unit means a building which is a completely detached dwelling unit**,** and ~~having a minimum width of any main wall of not less than twenty (20) feet (6.1 m)~~ **includes a mobile dwelling**.

2. Amending Subclause 3.6(xxviii)(i), as shown below in **bold** and ~~strikeout~~, by deleting the text "S-14, S-15, S16, and S-17" and replacing with the text 14A, S-14B, S-15A, S-15B, S-16A, S-17A" after the text "with policies" and before the text "of the".

    (i) Conservation Design Developments in accordance with policies **S-14A, S-14B, S-15A, S-15B, S-16A, S-17A** ~~S-14, S-15, S16 and S-17~~ of the Regional Municipal Planning Strategy, as applicable.

3. Amending Part 3, as shown below in **bold**, by inserting the following new Section after Section 3.6:

    3.7 DEVELOPMENT AGREEMENTS FOR REGISTERED HERITAGE PROPERTIES

    Development that is not otherwise permitted in this By-law may be permitted by development agreement on a registered heritage property, in accordance with Policy CH-7A of the Halifax Regional Municipal Planning Strategy.

4. Amending Section 4.11A, as shown in **bold** and ~~strikeout~~, by:

    a. Adding the text "with the exception of backyard suites" after the text "residential use" and before the text "Shipping containers" in Clause (a);
    b. Adding the text "or non-residential" after the text "non-recreation" and before the text "use shall not" in Clause (a); and
    c. Repealing Clause (c).

    4.11A SHIPPING CONTAINERS AS ACCESSORY BUILDINGS

    a) Shipping containers may not be used as accessory buildings to a residential use **with the exception of backyard suites**. Shipping containers may be used as accessory buildings only in an business park zone, or in conjunction with a recreation use, pursuant to applicable requirements for accessory buildings and pursuant to applicable zone standards including those relating to setbacks, screening and landscaping. Notwithstanding the foregoing, shipping containers intended for non-recreation **or non-residential** use shall not be permitted on any property which abuts a residential, park or institutional zone or use.

b) Shipping containers may not be placed in the front or flanking yard of any lot, or between the main building and any street.

~~c) No shipping container may be used in any zone as a dwelling or other form of accommodation, including offices.~~

5. Amending Section 4.34, as shown below in ~~strikeout~~, by deleting the text “with frontage on minor and major collector roads, arterial roads and expressways” after the text “in all zones” and before the text “and shall not”.

4.34 PUBLIC TRANSIT FACILITIES

Public transit facilities shall be permitted in all zones ~~with frontage on minor and major collector roads, arterial roads and expressways~~ and shall not be required to conform to any zone requirements.

6. Amending Section 9.1, as shown below in ~~strikeout~~, by deleting the text “Mobile dwellings” below the text “Residential Uses”.

Residential Uses
~~Mobile dwellings~~
Single unit dwellings
Day care facilities for not more than fourteen (14) children and in conjunction with permitted dwellings
Bed and breakfasts in conjunction with permitted dwellings
Business uses in conjunction with permitted dwellings

7. Amending Section 19.1, as shown below in ~~strikeout~~, by deleting the text “, excluding a mobile dwelling” after the text “with a cemetery”.

Open Space Uses
Public and private parks and playgrounds
Recreation uses
Cemeteries
Historic sites
A single unit dwelling in conjunction with a cemetery~~, excluding a mobile dwelling~~

8. Amending Section 20.1, as shown below in ~~strikeout~~, by deleting the text “, excluding a mobile dwelling” after the text “with a cemetery”

Open Space Uses
Public and private parks and playgrounds
Recreation uses
Cemeteries
Day camps
Historic sites and monuments
A single unit dwelling in conjunction with a cemetery~~, excluding a mobile dwelling~~

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional Municipality held on the ____ day of _____, A.D., 20_____.

GIVEN under the hand of the Municipal Clerk and under the Corporate

Seal of the said Municipality this _____ day of _____, A.D., 20_____.

_____
Municipal Clerk

Attachment C-20:

Proposed LUB Amendments to the Land Use By-law for Timberlea/Lakeside/Beechville

BE IT ENACTED by the Council of the Halifax Regional Municipality that the Land Use By-law for Timberlea/Lakeside/Beechville is hereby amended as follows:

1. Amending Clause 2.16(c), as shown below in **bold** and ~~strikeout~~, by inserting a comma after the words "dwelling unit" and deleting the text "having a minimum width of any main wall of not less than twenty (20) feet (6.1m), and replacing with the text "includes a mobile dwelling".

    (c) Dwelling, Single Unit means a building which is a completely detached dwelling unit**,** and ~~having a minimum width of any main wall of not less than twenty (20) feet (6.1 m)~~ **includes a mobile dwelling**.

2. Amending the Conservation Design Developments Policy located immediately below Clause 3.6(m), as shown below in **bold** and ~~strikeout~~, by deleting the text "S-14, S-15, S16, and S-17" after the text "with policies" and before the text "of the" and replacing with the text "S-14A, S-14B, S-15A, S-15B, S-16A, S-17A" after the text "with policies" and before the text "of the".

    As provided for in the Regional Municipal Planning Strategy for Halifax Regional Municipality, the following uses may be considered by development agreement on lands designated Rural Commuter: (RC-Jun 25/14;E-Oct 18/14)

    (i) Conservation Design Developments in accordance with policies **S-14A, S-14B, S-15A, S-15B, S-16A, S-17A** ~~S 14, S 15, S16 and S 17~~ of the Regional Municipal Planning Strategy, as applicable.

3. Amending Part 3, as shown below in **bold**, by inserting the following new Section after Section 3.6:

    3.7 DEVELOPMENT AGREEMENTS FOR REGISTERED HERITAGE PROPERTIES

    Development that is not otherwise permitted in this By-law may be permitted by development agreement on a registered heritage property, in accordance with Policy CH-7A of the Halifax Regional Municipal Planning Strategy.

4. Amending Section 4.13A, as shown in **bold** and ~~strikeout~~, by:

    a. Adding the text "with the exception of backyard suites" after the text "residential use" and before the text "Shipping containers" in clause (a);
    b. Adding the text "or non-residential" after the text "non-recreation" and before the text "use shall not" in Clause (a); and
    c. Repealing Clause (c).

    4.13A SHIPPING CONTAINERS

    a) Shipping containers may not be used as accessory buildings to a residential use **with the exception of backyard suites**. Shipping containers may be used as accessory buildings only in an industrial or commercial zone, or in conjunction with a recreation use, pursuant to applicable requirements for accessory buildings and pursuant to applicable zone standards including those relating to

setbacks, screening and landscaping. Notwithstanding the foregoing, shipping containers intended for non-recreation **or non-residential** use shall not be permitted on any property which abuts a residential, park or institutional zone.

b) Shipping containers may not be placed in the front or flanking yard of any lot, or between the main building and any street.

c) ~~No shipping container may be used in any zone as a dwelling or other form of accommodation, including offices.~~

5. Amending Section 4.35, as shown below in ~~strikeout~~, by deleting the text “with frontage on minor and major collector roads, arterial roads and expressways” after the text “in all zones” and before the text “and shall not”.

4.35 PUBLIC TRANSIT FACILITIES

Public transit facilities shall be permitted in all zones ~~with frontage on minor and major collector roads, arterial roads and expressways~~ and shall not be required to conform to any zone requirements.

6. Amending Section 9.1, as shown below in ~~strikeout~~, by deleting the text “Mobile dwellings erected on permanent foundations” below the text “Residential Uses.”

Residential Uses
~~Mobile dwellings erected on permanent foundations~~
Existing mobile home parks
Single unit dwellings
Day care facilities for not more than fourteen (14) children and in conjunction with permitted dwellings;
Business uses in conjunction with permitted dwellings

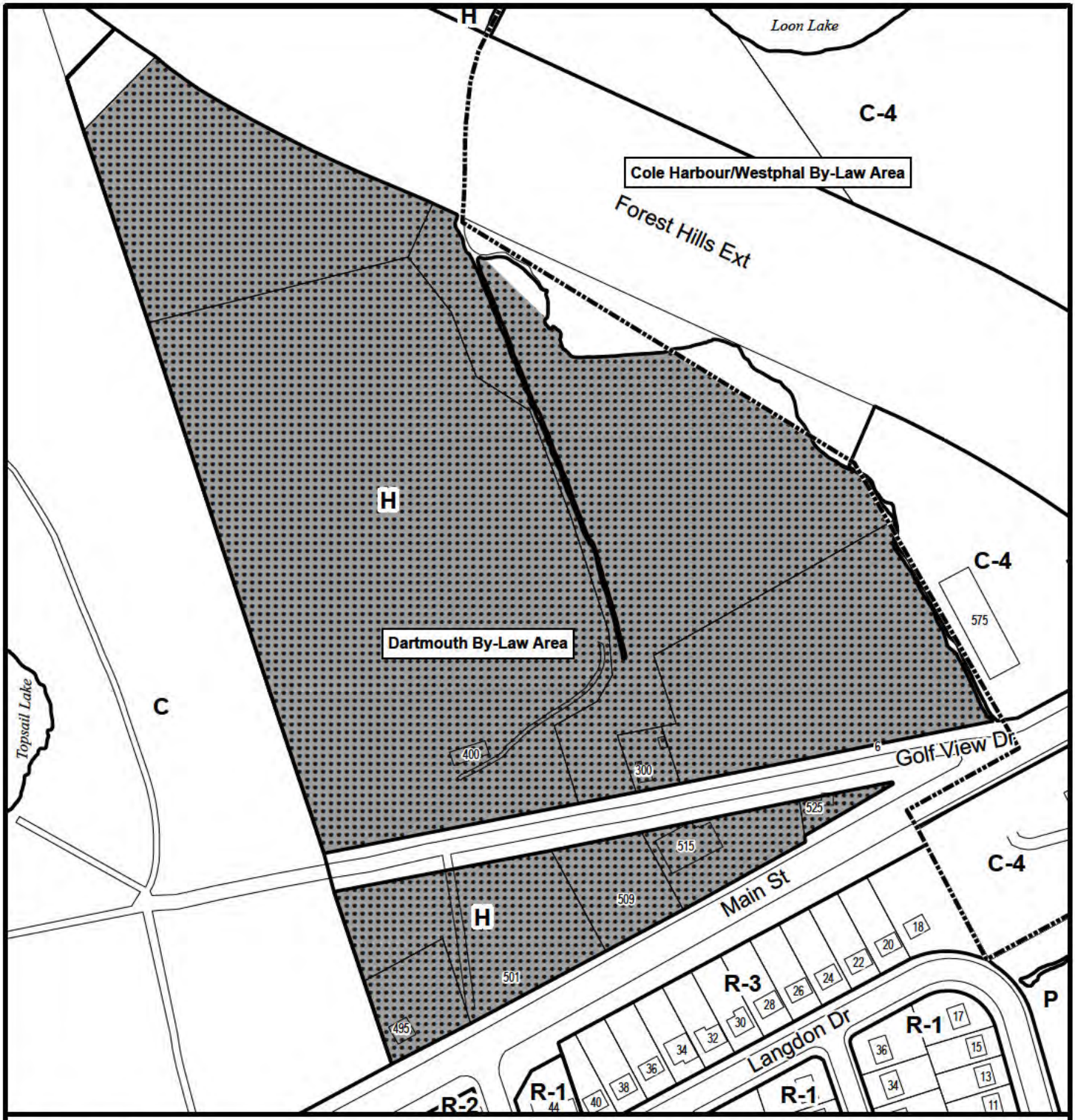
7. Amending Section 17.1, as shown below in ~~strikeout~~, by deleting the text “Mobile dwellings erected on permanent foundations” below the text “Single unit dwellings”.

Residential Uses
Single unit dwellings
~~Mobile dwellings erected on permanent foundations~~
Two unit dwellings.

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional Municipality held on the ____ day of _____, A.D., 20_____.

GIVEN under the hand of the Municipal Clerk and under the Corporate Seal of the said Municipality this _____ day of _____, A.D., 20_____.

_____
Municipal Clerk



Schedule C-1

C003 - Lake Loon Golf Centre lands,
on Main Street and Golf View Drive, Dartmouth

Area rezoned from H (Holding) to CDD (Comprehensive Development District)

Dartmouth & Cole Harbour / Westphal Land Use By-Law Areas

Zone

DART	C	Conservation
	H	Holding
	P	Park
	R-1	Single Family Residential
	R-3	Multiple Family Residential (Medium Density)
CHW	C-4	Highway Commercial

N

HALIFAX

0 40 80 m

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.

6 July 2022 T:\work\planning\SER_Group\SER_Projects\SER20065\Site_specific_amendments_requests\Phase3_Amendments\C003\C003_AmendmentMaps\ (RA/EP)

ATTACHMENT D

Proposed Amendments to the Halifax Regional Subdivision Bylaw

BE IT ENACTED by the Regional Council of the Halifax Regional Municipality that the Halifax *Regional Subdivision Bylaw* is hereby further amended as follows:

1. Amending Schedule B – Service Requirement Map (Revised on Sept. 30, 2017) to revise the Urban Service Area and the Water Service Area as shown on Schedules D-1, D-2, D-3, D-4, D-5, D-6, D-7, D-8, D-9, D-10, D-11, and D-12 attached hereto.

2. Amending Clause 3(e), definition of “Construction”, as shown below in **bold,** by adding the text “and subdivision grading as per By-law G-200, Respecting Grade Alteration and Stormwater Management Associated with Land Development, as amended from time to time” after the text “secondary services“ and before the text “for a subdivision”.

> "Construction" means activities involved in the installation of primary and secondary services **and grading as per By-law G-200, Respecting Grade Alteration and Stormwater Management Associated with Land Development, as amended from time to time,** for a subdivision and includes, but is not limited to, tree removal, grubbing, excavation and blasting.

3. Amending Clause 3(n), definition of “Flag lot”, as shown below in **bold,** by adding the text “, but excluding lots created pursuant to frontage exemptions in Sections 38, 43, 43A, 45, 49, 50, 52, 53, 59, 60, 62, 63, Clause 63(a), and Sections 64, and 65.” after the text “section 24 of this by-law”.

> (n) "Flag lot" means a lot with a configuration that resembles a fully outstretched flag at the top of a flag pole and where the "pole" portion of the lot contains the required lot frontage and lot access route and which is designed to meet the requirements of section 34 of this by-law**, but excluding lots created pursuant to frontage exemptions in Sections 38, 43, 43A, 45, 49, 50, 52, 53, 59, 60, 62, 63, Clause 63(a), Sections 64, and 65**.

4. Amending Subsection 10(1), as shown below in **bold,** by adding the text “and Central/Eastern Growth Management Area” after the text “Growth Management Area” and before “identified on”.

> Within the Interim Growth Management Area **and Central/Eastern Growth Management Area** identified on Schedule "H"

5. Amending Section 34 as shown below in **bold,** by adding the text “at any point” after the word “contiguous” and before the text “to each other”.

> The Development Officer may approve a plan of subdivision creating no more than 3 flag lots which are contiguous **at any point** to each other.

6. Amend Table B under Subsection 83(1), as shown below in **bold** and ~~strikeout,~~ by deleting the text “First 1/3rd maximum 5% Remaining 2/3rds average 5%” and adding the text “Maximum grade of 5%” under the second column titled “Neighbourhood Park (NP)” and the fifth row titled "topography”.

Table B - Parkland Quality of Land Criteria

	Parkland Type			
Criteria	**Neighbourhood Park (NP)**	**Community Park (CP)**	**District Park (DP)**	**Regional Park (RP)**
typical area	**Size Range** rural - 0.4 ha to 1.2 ha urban/suburban - 0.1 ha	**Size Range** 0.1 ha urban pocket park to 6 ha sports facility	**Size Range** 1 ha trail head to 10 ha multi purpose facility	**Size Range** varies from a single point of interest to a multi-purpose recreation, cultural heritage, or wilderness preservation area
minimum dimensions & property configuration	**Road Frontage** 30 metres **Water Frontage** 30 metres **Configuration** block	**Road Frontage** minimum of 30 m for the first ha & 2 additional metres/ 1000 square metres of additional land (20 m/ha) **Water Frontage** 30 metres **Configuration** block or linear	**Road Frontage** minimum of 30 m for the first ha & 2 additional metres/1000 square metres of additional land **Water Frontage** 30 metres **Configuration** block or linear	**Road & Water Frontage and Configuration** to be determined by use & purpose
location	- outside an existing HRM NP service area - frontage on local road	- outside an existing HRM CP service area - main entrance frontage on collector road - secondary pedestrian access on local road	- outside an existing HRM DP service area - main entrance frontage on collector or arterial road - secondary pedestrian and vehicle access on local or collector road	regionally significant recreation, natural environment, cultural heritage, wilderness preservation feature dependant
topography	**Road Frontage** +/- 1 metre of finished road grade **Maximum grade of 5%** ~~First 1/3rd maximum 5%~~ ~~Remaining 2/3rds average 5%~~	**Road Frontage** +/- 1 metre of finished road grade **Passive** First 1/3rd maximum 5% Remaining 2/3rds average 10% **Active** First 1/3rd maximum 5% Remaining 2/3rds average 5%	**Road Frontage** +/- 1 metre of finished road grade **Passive** First 1/3rd maximum 5% Remaining 2/3rds average 10% **Active** First 1/3rd maximum 5% Remaining 2/3rds average 5%	**Road Frontage** +/- 1 metre of finished road grade **Passive** First 1/3rd maximum 5% Remaining 2/3rds average 10% **Active** First 1/3rd maximum 5% Remaining 2/3rds average 5%
hydrology	sufficient land outside 1 in 10 year flood plain to accommodate intended park use			
vegetation	Retain a minimum of 25% natural vegetation Disturbed areas to be reinstated with 150mm topsoil and sod or approved equivalent	Designated Passive areas to retain minimum of75% natural vegetation Designated Active areas to retain minimum of 25% natural vegetation Disturbed areas to be reinstated with 150 mm of topsoil and sod or approved equivalent		**Recreation** same as CP & DP **Conservation** silviculture can occur **Preservation** no alteration if pristine or reinstated to desired state if previously altered

7. Amending Clause 83(1)(d) as shown below in **bold** and ~~strikeout~~, by:
   a. Adding the text “encumbrances except public” after the text “include any” and before the text “engineering infrastructure”;
   b. Deleting the text “except” after the text “engineering infrastructure” and before the text “where the construction”;
   c. Deleting the text “is complementary to the parkland; and” after the text “operational use”

d. Adding the text ":" after the text "operational use"; and
e. Inserting new subclauses i) and ii) immediately below clause (d);

(d) not include any **encumbrances except public** engineering infrastructure ~~except~~ where the construction material and operational use: ~~is complementary to the parkland;and~~

i) does not impede the use of the public parkland; and
ii) does not materially interfere with the use and enjoyment of the park as determined by the development officer in consultation with Parkland Planning; and

8. Amending Subsection 87(1), as shown below in **bold** and ~~strikeout~~, by deleting the text "12 copies" and replacing with the text "an electronic copy" after the text "together with" and before "of a preliminary plan".

87 (1) Where new public streets or highways or private roads are not to be constructed, the subdivider may submit an application for evaluation of a preliminary plan of subdivision to the Development Officer, together with **an electronic copy** ~~12 copies~~ of a preliminary plan of subdivision.

9. Amending Clause 88(c), as shown below in **bold** and ~~strikeout~~, by repealing Subclauses (i), (ii), and (iii) and inserting new Subclauses (iv) and (v).

(c) in areas not serviced by a central sewer, NS Environment to determine compliance with the On-site Sewage Disposal Systems Regulations, except where the proposed lot: (RC-Jun 21/16;E-Jul 30/16) ~~(i) is more than 9000 m5;~~

~~(ii) has a width of 75 m or more; and~~
~~(iii) is to be used for a purpose which does not require an on-site sewage disposal system; and~~
(iv) **is greater than 9000 square metres, has a width of 76 metres or more, and the applicant has certified on the application that the proposed lot is not intended for a purpose requiring an on-site sewage disposal system; or**
(ii) **contains an on-site sewage disposal system and is being increased in size, provided all other proposed lots shown on the plan meet the requirements listed in subclause (iv); and**

10. Amending Subsection 91(1), as shown below in **bold** and ~~strikeout~~, by:
a. Repealing Clause (a);
b. Repealing Clause (b);
c. Deleting the word "and" in Clause (d);
d. Adding a semicolon and the word "and" in Clause (d); and
e. Inserting new Clause (e).

(a) ~~18 copies of a concept plan for the entire area of land;~~
(b) ~~1 reduced copy (28 cm by 43 cm) of the concept plan;~~
(c) an electronic version of the concept plan in an acceptable file format; ~~and~~
(d) a processing fee payable to the Municipality in accordance with Administrative Order 15 Respecting License, Permit and Processing Fees~~.~~**; and**
(e) **where requested by the development officer, paper copies of the concept plan, in the size and quantity requested by the development officer.**

11. Amending Section 94, as shown below in **bold** and ~~strikeout~~, by:
    a. Adding the word “and” in Clause (a); and
    b. Repealing Clause (b).

> (a) drawn to a scale sufficient for clarity of all particulars of the plan; **and**
> (b) ~~folded to approximately 22 cm by 28 cm with the face of the folded print being the title block which is located in the lower right hand corner of the concept plan; and~~
> (c) prepared by a Nova Scotia Land Surveyor or Professional Engineer and be based on the best available mapping or aerial photos.

12. Amending Section 97, as shown below in **bold** and ~~strikeout~~, by deleting the text “8 copies” and replacing with the text “an electronic copy, and where requested by the development officer, paper copies” after the text “accompanied by” and before the text “of a concept”.

> Where the proposed subdivision is to be serviced by a sanitary sewer system, storm sewer system or water distribution system, the concept plan is to be accompanied by **an electronic copy, and where requested by the development officer, paper copies,** ~~8 copies~~ of a concept plan servicing schematic, prepared by a Professional Engineer in accordance with the Engineering Regulations, which in the context of the proposed street system and park land dedication shows:

13. Amending Section 100, as shown below in **bold** and ~~strikeout~~, by:
    a. Repealing clause (a);
    b. Deleting the text “and” in clause (b);
    c. Adding a semicolon and the text “and” in clause (c); and
    d. Inserting new Clause (d).

> (a) ~~18 copies of a tentative plan meeting the requirements of this by-law;~~
> (b) an electronic version of the tentative plan in an acceptable file format; ~~and~~
> (c) a processing fee payable to the Municipality in accordance with Administrative Order 15 Respecting License, Permit and Processing Fees~~.~~**; and**
> **(d) where requested by the development officer, paper copies of the tentative plan, in the size and quantity requested by the development officer.**

14. Amending Section 101, as shown below in **bold** and ~~strikeout~~, by:
    a. Adding the text “and” in Clause (a);
    b. Adding a period, deleting the semicolon, and deleting the text “and” in clause (aa); and
    c. Repealing Clause (b).

> (a) prepared by a Nova Scotia Land Surveyor; **and**
> (aa) drawn to a scale sufficient to fully illustrate the information required~~; and~~ **.**
> (b) ~~folded to approximately 22 cm by 28 cm with the face of the folded print being the title block which is located in the lower right hand corner of the tentative subdivision plan.~~

15. Amending Section 103, as shown below in **bold** and ~~strikeout~~, by adding the text “an electronic copy, and where requested by the development officer, paper copies,” and deleting the text “8 copies” after the text “shall provide” and before the text “of the complete”.

> Where a proposed subdivision is to be serviced with primary or secondary services or by a private road, the subdivider shall provide **an electronic copy, and where**

requested by the development officer, paper copies, ~~8 copies~~ of the complete drainage plan, prepared by a Professional Engineer in accordance with the Engineering Regulations, showing the following:

16. Amending Section 104, as shown in **bold** and ~~strikeout~~, by deleting the text “8 copies” and adding the text “an electronic copy, and where requested by the development officer, paper copies,” after the text “owner to provide” and before the text “of schematics”.

Where primary or secondary services or a private road is to be constructed, the Development Officer shall require the owner to provide **an electronic copy, and where requested by the development officer, paper copies,** ~~8 copies~~ of schematics, prepared by a Professional Engineer in accordance with the Engineering Regulations, showing the following, in the context of the proposed lots and park land dedication, where applicable:

17. Amending Clause 104(g), as shown below in **bold** and ~~strikeout~~, by deleting the text “8 copies” and replacing with the text “an electronic copy, and where requested by the development officer, paper copies,” after the text “shall provide” and before the text “of the centre line”.

(g) where there is a proposed public street or highway or private road to be constructed, the owner shall provide **an electronic copy, and where requested by the development officer, paper copies,** ~~8 copies~~ of the centre line profiles; and

18. Amending Section 106, as shown in **bold** and ~~strikeout~~, by:
    a. Repealing Clause (a);
    b. Deleting the text “, and” in Clause (c);
    c. Adding the text “and” and semicolon in Clause (d); and
    d. Inserting new Clause (e).

(a) ~~18 copies of a final plan of subdivision meeting the requirements of this by-law;~~
(aa)a completed HRMSD-1 form, as specified in Schedule A6;
(b) an electronic version of the final plan in an acceptable file format;
(c) a processing fee payable to the Municipality in accordance with Administrative Order Number 15 Respecting License, Permit and Processing Fees~~, and~~;
    (i) Deleted
    (ii) Deleted
    (iii) Deleted
    (iv) Deleted
(d) the fees contained in the Costs and Fees Act, and its regulations, for registering subdivision plans, agreements, deeds, easements and all related documents of conveyance~~.~~**; and**
(e) where requested by the development officer, paper copies of the final plan of subdivision, in the size and quantity requested by the development officer.

19. Amending Subsection 110(1), as shown below in **bold** and ~~strikeout~~, by:
    a. Adding the text “and” and semicolon to Clause (a); and
    b. Repealing Clause (b).

(a) drawn to a scale sufficient to fully illustrate the information required; **and**

(b) ~~folded to approximately 22 cm by 28 cm, with the face of the folded print being the title block which is located in the lower right-hand corner of the final subdivision plan; and~~

20. Amending Clause 111(c), as shown below in **bold** and ~~strikeout~~, by deleting the text “not smaller than 1:50 000 located on the top right-hand corner of the plan, with the same orientation as the area of land, showing the scale to which the key plan is drawn and the community within or closest to which the proposed subdivision is located” and adding the text “the location of the lot(s) or parcel(s) being surveyed, in terms of street, city, county and province or highway, district, county and province or in similar terms” after the text “drawn to a scale”.

(c) a key plan drawn to a scale **the location of the lot(s) or parcel(s) being surveyed, in terms of street, city, county and province or highway, district, county and province or in similar terms** ~~not smaller than 1:50 000 located on the top right-hand corner of the plan, with the same orientation as the area of land, showing the scale to which the key plan is drawn and the community within or closest to which the proposed subdivision is located~~;

21. Amending Clause 111(sb), as shown below in **bold**, by adding the text “for applications where primary and secondary services are required” after the text “flood limits”.

(sb) the 1 in 100 year flood limits **for applications where primary and secondary services are required**;

22. Amending Section 117, as shown below in **bold** and ~~strikeout~~, by deleting the text “8 copies” and adding the text “an electronic copy, and where requested by the development officer, paper copies,” before the text “subdivider to provide” and after the text “of engineering drawings” and delete the text “8 copies” before the text “subdivider to provide” and after the text “of engineering drawings”.

Where primary or secondary services are required to be constructed, the Development Officer shall require the subdivider to provide **an electronic copy, and where requested by the development officer, paper copies,** ~~8 copies~~ of engineering drawings and reports, prepared in accordance with the Engineering Regulations, showing all applicable systems as follows:

23. Amending Clause 124(c), as shown in **bold** and ~~strikeout~~, by:
    a. Repealing Subclauses (i), (ii), (iii) and (iv); and
    b. Inserting new Subclauses (v) and (vi)

(c) in areas not serviced by a central sewer, NS Environment to determine compliance with the On-site Sewage Disposal Systems Regulations, except where the proposed lot: (RC-Jun 21/16;E-Jul 30/16)

~~(i) is more than 9000 m5;~~
~~(ii) has a width of 75m or more;~~
~~(iii) is to be used for a purpose which does not require an on-site sewage disposal system; and~~
~~(iv) is proposed to be enlarged and has an existing on-site sewage disposal system;~~
(v) is greater than 9000 square metres, has a width of 76 metres or more, and the applicant has certified on the application that the proposed lot is not intended for a purpose requiring an on-site sewage disposal system, or

(vi) contains an on-site sewage disposal system and is being increased in size, provided all other proposed lots shown on the plan meet the requirements listed in subclause (v);

24. Amending Section 129, as shown below in **bold** and ~~strikeout~~, by:
    a. adding the text or "work of equivalent value on parkland dedication, as applicable," after the text "Halifax Water" and before the text "warranty security";
    b. Deleting the text "8" and replacing with the text "9" in clause (a) after the text "Appendix"; and
    c. Adding the text "work of equivalent value on parkland" after the text "services or" and before the text "and shall be" in Clause (b);
    d. Adding the text "or work of equivalent value on parkland dedication;" after the text "actual cost of the services installed".

129 Upon completion of construction and acceptance of any primary or secondary services by the Municipality or Halifax Water **or work of equivalent value on parkland dedication as applicable**, warranty security shall be required as indicated:

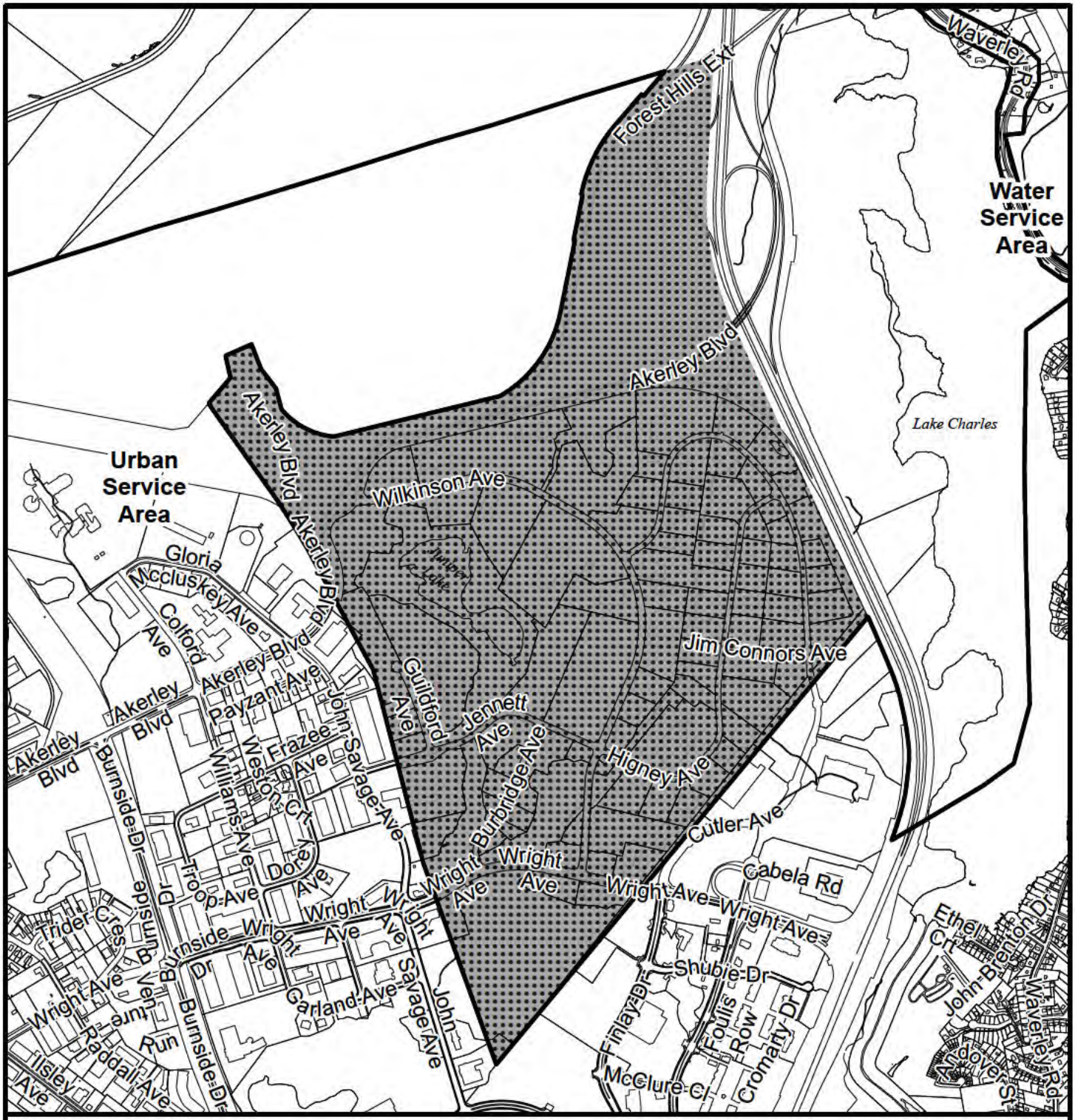
(a) warranty security shall be **generally in a form as** specified in Appendix ~~8~~ **9**; **(RC-Jun 21/16;E-Jul 30/16)**

(b) the warranty security shall remain in effect for a period of **two years** from the date of acceptance of the primary or secondary services or **work of equivalent value on parkland** and shall be in the amount of 10% of the actual cost of the services installed **or work of equivalent value on parkland dedication**; **(RC-Jun 21/16;E-Jul 30/16)**

THIS IS TO CERTIFY that the by-law of which this is a true copy was duly passed at a duly called meeting of the Council of Halifax Regional Municipality held on the ____ day of _____, A.D., 20_____.

GIVEN under the hand of the Municipal Clerk and under the Corporate Seal of the said Municipality this _____ day of _____, A.D., 20_____.

_____
Municipal Clerk



Schedule D-1

Burnside, Dartmouth

Area designated Urban Service Area

N

HALIFAX

0 40 80 m

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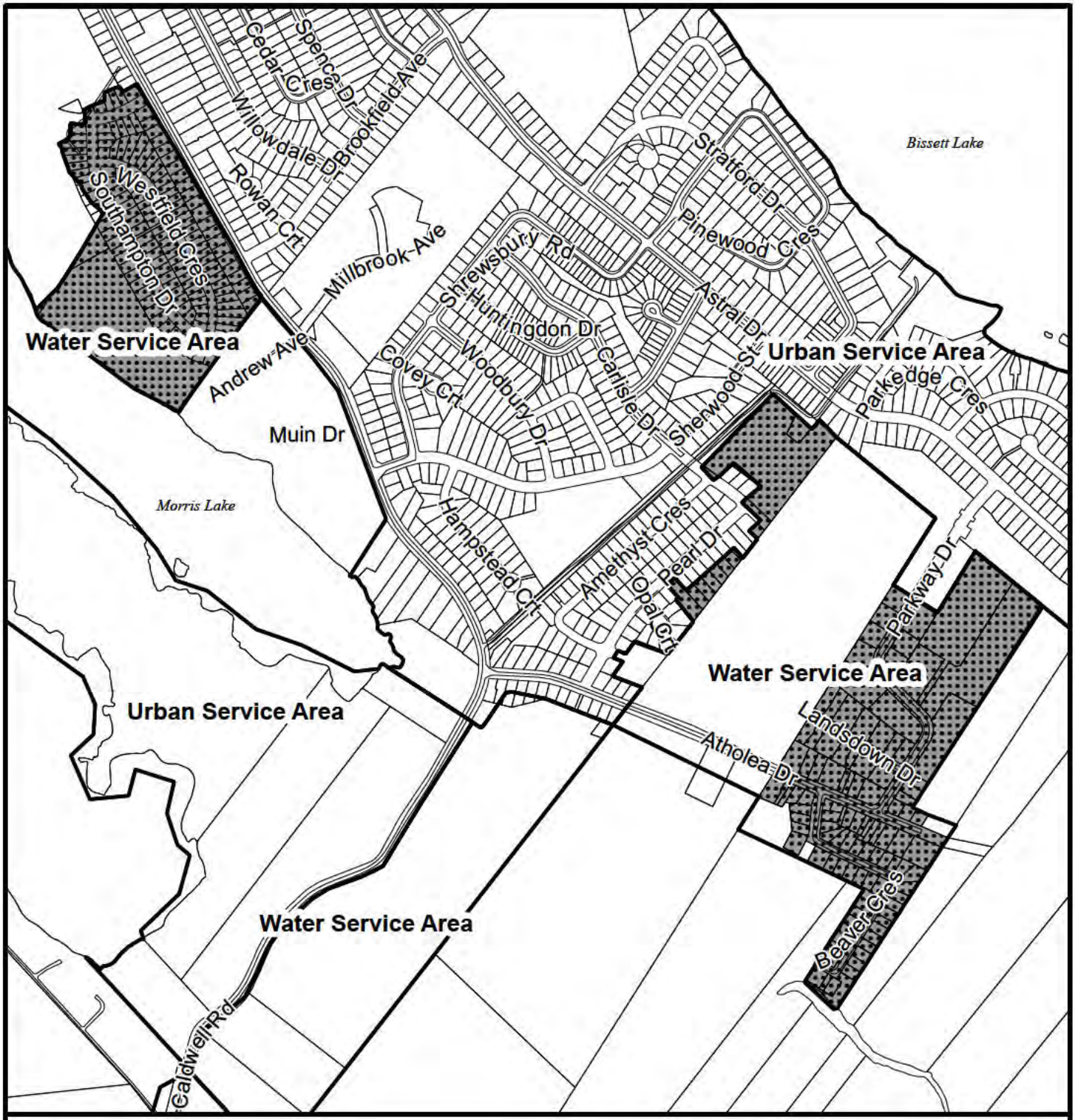
Regional Subdivision By-Law
Schedule B



Schedule D-2

C009 - Cole Harbour

Area redesginated from Water Service Area to Urban Service Area

N

HALIFAX

0 40 80 m

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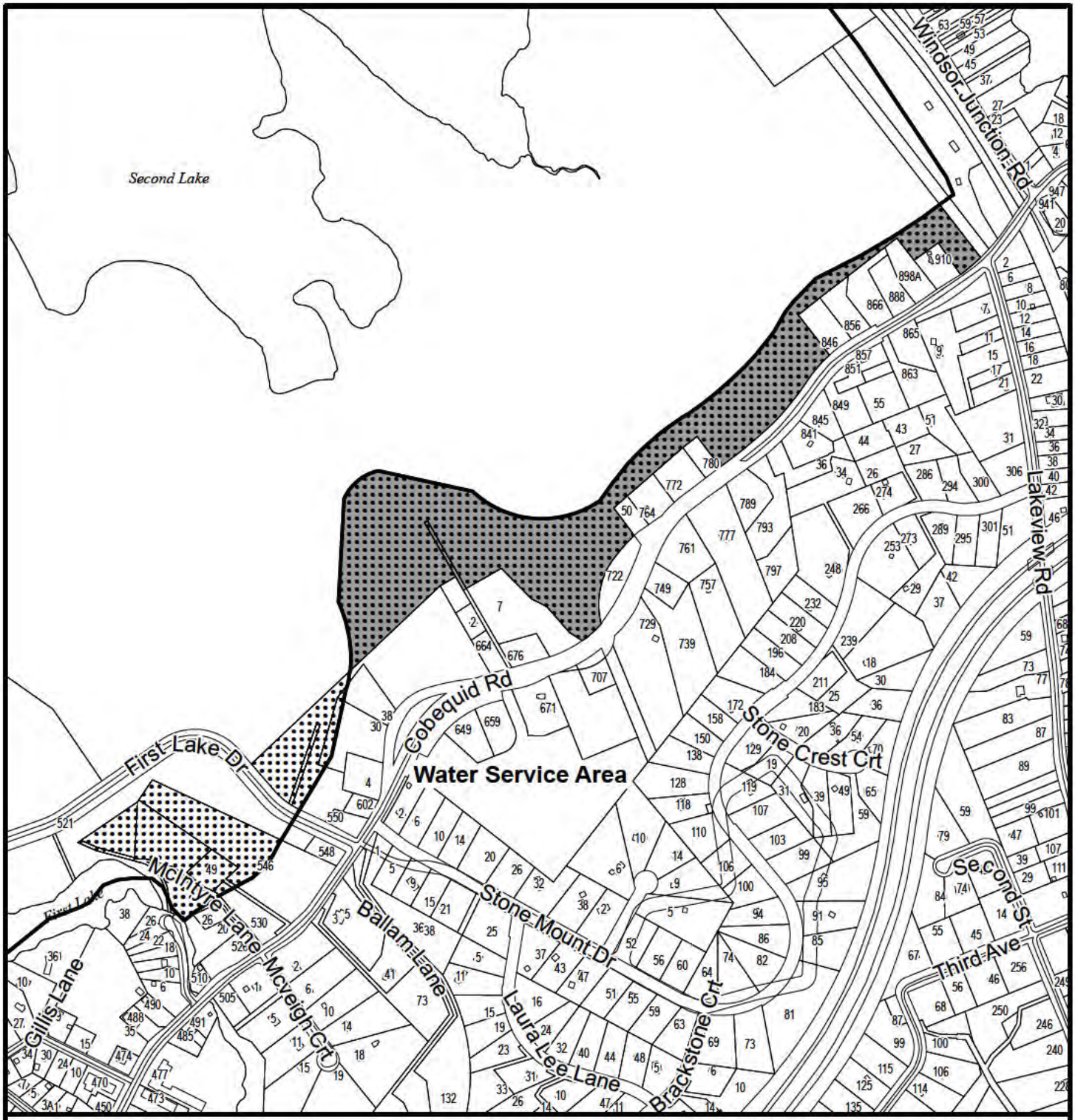
Regional Subdivision By-law
Schedule B



Schedule D-3

C060 - Lands on First Lake Drive, Lower Sackville

Area designated Water Service Area

Area removed from Water Service Area designation

N

HALIFAX

0 40 80 m

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Regional Subdivision By-law
Schedule B

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Schedule D-4

Fall River

Area designated Water Service Area

N

HALIFAX

0 40 80 m

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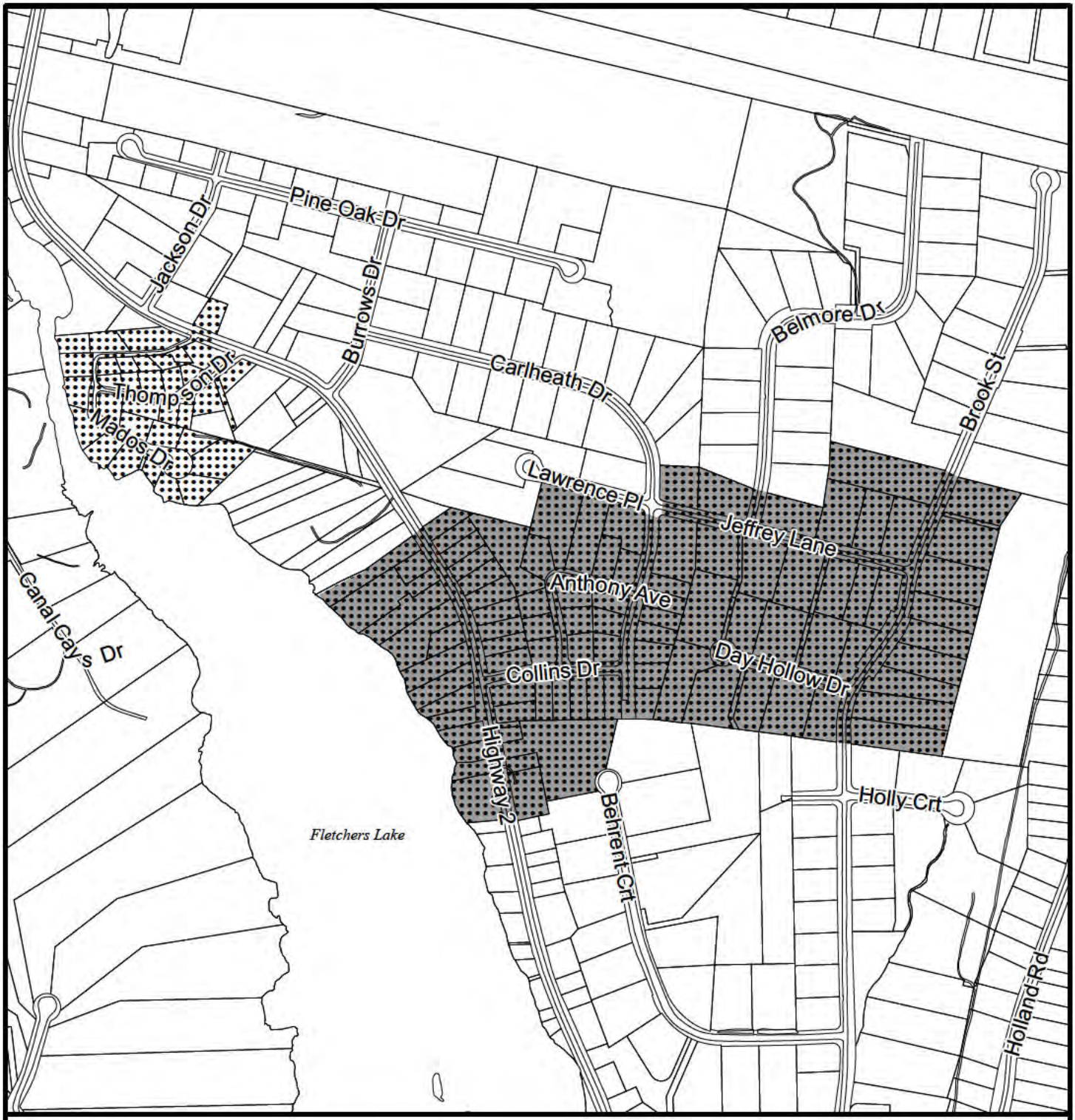
Regional Subdivision By-law
Schedule B



Schedule D-5

Wellington - Fletchers Lake

Area designated Serviced (Sewer Only)

Area designated Water Service Area

N

HALIFAX

0 40 80 m

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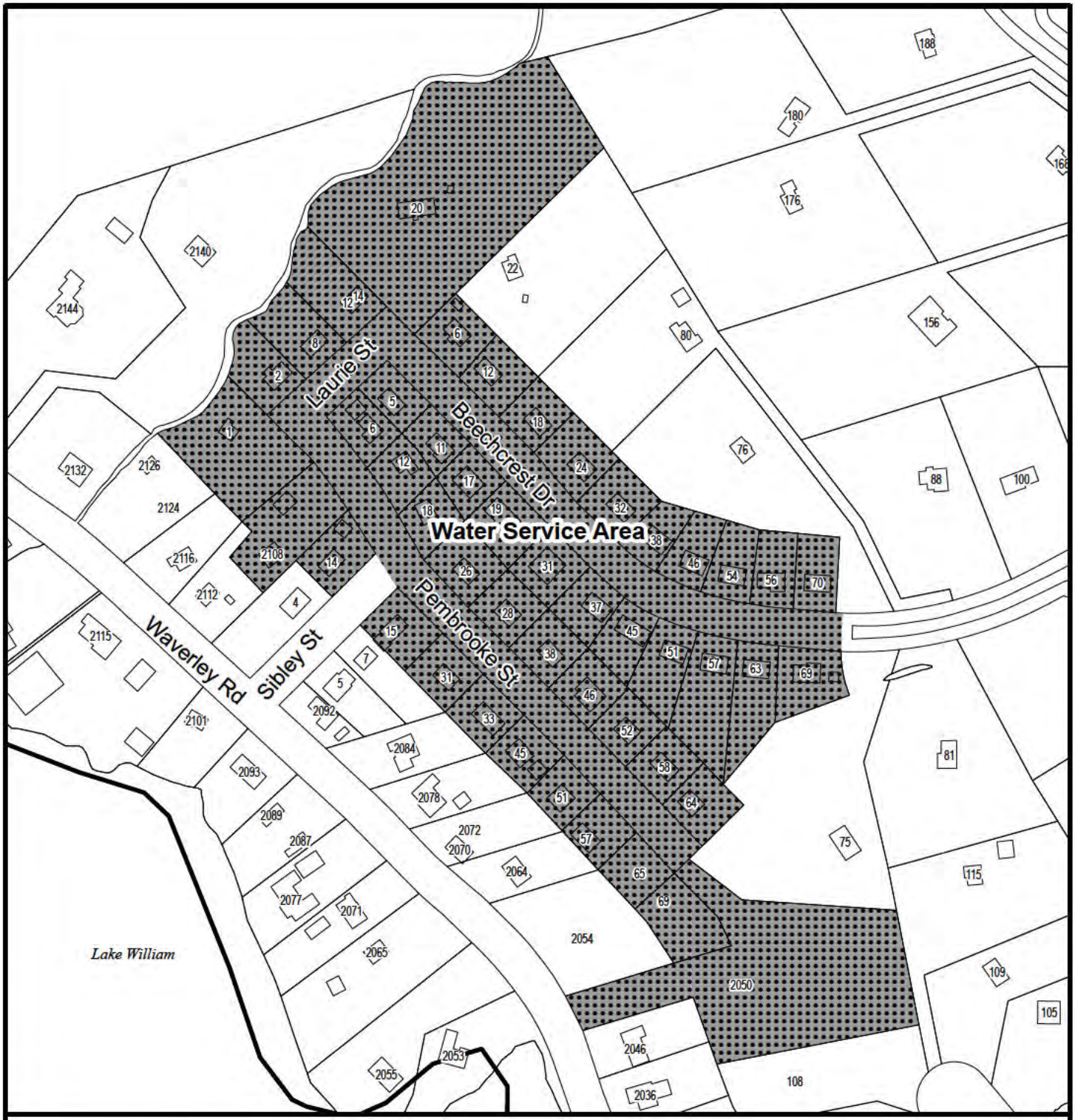
Schedule B



Schedule D-6

Waverley

Area redesignated from Water Service Area to Urban Service Area

N

HALIFAX

0 40 80 m

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Schedule B

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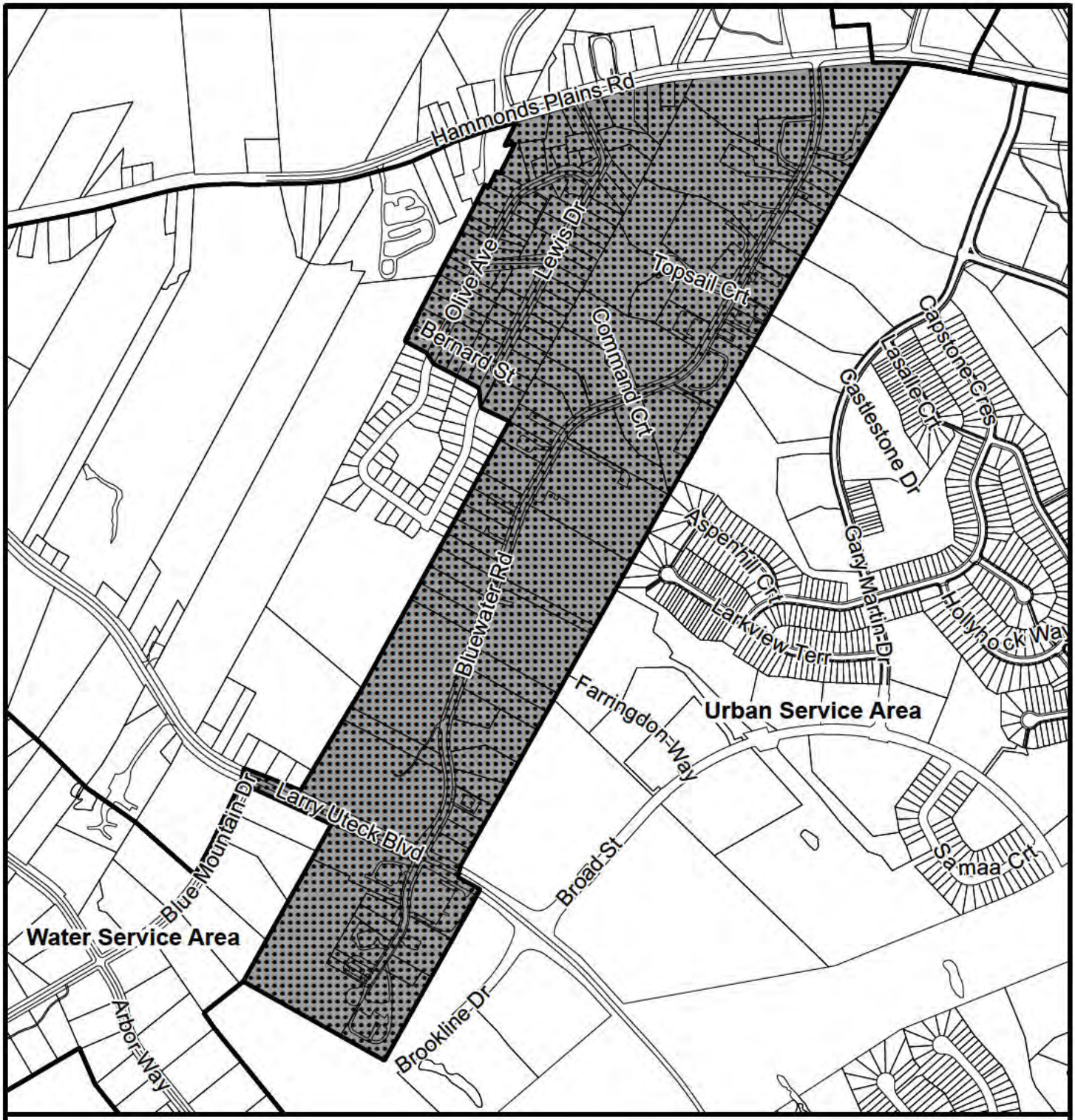

Schedule D-7

Atlantic Acres (Bluewater)

Area designated Urban Service Area

N

HALIFAX

0 40 80 m

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Schedule B

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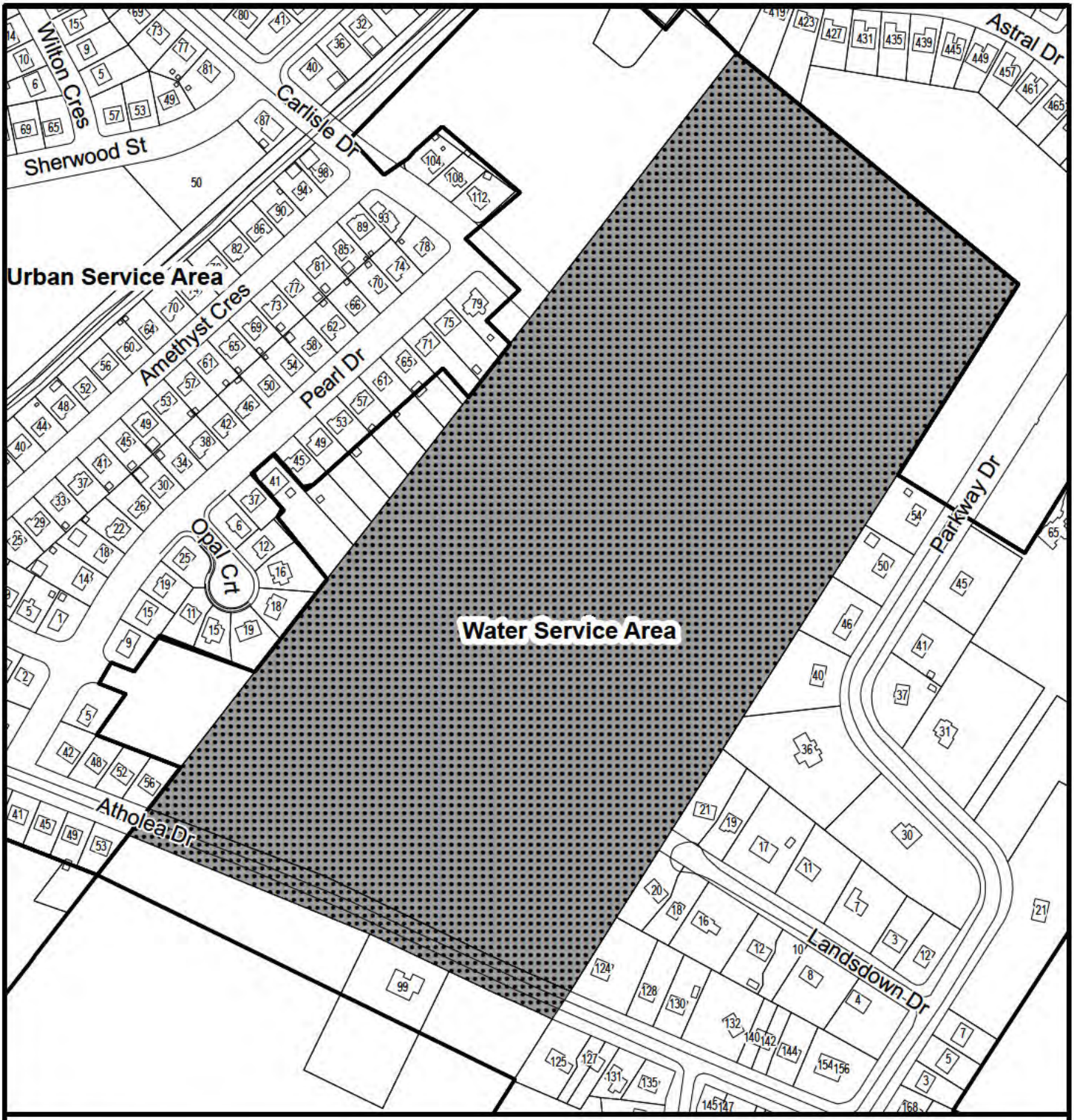

Schedule D-8

C047 - Lands near Atholea Drive,
Cole Harbour

Area redesginated from Water Service Area to Urban Service Area

N

HALIFAX

0 40 80 m

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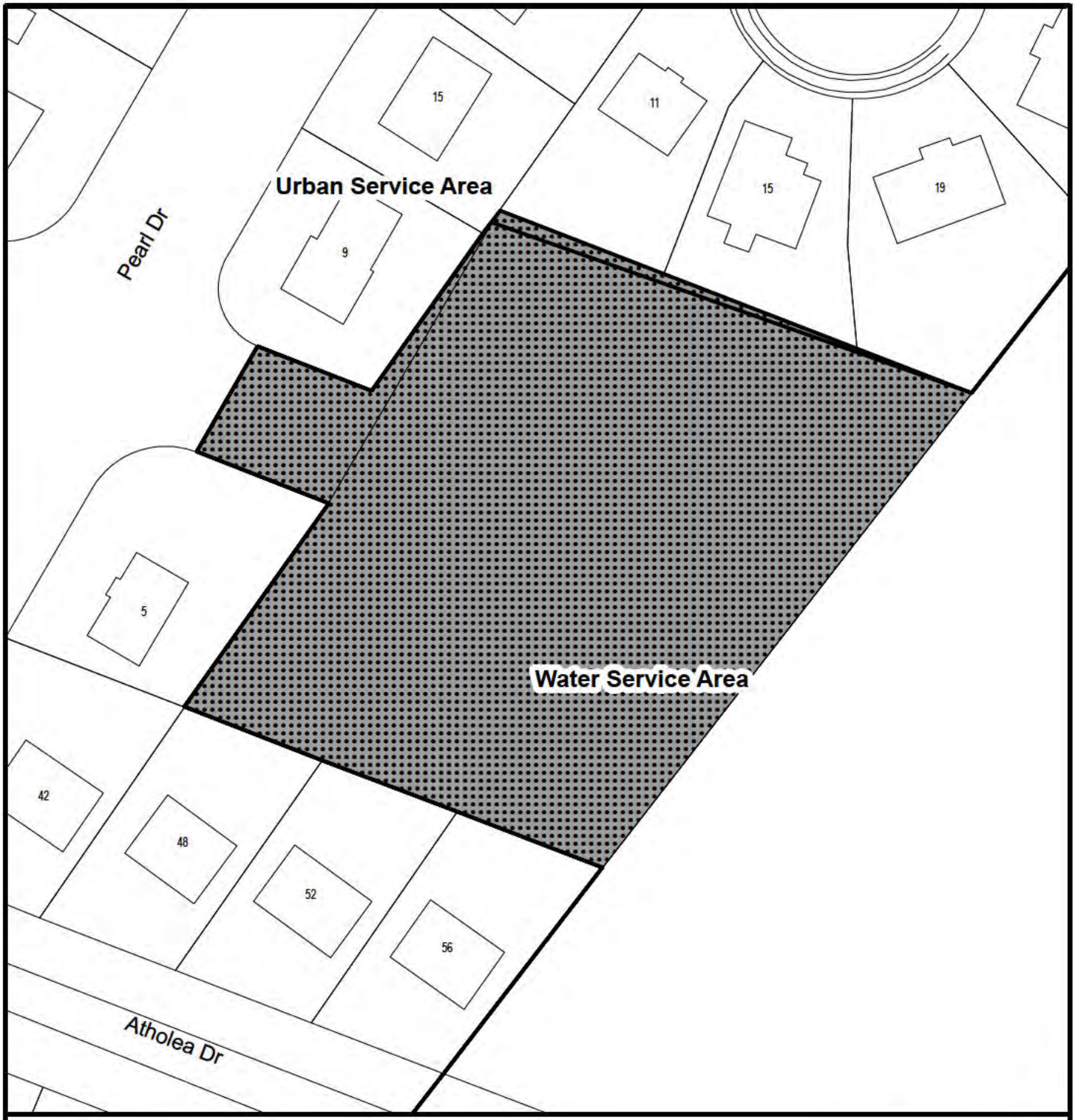
Schedule B



Schedule D-9

C077 - Lands near Atholea Drive,
Cole Harbour

Area redesginated from Water Service Area to Urban Service Area

N

HALIFAX

0 40 80 m

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Regional Subdivision By-law
Schedule B

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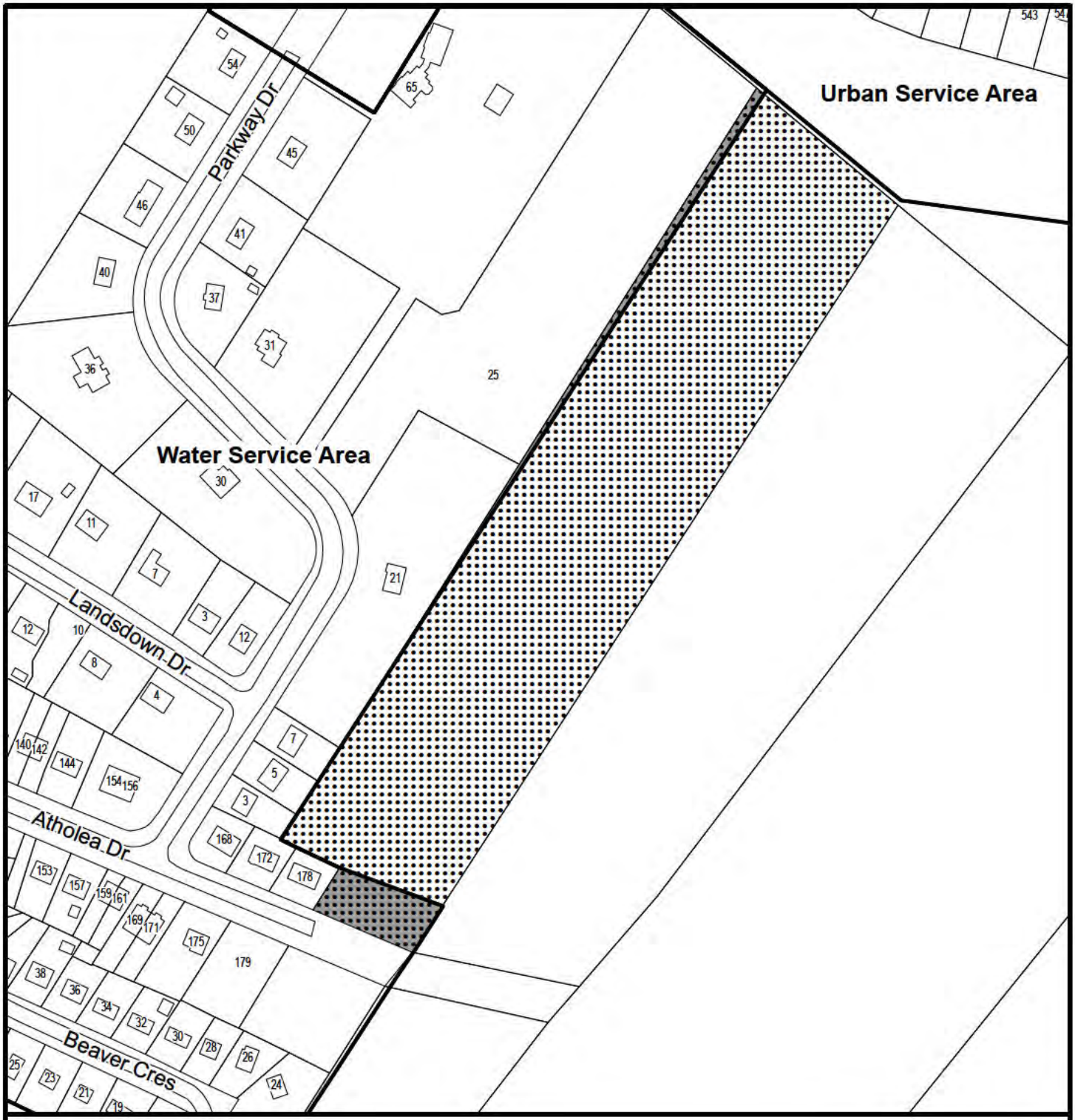

Schedule D-10

C326 - Lands near Atholea Drive,
Cole Harbour

Area designated Urban Service Area

Area redesignated from Water Service Area to Urban Service Area

Regional Subdivision By-law
Schedule B

N

HALIFAX

0 40 80 m

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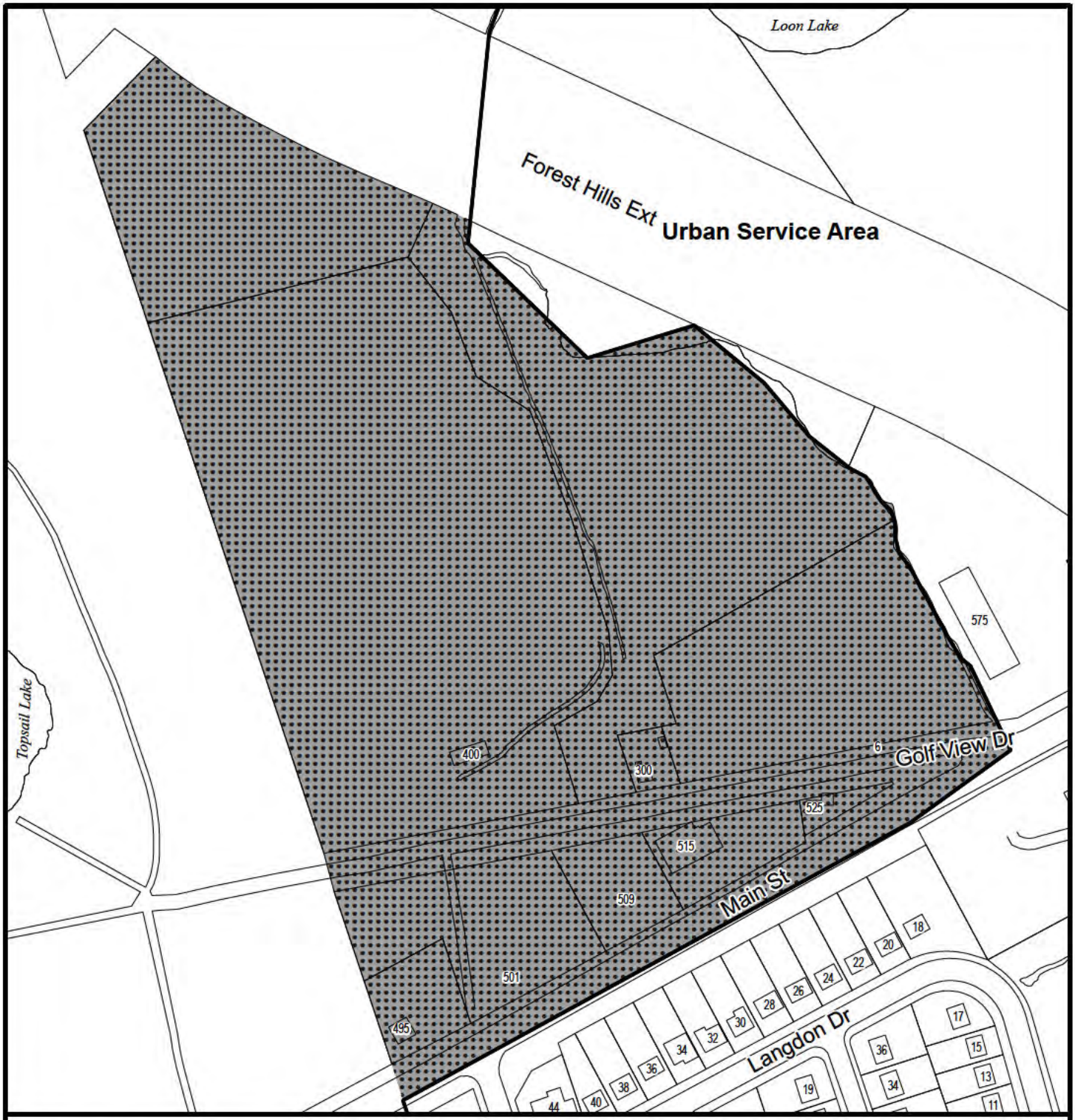

Schedule D-11

C003 - Lake Loon Golf Centre lands,
on Main Street and Golf View Drive, Dartmouth

N

HALIFAX

0 40 80 m

Area included
in the Urban Service Area

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Regional Subdivision By-law
Schedule B

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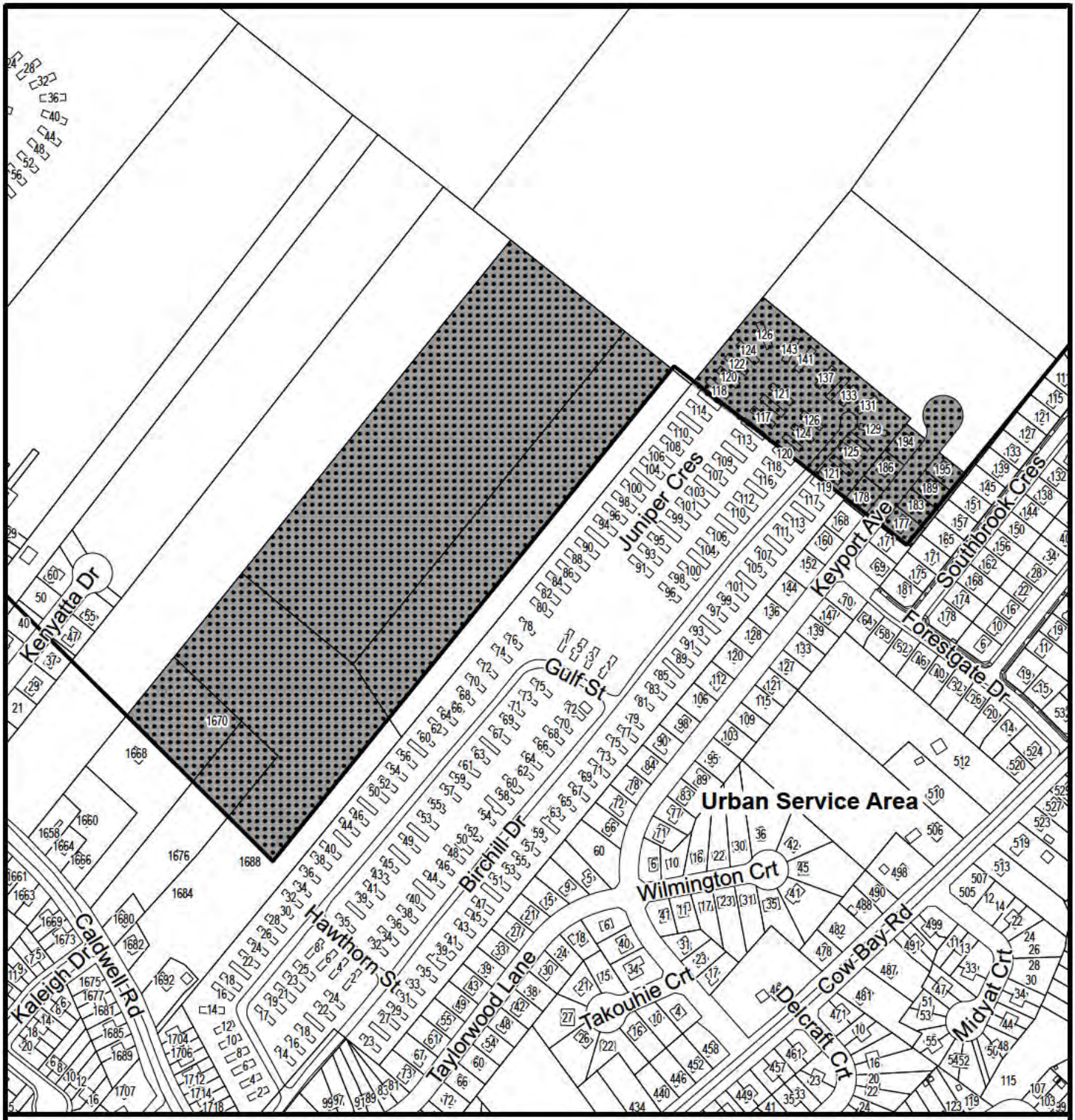

Schedule D-12

C079 - Birch Hill Mobile Home Park, Eastern Passage

Area designated
Urban Service Area

N

HALIFAX

0 40 80 m

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Regional Subdivision By-law
Schedule B

ATTACHMENT E – Regional Plan Review Work Plan (Updated June 2022)

Theme & Direction Ref #	Theme Area	Work Category	Direction Text	Work Program			Resourcing				
				Completed/ Ongoing	Text or Map Adjustment	Additional Analysis Required	Partnership or Ongoing Work	Phase 3 (Complete)	Phase 4	Phase 5	Work Outside the Regional Plan Review
We can decide how we want Halifax to grow. We can make smart decisions about housing and employment and use the Regional Plan to quickly direct growth to the right places, in a way that furthers our community goals, and builds a healthy, thriving economy.											
1.1	Considering the Regional Scale First	Growth Management & Market Housing	Review and confirm the Regional Plan's development and growth policies by considering where and how the Municipality will grow within the life of this Plan.	●				●	●	●	
1.2	Considering the Regional Scale First	Growth Management & Market Housing	Assess progress towards achieving household growth targets, including population and housing forecasts and their implications in relation to the available supply of developable land, housing supply and demand, and the provision of a range of housing choices.	●				●	●		
1.5	Considering the Regional Scale First	Growth Management & Market Housing	Review and clarify the process for expanding the Urban Service Area to address minor issues or unique circumstances between Regional Plan review periods.		●				●		
1.6	Considering the Regional Scale First	Growth Management & Market Housing	Identify any developer requests for expansions to the Urban Service Boundary and assess whether the request should be considered, based on existing policy and the proposed future policy framework	●				●	●	●	
1.7	Considering the Regional Scale First	Growth Management & Market Housing	Recommend a process for the development of the Sandy Lake, Highway 102 West Corridor Lands and Morris Lake future serviced communities by assessing the relationship to: • Achieving household growth targets, including population and housing forecasts and their implications in available supply of developable land, housing supply and demand, and the provision of affordable housing; • Incorporating the policies and actions of HRM's priorities plans (including the Halifax Green Network Plan, Integrated Mobility Plan, HalifACT and Sharing Our Stories); and • Planning for existing and future parkland and wilderness areas.	●		●					●
1.8	Considering the Regional Scale First	Growth Management & Market Housing	Use the results of the Capital Cost Infrastructure Charges study to determine the basis, methodology and implications of adopting infrastructure charges.			●			●		●
1.9	Considering the Regional Scale First	Growth Management & Market Housing	Review the lands designated Urban Reserve where circumstances have changed and make appropriate amendments, such as in the Purcell's Cove Backlands area.			●			●	●	

ATTACHMENT E – Regional Plan Review Work Plan (Updated June 2022)

Theme & Direction Ref #	Theme Area	Work Category	Direction Text	Work Program			Resourcing				
				Completed/ Ongoing	Text or Map Adjustment	Additional Analysis Required	Partnership or Ongoing Work	Phase 3 (Complete)	Phase 4	Phase 5	Work Outside the Regional Plan Review
1.10	Considering the Regional Scale First	Growth Management & Market Housing	Remove the Urban Reserve designation from the Akoma lands as directed in The Road to Economic Prosperity Action Plan and assess the future development of the entire Urban Reserve in relation to: • Achieving household growth targets, including population and housing forecasts and their implications in available supply of developable land, housing supply and demand, and the provision of affordable housing; and • Incorporating the policies and actions of HRM's priorities plans (including the Halifax Green Network Plan, Integrated Mobility Plan, HalifACT and Sharing Our Stories).	●		●					●
1.11	Considering the Regional Scale First	Growth Management & Market Housing	Adopt a policy to require future study of population growth and settlement patterns, including an assessment of Urban Reserve lands and the need for new serviced development beyond 2031.		●	●				●	
3.1	Reconsidering Employment and Industrial Lands	Growth Management & Market Housing	Work with the Halifax Partnership to ensure that the Regional Plan is aligned with Halifax's Economic Growth Plan 2022-2027.		●		●		●		
3.2	Reconsidering Employment and Industrial Lands	Growth Management & Market Housing	Adopt Regional Plan policy to direct ongoing study of employment trends and commercial space demand to inform planning for mixed use, transit-oriented communities and rural service centres.		●	●			●		●
3.4	Reconsidering Employment and Industrial Lands	Growth Management & Market Housing	Revise Regional Plan policy to better protect and plan for long-term industrial land needs using the recommendations of the Industrial Employment Lands Strategy. This work will: Identify and designate industrial employment areas based on industry type (for example light industry, general/heavy industry, marine industry); Establish a framework for consistent industrial zoning to be adopted in existing and future industrial employment areas across the Municipality; Introduce policy to direct where and how employment-supportive (non-industrial) uses can be accommodated in industrial employment areas; and Adopt policy to direct ongoing study of industrial employment trends, industrial land availability, conversion pressures, and opportunities for land intensification to inform planning for long-term industrial land needs.		●	●			●		

ATTACHMENT E – Regional Plan Review Work Plan (Updated June 2022)

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				Completed/ Ongoing	Text or Map Adjustment	Additional Analysis Required	Partnership or Ongoing Work	Phase 3 (Complete)	Phase 4	Phase 5	Work Outside the Regional Plan Review
7.9	Integrating Community Facilities and Parks	Growth Management & Market Housing	Explore the use of policy tools like capital cost contributions, and density bonus programs to support parkland dedication based on population density.			●				●	
10.1	Imagining HRM into 2050 and Beyond	Growth Management & Market Housing	Develop and model several future scenarios based on relatively stable and uncertain variables. Determine what policies should be prioritized based on several scenarios.			●				●	
10.2	Imagining HRM into 2050 and Beyond	Growth Management & Market Housing	Design a framework for how to engage communities on what they think should be studied and considered when planning for the future of HRM. This engagement will inform what to research over the next number of years to position us for the 2026-2030 Regional Plan Review.			●				●	
11.1	Assessing the Impacts of COVID-19	Growth Management & Market Housing	Continue to monitor the impacts of the COVID-19 pandemic on social, economic, environmental and population growth indicators, and adopt a framework for tracking these trends to guide future regional planning.			●	●				
11.3	Assessing the Impacts of COVID-19	Growth Management & Market Housing	Explore the potential impacts of the COVID-19 pandemic on community design preferences by engaging residents about their ability to work from home, changing travel patterns, the demand for "complete communities," housing-form preferences and needs, their use of outdoor spaces, and changes in how residents socialize and gather.			●	●				
2.3	Building Heathier and More Complete Communities	Secondary Planning Program	Establish the Secondary Plan and By-law Simplification Program in policy with the following broad objectives: Implement the Regional Plan and priorities plans through land use and community design policies and regulations; Organize the planning framework around Regional Centre, Suburban and Rural geographic areas; Direct intensification to areas that support the building of healthier and more complete communities; Affirm that each new plan and land use by-law will respond to local conditions and needs of our diverse communities. Community input and participation in this process will be critical, providing a primary source of guiding knowledge for the plans.		●				●		
2.4	Building Heathier and More Complete Communities	Secondary Planning Program	Update Chapter 6A of the Regional Plan, "The Regional Centre" to reflect the approval of the Regional Centre Secondary Municipal Planning Strategy (Centre Plan).	●					●		

ATTACHMENT E – Regional Plan Review Work Plan (Updated June 2022)

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				Completed/ Ongoing	Text or Map Adjustment	Additional Analysis Required	Partnership or Ongoing Work	Phase 3 (Complete)	Phase 4	Phase 5	Work Outside the Regional Plan Review
2.5	Building Heathier and More Complete Communities	Secondary Planning Program	2.5 Establish a vision, objectives and key principles to guide the Suburban Plan, which include: • Directing most growth to mixed-use, transit-oriented communities that can be served by transit, walking, wheeling and cycling; • Directing growth in a way that protects and preserves valuable wilderness areas and open spaces; • Ensuring planning regulations focus on affordability and accessibility, and support peopleoriented urban design; and • Protecting and prioritizing industrial lands and harbour access for marine-dependent uses, with other employment directed to mixed-use centres.			●					●
2.6	Building Heathier and More Complete Communities	Secondary Planning Program	Adopt interim policy guidance for applications for secondary municipal planning strategy amendments to guide site planning and built form characteristics.			●				●	
2.7	Building Heathier and More Complete Communities	Secondary Planning Program	Consider if the interim policy guidance may also be used to improve the processing of discretionary applications such as development agreements to further the goals and objectives of the Regional Plan.			●				●	●
2.8	Building Heathier and More Complete Communities	Secondary Planning Program	Establish a vision, objectives and key principles to guide the Rural Plan which include: • Directing intensification to existing rural communities that act as important service centres and have the potential to be complete communities; • Protecting rural landscapes as critical to the region's natural and open space network; • Supportive adaptive reuse of existing buildings; • Supporting working landscapes for resource industries, agriculture and food security, and tourism opportunities; • Ensuring planning regulations focus on affordability and accessibility, and support building communities that reflect local character and history; and • Support a range of housing forms within each rural service centre.			●					●
2.9	Building Heathier and More Complete Communities	Secondary Planning Program	Review past studies and initiate further analysis to understand the barriers and opportunities for developing innovative services in rural areas, with a focus on water, wastewater and rural public mobility.			●					●
2.10	Building Heathier and More	Secondary Planning Program	Revise conservation design development policies to streamline the development process within rural service centres.		●				●		

ATTACHMENT E – Regional Plan Review Work Plan (Updated June 2022)

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				Completed/ Ongoing	Text or Map Adjustment	Additional Analysis Required	Partnership or Ongoing Work	Phase 3 (Complete)	Phase 4	Phase 5	Work Outside the Regional Plan Review
	Complete Communities										
3.5	**Reconsidering Employment and Industrial Lands**	**Secondary Planning Program**	Establish policy direction for the Rural Plan to: • Mitigate potential conflicts between residential uses and rural industrial, resource extraction and forestry uses; • Establish land use regulations to support primary resource industries and agricultural uses within high value working landscapes, as identified by the Halifax Green Network Plan; • Support large and small-scale tourist operations, including home-based businesses and eco-tourism opportunities; and • Allow for adaptive reuse of buildings in rural areas.		●				●		
1.3	**Considering the Regional Scale First**	**Complete Communities**	Ensure coordinated and efficient planning of municipal water, wastewater and stormwater infrastructure by including Halifax Water as a key member of the Regional Plan Review Steering Committee, and assessing the projected population growth, proposed settlement pattern, and associated infrastructure requirements for the Halifax Water Infrastructure Master Plan.			●	●	●	●	●	
1.4	**Considering the Regional Scale First**	**Complete Communities**	Use the concepts of the Halifax Green Network Plan to assess and consider ecological connectivity and value when identifying lands for future serviced development.			●			●	●	
2.1	**Building Heathier and More Complete Communities**	**Complete Communities**	Review and revise the Regional Plan's Settlement policies to better support the Municipality's goal of building complete communities and implementing the direction of the Priorities Plans.		●			●	●		
2.2	**Building Heathier and More Complete Communities**	**Complete Communities**	Review and revise the Regional Plan's growth centre policies using a 'complete communities' analysis by: • Defining different types of centres and adopting land use policies reflecting appropriate levels of growth for each; • Refining the expected population growth projections based on recent observed trends; • Identifying environmental and other physical constraints; • In Suburban communities, targeting new development around frequent transit networks; and, • In Rural communities, maintaining the Regional Plan's overall approach to limit sprawl and cluster development that encourages strong rural centres.			●			●		
3.3	**Reconsidering Employment and Industrial Lands**	**Complete Communities**	Establish policy to remove barriers to establishing small scale commercial uses in residential areas, including home-based business policies and regulations.			●				●	

ATTACHMENT E – Regional Plan Review Work Plan (Updated June 2022)

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				Completed/ Ongoing	Text or Map Adjustment	Additional Analysis Required	Partnership or Ongoing Work	Phase 3 (Complete)	Phase 4	Phase 5	Work Outside the Regional Plan Review
7.1	Integrating Community Facilities and Parks	Complete Communities	Continue to implement the recommendations of the Community Facility Master Plan.			●			●		
7.2	Integrating Community Facilities and Parks	Complete Communities	Review and consider recreation trends, demographics and community needs as part of planning for complete communities. Consider the location and distribution of community facilities when reviewing locations for growth and ensure that services are available or planned to accommodate new development.			●			●	●	
7.3	Integrating Community Facilities and Parks	Complete Communities	Consider the location and distribution of libraries when reviewing locations for growth and work with Halifax Public Libraries to ensure that services are available or planned to accommodate new development.			●			●	●	
7.4	Integrating Community Facilities and Parks	Complete Communities	Consider the location and distribution of schools when reviewing locations for growth and work with the Halifax Regional Centre for Education and Conseil Scholaire Acadien Provincial to ensure that services are available or planned to accommodate new development.			●			●	●	
7.5	Integrating Community Facilities and Parks	Complete Communities	Consider the location and distribution of emergency service infrastructure when locating growth and work with emergency service providers to ensure that services are available and planned to accommodate new development.			●			●	●	
We can create change through new partnerships. We can use the Regional Plan Review to act on new partnerships, grow in a new way, and pursue opportunities for meaningful change together.											
5.1	Social Planning for Community Well-Being	Social Policy Team	Align with the work of the Social Policy Committee to define the Municipality's role in social planning and inventory the Municipality's existing initiatives to better use existing resources and identify gaps.	●			●				
5.2	Social Planning for Community Well-Being	Social Policy Team	Study the possible use of tools that could support capacity building, such as community benefit action planning, community trusts or community-led planning or projects.	●			●				
5.3	Social Planning for Community Well-Being	Social Policy Team	Identify neighbourhoods facing inequities or communities that have been historically underserved and underrepresented and coordinate across departments to address vulnerabilities and build neighbourhood capacity.	●			●				●

ATTACHMENT E – Regional Plan Review Work Plan (Updated June 2022)

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				Completed/ Ongoing	Text or Map Adjustment	Additional Analysis Required	Partnership or Ongoing Work	Phase 3 (Complete)	Phase 4	Phase 5	Work Outside the Regional Plan Review
5.4	Social Planning for Community Well-Being	Social Policy Team	Provide continued support for the development of partnerships to provide a range of community infrastructure and services for residents towards complete communities.	●			●				
5.5	Social Planning for Community Well-Being	Social Policy Team	Explore additional approaches to encourage a diversity of housing forms though reviewing existing policies.			●		●	●	●	
5.6	Social Planning for Community Well-Being	Social Policy Team	Support the development of the Housing Governance report to identify a municipal role in housing, furthering partnerships with non-profit housing organizations, private developers and the Province, to encourage the development and retention of affordable housing, including: • Identifying planning tools to ensure no net loss of housing during redevelopment; • Updating the Housing Needs Assessment on an annual basis; • Removing barriers and reviewing and expanding opportunities to support the development and retention of affordable housing; and • Study possible tools and programs to further leverage surplus or available land including community land trusts.	●			●	●			
5.7	Social Planning for Community Well-Being	Social Policy Team	Develop an interim regulatory tool for a region-wide density bonus program.			●			●		●
5.8	Social Planning for Community Well-Being	Social Policy Team	Support the creation of JustFOOD and ensure alignment with its goals and recommendations by: • Directing the use of JustFOOD tools and resources to better understand community vulnerability to food insecurity and the local food landscape when updating or creating planning policies. • Removing barriers and creating incentives for food uses such as urban agriculture, agricultural operations, food outlets, etc. and reducing the impact of non-agricultural uses on viable agricultural land.		●	●			●		
5.9	Social Planning for Community Well-Being	Social Policy Team	Continue to engage the Diversity and Inclusion Office as a resource during planning projects.	●			●				
5.10	Social Planning for Community Well-Being	Social Policy Team	Review existing engagement policies and adopt the upcoming Public Engagement Guidebook.		●	●	●		●		
5.11	Social Planning for Community Well-Being	Social Policy Team	Ensure the Regional Plan is aligned with the 94 Calls to Action, recommendations from the Task Force on the Commemoration of Edward Cornwallis and the Recognition and Commemoration			●	●		●		

ATTACHMENT E – Regional Plan Review Work Plan (Updated June 2022)

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				Completed/ Ongoing	Text or Map Adjustment	Additional Analysis Required	Partnership or Ongoing Work	Phase 3 (Complete)	Phase 4	Phase 5	Work Outside the Regional Plan Review
			of Indigenous History, and the African Nova Scotian Road to Economic Prosperity.								
5.12	Social Planning for Community Well-Being	Social Policy Team	Review and update planning documents (the Regional Plan, secondary plans and land use by-laws) that bring HRM closer to the goal of being a city for people of all abilities, ages, and backgrounds. Ensure these documents align with the forthcoming HRM Accessibility & Inclusion Strategy.			●			●		
5.13	Social Planning for Community Well-Being	Social Policy Team	Include the Accessibility Advisory Committee and Diversity & Inclusion Office in the review of the forthcoming engagement tool to ensure it uses best practices for inclusion of residents with a wide array of disabilities.	●			●				
11.2	Assessing the Impacts of COVID-19	Social Policy Team	Identify communities with inequitable access to the social determinants of health necessary to weather a pandemic, such as housing, food security, access to green/amenity space, and transportation options, and focus on prioritizing the servicing of these communities.			●	●			●	
We can make it easier for people to move. We can use the Regional Plan to link decisions on land use and our mobility system by focusing on the movement of people, not just vehicles, be it by walking, rolling, cycling, transit or in a vehicle.											
4.1	Transforming how we move in our region	Integrated Mobility Team	Update the Transportation and Mobility chapter of the Regional Plan to reflect the policies and actions of the Integrated Mobility Plan and its regional approach to transportation planning by: • Adopting policy to support the use of the Complete Streets approach to prioritize the movement of people using sustainable modes of transportation over vehicles; • Revising the region-wide and sub-regional mode share targets; • Removing the list of road network projects and adopting alternative policy to direct evaluation of all existing and future mobility projects through the IMP's Evaluation Scorecard; • Adopting new guidelines for the preparation of Transportation Impact Assessments, which includes Multi-Modal Level of Service guidelines to evaluate road network performance for all mobility modes (walking, cycling, transit and vehicles); • Revising policy to support the Transportation Demand Management program, which will include policies and programs that encourage behaviour change to complement investments in infrastructure aligned		●				●			

ATTACHMENT E – Regional Plan Review Work Plan (Updated June 2022)

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				Completed/ Ongoing	Text or Map Adjustment	Additional Analysis Required	Partnership or Ongoing Work	Phase 3 (Complete)	Phase 4	Phase 5	Work Outside the Regional Plan Review
			with mode share targets; and • Identifying areas requiring partnership with other levels of government and agencies to collaborate on major transportation infrastructure projects.								
4.2	Transforming how we move in our region	Integrated Mobility Team	Update Regional Plan policy to identify strategic multi-modal corridors that connect communities and include policy direction to guide future functional plans for these corridors that reflect the objectives of the Integrated Mobility Plan, Rapid Transit Strategy, Moving Forward Together Plan and Active Transportation Priorities Plan and align with land use planning.			●			●	●	
4.3	Transforming how we move in our region	Integrated Mobility Team	Study opportunities for land acquisition tools in addition to the Transportation Reserve Zone, to acquire or preserve right-of-way lands for investments in strategic multi-modal corridors, and use this to inform a land acquisition strategy for these corridors.			●				●	●
4.4	Transforming how we move in our region	Integrated Mobility Team	To address the importance of coordinating land use and transportation planning around Rapid Transit, the Regional Plan will plan for higher-density mixed use development around Rapid Transit, and create policy direction for the provision of affordable housing, connectivity of local streets and active transportation infrastructure near stations and terminals.		●	●			●	●	●
4.5	Transforming how we move in our region	Integrated Mobility Team	Building on the approved Integrated Mobility Plan and Rapid Transit Strategy, establish a program of study to develop a long-term vision for transportation in HRM aligned with regional strategic growth.			●				●	●
We can protect what matters. We can use the Regional Plan to strengthen and protect important natural and cultural places and use them to shape our region's communities.											
6.1	Celebrating Culture and Heritage	Sharing Our Stories Team	Incorporate the recommendations of the final Sharing Our Stories Plan into the Regional Plan, with a particular focus on initiatives that share and celebrate a more diverse range of stories.			●			●		
6.2	Celebrating Culture and Heritage	Sharing Our Stories Team	Amend the Regional Plan to provide Heritage Development Agreement policies that will guide sensitive redevelopment of municipally registered properties, including some additional development rights.	●				●			

ATTACHMENT E – Regional Plan Review Work Plan (Updated June 2022)

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				Completed/ Ongoing	Text or Map Adjustment	Additional Analysis Required	Partnership or Ongoing Work	Phase 3 (Complete)	Phase 4	Phase 5	Work Outside the Regional Plan Review
6.3	Celebrating Culture and Heritage	Sharing Our Stories Team	Review Regional Plan Policy CH-16 to provide additional direction for new development in a heritage context in secondary planning strategies, including the following considerations: Architectural compatibility and subordination; Building scale, massing and design; Transition; Shadow impacts; Impacts on the integrity of nearby heritage properties and streetscapes; and The assessment and preservation of any unregistered structures for their heritage value, if deemed necessary.		●				●		
6.4	Celebrating Culture and Heritage	Sharing Our Stories Team	Use the recommendations of Sharing Our Stories to review and enhance policies related to the creation of future Heritage Conservation Districts and the identification of additional future Heritage Conservation Districts by: Updating policy to reflect the Heritage Conservation District Adoption Process approved by Regional Council at their November 17, 2020 meeting; Incorporating the Heritage Conservation District Prioritization Methodology and Evaluation approved by Regional Council at their November 17, 2020 meeting; and Incorporating any additional HCD policy considerations identified by Sharing Our Stories.		●				●		
6.5	Celebrating Culture and Heritage	Sharing Our Stories Team	Use the recommendations of Sharing Our Stories and the Halifax Green Network Plan to direct how the Municipality will collaborate with residents and stakeholders to identify, prioritize and protect potential cultural landscapes, and continue to work with the Province to support the development of regulations for cultural landscapes under the Heritage Property Act.			●				●	●
7.10	Integrating Community Facilities and Parks	Green Network Plan Team	Apply the Open Space and Natural Resources Designation and Regional Park Zone to the publicly-owned lands for the Sandy Lake Regional Park, Blue Mountain Birch Cove Lakes Area, Shaw Wilderness Park and McIntosh Run Regional Park, maintain the Western Common Zone for the Western Common Wilderness, and adopt policy to guide future park development and management of these areas as "wilderness parks". Ensure that parks and open spaces owned and/or managed by community organizations and other levels of government are recognized within this framework.		●				●		

ATTACHMENT E – Regional Plan Review Work Plan (Updated June 2022)

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				Completed/ Ongoing	Text or Map Adjustment	Additional Analysis Required	Partnership or Ongoing Work	Phase 3 (Complete)	Phase 4	Phase 5	Work Outside the Regional Plan Review
7.6	Integrating Community Facilities and Parks	Green Network Plan Team	Incorporate the park spectrum into the Regional Plan.		●				●		
7.7	Integrating Community Facilities and Parks	Green Network Plan Team	Review and develop Level of Service Standards based on the recommendations of the Halifax Green Network Plan, public engagement and spatial analysis mapping of parkland and outdoor recreation amenities and future growth.			●			●		●
7.8	Integrating Community Facilities and Parks	Green Network Plan Team	Amend the Regional Subdivision By-law to reflect the identified Level of Service Standards.			●				●	●
7.11	Integrating Community Facilities and Parks	Green Network Plan Team	Continue to work with other levels of government and conservation groups to increase access to open spaces.	●			●				
8.1	Enhancing Environmental Protection	Green Network Plan Team	Adopt Regional Plan policy requiring that the Green Network Ecology Map is used to help guide regional planning decisions	●				●	●		
8.10	Enhancing Environmental Protection	Green Network Plan Team	Review and revise existing regulations protecting wetland and riparian areas in HRM land use by-laws to ensure greater protection for these features and ensure standard regulations are adopted across the region.			●			●		
8.11	Enhancing Environmental Protection	Green Network Plan Team	Continue to work with the Province to develop and adopt revised policies and regulations consistent with the Coastal Protection Act and tailored to the HRM context. This work will consider: • Whether the current required elevation is sufficient given expected sea level rise, storm surge and coastal erosion risks (currently 3.8 CGVD - equivalent to 3.2 CGVD 2013); • Requiring different horizontal setbacks for coastal shorelines and inland watercourses; • Requiring coastal elevations (vertical setbacks) to apply to all uses, not just residential properties; • Providing guidance for estuaries, salt marshes, barrier beaches and similar features; • Providing guidance for resilient infrastructure design; • Replacing the CGVD28 standard with CGVD2013; and • Ensuring consistent regulations are applied across the region.			●			●		

ATTACHMENT E – Regional Plan Review Work Plan (Updated June 2022)

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				Completed/ Ongoing	Text or Map Adjustment	Additional Analysis Required	Partnership or Ongoing Work	Phase 3 (Complete)	Phase 4	Phase 5	Work Outside the Regional Plan Review
8.2	Enhancing Environmental Protection	Green Network Plan Team	Continue to apply the Open Space and Natural Resource designation to recognize the value of the Green Network, and revise the designation's boundaries to reflect the core areas and corridors shown on the Green Network Ecology Map.		●				●		
8.3	Enhancing Environmental Protection	Green Network Plan Team	Review Regional Plan policy to ensure that secondary planning strategies and land use by-laws include appropriate development regulations in important ecological areas and corridors and directs development away from hazardous locations.			●			●		
8.4	Enhancing Environmental Protection	Green Network Plan Team	Provide guidance for environmental considerations during policy-enabled discretionary planning applications.			●		●	●		
8.5	Enhancing Environmental Protection	Growth Management	Develop a regional approach to the protection of natural corridors that: • Directs how natural corridors should be delineated at the regional and individual site level; • Prioritizes wildlife connections to the Chebucto Peninsula; • Includes clear policy direction for developing wildlife crossings through major infrastructure like highways and utility corridors; and • Coordinating this work with the provincial government, utilities and other relevant stakeholders.			●			●		
8.6	Enhancing Environmental Protection	Green Network Plan Team	Review policies to support and where appropriate, require the use of naturalization and green infrastructure during development.		●				●		
8.7	Enhancing Environmental Protection	Green Network Plan Team	Review policies to continue to support the implementation of the Urban Forest Master Plan.		●				●		
8.8	Enhancing Environmental Protection	Green Network Plan Team	Adopt policy to direct future study and implementation of a comprehensive water quality monitoring program, including Lake Water Management Plans for urban lakes that establish phosphorus loading limits and mitigation measures and water quality monitoring protocols.		●				●		
8.9	Enhancing Environmental Protection	Green Network Plan Team	Update existing policy to reflect the Municipality's recent work to improve stormwater management practices.		●				●		
8.12	Enhancing Environmental Protection	HaliFACT Team	Complete a spatially-based risk and vulnerability analysis of HRM's coastal waterfront and shoreline area and adopt policy to direct development of a coastal-specific adaptation strategy.			●			●		

ATTACHMENT E – Regional Plan Review Work Plan (Updated June 2022)

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				Completed/ Ongoing	Text or Map Adjustment	Additional Analysis Required	Partnership or Ongoing Work	Phase 3 (Complete)	Phase 4	Phase 5	Work Outside the Regional Plan Review
8.13	Enhancing Environmental Protection	HaliFACT Team	Establish requirements for updating municipal LiDAR data, digital elevation models and coastal vulnerability mapping.			●			●		
9.1	Leading through action on climate	HaliFACT Team	Update the Environment, Energy and Climate Change chapter of the Regional Plan to reflect HalifACT's net-zero emissions targets and require consideration of climate impacts across issue areas.		●				●		
9.2	Leading through action on climate	HaliFACT Team	Develop policy to encourage net-zero and climate resilient new construction when considering discretionary planning applications.		●				●		
9.3	Leading through action on climate	HaliFACT Team	Adopt policy to direct consideration of alternative energy systems, such as district energy and microgrids, as part of secondary planning and master neighbourhood planning projects.		●				●		
9.4	Leading through action on climate	HaliFACT Team	Review and revise policy and land use by-laws to remove barriers to solar installations, energy storage systems, and electric vehicle infrastructure.		●				●		
9.5	Leading through action on climate	HaliFACT Team	Review the Regional Plan's wind energy policy to ensure it reflects current technology and provides opportunities for large-scale wind energy generation.			●			●		
9.6	Leading through action on climate	HaliFACT Team	Identify current and future climate change hazards and critical infrastructure at risk to extreme climate events.			●			●	●	
9.7	Leading through action on climate	HaliFACT Team	Adopt policy to prioritize resiliency measures that will help reduce risk, protect critical infrastructure and require building back better.			●			●	●	
9.8	Leading through action on climate	HaliFACT Team	Adopt policy to require emergency management services and current and future climate change hazard projections are considered as part of the as-of-right development process, discretionary planning applications, and during reviews of secondary plans and land use by-laws.			●			●	●	

Attachment F:
Site-Specific Amendment Requests Considered During Regional Plan Review Phase 3

Contents

Table 1: Summary of Recommendations

Requests Recommended for Amendments	Requests Recommended to be Considered in Future Phases	Requests Not Recommended – Discontinue Consideration
Requests that will allow as-of-right development (no further Council approval required) • First Lake Drive, Middle Sackville (C060) • Lands near Atholea Drive, Cole Harbour (C009, C047, C077, C326) **Requests that will require a future development agreement process (Community Council approval and public engagement required)** • Lake Loon Golf Centre Lands, Main Street and Golf View Drive, Dartmouth (C003) • Lands on the east side of Morris Lake, Cole Harbour (C070-E) • Birch Hill Mobile Home Park, Eastern Passage (C079) **Requests that will require a future plan amendment process (Regional Council approval and public engagement required)** • Bedford Commons, Bedford (C001) • Exhibition Park, Halifax (C086)	**Phase 4** • Purcell's Cove Road, Halifax, PID 41342080 (C025) • Lands near Lindforest Court, Middle Sackville (C070-B) • Paper Mill Lake, Bedford (C061-B) **Phase 5** • Holding Zone lands off Herring Cove Road, Spryfield area, Halifax (C070-A, C071, C074 and C333)	• 2137 Purcell's Cove Road, Halifax (C005)

Table 2: Requests Recommended for Amendments

Location	Request	Existing Planning Policy/ Regional Plan Review Considerations	Summary of Public Comment	Staff Recommendation
Requests that will allow as-of-right development (no further Council approval required)				
Lands on First Lake Drive, Lower Sackville (C060)	• **C060:** Request from Linda Williams regarding PIDs 41404096 and 40507824 and December 11, 2018 motion of Regional Council "to consider amendments to the Water Service Area, as identified on Map 1 of the supplementary staff report [regarding Case 20662] dated November 14, 2018, as part of the next review of the Regional Municipal Planning Strategy."[1]	• A portion of the lands is outside the Water Service Area, established in the Regional Subdivision By-law. • The Water Service Area boundary is not currently aligned to property boundaries. Halifax Water supports realignment of the Water Service Area boundary in this area to include these properties and remove the Provincial park lands from the boundary. • **Proposed housing units (estimated):** 7 lots	• No comments received	• **Amendments proposed with this report:** - Amend the Regional Subdivision By-Law to align the Water Service Area boundary with the existing property boundaries (Attachment D). • Future development will be permitted as-of-right under the R-6 Zone, Sackville LUB. No additional public engagement or Council approval will be required.
Lands near Atholea Drive, Cole Harbour (C009, C047, C077, C326)	• **C009:** Internal staff request to include lots currently in the Water Service Area in the Urban Service Area boundary • **C047:** Request from ZZap Consulting Inc. on behalf of the property owner to include PID 40400624 and PID 40110157 within the Urban Service Area and permit serviced residential subdivision • **C077:** Request from Tony Lajo, Dora Construction to extend the Urban Service Area to enable subdivision for 5 lots east of Pearl Drive (PID 40852931) • **C326:** Request from Imon Hadian to include PID 00559997 within the Urban Service Area and permit serviced residential subdivision	• Under the Regional Plan, the lands are designated Rural Commuter and within a Water Service Area, outside the Urban Service Area boundary. • Under the Cole Harbour/Westphal MPS and LUB, the lands are designated and zoned R-1, for low-density residential development. • PID 40110157 is included in the Morris Lake Expansion Special Planning Area[2], where a comprehensive master planning process will be undertaken. *Servicing Considerations* • There are lands in this Water Service Area that are serviced with both water and sewer; recently, limited additional subdivision has been approved for properties in this situation. • Halifax Water has no concerns with including these lands within the Urban Service Area boundary. Any required upgrades to the existing local water, wastewater, and stormwater systems will be the responsibility of the applicant. *Mobility Considerations* • Portland Street is at capacity at peak periods, and there is no active transportation infrastructure in this area (no sidewalks, bike lanes). Given the transportation constraints in this area of Cole Harbour, staff advise that low density development as permitted by the current zoning is appropriate at this time. *Density & Built Form Considerations* • The applicant for request C047 (ZZap Consulting) has expressed interest in further pursuing an additional application to reduce the required lot size on these lands. If active transportation and transit connections can be improved in the future, higher densities enabled by a reduction in required lot size or permitted housing types forms may be reasonable to consider. • **Proposed housing units (estimated):** 388 units (estimated at 7 units per acre).	• 3 public submissions received • Generally, comments were supportive of the expansion of the service boundary and saw the need for more homes here. • There were some concerns around traffic, water quality, and general concerns for the environment. • Comments expressed a need for amenities, services, and schools in this area.	• **Amendments proposed with this report:** - Amend the Regional Plan to re-designate these lands to the Urban Settlement designation (Attachment A); - Amend the Regional Subdivision By-Law to include these lands within the Urban Service Area (Attachment D). • Future residential development will be permitted as-of-right under the existing R-1 Zone in the Cole Harbour/ Westphal Land Use By-Law. No additional public engagement or Council approval will be required. • Note that PID 40110157 is included in the Morris Lake Expansion Special Planning Area and amendments are not proposed for those lands at this time.

[1] https://www.halifax.ca/sites/default/files/documents/city-hall/regional-council/181211rc-mins.pdf
[2] https://novascotia.ca/just/regulations/regs/spamorrislakeexpansion.htm

Location	Request	Existing Planning Policy/ Regional Plan Review Considerations	Summary of Public Comment	Staff Recommendation
Requests that will require a future development agreement process (Community Council approval and public engagement required)				
Lake Loon Golf Centre Lands, on Main Street and Golf View Drive, Dartmouth (C003)	• **C003:** Request from Lake Loon Golf Centre to include these lands within the Urban Service Area and Urban Settlement designation to enable future development of this site (PIDs 40396152, 00602474, 41053299, 41073395, 00261933, 00261925, 00261958, 41053281, 40285397, 00261917)	• Under the Regional Plan, the lands are designated Open Space and Natural Resources, located outside the Urban Service Area and within the Westphal Urban Local Growth Centre • The lands are within the Collins Park Watershed and immediately adjacent to the Lake Lemont Emergency Water Supply Area. Future development should consider the Lake Lemont Source Water Protection Plan and be designed to mitigate any potential impact on the Emergency Water Supply Area. • Transportation Planning has advised that: - Aligning access to the site with the signalized intersection at Ridgecrest Drive and Main Street is preferred, with closure of the Golf View Drive and Main Street intersection due to safety concerns; - Work on the Main Street Functional Plan is expected to begin this year, and this site is within the planned study area. The project will develop a vision for mobility on Main Street with design options that aim to enhance conditions for all users based on the amount of available space. The plan will address any deficiencies in the active transportation or transit network along the corridor. • **Proposed housing units (estimated):** 191 units (estimated at 7 units per acre)	• No comments received	• **Amendments proposed with this report:** - Amend the Regional Plan to re-designate these lands to the Urban Settlement designation (Attachment A); - Amend the Regional Subdivision By-law to include these lands in the Urban Service Area boundary (Attachment D); - Amend the Dartmouth SMPS to redesignate the lands from RSV to CDD, and introduce development agreement policy (Attachment B); and - Amend the Dartmouth Land Use By-Law to apply the CDD Zone (Attachment C). • Future development will require a development agreement process, which will require public engagement and Council approval. The proposed development agreement process will require Council to consider, in addition to all other relevant policies of the Regional Plan and Dartmouth SMPS: a) Halifax Water's Lake Lemont Source Water Protection Plan including; - designing on-site stormwater management using best management practices and in a manner that emphasizes low impact development measures to mitigate any potential impacts on the Lake Lemont Watershed Area; - buffers for watercourses and wetlands that are adjacent to the Lake Lemont Watershed Area; - measures to prevent unauthorized access to Lake Lemont Emergency Water Supply Area; b) that the transportation network prioritizes walking, the easy use of mobility devices, cycling and transit use, and supports connections to the surrounding community; and c) any future functional plan approved by Regional Council for the Main Street corridor.

Location	Request	Existing Planning Policy/ Regional Plan Review Considerations	Summary of Public Comment	Staff Recommendation
Lands on the east side of Morris Lake, Cole Harbour (C070-E)	• **C070-E:** Request from Armco Capital to update the Regional Plan with Integrated Mobility Plan principles, so that lands in the Morris-Russell Lake Secondary Plan area can be developed (PIDs 41057639, 00403386, 40802993, 40402539)	• Under the Regional Plan, these lands are within the Urban Settlement designation and the Urban Service Area boundary. There is a need for additional housing within the existing serviced area to accommodate population growth. *Mobility Considerations* • Under the Morris-Russell Lake Secondary Planning Strategy (Cole Harbour/Westphal, Dartmouth and Eastern Passage SMPS), development on these lands has been limited by Policy ML-8, which does not allow for further development "until the Caldwell Road Connector has been constructed to Caldwell Road unless a traffic study has been undertaken by a qualified consultant which demonstrates that the level of service on Portland Street and Caldwell Road conforms with the performance criteria established under the Municipality's Guidelines for Preparation of Traffic Impact Studies and the road classification established under policy ML-6." • Regional Council's adoption of the Integrated Mobility Plan in 2018 marked a significant change in the Municipality's approach to transportation planning, with a focus on moving people and goods instead of vehicles. The IMP calls for an increased focus on active transportation and connections to transit in suburban areas. • There are capacity constraints on Portland Street during peak periods. The ongoing Portland Street Functional Plan project is exploring whether the Mount Hope extension will be required to support additional transportation needs in this area. *Use and Density Considerations* • The Morris-Russell Lake Secondary Planning Strategy enables these lands (Parcels 18 and MLE-2) to be developed with a mixture of residential uses, at a density of 8 units per acre. Based on this density, staff have estimated the lands could be developed with approximately 805 units. *Environmental Considerations* • The Morris-Russell Lake Secondary Planning Strategy includes existing policy intended to protect the water quality of Morris Lake.	• No comments received	• Amendments proposed with this report: - Amend the Morris Lake Secondary Planning Strategy within the Cole Harbour/Westphal, Dartmouth and Eastern Passage/Cow Bay SMPS documents to enable residential development on the lands on the east side of Morris Lake by development agreement (Attachment B); and - Amend the Dartmouth SMPS to remove the requirement for a Public Participation Committee to be established as part of the development agreement application (Attachment B). • Future development will require a development agreement process, which will require public engagement and Council approval. The proposed development agreement process will require Council to consider, in addition to all other relevant policies of the Regional Plan and SMPS documents: a) That the development's transportation network prioritizes walking, the easy use of mobility devices, cycling and transit and allows for connections to surrounding neighbourhoods; and b) Opportunities to coordinate development with transportation network investments in the area, particularly higher order transit service and active transportation connections to nearby transit facilities such as the Portland Hills Terminal and Woodside Ferry Terminal. • The Province's Bill 137 has suspended referrals to planning advisory committees for three years. Future public engagement on any development agreement application will follow the standard engagement process for a policy-enabled application. At minimum, the application will need to be published on the HRM website, notification signage posted on the property, and a mail-out notification sent to the surrounding community. A public information meeting may also be held. • It is expected that the ongoing Portland Street Functional Plan and future work related to the Morris Lake Expansion Special Planning Area[3] will further consider the potential for a Caldwell-Mount Hope Connector Road and any future changes to the transit network to support development in this area. The proposed policy supports staff and Council in considering this ongoing work as part of the development agreement process.

[3] https://novascotia.ca/just/regulations/regs/spamorrislakeexpansion.htm

Location	Request	Existing Planning Policy/ Regional Plan Review Considerations	Summary of Public Comment	Staff Recommendation
Birch Hill Mobile Home Park, Eastern Passage (C079)	• **C079:** Request from Killam Developments to expand the Birch Hill Mobile Home Park (PIDs 40001414 and 00373639), which requires an extension to the Urban Service Area boundary	• Under the Regional Plan, the lands are within the Rural Commuter designation and are outside the Urban Service Area. However, the existing Birch Hill Mobile Home Park is within the Urban Settlement designation and the proposed expansion lands are immediately adjacent. Eastern Passage is identified as an Urban Local Growth Centre. • The Eastern Passage/Cow Bay SMPS Policy UR-11 allows the Birch Hill Mobile Home Park to expand provided servicing is available; however, the existing policy references the former service boundary applied in the area prior to adoption of the Regional Plan, rather than the Urban Service Area established in the Regional Subdivision By-Law. • The site has access to transit. Route 6C runs on Caldwell Road past the site, and Route 6B can be accessed at the intersection of Caldwell Road and Cow Bay Road, about 500 metres from the site. • No significant environmental constraints were noted on the site at this time. However, this would be further examined during a future development agreement process, as IM-11 of the Eastern Passage/ Cow Bay SMPS requires Council to consider “that the proposed site is suitable in terms of the steepness of grades, soil and geological conditions, locations of watercourses, marshes or bogs and susceptibility to flooding”. • **Proposed housing units (estimated):** 125 – 150 units (estimated at 7-9 units per acre)	• No comments received	• **Amendments proposed with this report:** - Amend the Regional Plan to re-designate these lands to the Urban Settlement designation (Attachment A); - Amend the Regional Subdivision By-law to include these lands in the Urban Service Area (Attachment D). • Future development will require a development agreement process, under existing Policy UR-11 of the Eastern Passage/Cow Bay SMPS. This will require public engagement and Council approval.

Location	Request	Existing Planning Policy/ Regional Plan Review Considerations	Summary of Public Comment	Staff Recommendation
Requests that will require a future plan amendment process (Regional Council approval and public engagement required)				
Bedford Commons, Bedford (C001)	• **C001:** Request from Fathom Studio on behalf of BANC Group to allow residential development in a private business park (PIDs 00416222, 41214404, 41214370, 41240276, 00428458)	• Under the Regional Plan, the lands are within the Business/ Industrial Sub-designation, and designated and zoned for industrial and commercial use under the Bedford Secondary Municipal Planning Strategy • The Industrial Employment Lands Strategy anticipated that Bedford Commons would accommodate non-industrial uses based on recent development trends, land use permissions and developer interest, and therefore these lands were <u>not</u> included as part of HRM's supply of industrial employment lands *Mobility Considerations* • There is benefit to providing residential units close to existing jobs at Bedford Commons. However, reviewed against IMP principles, there is a risk that this area could develop as a vehicle-centric community due to its proximity to the future Burnside Connector and the lack of existing active transportation and transit connections. This risk can be mitigated by improving active transportation and transit connections. • The Active Transportation Priorities Plan envisions a "Desired Bikeway" on Duke Street and Rocky Lake Drive, which would connect to the planned active transportation facilities along the Bedford Highway. Potential active transportation upgrades across the 102 interchange are being considered as part of the Burnside Connector design. • The Cobequid Terminal is within ~1.5kms of the site, however the site is inaccessible from the site due to inadequate pedestrian infrastructure. There is a Park & Ride lot at the terminal which could encourage residents of the proposed development to commute by transit. • As currently planned, transit service is likely not sufficient to create a well-connected community or to encourage residents to take transit instead of their vehicles. Local Route 88 runs along Duke Street and Damascus Road is the only route that will be within an accessible walking distance (0-750m) from the proposed development. Route 88 currently runs at one-hour intervals, which is not planned to change under the Moving Forward Together Plan. In planning this development, consideration should be given to opportunities to improve transit connections between the proposed development, Cobequid Terminal, and potential upgrades to service through the area. *Density Considerations* • Further work is needed to determine an appropriate development density. The applicant proposed 1711 units (14.25 units/acre). Staff previously estimated a lower density of approximately 9 units per acre given the transportation challenges on the site, which would yield 1,337 units.	• No comments received	• **Amendments proposed with this report, with further amendments to be considered during Phase 4:** - This report recommends proposed amendments to the Regional Plan to identify Bedford Commons as an opportunity site where a mixed-use residential/ commercial development will be planned (Attachment A). • Future development will require a further plan amendment process. The proposed Regional Plan policy identifies criteria that should be considered during this process including: a) that the proposal envisions a mixed-use neighbourhood that will provide a range of housing types, places of employment, and services where daily needs of residents can be met; b) the relationship of the site to surrounding uses and neighbourhoods, including the existing commercial and industrial development in the area; c) overall development densities and building massing; d) the classes of land uses permitted; e) phasing of development; f) the use and conservation of energy; g) the adequacy of public parks, open spaces and community recreation facilities that meet the objectives of this Plan and the Halifax Green Network Plan; h) the proposed transportation network and the need for any on-site transit facilities; and i) applicable direction contained in the Regional Plan and Council approved Priority Plans. • The applicant intends to submit additional information regarding their proposal for this site. Staff will consider whether further policy and zoning regulations can be established as part of Phase 4 of the Regional Plan Review to allow future development of this site.

Location	Request	Existing Planning Policy/ Regional Plan Review Considerations	Summary of Public Comment	Staff Recommendation
Exhibition Park, Halifax (C086)	• **C086:** Request from Fathom Studio on behalf of BANC Group to allow mixed-use (residential and commercial) development on the Exhibition Park lands (PIDs 40600728, 41457987, 41432642)	• Under the Regional Plan, the lands are designated Rural Commuter, which envisions a rural pattern of development, and calls for focusing growth within centres and controlling growth outside of those centres • Although the lands are outside the Urban Service Area boundary, the existing buildings are serviced as a result of the previous Provincial ownership of the property • This site presents an opportunity to redevelop an existing brownfield site that is close to existing and future employment nodes (Ragged Lake, Bayers Lake). The site is a gateway to the Prospect area. Future development must consider these lands in relation to the Prospect Road context, Long Lake Provincial Park, and the future expansion of Ragged Lake Industrial Park. In response to the June 5, 2018 motion of Regional Council,[4] HRM Corporate Real Estate and Planning & Development have begun background studies for the Ragged Lake Industrial Park. • There are existing transportation challenges for this site that should be considered together with infrastructure planning for the Ragged Lake Industrial Park expansion. At present, the only available access to the site is via Prospect Road. There is no existing active transportation infrastructure on this section of Prospect Road, and none included in existing plans. • **Proposed housing units (estimated):** Further work is needed to determine an appropriate development density. The applicant proposed 1844 units (68 semi-detached; 76 townhouses; 22 multi-unit buildings with 1700 units). Staff previously estimated a lower density of approximately 9 units per acre given the available transportation connections to the site, which would yield 1,016 units.	• 12 public submissions received • There was both support and opposition for this request. Those in favour saw that development at this site could provide economic opportunities for businesses and traffic problems could be solved. • Those opposed felt there were too many traffic issues in this area and that before development should be considered here, there is a need to review the entire plan area at a community level. There were concerns about growth in this area and the need improved transit and active transportation opportunities. • There were also comments related to concern over nearby wilderness areas and water quality, the need for affordable housing, and improved engagement.	• **Amendments proposed with this report:** - Amend the Regional Plan to identify the Exhibition Park site as an opportunity site where mixed-use residential/commercial development may be planned through a future master neighbourhood planning process (Attachment A). • The proposed Regional Plan policy requires Council to initiate the master neighbourhood planning process, and in doing so consider: a) that the proposal envisions a mixed-use neighbourhood that will provide a range of housing types, places of employment, and services where daily needs of residents can be met; b) opportunities to coordinate master neighbourhood planning with the ongoing planning for the expansion of the Ragged Lake Industrial Park, with particular regard to the transportation network and water and wastewater servicing infrastructure; and c) that a public participation program that provides diverse and inclusive opportunities for public engagement during the master neighbourhood planning process is adopted. • The proposed Regional Plan policy further identifies criteria that should be considered during the master neighbourhood planning process including: a) the relationship of the site to surrounding uses and neighbourhoods, including the Prospect Road area, Long Lake Provincial Park, Western Common Wilderness area, and the Ragged Lake Industrial Park; b) if required, a land suitability assessment that identifies vulnerable landforms, sensitive ecological features and climate hazards, including but not limited to, any wetlands, watercourses, flood prone areas, steep slopes, forest cover, contaminated sites, and wildlife habitats and corridors; c) if required, a culture and heritage assessment that identifies and evaluates culture and heritage resources located on or adjacent to the opportunity site; d) if required, a baseline infrastructure study that assesses existing transportation infrastructure assets and constraints (using a multi-modal level of service analysis) and existing wastewater and water services infrastructure capacity and constraints; e) overall development densities and building massing; f) the classes of land uses permitted; g) phasing of development; h) the use and conservation of energy; i) the adequacy of public parks, open spaces and community recreation facilities that meet the objectives of this Plan and the Halifax Green Network Plan; j) the proposed transportation network and the need for any on-site transit facilities; and k) applicable direction contained in this Plan and Council approved Priority Plans.

[4] https://www.halifax.ca/sites/default/files/documents/city-hall/regional-council/180605rc1431.pdf

Table 3: Requests Recommended to be Considered in Future Phases

Location	Request	Existing Planning Policy/ Regional Plan Review Considerations	Summary of Public Comment	Staff Recommendation
Requests to be considered in Phase 4				
Lands on Purcell's Cove Road, Halifax (C025)	• **C025:** Request from ZZap Consulting, on behalf of Tony Maskine, to allow for residential subdivision with on-site services of PID 41342080, which is currently within the Urban Reserve designation. *Note: This request was revised in February 2022, following Regional Council consideration of the Themes & Directions What We Heard Report. Originally, the applicant requested inclusion in the Urban Service Area.*	• Under the Regional Plan, these lands are designated Urban Reserve, which envisions future serviced development beyond the life of the Regional Plan (after 2031). As a result of the acquisition of Shaw Wilderness Park, these lands are no longer envisioned for futured serviced development, and there is a need to apply an alternative designation and zone. This was included as Action 66 of the Halifax Green Network Plan, which states: "During the next Regional Plan review amend the Regional Plan to recognize recent land acquisitions [i.e. Shaw Wilderness Park] within the Purcell's Cove Backlands as Regional Park and consider open space planning for the remainder of this area." • On June 8, 2021, Regional Council passed the following motion: "Consider amendments to the Regional Municipal Planning Strategy, the Halifax Secondary Municipal Planning Strategy and Halifax Mainland Land Use By-law for lands currently designated and zoned Urban Reserve in the Purcell's Cove Backlands area (as shown on Map 1 of this report), through the ongoing Regional Plan Review (Case 22257) in order to protect environmentally significant features in the area, consistent with the policy directions outlined in this report."[5] • This request was revised by the applicant following the release of the Themes & Directions What We Heard Report. The original request had asked staff to consider applying the Urban Service Area boundary to this property to enable future subdivision with municipal water and wastewater services. As a result of the revised request, based on the size of this lot and the scale of the proposed development, staff determined that it was appropriate to consider whether this could be brought forward in Phase 3.	• 74 public submissions received. Many of these comments also referenced C005. • Most comments focused on the need to protection wilderness areas around and near Shaw Wilderness Park, opposition to development in this area, opposition to the expansion of the urban service boundary. To the residents, allowing a subdivision and any expansion to the service boundary may open the door for future development. They want a firm stance that this area is to be protected. • Some residents have general environmental concerns for this area and saw the importance of this area as a wildlife corridor and the implementation of the Halifax Green Network Plan. A few Residents also expressed concerns related to protecting the water quality of Williams Lake. Traffic related to development in this area is a concern. • Some residents saw the need to acquire the lands to form part of the Shaw Wilderness Park which should be stewarded. This area would help to meet climate goals and objectives for HalifACT. To protect wilderness areas, development should be focused on increasing density in existing neighbourhoods such as the Peninsula. • A few residents expressed that transit and active transportation in this area should be improved. Residents also saw the need for improved public engagement, especially in this area. • Finally, many residents stated that there is an existing trail from Purcell's Cove Road to Williams Lake. Although on private property, this trail has been used for generations to access the lake for recreational opportunities (swimming, skating, and hiking). Residents would like continued access to Williams Lake from this trail.	• **Consider during Phase 4 – Draft Regional Plan** • Significant public comment was received on this request, and as a result staff have been unable to develop a complete recommendation for this report. Therefore, staff recommend this request be considered as part of Phase 4, together with other lands in the Urban Reserve designation, as follows: - Re-designate and rezone the Shaw Wilderness Park lands to reflect its intended use as a Regional Park; - Acknowledge that an urban form of serviced development is no longer envisioned in this location and consider re-designating and rezoning the remaining privately-owned lands currently zoned and designated Urban Reserve to an alternative designation and zone that recognizes the environmental and cultural importance of the Purcell's Cove Backlands.

[5] https://www.halifax.ca/sites/default/files/documents/city-hall/regional-council/210608rc1141.pdf

Location	Request	Existing Planning Policy/ Regional Plan Review Considerations	Summary of Public Comment	Staff Recommendation
Lands west of Paper Mill Lake, Bedford (C061-B)	• **C061-B:** Request from Sunrose Land Use Consulting on behalf of United Gulf to consider new planning policy to allow for mixed use residential/commercial development on PID 00360677	• This request originated in 2009. The planning process for these lands was deferred by Council until concerns with transportation and servicing capacity were addressed. As part of the Bedford Highway Functional Plan, staff advised that this request would be brought forward as part of the Regional Plan Review process. • Under the Regional Plan, the lands are within the Urban Settlement designation and within the Urban Service Area. The area is not a designated Regional Plan growth centre. • Under the Bedford SMPS, the lands are designated Commercial Comprehensive Development District (CCDD) and Residential Comprehensive Development District (RCDD). An existing development agreement which allows low density residential development (6 units/acre) applies to much of the lands within the RCDD designation. *Environmental Considerations* • Consistent with existing Bedford MPS policy and the Halifax Green Network Plan, future development must be designed in a way that considers measures to mitigate potential water quality impacts on Paper Mill Lake. *Mobility Considerations* • Transportation access to this site may be challenging. A connection to Hammonds Plains Road at Brookshire Court, consistent with existing Bedford MPS policy, is likely necessary; however, this road connection would be within the Province's control-of-access area for Highway 102 (i.e., within 60m of the interchange ramps) and would intersect with the acceleration and deceleration lanes for the ramps. The technical feasibility of this access would need to be explored at the development agreement and/or subdivision stage of development. • Active transportation (AT) infrastructure will be important within and to connect to the development. AT and transit connections to the planned ferry terminal at Mill Cove will be important to support the development. *Density and Built Form Considerations* • Given that these lands are not identified as a Regional Plan growth centre, and high frequency transit is not available here, staff have proposed relatively low density of 9 units per acre for these lands. A future development agreement will require a range of housing types and permit small-scale commercial development to support the neighbourhood. • **Proposed housing units (estimated):** 1,047 units (estimated at 9 units/acre)	• 3 public submissions received • Generally, there were concerns about traffic and the need for a connection between Nine Mile Drive to Hammonds Plains Road and Moirs Mill Road. There is an ongoing Development Agreement with Paper Mill Lake with extensive public engagement that has been occurring for years. • Comments expressed the need for infrastructure in this area, amenities, the need to protect the environment and wilderness, better transit and schools.	• **Consider during Phase 4 – Draft Regional Plan** • Staff were unable to complete sufficient analysis in Phase 3 to recommend amendments to the Bedford SMPS and LUB at this time. Further work is required to consider the transportation constraints on the site, and to determine new planning policy and regulations which will support the development of a complete community. • New policy is expectedto require a development agreement process, which will require public engagement and Council approval. The proposed Bedford SMPS policy identifies criteria that must be considered during this process including consideration of density, housing mix, type and form, stormwater management, water quality, parks and open space, and transportation network.

Location	Request	Existing Planning Policy/ Regional Plan Review Considerations	Summary of Public Comment	Staff Recommendation
Lands with frontage on Old Sackville Road and Lindforest Court, Middle Sackville (C070-B)	• **C070-B:** Request from Armco Capital Inc. to extend the Urban Service Area boundary to PIDs 40695504, 40123788, and 41315946 to allow for serviced development on these lands	• Under the Regional Plan, designated Rural Commuter and within the Middle Sackville Urban Local Growth Centre • PID 40695504 is zoned CDD, and referenced in Regional Plan Policy SU-6, which states that "HRM shall consider the extension of municipal wastewater and water distribution services to these properties to allow for a residential subdivision by development agreement" subject to meeting several criteria, including: "that the development is capable of utilizing existing municipal trunk sewer and water services without exceeding capacity of these systems". • Halifax Water has advised that these lands are tributary to a wastewater main that does not meet the minimum size requirements of Halifax Water's Design Specification, and as a result, thorough analysis is requested.	• No comments received	• **Consider during Phase 4 – Draft Regional Plan** • Due to the wastewater infrastructure issues identified by Halifax Water, this request is not able to meet the criteria of Regional Plan Policy SU-6 and therefore not recommended at this time. • As an alternative, Staff will include these lands in the broader study of Middle Sackville already planned for Phase 4, which will consider which lands in the Middle Sackville area may be appropriate for serviced development in the short term, and which should be considered in the longer term horizon. Staff propose to: - Study the current and future potential development pattern in the Middle Sackville area (considering existing development, ongoing as-of-right subdivision applications, ongoing enabled planning applications, and requests received through the Regional Plan Review process) to understand the area's infrastructure planning needs; - Consult with Halifax Water and HRM Infrastructure Planning to understand long-term plans for servicing and any constraints and opportunities in the area; - Consider environmental implications, such as watershed impacts, constraints such as floodplains and explore opportunities for landscape connectivity, consistent with the objectives of the Halifax Green Network Plan; - Consider mobility implications and opportunities for transit-oriented development, consistent with the objectives of the Integrated Mobility Plan; - Consider past and ongoing public engagement in the area, including the Middle – Upper Sackville & Lucasville Community Visioning program, and consider what, if any additional public engagement is required.

Location	Request	Existing Planning Policy/ Regional Plan Review Considerations	Summary of Public Comment	Staff Recommendation
Requests to be considered in Phase 5				
Holding Zone lands off Herring Cove Road, Spryfield area, Halifax (C070-A, C071, C074 and C333)	• **C070-A:** Request from Armco Capital Inc. to extend Urban Service Area boundary to allow for serviced development on the full extent of the proposed Clifton Heights subdivision, Spryfield area, Halifax (PIDs 00325985, 00330803, 00330811, and 00319871), related to an active subdivision application (File #22930) • **C071:** Request from Kevin Riles on behalf of North American Real Estate to amend the current planning policy to allow for development on lands near Kidston Lake (portion of PID 00283283 within the Holding zone) • **C074**: Request from Stephen Adams, on behalf of the property owners, to extend the Urban Service Area boundary on PID 00277228 to allow for serviced development on the full extent of these lands • **C333:** Request from Stephen Adams on behalf of property owner to extend the Urban Service Area boundary to allow for serviced development on the full extent of these lands	• Under the Regional Plan, these lands are designated Urban Settlement and located outside the Urban Service Area boundary. • Under the Halifax MPS/Mainland South Secondary Plan, the lands are designated RDD and zoned Holding. The lands are envisioned to be comprehensively developed when services are made available. *Servicing Considerations* • Policy SU-4 sets out criteria which must be considered before a significant expansion is undertaken to the Urban Service Area boundary, including: (c) if required, a watershed or sub-watershed study has been completed in accordance with Policy E-23; (d) that, if required to pay for growth-related municipal infrastructure costs, a municipal infrastructure charge area has been established or is adopted concurrently with the boundary amendment; (e) the need to oversize the water, wastewater or stormwater systems to allow for future development within an Urban Settlement or Urban Reserve designation; and (f) a charge needed to pay for growth related improvements to the water, wastewater or stormwater systems has, where required, been approved by the Review Board. • Halifax Water has indicated that the Holding Zone lands have not previously been included in their development projections, and an Infrastructure Master Plan is needed to determine future water and wastewater servicing needs before the Urban Service Area boundary is adjusted. *Mobility Considerations* • The Herring Cove Road Functional Plan highlighted significant transportation constraints for the Herring Cove Road area as a result of existing and planned development in the area. A land use component of the Functional Plan has yet to be completed. • The Rapid Transit Strategy proposed a Bus Rapid Transit (BRT) line along Herring Cove Road, ending at Greystone Drive. The focus for significant additional development in the Spryfield area should be within the 800 metre walkshed. These lands at the edge of that area. Future development should consider whether mixed use development could support a complete community with transit in this area. *Environmental and Cultural Considerations* • A watershed study may be required under Policy SU-4. • The Halifax Mainland policy identifies environmentally sensitive features in the area that should be protected, including tree cover, exposed bedrock, wetlands and streams and steep slopes. • The Halifax Green Network Plan identifies two “Important Corridors” on the lands, where wildlife and natural landscape connectivity should be prioritized. • On May 17, 2022, Regional Council approved the inclusion of the Rocking Stone site in Kidston Lake Park within HRM’s Registry of Heritage Property. Regional Plan Policy CH-16 provides guidance for development abutting heritage properties.	• 18 public submissions received • Residents were generally opposed to development in the area and wanted to see better protection for wilderness areas and expressed that is has ecological value. This area is used for recreational purposes and residents would like to see it protected. To protect this area, development should be focused on increasing density in existing neighbourhoods. • There was a concern about the impact of development on water quality and general environmental concerns in this area. In addition, some residents would like to see more acquisition of land in this area as many have come to see the importance of outdoor space due to COVID-19. This area may be important for wildlife corridors. • Residents believed that this development could impact traffic and there was a need for more and better transit. There were also comments related to better park programming, concerns over climate change and GHG emissions, the need for affordable housing, the need for better planning at the community level and public engagement.	• **Reconsider during Phase 5 – Future Growth** • There has not been sufficient analysis completed to recommend extending the Urban Service Area boundary at this time. The proposed extension does not meet the intent of Policy SU-4. Further work is required to consider the environmental constraints on the site, and to determine new planning policy and regulations which will support the development of a complete community. • Therefore, staff recommend that these lands be considered together with the Kidston Lake Urban Reserve area. This work will begin in Phase 5 (Future Growth), at which time staff will recommend to Regional Council whether background study to support future master planning in this area should commence. Background studies would include ecological and cultural considerations, as well as baseline transportation and water and wastewater infrastructure studies.

Table 4: Requests Not Recommended

Location	Request	Existing Planning Policy/ Regional Plan Review Considerations	Summary of Public Comment	Staff Recommendation
2137 Purcell's Cove Road, Halifax (C005)	• **C005:** Request from Gina Stick to include PID 00271346 within the Urban Service Area boundary, to allow for water services to be extended to service this residential dwelling.	• Under the Regional Plan, the lands are designated Urban Settlement and located outside the Urban Service Area. • The lands are adjacent to the Purcell's Cove Urban Reserve area. The Regional Plan envisions that the Purcell's Cove Urban Reserve area will become a future serviced community beyond the life of the Regional Plan (after 2031); however, the acquisition of Shaw Wilderness Park means this is no longer expected. • Halifax Water has advised that connecting this existing dwelling to water and wastewater service would require an extension of the water and wastewater systems within Purcell's Cove Road, and the wastewater system would require a pumping station arrangement. The cost would have to be covered wholly by the applicant or facilitated through an HRM Local Improvement Charge. This is likely to be cost prohibitive given only one property owner has expressed interest in connecting to municipal services.	• Many submitted comments from the public referenced both Cases C005 and C025. The comments most relevant to Case C005 include: • Residents have already undergone an exercise related to servicing in this area and they are opposed to any expansion of the Urban Service Area due to cost • Allowing the expansion of the Urban Service area may lead to unwanted development or "creep" of development into the area. They want a firm stance against development. • Concern that servicing this lot would disrupt a signature collection of rhododendrons and azaleas. • Many residents who live in the area are also unserviced and have addressed this issue through purchasing a generator to have access to clean water during power outages.	• **Amendments not recommended – discontinue consideration of this request** • Given the level of infrastructure upgrades required, connecting to municipal services is unlikely to be financially feasible. • There are no plans to extend services in this area; therefore, no amendment to the Urban Service Area is recommended at this time.

Attachment G:
Site-Specific Amendment Requests for Consideration through the Regional Plan Review Process – Phases 4 and 5

Contents

Table 1: Summary

Regional Plan Phase 4: Draft Regional Plan	Regional Plan Phase 5: Future Capacity
** Requests marked with an asterisk (*) are new requests that were received after the publication of the Themes & Directions What We Heard Report in December 2021.*	
Urban Reserve Lands • Purcell's Cove Urban Reserve (C025, Case 22257) **Service Boundary Adjustments** • Smiths Road, Bedford (C089) **Service Boundary Adjustments – Middle Sackville Area** • Lands near Lindforest Rd, Middle Sackville (C070-B) • Lands at the corner of Rosemary Drive and Marigold Drive, Middle Sackville (C070-C) • Lands near Little Lake, Middle Sackville (C070-D) • Lands north of Highway 101, east of Springfield Estates mobile home park, Middle Sackville (C102) • Lands southeast of Springfield Lake, with frontage on Sackville Drive, Middle Sackville (C310) • Lands north of Webber Lake, west of Lucasville Road (C311) • Lands north of Springfield Lake, Middle Sackville (C312) • Lands with frontage on Orchard Drive and Bambrick Road, Middle Sackville (C314) • Lands near Highway 101 and Margeson Drive, Middle Sackville (C319/Case 21639) • Lands in the Berry Hills subdivision, Middle Sackville (C320) • Springfield Estates, Middle Sackville (C329)* **Urban Area Plan Amendments** • Lands off Susie Lake Drive, Bayers Lake (C104) • Paper Mill Lake, Bedford (C061-B) • Lands bounded by Lacewood Drive, Dunbrack Street and Radcliffe Drive, Halifax (C339)* • Corner of Mayor Ave and Layton Road, Spryfield, Halifax (C405)* **Rural Plan Amendments** • 1246 Ketch Harbour Road (C027/ Case 22212)	**Urban Reserve Lands** • Kidston Lake Urban Reserve lands (C071) and Spryfield area (Holding Zone lands) (C070-A, C071, C074, C333*) **Service Boundary Adjustments** • Montague Golf Course lands, Lake Loon (C325)* • Lands off of Dyke Road, Cow Bay (C328)* • Lands near Fraser Lake, 2832 St. Margaret's Bay Road, Timberlea (C337)* **Schedule J – Beaver Bank/ Hammonds Plains Growth Control Areas** • Lands west of Sandy Lake and Marsh Lake, Hammonds Plains/ Lucasville (C017) • Lands north of Hammonds Plains Road and south of Taylor Lake, Hammonds Plains (C109) • Former Pin-Hi Golf Course, Hammonds Plains Road/ Lucasville Road (C317) • Lands north of Monarch Drive and east of Beaver Bank Road, Beaver Bank (C103) • Lands near Kinsac Lake, Kinsac (C117) • Lands near Barrett Lake, Beaver Bank (C299) • Lands south of Monarch Drive, Beaver Bank (C300) • 324 and 328 Beaver Bank Road, Beaver Bank (C343)* **Urban Plan Amendments** • Birch Cove (C061-A) • Bedford Waterfront and the Esquire Motel lands (Case 23084, C061-C)
Total estimated residential units: 9.072	**Total estimated residential units: 12,306**
Total overall estimated units (all phases): 22,008 *Note: Unit estimates have been calculated using gross unit per acre density, and have not considered environmental or other site constraints. Therefore, these estimates may be high and are for information purposes only.*	

Table 2: Urban Reserve

Applicable Regional Plan Policy:

3.2.2 Urban Reserve Designation

The Urban Reserve Designation is intended to ensure that a supply of land is available for serviced development over a longer term horizon.

The following seven areas are designated as Urban Reserve:

1. interior lands bounded by Highway 7, Ross Road, Highway 207 and Broom Road (Cole Harbour/Westphal);
2. land surrounding Anderson Lake area (Dartmouth/Bedford);
3. Governor Lake North (Timberlea);
4. Ragged Lake (Halifax);
5. **Kidston Lake lands (Spryfield/Herring Cove);**
6. **Purcell's Cove area back lands; and**
7. Private lands in the Blue Mountain - Birch Cove Lakes Regional Park area.

S-3 The Urban Reserve Designation shall be established on the Generalized Future Land Use Map (Map 2) to identify those lands situated outside the Urban Settlement Designation where serviced development may be provided after the life of this Plan.

S-4 HRM shall, through the applicable land use by-law, establish an Urban Reserve Zone to regulate development of lands within the Urban Reserve Designation. This Zone shall permit open space uses and limit residential development to existing lots and to one lot subdivided from an existing lot under lot frontage exemption provisions of the Subdivision By-law on a property identified by PID No. 00270934.

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Urban Reserve	C071	Lands near Kidston Lake, off Leiblin Drive and Old Sambro Road, Spryfield (PIDs 00283283; 40872053; 00315283; 00315291)	Request from Kevin Riles on behalf of North American Real Estate to amend the current planning policy to allow for development on these lands	• Under the Regional Plan, the majority of the lands are designated Urban Reserve, which envisions future serviced development beyond the life of the Regional Plan (after 2031) • Lands southwest of the Lieblin Drive development are designated Rural Commuter and envisioned for industrial commercial development by the Planning District 5 MPS	• Regional Plan policy envisions these lands will be considered for serviced development after 2031, and • The Halifax Green Network Plan identifies the ecological and cultural value of this area, including the International Biological Program (IBP) area south of Kidston Lake. • Future development should consider the objectives of the Integrated Mobility Plan to support transit-oriented development, support the Halifax Green Network Plan's objectives to adequately protect wilderness areas and connections, and follow policy guidance found in HalifACT2050, Sharing Our Stories and Halifax Water's Infrastructure Master Plan. • **Proposed housing units (estimated):** 4,189 units (estimated at 7 units per acre). Note this estimate is likely high, given the environmental constraints.	• **Phase 5 – Future Capacity** • Planning for development in this Urban Reserve area will be considered after the completion of study and planning for future serviced communities in the Urban Settlement designation. This is in keeping with the existing Regional Plan policy which envisioned these lands will be considered for serviced development after 2031. • In Phase 5, staff will recommend to Regional Council whether background study to support future master planning in this area should commence. Background studies would include ecological and cultural considerations, as well as baseline transportation and water and wastewater infrastructure studies.

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
	C070-A	Clifton Heights subdivision, Spryfield area, Halifax (PIDs 00325985, 00330803, 00330811, and 00319871)	Request from Armco Capital Inc. to extend Urban Service Area boundary to allow for serviced development on the full extent of these lands, related to an active subdivision application (File #22930) *Note: Staff considered this request during Phase 3, and are now recommending that it be considered during Phase 5.*	• Under the Regional Plan, these lands are designated Urban Settlement and located outside the Urban Service Area boundary. Policy SU-4 sets out the circumstances under which the Urban Service Area boundary can be extended. • Under the Halifax MPS/Mainland South Secondary Plan, the lands are designated RDD and zoned Holding. The lands are envisioned to be comprehensively developed when services are made available. • The Halifax Mainland policy identifies environmentally sensitive features in the area that should be protected, including tree cover, exposed bedrock, wetlands and streams and steep slopes.	• The Herring Cove Road Functional Plan has highlighted significant transportation constraints for the Herring Cove Road area as a result of existing and planned development in the area. A land use component of the Functional Plan has yet to be completed. • The Rapid Transit Strategy has proposed a Bus Rapid Transit (BRT) line along Herring Cove Road. The focus for significant additional development in the Spryfield area should be within the 800 metre walkshed. These lands at the edge of that area, so a lower density may be appropriate. • The Halifax Green Network Plan identifies two “Important Corridors” on the lands, where wildlife and natural landscape connectivity should be prioritized. • **Proposed housing units (estimated):** 2974 units (estimated at 7 units per acre)	• Same as C071 above
	C074	Lands to the southwest of Herring Cove Road, Spryfield Area, Halifax (PID 41182643)	Request from Stephen Adams, on behalf of the property owners, to extend the Urban Service Area boundary to allow for serviced development on the full extent of these lands *Note: Staff considered this request during Phase 3, and are now recommending that it be considered during Phase 5.*			• Same as C071 above
	C333	Lands to the southwest of Herring Cove Road, Spryfield Area, Halifax (various PIDs)	Request from Stephen Adams on behalf of the property owners to rezone lands in this area to R-2 *Note: Staff considered this request during Phase 3, and are now recommending that it be considered during Phase 5.*			• Same as C071 above

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Urban Reserve	n/a (Case 22257)	Purcell's Cove Backlands Urban Reserve (All lands in the Urban Reserve Designation, Purcell's Cove Road area)	Staff-initiated as a result of HRM's acquisition of Shaw Wilderness Park	• Under the Regional Plan these lands are designated Urban Reserve, which envisions future serviced development beyond the life of the Regional Plan (after 2031) • Halifax Green Network Plan, Action 66: "During the next Regional Plan review amend the Regional Plan to recognize recent land acquisitions [i.e. Shaw Wilderness Park] within the Purcell's Cove Backlands as Regional Park and consider open space planning for the remainder of this area."	• On June 8, 2021, Regional Council passed the following motion: "Consider amendments to the Regional Municipal Planning Strategy, the Halifax Secondary Municipal Planning Strategy and Halifax Mainland Land Use By-law for lands currently designated and zoned Urban Reserve in the Purcell's Cove Backlands area (as shown on Map 1 of this report), through the ongoing Regional Plan Review (Case 22257) in order to protect environmentally significant features in the area, consistent with the policy directions outlined in this report."[1] • Future development should consider the objectives of the Integrated Mobility Plan to support transit-oriented development, support the Halifax Green Network Plan's objectives to adequately protect wilderness areas and connections, and follow policy guidance found in HalifACT2050, Sharing Our Stories and Halifax Water's Infrastructure Master Plan. • **Proposed housing units: To be determined** - 22257 – There is no active request for development under consideration. If future amendments were to permit development through the Conservation Design Development process, current Regional Plan policy limits Lower Density Classic Conservation Design development to a maximum of 100 units with a maximum density of 1 unit per hectare of net developable area; and Hybrid Conservation Design developments are limited to a maximum of 30 units with a maximum density of 1 unit per hectare of net developable areas. The number of units per land holding would be determined based on net developable area of each individual site, land require for conservation areas, and site constraints. - C025 **–** If future amendments were to permit large lot residential subdivision, staff estimate approximately 5 lots could be achieved. This is based on the existing Regional Subdivision By-Law which requires 61 metres of public road frontage per lot on roads in Schedule K, which includes Purcell's Cove Road.	• **Phase 4 – Draft Regional Plan** • As part of this review: - Re-designate and rezone the Shaw Wilderness Park lands to Open Space and Natural Resources Designation and the Regional Park Zone to reflect its current use; - Re-designate and rezone other publicly-owned lands and private conservation lands to the Open Space and Natural Resource Designation and the Protected Area Zone; - Acknowledge that an urban form of serviced development is no longer envisioned in this location and consider re-designating and rezoning the remaining privately-owned lands currently zoned and designated Urban Reserve to an alternative designation and zone that recognizes the environmental and cultural importance of the Purcell's Cove Backlands.
Urban Reserve	C025	Lands on Purcell's Cove Road, Halifax (PID 41342080)	Request from ZZap Consulting, on behalf of Tony Maskine, to include lands currently within the Urban Reserve designation within the Urban Service Area boundary, to allow for subdivision for serviced development *Note: Staff considered this request during Phase 3, and are now recommending that it be considered during Phase 4.*			

[1] https://www.halifax.ca/sites/default/files/documents/city-hall/regional-council/210608rc1141.pdf

Table 4: Service Area Boundary Adjustments

Applicable Regional Plan Policy:

SU-4 When considering any expansion of the Urban Service Area, HRM shall have regard to the following:

(a) that a Secondary Planning Strategy for the lands to be included within the Urban Service Area has been adopted by HRM except that this requirement may be waived where, in the opinion of HRM, the proposed extension represents a minor adjustment to the Area;
(b) the financial ability of HRM to absorb any costs relating to the extension;
(c) if required, a watershed or sub-watershed study has been completed in accordance with Policy E-23;
(d) that, if required to pay for growth-related municipal infrastructure costs, a municipal infrastructure charge area has been established or is adopted concurrently with the boundary amendment;
(e) the need to oversize the water, wastewater or stormwater systems to allow for future development within an Urban Settlement or Urban Reserve designation; and
(f) a charge needed to pay for growth related improvements to the water, wastewater or stormwater systems has, where required, been approved by the Review Board

SU-15 HRM may consider expanding existing Water Service Areas to existing communities,subject to the financial ability of HRM to absorb any costs related to the expansion, if:

(a) the lands are in proximity to a water transmission main planned or constructed by Halifax Water to improve the performance of the water distribution system;
(b) a study has been prepared by a qualified person verifying that there is a water quality or quantity problem that cannot reasonably be rectified by an alternative means;
(c) there are environmental concerns related to the long-term integrity of on-site sewage disposal systems and a wastewater management plan is also considered in accordance with Policy SU-19; and
(d) an area charge needed to pay for growth related improvements to the water, or stormwater services has been approved by the Review Board or Halifax Water has advised that an area charge is not required.

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Service Area Boundary Adjustment	C089	24 and 30 Smiths Road, Bedford (PIDs 00419226 and 00419101)	Request from Ramar Developments Ltd. to extend central services to this property	• Under the Regional Plan, the lands are within the Rural Commuter designation, which envisions a rural pattern of development, and are outside the Urban Service Area • Lands are adjacent to the Sandy Lake and Bedford West Regional Plan growth centres, and within the Sandy Lake watershed area • Under the Bedford MPS and LUB, the lands are zoned for Residential Single Unit uses	• These lands are adjacent to the Bedford West and Sandy Lake Regional Plan growth centres, and it is expected this area will be surrounded by serviced development in the future. • The Sandy Lake watershed study (completed 2014) recommended advanced stormwater management and removing septic systems as a mitigation measure to limit phosphorus runoff into Sandy and Marsh Lakes. • **Proposed housing units (estimated):** 5 lots (estimated based on required public street frontage).	• **Phase 4 – Draft Regional Plan** • As part of this review: - Consider redesignating these lands to Urban Settlement, consistent with the designation in the Bedford West and Sandy Lake area; - Consider whether it is appropriate to extend the Urban Service Area boundary to align with the Urban Settlement designation. This will require consultation with Halifax Water.

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Service Area Boundary Adjustment	C325*	Montague Golf Course lands, between Montague Road and Lochmoor Lane, Lake Loon (PID 00624668)	Request from Fathom Studio on behalf of the property owner to include these lands within the Urban Service Area boundary, to enable a development agreement for a 6-storey apartment building for seniors.	• Under the Regional Plan, the lands are within the Rural Commuter designation, which envisions a rural pattern of development. The lands are outside the Urban Service Area but within the Water Service Area (municipal water services are available, but not wastewater services) • The lands are 500m north of the Westphal Urban Local Growth Centre and the current extent of the Urban Service Area • The majority of the property is included within the Cole Harbour/Westphal Community Plan Area, with the road frontage of the property within the North Preston, Lake Major, Lake Loon, Cherry Brook and East Preston Plan Area. • There is an existing development agreement on this property that permits a 9-hole golf course, sleigh wagon ride operation, and uses permitted within the R-1 Zone, Cole Harbour/Westphal LUB. Policy UR-10 permits multiple unit dwellings over 6 units if services are available, by development agreement.	• Consider this request in relation to the Regional Plan's strategic growth objectives, and in relation to a review of the Regional Plan's growth centres • If brought forward by the Province, the Cherry Brook Bypass may cross Montague Road just north of this property. A future interchange in this area may impact the growth pattern in this area. • Future development should consider the objectives of the Integrated Mobility Plan to support transit-oriented development, and follow policy guidance found in the Halifax Green Network Plan, HalifACT2050, Sharing Our Stories and Halifax Water's Infrastructure Master Plan. • **Proposed housing units:** Applicant has proposed a 120-unit apartment building.	**Phase 5: Future Growth** • Amendments to the Urban Settlement designation and Urban Service Area boundary in this area are not recommended until futher study of community growth and infrastructure in this area can be completed. • Therefore, in Phase 5, staff will: - Study population growth and settlement patterns to determine whether these lands may be appropriate for serviced development in the longer term; - Consult with Halifax Water and HRM Infrastructure Planning to understand long-term plans for servicing and any constraints and opportunities in this area; - Consider environmental implications, such as watershed impacts, constraints such as floodplains and explore opportunities for landscape connectivity, consistent with the objectives of the Halifax Green Network Plan; - Consider mobility implications and opportunities for transit-oriented development, consistent with the objectives of the Integrated Mobility Plan; - Consider what public engagement will be required.

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Service Area Boundary Adjustment	C328*	Lands off of Dyke Road, Cow Bay (PID 00369397)	Request from Fathom Studio on behalf of Silver Sands Realty Ltd. to include these lands within the Water Service Area boundary and rezone to R-1, to enable residential subdivision.	• Under the Regional Plan, the lands are designated Rural Commuter, which envisions a rural pattern of development, outside of the Urban Service Area. • The lands are not within or adjacent to a Regional Plan growth centre • Existing Regional Plan policies SU-13 to SU-16 set out the circumstances under which Water Service Areas may be established or expanded. • The lands are not currently eligible for Conservation Design Development, as they fall within the Rural Area designation under the Eastern Passage/ Cow Bay MPS. The Eastern Passage/ Cow Bay MPS envisions that the rural character of this area will be maintained.	• Any adjustment to the Cow Bay Control Area must be considered cautiously, in relation to the Regional Plan's strategic growth objectives. • The Halifax Green Network Plan identifies an "Important Corridor" on the edge of the lands, where wildlife and natural landscape connectivity should be prioritized. • The western side of the lands abuts the Cow Bay River. As part of the background study for the Morris Lake Expansion lands, there may be additional information learned about this watershed and the Cow Bay River floodplain. • Future development should consider the objectives of the Integrated Mobility Plan to support transit-oriented development, and follow policy guidance found in the Halifax Green Network Plan, HalifACT2050, Sharing Our Stories and Halifax Water's Infrastructure Master Plan. • **Proposed housing units:** Applicant has proposed 50 to 60 lots	**Phase 5: Future Growth** • Amendments to Regional Plan and SMPS policy to enable additional subdivision in the Cow Bay area are not recommended until further study of future community growth and infrastructure planning in this area can be completed. • Therefore, in Phase 5, staff will: - Study population growth and settlement patterns to determine whether these lands may be appropriate for serviced development in the longer term; - Consult with Halifax Water and HRM Infrastructure Planning to understand long-term plans for servicing and any constraints and opportunities in this area; - Consider environmental implications, such as watershed impacts, constraints such as floodplains and explore opportunities for landscape connectivity, consistent with Green Network Plan objectives; - Consider mobility implications and opportunities for transit-oriented development, consistent with the objectives of the Integrated Mobility Plan; - Consider what public engagement will be required.

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Service Area Boundary Adjustment	C337*	Lands near Fraser Lake, 2832 St. Margaret's Bay Road, Timberlea (PIDs 40054306, 40054363, 40261729, 40689358, 40319550)	Request by Clayton Development Limited to extend the Urban Service Area boundary to enable residential development with municipal water and wastewater services.	• Under the Regional Plan, the lands are designated Rural Commuter, which envisions a rural pattern of development • Under the Timberlea/ Lakeside/ Beechville MPS, the lands are within the Urban Residential designation. Policy UR-1 envisions this designation as a priority area for continuing residential development; however this was not supported by Regional Plan policy. The lands are not located in or adjacent to a Regional Plan growth centre.	• Consider this request in relation to the Regional Plan's strategic growth objectives. • The Halifax Green Network Plan identifies an Essential Corridor that passes through the site from north to south, where wildlife and natural landscape connectivity should be prioritized. • Future development should consider the objectives of the Integrated Mobility Plan to support transit-oriented development, and follow policy guidance found in the Halifax Green Network Plan, HalifACT2050, Sharing Our Stories and Halifax Water's Infrastructure Master Plan. • Although staff did not actively seek public comment on this request during Phase 3, the applicant's request letter was published on the Regional Plan Review webpage, and there were 17 submissions received. These submissions expressed strong opposition to development on this site. Residents expressed concern about the ecological integrity of the site, the impact of increased traffic from a development of this size, and how it will impact water quality and nearby wilderness area. Residents expressed concern about a change to the Urban Service Boundary and how it may impact current residents and where the services would connect. Residents also commented on the need for improved engagement, improved transit and the need for park programming, park planning and park acquisition. Residents also commented on the importance of the IMP, HGNP, and wildlife corridors. • **Proposed housing units (estimated):** Applicant has proposed 690 units (6 units per acre)	**Regional Plan Phase 5: Future Growth** • This area was identified as a priority area for growth under the Timberlea/ Lakeside/ Beechville MPS; however, it is not considered a growth area under the Regional Plan, and the Halifax Green Network Plan has identified important environmental values on the lands. • Amendments to the Regional Plan and SMPS policy to enable serviced development in this area of Timberlea is not recommended until further study of future community growth, environmental constraints and infrastructure planning in this area can be completed. • Therefore, as part of Phase 5, staff will: - Study population growth and settlement patterns to determine whether these lands may be appropriate for serviced development in the longer term; - Consult with Halifax Water and HRM Infrastructure Planning to understand long-term plans for servicing and any constraints and opportunities in this area; - Consider environmental implications, such as watershed impacts, constraints such as floodplains and wildlife coordiors, and explore opportunities for landscape connectivity, consistent with Green Network Plan objectives; - Consider mobility implications and opportunities for transit-oriented development, consistent with the objectives of the Integrated Mobility Plan; - Consider what public engagement will be required.

Table 5: Service Area Boundary Adjustments - Middle Sackville

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Service Area Boundary Adjustment	C070-B	Lands with frontage on Old Sackville Road and Lindforest Court, Middle Sackville (PIDs 40695504, 40123788, and 41315946)	Request from Armco Capital Inc. to extend the Urban Service Area boundary to allow for serviced development in this area *Note: Staff considered this request during Phase 3, and are now recommending that it be reconsidered during Phase 4.*	• Under the Regional Plan, designated Rural Commuter and within the Middle Sackville Urban Local Growth Centre • PID 40695504 is zoned CDD, and referenced in Regional Plan Policy SU-6, which states that "HRM shall consider the extension of municipal wastewater and water distribution services to these properties to allow for a residential subdivision by development agreement" subject to meeting several criteria	• Halifax Water has indicated that these lands are tributary to a wastewater main that does not meet the minimum size requirements of Halifax Water's Design Specification, and as a result, additional analysis is required. Therefore, staff were unable to bring this request forward as part of Phase 3 as originally planned. Instead, these lands will be considered in the broader study of Middle Sackville planned for Phase 4 (see C070-C below). • **Proposed housing units (estimated):** 274 units (estimated at 7 units per acre)	• **Phase 4 – Draft Regional Plan** • As part of this review, consider which lands in the Middle Sackville area may be appropriate for serviced development in the short term, and which should be considered in the longer term horizon. Staff propose to: - Study the current and future potential development pattern in the Middle Sackville area (considering existing development, ongoing as-of-right subdivision applications, ongoing enabled planning applications, and requests received through the Regional Plan Review process) to understand the area's infrastructure planning needs; - Consult with Halifax Water and HRM Infrastructure Planning to understand long-term plans for servicing and any constraints and opportunities in the area; - Consider environmental implications, such as watershed impacts, constraints such as floodplains and explore opportunities for landscape connectivity, consistent with the objectives of the Halifax Green Network Plan; - Consider mobility implications and opportunities for transit-oriented development, consistent with the objectives of the Integrated Mobility Plan; - Consider past and ongoing public engagement in the area, including the Middle – Upper Sackville & Lucasville Community Visioning program, and consider what, if any additional public engagement is required.
Service Area Boundary Adjustment	C070-C	Lands at the corner of Rosemary Drive and Marigold Drive, Middle Sackville (Berry Hills subdivision, PID 41437229)	Request from Armco Capital Inc. to extend the Urban Service Area boundary to allow for serviced development on this parcel	• Under the Regional Plan, the majority of lands are designated Rural Commuter which envisions a rural pattern of development. A small portion of the property is within the Urban Settlement designation • The lands are not within or adjacent to a Regional Plan growth centre	• Any significant expansion to the Urban Settlement designation and Urban Service Area Boundary must be considered carefully in relation to the Regional Plan's strategic growth objectives. • The Middle Sackville area is facing increased pressure for housing development, and these requests should be considered with a long-term vision for the area. • Future development should consider the objectives of the Integrated Mobility Plan to support transit-oriented development, support the Halifax Green Network Plan's objectives to adequately protect wilderness area and connections, and follow policy guidance found in HalifACT2050, Sharing Our Stories and Halifax Water's Infrastructure Master Plan. • The "Middle – Upper Sackville & Lucasville Community Vision" completed in 2011 should be used to inform future planning work. • **Proposed housing units (estimated):** 6 units (estimated at 5 units per acre)	

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Service Area Boundary Adjustment	C070-D	Lands near Little Lake, Middle Sackville (PIDs 40151185, 41215419, 41215427, 40140501, and 41284449)	Request from Armco Capital Inc. to extend Urban Service Area boundary northward to the CN Rail Line to allow for serviced development on the full extent of these lands	• Under the Regional Plan, the lands are split designated Urban Settlement/ Rural Commuter. The portion of the lands outside the Urban Settlement designation/Urban Service Area are designated Rural Commuter, which envisions a rural pattern of development • The lands are not within or adjacent to a Regional Plan growth centre	• Same as C070-C above • **Proposed housing units (estimated):** 1,011 units (estimated at 5 units per acre)	• **Phase 4 – Draft Regional Plan** • Same as C070-B/C above
Service Area Boundary Adjustment	C102	Lands north of Highway 101, east of Springfield Estates mobile home park, Middle Sackville (PID 00475442)	Request from Ramar Developments Ltd., for the property to be included within the Urban Service Area boundary to enable serviced development	• Under the Regional Plan, the lands are designated Rural Commuter, which envisions a rural pattern of development • There is a large wetland mapped on Schedule G of the Beaver Bank, Hammonds Plains, Upper Sackville Land Use Policy, which cannot be developed pursuant to Regional Plan Policy E-15. • The lands are not within or adjacent to a Regional Plan growth centre.	• Same as C070-C above • **Proposed housing units (estimated):** 293 units (estimated at 5 units per acre)	• **Phase 4 – Draft Regional Plan** • Same as C070-C above
Service Area Boundary Adjustment	C310	Lands southeast of Springfield Lake, with frontage on Sackville Drive, Middle Sackville (PID 40167561)	Request from Brycon Construction for this property to be included within the Urban Service Area boundary to enable serviced development of these lands	• Under the Regional Plan, the lands are designated Rural Commuter, which envisions a rural pattern of development, and are outside of the Urban Service Area. • The lands are not within or adjacent to a growth centre.	• Same as C070-C above • **Proposed housing units (estimated):** 87 units (estimated at 5 units per acre)	• **Phase 4 – Draft Regional Plan** • Same as C070-C above
Service Area Boundary Adjustment	C311	Lands north of Webber Lake, west of Lucasville Road (PID 40123614)	Request from Marchand Developments Ltd. to re-designate these lands to the Urban Settlement and extend the Urban Service Area boundary to enable development of a multi-unit residential building on municipal services	• Under the Regional Plan, the lands are designated Rural Commuter, which envisions a rural pattern of development, and are outside of the Urban Service Area. • The lands are at the edge of the Middle Sackville Urban Local Growth Centre, and east of lands within the study area for the Middle Sackville Master Plan[2]. • The portion of the lands adjacent Webber Lake are designated and zoned Flood Plain under the Beaver Bank, Hammonds Plains and Upper Sackville MPS and LUB. • The lands are within an “Important Corridor” under the Halifax Green Network Plan, where wildlife and natural landscape connectivity should be prioritized.	• Same as C070-C above • **Proposed housing units (estimated):** 87units (estimated at 5 units per acre)	• **Phase 4 – Draft Regional Plan** • Same as C070-C above

[2] https://www.halifax.ca/business/planning-development/applications/case-21639-middle-sackville-master-plan

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Service Area Boundary Adjustment	C312	Lands north of Springfield Lake, Middle Sackville (PIDs 41302837, 41305020, 41047655, 41491853, 41302829, 41077603)	Request from Marchand Developments Ltd. to re-designate these lands to the Urban Settlement and extend the Urban Service Area boundary to allow for serviced development in this area	• Under the Regional Plan, the lands are designated Rural Commuter, which envisions a rural pattern of development, and are outside of the Urban Service Area. • Under the Beaver Bank, Hammonds Plains, and Upper Sackville MPS, the lands are designated Mixed Use, Rural Resource, and Springfield Lake. The Springfield Lake designation recognizes that Springfield Lake itself is an environmentally-sensitive headwater lake, and development in this area must be balanced with the protection of natural systems through careful stormwater management and water quality monitoring.	• Same as C070-C above • **Proposed housing units (estimated):** 1,596 units (estimated at 5 units per acre)	• **Phase 4 – Draft Regional Plan** • Same as C070-C above
Service Area Boundary Adjustment	C314	Lands with frontage on Orchard Drive and Bambrick Road, Middle Sackville (PID 40699845)	Request from Sunrose Land Use Consulting, on behalf of Shoreham Development Limited, to extend the Urban Service Area boundary to allow for serviced development in this area	• Under the Regional Plan, the lands are designated Rural Commuter, which envisions a rural pattern of development. • The lands are at the edge of the Middle Sackville Urban Local Growth Centre.	• Same as C070-C above • **Proposed housing units (estimated):** 347 units (estimated at 5 units per acre)	• **Phase 4 – Draft Regional Plan** • Same as C070-C above
Service Area Boundary Adjustment	C319	Lands near Highway 101 and Margeson Drive, Middle Sackville (PIDs 40281479, 40123598, 41287129, 40123606)	Request from Armco Communities to consider extending both municipal water and wastewater service to these lands	• Under the Regional Plan, the lands are designated Rural Commuter, which envisions a rural pattern of development • The lands are within the Middle Sackville Urban Local Growth Centre, and within the Middle Sackville Master Plan study area, identified as Phase 3 (Case 21639[3]) • PID 40281479 is zoned CDD, and referenced in Regional Plan Policy SU-6, which states that "HRM shall consider the extension of municipal wastewater and water distribution services to these properties to allow for a residential subdivision by development agreement" subject to meeting several criteria. However, under the Middle Sackville Master Plan, the applicant has requested this parcel be considered for highway commercial uses.	• Same as C070-C above • Also, as the lands are currently part of the Middle Sackville Master Plan study area, alternative direction may be required from Regional Council to proceed with a different approach to these lands. • **Proposed housing units (estimated):** 662 units (estimated at 5 units per acre)	• **Phase 4 – Draft Regional Plan** • Same as C070-C above

[3] See: https://www.halifax.ca/business/planning-development/applications/case-21639-middle-sackville-master-plan and https://www.shapeyourcityhalifax.ca/middle-sackville-planning-process

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Service Area Boundary Adjustment	C320	Lands in the Berry Hills subdivision, Middle Sackville (PID 41496621)	Request from Armco Communities to consider extending the Urban Service Area boundary to these lands to allow for serviced residential development in this area	• Under the Regional Plan, the lands are designated Rural Commuter, which envisions a rural pattern of development. The lands are directly to the north of the Urban Settlement designation and Urban Service Area boundary. • The lands are not within or adjacent to a growth centre.	• Same as C070-C above. • **Proposed housing units (estimated):** 204 units (estimated at 5 units per acre)	• **Phase 4 – Draft Regional Plan** • Same as C070-C above.
Service Area Boundary Adjustment	C329*	Springfield Estates mobile home park, Middle Sackville (PID 40152845)	Request from Westphal Court Ltd., operating as Springfield Estate Manufactured Housing Community, to extending the Urban Service Area or the Water Service Area boundary to these lands to enable connection for municipal water services.	• Under the Regional Plan, the lands are designated Rural Commuter, which envisions a rural pattern of development. • The lands are not within or adjacent to a growth centre. • The Beaver Bank, Hammonds Plains and Upper Sackville SMPS recognizes difficulties with the park's sewage treatment plant and water quality issues with the water distribution system.	• Same as C070-C above. • Consider whether there is a health risk associated with existing water source which is Little Springfield Lake, which the proponent says is unprotected and can provide seasonally poor water quality. • **Proposed housing units:** 169 existing units (no additional units proposed at this time)	**Phase 4 – Draft Regional Plan** • Same as C070-C above.

Table 6: Schedule J – Beaver Bank/ Hammonds Plains Growth Control Area

Applicable Regional Plan Policy:
Until transportation infrastructure capacity is increased within the Hammonds Plains and Beaver Bank areas, residential subdivision activity shall be limited.
S-24 HRM shall, through the Regional Subdivision By-law, establish special provisions to:
(a) limit development within portions of the Hammonds Plains and Beaver Bank communities;
(b) prohibit the creation of new roads to generate residential development except where new roads can be demonstrated to improve traffic safety or achieve better regional network connectivity;
(c) permit approval of one additional lot from any area of land in existence prior to April 29, 2006, which does not meet minimum road frontage requirements; and
(d) permit residential development on new roads identified as Future Subdivision Connectors on Map 1.

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Schedule J (Hammonds Plains)	C017	Lands West of Sandy Lake and Marsh Lake, Hammonds Plains/ Lucasville (PIDs 40203697, 40203671, 40203721)	Request from Sunrose Land Use Consulting on behalf of United Gulf to consider secondary planning for these lands in conjunction with adjacent Sandy Lake lands	• Under the Regional Plan, the lands are designated Rural Commuter, which envisions a rural pattern of development, and calls for focusing growth within centres and controlling growth outside of those centres. • PIDs 40203671 and 40203721 are within the Hammonds Plains Growth Control Area (Schedule J, Regional Subdivision By-Law) where development within portions of the community is limited by transportation infrastructure capacity. • The Halifax Green Network Plan identifies an essential wildlife corridor in this area.	• Any adjustment to the Hammonds Plains Growth Control Area must be considered carefully, in relation to the Regional Plan's strategic growth objectives. • Consider the appropriate role for these lands in relation to the proposed Sandy Lake growth centre, Marsh Lake conservation lands, and connections to the Lucasville area. • Future development should support the Halifax Green Network Plan's objectives to adequately protect wilderness area and connections, and follow policy guidance found in the Integrated Mobility Plan, HalifACT2050, Sharing Our Stories and Halifax Water's Infrastructure Master Plan. • **Proposed housing units (estimated):** 342 units (estimated at 1 unit per acre)	• **Phase 5 – Future Capacity** • Amendments to Regional Plan policy for the Hammonds Plains Growth Control Area is not recommended until further study of future community development and infrastructure planning in this area can be completed. • Therefore, as part of this review, staff propose to adopt policy intent in the Regional Plan to study future development potential in the Hammonds Plains Growth Control Area in preparation for the next Regional Plan horizon (2023-2030). To develop this policy, staff will: - Study population growth and settlement patterns to estimate which lands may be appropriate for new serviced development beyond 2031; - Consult with Halifax Water and HRM Infrastructure Planning to understand long-term plans for servicing and any constraints and opportunities in this area; - Consider environmental implications, such as watershed impacts, constraints such as floodplains and explore opportunities for landscape connectivity, consistent with the objectives of the Halifax Green Network Plan; - Consider mobility implications and opportunities for transit-oriented development, consistent with the objectives of the Integrated Mobility Plan. - Consider what public engagement will be required.

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Schedule J (Hammonds Plains)	C109	Lands north of Hammonds Plains Road and south of Taylor Lake, Hammonds Plains (PIDs 00457564 and 00422980)	Request from Brighter Community Planning & Design to remove these lands from Schedule J to enable residential subdivision.	• Under the Regional Plan, the property is designated Rural Commuter, where a rural pattern of development is envisioned. • A portion of the lands is within the Hammonds Plains Growth Control Area (Schedule J, Regional Subdivision By-Law) where development within portions of the community is limited by transportation infrastructure capacity. • The Halifax Green Network Plan identifies an essential wildlife corridor in this area.	• Any adjustment to the Hammonds Plains Growth Control Area must be considered carefully, in relation to the Regional Plan's strategic growth objectives. • Future development should support the Halifax Green Network Plan's objectives to adequately protect wilderness area and connections, and follow policy guidance found in the Integrated Mobility Plan, HalifACT2050, Sharing Our Stories and Halifax Water's Infrastructure Master Plan. • **Proposed housing units (estimated):** 190 units (estimated at 1 unit per acre)	• **Phase 5 – Future Capacity** • Same as C017 above
Schedule J (Hammonds Plains)	C317	Former Pin-Hi Golf Course, Hammonds Plains Road and Lucasville Road, Hammonds Plains (PIDs 00425512 and 00422535),	Request from Stonehouse Golf Group, to extend the Water Service Area to allow for serviced development in this area. A portion of the properties are within the water services area	• Under the Regional Plan, the property is designated Rural Commuter, where a rural pattern of development is envisioned. • Portions of the lands adjacent to Hammonds Plains Road and Lucasville Road are within the Water Service Area boundary. • The lands are within the Hammonds Plains Growth Control Area (Schedule J, Regional Subdivision By-Law) where development within portions of the community is limited by transportation infrastructure capacity.	• Any adjustment to the Hammonds Plains Growth Control Area must be considered carefully, in relation to the Regional Plan's strategic growth objectives. • Future development should support the Halifax Green Network Plan's objectives to adequately protect wilderness area and connections, and follow policy guidance found in the Integrated Mobility Plan, HalifACT2050, Sharing Our Stories and Halifax Water's Infrastructure Master Plan. • **Proposed housing units (estimated):** Proposed 168 units	• **Phase 5 – Future Capacity** • Same as C017 above.

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Schedule J (Beaver Bank)	C103	Lands north of Monarch Drive and east of Beaver Bank Road, Beaver Bank (PIDs 00468116 and 00468355)	Request from Ramar Developments Ltd., for properties to be included within the Urban Service Area	• Under the Regional Plan, the lands are within the Rural Commuter designation, adjacent to the Urban Settlement designation and the Urban Service Area boundary. The lands are within the Water Service Area boundary. • The lands are within the Beaver Bank Growth Control Area (Schedule J, Regional Subdivision By-Law) where development within portions of the community is limited by transportation infrastructure capacity.	• Any adjustment to the Beaver Bank Growth Control Area, and any expansion to the Urban Settlement designation and Urban Service Area Boundary must be considered carefully in relation to the Regional Plan's strategic growth objectives • The Beaver Bank/Kinsac area is facing increased pressure for housing development, and these requests should be considered with a long-term vision for the area. • Future development should consider the objectives of the Integrated Mobility Plan to support transit-oriented development, support the Halifax Green Network Plan's objectives to adequately protect wilderness area and connections, and follow policy guidance found in HalifACT2050, Sharing Our Stories and Halifax Water's Infrastructure Master Plan. • **Proposed housing units (estimated):** C103: 30 units (estimated at 1 unit per acre) C299: 73 units (estimated at 1 unit per acre) C300: 3 units (estimated at 1 unit per acre) C117: 275 units (estimated at 1 unit per acre)	• **Phase 5 – Future Capacity** • Amendments to Regional Plan policy for the Beaver Bank Growth Control Area are not recommended until further study of future community development, infrastructure and servicing opportunities in the Beaver Bank and Kinsac area is completed. • Therefore, in Phase 5, staff propose to study future development potential in the Beaver Bank Growth Control Area in preparation for the next Regional Plan horizon (2023-2030). To develop this policy, staff will: - Study population growth and settlement patterns to estimate which lands may be appropriate for new serviced development beyond 2031; - Consult with Halifax Water and HRM Infrastructure Planning to understand long-term plans for servicing and any constraints and opportunities in this area; - Consider environmental implications, such as watershed impacts, constraints such as floodplains and explore opportunities for landscape connectivity, consistent with the objectives of the Halifax Green Network Plan; - Consider mobility implications and opportunities for transit-oriented development, consistent with the objectives of the Integrated Mobility Plan; - Consider what public engagement will be required.
Schedule J (Beaver Bank)	C299	Lands near Barrett Lake, Beaver Bank (PIDs 00500967, 41495383, 41495391, 41495409, 41317918, 41317991, 41318007, 41317983, 41317967, 41495375)	Request from Marchand Homes, to include these properties within the Urban Settlement designation and Urban Service Area boundary to enable subdivision with central servicing			
Schedule J (Beaver Bank)	C300	Lands south of Monarch Drive, Beaver Bank (PIDs 40830291, 40830309)	Request from Marchand Homes, to include these properties within the Urban Settlement designation and Urban Service Area boundary to enable subdivision with central servicing			
Schedule J (Beaver Bank)	C117	Lands near Kinsac Lake, Kinsac (PIDs 41340258; 40871626; 40121089; 41381963; 40121931)	Request from Marchand Homes, to include these properties within the Urban Settlement designation and Urban Service Area boundary to enable subdivision with central servicing	• Under the Regional Plan, the lands are within the Rural Commuter designation, where a rural pattern of development is envisioned. The property is adjacent to the Urban Settlement designation (planned Carriagewood Estates subdivision – Case 24045[4]) • The property is within the Beaver Bank Growth Control Area (Schedule J, Regional Subdivision By-Law) where development within portions of the community is limited by transportation infrastructure capacity. • PID 40871626 includes a large wetland mapped on Schedule G of the Beaver Bank, Hammonds Plains, Upper Sackville Land Use Policy, pursuant to Regional Plan Policy E-15.		

[4] https://www.halifax.ca/business/planning-development/applications/case-24045-carriagewood-estates-beaver-bank

Schedule J (Beaver Bank)	C343*	324 and 328 Beaver Bank Road, Beaver Bank (PIDs 41052960 and 41052978)	Request from Beaver Bank Investments to include the entirety of the lands within the Urban Settlement designation, extend the Urban Service Area boundary and remove the lands from the Beaver Bank Growth Control Area (Schedule J).	• Under the Regional Plan, the portion of the lands with frontage on Beaver Bank Road are located within the Urban Settlement designation and within the Urban Service Area boundary. The remainder of the lands are within the Rural Commuter designation, where a rural pattern of development is envisioned. • The portion of lands the lands in the Rural Commuter designation is within the Beaver Bank Growth Control Area (Schedule J, Regional Subdivision By-Law) where development within portions of the community is limited by transportation infrastructure capacity. • The lands are not located in or near a Regional Plan growth centre.	• Same as C103 above • **Proposed housing units (estimated)**: 13 units (estimated at 1 unit per acre)	• **Phase 5 – Future Capacity** • Same as C103 above

Table 7: Urban Plan Amendment

Applicable Regional Plan Policy:

3.2.1 Urban Settlement Designation

The Urban Settlement Designation encompasses those areas where development serviced with municipal water and wastewater systems (serviced development) exists or is proposed under this Plan. The designation includes three designated growth areas where Secondary Planning Strategies haven been approved (Morris-Russell Lake, Bedford South and Bedford West) three areas for future serviced communities, subject to HRM approval of secondary planning (Port Wallace, **Sandy Lake**, and the **Highway 102 west corridor** adjacent to Blue Mountain - Birch Cove Lakes Park).

The **Morris-Russell Lake Secondary Plan area** has not been able to develop as expected due to the Shearwater air base being re-acquired by the Canadian Armed Forces. Consideration may be given to amending this Secondary Planning Strategy to allow for additional serviced development at the north end of Morris Lake and Eastern Passage if the connector road from Mount Hope Avenue to Caldwell Road is feasible.

S-1 The Urban Settlement Designation, shown on the Generalized Future Land Use Map (Map 2), encompasses those areas where HRM approval for serviced development has been granted and to undeveloped lands to be considered for serviced development over the life of this Plan. Amendments to this Boundary may be considered:

(a) where reviews of regional population and housing forecasts have been undertaken and the proposed amendments may assist in achieving the growth targets established by this Plan; and

(b) the lands are within or adjacent to a growth centre.

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Urban Plan Amendment	C061-A	Birch Cove, Bedford Highway, Halifax (PIDs 00325316, 41165481, 00291484, 00456533, 00325308, 00325290)	Request from Sunrose Land Use Consulting on behalf of United Gulf to consider new planning policy to enable comprehensive mixed-use development on these lands	• Under the Regional Plan, this area is within the Halifax Harbour designation, which identifies a need to balance the need for harbour-related industrial uses and other uses, such as residential. The lands are within the Urban Service Area. • The Regional Plan also identified the area as an Urban Local Growth Centre. A “Birch Cove Waterfront Plan” prepared in 2010 proposed a mixed use residential/commercial development on the lands; however, the project was put on hold and drew local opposition.	• The Bedford Highway Functional Plan[5] highlighted challenges to access due to the location near the CN rail line, and potential vulnerability of these water lots to sea level rise as a result of climate change. The Functional Plan recommended that HRM “undertake detailed land use study to understand the relationship between development, Bedford Highway Access, the rail line, transit modes, and climate change/sea level rise and consider removing the Urban Local Growth Centre classification for Birch Cove area as part of the next Regional Plan review.” • **Proposed housing units (estimated):** 54 units (estimated at 20 units/acre)	• **Phase 5 – Future Capacity** • As part of this review, remove the Regional Plan Urban Local Growth Centre from this location • Adopt policy to enable a future development process that would allow limited mixed use development on these lands providing access challenges can be addressed.

[5] https://www.halifax.ca/sites/default/files/documents/city-hall/regional-council/200526rc916.pdf

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Urban Plan Amendment	C-061-B	Paper Mill Lake, PID 00360677, Bedford	Request from Sunrose Land Use Consulting on behalf of United Gulf to consider new planning policy to allow for mixed use residential/commercial development	• This request originated in 2009. The planning process for these lands was deferred by Council until concerns with transportation and servicing capacity were addressed. As part of the Bedford Highway Functional Plan, staff advised that this request would be brought forward as part of the Regional Plan Review process. • Under the Regional Plan, the lands are within the Urban Settlement designation and within the Urban Service Area. The area is not a designated Regional Plan growth centre. • Under the Bedford SMPS, the lands are designated Commercial Comprehensive Development District (CCDD) and Residential Comprehensive Development District (RCDD). An existing development agreement which allows low density residential development (6 units/acre) applies to much of the lands within the RCDD designation. •	*Environmental Considerations* • Consistent with existing Bedford MPS policy and the Halifax Green Network Plan, future development must be designed in a way that considers measures to mitigate potential water quality impacts on Paper Mill Lake. *Mobility Considerations* • Transportation access to this site may be challenging. A connection to Hammonds Plains Road at Brookshire Court, consistent with existing Bedford MPS policy, is likely necessary; however, this road connection would be within the Province's control-of-access area for Highway 102 (i.e., within 60m of the interchange ramps) and would intersect with the acceleration and deceleration lanes for the ramps. The technical feasibility of this access would need to be explored at the development agreement and/or subdivision stage of development. • Active transportation (AT) infrastructure will be important within and to connect to the development. AT and transit connections to the planned ferry terminal at Mill Cove will be important to support the development. *Density and Built Form Considerations* • Given that these lands are not identified as a Regional Plan growth centre, and high frequency transit is not available here, staff have proposed relatively low density of 9 units per acre for these lands. A future development agreement will require a range of housing types and permit small-scale commercial development to support the neighbourhood. • **Proposed housing units (estimated):** 1,047 units (estimated at 9 units/acre)	• **Phase 4 – Draft Regional Plan** • Staff were unable to complete sufficient analysis in Phase 3 to recommend amendments to the Bedford SMPS and LUB at this time. Further work is required to consider the transportation constraints on the site, and to determine new planning policy and regulations which will support the development of a complete community. • Future policy is expected to require a development agreement process, which will require public engagement and Council approval. The proposed Bedford SMPS policy identifies criteria that must be considered during this process including consideration of density, housing mix, type and form, stormwater management, water quality, parks and open space, and transportation network.

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Urban Plan Amendment	Case 23084	Mill Cove/ Bedford Waterfront (PIDs 40600520, 00360354, 40601072)	Staff-initiated to consider appropriate planning policy to enable a transit-oriented development in support of a potential Mill Cove ferry terminal as identified in the Rapid Transit Strategy	• Under the Regional Plan, this area is within the Halifax Harbour designation, which identifies a need to balance the need for harbour-related industrial uses and other uses, such as residential. The lands are within the Urban Service Area. The Regional Plan also designates the lands within the identifies Bedford Mill Cove as an Urban Local Growth Centre. • The Bedford MPS designates the lands on the water side of the rail line as the Waterfront Comprehensive Developent District (WFCDD) and the Esquire Motel site as Commercial Comprehensive Development District (CCDD). • The Bedford MPS and past plans for the Bedford Waterfront have envisioned that access to the waterfront would be provided over the rail line at the northwestern edge of the Esquire Motel lands. • There is an active planning application (Case 21826) to amend the existing development agreement that applies to the lands, which would allow for a wider range of uses on the site, and allow for a removable modular hotel and commercial space.	• The planning process for the Bedford Waterfront had been deferred by Council until concerns with transportation and servicing capacity were addressed. The Bedford Highway Functional Plan recognized opportunities for development at the Mill Cove/ Bedford Waterfront location. The Functional Plan recommended that HRM "retain Urban Local Growth Centre as part of the next Regional Plan review and undertake a Master Planning/detailed land use study to understand the relationship between development, Bedford Highway access, the rail line, transit modes, and climate change/sea level rise." • The Rapid Transit Strategy proposed three new ferry routes, each connecting a new terminal to downtown Halifax, including Mill Cove. The Strategy, and the Bedford Highway Functional Plan, identified that there may be development opportunities in proximity to the proposed terminal site. • **Proposed housing units (estimated):** 3,135 units (estimated at 58 units/acre). This estimate may be high, as it includes water lots which are unlikely to be infilled.	• **Phase 5 – Future Capacity** • Planning for the Mill Cove ferry terminal began in Fall 2021. To support this work, staff will consider opportunities for redevelopment to support the ferry terminal. • A future comprehensive Mill Cove Planning and Infrastructure study is planned to explore the opportunities and constraints for this area. • Consider the request for the Esquire Motel site as part of the Bedford Waterfront site, consistent with the original Bedford Waterfront vision. • As part of this review: - Confirm the vision for these lands for a ferry terminal with a supporting mix of uses; and - Adopt policy to support future planning for these lands, in coordination with a Mill Cove Planning and Infrastructure study.
Urban Plan Amendment	C061-C	Esquire Motel site and lands adjacent to Bedford Basin, Bedford (PIDs 00428623, 00360388, 00360396, 00360362)	Request from Sunrose Land Use Consulting on behalf of United Gulf to enable redevelopment of the Esquire Motel site and lands adjacent to the Bedford Basin			

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Urban Plan Amendment	C339*	Lands bounded by Lacewood Drive, Dunbrack Street and Radcliffe Drive, Halifax (PIDs 40555294, 40594640, 40555278, 40594632, 40594624)	Request by ZZap Consulting Inc. on behalf of Crombie REIT, for amendments to the Halifax Municipal Planning Strategy and Halifax Mainland Land Use By-law to enable the consideration of a high-density transit-oriented development at the Park West Centre site	• Under the Regional Plan, the lands are identified as an Urban Local Growth Centre, where a mix of low, medium and high density residential uses and a range of commercial uses is envisioned. • Under the Halifax SMPS, the lands are designated Commercial. The policy describes different scales of commercial centres to support residential uses (neighbourhood, minor, major).	• The Rapid Transit Strategy proposed bus rapid transit (BRT) routes on both Lacewood Dr. and Dunbrack St., making this an important location where mixed-use, transit-oriented development should be encouraged. Based on this, upgrading the status of the Regional Plan growth centre from a "local" to "district" centre should be considered. • On January 25, 2022, Regional Council directed staff to "prepare a staff report outlining the process to initiate updated secondary plans for the areas identified as BRT Walksheds in Scenario C, Infill Areas map in the Regional Plan Review, which should consider: 1. Prioritizing BRT Corridors for rezoning that supports transit oriented complete communities, 2. Identifying boundaries for the secondary plan updates; 3. The process and timeline required for completing the secondary plans, and; 4. The financial resources and budget required to do the work. • **Proposed housing units (estimated):** The applicant has proposed 2000 units.	• **Phase 4 – Draft Regional Plan** • As part of Phase 4, staff propose to amend the Regional Plan to: - Incorporate the Integrated Mobility Plan principles into planning policy to encourage and enable transit-oriented development; and - Designate the walksheds around the BRT route corridors and existing and proposed ferry terminals identified in the Rapid Transit Strategy for transit-oriented development and revise the Regional Plan growth centre characteristics to reflect this updated vision. • Per the January 25, 2022 motion of Regional Council, staff will propose an approach to developing new secondary plan policy and land use regulations to enable transit-oriented development within the BRT walksheds. Once approved by Council, the process for developing this site will follow that approach.

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Urban Plan Amendment	C405*	Corner of Mayor Ave and Layton Road, Spryfield, Halifax (PIDs 00312652, 00312934, 00312926)	Request by West Coast Holdings Ltd. For amendments that would permit redevelopment of this site with a 5-7 storey apartment building	• Under the Regional Plan, the lands are 800 metres north of the Spryfield Urban District Growth Centre • Under the Halifax Mainland South Secondary Planning Strategy, Halifax SMPS, the lands are designated Medium-Density Residential". The site is currently zoned R-2P, which permits 4-unit apartment buildings. The MDR designation also enables the R-3 Zone, which limits the height of apartment buildings to 4 storeys and density to 75 persons per acre.	• The Rapid Transit Strategy proposed a BRT route on Herring Cove Road. These lands are within walkshed, about 200 metres from the route and within a 5-minute walk of a proposed station at the intersection with Old Sambro Road. • The IMP and Rapid Transit Strategy encourage residential density near high frequency transit. The location of the Spryfield growth centre should be reconsidered to reflect the planned rapid transit route. • There are existing residential buildings on the site. Opportunities to compensate for the potential loss of affordable units should be considered. • On January 25, 2022, Regional Council directed staff to "prepare a staff report outlining the process to initiate updated secondary plans for the areas identified as BRT Walksheds in Scenario C, Infill Areas map in the Regional Plan Review, which should consider: 1. Prioritizing BRT Corridors for rezoning that supports transit oriented complete communities, 2. Identifying boundaries for the secondary plan updates; 3. The process and timeline required for completing the secondary plans, and; 4. The financial resources and budget required to do the work. • **Proposed housing units (estimated):** 26 units (estimated at 58 units per acre). Note that the applicant has proposed approximately 50-60 units.	• **Phase 4 – Draft Regional Plan** • As part of Phase 4, staff propose to amend the Regional Plan to: - Incorporate the Integrated Mobility Plan principles into planning policy to encourage and enable transit-oriented development; and - Designate the walksheds around the BRT route corridors and existing and proposed ferry terminals identified in the Rapid Transit Strategy for transit-oriented development and revise the Regional Plan growth centre characteristics to reflect this updated vision. • Per the January 25, 2022 motion of Regional Council, staff will propose an approach to developing new secondary plan policy and land use regulations to enable transit-oriented development within the BRT walksheds. Once approved by Council, the process for developing this site will follow that approach.

Table 8: Rural Plan Amendment

Applicable Regional Plan Policy:

S-5 The Rural Commuter Designation shall be established on the Generalized Future Land Use Map (Map 2) to encompass those areas within commuting distance of the Regional Centre that are heavily influenced by low-density residential development. The intent for this designation is to:

- to protect the character of rural communities and conserve open space and natural resources by focussing growth within a series of centres, as shown on Settlement and Transportation Map (Map 1);
- support the delivery of convenience services to the surrounding settlement area;
- control the amount and form of development between centres; and
- protect the natural resource base and preserve the natural features that foster the traditional rural community character

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Rural Plan Amendment	C027/ Case 22212	1246 Ketch Harbour Road, Ketch Harbour (PID 00391169)	Request from KWR Approvals Inc. on behalf of Tim Garrison and Patrick Henneberry to enable a 40-unit residential development and an adaptive reuse of the existing building for commercial and residential uses. Initiated by Regional Council on April 2, 2020[6] *Note that a revised concept plan was submitted June 6, 2022, reducing the proposed number of units to 40 (from 60)*	• Under the Regional Plan, the lands are designated Rural Commuter, which envisions a rural pattern of development, and calls for focusing growth within centres and controlling growth outside of those centres. • Under the Planning District 5 MPS and LUB, there are as-of-right options to subdivide the subject site given the size of the property and its frontage along Ketch Harbour Road. Larger scale residential subdivisions are enabled on the subject property through the Conservation Design policies. There is also policy support to consider the reuse of the former telecommunications facility and subdivision for residential uses.	• The level of residential density requested is higher than the Regional Plan envisions for rural communities outside of growth centres. • There are opportunities for appropriate adaptive reuse and alternative housing forms under existing policy. Staff have advised the applicant to pursue adaptive reuse of the existing building under the existing policies. • **Proposed housing units (estimated):** 40 units (as proposed by KWR Approvals, 1.7 units/acre)	• **Phase 4 – Draft Regional Plan** • On January 25, 2022, Regional Council directed staff "to continue to assess request C027 (1246 Ketch Harbour Rd) as part of the ongoing Regional Plan Review."[7] • Per this direction, staff will continue to examine opportunities for this site in Phase 4. • As part of this review, staff anticipate proposing a region-wide policy to encourage adaptive reuse of existing buildings in rural areas. The future Rural Planning Framework will consider opportunities for a range of housing forms in rural communities.

[6] https://www.halifax.ca/sites/default/files/documents/city-hall/regional-council/200402rc-mins.pdf
[7] https://www.halifax.ca/sites/default/files/documents/city-hall/regional-council/220125rc-mins.pdf

Table 9: Industrial Lands

Regional Plan

EC-5 Where HRM 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.

….

There may be opportunities to integrate medium to higher density residential uses with private business parks to allow for affordable housing, reduced travel times and greater accessibility to goods and services for the residents. Limitations on the extent of residential development and design considerations may be needed to ensure developments are compatible and residents are provided with adequate services and infrastructure.

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

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Industrial Lands	Case 22008	Burnside Expansion Lands (Phase 14), Dartmouth (PID 40018657)	Request from HRM Corporate Real Estate, per April 28, 2015 motion of Regional Council, to include these lands within the Urban Service Area and apply industrial policy and zoning consistent to allow for serviced expansion of Burnside Industrial Park	• Under the Regional Plan, the lands are outside the Urban Service Area and designated Rural Commuter. • Regional Plan Policy EC-5 states that where lands have been identified as suitable for industrial use, HRM will amend planning policy and regulations to enable those uses, and minimize conflict with potential incompatible uses.	• Per the April 28, 2015 motion of Regional Council[8], consider required amendments to planning documents to allow for serviced industrial development on the subject properties • The Industrial Employment Lands Strategy identifies a need for additional serviced industrial lands to serve HRM's long term needs. • Future development must consider the objectives of the Integrated Mobility Plan to support transit-oriented development, support the Halifax Green Network Plan's objectives to adequately protect wilderness area and connections, and follow policy guidance found in HalifACT2050, Sharing Our Stories and Halifax Water's Infrastructure Master Plan. • **Proposed housing units (estimated):** N/A – Residential uses not proposed	• **Advance work and resource separately from the Regional Plan** • As part of this review, redesignate these lands from Rural Commuter to Urban Settlement, and apply the Business/ Industrial sub-designation to the lands. • In preparation for extending the Urban Service Area boundary and applying appropriate policy and zoning at the secondary plan and land use by-law level, initiate study on this area, including a watershed study, land suitability analysis (that considers environmental constraints and heritage and cultural assets and constraints) and a baseline infrastructure study (for mobility, water and wastewater services). Planning & Development will work with Infrastructure Planning and Corporate Real Estate to determine an appropriate scope for this study.

[8] http://legacycontent.halifax.ca/council/agendasc/documents/c150428.pdf

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Urban Plan Amendment	C104	Lands on Susie Lake Drive, Bayers Lake Business Park, Halifax (PIDs 40048969 and 41394974)	Request from Fathom Studio on behalf of BANC Group to allow residential development in a private business park, together with commercial and institutional uses (Community Outpatient Centre and supporting uses)	• Under the Regional Plan, the lands are within the Business/ Industrial Sub-designation of the Regional Plan, and designated and zoned for industrial and commercial uses use under the Halifax Secondary Municipal Planning Strategy. Residential uses are not permitted or envisioned on these lands.	• Consider the role of these lands within the industrial/ commercial land supply and whether residential development may be appropriate from a strategic growth perspective. While Bayers Lake has been long identified within the industrial land supply, the Industrial Employment Lands Strategy (2020) identified that some areas are no longer viable for general industrial use. • Future development must consider the objectives of the Integrated Mobility Plan to support transit-oriented development, support the Halifax Green Network Plan's objectives to adequately protect wilderness area and connections, and follow policy guidance found in HalifACT2050, Sharing Our Stories and Halifax Water's Infrastructure Master Plan. • **Proposed housing units (estimated):** The applicant originally proposed 2000 units. Some lands included in the original proposal are expected to be developed with commercial/ industrial uses, so this estimate is high.	• **Phase 4 – Draft Regional Plan** • As part of this review: - Confirm that the Susie Lake Drive area may accommodate future mixed-use residential/ commercial development; - Determine an appropriate development density for these lands, given their location in relation to existing and proposed transit; and - Adopt policy to enable future development of these lands in line with complete communities objectives to be determined through the review.

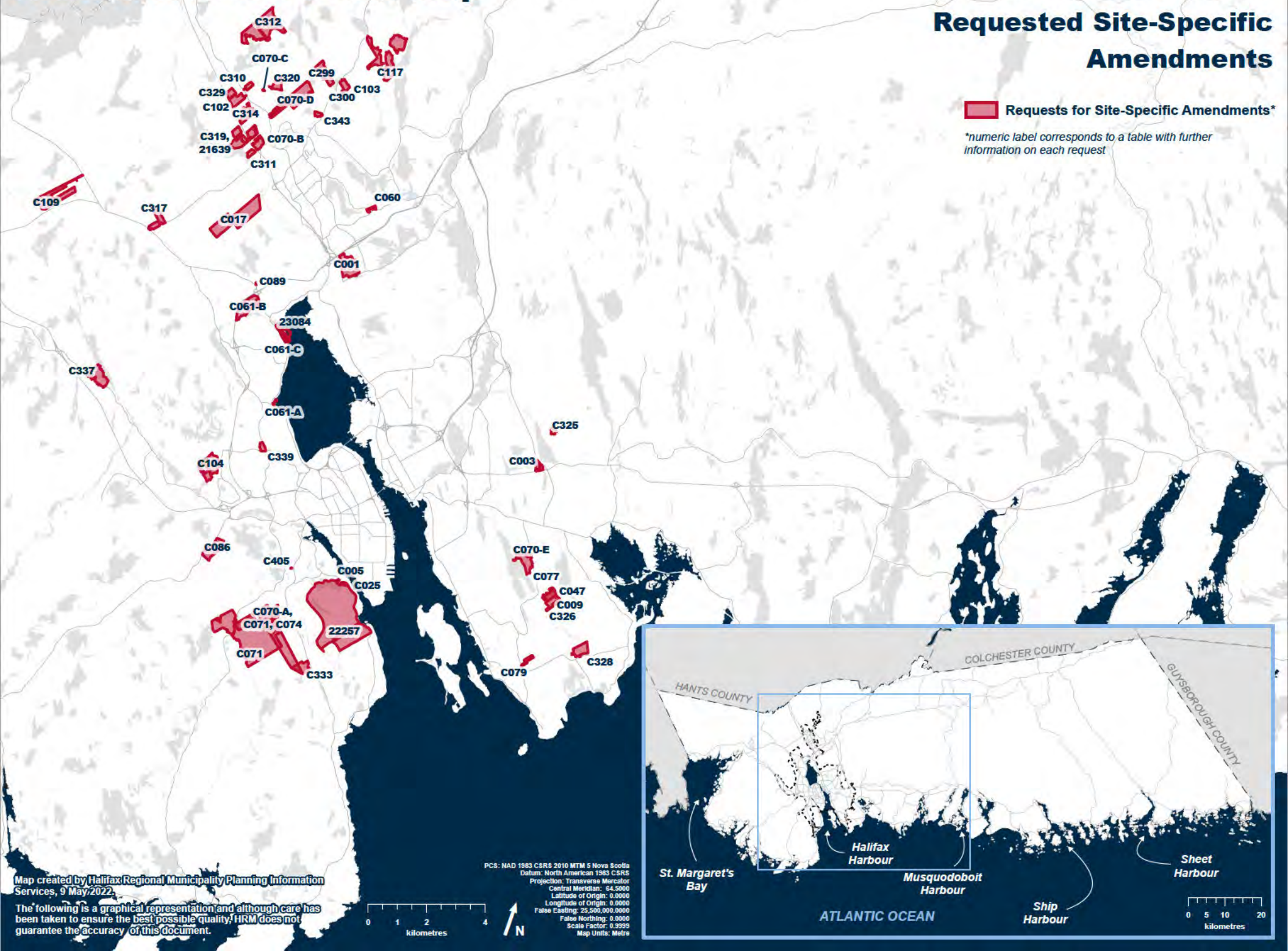
Attachment H Overall Map

REGIONAL PLAN REVIEW

Requested Site-Specific Amendments

Requests for Site-Specific Amendments*

*numeric label corresponds to a table with further information on each request



Map created by Halifax Regional Municipality Planning Information Services, 9 May 2022.

The following is a graphical representation and although care has been taken to ensure the best possible quality, HRM does not guarantee the accuracy of this document.

0 1 2 4
kilometres

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PCS: NAD 1983 CSRS 2010 MTM 5 Nova Scotia
Datum: North American 1983 CSRS
Projection: Transverse Mercator
Central Meridian: -64.5000
Latitude of Origin: 0.0000
Longitude of Origin: 0.0000
False Easting: 25,500,000.0000
False Northing: 0.0000
Scale Factor: 0.9999
Map Units: Metre

Appendix I: Public Correspondence Log

Summary Table – Submissions Received
Phase 3 – General (Herring Cove, Spryfield, Kidston Lake)
Phase 3 – Purcell's Cove (C005 and/or C025)
Phase 3 – Purcell's Cove (C025)
Phase 3 – Cole Harbour, Atholea Drive (C047)
Phase 3 – Paper Mill Lake, Bedford (C061-B)
Phase 3 – Goodwood, Exhibition Park (C086)
Phase 3 – Herring Cove / Spryfield (C070A, C071, C074, C333)
New Requests – Fraser Lake, Timberlea (C337)

Resident Comments on Site Specific Requests				
Request #	**Contact**	**Comment**	**Attach.**	**Source**
Phase 3 – General (Herring Cove)				
C376	Rahul	Dear Officer , We really need Kids parks area at entrance of herring cove. Pls count the population, we always need to take kids so far for play . Pls consider. Regards Rahul	None	Email
C387	Joanne	All Phases: What studies have been done to realize what impact 5000 new homes from the Armdale Rotary to Herring Cove? Road maintenance Sewer and water infrastructure Schools The city services are already not being completed. With 10,000 new people, Spryfield is not prepared for this. Changing zoning is not the answer. Be prepared to fail. Traffic is beyond. Schools are crowded. The house cleaning of developers is disgusting, nothing but garbage. Regards Joanne	None	Email
Phase 3 – Purcell's Cove (C005 and/or C025)				
C042 (3)	Kathleen Hall	I am writing in response to the request for the extension of services put forward by the owners of the above noted property. In short, I am very opposed to this request for several reasons. The notion of the extension of services down the Purcell's Cove Road past Wenlock Grove was put to rest years ago following a lengthy investigation initiated by HRM and carried out by CBCL Engineering. The public spoke loud and clear in overwhelming rejecting the suggestion. Council responded when it accepted the recommendation of CBCL and determined there would be no extension. It was not only the threat of development in the area which was on the minds of the residents. The cost of the extension to be borne by the residents was prohibitive even 10 years ago. The estimated cost in todays dollars would be beyond the reach of many residents who are senior and live on savings and pensions. Another major reason for the rejection of any extension of services is, and was, that it is not necessary. I live on a road next to the subject property and no one is complaining. Half of the residents are 'older' including me but we attend to matters and prepare for power outages. I would suggest the owners of the subject property invest in a propane generator as this would negate the unavailability of water and the property is already serviced by propane. Finally, our area, including the subject property, is the site of the largest and most significant collection of rhododendrons and azaleas east of Quebec. The required unearthing of literally hundreds of these beautiful specimens would be virtually impossible and completely unnecessary. I wish to express my thanks to HRM staff and Council in the consideration of my letter. Sincerely, Kathleen Hall	None	**Email**
C191 (1)	Hilary Marentette	It has come to my knowledge that the owner of this property has applied for an extension of water service. This is of concern since several years ago there were extensive community meetings deliberating the extension of water and sewer services along Purcells Cove Road and there was very strong community feeling that this would not be a good thing because of the terrain and the cost to individual properties could be prohibitive for many families. Also this area of the city has unique plant and wildlife and further development which would ensue no doubt with the addition of these services, would be greatly impacted. Sincerely, Hilary Marentette	None	**Email**
C193	Eliz Holly Woodhill	I wish to submit feedback on Items C025, C005 and C025, Case number 22257 (the proposed rezoning of the William's Lake/Purcell's Cove Backlands to Rural Commuter or any other non-conservation designation). **I am strongly against all three of these requests.**	None	**Email**

		Regarding C025, Case number 22257, the request for a zoning change to the William's Lake/Purcells Backlands, I am strongly against changing its Urban Reserve designation to anything other than conserved parkland which would complement and augment the adjacent Shaw Wilderness Park. If the zoning of this unique, pristine urban wilderness were granted, this would seriously undermine the ecological integrity and recreational potential of the Backlands as a whole. It would also affect existing wildlife corridors which have already been identified and acknowledged by HRM's Green Network Plan. Re: C025, I am very concerned that the C025 request will block Haligonians' longstanding enjoyment of accessing William's Lake from Purcell's Cove Road. As our population grows, I believe we need as much public access to beautiful wild spaces as possible - particularly close-to-home access for the rapidly-expanding population on the peninsula, and areas accessible by bus like this one. I believe that there should be a public right-of-way created to the lake in this area, and I believe further development should be restricted in order to allow the public to continue to access and enjoy this space, which is already fairly heavily developed for a largely natural area. I also think the marginal value that HRM as a whole would get, by adding a few luxury homes, is minimal compared to the incredible value that a huge number of people from all walks of life get, from being able to access this beautiful waterfront space. As I am sure you are aware, every waterfront area in HRM is becoming increasingly crowded as more people move here and as more people come to love and appreciate the outdoors. I believe we need to be proactive in protecting these areas for the benefit of all. Regarding item C005, I am concerned generally about **any** further development in this section of the Backlands and I believe Council needs to show immediate leadership in taking steps to protect this area. I feel that extending City Services farther along the Purcell's Cove Road is taking things in the wrong direction. I would like to see Council send a clear message to developers that the Backlands are not available for future development and subdivision, for the same reasons I have cited above: there is a huge and growing need and desire for publicly accessible green space/wild space within easy access of the urban centre, and the Backlands is an incredible jewel and precious public resource for our growing city. Sincerely, Thank you Eliz Holly Woodill		
C239	Peggy Cameron	Please find attached a submission from Friends of Halifax Common for consideration at the upcoming review of rezoning requests in the William's Lake/Backlands area.	Yes	**Email**
C245	Patricia Manuel	Dear HRM Regional Plan Review Team I am submitting feedback to Phase 3 site specific requests, specifically items C025, and C005 Regarding C025 Lands on Purcells Cove Road (PID 41342080) – This approximately 10 acre property includes a footpath leading from Purcell's Cove Road to a traditional swimming area in a small cove of Williams Lake. People of all ages use the path and have done so for many years, longer than anyone can remember. It is a short walk from many neighbourhoods in the area. It is also within walking distance of bus #25 that provides all day service along Purcell Cove Road to Williams Lake Road. Unfortunately, service for the direct bus #415 was reduced to peak hours only. Regardless, there is still a bus nearby. The path across this property is now the only route to this cove. A recently developed adjacent property now blocks previously available shoreline access from the dam at Lawson's Brook. The new path from Purcells Cove Road to the dam and the Shaw Wilderness Park is no longer an option to access the cove. Subdivision and large lot development appears to be the speculative plan for this property. Access to this traditional swimming cove will be lost for good with development of this second property unless there is a requirement to maintain a public access to the lake at this location, including the path and cove shoreline. Furthermore, lot development will impact the environment of the lake shore and the lake. The north edge of the property is steep and the forest here is mature. It is the last remaining section of mature, naturally wooded shore and slope between the lake and Purcells Cove Road. The road is well back from the lake, but development from subdivision will encroach on the lake like it has along most of the north shoreline. The stress on Williams Lake and its water quality and water levels is already well-documented in many submissions to Council over the years. The Shaw Wilderness Park protects a section of the southern shoreline, but the rest of the watershed and shore remain vulnerable; impacts from the north side accumulate. The fate of the remaining woodland along the shore of Williams Lake needs to be considered in the context of implementing the Green Network Plan and renewed planning for this part of Halifax. Enabling subdivision and development of this property with a zone that would allow for unserviced subdivision and development would mean continued incremental loss for Williams Lake, loss of public recreational benefit and traditional use, and loss of ecosystem services. Regarding item C005, 2137 Purcell's Cove Road and the request for an extension of water services – the request is from one property owner for a property in close proximity to the service terminus; it is not an extension to enable a subdivision and seems reasonable on the surface. However, like item C025, it represents incremental change - creep - and potential incremental impact. In this case, it is the incremental extension of city services that adds pressure to extend services further along Purcells Cove Road and potentially enable development at a larger scale. The Shaw Wilderness Park has put to rest development of one part of the Backlands, but other properties remain, land which is the subject of a Phase 4 site specific request (Case number 22257). Service extensions to existing developed single lots without further development potential should not be considered until any possibility of land subdivision that might be enabled by service extension along Purcells Cove Road is extinguished. Thank you for considering my input. Patricia Manuel, PhD MCIP LPP	None	**Email**
C246 (1)	Katherine Kitching	Hello, I would like to submit feedback on Items C025 and C005 in your regional plan review. I am not in favour of either of these requests- I am concerned that the C025 request will block Haligonians' longstanding enjoyment of accessing William's Lake from the Purcell's Cove rd. As our population grows, I believe we need as much public access to beautiful wild spaces as possible - particular close-to-home access for the rapidly-expanding population on the peninsula, and areas accessible by bus like this one.	None	**Email**

		I believe that there should be a public right-of-way created to the lake in this area, and I believe further development should be restricted in order to allow the public to continue to access and enjoy this space, which is already fairly heavily developed for a largely natural area. Regarding item C005, I am concerned generally about any further development on the Backlands-side of the Purcell's Cove road, and I believe Council needs to show immediate leadership in taking steps to protect this area. I feel that extending water service farther along the road is taking things in the wrong direction. I would like to see Council send a clear message to developers that the Backlands is not available for future development and subdivision. thank you very much for considering my concerns, Katherine Kitching		
C374	James Kirby	In regards to Mr Maskine's request to redesignate the property on the Purcell's Cove Rd from urban reserve to urban settlement. As noted by Zzap this is the last parcel of urban reserve land yet to be developed in this immediate area adjacent the Shaw Wilderness Park (SWP). As such it is even more important that this property get enveloped into the SWP. This portion of land contains old growth forest, is habitat to many animal's (mammals, reptiles and water fowl) and acts as a buffer/filter to Williams Lake that would be eliminated by stripping the land to build a subdivision. Any mention of "As Of Right" developments on this property should be quashed; past developments of As Of Right properties have proven to be exploitive and flagrant, often flying in the face of the surrounding properties (ie. 116 Purcell's Cove Rd.). HRM and developers should be more concerned with redeveloping areas of the peninsula to boost density rather than contribute to more urban sprawl. It has been proven that Williams Lake has suffered due to developments further upstream in Governors Brook, any development here will only lead to it's further deterioration. Finally, as a sign of integrity and one of good faith this land should be donated to the greater whole of the Shaw Wilderness Park. Kind regards, James Kirby	None	**Email**
C383 (2)	Julien Delarue	To whom it may concern: I am a resident of the Purcell's Cove area ([redacted]). I am writing to ask you to reject the request for an extension of water services to her property made by Ms. Gina Stick. There are many efficient ways to gather rain water from one's property that should attempted and encouraged before imposing such heavy work on other residents. It is clear from a survey of residents along Purcell's cove road that the majority is strongly opposed to an extension of municipal water and sewer services beyond their current end point. It would also increase development pressure on this area, which I also strongly oppose. Thanks for considering this request. Sincerely, Julien Delarue, M. Phil.	None	**Email**
C413	Elizabeth McCarthy	Dear Regional Plan Review, Re: "Quick Adjustments: - Regional Plan Review regionalplan@halifax.ca As a long-time resident of Fergusons Cove and as a supporter of nature, I am writing to you to implore you NOT to allow rezoning of, or permission for, the following items: **1) (Item C025, Case number 22257** re: proposed rezoning of Purcells Cove Backlands) *NOT to allow rezoning of* (from Urban Reserve Lands to Rural Commuter) OR any further development of these Urban Reserve Lands surrounding and including Oceanview Drive., **2) (Item C025)** *NOT* to allow rezoning of a 10-acre property next to Halls Road (PID 42342080) in order to permit an unserviced subdivision by a Mr. Tony Maskine. **3) (Item C005)** *NOT* to allow extension of city services to the property of a Gina Stick. **Regarding #1** — **a)** Only a few short years ago, extension of water and septic beyond Williams Lake Road was rejected. (When a feasibility study for the potential extension to municipal sewer and water services along the Purcells Cove Road was conducted, the views of the residents were canvassed. It was clear that there was absolutely no appetite for development) **2 b)** Automobile traffic from this area into the Armdale Rotary has already reached a critical level and cannot support further demand. **c)** There is concern that development in this area could affect the woodlands, wildlife and ground and surface water quality. The Backlands have been referred to as the lungs of Halifax—helping to reduce carbon release into the atmosphere. **d)** I strongly believe that these unique and beautiful Backlands should be preserved in their natural state and should be integrated with the Shaw Wilderness Park. **Regarding #2** — Were this development allowed, a traditional access to Williams Lake would likely be obstructed. Further, the effect of such development could be to reduce natural drainage of the wetland area into Williams Lake — already suffering from low water levels. Finally, the need for housing in HRM is not for high-end homes (as are being considered) and not in this area. **Regarding #3** — Extension of city services beyond Wenlock Grove has already been rejected. Without support of current residents, would Ms. Stick be willing to pay for such an extension? … In summary, the larger Purcells Cove Backlands (including the three areas mentioned above), have ecological and recreational values that demand preservation. The properties which would be developed would be only high-end homes well outside central Halifax, and therefore not be helping the current need for housing that HRM has expressed.	None	**Email**

		In its current state, Halifax Transit provides very limited service to the area of Purcells Cove Road beyond Williams Lake Road—meaning further stress—i.e. increased automobile traffic— would be placed on the access to peninsular Halifax. The Purcells Cove study area is not designated as a growth area within the current HRM Regional Plan**.** Further, in the 2014 Regional Plan Review, staff estimated that there was sufficient supply of potentially developable lands for at least 28 to 35 years—(now remaining—developable lands for 20 to 27 years)**2**. Having been a long-time resident of the Purcells Cove/Fergusons Cove area and a lover of the rugged and natural state of the Backlands, much of which is ecologically unique, I urge you to resolve that the whole of the undeveloped Backlands be given zoning of "open space protected status" and to consider its integration with the Shaw Wilderness Park. This area should be preserved not only for current Haligonians, but also for future generations. Please acknowledge receipt of this letter. Sincerely, Elizabeth DuBois McCarthy **1** HRM Planning Staff Report, "*Purcells Cove Backlands-Shaw Group and Nature Conservancy of Canada Proposal*" (14 September 2016), pp 8-9. **2** From "*Planning and Engineering Feasibility Study - Purcell's Cove Road Servicing, Halifax - Final Report*"(July 4, 2013) "Chapter 5 - 5,1 Summary "Service Area Analysis"		
C431	Lucie Taussig	to whom it may concerned We understand the need for more housing in HRM however HRM also needs free accessible outdoors for all. Rezoning for individual house is not the solution. This is why I would like to express my disapproval on the points below. 1) item C025 Re: lands on Purcell's Cove Road (PID 41342080 Location of this approximately 10-acre property is next to Halls Road in the location where Haligonians have traditionally parked cars and walked the path down to Williams Lake. Request from ZZap Consulting, on behalf of Tony Maskine, to redesignate the property to permit an unserviced subdivision. —-> instead you should make it a nicer public access instead 2) item C005 Re: 2137 Purcell's Cove Road. Request by Gina Stick for an extension of water services to her property. PLEASE NOTE THAT IF THIS PROPOSAL IS APPROVED, IT WILL ADD PRESSURE TO EXTEND FURTHER DEVELOPMENT. Lucie Taussig	None	**Email**
C436	Catherine McKinnon	To Whom It May Concern, I wish to submit feedback on Items C025, C005 and C025, Case number 22257 (the proposed rezoning of the William's Lake/Purcell's Cove Backlands to Rural Commuter or any other non-conservation designation). **I am strongly against all three of these requests.** Regarding C025, Case number 22257, the request for a zoning change to the William's Lake/Purcells Backlands, I am strongly against changing its Urban Reserve designation to anything other than conserved parkland which would complement and augment the adjacent Shaw Wilderness Park. If the zoning of this unique, pristine urban wilderness were granted, this would seriously undermine the ecological integrity and recreational potential of the Backlands as a whole. It would also affect existing wildlife corridors which have already been identified and acknowledged by HRM's Green Network Plan. Re: C025, I am very concerned that the C025 request will block Haligonians' longstanding enjoyment of accessing William's Lake from Purcell's Cove Road. As our population grows, I believe we need as much public access to beautiful wild spaces as possible - particularly close-to-home access for the rapidly-expanding population on the peninsula, and areas accessible by bus like this one. I believe that there should be a public right-of-way created to the lake in this area, and I believe further development should be restricted in order to allow the public to continue to access and enjoy this space, which is already fairly heavily developed for a largely natural area. I also think the marginal value that HRM as a whole would get, by adding a few luxury homes, is minimal compared to the incredible value that a huge number of people from all walks of life get, from being able to access this beautiful waterfront space. As I am sure you are aware, every waterfront area in HRM is becoming increasingly crowded as more people move here and as more people come to love and appreciate the outdoors. I believe we need to be proactive in protecting these areas for the benefit of all. Regarding item C005, I am concerned generally about **any** further development in this section of the Backlands and I believe Council needs to show immediate leadership in taking steps to protect this area. I feel that extending City Services farther along the Purcell's Cove Road is taking things in the wrong direction. I would like to see Council send a clear message to developers that the Backlands are not available for future development and subdivision, for the same reasons I have cited above: there is a huge and growing need and desire for publicly accessible green space/wild space within easy access of the urban centre, and the Backlands is an incredible jewel and precious public resource for our growing city. Sincerely, Catherine McKinnon	None	**Email**
C438	Martha R. Leary	To Whom It May Concern, As I reviewed Phase 3 of the Regional Plan Review: "Quick Adjustments", I found some very disturbing news regarding a large section of the Purcell's Cove Backlands. I am against the rezoning of the lots in the Backlands to Rural Commuter, Urban Settlement or any other non-conservation designation, specifically, items C025, C005 and	None	**Email**

		C025, Case number 22257. Data collected by Williams Lake Conservation Company and Backlands Coalition from the 2021 migratory and nesting season found 97 species of birds using the area for food, rest and reproduction over the season. The Backlands provide healthy habitat for many common woodland birds and waterfowl as well as some endangered and threatened bird species. The Common Nighthawk (threatened status) was sighted on two separate occasions. In July, two adult Nighthawks were seen in flight above the Backlands with two young fledged Nighthawks. This is very promising. Two endangered species sighted were the Barn Swallow and Chimney Swift. Because of the availability of a varied cross-section of habitat in the Backlands, the possibility still exists for hosting summer breeding for other endangered species such as Rusty Blackbird and Canada Warbler. Every waterfront area in HRM is being developed with high-end luxury developments. This does not solve our housing crisis. In fact, if we expect our population to live in increasing density, we need to preserve large spaces for the common good. We need to be proactive in protecting these areas for the benefit of all. The area immediately adjacent to the Shaw Wilderness Park is a vulnerable part of the Williams Lake watershed, a wildlife corridor and a traditional pathway used by people to access the lake. Further development should be restricted in order to allow the public to continue to access and enjoy this space. I ask that Council show leadership in protecting the Backlands. Please send a clear message that the Backlands are not available for future development and subdivision. There is a growing need and desire for publicly accessible green space/wild space within easy access of the urban centre, and the Backlands is a public resource for our growing city. See the webpage for Backlands Coalition for more information on this unique and precious area http://backlandscoalition.ca Thank you for your consideration, Martha R Leary Williams Lake Conservation Company, Director Member of Backlands Coalition		
C439 (1)	Meghan Marentette	To whom it may concern, I am devastated about the proposed rezoning of a large portion of the Purcells Cove backlands into 'rural commuter' properties. This land is made up of quiet, historic trails which are treasured by locals and contribute greatly to our quality of life. It provides habitat for birds, hares, deer, and other wildlife which are increasingly pushed out from the city of Halifax by housing development. There are rare jack pine barrens, wetlands, streams, ponds, lakes and natural, healthy forest here -- more development, population and traffic pollution in this area would devastate this already threatened natural environment. Every day, I walk these trails -- their existence is the reason I live here - it is the reason we *all* choose to live in the communities that surround the backlands, whether we walk the trails or not. We are close to undeveloped nature, and it is quiet. In Purcell's Cove, Fergusons Cove, and the Williams Lake communities, we felt assured that the backlands area was conserved and protected land -- in fact there are already government signs declaring the land around Purcell's Pond as "Conservation Lands" - though I've noticed one sign has disappeared recently with no explanation. We were told that the developments on the Herring Cove Road side were *the last* developments that would be allowed anywhere near the backlands. To hear that this land is in fact not protected and could be taken over by a development, however "rural", is absolutely shocking to our communities. We were under the impression that the backlands in their entirety were now protected, not only because of its important lake system, but because our communities, time and time again, have cried out in objection when faced with the threat of further development. Were we not heard? I am also deeply upset that the City of Halifax did not contact and inform every resident along the Purcells Cove Road, John Brackett Drive, and all side roads, that this was being considered - as a democracy, how are we supposed to give feedback when we don't know what is happening? It is negligent of the city planning department to not inform *every resident* in a constituency where there are proposed changes in zoning. I am disheartened that growing the population of Halifax has become a greater consideration than the importance of conserving nature and the healthy lives of those who already live here. Besides the issues surrounding the conservation of nature, Purcell's Cove Road cannot handle any more traffic - it can't even handle the traffic it already has. We have issues with water drainage, constant speeding vehicles, illegal all-terrain vehicle use on crown land, and illegal garbage dumping which the city continues to ignore, despite many calls our community has made to 311 and letters to councillors to report these issues. These communities, forests, and roads simply cannot handle more population. Enough is enough. We are quiet, historical coastal communities and we want it to stay that way. I strongly object to the rezoning of this area for any development, and instead propose that the entire area of the Backlands become properly protected by the CIty of Halifax, forever. There is so little nature left inside the city -- we must protect what we have left. Sincerely, Meghan Marentette	None	**Email**
C441	Sandra Watts Wilson	To Whom It May Concern, I wish to submit feedback on Items C025, C005 and C025, Case number 22257 (the proposed rezoning of the William's Lake/Purcell's Cove Backlands to Rural Commuter or any other non-conservation designation). **I am strongly against all three of these requests.** Regarding C025, Case number 22257, the request for a zoning change to the William's Lake/Purcells Backlands, I am strongly against changing its Urban Reserve designation to anything other than conserved parkland which would complement and augment the adjacent Shaw Wilderness Park. If the zoning of this unique, pristine urban wilderness were granted, this would seriously undermine the ecological integrity and recreational potential of the Backlands as a whole. It would also affect existing wildlife corridors which have already been identified and acknowledged by HRM's Green Network Plan. Re: C025, I am very concerned that the C025 request will block Haligonians' longstanding enjoyment of accessing William's Lake from Purcell's Cove Road. As our population grows, I believe we need as much public access to beautiful wild spaces as possible - particularly close-to-home access for the rapidly-expanding population on	None	**Email**

		the peninsula, and areas accessible by bus like this one. I believe that there should be a public right-of-way created to the lake in this area, and I believe further development should be restricted in order to allow the public to continue to access and enjoy this space, which is already fairly heavily developed for a largely natural area. I also think the marginal value that HRM as a whole would get, by adding a few luxury homes, is minimal compared to the incredible value that a huge number of people from all walks of life get, from being able to access this beautiful waterfront space. As I am sure you are aware, every waterfront area in HRM is becoming increasingly crowded as more people move here and as more people come to love and appreciate the outdoors. I believe we need to be proactive in protecting these areas for the benefit of all. Regarding item C005, I am concerned generally about **any** further development in this section of the Backlands and I believe Council needs to show immediate leadership in taking steps to protect this area. I feel that extending City Services farther along the Purcell's Cove Road is taking things in the wrong direction. I would like to see Council send a clear message to developers that the Backlands are not available for future development and subdivision, for the same reasons I have cited above: there is a huge and growing need and desire for publicly accessible green space/wild space within easy access of the urban centre, and the Backlands is an incredible jewel and precious public resource for our growing city. Sincerely, Sandra Watts		
C445	Jason Coakley	To Whom It May Concern, I wish to submit feedback on Items C025, C005 and C025, Case number 22257 (the proposed rezoning of the William's Lake/Purcell's Cove Backlands to Rural Commuter or any other non-conservation designation). **I am strongly against all three of these requests.** Regarding C025, Case number 22257, the request for a zoning change to the William's Lake/Purcells Backlands, I am strongly against changing its Urban Reserve designation to anything other than conserved parkland which would complement and augment the adjacent Shaw Wilderness Park. If the zoning of this unique, pristine urban wilderness were granted, this would seriously undermine the ecological integrity and recreational potential of the Backlands as a whole. It would also affect existing wildlife corridors which have already been identified and acknowledged by HRM's Green Network Plan. Re: C025, I am very concerned that the C025 request will block Haligonians' longstanding enjoyment of accessing William's Lake from Purcell's Cove Road. As our population grows, I believe we need as much public access to beautiful wild spaces as possible - particularly close-to-home access for the rapidly-expanding population on the peninsula, and areas accessible by bus like this one. I believe that there should be a public right-of-way created to the lake in this area, and I believe further development should be restricted in order to allow the public to continue to access and enjoy this space, which is already fairly heavily developed for a largely natural area. I also think the marginal value that HRM as a whole would get, by adding a few luxury homes, is minimal compared to the incredible value that a huge number of people from all walks of life get, from being able to access this beautiful waterfront space. As I am sure you are aware, every waterfront area in HRM is becoming increasingly crowded as more people move here and as more people come to love and appreciate the outdoors. I believe we need to be proactive in protecting these areas for the benefit of all. Regarding item C005, I am concerned generally about **any** further development in this section of the Backlands and I believe Council needs to show immediate leadership in taking steps to protect this area. I feel that extending City Services farther along the Purcell's Cove Road is taking things in the wrong direction. I would like to see Council send a clear message to developers that the Backlands are not available for future development and subdivision, for the same reasons I have cited above: there is a huge and growing need and desire for publicly accessible green space/wild space within easy access of the urban centre, and the Backlands is an incredible jewel and precious public resource for our growing city. Sincerely, J. Coakley	None	**Email**
C446	Theodora Coakley	To Whom It May Concern, I wish to submit feedback on Items C025, C005 and C025, Case number 22257 (the proposed rezoning of the William's Lake/Purcell's Cove Backlands to Rural Commuter or any other non-conservation designation). **I am strongly against all three of these requests.** Regarding C025, Case number 22257, the request for a zoning change to the William's Lake/Purcells Backlands, I am strongly against changing its Urban Reserve designation to anything other than conserved parkland which would complement and augment the adjacent Shaw Wilderness Park. If the zoning of this unique, pristine urban wilderness were granted, this would seriously undermine the ecological integrity and recreational potential of the Backlands as a whole. It would also affect existing wildlife corridors which have already been identified and acknowledged by HRM's Green Network Plan. Re: C025, I am very concerned that the C025 request will block Haligonians' longstanding enjoyment of accessing William's Lake from Purcell's Cove Road. As our population grows, I believe we need as much public access to beautiful wild spaces as possible - particularly close-to-home access for the rapidly-expanding population on the peninsula, and areas accessible by bus like this one. I believe that there should be a public right-of-way created to the lake in this area, and I believe further development should be restricted in order to allow the public to continue to access and enjoy this space, which is already fairly heavily developed for a largely natural area. I also think the marginal value that HRM as a whole would get, by adding a few luxury homes, is minimal compared to the incredible value that a huge number of people from all walks of life get, from being able to access this beautiful waterfront space. As I am sure you are aware, every waterfront area in HRM is becoming increasingly crowded as more people move here and as more people come to love and appreciate the outdoors. I believe we need to be proactive in protecting these areas for the benefit of all.	None	**Email**

		Regarding item C005, I am concerned generally about **any** further development in this section of the Backlands and I believe Council needs to show immediate leadership in taking steps to protect this area. I feel that extending City Services farther along the Purcell's Cove Road is taking things in the wrong direction. I would like to see Council send a clear message to developers that the Backlands are not available for future development and subdivision, for the same reasons I have cited above: there is a huge and growing need and desire for publicly accessible green space/wild space within easy access of the urban centre, and the Backlands is an incredible jewel and precious public resource for our growing city. Sincerely, Theodora Coakley		
C451	Brigid Garvey	To Whom It May Concern, I am writing regarding the proposed rezoning of the William's Lake/Purcell's Cove Backlands to Rural Commuter (or any other non-conservation designation) - specifically Items C025 Case number 22257, and C025 and C005, 'Quick Adjustments' for Phase 3 of the Regional Plan review. All three of these requests cause me **grave concern**, and I would like to **register my objection to these proposals.** I am strongly opposed to the request for a zoning change to the William's Lake/Purcells Backlands (Request **C025**, Case number 22257). If anything, the Backlands should be changed to conservation parkland, and certainly this area of land should not be converted to a 'Rural Commuter' zone. Ongoing commuter congestion issues aside, this area is already a recognized and key component of wildlife corridors of the HRM *Green Network Plan*. As residents in this area, we witness throughout the year the richness and diversity of forest birds and animals moving through these remaining patchworks of urban wilderness. The establishment of the adjacent Shaw Wilderness Park has been one step toward securing urgently needed protection for this ecologically significant area, but the wider Backlands zone needs this protection as well, if the ecological integrity of this unique area is to be preserved. Such protected areas are not only urgently needed by the existing ecosystems, but, as areas not developed into many individual private properties, the Urban Reserve zones offer huge recreational opportunities to the HRM. Which brings me also to the next point. Access to William's Lake from Purcell's Cove Road is something which Haligonians have been enjoying for many, many, many years – it is one of the pleasures of which define the quality of life in our town, and William's Lake is one of those few swimmable lakes accessible by bus, which is especially significant for the growing population on the peninsula. Another danger of Item C025 is that it would block off the public from access to William's Lake from the Purcell's Cove Road. Public access to beautiful nature spots within the HRM is a social good which our council should be *fighting* to preserve. Instead of re-zoning and removing restrictions on further development, a public right-of-way should be created to the lake from the Purcell's Cove Road, to preserve this long-standing recreational access for future Haligonians. As for item C005, I understand this is a request to extend water services further along the Purcell's Cove Road. Why object? Because the extension of City Services opens the area - and the Backlands - to increased development pressures. There is already significant development encroaching on the Backlands, particularly from the Spryfield side, and a number of new houses are going up along the Purcell's Cove Road – but thankfully the heart of the Backlands remains wild enough to sustain a diverse forest ecosystem. However, we *must defend* this area against any further development, and I call on Council to be those defenders, to show the leadership and vision required to protect this area. There have been calls to respond to housing pressures – and we all see new housing developments going up throughout HRM. But the Backlands presents something precious and special which needs to be recognized and defended: an area of relatively wild space, despite the development around it, and within easy access of Halifax's urban centre; a wildlife corridor and a public recreational resource. I would ask that Council send a clear message that the Backlands are not available for subdivision and future development, by rejecting the requests mentioned above. Sincerely, Brigid Garvey	None	**Email**
C454	Tia Santuccione	To Whom It May Concern, I am the neighbour of [redacted] who sent in her comments recently. I am supporting everything outlined in her email and am also strongly against Items C025, C005 and C025, Case number 22257 (the proposed rezoning of the William's Lake/Purcell's Cove Backlands to Rural Commuter or any other non-conservation designation). Not only is it going to going to be detrimental to the forest ecology of already established conservation lands but I'd like to add that more urbanization in these areas will add to the ongoing problem of the rising deer and tick populations. It is the trails within these backlands that drew me to this area and played a big part in our decision to purchase a home in Purcell's Cove. I walk to Shaw Wilderness through the backland trails almost daily and know how precious it is to have this in the city. I also see many other people who enjoy these trails and would likely speak up if they knew these rezoning plans were being considered. Sincerely, Tia Santuccione	None	**Email**
C455	Dan and Colleen McGrath	To Whom It May Concern, I wish to submit feedback on Items C025, C005 and C025, Case number 22257 (the proposed rezoning of the William's Lake/Purcell's Cove Backlands to Rural Commuter or any other non-conservation designation). **I am strongly against all three of these requests.** Regarding C025, Case number 22257, the request for a zoning change to the William's Lake/Purcells Backlands, I am strongly against changing its Urban Reserve designation to anything other than conserved parkland which would complement and augment the adjacent Shaw Wilderness Park. If the zoning of this unique, pristine	None	**Email**

		urban wilderness were granted, this would seriously undermine the ecological integrity and recreational potential of the Backlands as a whole. It would also affect existing wildlife corridors which have already been identified and acknowledged by HRM's Green Network Plan. Re: C025, I am very concerned that the C025 request will block Haligonians' longstanding enjoyment of accessing William's Lake from Purcell's Cove Road. As our population grows, I believe we need as much public access to beautiful wild spaces as possible - particularly close-to-home access for the rapidly-expanding population on the peninsula, and areas accessible by bus like this one. I believe that there should be a public right-of-way created to the lake in this area, and I believe further development should be restricted in order to allow the public to continue to access and enjoy this space, which is already fairly heavily developed for a largely natural area. I also think the marginal value that HRM as a whole would get, by adding a few luxury homes, is minimal compared to the incredible value that a huge number of people from all walks of life get, from being able to access this beautiful waterfront space. As I am sure you are aware, every waterfront area in HRM is becoming increasingly crowded as more people move here and as more people come to love and appreciate the outdoors. I believe we need to be proactive in protecting these areas for the benefit of all. Regarding item C005, I am concerned generally about **any** further development in this section of the Backlands and I believe Council needs to show immediate leadership in taking steps to protect this area. I feel that extending City Services farther along the Purcell's Cove Road is taking things in the wrong direction. I would like to see Council send a clear message to developers that the Backlands are not available for future development and subdivision, for the same reasons I have cited above: there is a huge and growing need and desire for publicly accessible green space/wild space within easy access of the urban centre, and the Backlands is an incredible jewel and precious public resource for our growing city. Sincerely, Dan and Colleen McGrath		
C458	Tim Amon	To whom it may concern. I oppose any further urban development or zoning changes short of being declared conserved parklands in the Williams lake and Purcells Cove backlands area. Regards, Tim Amon	None	**Email**
C459	Donna Nelson	To Whom It May Concern, Re: Items C025, C005 and C025, Case number 22257 (n) I am writing to oppose the rezoning of the William's Lake/Purcell's Cove Backlands to Rural Commuter or any other non-conservation designation. These backlands are used for swimming, hiking, birdwatching, photography, paddling or just sitting in silence. It is an area where families can come to enjoy the outdoors without the constant noise and lights of the city. If the zoning of this area were granted this would undermine the recreational potential and ecological integrity of the Backlands. With an ever increasing population in Halifax we need to be able to provide areas of tranquility for people not just the few affluent people who would benefit from this endeavour. We need to look at the bigger picture of providing spaces for protecting wildlife and for individuals to enjoy the outdoors. As one of my students proclaimed after having a walk through the area, “I can breathe here” Do not take this away. Sincerely, Donna Nelson	None	**Email**
C465	Jeanette Booth	Hello, We have lived here for 54 years with no water and sewer. That requires a way of life including filling the bathtub when a storm is predicted, having a water cooler for drinking water and purchasing a generator to provide electricity when power is off. Over the years there has been talk of extending the water and sewer service. Each time the answer has been that there are few properties to benefit from such a significant cost, as well as the topography of the land is difficult. The most recent review was when the Shaw companies proposed a subdivision in the area. Again this was turned down and the land has since become the Shaw Wilderness Area, a much better use of the property. It was decided that an extension of water and sewer would need to include the entire area as far as Purcell’s Cove. There was great push back from the residents. The council listened to the residents and dropped the project. To accept the request of case C005 would impact a large number of people not only that one property. A decision taken for one needs more of a consensus. The residents of Case C005 have lived here for about 20 years and are making this request due to a health issue. We are not in favour of any extension of water and sewer at this time. Respectfully Greg and Jeanette Booth	None	**Email**
C469	Francis Dorsey	Dear Madam or sir, please find my letter about proposed rezoning application of Purcells Cove Backlands	Yes	**Email**
C473	Alex Rhinelander	To Whom It May Concern, I wish to submit feedback on Items C025, C005 and C025, Case number 22257 (the proposed rezoning of the William's Lake/Purcell's Cove Backlands to Rural Commuter or any other non-conservation designation). **I am strongly against all three of these requests.** Regarding C025, Case number 22257, the request for a zoning change to the William's Lake/Purcells Backlands, I am strongly against changing its Urban Reserve	None	**Email**

		designation to anything other than conserved parkland which would complement and augment the adjacent Shaw Wilderness Park. If the zoning of this unique, pristine urban wilderness were granted, this would seriously undermine the ecological integrity and recreational potential of the Backlands as a whole. It would also affect existing wildlife corridors which have already been identified and acknowledged by HRM's Green Network Plan. Re: C025, I am very concerned that the C025 request will block Haligonians' longstanding enjoyment of accessing William's Lake from Purcell's Cove Road. As our population grows, I believe we need as much public access to beautiful wild spaces as possible - particularly close-to-home access for the rapidly-expanding population on the peninsula, and areas accessible by bus like this one. I believe that there should be a public right-of-way created to the lake in this area, and I believe further development should be restricted in order to allow the public to continue to access and enjoy this space, which is already fairly heavily developed for a largely natural area. I also think the marginal value that HRM as a whole would get, by adding a few luxury homes, is minimal compared to the incredible value that a huge number of people from all walks of life get, from being able to access this beautiful waterfront space. As I am sure you are aware, every waterfront area in HRM is becoming increasingly crowded as more people move here and as more people come to love and appreciate the outdoors. I believe we need to be proactive in protecting these areas for the benefit of all. Regarding item C005, I am concerned generally about **any** further development in this section of the Backlands and I believe Council needs to show immediate leadership in taking steps to protect this area. I feel that extending City Services farther along the Purcell's Cove Road is taking things in the wrong direction. I would like to see Council send a clear message to developers that the Backlands are not available for future development and subdivision, for the same reasons I have cited above: there is a huge and growing need and desire for publicly accessible green space/wild space within easy access of the urban centre, and the Backlands is an incredible jewel and precious public resource for our growing city. Sincerely, Alex Rhinelander		
C474	Robert McDonald, Alison King	To Whom it May Concern: We are writing you today to express our opposition to the approval of the above noted two development proposals on Purcell's Cove Road; primarily because they set stage for a larger further planned development of the Purcell's Cove Backlands, and it is the next step in extending water services further along the Purcell's Cove Road that the current residents neither want nor have they asked for. **Item C025 Re: lands on Purcell's Cove Road (PID 41342080).** Location of this approximately 10-acre property is next to Halls Road in the location where Haligonians have traditionally parked cars and walked the path down to Williams Lake. The request is from ZZap Consulting, on behalf of Tony Maskine, to redesignate the property to permit an unserviced subdivision. If this proposal is approved, it is our understanding that Mr. Maskine intends to build five very large homes on the subdivided lots. Our concerns with this development are twofold. Firstly, the proposed development is in complete conflict with protection and preservation of the adjacent Shaw Wilderness Park, which is a valued asset for HRM and Nova Scotia. This makes no sense. Secondly, swimmers will likely not be able to access Williams Lake from the Purcell's Cove Road, which they have been doing for decades...if not centuries. **Item C005 Re: 2137 Purcell's Cove Road.** This is a request by Gina Stick for an extension of water services to her property. Our concern is that if this proposal is approved, it will add pressure to extend municipal services further along the Purcell's Cove Road, thus enabling further development. Additionally and based on previous experience from the last time an extension services along the Purcell's Cove Road was proposed, the cost to local residents was prohibitive. To give you an idea, the quote for us for the water services alone was nearly $100,000, This is completely out of reach and unaffordable for most residents, and makes absolutely no sense, given that local residents neither asked for nor wanted these proposed services, and overwhelmingly opposed this. In reviewing both of these proposals, we would draw your attention to the extensive consultations with Purcell's Cove residents that were undertaken in recent years concerning proposed development in the area that threaten the preservation and protection of the Purcell's Cove Backlands, and in particular the August 2022 submission by the Backlands Coalition that very well articulates the concerns of local residents. Purcell's Cove residents were very clear and united in their opposition to the type of development being proposed, and were advised sed that there would be a moratorium on development for 25 years. Robert McDonald Alison King	None	**Email**
C475	Ingrid Plache	To Whom It May Concern, I would like to express my strong opposition to a number of proposed rezoning proposals: Items C025, C005, and C025, Case number 22257 C025, Case number 22257 (proposed zoning change to the Williams Lake/Purcells Backlands): I think it is a very bad idea to change the current Urban Reserve designation. The lands are next to the new Shaw Wilderness Park, and it defeats the purpose to have new development at the boundary of this ecologically important place. It also eliminates the wildlife corridor and a potential trail to link up from the Shaw Wilderness Park to the McIntosh Run Trails. I am hiking a lot on those trails, and I see many people taking advantage of getting out in nature, watching wildlife, relaxing, and exercising. C025: This rezoning should not happen, because it will cut off access to Williams Lake that has been used for generations. That place is one of the few remaining places where people can easily access the Lake for swimming and relaxing on the shore. More and more places get cut off, and the public is squeezed more and more into fewer places. With an increasing population of the HRM, we need more, not less, access points into nature. I would propose a public right-of-way because I have met a lot of people not just from the neighborhood but also from the Peninsula and other parts of the city using this access point to Williams Lake. C005: I am concerned that any additional services along Purcells Cove Road would add more pressure on Williams Lake and the Backlands, and increase the potential for more and more extensions, and subsequently more and more developments. Sincerely, Ingrid Plache		
C476	Sheila Stevenson	This rezoning proposal is an excellent example of the pro-development bias that is the subject of a recent letter to the Mayor and Councillors from the 60+ volunteer groups in the Our HRM Alliance, identifying the Council's legal obligation to address systemic barriers that marginalize the environment in determining whether land is	None	**Email**

		developable or not, not just to what degree. There are several reasons why it is irresponsible in 2022 to rezone these Urban Reserve Lands as Rural Commuter : Turning wild lands into 86 housing units and Encouraging yet more car traffic = carbon emissions on Purcells Cove is hard to justify in light of Council's decision to fund the Climate Action Plan. My understanding is that the climate action funding can support the integration of this land and that of the approximately 10-acre property next to Halls Road -- also up for redesignation (PID 41342080) -- with the Shaw Wilderness Park which is hardly capable now of supporting the growing demand for parkland and natural areas close to all those apartment and condo dwellers living densely on the Peninsula. . Also not the time to rezone these areas in light of the potential loss if the Province proceeds with its current no-holds-barred development that will destroy such natural areas as Sandy Lake and the Eisner Wetlands. The request by Gina Stick for an extension of water services to her property - item C005 Re: 2137 Purcell's Cove Road - demonstrates to me that this resident is out of touch with the majority of others living along Purcells Cove Rd who recognize that extending these services only adds to development pressures on what we know is a fragile and important natural environment. Sincerely, -- Sheila Stevenson		
C478	Julie Sims	To Whom It May Concern, Regarding: Items C025, C005 and C025, Case number 22257 (n) I am writing to oppose the rezoning of the William's Lake/Purcell's Cove Backlands. It is very important for these areas to be protected. Halifax is quickly sprawling like many urban areas. The wilderness and nature seems to attract people, yet the city keeps allowing for residential areas to spread out further and further. There used to be so many areas for hiking and swimming, snowshoeing, birdwatching - but they are all being swallowed up by city! I am devastated by how things have been handled around Bayers Lake and Kearney Lake, Larry Uteck and Hammonds Plains. I feel bad for all the wildlife who are displaced and causing problems for residents, even though they have no where else to go! These backlands in particular are a rich source of history. Also offer amazing views of the city. They are close by and accessible for allowing people to experience nature - learn about mushrooms, rare plants, ecosystems. The forests are used by artists, photographers, for school field trips, hiking, mountain biking, RC clubs, geocachers, meditation groups, naturalists. The lakes are used for paddling, swimming, fishing - in the winter, skating, skiing, snowshoeing, kite-skiing. The lakes need to be protected, nesting sites for generations of loons. Snapping turtles have recently returned to the area. Rezoning this area would threaten the ecosystems and also take away a rich resource for the population in terms of history, geology, ecology, biology, recreation. With the population of Halifax increasing, we need to provide citizens with access to nature. In protecting the Purcells Cove Backlands, you would be protecting the environment but also protecting the history of the area. The history of the Purcells Cove quarries are fairly unknown, but echos of the past are found throughout the forests in the area. Reminding us of what our city was built on - stone from the Kings Quarry. Please, protect this!! KEEP HALIFAX WILD! Sincerely, Julie Sims	None	**Email**
C481	Mary O'Brien	Re: Phase 3 Regional Development Review - C025, C005, Case 22257 I am writing to voice my opposition to the proposed rezoning of the Williams Lake/Purcell's Cove Bucklands to Rural Commuter status or any non-conservation designation. I also oppose the extension of city services along the Purcell's Cove Road. Thank you, Mary O'Brien	None	**Email**
C486	Kim Velcoff	To Whom It May Concern, **I hope that my submission will be considered in spite of having missed the April 18 deadline and would like to emphasize that any extension of City Services along the Purcell's Cove Road would result in extreme financial hardship to me.** I wish to submit feedback on Items C025, C005 and C025, Case number 22257 (the proposed rezoning of the William's Lake/Purcell's Cove Backlands to Rural Commuter or any other non-conservation designation). **I am strongly against all three of these requests.** Regarding C025, Case number 22257, the request for a zoning change to the William's Lake/Purcell's Backlands, I am strongly against changing its Urban Reserve designation to anything other than conserved parkland which would complement and augment the adjacent Shaw Wilderness Park. If the zoning of this unique, pristine urban wilderness were granted, this would seriously undermine the ecological integrity and recreational potential of the Backlands as a whole. It would also affect existing wildlife corridors which have already been identified and acknowledged by HRM's Green Network Plan. Re: C025, I am very concerned that the C025 request will block Haligonians' longstanding enjoyment of accessing William's Lake from Purcell's Cove Road. As our	None	**Email**

		population grows, I believe we need as much public access to beautiful wild spaces as possible - particularly close-to-home access for the rapidly-expanding population on the peninsula, and areas accessible by bus like this one. I believe that there should be a public right-of-way created to the lake in this area, and I believe further development should be restricted in order to allow the public to continue to access and enjoy this space, which is already fairly heavily developed for a largely natural area. I also think the marginal value that HRM as a whole would get, by adding a few luxury homes, is minimal compared to the incredible value that a huge number of people from all walks of life get, from being able to access this beautiful waterfront space. As I am sure you are aware, every waterfront area in HRM is becoming increasingly crowded as more people move here and as more people come to love and appreciate the outdoors. I believe we need to be proactive in protecting these areas for the benefit of all. Regarding item C005, I am concerned generally about**any**further development in this section of the Backlands and I believe Council needs to show immediate leadership in taking steps to protect this area. I feel that extending City Services farther along the Purcell's Cove Road is taking things in the wrong direction. I would like to see Council send a clear message to developers that the Backlands are not available for future development and subdivision, for the same reasons I have cited above: there is a huge and growing need and desire for publicly accessible green space/wild space within easy access of the urban centre, and the Backlands is an incredible jewel and precious public resource for our growing city. With respect, Kim Velcoff		
Phase 3 – Purcell's Cove (C025)				
C023	Karen McKendry	Hello! Please find attached my comments on change C025, proposed as part of Phase 3 of the Regional Plan Review. I'm sorry I didn't get these to you yesterday. I meant to, but then forgot on that particular date. In future, it would be most helpful if public comment deadlines occurred on a regular business day, as opposed to a holiday. Karen :)	Yes	**Email**
C042 (1)	Kathleen Hall	This submission concerns the HRM staff recommendation that the Purcells Cove Urban Reserve lands close to Oceanview Drive be rezoned to Rural Commuter (C025). This suggestion must be put in context and then it will become clear that such a recommendation is seriously flawed and we all must return to the original course set for this very special land. Below are two summary points found in an HRM staff report dated September 14, 2016. > During the Regional Plan (RP+5) review in 2014, a request was made to redesignate the subject lands along with abutting lands from Urban Reserve to Rural Commuter, which would have allowed development with on-site services, through a conservation design subdivision development. This request was refused by Regional Council. > On May 20, 2014, Regional Council directed staff to initiate a public engagement process to examine options and possibilities to bring the subject (and abutting) lands into public ownership. Subsequently, on April 14, 2015, Regional Council deferred any process to consider public acquisition of the lands pending completion of Phase I of the Greenbelting & Public Open Space Priorities Plan.(Halifax Green Network Plan) The first point is self evident. Council already rejected the suggestion that this land be zoned Rural Commuter. There was good reason for the direction Council took as the land had already been identified as having many valuable characteristics. Since the creation of the Shaw Wilderness Park the importance of maintaining the integrity of the land is now essential. The second point is instructive as it is clear the intention was to engage the public in an exercise to examine options and possibilities of bringing these lands into public ownership. However, this intention was put on hold until Phase 1 of the Halifax Green Network Plan was completed. This was accomplished years ago and the public process was never pursued. Much has been written on the value of the land. The Backlands Coalition has already submitted two papers in this process, August, 2020 and July 2021 (see attached). Reference to the latter was found in the What We Heard Report. Staff is urged to revisit and review these reports. In addition, submissions made by Dr David Patriquin and Dr Patricia Manuel provide professional input to underscore the critical importance of the preservation of the land in its natural state. Now that the HGNP has been adopted by Council it is time for it to be put into play. This is a perfect opportunity to act on the protection of this valued green space. This land is very special to all the citizens of Halifax and those who visit our beautiful city. Kathleen Hall - WLCC Director, Co-chair Backlands Coalition Martha Leary - WLCC Director, Member, Backlands Coalition	Yes	**Email**
C042 (2)	Kathleen Hall	This submission concerns lands located on Williams Lake to the north of the Shaw Wilderness Park (PID 00323139 and portions of PIDs 00271585 and 00323147). Currently these lands are zoned Urban Reserve (100 acres) and Residential Development District (36 acres). In reviewing the What We Heard Report, no mention was made of these lands even though it has become apparent lands zoned Urban Reserve in the Williams Lake area will likely be subject to rezoning along with the Shaw Wilderness Park. It is instructive to note that there was a staff report completed on May 18, 2021 for the Halifax and West Community Council at the request of Shawn Cleary. Additionally, the report and staff recommendations were considered by the Community Council on May 11, 2021, and the staff recommendations were put into two motions which were unanimously approved by Council and appear below. THAT Halifax and West Community Council recommend that Regional Council direct the Chief Administrative Officer to:	Yes	**Email**

		1. Initiate a process to consider site-specific amendments to the Halifax Secondary Municipal Planning Strategy and Halifax Mainland Land Use By-law for PID 00323139, and portions of PIDs 00271585 and 00323147 zoned Residential Development District (RDD), in order to better protect the environmentally-sensitive features identified on Maps 3a and 3b of the Mainland South SPS; and follow the public participation program for municipal planning strategy amendments as approved by Regional Council on February 27, 1997; and 2. Consider amendments to the Regional Municipal Planning Strategy, the Halifax Secondary Municipal Planning Strategy and Halifax Mainland Land Use By-law for lands currently designated and zoned Urban Reserve in the Purcell's Cove Backlands area (as shown on Map 1 of this report), through the ongoing Regional Plan Review (Case 22257) in order to protect environmentally-significant features in the area, consistent with the policy directions outlined in this report. MOTION PUT AND PASSED. Information regarding the process referred to in these motions is being sought; specifically, when and how the process will be initiated. It is patently obvious that this land is of significant ecological value and critical to the maintenance of the health of Williams Lake. Kathleen Hall – WLCC Member and Co-chair, Backlands Coalition Martha Leary – WLCC Member and Member, Backlands Coalition		
C042 (4)	Kathleen Hall	I am writing to request a meeting with HRM staff and Zzap Consulting to discuss the above noted property. This parcel of land is unique. It lies on the shores of Williams Lake and possesses many attributes which have appealed to many over the centuries. There is little doubt that Indigenous People occupied the land as it rests between the ocean and the lake where constant traversing of the land would have taken place. In later years the well known Nova Scotian, Joseph Howe would paddle across the Northwest Arm, walk through the woods and swim to 'Howe Rock' which is now found in the Shaw Wilderness Park. The beautiful forest found on the property is old growth and consists of hemlock which can barely be found in the area following the clear cut of the Boscobel lands a few years ago. This forest is home to many animals and countless birds including a family of Barred owls. The forest floor is marked with many outgrowths of moss as there are ponds, vernal pools, fens and small streams in abundance. This precious assortment of water features are particularly noteworthy given the proximity to the shore of Williams Lake. It has recently been established that the lake has reached a tipping point and that any further development close to the lake is completely contraindicated. The use of the land to access the lake is not to be viewed only in an historical context. Today people drive, bus, bike or walk to a path situated below the mailboxes on the property. The path takes the users of the lake to ' Turtle Bay', 'Initial Rock' and ' The Wedge' to enjoy sunbathing, swimming, fishing and other recreational endeavours. The path down to the water and the lands is necessary for the common good. The existence of the Shaw Wilderness Park is a testament to the value of the land and the necessity of its preservation. The foresight shared by The Shaw Group, HRM, the Nature Conservancy of Canada and the community should be used in extending the same treatment to this unique property. I have lived 65 years on the shore of Williams Lake [redacted] I was very involved in the creation of the Shaw Wilderness Park from its inception. I know the land better than the back of my hand. My neighbours and fellow Directors of the Williams Lake Conservation Company share my understanding and passion for the land. Again, I am requesting a meeting to discuss the property. I very much look forward to hearing from you in the near future. Sincerely, Kathleen Hall Williams Lake Conservation Company, Director Backlands Coalition, Co Chair	None	**Email**
C056	Chpta Trails	To Whom it May Concern: As a member of the Cole Harbour Parks & Trails Association I am writing in support of Catherine McKinnon of Purcells Cove feedback e-mailed to you on April 16th and agree with her feedback. I am opposed to any development on these lands due to the ecological damage any development would cause and further erosion of wildlife territory. If the current pandemic has done nothing else it has proven the importance to people of our natural habitat and how it has fostered better emotional, physical, mental and spiritual health. These areas are accessible to people without their own transportation and believe these areas need to be accessible to all and development would ruin this accessibility. Regards, Janice Bishop Chair Cole Harbour Parks and Trails Association	None	**Email**
C187 (1)	Jen Powley	I am the co-founder of our HRM alliance, in the minds of all Haligonians this would devastate the area values.	None	**Email**
C191 (2)	Hilary Marentette	I have been informed of the application for the development of this 10 acre parcel of land with the intention of subdividing it into 5 very large lots. I'm greatly concerned about further development around Williams Lake as this location has been a traditional trail for swimmers accessing the lake. Furthermore this is very close to Shaw Wilderness Park which has been deemed by the Nature conservancy as an important site for both unique plants and animals. The Backlands are currently being assaulted on all sides and this kind of scrubland only maintains its biome integrity in sufficiently large tracts.	None	**Email**

		Our city needs to preserve its green spaces for both future generations and the health of the planet. Sincerely Hilary Marentette		
C191 (3)	Hilary Marentette	I am horrified to see almost half of the Purcells Cove backlands are being considered for rezoning from Urban Reserve Lands to Rural Commuter. What is the logic in this? The city has recently created the Shaw Wilderness Park with Nature Conservancy, there is now an extensive and well used complex of trails throughout this area for hikers and bikers and more importantly the whole area will only work as a functional and vibrant wilderness reserve in its entirety. Also through the middle of this parcel of land is a lot which has already been donated to the NS Nature Trust by a local family hoping that this would ensure protection of this area. This is no area of land suitable for housing development, as even well spaced, they would inevitably ruin the natural environment. This land has recently been nibbled away and attacked in all directions. It is time to halt all further development and change its status to ***protected open space.*** The city has committed to doing what it can to mitigate climate change. This is one opportunity to do this at no cost!! Sincerely, Hilary Marentette	None	**Email**
C207	Richmond Campbell	To Whom It May Concern, I am commenting on Phase 3 of the Regional Plan Review: “Quick Adjustments”. I am strongly against a zoning change to the William’s Lake/Purcells Backlands that would replace the Urban Reserve designation with anything other than conserved parkland. Any other change would undermine the ecological integrity and recreational value of the Backlands as a whole, affecting, for example, the existing wildlife corridors which have already been identified and acknowledged by HRM’s Green Network Plan. I am also against blocking Haligonian’s longstanding access to William’s Lake from Purcell’s Cove Road. There should be a public right-of-way created to the lake in this area. The marginal value that HRM would get by adding a few luxury homes fails to justify loss of the incredible value that many people from all levels of income get from being able to access this waterfront space. HRM needs to be proactive in protecting areas that are for the benefit of everyone. Thirdly, I am against extending City Services further along Purcell’s Cove Road. Council needs to send a clear message to developers that the Backlands are not for future development and subdivision. There is a growing need and desire for publicly accessible green space/wild space within easy access of the urban centre. What would justify ignoring that public need and desire when turning a blind eye also undermines our collective commitment to fight climate change? I congratulate Council for committing to spending what it takes to implement HaliFACT, Halifax’s climate action plan. But note, giving with this hand cannot justify decisions in the opposite direction that jeopardize or even remove the remaining wild and natural spaces that serve to inhibit climate change. Giving with one hand and taking away with the other defeats HaliFACT. Why do that? Just for the sake of the developers and the wealthy? Why would we collectively do such an irrational, self-defeating thing? I urge Council to honour the Green Network Plan that we have collectively committed to honour and to take actions that are consistent with it and that do not defeat what we have already agreed to do. Richmond Campbell	None	**Email**
C364	Joanne Light	TO WHOM IT MAY CONCERN WE are in a climate emergency and mass extinction. Scientists, climatologists, ecologists, economists agree that we must reduce carbon and rewild, not destroy more carbon-sink wilderness areas. When will the powers that be in this province wake up and do some reading on the importance of NO development in wilderness areas! If you haven't noticed, the man who thought he would be premier was soundly defeated largely because his major role in the the Owl's Head nightmare of destroying an intact ecological site. The same will happen to the Mayor and council of HRM if they don't start realizing that this is no longer a game of profit for the few. It's a matter of survival for all species, including our own. Sincerely, Joanne Light	None	**Email**
C365	Judy Robertson	Concerning reference C025, Case number 22257 re: proposed rezoning of Purcell's Cove Backlands I am writing as a concerned citizen of the Purcells' Cove Road community. HRM has the ability to maintain the incredible integrity of the Backlands off the Purcell's Cove Road. If future development is permitted this urban retreat will be lost forever. If HRM permits it, the City is very short-sighted. Imagine if New York City had developed the area that is today Central Park or if Point Pleasant Park had not be protected? Of course, it would add a tax base for the City but the lack of healthy space for all to use would be lost for future generations. I am a long time former board member of the Nova Scotia Nature Trust and appreciate what HRM has done to support the NSNT. The purchase/acquisition of lands in the 100 Wild Islands took massive effort from a large group of people and today we stand on the edge of a decision that in many ways negates the positive actions and values of so many. As we all know, we have spent the last 2 years in a pandemic and Nova Scotians have so learned the value of what we have in natural beauty surrounding us and it would be very sad for a small group of people to take that away from the entire community. The idea of the greater good should rest behind our decisions, whether it be at work or at play. It took citizens and loud voices to make sure the Oval remained. It was not	None	**Email**

		driven by HRM but by citizens who cared about their community. This is a similar situation. As Carly Simon sang, Don't it always seem to go That you don't know what you've got till it's gone They paved paradise, put up a parking lot Please listen to your citizens and don't be driven by what will benefit a small group. Sincerely, Judy Robertson		
C367	Terri-Lyn Tran	Please accept this email as my clear opposition to rezoning the Urban Reserve Lands surrounding and including Oceanview Drive as Rural Commuter. It is of great importance that we make all efforts to conserve this land and its integration with the Shaw Wilderness Park. Thank you, Terri-Lynn Tran	None	**Email**
C371	Joanna Bull	Hello Regional Plan Reviewers, I am writing to add my voice in strong opposition to the proposed rezoning of Purcell's Cove Backlands to be classified as Urban Commuter. This is in reference to C025, Case number 22257 re: proposed rezoning of Purcell's Cove Backlands. The Backlands is a jewel. It provides untold ecosystem services to the area. It serves as an important source of connection to nature for many, many residents. It's a tourist attraction, bringing in mountain bikers from across the country to experience the world-class biking trails. It's a source of recreation, health, and inspiration for many. I go there often. It's incredible how close it is to the city, and yet how wild and untouched it still is. It's a balm for mental and physical health. And that's just the humans! This area also provides critical habitat for many species that we share this land with. In a time of accelerating climate crisis and biodiversity loss, we simply cannot afford to lose another inch of wild land to urban sprawl. And the thing is, we really don't need to. I know we need more housing, and desperately so. However, there are plenty of places that have already been developed where there could be further infill and density. Not to mention the number of vacant apartments due to their incredible skyrocketing cost, and the unregulated use of good housing for short-term rentals. We must be more creative in how we solve the housing crisis. Our approach cannot be to simply raze yet another precious wilderness area to create more suburban sprawl. Doing so would be a tragedy. Please reconsider, and instead rezone the area to be permanently protected open wilderness space. Thank you, Joanna	None	**Email**
C373	Chris Garner Mausi Reinbold	Reference C-025 Case 22257 Please accept this e-mail as our strongest objection to the Regional Plan to utilize this area for development in the new updated Regional Plan. Sincerely, Chris Garner Mausi Reinbold	None	**Email**
C377	Merial Fitzgerald	To whom it may concern, My name is Meriel Fitzgerald, and I have been a community member of HRM, and Purcell's cove area my entire life. As a young person in this district, I must strongly urge you to reconsider the Regional Plan Review, which has proposed that the Urban Reserve Lands surrounding and including Oceanview Drive be rezoned as Rural Commuter (reference C025, Case number 22257 re: proposed rezoning of Purcell's Cove Backlands) and to instead have **no further development of this area**. Conservation of this area is critical for the health of not only the wildlife in the area, but for the people who live in the entirety of HRM. As a young medical student at Dalhousie it is my hope to practice medicine and serve my community in the future. The proposed area of development is one of the largest accessible green spaces for citizens in the downtown core to access, as it sits on a direct bus route. Current research shows that the health benefits of being in nature include decrease in stress, reduction of heart disease, high blood pressure and diabetes. Furthermore, youth who spend time in nature experience less anxiety, depression, lower rates of asthma, and better academic concentration. To remove this accessible green space, is too purposefully and negatively impact the health of the community. Beyond the direct human health impacts, as a watershed area, with documented at risk species, the development of this area goes directly against the Provincial governments The Environmental Goals and Climate Change Reduction Act. More specifically as outlined in the Halifax Green Network Plan, passed by HRM council in which Action #66 states recognize recent land acquisition (pending) within the Purcell's Cove Backlands as Regional Park and consider open space planning for the remainder of this area. In the face of climate change, action must be taken, I urge you to let that time be now, for the decisions you make today will leave long lasting impacts on the community long after we are gone.	None	**Email**

		Overall the approval of this rezoning, is not only detrimental to the environment, but to the health and wellness of our community. Maintaining green space is recorded as one of the cheapest ways to ensure the health of the generations to come. As I plan on being personally responsible for the health of this community, I plead with you to halt development and deny the proposal to rezone. I thank you for your time, and I look forward to the reply to confirm that you have received this message. Sincerely, Meriel Fitzgerald		
C379	Sue Molloy	Hello Filling in this region w houses causes two problems - adds HUGE congestion to the rotary that has no viable solution and kills a really important driver to get support in the south end for any kind of bridge to the help alleviate that traffic. If we were to build a pedestrian bridge from the Dingle to Oakland we will be creating an urban community that has access to real nature with true wilderness a cycle ride from downtown - walking distance for many on the peninsula - that is a phenomenal thing to offer our community and could be a world leading attribute of our city. We have wilderness in this region that Is being crowded out. If covid taught us anything it is that we need nature for community to thrive. We need spaces to walk and hike, we need the air in our city to be healthy so we all have a fighting chance against disease. This is a extraordinary beauty that our city can claim. It is unique and special and it is very close to downtown. Ive lived in Toronto and there is so much pride in the Don Valley bing nature in the city and it's a pale comparison to what we have here. We need to see the value that land like this offers. Squeezing this within city limits nature out ruins the reason people want to live here. thanks Sue Sue Molloy, Ph.D., P.Eng. President/CEO www.glasoceanelectric.com	None	**Email**
C381	Julia Steeves	To whom it may concern , We are writing to lend our voices for concern about the following : reference C025, Case number 22257 re: proposed rezoning of Purcell's Cove Backlands. Beyond the ecological pressure and damage this development will place on the vegetation and wildlife, we have concerns around the following: Heavy Traffic from new developments all along herring cove road is already putting pressure on the narrow artery that leads into the rotary . On the other end , the rotary is often backed up due to the heavy traffic. Based on school boundaries I believe any children would be assigned to exile John w Macleod school which is already over populated with a couple of portables already in place. What will this do to the number of classes and class sizes required . Obviously the Ecology of the area is of the upmost importance. Thank you, Julia and darren steeves	None	**Email**
C383 (1)	Julien Delarue	To whom may concern : I am writing to express concerns regarding the proposed rezoning of the Purcell's Cove Backlands. It is my opinion that there must be NO FURTHER DEVELOPMENT of any untouched area of the Backlands. HRM should continue the work started with the acquisition and creation of the Shaw Wilderness and further protect land that may be developed in the future. I am a resident of the Purcell's Cove area ([redacted]). It is clear that there is strong support from residents of this area against any further development, as demonstrated by our rejection of water and sewer services. The Backlands hold strong ecological value and are invaluably more beneficial to the HRM community as a natural recreation area, close to the downtown core, than as a low-density residential area that will ultimately benefit only a very small minority of residents. I therefore urge you to consider this request and **ask that the whole of the undeveloped Backlands be given zoning of open space protected status.** Sincerely, Julien Delarue, M. Phil. Project Scientist - Bioacoustics	None	**Email**
C404	Robin Johnston	To the Regional Planning Committee It is my understanding that the city is considering a proposal to develop an area on Purcells Cove Road next to Halls Road. It appears if this development is approved that public access to swim at Williams Lake from Purcells Cove will no longer be possible. This route to the lake is something that has been used for generations. My 90 year old neighbour told me stories of how she and her friends used the same path to swim in William's Lake,	None	**Email**

		What kind of community do we want to live in? One that is gated and only allows certain privileged people to use our natural resources, or one that allows free and equal access to everyone. The ability for the public to access the provinces lakes and rivers is one of the reasons why people choose to live in Nova Scotia. Protecting these critical natural assets is so very important. Please do not let this new development prevent access to something that generations of Nova Scotians have enjoyed, and allow future generations to benefit. Sincerely, Robin Johnston		
C406	Paula Musial	Good afternoon. As you well know this case is being revisited to amend what was a well thought out and highly contested parcel of land here in Purcells Cove and access from Spryfield if you can find it. We fought hard to keep our wilderness a W-I-L-L-D-E-R-N-E-S-S ! Thousands of people have told you that we want an Urban Wilderness . People come from all over to hike / bike / swim / sunbathe and lovingly observe what is left of NATURE around here. BULL DOZERS ARE NOT WELCOME ! Regards Paula Musial	None	**Email**
C408	Derek King	Good Day All Just like to make my comments on the Purcell Cove Backlands proposal.It would be a great shame to develop these lands so close to the city.There are wonderful hiking trails and wild life abounds.These lands are a jewel to be saved and enjoyed by all residents.The increased traffic and noise and pollution we don't need.I implore city council to reject any development of the backlands and save this pristine area for all to enjoy. Brgds Capt Derek King	None	**Email**
C410	Richard Peisinger	**Re: Proposed Rezoning of Purcell's Cove Backlands, Reference C025, Case number 22257** Greetings: The Purcell's Cove Backlands are a beautiful forested area that over many decades with family and friends I have enjoyed hiking, swimming and relaxing in the wonderment of nature. What a joy that the Shaw Wilderness Park came to being in recent years through concerted efforts, generosity and wise civic views of HRM, NS Nature Trust, the Shaw Family and many Halifax citizens. To have such a wilderness resource within bus commuting distance in HRM is amazing and should not be taken for granted. Therefore, it is with head scratching dismay that it has come to my attention that of a proposal that the Urban Reserve Lands surrounding and including Oceanview Drive be rezoned as Rural Commuter, which would allow limited development- perhaps as many as 84 housing units. T**here must be NO FURTHER DEVELOPMENT of this area of the Backlands.** I strongly enjoin you to firmly **REJECT THIS ZONING CHANGE,** and, then, assure the conservation of this beautiful area through its integration with the Shaw Wilderness Park. Yours in the beauty of Nova Scotia, Richard Peisinger	None	**Email**
C412	Angela Day	Hello, Concerning **C025, Case number 22257 re: proposed rezoning of Purcell's Cove Backlands:** I am well aware of the need for more housing supply in Nova Scotia, but to see an area proposed for development that is one of the few wild places in close proximity to the city, well-used by the public, accessible by public transit and active transportation, is very concerning. Additionally, luxury homes along that stretch of road do not increase the housing stock in meaningful ways for those who need it. I expect our municipality to find solutions to the housing crisis that do not undermine our environment and one of the main reasons why people are drawn to the HRM in the first place, such as access to nature and lakes. Developing this area would be such a loss to our community, and we can never get it back once it's gone. Thank you, Angela	None	**Email**
C415	Anne Jackman, Ronald Bulmer	Dear Leah, We were advised by our neighbours that there is a request to have this 9.5 acre parcel designated Urban Settlement from its current status as Urban Reserve. Our property [redacted] abuts the Maskine property and we were not advised of this request for a change in zoning. Is there not a mechanism for contacting neighbours when such drastic changes are being requested? This neighbourhood has a long-standing position opposing high-density development as the very reason we live here is due to the beauty and quiet of the surrounding natural habitat. This low-density neighbourhood of single family dwellings refused the city's invitation years ago to have services extended along Purcells Cove Road beyond Wenlock Grove because it was feared that services would lead to higher density at the cost of our natural surroundings and green spaces. If you look to the future of our community, wouldn't you want your decisions now to reflect a guardianship of our natural spaces? We understand the increased pressure to develop more housing in urban areas. Increasing density in those places that are already dense and closer to central goods and services seems a more sensible option to us from a planning perspective than to impose big structures and more density into low density, residential areas. Certainly the many citizens visiting the neighbouring Shaw Wilderness Park wouldn't want to see a huge complex looming immediately next to the park. In fact as time goes on, citizens will find increasing value in their access to green spaces they can use for recreation, peace of mind and connection to nature. It is now that these spaces need to be safeguarded as once they are gone, they are	None	**Email**

		gone forever. We are hoping that planners will preserve our current low-density and residential neighbourhood and available nearby green spaces for all citizens' future benefit. It is our hope that you will see the merits of keeping this land parcel zoned as Urban Reserve. Thank you for your consideration of our concerns. Anne Jackman and Ronald Bulmer		
C416	Murray Coolican	Dear Ms Perrin, I am writing on behalf of the Williams Lake Conservation Company to oppose the proposal made to Council to change the zoning of lands located behind Halls Road PID 41342080 fronting on Purcells Cove Road by Zzap Consulting. We also oppose the proposal to extend city services, sewer and water, to these lands. This property is currently forest covered and slopes steeply down to the shore of Williams Lake. Maintaining this non-disturbed buffer is important for the health of the lake and the wildlife that depend on the woodlands around the lake.The change in zoning would result in its loss. This land is complementary to the Shaw Wilderness Park zoned as it is now. This land has for many years provided access to the public to Williams Lake which a 20 unit development would take away. Generations of Haligonians, especially students and young families from the Peninsula, have accessed the swimming area by the dam via this route, enjoying also the walk through the woods as they went there. So the loss of this treasured route would be felt widely. This development would also be inconsistent with single family dwellings in the surrounding area. Finally, the size of this development would also exacerbate the traffic issues on Purcells Cove Road especially approaching the access to Herring Cove Road and the Armdale Rotary. Yours sincerely, Murray Coolican President, Williams Lake Conservation Company	None	**Email**
C419	Deborah Hall	I am writing with regard to the proposal by Zzap Consulting Inc. on behalf of Tony Maskine submitted as part of the *What We Heard Report* coming out of the Regional Plan Review. This is identified as proposal C025 and requests a re-designation of PID 41342080 on the Purcells Cove Road to Urban Settlement to permit a large lot subdivision and development with on-site services. I only very recently learned that this proposal, initially made in April 2021, was revised in February of this year. The property consists of beautifully forested land which is home to wildlife, and is located almost adjacent to Shaw Wilderness Park. I played in these woods as a child; they are magical. They provide a natural extension and connectivity to the park. The land also provides - and has provided for the almost 70 years that my memory goes back - an access for the public to Williams Lake for both swimming in the summer months and skating during the winter. This access is particularly important as another point of access to a popular swimming spot located just a little further south along the Purcells Cove Road was lost to the public several years ago with the development of the one property between this land and Shaw Wilderness Park. I am a member of the Williams Lake Conservation Company (WLCC), an organization whose mandate is to provide stewardship to Williams Lake and its watershed. The shoreline of this property is within the watershed. WLCC's position is that development in the watershed has had a severe effect on the lake, and that a tipping point has been reached. Any further development would likely push the lake past its capacity to survive. (WLCC Report on Water Flow in the Williams Lake Watershed by Dr. Melanie Dobson – November 25, 2020) The subject property is located where Purcells Cove Road descends an incline as it approaches the entrance to Shaw Wilderness Park and the Royal Nova Scotia Yacht Squadron. At the top of the hill is a bend in the road. There is no sidewalk and, although the posted speed limit is 50 km/hr, many drivers pay no attention to this limit. Residents of Halls Road have inquired about extending the sidewalk; they have also asked about a flashing sign to indicate the speed of passing drivers. To no avail. This is an already dangerous section of the road onto which traffic from any development on the land will need to enter and exit. The records will show that this property has been included in a number of past municipal considerations. • In January of 2012, Council considered the extension of services further south on the Purcells Cove Road. The October 7, 2013 meeting of Halifax and West Community Council resulted in no further action to this request. • A request in the Regional Plan+5 Review in 2014 resulted in no change of the (now) Shaw and other abutting lands from Urban Reserve to Rural Commuter. • On May 20, 2014, Council requested staff to undertake a public engagement process to examine the options and possibilities to bring the (now) Shaw Wilderness Park and abutting lands into public ownership. On April 14, 2015, Regional Council deferred any process to consider public acquisition of these lands pending completion of the Halifax Green Network Plan. Where is the public engagement process concerning this property? What has happened to a process to consider public acquisition of these lands? Suffice to say, these various decisions reflect the critical importance of this property. I strongly urge HRM planning staff to recognize its importance, and to ensure that no development takes place on these lands. Thank you for the opportunity to comment on the contents of the *What We Heard Report*. I look forward to a favourable response to my submission. Yours truly, Deborah Hall	None	**Email**
C430	Wendy Krkosek	Dear Ms. Perrin, Please find attached a letter regarding proposed zoning changes to PID 41342080. Thank you,	Yes	**Email**

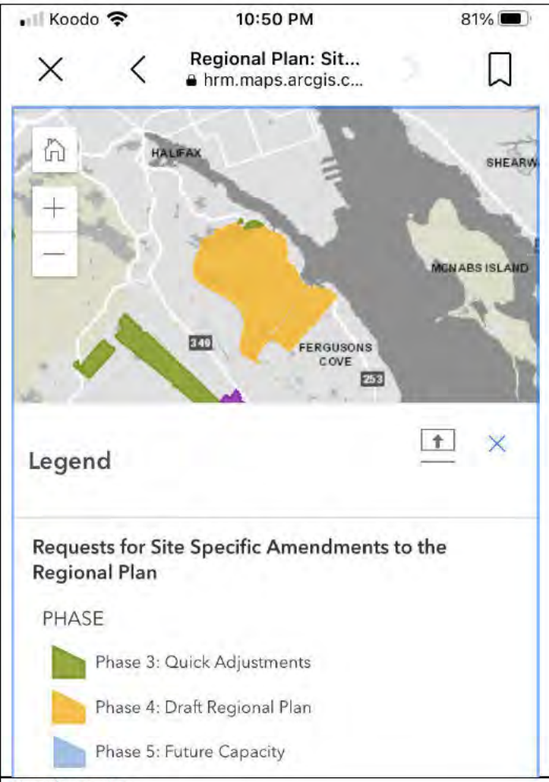
		Wendy Krkosek		
C439 (2)	Meghan Marentette	To whom it may concern, Specifically replying to : *1) item C025 Re: lands on Purcell's Cove Road (PID 41342080 Location of this approximately 10-acre property is next to Halls Road in the location where Haligonians have traditionally parked cars and walked the path down to Williams Lake. Request from ZZap Consulting, on behalf of Tony Maskine, to redesignate the property to permit an unserviced subdivision.* I strongly object to ZZap Consulting being able to redesignate this property to develop five large homes, as is my understanding the applicant plans to do. Not only will we lose historically available access by the public to our community lakes and nature areas, but the natural environment cannot sustain more development around any lakes which are part of the backlands water system - including Williams Lake, Colpitt Lake, Flat Lake, Purcell's Pond, East and West PIne Island Lakes. We must preserve this water system and stop building more houses here. The current residents are losing their quality and way of life due to pressure on our natural lands. *2) item C005 Re: 2137 Purcell's Cove Road. Request by Gina Stick for an extension of water services to her property.* I strongly object to city water services being extended up the Purcells Cove Road. We have access to clean drilled well water. The applicant can do what the rest of us do -- drill a well and build septic waste system, as per city codes. We do not want urban or suburban-type development along Purcells Cove Road. This is a rural community. If she wants city water, she can move further into the city. Sincerely, Meghan Marentette	None	**Email**
C440	Karen Lyle	To whom it may concern I have read the following email sent to you[redacted] regarding Purcell's Cove Backlands. She has said everything I wanted to say. However, I would like to express my concerns as well in my own words? I have lived on the Halifax peninsula my entire life. I have seen the city grow and change over many years and agree that we need to keep in pace with housing needs for our growing population. From what I see that is indeed happening with all the construction that is taking place. However, on the flip side, there has to be a balance in an urban setting. Nature is what provides this balance. To have such natural beauty accessible within city limits is unmeasurably a rare gift. Large cities are creating green spaces for the health and enjoyment of its citizens and Halifax already has this gem. Thank you Karen Lyle	None	**Email**
C442	Gordon Check	To Whom It May Concern, I wish to submit feedback on Items C025, Case number 22257 (the proposed rezoning of the William's Lake/Purcell's Cove Backlands, Urban Reserve to Rural Commuter or any other non-conservation designation). **I am against this proposed rezoning. The area indicated in the online ArcGIS Map 22257 Purcells Cove Urban Reserve is a huge area and the implications of re-zoning are of similarly huge (and mainly negative) magnitude.** I am strongly against changing the Backlands Urban Reserve designation to anything other than Conserved Parkland which would complement and augment the adjacent Shaw Wilderness Park. If the zoning of this unique, pristine urban wilderness were granted, this would seriously undermine the ecological integrity and recreational potential of the Backlands as a whole. It would also affect existing wildlife corridors which have already been identified and acknowledged by HRM's Green Network Plan. I am also concerned generally about **any** further development in areas of the Backlands from Williams Lake to the Shaw Wilderness Park Lands to beyond Purcell's Pond where the Capt. Arnell Conservation Lands of the Nova Scotia Nature Trust are present. I believe Council needs to show immediate leadership in taking steps to protect all of this area. I feel that extending City Services farther along the Purcell's Cove Road is taking things in the wrong direction. I would like to see Council send a clear message to developers that the Backlands are not available for future development and subdivision: there is a huge and growing need and desire for publicly accessible green space/wild space within easy access of the urban centre, and the Backlands is an incredible jewel and precious public resource for our growing city. Finally, from what we all know about access and traffic issues along the Purcell's Cove Road, the Herring Cove Road and the Armdale Roundabout, it makes no sense to add further and further to a transportation and traffic congestion issue. HRM has not shown it can adequately manage the additional traffic/transportation issues from any increased development of the Purcell's Cove Road and surrounding area. Sincerely, Gordon Check	None	**Email**
C447	Johanna Lunn	To Whom It May Concern, I wish to submit feedback on Items C025, Case number 22257 (the proposed rezoning of the William's Lake/Purcell's Cove Backlands to Rural Commuter or any other non-conservation designation).	None	**Email**

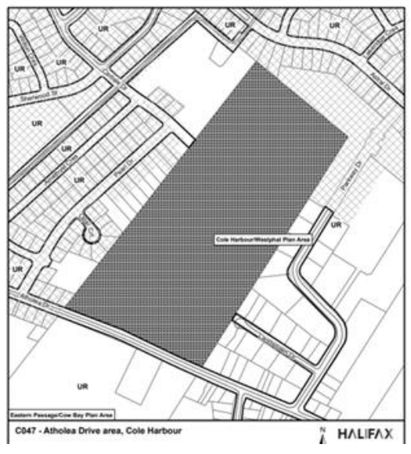
		I am strongly against all three of these requests. Regarding C025, Case number 22257, the request for a zoning change to the William's Lake/Purcells Backlands, I am strongly against changing its Urban Reserve designation to anything other than conserved parkland which would complement and augment the adjacent Shaw Wilderness Park. If the zoning of this unique, pristine urban wilderness were granted, this would seriously undermine the ecological integrity and recreational potential of the Backlands as a whole. It would also affect existing wildlife corridors which have already been identified and acknowledged by HRM's Green Network Plan. Re: C025, I am very concerned that the C025 request will block Haligonians' longstanding enjoyment of accessing William's Lake from Purcell's Cove Road. As our population grows, I believe we need as much public access to beautiful wild spaces as possible - particularly close-to-home access for the rapidly-expanding population on the peninsula, and areas accessible by bus like this one. I believe that there should be a public right-of-way created to the lake in this area, and I believe further development should be restricted in order to allow the public to continue to access and enjoy this space, which is already fairly heavily developed for a largely natural area. I also think the marginal value that HRM as a whole would get, by adding a few luxury homes, is minimal compared to the incredible value that a huge number of people from all walks of life get, from being able to access this beautiful waterfront space. As I am sure you are aware, every waterfront area in HRM is becoming increasingly crowded as more people move here and as more people come to love and appreciate the outdoors. I believe we need to be proactive in protecting these areas for the benefit of all. I would like to see Council send a clear message to developers that the Backlands are not available for future development and subdivision, for the same reasons I have cited above: there is a huge and growing need and desire for publicly accessible green space/wild space within easy access of the urban centre, and the Backlands is an incredible jewel and precious public resource for our growing city. Sincerely, Johanna Lunn		
C448	Burkhard Plache	To Whom It May Concern, This is to comment on Items C025, C005 and C025, Case number 22257 (regarding the rezoning of the William's Lake/Purcell's Cove Backlands to Rural Commuter or any other non-conservation designation). I want to voice my opposition to the proposed changes. (1) C025, Case number 22257, (change of zoning change to the William's Lake/Purcells Backlands) - Any rezoning there would prevent a larger scale view of the protection of the whole of the lands between Williams Lake and Hering Cove. While I am not against some development in those areas, I think before any changes to the zoning, which would lied to piecemeal building here and there, a proper plan needs to be put in place, to establish nature connectivity, human recreational use, and access to those. Any developer driven development will be a slash and burn approach, where nature and people are left struggling. (2) C025 - this parcel of land has a long history of local (100+ years) and beyond local (25+ years) use for access to Williams Lake, Change of the designation here will likely remove another point where people can access the outdoors. With an ever growing and more health conscious population, the loss of such easily reachable places of rest will further diminish life quality in HRM. (3) C005 - It is my view that any service extension along Purcells Cove will open the door to more development pressure. I also do not see that there is a substantial benefit in this extension. Sincerely, Burkhard Plache	None	**Email**
C456	David Patriquin	Please accept the attached document.	Yes	**Email**
C461	Wendy Cornwall	To regionalplan@halifax.ca. ref C025, Case number 22257 re: proposed rezoning of Purcell's Cove Backlands. I am opposed to this proposal The area under consideration for rezoning is currently undergoing a period of renewal following a forest / brush fire. The sparse vegetation is gradually growing, and supporting wildlife as it always has. Having seen the speed with which the destruction occurred, and this destruction included houses and their contents, I would suggest that this area is unfit for housing. However its ability to recover makes it a valuable asset. This allows all manner of wildlife to reassert itself and become a valuable resource for Nova Scotians and visitors alike. There will be forest fires in the future, but this ability to recover will still exist if the area is left alone. To use it for housing would be futile experiment. I urge you to reject this proposal. Sincerely, Wendy Cornwall	None	**Email**
C463	Sally Ravindra	To whom it may concern: I understand that a developer, Mr. Maskin, wishes to use the lands he purchased on Williams Lake, 10 acres, for an “unserviced subdivision”. This would mean as many as up to 10 single family houses, clearly of the luxury category—so not adding meaningfully to the desperate requirement for housing in Halifax.	None	**Email**

		I am against this proposal. If, unfortunately, his request is granted, then it is absolutely essential that a portion of this land which is of convenient and possible access for swimmers, be a condition of granting his request. Sally Ravindra		
C464	Derek Reilly	Hi, full disclosure: I'm a Purcell's Cove resident — but I'm not against rezoning the backlands because I live here — I've lived in urban and suburban neighbourhoods for much of my life (and have enjoyed living in those neighbourhoods), and I can appreciate that pragmatic urban planning decisions must be made for a growing city like Halifax. I'm against rezoning specifically due to the unique nature of the backlands. I've hiked in dozens of parks and wilderness areas nationally and internationally, and the backlands really are a special and sublime place that should be preserved for the enjoyment of all Haligonians present and future. Others have argued for preservation on grounds of nature conservancy and wildlife corridors and while I agree with their arguments and have reviewed their evidence I won't repeat these here. Developing on these lands would be a clear loss for HRM. We have an incredible opportunity for Halifax to grow into a model sustainable city that is the envy of others worldwide — preserving and embracing the backlands should be a crucial part of any informed urban plan. Regards, Derek	None	**Email**
C471	Peter Buzek	Good day, I am writing to you today as a resident [redacted] to oppose the proposal by ZZap Consulting, representing Mr. Tony Maskine, dated February 14, 2022, to change the zoning of PID 41342080 from Urban Reserve to Urban Settlement and "permit large lot subdivision and development with on-site services" There are several reasons that I (and all my neighbours, I might add) are opposed. This land is within the Williams Lake watershed and the quality of the water in Williams Lake is under constant threat. The lake has seen a deterioration in water quality and as recently as the summer of 2021 there were several toxic cyanobactria blooms. This is due to several factors, including run off of toxins and urbanization along the shores of the lake. Further development on land that abuts the lake will only exacerbate this situation. This is a serious concern, not only because HRM should generally be concerned about the water quality of our lakes, but especially because Williams Lake is now part of the Shaw Wilderness Park, in which the municipality recently made a substantial investment. Also, HRM is investing in a significant lake monitoring program that starts this year. Williams Lake is one of the lakes designated for monitoring, and it would be prudent not to allow for any development that will further degrade the water quality of the lake. Additionally, the area under discussion, which is forested land, has for many generations been a primary access point for swimmers (and in winter for skaters) to Williams Lake, as well as to just enjoy a peaceful day by the lake. Previous community access to the lake via the adjoining property [redacted] has already been lost. Private development of the site in question, PID 41342080 will further prevent this traditional access, which would be real shame. I would like to suggest that HRM purchase this land, an indeed make it an adjunct to the Shaw Wilderness Park, with proper trails for public access. This land, as noted, is part of the Williams Lake watershed and is therefore environmentally sensitive. This land must be considered as part of the Halifax Green Network Plan review and also should, like all environmentally sensitive areas be subject to public hearings. In the unfortunate event that HRM were to agree to a change in zoning to Urban Reserve, as requested by ZZap Consulting, although I am totally opposed to this happening, I appreciate that Mr Maskine has made an initial investment in this property and is looking for a return on that investment. If there were to be a development proposal it would have to be consistent with ALL existing LUB requirements, which includes a strict application of the riparian buffer. Too many times, even around Williams Lake we have seen this buffer completely disregarded and many trees cut down. Not only is this in violation of the law, it endangers the natural habitat of the flora and fauna in these precious lands. If the developer's application for a change in zoning were to be approved, he should be required to donate to HRM a 10 metre corridor on the western edge of the site, from Purcells Cove Road down to the lake at "Turtle Bay" and including the small peninsula that is adjacent. This peninsula is small enough that all of it is within the riparian buffer and therefore cannot be developed. This will allow for the historic public access to the lake to be preserved and is for the common good. Sincerely, Peter Buzek,	None	**Email**
C472	Melanie Dobson	I am writing to provide input on the proposed rezoning of the William's Lake/Purcell's Cove Backlands to Rural Commuter in the Halifax Regional Plan Review. **I am strongly against the proposed rezoning.** Allowing further development in the Backlands adjacent to the newly established Shaw Wilderness Park risks permanent damage to the Williams Lake watershed. The privately-held lands along Oceanview Drive are particularly critical to protect as they are a major source of water that feeds into both Colpitt and Williams Lake in the Shaw Wilderness Park. Development in this part of the Backlands would also compromise the wildlife corridors that currently exist as shown in Halifax's Green Network Plan. I am particularly dismayed that this proposed rezoning seems to be driven by what developers want and not by the wishes of the residents of the area and of greater Halifax. Ten years ago I served as a member of the Community Steering Committee (CSC) established by HRM to look at the feasibility of extending sewer and water services to Purcell's Cove. As part of the study, the CSC collected the opinions of all property owners in an unbiased manner by means of a mailed-out survey with the responses collected and analyzed by HRM staff. All members of the CSC helped design the questions and approved the final survey. Importantly all agreed that with a sufficient return rate, the results would provide us with an accurate representation of the views of the property owners in Purcell's Cove and those living between Purcell's Cove and the service boundary (Wenlock Grove), free from the potential bias and non-representation that had been used to cast doubt on results of earlier citizen-initiated petitions. Our return rates were high enough to give a greater than 95% confidence that the results were representative of property owners opinions in both areas. The results were clear-cut; the majority of property-owners did not want central services. They also expressed their wishes that the Backlands would remain a wilderness area offering outdoor recreational activities as it has done in past. It is worth making again a point that was made at the time that there is no right to make a profit on land. The Council is under no moral or legal requirement to consider	None	**Email**

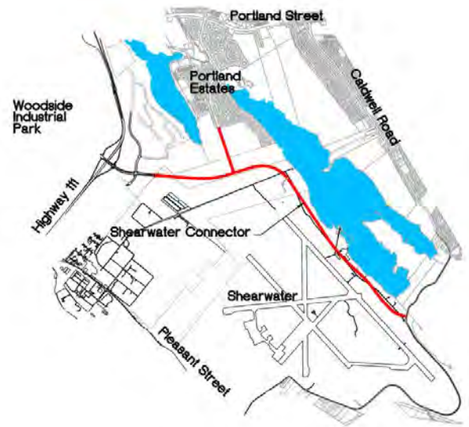
		what a developer or property owner speculated they might be able to do with Urban Reserve land if it were to be serviced. The decision by Council to not extend central services along Purcell's Cove Road was the right one then and the reasons not to do so still hold. The costs of hooking up to the services was going to be prohibitive for existing residents added to which they would see loss of the wilderness on their doorstep. The main issue raised by this current request for rezoning is the same as it was back in 2013: Who gets to decide what Halifax will look like 100 years from now? The Regional Planning Process, with input from the public and many other groups is the mechanism for planning the future look of Halifax. The public have contributed their input and have put forward a vision for the Backlands as a protected wilderness and recreational destination for locals and visitors alike. This should not be outweighed by the views of a few who might have profited if their land was available for development. In conclusion, I ask you in your role as the representatives of the public, to refuse the request to have rezoning of the requested properties in the Purcell's Cove Backlands included in this next version of the Regional Plan. Thank you for your consideration of these points. Yours sincerely Melanie Dobson		
C477	Harriet King	ReferenceCO25Casenumber 22257 Today was a lovely day ,the Shaw Wilderness Park parking lot was filled and the overflow of cars were parked along the Purcells Cove Rd. Hundred of people have come to explore and enjoy the Park since it opened. I don't think that will be the case if this Proposed Rezoning of Purcell's Cove. Backland is approved. This PARK is a GEM HRM is one of the few cities in Canada to have a WILDERNESS PARK in its central core. A housing development close to the Park Should not be allowed. Houses and a Wilderness Park don't go together Thank you. Harriet King	None	**Email**
C479	Paul and Draha Krkosek	Good morning Ms. Perrin, As residents of [redacted], we have heard of the proposed potential developments on the PID 41342080 parcel of land. Please receive and take into an account our inputs concerning this matter. We would also appreciate an acknowledgement of your receipt of this email. Thank you, Sincerely, Paul and Draha Krkosek,	Yes	**Email**
C480	Cathy Vaughan	To: Ms. Perrin, Principal Planner, Regional Planning From: Cathy Vaughan, Home Owner, Jollimore, Purcell's Cove Road Re: PID 41342080 - Purcells Cove Road Date: 16 April, 2022 I am opposed to: 1. The rezoning of this privately owned property on the Purcells Cove Road. 2. The extension of city water and sewer to service this property. Water and Sewer. The surrounding community, from Armdale to Herring Cove have already said a collective and resounding "NO" to extending the water&sewer when Clayton Park Development asked for a rezoning of their property. Why are we rehashing this topic? These discussions are public records if you need to check the tenure of the community. Say NO to extending water and sewer. Regional Plan. Huge amounts of thoughtful time consulting with organizations, communities, conservation advocates and experts resulted in a big-picture plan. The property in question was zoned according to the themes, guidelines and will of the community. Please stick with the plan and do not tamper with the rezoning of this beautiful, wooded, lake-side property. One home on one regulation-sized lot. Dedicate green space for the generations of families to continue to access Williams Lake. Private Property. The owner can build a home, with septic and well just like the other new builds in the area. Huge, luxury home crowded onto that lot is not keeping with the local communities' wishes, the infrastructure capacity or the aesthetics of our community. Infrastructure. The local roads, schools, recreation facilities, services are already stretched with the influx of folks from all the new housing developments in our area. The developer should provide sidewalks on both sides of Purcells Cove Road, require homes to use solar panels for hot water, a rain collection system for grey water and gardens, installs charge up-stations for electric cars, maintain the surrounding forested area, provide for a public park for access to the lake and build effective riparian zones on the lake. The Dam. Developer should be required to contribute to fixing the dam so that it holds the lake waters to a healthy level. Why would you build homes on a lake-side property when the lake disappears in the summer and you are dealing with mudflats and inaccessible shorelines. Williams Lake. Our lake is already in a fragile state because the leaky dam does not hold the lake levels to seasonal or even healthy levels. A group of large homes on this small lot, plus driveways, stripped natural wood land and large concrete foot-prints would decrease the permeability area for rain/snow waters to percolate to help top up the lake. Run off of chemicals from the general use of the large units would negatively impact the existing fragile ecosystem. Riparian zones can not be effective in filtering out pollutants to the lake with a large population of people trampling through them. Do not rezone this property. We love our community and want you to help us to keep it healthy. Stick to the plans we have already constructed through public meetings with us. Controlled, environmentally thoughtful, builds are part of the solution to conserve our community, lakes, forests and reduce the stress on our natural resources in our community.	None	**Email**

		Cathy Vaughan, Home owner		
C484	Sjan Kuper	Dear Sir/Madam: I am writing in regard to the proposed re-zoning of the Purcell's Cove Backlands. Specifically: Reference C025, Case # 22257. As a long-time area resident (Purcell's Cove), I have seen the growth in popularity in this area due to it's mix of traditional settlement, nature, and recreational resources. Many people now come to the area either by car, bicycle or on foot in order to sight-see, bicycle, hike, swim, and explore nature, right near downtown Halifax. I am very worried that the proposed zoning change, and the building of 86 houses in the Oceanview Drive area will have deleterious effects on the area. My concerns are as follows: 1. The backlands provide a wonderful recreational and nature resource right next to Peninsular Halifax. They provide an area for swimming, cycling, hiking, and nature, right near the city centre. 2. The proposed re-zoning and development would split the backlands in two. If the development goes ahead, the Shaw Wilderness area would be almost completely disconnected from the HRM Protected Area Lands, the Nova Scotia Nature Trust Lands, and the Crown Lands which lie further to the South-East (towards Herring Cove). 3. Traffic. The traffic on Purcell's Cove Road and the Armdale Rotary has become much heavier. Building a residential area in this location would add significant traffic to an already overloaded Rotary. 4. This area retains some of the nice old character of Halifax. A more traditional form of settlement, mixed with a wonderful nature and recreational resource for the city as a whole. It has no strip-malls and no ugly cookie-cutter sub-divisions. It therefore adds value to the city and should be retained. Not just for the current and future residents, but for the city as a whole. One can see that people from Peninsular Halifax value this area as a recreational and nature resource, and also as an area that retains some of the character and attributes that have frankly been destroyed in some other areas of Halifax (and really in all North-American cities). It would be nice to see a Halifax of the future that has preserved recreation and nature in areas where it makes sense, and has put housing developments in other areas where that development more appropriately fits. I do not know whether the re-zoning proposal means that there would also be a plan for services (water etc.) to be brought to Purcell's Cove. But I would like to note that I would not be in favour of such a plan. The area has narrow roads and laneways and a traditional form of development. Installation of services would mean much disruption to the character of the area (widening of roads, blasting through rock, etc.) which would change the nature of the neighbourhood. Thank you for taking my submission into consideration. Yours Truly, Sjan Kuper	None	**Email**
C487	Cassie Kent	Hello at HRM, I am writing to express my strong objection to development of the Purcell’s Cove backlands area shown in yellow in the Phase 4 draft regional plan. This ecologically sensitive and important area should not be lost to development. In Halifax, we need to focus on infill and densification of brownfield sites and stop destroying habitat, wildlife, biodiversity and ecologies. This wild area is also enjoyed respectfully by many HRM residents and visited for youth environmental education by outstanding groups such as the Young Naturalists Club, the NS Sea School and HRM’s own Adventure Earth Centre. Sincerely, Cassie Kent Halifax	None	**Email**

				
C488	Wendy and Guy Harfouche	Good morning, Re: C025, case 22257 I am a resident of Fergusons Cove and recently heard about the proposed development/re-zoning of a very large nature reserve in my area. I believe that rezoning and potentially developing this area or even part of it, would be a huge loss for HRM, the surrounding community, and even bigger loss of the ecosystems and wildlife within. The rich backlands in this area provide a number of rustic hiking/ biking trails and lakes which are enjoyed by many people in Halifax and beyond. Green space and time in nature provide a natural mood boost and exercise that improve the health of communities. These natural spaces need to be protected. If these lands are developed there would be a devastating loss of wild life habitat. Additionally of concern would be the overall environmental impact, including water drainage/flooding and erosion. While this parcel of land is not water front, it is very near coastline and water drainage and erosion could lead to substantial effects on the coastline. The Purcells Cove Road already has a number of areas of damage from water draining towards the ocean from the backlands. Without trees and plants there will be more flooding, erosion and water damage to roads and properties already existing. Of course, you must also consider the loss of trees and plants reducing air quality. The development will ultimately lead to more pollution. This at a critical time to consider all environmental impacts and their contribution to global warming. While an argument may be made that Halifax needs additional housing, my rebuttal is that this area is/should be a protected green space which includes several lakes, trails and parks frequented by many. Planning or development should be looking to areas that are not existing parks/trails/protected green space. Why not promote additional high density housing on the peninsula which also takes into account the difficulties with access to downtown and traffic congestion. As well, what Halifax needs is affordable housing or subsidized housing for people and families with low socioeconomic status, not another crowed subdivision selling urban homes for over 600k. Please deny any proposals to develop these lands. Respectfully, Wendy and Guy Harfouche	None	**Email**
Phase 3 - Cole Harbour, Atholea Dr (C047)				

C409	Scott Conrad	Dear HR, CO47 Application and existing Parkway Drive onsite septic systems. Parkway has always been zoned R1 for over 60 years. The change to UR was not consulted with the landowners on Atholea, Landsdown, Beaver Crescent or Parkway Drive. When did the land zoning change and why? The residents of this area were NOT informed or consulted with by HRM or the city councillor? Please explain. Most of the residents on Parkway Drive are NOT on municipal sewer. Most of the residents of Parkway Drive are on Onsite Septic systems. The local residents asked for municipal sewer services on Parkway Drive for over the past 60 years and denied. The residents in 2010/2011 asked during the development of Colby South and HRM denied because the sewage treatment plant in Shearwater/Eastern Passage was not able to accommodate the Parkway residents, but it did accommodate the new development of Colby South. The sewage treatment plant was upgraded in 2014 and HRM did not return to the residents of Parkway Drive with respect to municipal sewer inclusion based on their concerns raised in 2010/2011 about Colby South. Now, HRM is considering a massive development CO47 (Atholea Drive and Parkway Dr area) and have not included the residents of Parkway Drive with respect to municipal sewer. Development in the area of Atholea and Parkway Drive is a concern for the local residents and they should be informed by mail and consulted in person, not by finding out by Facebook. Development plan CO47 is very clear with respect to onsite sewage systems contaminate groundwater (section 4 presented below) as a rational for small serviced lots within their plan. The multi tenant buildings southwest of Atholea are also planned for municipal sewer and are in very close proximity to Cow Bay Run. Cow Bay run is a well documented valued ecosystem for fish such as smelt, sea trout, gaspereau, that migrate between the Atlantic and Morris Lake for spring and summer breeding. Juvenile fish summer in Morris Lake and return to the Atlantic Ocean in the fall. Below is CO47 area site plan, segment of their application report with respect to municipal sewage requirements and the conceptual plan with respect to lot size, roads, access to Atholea Drive and multiple unit buildings near Cow Bay Run.  3. Based on previous discussions with Halifax Water, there is capacity in the Eastern Passage Sewage Treatment to accommodate sanitary service generated from these parcels. When the plant was upgraded in 2014 capacity was built in for future growth in the Eastern Passage / Cole Harbour area. 4. There are several Sections of the Regional Plan in Chapter 8: Municipal Water Services, Utilities and Solid Waste that is also supportive of inclusion in a Municipal sewer service boundary: Under Section 8.1 Objectives #2 "manage growth to make the use of existing water, wastewater and stormwater infrastructure and avoid un-necessary or premature expenditures" Regarding item # 2: as mentioned previous, Atholea Drive splits these land parcels (see Figure 1) and currently has water and sanitary mains installed in the street which are being under-utilized. By allowing development to connect into the sanitary infrastructure it will allow for a more compact form of serviced development that fits in with all the development patterns surrounding the properties. Without being placed in the municipal sewer boundary, development must take place on municipal water and on-site septic fields. On page 98, Section 8.5.1 Water Service Areas, the pre amble is quite clear that the Water Resource Management Study prepared by Dillon Consulting for HRM identifies the concern of having development with Municipal water and onsite sanitary disposal systems as there is potential concern of ground water contamination in the event of failing on site sewages systems. Both the properties included in this request are in the Cow Bay River watershed. With the ability to connect and utilize the piped Municipal Sanitary system the environmental risk of ground water contamination would be eliminated.  	None	**Email**

		Again, when did my property get rezoned from R1 to UR? How does this impact me and my neighbours? And will HRM connect the residents of Parkway Drive to the municipal sewage system or consulting with the residents about if they want to be connected to the municipal sewage system as part of this massive development plan CO47 or the larger Morris Lake Development Plan which will extend to Cow Bay? I look forward to your response. Scott Conrod [redacted]		

C409 (2)	Scott Conrad	Hello Shilo, Please add me to the email list for developments near my home. 3. Glad to know there is capacity in the municipal sewer for the proposed development and the surrounding area. 1. How much would it cost to connect my home to the municipal system? 4. I'm fine with the proposed development(s) in the area with a few considerations listed below. 1. Caldwell Road. 1. I'm not sure if Caldwell Road could handle added traffic volume from the new development(s) in the area? 2. I do feel the long awaited Caldwell Road connector to Mount Hope (image below) would alleviate much of the traffic issues along Caldwell Road between Atholea Drive and Portland Street. 3. Improved emergency response access to the residents of Caldwell Road, Colby Village, Astral Drive, Cow Bay with the construction of the Caldwell Road connector to Mount Hope.  2. I do have concerns are about Cow Bay Run (River) with respect to proposed development plans near the river: 1. Please make sure appropriate setbacks and safe guards are in place along or near Cow Bay Run (River) for all proposed developments in the area. 2. Cow Bay River is the primary discharge point for Morris Lake and an important ecosystem. 3. Cow Bay River is an important river because fish migrate from the Atlantic Ocean into the river then to Morris Lake. Smelt, eel, gaspereau and sea trout are well known to migrated this river and some species find there way to Morris Lake. 4. Recreational and Commercial Fishers have traditionally fished this river. 1. Commercial fishers catch gaspereau (source of bait) either at the mouth of the river in Cow Bay or just south of the culvert at Caldwell Road. 5. Brook trout and mudsuckers migrate the river. 6. Impacts to the river (water quality, water flow and volume, habitat, silt) could be detrimental to juvenile fish species traveling or living in this ecosystem 7. Five proposed buildings within the Cow Bay River catchment could be a concern (Image below)		

		 Scott		
C443	Tara Gillis	To whom this may concern, I wanted to provide my thoughts about the C047 development project being proposed for the Cole Harbour, atholea and Pearl st area. I think it's a great idea and there is a need for more homes. I do think that adding another 305 units will overflood Astral elementary which is already over crowded. So potentially may need to build another elementary school close by. With this addition as well as the proposed plan for more development off Caldwell near Morris lake, we will need another grocery store, pharmacy, gas station, etc. thank you for taking our thoughts into consideration Tara Gillis	None	Email
Phase 3 – Bedford (C061-B)				
C351	Josh Hagle	Hello Shilo, Thanks for your response to my two questions I sent to you on March 28, 2022. Although my questions were answered, it leads me to additional questions that I will not be able to submit as the deadline has come. I did not think that it would take nearly three weeks to receive a response. I am somewhat puzzled as to why Staff from Current Planning, Regional Planning, and Strategic Transportation Planning had to meet internally in order to respond to my questions. Should this not have been discussed prior to accepting the developer's formal request to have the RCDD and CCDD lands considered under the Regional Plan? The RCDD lands have been under an approved development agreement since 1995. Although I understand why the Regional Plan Team would like to separate Case 20507 and C061-B, it is easier said than done. For the past six years, HRM have asked for public feedback on developing additional units on the south lands prior to the construction of Nine Mile Dr from Hammonds Plains Rd to Moirs Mill Rd. This connection, as per the phasing provision in the development agreement, would connect the north and south lands which would provide a third major access point to the Paper Mill Lake subdivision. On March 31, 2021, NWPAC were asked to make a recommendation for Case 20507 based on the: ▪ Phasing of the approved DA ▪ Changes to the traffic circulation in the area ▪ Allowing more development on the site prior to constructing the road connection from Moirs Mill Rd. to Hammonds Plains Rd. The recommendation was: **"THAT the North West Planning Advisory Committee has reviewed the application for case 20507 and recommends approval of the application with consideration given to ensuring protections are in place for the construction of the bridge on the connector road between Hammonds Plains Road and Moirs Mill Road, and to ensuring that the connector road between Hammonds Plains Road and Moirs Mill Road is made after the additional 214 units are developed."** Case 20507 has not yet been presented to NWCC so I do not understand how the RCDD lands can be re-zoned when it is tied to an existing amendment. Clearly Staff will not be supporting the recommendation which really calls into question the public consultation process. Mayor Savage and Deputy Mayor Lovelace recently spoke in the Provincial Legislature regarding Bill 137 and the importance of the community voice and transparency. To read the letter from the Sunrose Consultant to re-zone the RCDD and CCDD lands dated August 9, 2021, some four months after NWPAC made its recommendation, is concerning. At no point has any of the communication received from the developer or HRM stated that the RCDD lands were going to be re-zoned. NWPAC members were told that only the CCDD lands were being considered under the Regional Plan Review. Had I not taken the initiative to read the Regional Plan Review, I would have no idea that the RCDD lands are now part of the review and HRM can offer no assurance that the north and south lands will be connected going forward. The HRM Planning & Application webpage shows a time stamp of February 23, 2021, as the last update for Case 20507 which still shows the former Planner's contact information. The comments Councillor Outhit offered in the March 31, 2021, NWPAC meeting was clear. The reason Nine Mile Dr was not constructed from Hammonds Plains Rd to Moirs Mill Rd was because of the cost to construct the bridge(s) required to connect the north and south lands. The Sunrose Consultant's letter identifies Kearney Run as a "divide" between the north and south lands, which to me, indicates that these lands will not be connected. Had NWPAC and the community been told that the residents of Paper Mill Lake may lose a third major access point, I am confident that NWPAC would have made a different recommendation. NWPAC wanted a guarantee that the road would be connected after the 214 units were constructed in Case 20507. As the 100th unit was constructed in 1999, I believe it is a significant safety concern to remove an	None	**Email**

		access point after construction has commenced. Further, one of the two access points we have today connects to the Bedford Highway. It is often several minutes to leave the subdivision due to the congestion on the Bedford Highway. The Crestview and Bedford Village Developments were designed to have three access points. Had the intent been to not connect the north and south lands in the 1990's when these developments were designed, the street layout would have been designed accordingly or perhaps the developments would have never been considered given the lack of access points available. Councillor Outhit also pointed out in the NWPAC meeting that because Nine Mile Dr was never constructed, Oceanview Dr, which was part of the Crestview Development, was considered "not safe." I have lived on Oceanview Dr since 2010. Oceanview Dr was designed and constructed as a local street which now operates with over 3,200 vehicles per day. As the Paper Mill Lake subdivision only had one access point, the decision was made to connect Nine Mile Dr to Larry Uteck Blvd in 2014 under MPS policy MS-7. Oceanview Dr is the only street that vehicles can use to navigate to this access point as the two collector roads, Moirs Mill Rd and Nine Mile Dr do not connect and are dead-end streets. As a direct result of this connection, my street has seen an increase of over 1000 vehicles per day. It has been devastating for all who live on Oceanview Dr. C061-B are the only lands in Phase 3 that are under an approved development agreement. To jeopardize losing a third major access point after construction has commenced in a subdivision that will have approximately 2,000 units on the south lands is a safety concern. Although the MPS identifies Nine Mile Dr from Hammonds Plains Rd. today, that can be altered through the MPS amendment process. HRM needs to force policy here. When the last amendment, Case 00753, was rejected for 345 units on the south lands in 2006, Staff's testimony was clear. HRM's evidence in NSUARB Case 173 (M03497) was overwhelming. The intent of the DA was to construct Nine Mile Dr from Hammonds Plains Rd to Moirs Mill Rd. from both a safety and effective transportation planning perspective. I have no doubt that there may be engineering challenges to build the infrastructure required but if a bridge can be built from Nova Scotia to PEI, a bridge can be constructed over Kearney Run. The developer just does not want to pay for what was agreed to some thirty years ago and because there is no expiry date or additional timelines in the development agreement, HRM cannot force anything and are looking for any opportunity to have this development move forward now that United Gulf has re-acquired both parcels of land. I am genuinely concerned and ask that the Regional Plan Review Team consider my feedback. Thank you, Josh		
C385	Katie Kawulka	Good evening The proposal for fast tracking development in Bedford including but not limited to papermill lake and sandy lake is very frustrating as a resident of Bedford. The population in Bedford has grown but not supporting infrastructure. Where is the money and plan for much needed infrastructure before any fast track development? Main concerns: - schools are overcrowded already - accessible playground and waking areas - protecting our water and forest spaces - transit - transportation routes - recreation facilities including a library, pool, public basketball courts, skateboard park and skating rink There is so much need for infrastructure in Bedford for the community. We need housing in HRM but what use is the housing at the expense of the environment and community. Children and families and seniors and need school space and outdoor space and recreation space. Please reassess the plan to include better ideas for the environment and our community. Katie Kawulka	None	**Email**
C386	Nick Matheson	Quite simply, any proposal to develop land on Paper Mill Lake must be stopped. This is old growth forest which should be protected at all costs. It is also a crucial watershed draining lakes from Blue Mountain and Kearney Lake into Bedford Basin. This area provides an important buffer from the highway, a corridor for wildlife, scenic beauty, and wilderness recreation opportunities. This is also a rapidly growing community that is stressing current infrastructure to its limits. Please protect this land and this community. Sincerely, Nick Matheson	None	**Email**
Phase 3 – Herring Cove / Spryfield / Kidston Lake (C070-A, C071, C074, and or C333)				
C024	Wendy McDonald	Hello, I am writing about the proposed plans for Kidston Lake area with projections of development for a potential of 4000 new residents. The existing infrastructure cannot sustain this growth. We talk about Complete Communities where we can Live, Work, Play & Learn. Take a second look at the area and hold off until the proposed area might be supported by amenities and infrastructure. This is many years down the road. It is premature to develop this woodland which is a popular playground for many local & city residents and the local wildlife. Halifax is growing too fast and the public is not getting a proper look at the plans. I do not think there has been a vision plan, with local and other community engagement on this suggested area. Other municipalities have grown but plan ahead for roads, water and sewer long before land is sold, Where will transit go? Where will the parks be developed? What is the walkability plan? This whole process should be reviewed, not by a few planners or land owners but citizens of tomorrow.	None	**Email**

		This is an issue for not just here at this suggested growth area but in general for HRM. We are witnessing proposed and current development that will not be able to sustain families for schools. Split shifts will not be popular but that will be the norm soon for schooling in District 10! Look at the proposed Seton Ridge SW Development...7000 residents and no school...a marketing tool that would have drawn young families in. The local schools are all too crowded now. Don't let this happen once more. It's laughable that this was allowed to happen. The HRM Planners must alert the province when large development is happening. It's on their backs that this was not done for the Motherhouse lands 10 years ago! Keep the density on the peninsula. Schools, and places of work can be within walking distance of growth nodes. But remember to add green spaces where residents of all ages can recreate. Keeping the large What We Heard Document hidden away online does not serve your public. We requested copies for the local Libraries...still waiting. If you want dialogue, it must be done in a more inclusive manner. And don't blame it on Covid...these decisions are too important to be made behind closed doors. In the meantime, take Kidston Lake off the drawing board for this Review period and perhaps reconsider the area the next time round when traffic issues, including Transit, in Mainland South have been resolved. Thank you, W McDonald		
C074	Stephen Adams	Good morning, Leah: Please find attached a submission requesting rezoning of the lands in and around Kidston Lake. A signed copy will follow. Thank you, Leah, Stephen	Yes	**Email**
C246 (2)	Katherine Kitching	hi Leah, thank you for the additional information - I was able to follow the links you suggested and learn more about the requests for large subdivisions on the lands surrounding and southeast of Kidston Lake. I am also copying the three most urban Councillors here (including my own, Councillor Smith) because I feel that this is not just an issue for the nearby residents of Kidston Lake, but very much an issue for those of us who live in the most-dense/urban parts of Halifax. The Kidston Lake area is an incredible resource for central Halifax - it is one of the closest wild/natural areas to the peninsula - it's a 15 minute drive and 30-minute bike ride. It has the potential to be easily reached by transit (right now the service isn't great but I'm sure it will improve as that area densifies). At the moment, I would say that (apart from the beach in summer) it is perhaps not as heavily-used as other nearby areas like Long Lake - but I would credit that to it being less well known, and trails less well-developed. That said, I can assure you it IS loved and used by a lot of people -- and it has *huge* potential -- if it were to be protected and better developed/promoted, I know that it would become a super popular hiking and recreation area. *(I don't personally want it to be overrun with hikers because I love its quiet wild-ness - but I would prefer that to it being bulldozed!).* Many forward-thinking organizations are calling for a Greenbelt around Halifax - and if the lands surrounding Kidston Lake were subdivided, there would be a gaping hole in that belt. The lands are beautiful - a mix of forest and barrens and sensitive boglands, full of berries and other native plant species. The lands are teeming with wildlife - I have seen many species of warblers there which I have not seen elsewhere, and also had close encounters with deer and coyotes. If any of you would like to take a tour of the area and see the beauty for yourself, I would be very happy to guide you - just get in touch :) The growing population of Halifax is putting a lot of pressure on existing natural areas within easy access of the City. I'm sure you've heard of previously loved hiking areas that have now been blocked off by private land-owners due to the frustrations of too many people tromping over their land (e.g. the Blue Mountain summit). Many places (e.g. Long Lake's Bay road access, Duncan's Cove, Chocolate Lake) are now impossible to park at due to the crowds. There are many areas that I and my friends used to love visiting, that we won't go to any more, because they are too crowded (e.g. BMBC Collins Rd access). I would say HRM is already suffering from a shortage of quality wilderness access. The irony is, people are attracted to this city because it has beautiful natural areas surrounding it in all directions, within easy access - and yet as more people come, we are allowing these natural areas to be filled in with houses and putting even more pressure on the ones that remain -- and/or compelling residents to drive farther to access nature, which is at odds with all our goals of building complete communities and fighting climate change. I think it's also important to remember that there's a great diversity of need in natural areas, and not all those needs are compatible. Some residents want: - a place to walk their dogs - but others don't like dogs - a place to go hang with friends and play music - but others like quiet - a place to stroll in the sun with other people - but others like solitude - a place to go ride ATVs - but others don't like the noise - a place to go hunting - but others want to avoid being shot at :D - a place to go swimming - but a beach can only accommodate a small number of people - a place to go with your kids that has easy trails - but others want more challenging trails - a place to go to observe nature quietly - but that will be interrupted if too many people, dogs etc. - a place to go picking wild berries - but you can't do that in an area with too much dog poop - a place to go camping - but that can't happen where you'll be in the way of day-users.	None	**Email**

		- a place to go mountain-biking or trail running - but that can't happen where there are too many walkers and so on and so forth. I spend a lot of time on the trails around Halifax and so I see all these uses and more. It's wonderful and amazing to see how many people are getting outside these days!! But I also see that more often than before, these uses are coming into conflict with each other. Yes- Halifax is growing and we need places for folks to live - but we don't want to house them at the expense of destroying the things that attracted people here in the first place and make them want to stay. We've been lucky that for decades, a lack of population pressure has allowed many forested areas to be enjoyed without protection. But things are quickly changing, and now is the time to be forward-thinking and preserve as many of the intact wild lands as we can, within easy reach of the urban core. Kidston Lake is such an obvious choice in this regard. I would like to see the Regional Plan focus on new development in a hub and spoke model - with the hub being the still-compact urban centre of Halifax (we are so lucky it has remained so compact so far!!), and the spokes being the existing roads that fan out in all directions. In between those spokes we are SO fortunate to have large tracts of green space - wedges of green that reach inwards, wonderfully close to the centre of our city, compared to most other urban centres in Canada. It's a really cool structure-- because it means you can drive in any direction out of the hub and find wilderness. And for those who already live on one of the spokes, they have a wild space in their backyard. I am afraid that Halifax is moving towards more of a "blob" model- where our urban centre grows outwards in the shape of a giant blob, and as it grows it covers over green space in all directions.... like an amoeba :). As the blob grows, those at the centre have to drive farther and farther to access a lake to swim in, a trail to hike on, or a berry patch to pick in. And those who used to have wilderness in their backyard now also have to drive to find some. If we focused instead on densifying the spokes, while leaving the green wedges between them intact, then the character of our city would remain intact, even as we add more people. In the case of the requests for Kidston, this could include: - "thickening" the spokes slightly - i.e. have some more houses built behind and beside the existing ones on Leiblin and on Herring Cove - but not allowing the whole area to be blanketed over with housing... - densifying the spokes - including more midrise developments and other denser forms of development on the existing corridors, rather than allowing single family homes to sprawl over the entire area between the already-developed neighbourhoods. One last thing I'd like to add - there seems to be a lack of discussion in all these planning exercises, about a well-thought out and consensus-based vision for Halifax's future, in terms of its size. We seem to just wring our hands and say, "Halifax is growing so we need to build more housing!" But is it possible in this era of sustainability-focused thinking, to think about what sort of a population for Halifax is actually desirable, and sustainable? I have talked to a lot of people about this, and nobody I've spoken to is happy about Halifax's continued growth at this point. For a while it was exciting to see the city growing and getting a bigger tax base for major projects, and more jobs coming. But now the feeling that I and everyone else I know have is - "ok - we have grown some and that is nice -but--- now it feels like we are at a tipping point - if we grow much more we will start to see a lot of disadvantages (bad traffic, less of a small-town-community feel, more urban sprawl) that offset the advantages." There are ways to limit growth. We can stop providing water service to new and under-developed areas. We can limit the types of new housing available (we don't *have* to provide single family homes for everyone who wants one). I know it's not a super easy discussion to have, nor are there super easy solutions - but --could we at least talk about it? I think that all the people who live here now (and yes, I mean everyone, even the ones who just got here yesterday), deserve to have a say in what their city looks like and what they want it to be. If we just blindly gallop along with the sentiment that growth is inevitable and we have to keep building and sprawling to accommodate it, I do not feel convinced that we will be building the Halifax that existing Haligonians want. And I think our opinions are just as important (if not more so!) than those who are contemplating moving here from somewhere else in Canada. thanks very much for considering my additional feedback on development of the Kidston Lake lands and other green spaces in HRM, Katherine Kitching		
C421	Elizabeth Spence	Dear Kathleen, and all members of the regional development team, Thank you for taking the time to read people's thoughts and questions about the phase 3 of the Regional Plan. I have some thoughts and questions I would like to share and ask. Specifically, I would like to focus on the Herring Cove Holding Zone, Spryfield sections (C070-A, Clifton Heights; C071 near Kidston Lake; C074, lands southwest of Herring Cove Road, and C333, new request). First, some questions:	None	**Email**

		• There is a great amount of forest being removed for these developments. Are there plans to protect lands in other areas to replace this loss? Will any lands in these developments be retained as forest and green space? • Will Kidston Lake and the park land surrounding the lake be impacted? How? The development boundary request appears to run directly through the Lake and park lands. • Will the Lake and park land be protected? How? What would the buffer zone be between the waterways and the development and how do we ensure it is being met? • The waterways that feed Kidston Lake (e.g. behind Feldspar Crescent), the lake itself, and any waterways that flow out of the lake would be negatively impacted by clear cutting, infilling, and development. Are there plans to test the waterways before, during, and after, if the development goes ahead? • Will the park lands, and support for the park, be increased if the development continues and the community greatly expands? There would be increased usage of the park requiring bathrooms, change rooms, trash and recycling, etc. • It appears that there could be upwards of 4,021 units developed (C070 and C074, and more when including the other requests). What are the plans to increase/off Halifax Transit in this area? Can the local schools support a substantial increase in student population? • What are the plans to mitigate traffic in this area? Traveling out of Spryfield via Herring Cove Road for Monday-Friday morning commutes is a challenge (pre-Covid and likely to return to these levels) and residential development continues to add to this traffic. • What will the development mean for residents and schools in terms of noise, trash, blasting, and loss of green space? Are there plans to mitigate these disruptions? Are there plans to replace the green space that is being lost? Even if all the lands were not officially designated as green space, they are currently being used by the community for hiking, biking, nature observations, and connection to nature, and those uses will be lost. • To share some thoughts: I feel lucky to live in Spryfield. This community within Halifax is diverse, friendly, and there is great access to nature. These are among the main reasons I wanted to live in this area, and I can see the appeal from developers to create more homes here. However, sprawling development is not the answer to housing issues in Halifax, and it flies in the face of putting the well-being of people and the planet first. Urban sprawl hurts our ecosystem and climate through loss of forest, especially wetlands, increased traffic emissions, and more. Building within existing development, and the downtown core of an area, creating taller buildings for housing, means that we are able to house more people in areas closer to where we shop, eat, work, and catch transit, while also saving green spaces and undeveloped lands for wildlife, plants, as well as opportunities human recreation and connection with nature for mental health. The desire and need for access to nature shown by residents during the Covid-19 pandemic demonstrates our strong need to be within nature for our health, be it physical, mental or emotional. There are so many developments in this area already and while I understand the need for more housing and the appeal to developers for the financial success, it is worrying and sad to see the continued loss of nature. Clear cuts, infilling, waterways being diverted or damaged, wildlife being pushed into smaller areas of land and subsequently coming into contact/conflict with humans, and wild spaces becoming small lawns with little to no connection to the land they've just replaced, is heartbreaking and not sustainable. I would like to also take this time to thank the regional development team and council for the protection of the Purcell's Cove Urban Reserve (Case 22257). If I am understanding the phase 4 proposal correctly (and please correct me if I am mistaken), this land is to be protected and zoned as a Regional Park. I think it is an excellent decision to protect this area from development and have it as a Regional Park space. It is a beautiful area and one that deserves protection, as well as being a place where people can connect with nature. I implore you to consider extending this urban reserve designation and protection to reach the waterways of the McIntosh Run. Currently, this land is undeveloped from roughly Alabaster Way to the new McIntosh Estates development, behind Princeton Avenue, and behind Holly Drive (with green space connections through the McIntosh Regional Park and the ballfield). So much development has already impacted the McIntosh Run and its wildlife (including snapping turtles, listed as Vulnerable in Nova Scotia and of Special Concern by COSEWIC and SARA), as well as negatively impact the forest wetlands in this area. This protection would provide greater habitat for Nova Scotian flora and fauna. As well, it would allow for greater connections with the McIntosh Regional Park and very successful McIntosh Run Watershed Association hiking and biking trails, thus allowing for more green space in our community and greater access to that green space. Please consider protecting these lands adjacent to the McIntosh Run. I understand that a lot of this is private land, but there must be a way to do this. Please take this into consideration. Thank you again for taking the time to accept comments and read questions. I appreciate you taking the time and am hopeful for the response, Elizabeth		
C427	Phyllis Cox	please do not develop precious area kidston lake spryfield. you destroy good habitat for wildlife and walks near the city . shame on you . C070 C074 C 333 C071 phyllis cox i wonder if you ever pay attention to what citizens want doesn't seem like it patti cutell sean cleary and lindel smith councillors listen to us	None	**Email**
C428	Gwen Davies	Hello to you working with the Regional Plan, Someone just alerted me that there's been a request to rezone the lands around and beyond Kidston Lake in Spryfield to allow for several large subdivisions. The property references are C070A, C071, C074 and C333. I am one of many friends who consider this a regular and wonderful place to hike, take the grandkids, and go for a short time or a long time. There are always people there. You and I both know that it is well used, a major place to restore balance and sanity by hiking, swimming, enjoy nature and ATVing. It is also a gem for being totally wild and undeveloped, and yet so accessible for people in the city.	None	**Email**

		Beyond that, it is beautiful, a rich area for wildlife, birds, and native plants. Many people rely on this as their access to waterfront, recreation and nature. We know the trouble that grows when people overpopulate an area. Our population is growing. Planning must include these wild places as well are areas of high population. I believe that this area should be zoned as parkland for the enjoyment of all. Please balance development with the preservation of natural habitat. This resource is essential, right here where it needs to be. Thank you Gwen Davies		
C429	Elizabeth Milton	Hello Regional Plan folks, Someone just alerted me that there's been a request for rezoning of the lands around and beyond Kidston Lake in Spryfield to allow for several large subdivisions. The property references are C070A, C071, C074 and C333. As I presume you are aware, these lands are extremely well used and loved by locals and peninsula-dwellers for hiking, swimming, nature enjoyment and ATVing. They are also a gem for being totally wild and undeveloped, and yet incredibly close to the city (only a 15 minute drive from the peninsula and a 30 minute bike ride!). It's a beautiful area teeming with wildlife, birdlife, and native plants. I would hate to see it developed - and I think doing so would reduce waterfront, recreation and nature access for a great number of people at a time when the population is growing and increased access to natural areas is desired. I believe that this area should be zoned as parkland for the enjoyment of all, and the preservation of natural habitat. Thank you very much Elizabeth Milton	None	**Email**
C432	Talan Iscan	Dear Counsillors: I am writing with regards to request to rezone a large track of land that encompasses the Kidston Lake recreation area and surrounding wilderness area- to open it for a large subdivision (case numbers: C070A, C071, C074 and C333). I would like the municipality to reject this request. I am an advocate of affordable housing and am acutely aware of the challenges we are facing in addressing low vacancy rates in rental units and lack of affordable housing. The root causes of these disturbing trends are poorly understood. However, the most effective way to address both problems is by increasing density and affordable housing in our urban cores, where services and infrastructure are most readily available. Urban sprawl is not a sustainable way to grow and will not help address our ongoing concerns. People living in the urban core will only continue to accept, in fact encourage, increasing density in their neighborhoods if natural green areas, woods, and lakes that are near to the urban core and easy to access for all residents are maintained and grow. I live in the urban core and frequently hike, swim, and relax in the areas that will be negatively impacted by these proposed buildings. HRM should not only continue to preserve such areas but expand them. Else all of us living in the city will quickly find Halifax an unbearable or unattractive city to live. Thank you in advance for considering my submission, Talan Iscan	None	**Email**
C437	Julie Vandervoort	Kidston Lake and the nearby hiking area are an urban treasure that can't withstand a large development. It is places like these that make HRM such a great place to live. Please protect it, as the Kidston family intended. Thank you. Julie Vandervoort	None	**Email**
C449	Nancy McKinnell	Hello, My name is Nancy McKinnell and I am a faithful user of the Kidston Lake area, which is an incredible resource for central Halifax - it is one of the closest wild/natural areas to the peninsula - it's a 15 minute drive from the north end of Halifax where I live, and 30-minute bike ride. Unfortunately, our transit system doesn't provide very good service out there, but I live in hope that that will improve. We are so lucky to have access to amazing green space and wilderness areas so readily - it's one of the many magical aspects of living in Halifax. I am extremely distressed to hear of the plans to potentially develop this gorgeous and precious space, and urge you to consider what will be lost if these plans happen. While I completely agree that we are in the midst of an urgent housing crisis, developing spaces like the Kidston Lake area feels like a knee-jerk reaction to finding solutions to that very real problem. And while the Kidston Lake area is kind of a "best kept secret," it is well-loved and used by a lot of people - for swimming, hiking and simply just enjoying the surrounding forest and woodlands. I personally swim there every single morning from mid-May through to the end of October - it is an integral part of my day that I begin looking forward to immediately once my "last" swim of the season has happened. I fully understand that Halifax is growing and we need housing to accommodate that growth. I agree that development is essential to the health of a city. However; part of the reason for the growth we are experiencing here is the strong desire to have what most cities in Canada don't have - easy access to lakes and beaches and multi-use trails. I don't believe that this is an either/or situation, but rather a both/and. [redacted] another passionate user of the Kidston Lake area, has also written at length to HRM with recommendations and suggestions about how HRM could have both - solutions to the housing crisis AND retention of our precious green spaces - in particular a suggestion for a "hub and spoke" model for development. She describes this model as "the hub being the still-compact urban centre of Halifax (we are so lucky it has remained so compact!!), and the spokes being the existing roads that fan out in all directions.In between those spokes we are SO fortunate to have large tracts of green space - wedges of green that reach inwards, wonderfully close to the centre of our city, compared to most other urban centres in Canada. It's a really cool structure--because it means you can drive in any direction out of the hub and find wilderness. And for those who already live on one of the spokes, they have a wild space in their	None	**Email**

		backyard." I think this is an amazing idea! I urge you to not rush into this plan to develop this most loved of lakelands/barrens/forest area in Halifax. Talk more with residents of HRM and consider what will be lost if that development goes ahead in the way in which it is planned. Think outside the box and re-imagine ways to "have it all." I appreciate you reading my letter, and trust you will take to heart my plea for saving Kidston Lake and surrounds. Nancy McKinnell (she/her)		
C450	Miranda Buchanan	I want to express my complete opposition to any plan to develop any area near Kidston Lake in Spryfield, N.S. These plans go against HRM's recently approved strategy for the well-being of people and the planet first These developments: • would destroy urban wilderness and urban wildlife • would remove and compromise green spaces for this community • would further strain natural resources and city resources • There are already developed areas that can be re-imagined and used to their full potential for multi-unit dwellings nearer to already available bus routes and stores and with access and support for the infrastructure needed such as; roads, water, sewer, emergency services etc. – why are these poorly planned areas not being used to their full capacity long before the destruction of a natural oasis is approved? Why are areas that already have already major roadways not being modified to house more people? I have already experienced what developments do to a neighborhood first hand. I used to live in front of Roach's pond where the beautiful landscape and trails behind the pond allowed for community members to experience green space within a quiet and serene wooded area which supported mental health and overall wellbeing. The area was completely decimated by the development of multi-dwelling buildings. Many of the trails were completely torn down and wildlife was impacted. To this day, the area behind Roach's pond has never been restored to even a fraction of what it once was. The animals that used to visit my property never returned. The added traffic to the area also rendered living in my home unsafe. The roads in Spryfield cannot handle the ever-increasing traffic, speeding and littering that gets worse by the day. I cannot stand by while the same course of action is set to happen to an even more special area that is the pristine environment around Kidston Lake. I have never walked in a quieter area anywhere in Nova Scotia. The area is unmatched for its beauty, trails, wildlife and pristine views. The destruction of trees and wildlife in the area **is totally and completely unnecessary**. There are so many other areas in Halifax and even within Spryfield that can be re-developed to maximize the number of homes and to line the pockets of developers. There will never be an undisturbed area like Kidston Lake ever again. It is the heart of Spryfield - all of the neighborhoods connect through the trails around it. How is it possible to develop in an area with streams all throughout it? I meet neighbors and friends along the paths every day who cannot stomach the idea that anyone would want to destroy and take away the experiences that they have while they walk through the woods and along the multiple waterways. HRM should be fighting to protect this area with every resource they have. THIS AREA IS WORTH PROTECTING – I implore you to come take a walk with me around the trails and lake area that will be impacted. I can be reached by [redacted] I would also like to know that everything possible has been accounted for and continue to ask why anyone could approve the destruction of anything in this area. Have/has there been: a) environmental impact assessments b) traffic impact assessments c) an updated secondary plan for Spryfield d) a plan to protect the sensitive environments in the area e) species at risk studies for flora and fauna in the area I sincerely wish this plan is not approved. I have been in contact with my MLA, city counsellor, Ducks Unlimited, Ecology Action Center, Wildlife Division of the Department of Natural Resources and Renewables, Environment and Climate Change Canada ATIP division, local community groups and more. I will continue to rally against this development. Miranda Buchanan	None	**Email**
C457	Linda Davis	Dear Councillors: I am writing with regards to a request to rezone a large tract of land that encompasses the Kidston Lake recreation area and surrounding wilderness area- to open it for a large subdivision (case numbers: C070A, C071, C074 and C333). I would like the municipality to reject this request. I am an advocate of affordable housing and am aware of the challenges we are facing in addressing low vacancy rates in rental units and lack of affordable housing. The most effective way to address both problems is by increasing density and affordable housing in our urban cores, where services and infrastructure are most readily available. Urban sprawl is not a sustainable way to grow and will not help address our ongoing concerns. People living in the urban core will only continue to accept, in fact encourage, increasing density in their neighborhoods if natural green areas, woods, and lakes that are near to the urban core and easy to access for all residents are maintained and grown. I live in the urban core and frequently hike, swim, and relax in the areas that will be negatively impacted by these proposed buildings. HRM should not only continue to preserve such areas but expand them. If we do not have these green areas surrounding our city, Halifax could become an unattractive city to live in. Thank you in advance for considering my submission,	None	**Email**

		Linda Davis		
C460	Elna Siebring	Dear municipals leaders and folks at the regional plan, I am writing concerning cases C070-A, C071,C074, C333 for development that surrounds the Kidston Lake area. I know that we need housing for our city growth. More important we need protected green park and wilderness space within our city. Have any of you gone to this area? The kidston Lake is an incredible natural gem for the city of Halifax. I discovered it on my bike. It would be very narrow sighted to develop this natural wilderness in our city! I can bike there, still be in the city however feel like I have travelled to a beautiful wilderness. Has this pandemic not taught us something? City dwellers need accessible parklands for our mental health? It would be a tragic loss for our future generations to lose this to a subdivision. There are lots of other areas around the city that can be used for development. Thanks for listening, Elna Siebring	None	**Email**
C462	Mitchell Wells	To whom it may concern, I have concerns with aspects of the Case C071 development proposal, in particular the lands around Kidston lake. The land around the lake is a pristine wilderness area and is crossed with well used walking trails- this is an area that has been enjoyed by residents for many years. Given the natural beauty, the unique topographical features, the wildlife that utilize the lake, and the history of residents enjoying the trails and natural landscape, this area would be better utilized as parkland- with this being a great opportunity the expand upon the Kidston lake beach recreational area. An additional concern is the natural movement of water from the lake down through the McIntosh Run watershed. The property west of Feldspar Crescent and south of Beachstone Dr and Gemstone Ct has multiple watercourses running down into the watershed. This would not be an appropriate area to commence with further housing development as it would encroach upon vital waterways and damage their ecological necessity. Thank you, Mitchell Wells	None	**Email**
C466	Kim Fry	I am writing regarding the Regional Plan which is currently under review in order to accommodate the need for more housing. I am understanding that you are looking at some adjustments by request of property owners & developers and that this includes requests to rezone **a huge tract of of land that encompasses the Kidston Lake recreation area and surrounding wilderness area**- to open it for subdivision - to accommodate **well over 4,000 homes**. I am a new Haligonian who has enjoyed Kidston Lake on several occasions and shared this gem with many friends visiting from Ontario while trying to entice them to move to HRM. This might seem like a paradox, I am contributing to the population growth and I am writing to you about limiting growth when I well know that there is a serious housing shortage in Halifax. What I would like to offer from my experience of living in Toronto for more than 25 years is that the GTA failed to protect many of the parks and green spaces in the city while developing. PLease don't make the mistakes of other areas and please protect beloved natural space such as Kidston Lake. A much better housing strategy is to green light more densification on the Peninsula (like at the corner of Robie and Lady Hammond) and in suburban areas but on main arteries. Please don't plop down the broken suburban large single family home model that has destroyed Ontario. Be a smart city with smart growth. Thank you Kim	None	**Email**
C467	Alice Morgan Kaarin Tae	Hello, We are writing to express grave concern about requests C070-A, C071, C074 and C333. These are all requests to remove the Holding designation from lands that are of great ecological importance, in an area that is already seeing very rapid land transformation for development. It is impossible to develop these barren lands without blasting the bedrock and completely transforming the landscape and intricate ground water networks. The bog-and-barrens landscape channels rainfall into groundwater that filters slowly to rivers and lakes, providing cool water influx during the hot summers that is essential for maintaining conditions that are suitable for aquatic life. The granite barrens, wetlands and forests provide habitat for diverse wildlife and plants. The wetlands and forests are also long-term carbon sinks. Destroying them for development releases the centuries-old carbon held within and eliminates them from future potential for capturing and storing carbon dioxide. The McIntosh Run is a river that flows from Long Lake to Herring Cove. The river and it’s watershed provide homes to brook trout, American eels, bald eagles, osprey, great blue heron, river otters and a diversity of other wildlife and plants. The river crosses Spryfield where it has been squashed between new residential developments, and is experiencing lower water flows in summer with warmer temperatures, jeopardizing the capacity of the river to sustain life. All of these rezoning requests would impact the surface and groundwater flows that are essential for maintaining life in this river. The speed at which development is already occurring in the watershed means that we may be very near the tipping point beyond which the river can no longer support life. HRM and the Province need to slow down and take stock of the “ecological services” that are provided by these landscapes before we destroy too much and are unable to turn back. Sincerely, Alice Morgan (President), Kaarin Tae (Vice President) McIntosh Run Watershed Association	None	**Email**

C468	Patricia Brennan-Alpert	Hello Regional Plan folks, I was just alerted that there's been a request for rezoning of the lands around and beyond Kidston Lake in Spryfield to allow for several large subdivisions. The property references are C070A, C071, C074 and C333. I would like to double Kat Kitching's feelings on this possibility. These lands are extremely well used and loved by locals and peninsula-dwellers for hiking, swimming, nature enjoyment and ATVing. They are also a gem for being totally wild and undeveloped, and yet incredibly close to the city. It's a beautiful area teeming with wildlife, birdlife, and native plants. I would hate to see it developed - and I think doing so would reduce waterfront, recreation and nature access for a great number of people at a time when the population is growing and increased access to natural areas is desired. I believe that this area should be zoned as parkland for the enjoyment of all, and the preservation of natural habitat. Thank you very much Patricia Brennan-Alpert (she/her)	None	**Email**
C470	Lawrence Plug	Hello, I'm writing with regards to requests C070-A, C071, C074 and C333. C070 and C074 would include lands into the Urban Service Area, permitting a total of approximately 4,000 units. C333 would rezone several Holding Zone properties to R-2. I respectfully request that these requests be denied. These lands hold a mix of pine and lichen barrens, mixed forests, wetlands, and streams, the ecological value of which has not been assessed. These lands are part of the watershed of the McIntosh Run river, which already has a rapidly urbanized watershed which has produced changes in water temperature, loss of riparian vegetation, declining fish populations (including extirpation of atlantic salmon). These lands also occupy the area which serves as an important wildlife link between Long Lake Provincial Park and Crown lands to the south east. This process is far too rushed and does not consider the ecological significance of these lands, nor how the eventual development would be accommodated within current limited transportation and infrastructure. Thank you for your consideration. Lawrence Plug	None	**Email**
Phase 3 – Goodwood, Exhibition Park (C086)				
C358	Adam Purcell	Good Morning, I am writing as a District 11 resident, I am writing in favour of the proposed development for Exhibition Park C086. This proposed development is an under-utilized location for residential development. With its vicinity to the city, highways, parks, and shopping districts, I believe it is a great location for further residential development. Additional residential development as well as other development along Highway 333 is welcomed as there is ample space and will bring investment into the local communities. Thank you, Adam	None	**Email**
C382	Theresa Myra	Is there a plan for alternate toutes and transportation into the city if 1000+ residential units are added to Exhibition Park? Currently only Prospect Road and pretty busy and congested now during rush hour. Theresa Myra Resident of Hatchet Lake	None	**Email**
C384 (1)	Maureen Yeadon	April 4, 2022 Attn: Kate Greene, HRM Planning Good morning Kate, Thank you for taking the time to discuss the above matter with me this morning. To recap our discussion, our Prospect Road communities are very concerned about the proposed residential development for Exhibition Park which would increase the residential population by 4,300 people. A community this size is larger than any one of the existing communities along the Prospect Road. This development shows access via Highway 333, a secondary highway that is already oversubscribed. In fact, the proposed location is on the busiest section of Highway 333 where there is heavy commercial traffic already flowing from the Goodwood industrial area. This section of highway is well known for large potholes resulting from this commercial traffic and is constantly under repair.	None	**Email**

		In addition to this residential and commercial activity, Highway 333 is the route to the largest tourist destination in Nova Scotia, Peggy's Cove. There has been Facebook community discussion on this proposal signifying considerable concern. We are happy to learn that Councillor Patty Cuttell has already initiated discussion with you. We are requesting direct community meetings to discuss this proposal. In addition, we do not feel that this proposal can be addressed in isolation of other developments in our planning district 4. Ragged Lake Industrial Park is being further developed and there are implications for Western Common. It is our belief that, before any developments move forward, the plan for District 4 must go through a comprehensive review and update. None of these development proposals should move forward in isolation without a clear understanding of the total impact on District 4. For your information, on matters of significant importance locally, our communities in the past have used an organization known as Prospect Region for a Better Environment (PROBE). It is once again time for the community to revitalize this organization to provide coherent feedback to HRM on the matters outlined above. The purpose of this email is to provide written notice that there is significant concern in our communities about Case 086 in addition to the proposed expansion of Ragged Lake Industrial Park and it's impact on existing communities. While we are not anti development, we believe the best way forward to conduct a comprehensive review of the plan for District 4 which is outdated. We look forward to working with your planning department and Councillor Cuttell on this matter. We will keep you advised on the status of PROBE. I am going to be out of Province for the next week. If you require a connection locally during that time, please reach out to Barb Allen ([redacted]). Regards, Maureen Yeadon		
C384 (2)	Maureen Yeadon	April 5, 2022 Patty Cuttell I am writing to you today, as a resident of the Prospect Communities, to discuss Case 086, the proposed development of Halifax Exhibition Center (HEC) of which I have only recently become aware. This property is located on Highway 333, The Prospect Road. To be clear, I am not opposed to the development outlined in Case 086. Like others, I appreciate the impact of the housing crisis and I also appreciate that HRM leads the country in growth and that newcomers need a place to live. I am, however, in favour of development that is well researched with its impact on the total district understood. I am firmly of the belief that the cornerstone of good development is proper planning. I ask that you, as Councillor for District 11, request that there be a moratorium on the extension of the urban service boundary proposed for the development of the Halifax Exhibition Center property until there is a full understanding of the long term impact of this decision. HEC started out as the home of the Atlantic Winter Fair, an agricultural site. Over time, it was transferred to The Trade Center and eventually sold to Banc as a host site for large scale events in HRM. At the time of sale to Banc, there was no approval of this property for use as a residential development. Move forward several years after the sale to Banc and approval was given to Banc for the construction of a service station coffee shop at the entrance to HEC. This approval signalled the incremental creep of water and sewage services to the property for the service station. Move forward another couple of years and we now have a proposal for the development of a residential community that is at least twice the size of any community located along Highway 333, Prospect Road. And why is this being considered now? Many suggest it is because the property has water and sewage that was extended not for a residential development, but for the construction of a service station. References to the history of the water and sewage extension to this property are not disclosed in Case 086 but it is clear that these services have increased the value of this property and made this site an opportunity for a residential development. It appears that this development is fast tracked as requests for comments have only recently been posted and responses are required by April 18, 2022. Why should we put this proposal on a fast track and move at a pace that makes it impossible to do the proper research and assess the impact of this development? There are a number of reasons why a moratorium is an appropriate course of action. The Prospect Road is part of Planning District 4. The plan for this District is out of date and does not reflect the growth already experienced in our communities. The Plan for District 4 calls for a rural planning designation. Highway 333 is oversubscribed from a capacity perspective. This in fact has been a reason that no major residential development has been approved for this area. There is already significant industrial traffic flowing from the beginning of the Prospect Road to Mills Drive in Goodwood. This stretch of the road is under constant pressure from heavy commercial vehicles and residential traffic and potholes are continuously being repaired because of the heavy traffic. To add an additional 4,300 people flowing onto the Prospect Road on a daily basis would entirely overwhelm this highway. Options other than the Prospect Road must be considered as a traffic outlet for this development. There is only one way in and one way out of the Prospect Communities and that is via Highway 333. We know from meeting with EMO officials that this is a serious	None	**Email**

		concern in the event of a natural disaster. Adding another 4300 residents to this load is a large burden not only in everyday traffic but in emergency evacuation situations. Highway 333 is the route to the largest tourist attraction in the Province of Nova Scotia, Peggy's Cove. For seven months of the year, we have constant bus tours, cyclers, residents and tourists commuting on this road. Traffic studies done by HRM in the early 2000's demonstrate that this road has been at capacity for years. The schools in our District are over 50 years old and aging. It is time they are replaced. They are not equipped to handle a huge influx of students. The Prospect Road is home to numerous lakes and rivers that feed from the watershed area at Ragged Lake Industrial Park and flow down through lakes and rivers into the Prospect River water system in Whites Lake. Our communities are surrounded by the protected areas of Western Common Wilderness Area, Terence Bay Wilderness Area and Long Lake Provincial Park. Why would we hasten to develop areas without first understanding the impact on our valuable natural resources? To do so would be pure folly. Ragged Lake Industrial Park is on the table for increased development. This huge industrial park will impact District 4 in a major way and there is no mention of this in considering the Banc Proposal. Also, Western Common Wilderness area is still being developed and is located across the street from the Banc Property and adjacent to Ragged Lake Industrial Park. It would be irresponsible to consider the Banc residential proposal without understanding its impact on the entire District. We need to do the proper research to fully appreciate the impact this proposed development has on infrastructure, on oversubscribed transportation corridors and on our beautiful lakes and rivers which is why many have settled here in the first place. In conclusion, I am requesting that you, as Councillor for District 11, make a motion that HRM place a moratorium on extension of the urban service boundary to develop HEC as set out in Case 086. We have an opportunity to properly update the plan for District 4, to do the work required to understand the impact of such development and then to move forward armed with this information. Respectfully submitted, Maureen Yeadon Brookside, NS		
C389	Nicole Fulford	Hello, I would like to provide feedback on the Exhibition Park development, Case 086. Prospect Road is an already oversubscribed secondary highway. This development is much larger than any community along the Prospect Road. We need a comprehensive review of planning for District 4 to replace the outdated plan, considering this development and the one at Ragged lake. Thank you for your time, Nicole Fulford NP	None	**Email**
C392	Whitney Cant	Hello, My name is Whitney Cant, and I am contacting you as a resident of one of the communities along Prospect Rd, regarding the planned development of the Exhibition Park site. While I am well aware that housing is urgently needed, and this development could provide housing options, I have a few concerns. First: traffic, road use, and asphalt deterioration. This is a very busy road, regardless of time of day. It's the only road going in and out of Prospect, with one lane each way, and is heavily populated by car traffic going to the communities and truck traffic going to the dump. Our road is a mess, especially this year as there have been more potholes than a road to drive on. The idea that this development would be served by buses is laughable. Don't the developers know that an attempt to bring Metro Transit out to Exhibition Park a few years ago failed, and was replaced by a gas station? That tells you how much this community relies on cars to get themselves from place to place. It's just not a transit-friendly area. Second: following up on my previous point, the need for alternate routes in and out of Prospect. We have been needing alternate routes to and from our communities for years, but with a development like this on the horizon, it's more important than ever. I can already imagine how awful getting in and out of my community will be when there are dozens of trucks and heavy machinery working on a construction site at the end of Prospect Rd. And a build like this will take years! That's years of construction traffic, noise and disturbance. Adding a huge development at the end of Prospect Rd with thousands of residents and their vehicles would vastly increase the amount of traffic on this road. This would cause delays and headaches for drivers like myself coming from further back on Prospect Rd into the city, because it would turn the end of the road into a bottleneck. On top of that, it would add more strain on an already tired road that can't handle the amount of traffic already on it. Third: the plan's proposal to make Prospect Rd more walkable, including the claim that this development "will create enormous walking potential" to Bayer's Lake. Have the developers of this proposal ever been to Prospect Rd? This road is extremely busy regardless of time of day, with very narrow shoulders, and no sidewalks at all. On top of that, to get to Bayer's Lake from Exhibition Park, you have to cross multiple lanes of heavy traffic without crosswalks and without sidewalks. If I were caught walking on this road, I'd be caught dead because it's SO unsafe for walking. And Bayer's Lake isn't even pedestrian-friendly! Fourth: the environmental impact on Long Lake Provincial Park. You cannot tell me that this construction site won't negatively affect Long Lake and its beautiful surrounding wilderness. It's too close to the park not to have a detrimental effect. Deforestation, blasting, digging, dust. All of these things will negatively impact the wildlife, air quality, and ability to enjoy this protected wilderness space in the city. The development will destroy wildlife habitats, take away the quiet serenity of the trails, and reduce the amount of trees and plants in the area. Planting a few sickly little decorative trees in the median of a loop road is pittance compared to the luscious and healthy trees that are already in the area.	None	**Email**

		Fifth: affordable housing. We are in a housing crisis right now, but big developments like this aren't here to help marginalized, unhoused people, they are here to make money. The plan states that only 5% of units will be designated for affordable housing, and we can bet those will only be in the mutli-storey units (not the townhouses or duplexes), which aim to create 1800 units, meaning 5% of those 1800 equals 90 units. The rest of the 1710 units and the 76 townhouses and 68 duplexes will be luxury, overpriced housing units few can comfortably afford. Even though it's not perfect, I love my community, and I don't want to see it taken over by a huge development that will negatively impact the road and long-standing residents. I don't want Prospect Rd to be the next Larry Uteck -- that's a disaster for traffic and an overabundance of expensive housing options, most of which are large multi-storey units that take over the landscape. If the plan didn't involve such a large development and the few thousand people it plans to accommodate, I'd be more receptive to it. But as written, I think it's too big and too overwhelming for our area. I implore you to consider the negative impact this development would have on the existing residents, road, and surrounding area scale back the size of this development. Yours, Whitney		
C399	Jan Kennie	Hello, I just want to express my concerns for this development. While I agree more housing is needed I worry about traffic impacts on the Bay Road. If changes and improvements aren't made to existing routes and roads this will create a traffic nightmare. I ask that road improvements and considerations to traffic impact are part of this development project and not brought in as an after thought when traffic is hell. I've seen other developments in HRM go too quickly and no one seemed to consider the roads and infrastructure. Thank you, Jan Kennie	None	**Email**
C400	Scott Redden	Hi there I just wanted to write and show my support for the development of the Exhibition park area. I think we need more development of this type in the Prospect Rd Area. I own Halifax Motorsports and the options for us to grow our business to a new location in the area is non existent and this would help with offering new business locations. We also live in the area of Hatchet Lake and to have more options for showing without going into Bayers lake would be beneficial. I think the added traffic that some people are concerned with could be easily addressed with some added lanes at the end of Prospect rd. Thanks Scott	None	**Email**
C401	Karlie Redden	Hello - I'm writing to express my support for the development of Phase 3 at Exhibition Park. I feel that this would be an amazing area for new homes and business opportunities for our area. We've gone for a very long time with zero development in our area and I think that the jobs it would create and the space that it would create for businesses such as my own to potentially grow into would be very beneficial. I think that there are ways to deal with the extra traffic at the very beginning of Prospect Road and that "more traffic" should not be a reason to not go ahead with this development. Our business is looking for new and better space to run our business out of and would be very interested in purchasing a price of land for ourselves in the area but nothing seems to be available. Thanks very much, Karlie Redden	None	**Email**
C424	Barb Allen	Please see attached letter to Councillor Cuttell, copied to Regional Planning and Kate Green with regard to proposed Development C086 at Exhibition Park. Regards Barb Allen	Yes	**Email**
C435	Joyce Coles	Good evening, I'm writing to express my concern regarding the plans for a huge residential development at Exhibition Park without much if any future plans around traffic and how that will impact the already overwhelmed 333. I'm a physician and the trip to the military hospital is already a frustrating one as the Mills Drive big rig trucks pull out randomly in front of traffic driving 70kph. They also pull out of the container business onto the road rather haphazardly around that bit of a blind corner. Would plans be in place to get these trucks and all of the litter they produce directly onto the 103 and seal off the entrance from the 333? One day I was driving and a sheet of plastic blew out of an unsecured truck load and covered my windshield while driving 80kph. It was only but for the grace of God that I was able to come to a stop without crashing into someone, and then someone crashing into me. At any rate, the 333 and St Margaret's Bay Rd are always backed up quite far. Add 1-2 cars per residence to your 4000+ residences without a distinct plan and this will be a nightmare. Having worked in Hatchet Lake medical Center for 9 years, I'm quite aware of how long it used to take to get an ambulance to get to us in an emergency when I had to call (often times 45mins). I'm not an emergency physician. That clinic does not have the life sustaining treatments needed to keep people alive that long, let alone add another 30 mins to that critical time. If you might argue that ambulances can get through faster, consider the emergency patient/family that tries to drive to the hospital themselves bc they're aware of the time and expense it takes to get an ambulance out where we are… I'm also concerned by the number of accidents on the road as traffic increases.	No	**Email**

		I would love to know what the plans are for our area, given the one way in and out type of concerns we have there currently. Should a fire ever occur in this new residential area or ever enlarging business park (too close to the downtown core, too close to lakes/watersheds/etc), we would be trapped. Property values are ever increasing it seems, we pay more and more taxes, but the attention we get from our councillors seems poor relative to other districts. Timberlea has a flower basket ever 10 steps, sidewalks, bike trails OFF of their 50km road. Spryfield gets expensive annuals planted out on a 4 lane highway (Northwest arm drive). Our bike lanes are quite dangerously ON our road with the traffic. People at the church near Irving park in these lanes. It is just a matter of time before someone is killed biking or walking in these. People can't walk to Bayers Lake safely anywhere there as Ms. Cuttell has naively suggested. Buses were removed from our area. Finally, we live on the route of the most popular tourist destination in NS, if not all of Canada, Peggy's Cove. Tour buses are about to return in addition to the construction traffic which could impact tours, hence business revenue. Thank you for reconsidering things. I'm all for progress but this just hasn't been thought through whatsoever. Hopefully your legacy isn't that of the Larry Uteck Blvd roundabout nightmare. That will be spoken of for decades to come. Sincerely, Dr. Joyce Coles		
C452	Carolyn Cherry	April 17/22 Dear Ms. Cuttell I have recently learned of the new developments planned for the Halifax Exhibition Centre area, as well as the expansion planned for the Ragged Lake Industrial Park. The prospect of new housing and possibly other amenities coming to our community is exciting however we are very concerned that the current infrastructure will not sustain the increase in traffic that these projects will produce. My husband and I, as well as many of my friends and family residing in the Prospect area, travel the Prospect Road daily for work and the addition of thousands of vehicles requiring use of our lone intersection at the St. Margaret's Bay and Prospect Road will be problematic. The 7:30am-9:00am, and 4:00pm-5:30pm rush hours on Monday to Friday are already quite busy and will only become further congested if these projects proceed without a clear plan to add additional routes in and out of this area. As you know, there are no alternate routes to enter Halifax from our area (with the exception of driving the Peggy's Cove loop which is a 90 minute drive minimum). There are also concerns regarding the capacity at the local schools which may or not be part of this development plan. It appears that this project is being moved along quickly to allow for construction to begin as soon as possible however we believe that a moratorium on development should be in place until transportation concerns are properly studied and an appropriate plan is presented to council and the community. I would also request that a community meeting be called to properly inform the current residents of the Prospect Road of the proposed developments and allow them an opportunity to express their concerns. If you would like to further discuss this issue I can be reached at this email address or by phone at [redacted] Thank you in advance for your consideration. Carolyn Cherry	None	**Email**
New Requests – Timberlea, Fraser Lake (C337)				
C359	Jane Delorey	Hi Shilo, I am extremely concerned about this development. I live on Fraser's Lake and because of the development at the end of the lake our property floods due to the clearcutting and people cutting down hard wood on their properties which was not allowed in their development covenants. If they allow city water and sewer into this development it will mean they can build more houses. That's a difference of 75 plus houses compared to approx 30 houses. We already have flooding issues because the developer who owns the bridge on Rockwood Hills Road never installed a bridge large enough to handle the water flow and since then and entire sub-division has been built which only made it worse. It collapsed last year and all they did was cut the side of the culvert off. Who can I talk to about this? Sincere regards, Jane Delorey	None	**Email**
C369 (1)	Shawn Comeau	Hello, I've just read through the request from Clayton Developments Limited to extend the serviceable boundary to enable the development of 690 units in Timberlea, and I have some serious concerns regarding this proposal. An immediate concern is environmental. Firstly, this proposed development directly fronts on to Frasers lake, and a significant portion of this proposed development contains a watercourse / wetland area. Based on the attached satellite map, (Figure 1 attached), approximately 15 acres of the proposed development is watercourse / wetland which would not be suitable for housing or sewer. This is contained within PID 40319550, and contains beavers and their dams, ducks, and various other wildlife. It is my understanding that, per 2.3.2 of the HRM Regional Municipal Planning Strategy, it is HRM's intent to prohibit the development of wetlands and this falls under the jurisdiction of the Nova Scotia Provincial Government, and requires an Environmental Impact Assessment to be completed and reviewed. Has this been completed? I've attached a few photographs taken within PID 40319550 (Fig 2, 3, 4) showing the area in question.	Yes	**Email**

		Second, the topography of all of these lots is such that it slopes down towards Frasers lake. With the amount of clear cutting required to achieve the suggested development density of 6 units per acre, this would significantly and negatively impact groundwater runoff in the area in the direction of the lake. As it is currently, the lake routinely floods causing issues for residents including property damage and water entering their homes, predominantly at the eastern end of the lake. Additional groundwater runoff could severely impact the integrity of those homes and properties. Third is the negative impact the clear cutting of lake frontage land will cause to the lake itself. This will significantly and irreversibly negatively impact the flow of water systems into the lake and ecoculture surrounding the lake, causing disturbances to the food supply and killing off the rare supply of fish and other amphibious animals that live in and around the lake. Fourth, Frasers Lake is included in the Blue Mountain - Birch Cove Lakes Wilderness Area. A development of this proposed density and the associated negative environmental impact is not inline with the purpose of the wilderness area. The lake is a noted traditional water route per Map 3 of the Regional Plan and would be negatively impacted by the proposed development as per the previous points. While Clayton's proposal speaks to the lands being a suitable extension for serviced growth, it does not include any discussion regarding methods to mitigate these environmental concerns. These environmental concerns are specifically mentioned relating to Fraser Lake in the Timberlea/Lakeside/Beechville Municipal Planning Strategy ("Secondary Plan") on page 14 as follows, "the area's slope, soil and drainage constraints and the potential development impacts on waterbodies adjacent to the communities, minimum lot sizes in excess of provincial standards for septic tank installation will be required." An additional concern I have with the proposal is that it speaks to the area being designated as Urban residential. This is not consistent with the HRM Regional Plan's Map 2, which designates the area as Rural Commuter. A development of this nature would not be in line with the spirit of the rural commuter designation as it is not low density development and would not preserve the natural features that foster the traditional community character. Additionally, this proposed development would not be consistent with the other recent developments located on Fraser's Lake, which is the unserviced development of Eider Dr and Goldeneye Drive. This development, which was completed in approximately the last 10 years, comprised 64 units over 210 acres, an average of 3 acres per unit, which is drastically different than the proposed 0.16 acres per unit per Clayton. Finally, the schools in the area are already overrun, with additional modular schools already being required to be used in addition to the main schools. Given the rapid increase in population in other areas within the schooling zone including the Brunello Estates development, this would put additional pressure on an already overtaxed schooling zone. Please feel free to call should you have any comment on the above concerns. Please confirm receipt of this email. Thank you -Shawn Comeau A concerned resident of Timberlea		
C369 (2)	Shawn Comeau	Dear Councillor Stoddard, Please find attached a letter requesting you make a motion to HRM council to put a moratorium on the proposed Frasers Lake Development (C337) until such time as the appropriate assessments are done regarding environmental and infrastructure impact. Please confirm receipt. Thanks -Shawn Comeau	Yes	**Email**
C370	Kimberlea O'Blenis	To Whom it May Concern, I am writing to you to address my concern over the proposed Fraser lake, St Margaret's Bay Rd, Timberlea development by Clayton Developments (case reference C337). The Developer has sited many rationales why this area is ideal for development but has been very vague on the realities of the location. The land is heavily dense forest land with several rivers that feed in to Fraser Lake. Some of these rivers flow directly from Glengarry Estates Subdivision. What will the impact be on this part of the community if these water ways are filled in to develop land? The complete destruction of this land (690 houses, 6/acre), will desecrate the wildlife, flora and water sources. This land is home to many species of wildlife that nest and migrate to the same location year after year. Removing all of the forestry will kill and displace the many species with in the proposed boundaries of the development. The developer has claimed that the land "abuts existing serviceable boundary". The serviceable boundary that they are referring to, crosses the St. Margaret's Bay Rd and the Trans Canada Trail. There are not any serviceable areas on the part of the St. Margaret's Bay Rd where the proposed development will be. The residents that are adjacent to the proposed development are not serviced areas, and have never been. These changes will not only cause an enormous disruption to the current residents, but here is a high risk for a significant financial impact. It is not reasonable that residents that have been in the community, some for 50+ years, will have to face consequences forced on them by developers. The developer has sited "no additional transportation improvements will be required as a result of this project." The area is a 70km/hr roadway in both directions. There are no other roadways or sidewalks in this area. The increased residential and through traffic will significantly increase the hazards for driving and walking on the side of the road. There are many children in the area that must walk on the road side to wait for their bus. If there are 690 homes, each with 1.5 vehicles, that is a potential for **1035** more vehicles travelling on St. Margaret's Bay Road. There is no mention of the impact that this development will have on the already strained school system in the area. The classes are currently at max capacity and are	None	**Email**

		running out of space. Who will resolve this? Has there been any plans by the developer on how this will impact the community and tax payers? I would sincerely hope that there will be the appropriate consideration and action taken to ensure that any developed land is done with conversation as a priority. Thank you for your time, Concerned Resident of Timberlea, Kimberlea O'Blenis		
C372	Katherine Pelrine	Concerns over the development and potential impact on residents. If servicing occurs, where will the servicing come from? They are currently unserviced and do not want to be forced to be serviced.		**Phone**
C378	Derek Ryan	I have lived along the area that is planning development along Frasers lake in timberlea for over 66 years...Development is going to interfere with Water.Animal Life.Drainage and Removel ofAir from Trees..There are many trees back there and the Air is Fresh...These are only a few of my concerns...I dont want any development behind me. Thank you Derek Ryan	None	**Email**
C380	Sheri Jones	April 2, 2022 Subject: Regional Plan - New Requests - Case C337 To Whom It May Concern: I am a resident of Timberlea and live on Fraser's Lake. I am writing regarding my grave concern over the request from Clayton Developments Limited to extend the serviceable boundary to enable the development of 690 units in Timberlea. I am shocked that this proposal would even be considered given the issues listed below. My most immediate concern is environmental. This proposed development directly fronts on to Fraser's Lake, and a significant portion of this proposed development area contains a watercourse/wetland area. Based on the satellite map, approximately 15 acres of the proposed development is watercourse/wetland which would not be suitable for housing or sewer. This is contained within PID 40319550, and contains beavers and their dams, ducks, geese, many types of birds and various other wildlife – we are surrounded by wildlife on the lake. It is my understanding that, per 2.3.2 of the HRM Regional Municipal Planning Strategy, it is HRM's intent to prohibit the development of wetlands and this falls under the jurisdiction of the Nova Scotia Provincial Government, and requires an Environmental Impact Assessment to be completed and reviewed. Has this been completed? I am also gravely concerned about groundwater runoff in our area. The topography of all of these lots is such that it slopes down towards Fraser's Lake. With the amount of clear cutting required to achieve the suggested development density of 6 units per acre, this would significantly and negatively impact groundwater runoff in the area in the direction of the lake. As it is currently, the lake routinely floods causing issues for residents including property damage and water entering their homes, predominantly at the eastern end of the lake. Additional groundwater runoff could severely impact the integrity of our homes and properties. The negative impact the clear cutting of lake frontage land will cause to the lake itself is also of concern. This will significantly and irreversibly negatively impact the flow of water systems into the lake and ecoculture surrounding the lake, causing disturbances to the food supply and killing off the rare supply of fish and other amphibious animals that live in and around the lake. Fraser's Lake is included in the Blue Mountain - Birch Cove Lakes Wilderness Area. A development of this proposed density and the associated negative environmental impact is completely contradictory to the purpose and intent of the of the wilderness area designation. The lake is a noted traditional water route per Map 3 of the Regional Plan and would be negatively impacted by the proposed development as per the previous points. While Clayton's proposal speaks to the lands being a suitable extension for serviced growth, it does not include any discussion regarding methods to mitigate these environmental concerns. These environmental concerns are specifically mentioned relating to Fraser's Lake in the Timberlea/Lakeside/Beechville Municipal Planning Strategy ("Secondary Plan") on page 14 as follows, "the area's slope, soil and drainage constraints and the potential development impacts on waterbodies adjacent to the communities, minimum lot sizes in excess of provincial standards for septic tank installation will be required." Another issue that I have with the proposal is that it speaks to the area being designated as Urban residential. This is not consistent with the HRM Regional Plan's Map 2, which designates the area as RURAL COMMUTER. A development of this nature would not be in line with the spirit of the rural commuter designation as it is not low-density development and would not preserve the natural features that foster the traditional community character. Additionally, this proposed development would not be consistent with the other recent developments located on Fraser's Lake, which is the unserviced development of Eider Dr and Goldeneye Drive. This development, which was completed in approximately the last 10 years, comprised 64 units over 210 acres, an average of 3 acres per unit, which is drastically different than the proposed 0.16 acres per unit per Clayton. Finally, the schools in the area are already overrun, with additional modular schools already being required to be used in addition to the main schools. Given the rapid increase in population in other areas within the schooling zone including the Brunello Estates development, this would put additional pressure on an already overtaxed schooling zone. I urge you to give the foregoing serious consideration. Please confirm receipt of this email. Thank you Sheri Jones	Yes	**Email**
C388	Paul Tilley	Good Day, Concerns regarding this proposal in adding more traffic to an already congested road. The Bay Road in Timberlea is having issues managing the amount of traffic to date, it would be hard pressed to handle an influx of 690 plus vehicles in this area. A traffic study would need to be conducted and a transportation plan developed for this community to manage any further growth. If there is a traffic plan for the area, it should be attached to this proposal for review. Thanks you Paul	None	**Email**

C398	Chris	I am curious as to why are my and counselor for st margaret Bay area is allowing developers clear large patches of land. Look around and there has been clearing everywhere. Why was the clearing done by exit two. I am sure there is other areas they can destroy. Why wasn't a Pulic meeting held on this. I have attached the notice of development to the Fraser lake area. This has to stop. Thank you Chris	Yes	**Email**
C402	Natasha Lane	Good Afternoon Officials I am writing on the behalf of my family and our disproval of the proposed extension of development planned for St Margaret's Bay Road and Fraser Roadway of 690 units. I live on [redacted] and trying to get out of that road now is an issue with the amount of Traffic along with Tim Hortons traffic (I heard lights going at exit 3) the additional cars will make this even harder. We also have the environmental concerns as well as service impacts that additional developments cause like power service which we all know is horrible in Nova Scotia and getting worse each year! The wind blows the wrong way there are grids of power loss. Our hospitals are over capacity on a regular basis, schools are overflowing with students and portable classrooms. With the addition of these homes in the area our community is going to feel the negative impact in every area possible and our province can't sustain this growth properly! We are seeing negative impacts environmentally already and seeing a lot more wild animals such a bear and coyotes in our backyards, on the trails not to mention the amount of rats coming from the dump which I would imagine will rise as well with destruction of these wetlands and the added garbage being disposed of at the facility. I strongly believe that there should be a public inquiry and a vote in the community over this proposed development. We pay taxes we should have a vote as it is going to impact us on a daily basis for even daily services to stores in the area, water usage, power, traffic, and our safety personally and environmentally. I look forward to your reply and a meeting date. Thanks Natasha Lane		**Email**
C407	Brandon Britten	Please look at the bigger picture before you decide to give the go ahead for Clayton Developments to clear over 115 acres of land. Timberlea has true beauty and I want it to stay this way for my children and my childrens children. Why turn timberlea into the next larry uteck? Why destroy beautiful natural land and kick thousands of animals out of their homes? For the almighty dollar? This is absolutely ridiculous and the community will not stand for it! Please fight this, for our future. Brandon Britten	None	**Email**
C414 (1)	Diane Webster	**Subject: Regional Plan – New Request – Case C337** April 13, 2022 To Whom It May Concern: I would like to respond to each point in The Shaw Group September 10, 2021 letter to Kate Greene where they seek an **Amendment to the service Boundary – Fraser Lake Lands, - Regional Plan Amendment.** They made the statement that - We believe the lands are a suitable extension for serviced growth based on the following rational: I wish to respond to each of their points as they are presented in their document - First – Abuts existing serviceable boundary It depends on what they classify as abuts. For me it does not abut. To get to this area they must cross the Beechville Lakeside Timbelea Trail. Do they not need permission to cross this trail. Next the Fraser Road area is in an urban area and the part of the St Margaret's Bay Road they want to reach is designated as suburban for property tax rates. This would mean the residents from 2569 St Margaret's Bay Road up to where they want to extend the water and sewer in an island of its own as a suburban section for taxation of property tax rate. Installing water and sewer along the Saint Margaret's Bay Road in this area was studied many years ago and determined that it would be too costly and unrealistic since all houses are downhill from the road and each one would have to have a pumping station. Plus the homes are on such large lots it could drive people out of their homes due to the cost to install it. There was the added danger with so much bedrock the blasting would destroy resident's basements. The idea to run the water and sewer down the lake in a submerged pipe down the lake was considered but dropped because of the high environmental risk. Second – Proximate to the existing transit boundary and partially included within the local transit area rate. They miss lead you with this statement. The bus stop is more than 1 KM from 2832 Saint Margaret's Bay Road when you measure along Saint Margaret's Bay Road in a car. The same route you would walk to catch the transit bus. I would approximate that at least 90 percent of any new units built in the proposed development will be more than 1 KM and even up to 5 KM away and would not be included within the local transit area rate. Their statement is a very grey area meant to deceive you. Third– Located entirely within the urban residential designation under the local secondary plan. I do not know what plan they are looking at but all homes in this area are designated as suburban and not urban. Please check my 2021 property tax bill [redacted] and you will see I have a suburban tax rate.	None	**Email**

		Fourth - Urban residential designation identifies this area as a priority residential growth area. Again I would like to point out that it is a suburban area. Five – Logical and contiguous extension of serviced existing development. The distance the extension had to be made is not just an add on for there are no more houses at the end of Fraser's Road where they say the extension should be made. It is quite a distance to go to get to where they want to start the development. They also have to cross over the Beechville, Lakeside Timberlea Trail. Do they not have to seek approval from the BLT Trails I think that there should be an independent study as to how the present sewer system is handling the current waste from the entire Beechville, Lakeside and Timberlea area since there are already many housing projects on the go to be added to the system in developing properties in the Timberlea area behind the Guardian. These will add more strain to the sewer system when they come online. Rumour has it that truck loads of waste are being trucked away daily from the Beechville area due to the fact that capacity has been reached. I feel that the study should be performed by an independent organization other than the waste management area so no conflict of interest can be brought into the report. It should hold no outside pressures. Six – Last undeveloped land assembly on Saint Margret's Bay Road corridor (they can not even spell the road name correctly. It is Margaret's) Lands are bounded by existing communities of Glengarry Estates, Greenwood Heights and Brunello Estates to the southeast, and unserviced development (Eider DR and Goldeneye Drive) to the northwest. This statement is accurate. Seven – The development is situated between to (should be the word the) functional Highway 103 interchanges (Exit's 3 and 4). We anticipate no additional transportation improvements will be required as a result of this project. This statement is only true at this point in time because it was just repaved last year but in future years it could need to be repaired sooner due to more usage by increased traffic from the proposed development. The other factor of concern is that down where the St Margaret's Bay Road meets up with the Timberlea Village Road (exit 3 joiner road) the traffic jam will only get worse for as it is now there are bad congestions of cars during rush hours. In the other direction going up to exit 4 there will be greater risks for children walking to and from the school bus stops. Even people walking for exercise along the road edge will be in greater danger for the speed limit in this area is 70 KM. The higher traffic volume multiplies the danger. Also there are no sidewalks in this area above or below where the developer is planning to build 690 homes. This development of 690 homes will only be possible if you approve the Amendment to the Service Boundary – Fraser Lake Lands, - Regional Plan. The development of 690 units will have great environmental effects to these lands and the lake. Please refer to the document submitted by [redacted] discussing the impacts of concern for the environment. Please note that if this Amendment does not get approved then the developer will have to reduce the number of homes built on the land. It could still be developed but it would have to have a similar structure that is currently in the subdivision at Eider and Goldeneye Drives which is built at the upper end of Fraser's Lake where the homes are built on unserviced lots which are more environmentally friendly to Fraser Lake and the lands around it. Eight – Based on topography and existing community form, we are proposing a primarily ground-based product, at a modest density of six units per acre (690 units). This is not good for the area and does not reflect the surrounding land development on Fraser Lake property. Home structures above and below this area being spoken about in their request have homes on the eastern end of the lake on mostly 1 acre lots and at the western end of the lake the homes are on an average of 3 acres per unit. To me their request for 6 units per acre does not reflect the existing community form. It is not designed to protect the integrity of the environmental structure of the land nor the lake. The increase to the water level during rain storms will cause additional flooding for the land will no longer hold back the water. The large development will cause higher flood levels which will result in several homes at the eastern end of the lake to be damaged on a more regular basis. It does not seem fair that these homes should live in constant fear when they have been on this lake for over 60 years. **Some people could be driven out of their homes through no fault of their own except for the fact that a developer wants to put 690 units in an area that really is not suited for such a dense development.** Nine – Our objective is to create attainable housing at moderate pricing. This is a standard buzz line that they know you want to hear so you will give them what they want. I do not see them stating the price range these houses might be at because I feel they do not want you to know the truth. Affordable housing would have to be between $250,000.00 to $300,000.00 or lower per unit but my crystal ball says this will not be the case. **Please do not allow this developer to ruin the community that exists along the Fraser Lake shoreline.** **Development is fine but it must be approached with respect to conserving the environment around our lakes.** **Please do not let big business endanger this habitat**. Thank you for your time, Diane Webster		
C414 (2)	Diane Webster	April 14, 2022 To whom it may concern at the Regional Plan Office: **Re: C337 Amendment to the Service Boundary – Fraser Lake Lands, - Regional Plan Amendment** Here are some thoughts that I have started so far - · Death of Frasers Lake would occur. Water quality prior to 1985 was so good and crystal clear. You go many feet down into the depths of the shoreline edge to see eels, schools of fish, mud suckers and other animal species living in the lake. But with the added run off from developments that have occurred above Fraser's Lake all the way up to Stillwater Lake over the years. The waste from this area has drained into the streams that feed into Fraser's Lake. The clear water	None	**Email**

		has now gone a dark brown. The eels are gone; as are the schools of fish etc. 690 units would cause more damage after the clear cutting is done. · The high water level from flooding has risen about 10 to 12 feet since the 1990's due to development above Fraser's Lake. If we add water from the proposed bill C337 the water flood level will go even higher. and more property damage will occur. Are the developers going to cover the cost of people losing their homes or repairing expensive damage that will occur year after year at the eastern end of Fraser's Lake? · Current sewer system servicing the Beechville, Lakeside and Timberlea area is already at a breaking point. With the addition of the current new development of homes being built in the Beechville development the sewer system is probably close to overload. If the proposed development of 47 detached homes and 20 townhouses between Elen Grove Avenue and Myra Road is approved this will put added strain on an already dangerous situation. Then a developer is proposing adding an additional 690 units that should break the system and cause possible environmental damage. Who is going to be on the hook to cover the cost for the needed upgrades that will be needed to correct this issue? The HRM residents of course in their future property tax bills. Why should HRM residents have to pay to fix a sewer system that has been strained because of a developer's plan? Developers are more concerned with their bottom profit line and do not have any concern for the damage they cause in a newly developed area. · Does Rails to Trails have any say about digging a trench across that section above Fraser's Road to put sewer and water lines in? Who owns that land? · Bringing the water and sewer up the St Margaret's Rd instead of using the end of Fraser's Rd brings up many other issues. Many years past it was decided that to bring the system along the St Margaret's Bay Rd would cost too much for the many challenges it would have to overcome – all homes are downhill from the road and many pumping stations would have to be built, blasting the granite rock could result in damage to homes and wells, and the thought of using a pipe line in the lake was overturned for environmental issues it would cause · School system is already overcrowded and with the new Beechville development under construction being built now the ship has sunk and now you want to devastate it even more. Who is going to pay for the needed schools to be built? · Portable classrooms already in use at BLT elementary and at Ridgecliff Middle school the cafeteria this year is a classroom. Who pays for new schools to be built? Tax payers as the developers laugh their way to the bank. · People will have to start paying ditch tax on their property bills. · The transit system does not go past the entrance to Glengarry Subdivision and any one in the new development area proposed on Fraser's Lake would have many kilometers to walk to catch it. My home [redacted] is 1 KM from the bus stop and the 690 units of development proposed is about .2 KM around the corner from my road. I do not call that very accessible. · Fraser's Road is classified as Urban on tax bills and homes on the St Margaret's Bay Road past Frasers Road are classified as Suburban. · The new Community Center that is being built could already be too small to accommodate the influx of so many more people. · How do you control the increased traffic on the St Margaret's Bay Rd. Do you install lights down where the St Margaret's Bay Road meets up with the Timberlea Village Road (exit 3 joiner road). The traffic jam will only get worse for as it is now there are bad congestions of cars during rush hours. In the other direction going up to exit 4 there will be greater risks for children walking to and from the school bus stops. Even people walking for exercise along the road edge will be in greater danger for the speed limit in this area is 70 KM. The higher traffic volume multiplies the danger. Also there are no sidewalks in this area above or below where the developer is planning to build 690 homes. Please note that if this Amendment does not get approved then the developer will have to reduce the number of homes built on the land. It could still be developed but it would have to have a similar structure that is currently in the subdivision at Eider and Goldeneye Drives which is built at the upper end of Fraser's Lake where the homes are built on unserviced lots which are more environmentally friendly to Fraser Lake and the lands around it. **Please do not approve this amendment by Clayton Developments of September 10, 2021. The environment will thank you.** Yours truly Diane Webster		
C414 (3)	Linda Diane Webster	**April 17, 2022** To Whom It May Concern: Please advise that you have received this note. **New Proposal C337 with the Regional Planning and Development Office for how the land PID 40054306, PID 40054363, PID 40261729, PID 40689358, PID 40319550 is used.** Just a dream but what if the HRM or the province of Nova Scotia purchased some of or all of the property mentioned above that is in the Clayton Development letter of September 10, 2021 Re: Amendment to the Service Boundary-Fraser Lake Lands,-Regional Amendment Rethink a different usage for this land that is environmentally friendly and an added extension to the already tourist attraction The Bluff Wilderness Hiking Trail, Beechville Lakeside Timberlea Rails to Trails (BLT Trail) and Blue Mountain Birch Cove Lakes Park Area (City of Halifax). This could be a different destiny for this property above if you deny the amendment for the water and sewer to be extended to the above properties.. These properties are on the shoreline of Fraser's Lake with The Blue Mountain Birch Cove Lakes Park Area (City of Halifax), on the other shoreline on the opposite side of the lake. It can also give access to travel to the Blue Mountain Wilderness Connector (NS Nature Trust) and purchases for Regional Park (City of Halifax). Please see	Yes	**Email**

		attached picture. There does not seem to be much accessibility to use The Blue Mountain Birch Cove Lakes Park Area but if the city of Halifax or the province of Nova Scotia purchased some or all of the land (PID 40054306,40054363, 40261729,40689358 and 40319550) you could create a parking area for people to access the shoreline on this property for swimming, provide a place for people e to launch canoes and Kayaks so they can cross over the lake to The Blue Mountain Birch Cove Lakes Park Area (City of Halifax) . The park currently does not seem to have a great deal of access points for the public to access this region. Maybe even a few camp sites could be created for camping on the PID 40054306, 40054363, 40261729, 40689358 and 40319550 lots. People could drive there or adventurers who do not mind a possible 2 to 4 KM walk from the closest transit stop could also get there to enjoy nature.. What a relational vision for the HRM residents this could be for the Halifax area. Another advantage to getting PID 40054306, 40054363, 40261729, 40689358 and 40319550 lots would be to provide parking access to Beechville Lakeside Timberlea Rails to Trails (BLT Trail) and The Bluff Wilderness Hiking Trail advertised by Tourism Nova Scotia The Bluff Wilderness Hiking Trail parking lot at 2890 St Margaret's Bay Rd, Timberlea, NS B3T 1H4 is very small and cannot handle the demand for parking of tourists and local residents who want to access the BLT trail or The Bluff Wilderness Hiking Trail. They often end up parking illegally along the shoulder of the St Margaret's Bay Road causing a danger to cars and cyclists travelling on the road and for pedestrians walking along the road edge. The Bluff Wilderness Hiking Trail is a rugged, challenging 4-loop wilderness trail over 30 kms, for experienced hikers only. Each loop will take approximately 3 to 4 hours to complete. The trail passes through several landscape types, including patches of hardwood and evergreen forests, fens and open granite barrens. The barrens feature glacial outcropping and granite deposits, as well as extensive populations of broom crowberry, a coastal plain species threatened elsewhere and the rare mountain sandwort. Over 100 species of lichens have been documented on the trail. The trail generally moves along high ground, affording frequent stunningly beautiful vistas of the surrounding wilderness and lakes. At one point, it runs through a stand of large old growth red spruce between Pot and Cranberry Lakes. The third loop takes hikers over the Bluff plateau, which is one of the highest points near Halifax. There are also canoe and portage routes, which allow paddlers to access the wilderness lakes. A map of the trail and directions can be found on our website. There are also map panels on the trail where the loops intersect. As this is a wilderness trail, hikers are advised to bring adequate water and food supply, as well as a map and compass (additional required safety items are listed on our web site). No facilities are available on the trail and hikers are expected to pack out what they carry in and practice leave-no-trace techniques. Dogs are permitted on leash. **Trailhead Access** Parking lot for the trail is located at 2890 St. Margaret's Bay Road, Timberlea. The trailhead is located on the Beechville-Lakeside-Timberlea (BLT) trail. The added parking area on the PID 40054306,40054363, 40261729, 40689358 and 40319550 lands would allow access to the BLT trail so more people could access the BLT Trails system for bird watching, hiking, biking, ATV'S, snowmobiles, snowshoeing and cross country skiing. The PID lots also have several landscape types, - including patches of hardwood and evergreen forests, glacial outcropping and granite deposits, and over 100 species of lichens that have been documented on the trail on the opposite side of several wetland areas. Thanks for taking the time to consider this different view for the land use of PID 40054306, 40054363, 40261729, 40689358 and 40319550 lots. **Please deny the C337 amendment for the water and sewer to be extended to the above properties. Make better use of this precious piece of land.** **If there is no water and sewer access to this land then the developer would have to build more environmentally friendly houses that are currently at the west end of Fraser's Lake or consideration could be given for the suggestions I have made in the above letter.** A concerned Timberlea resident who has lived on Fraser's Lake just below where this land is located since 1956. Yours truly, Linda Diane Webster		
C453	Alison Duarte	I would like a public meeting to be scheduled around the new request for development by Fraser Lake in Timberlea. I have concerns regarding the proposed development. One concern is that the developer has stated that there are no anticipated additional transportation requirements needed. St Margaret's Bay Rd leading to exit 3 from Timberlea is a heavily trafficked stretch of road, with no sidewalks, a single lane in either direction and a speed limit which is high for a residential area and is not adhered to by the majority of drivers. Additionally the number of proposed units is concerning. The school system in Timberlea is already overburdened, with the current classrooms using portables due to overextended classrooms. I understand that development is necessary however I believe that the developer has not taken into consideration the impact a high density residential development will have on already overtaxed road and school system. Timberlea has been underfunded for infrastructure and services and adding residential development without addressing these issues will create a lot of problems in the near future. Thank you for you time. I can be reached at this email address if required.	None	**Email**

		Alison Duarte		

Attachment J: Public Attachments

C042 (1) Backlands Coalition submission to the Regional Plan Review +10

August 12, 2020

In this submission, we are asking that you implement our well-considered requests (bold face type) in the current review of the Regional Plan.

What is the Backlands Coalition?

We are a coalition of non-governmental groups. Our mission is to ensure no loss of wildlife habitat in the Backlands and to preserve them for natural, historical, cultural, conservation, educational, recreational and common use.

Where are the Backlands?

Easily reached from peninsular Halifax by foot, bike or bus, the Purcells Cove Backlands encompass approximately 1350 hectares of urban wilderness within Halifax Regional Municipality. The Backlands are enclosed by Herring Cove and Purcells Cove Roads and extend from Williams Lake Road at the northwest to Power's Pond at the southeast. Water from the Backlands flows through the coastal communities and into the sea, transcending man-made boundaries and binding the communities to the Backlands. There are the large watersheds with their lakes, wetlands, rivers and streams. Also, high vantage points, granite out-croppings, forests and habitat for many insects, animals, fish, reptiles, turtles, song birds, birds of prey, terrestrial birds and waterfowl. (See Map #1 HRM Staff report re Shaw NCC lands - 160920ca1418.pdf)

Preserve and protect the Backlands

The Backlands are a valued asset for HRM and the province of Nova Scotia. Over the past 30 years many studies have been conducted in this area which emphasize the valuable attributes of the land. There is so much critical information which has come to light (see Backlands Coalition reports for source information http://backlandscoalition.ca/?page_id=620). One such example which is of particular note is a flora study conducted in 2014 which determined that, 'the Jack Pine/Broom Crowberry Barrens community that is nationally unique to Nova Scotia, globally rare and of high conservation significance'. The studies are not just limited to the natural environment but also include areas of important cultural and historical significance.

The Backlands are ringed by small and distinct communities, some of these settlements are hundreds of years old. When a feasibility study for the potential for an extension to municipal sewer and water services along the Purcells Cove Road was conducted the views of the residents were canvassed. It was abundantly clear that there was absolutely no appetite for development. (See CBCL feasibility study http://legacycontent.halifax.ca/Commcoun/west/documents/CBCL-Redacted.pdf)

We are asking that the whole of the undeveloped Backlands be given zoning of open space protected status. The current Plan inappropriately provides a scenario of growth for the entire area. A quick review of the Generalized Future Land Use Map(GFLUM) Map 9F reveals that all of the area is to be Residential Development District(RDD). (see https://www.halifax.ca/sites/default/files/documents/about-the-city/regional-community-planning/Halifax_MPS_Map9FMainlandSouthGFLUM31July2018to_1.pdf

In the minds of the residents this would devastate the area. **A radical change to the GFLUM must be included in the revised plan.** Acknowledgment of the need for this change has been recognized by HRM planning staff. In a staff report titled, Purcells Cove Backlands-Shaw Group and Nature Conservancy of Canada Proposal, September 14, 2016, it was stated at page 9 ". . . it is recommended that the implications to the surrounding area as a result of acquiring the subject lands be reviewed as part of the Regional Plan Review." (See HRM Staff report re Shaw NCC lands - 160920ca1418.pdf)

In addition, staff sheds light on the wishes of the HRM residents and the strong desire to leave the land in its natural state. At page 7 the following can be found, "Through the Halifax Green Network Plan's most recent consultation, the protection of the larger Purcells Cove Backlands (including the subject property) was the most cited open space area of value and concern. Information from the Shaw/NCC and community organizations highlight the ecological and recreational values of the subject lands and support their conservation along with their provision of opportunities for recreational uses. In addition, initial information from the Halifax Green Network Plan work also identify that the Purcells Cove Backlands, possess ecological attributes and are important from a wildlife connectivity perspective."

Another very important consideration is also contained in the report. Specifically, it is stated that there is no need to develop the area as the supply of serviced land is more than sufficient. At page 8 it is stated that "HRM staff created an inventory of potentially developable lands within the urban communities outside the regional centre. . . . At the time of the 2014 Regional Plan Review, staff estimated that there was sufficient supply for at least 28 to 35 years." This acknowledgment by HRM staff combined with the conclusion of the CBCL Sewer and Water feasibility study should be evidence enough to **rezone the lands to an open space protected status**.

The current usage of the Backlands must also be considered. There are hiking paths crisscrossing the entire area. The McIntosh Run Watershed Association has created a complex set of trails which extend for miles down the Run and is well used by Spryfield families, hikers and trail runners and bikers from across

HRM. The clean fresh water lakes offer swimming opportunities as well as canoe, kayak, paddle boarding and sailing. Activities are not just confined to the summer, as winter activities are also popular.

With the creation of the Shaw Wilderness Park much of the land is now under government ownership. There are York Redoubt and Department of Defense lands both owned by the Federal Government, Provincial Crown lands and Municipal lands designated as Protected Areas. The logical next step would be to rezone remaining lands to allow for open space protected status for the entire area.

There is little doubt that the current traffic situation cannot withstand more population growth. The roundabout is increasingly unable to keep up with the number of cars from Purcells Cove and Herring Cove Roads. It is also noteworthy that the communities of Boulderwood, Purcells Cove and Ferguson's Cove have recently lost public transportation on the weekends and all but a skeleton service on the weekdays. This change happened after the communities valiantly fought to keep the service for people who may not drive such as seniors, students and those who are disabled and/or economically disadvantaged. The main reason for the loss of regular bus service was that changes made in the previous update of the Regional Plan (RP+5) put this area outside the service area boundary. It does not make sense then to retain the current zoning designation.

Currently the Backlands is a patchwork of uncertain and ineffective zoning. This has lead to inefficient development. But, **the area should be considered as a whole with adoption of a co-management model for stewardship**. This might include community stakeholders, private landowners, residents and representatives from the three levels of government. **Shared responsibility for stewardship and proper management of the land for remediation where needed, protection and conservation of wildlife, habitat and water quality must be recognized and acted upon.**

The land zoned Urban Reserve must be rezoned to open space protected status. As well, land zoned Holding should be zoned to open space protected status. Land zoned Residential Development District should be zoned open space protected status. The complete lack of any environmental protection in the existing Mainland South Secondary Plan (MSSP 1987) makes this imperative. Although MSSP contains policies which recognize the importance of tree cover, bedrock, slope and watercourses there are no land use bylaws which actually protect these environmental attributes. (See 2004 NSUARB 109(CanLII) Williams Lake Conservation Co v. Kimberly-Lloyd Developments Ltd.)

Another change involves the current 'as of right' development. As indicated above, the existing laws do not protect the environment so **'as of right'**

development must not be allowed to continue. At a time when protecting the environment is paramount this species of uncontrolled development is out of date, inappropriate and deleterious.

The Halifax Green Network Plan (HGNP) recently passed by HRM Council is a priority plan for our municipality. This plan should be a pivotal focus in the Regional Plan Review. In particular, Action 66 of the plan states as follows:

> During the next Regional Plan Review amend the Regional Plan to recognize recent land acquisition (pending) within the Purcell's Cove Backlands as Regional Park and consider open space planning for the remainder of this area.

It is encouraging to have such a strong endorsement of the sentiments of the residents contained in an HRM document. **We ask that Action #66 be fully realized in the new Regional Plan.**

Please review the following Action items contained in the HGNP. They are relevant to the Backlands and deserve to be considered as well:

- Action 18- Amend the Charter to enable municipality to acquire sensitive environmental lands (riparian areas, wetlands, steep slopes, etc.)
- Action 28- Amend Municipal Planning strategies and land use by-laws to encourage both small and large-scale tourism related uses in rural areas. In fact, the idea of promoting retail outlets in the Spryfield District would be beneficial to different groups. The Spryfield District needs more commercial development to fill empty space and provide employment to its residents which is within walking and biking distance to the Backlands. The location to the retailers would be ideal as it is close to the areas where people are hiking, kayaking, etc. and may need a trail guide, experienced birder or equipment for outdoor sports. Development of this commercial sector in Spryfield would be a win/win for all.
- Action 42-Promote parks and open spaces for health, wellbeing, sense of community and overall quality of life through improved public communication.
- Action 70- Use the HGNP and other municipal plans, including the AT Priority Plan and Integrated Mobility Plan (IMP) to establish linkages between parks, Provincial Wilderness Areas, crown lands, fresh water bodies and ocean fronts that are used for recreational purposes.

We support the insertion of all the HGNP into the Regional Plan and all legislation flowing from the Plan in order to achieve correct and complete implementation of the HGNP. Particular emphasis should be placed on the integration of the Ecology map into the plan and this should take place in the very near future before key opportunities are lost.

The HRM priority plan HalifACT which addresses climate change endorses the notion of preserving wilderness as one mechanism to combat carbon emissions.

It is well known that trees consume carbon and emit oxygen into the air making forests the 'lungs of the city'. The location of the Backlands close to the urban core provides relief from climbing urban temperatures. **Action-26 of HalifACT: Acquire more land to preserve natural areas and ecosystem health in alignment with the Halifax Green Network Plan.**

The lakes and streams of the Backlands have been compromised by deprivation of fresh natural water and distress caused by polluted run off. The existing Regional Plan is deficient in addressing adequate storm water management and riparian buffers. **It is well known that storm water runoff is routinely directed into streams and lakes. This must cease.** The Plan must ensure that new developments deal with runoff on site with settling ponds or other mechanisms. With the increasingly dry conditions which come with climate change, the natural sources of water entering the lakes and streams are diminishing. **The lakes and streams of the Backlands need immediate attention to restore natural water sources and replenish the fresh water. All strategies implemented to manage storm water should be monitored to ensure that remedial and preventative actions are effective and maintained over time.**

The treatment of riparian buffers in the Regional Plan is weak.

- There is little to protect existing riparian buffers where development has already taken place. Section E-19 of the Plan states, "HRM shall consider a by-law to protect existing trees and manage the retention and the removal of existing trees within riparian buffers zones." To date there is no **by-law addressing tree cutting in the riparian buffer.**

- **The removal of any vegetation in the riparian buffer must be addressed.**

- The current Halifax Mainland land-use by-law regarding riparian buffers only relates to situations where an individual has applied for a development permit (see s. 14QA(1)). The limited application of this by-law goes back to the inadequate treatment of riparian buffers in the current plan. **The section of Regional Plan pertaining to riparian buffers must be redrafted to reflect the intent of protecting the buffers under all circumstances.**

- **The riparian buffer setback of 20 metres should be increased to 100 metres.**

C042(2)

Themes and Directions Response from Backlands Coalition

Regional Plan Supplementary Submission

July 2021

Two and a half years ago Halifax Regional Council declared a Climate Emergency, a serious and urgent threat to HRM. This sense of emergency is not reflected in the Themes & Directions report. As well, throughout the Themes & Directions report the language is vague, ambivalent and obscure. Two examples of this awkward language can be found below:

- # 8.4 Provide guidance for environmental considerations during policy-enabled discretionary planning applications.
- # 9.2 Consider adopting policy to encourage net-zero and climate resilient new construction when considering discretionary planning applications.

We strongly encourage that in the coming draft of the Regional Plan that the language be clear, concise and readable by the average citizen.

Through the 2020-2022 Regional Plan review, the Plan must be revised to effectively channel growth into complete communities and to intensify existing community centres rather than developing new ones. This shift is necessary to decrease our environmental footprint, preserve green space, and to create livable communities. To achieve these important results, we join Our HRM Alliance in calling for:

- Clear and transparent criteria to decide where growth and development occurs as well as measurable criteria for what constitutes a "complete community"
- Measurable targets for increasing density in existing suburban areas
- Decisions about growth and development be deferred until mapping access to parks and nature, including using an equity lens which considers historical lack of park access for marginalized groups

A significant aspect of the Plan review focuses on integrating HRM's priority plans. In order to effectively implement and support HalifACT and the Halifax Green Network Plan (HGNP), alongside the Alliance, we would like to see:

- A clear strategy to protect and steward wilderness areas of the Backlands
- The Plan adopt the initiative that HRM play a leadership role in wilderness protection and stewardship

In order to effectively mitigate and adapt to the effects of climate change, there are a number of actions that we believe HRM should take that were not included in the Themes & Directions report:

- We commend staff for including a wetland policy as found in # 8.10 of the Themes & Directions report. The current definition of watercourse as found in the Plan must be expanded to include wetlands, marshlands and the woody vegetation of forested swamps. We refer you to a very recent Ducks Unlimited assessment of Williams Lake watershed wetlands (attached Comments on Williams Lake Wetlands and WESP Summaries _10 & _40). These wetlands provide different ecosystem services than other watercourse wetlands. In these wetlands "large amounts of woody vegetation and deep peat increase the wetland's ability to sequester carbon " (HRM_Shrub Bog, Ducks Unlimited report July 15, 2021).

It is becoming increasingly apparent that watercourses and wetlands must not only be thought of in the context of a riparian buffer. Instead, watercourses and wetlands must be identified, mapped and protected. It is noteworthy that the Province has begun a Wetlands Inventory. However, the current inventory does not include any of the many wetlands found in the Backlands.

In the Themes & Directions report page 94, the role of wetlands acting as carbon sinks can be found, but there is no action item addressing the requirement to create an inventory of wetlands.

It might not be a coincidence that recently the federal government announced "the first-ever Census of the Environment", a Statistics Canada program to quantify blue green infrastructure and ultimately assign value and economic benefit to wetlands, lakes and green spaces. The concept of valuing carbon capture and sequestration by wetlands needs to be pursued and placed in the ultimate formula of a carbon tax credit or assigned a specific value in our goals toward reducing carbon emissions in HRM.

- The Themes & Directions report has failed to increase and standardize the protection of riparian areas by establishing a 100-metre vegetative buffer for the high-water mark of all watercourses including wetlands, marshlands and forested swamp.
- The Themes & Directions report must expand the Lake Water Management Program (Action item # 8.8) beyond water quality monitoring to include information for residents on best practices in and near watercourses.
- While acknowledging the importance of our wildlife corridors (# 8.5), the Themes & Directions report needs to adopt the Wildlife Corridor Landscape Design Charette mapping to update the HGNP maps. Ensuring safe crossing is not a simple fix, but needs to be addressed as part of this effort.
- The HGNP Action item #31 should be adopted in the Themes & Directions report. Brownfield and infill sites should be prioritized for development rather than allowing development on greenfield sites.

We are very relieved to read Action item 1.9 of the Themes & Directions report which states;

> 1.9 Review the lands designated Urban Reserve where circumstances have changed and make appropriate amendments such as the Purcells Cove Backlands area.

It was satisfying to see recognition that there has been a change in circumstance in the consideration of the Backlands. What is missing in the Themes & Directions report is the acknowledgment and affirmation that "Regional Council directed staff to initiate a public engagement process to examine options and possibilities to bring those lands into public ownership." This very strong statement recognition is found on page 4 of the HRM planning staff report dated May 11, 2021, and titled "Council request for rezoning of PIDs 00271585, 00323139, 00323147 on and near Williams Lake", but we are very disappointed that this strong direction from Council to initiate a public engagement process with the goal of bringing these lands into public ownership has been left out of the Themes & Directions report.

As well, at page 8 of the staff report it is proposed that staff, "consult with property owners, the public, and other interested stakeholders to better understand the vision for the area of the Purcells Cove

Backlands". It is profoundly disappointing that these very forward-thinking initiatives were ignored in the crafting of the Themes & Directions report.

Again, in that staff report there is specific reference to Action 66 of the HGNP report. At page 5, the following quote can be found, "This action recognizes the recent acquisition of Shaw Wilderness Park and directs the Municipality to consider an appropriate land use designation and zoning for the Park and the Purcell's Cove Backlands more generally." It is confounding why Action 66 cannot be found in the Themes & Directions report.

We support and endorse the Blue Mountain – Birch Cove Lakes Regional Park Regional Plan Supplementary Submission, July 2021 recommendation #1

> "That the following HRM Charter amendments be made:
>
> HRM continue to vigorously pursue an amendment to s.235 as per HGNP Action #18 and as already requested by Council by letter to the Province dated December 2018.
>
> Amend s.237 to allow a 5-year window rather than the existing 1-year window for HRM to decide on the acquisition of lands zoned for public use.
>
> An amendment levelling the playing field between environmental and development policies in the Regional Plan.
>
> And that the applicable land use bylaws be amended pursuant to s.235(5)(p) of the HRM Charter: To facilitate HRM enforcement of development related provincial legislation so that there is a unified jurisdiction enforcement process."

Conclusion

To conclude, this submission is not meant to be a complete summary of our comments regarding the Themes & Directions report. We anticipate that prior to our stakeholder meeting with HRM planning staff scheduled for August 3, 2021 we may have a couple of additional comments. In any event, we certainly look forward with anticipation to our meeting. Thank you!

Attachments:

DUC Wetlands Comments WL July 15, 2021

WESP Summary Report Williams Lake HRM_10

WESP Summary Report Williams Lake_40

C042(2)

HALIFAX AND WEST COMMUNITY COUNCIL
SPECIAL MEETING
MINUTES
May 11, 2021

PRESENT:	Councillor Lindell Smith, Chair Councillor Kathryn Morse, Vice Chair Councillor Shawn Cleary Councillor Patty Cuttell Councillor Iona Stoddard Councillor Waye Mason
STAFF:	Carl Purvis, Urban and Rural Planning Applications Program Manager Meg MacDougall, Solicitor Haruka Aoyama, Legislative Assistant Alicia Wall, Legislative Support

The following does not represent a verbatim record of the proceedings of this meeting.

The agenda, reports, supporting documents, and information items circulated are online at halifax.ca.

The meeting was called to order at 6:03 p.m., and recessed at 6:57 p.m.
Community Council reconvened in at 7:00 p.m., and adjourned at 8:27 p.m.

1. CALL TO ORDER

The Chair called the meeting to order at 6:03 p.m.

2. APPROVAL OF THE MINUTES – April 27, 2021

MOVED by Councillor Cleary, seconded by Councillor Stoddard

THAT the minutes of April 27, 2021 be approved as circulated.

MOTION PUT AND PASSED.

3. APPROVAL OF THE ORDER OF BUSINESS AND APPROVAL OF ADDITIONS AND DELETIONS

MOVED by Councillor Cleary, seconded by Councillor Cuttell

THAT the agenda be approved as presented.

MOTION PUT AND PASSED.

4. BUSINESS ARISING OUT OF THE MINUTES - NONE
5. CALL FOR DECLARATION OF CONFLICT OF INTERESTS - NONE
6. MOTIONS OF RECONSIDERATION – NONE
7. MOTIONS OF RESCISSION – NONE
8. CONSIDERATION OF DEFERRED BUSINESS – NONE
9. NOTICES OF TABLED MATTERS – NONE

10. HEARINGS
10.1 Public Hearing
10.1.1 Case 22396: Rezoning and Development Agreement for lands off Elm Grove Avenue and Myra Road, Timberlea

The following was before Community Council:

- Staff recommendation report dated February 17, 2021
- Staff presentation dated May 5, 2021
- Applicant presentation dated May 11, 2021
- Correspondence from Cheryl Raftus and Paul Raftus

Dean MacDougall, Planner II, Current Planning presented case 22396. The applicant is proposing a multi-lot residential subdivision consisting of 47 single-family dwellings and 20 townhouses. The lands are currently vacant and are surrounded by a variety of uses including a golf course, commercial and residential.

Public engagement was achieved through a webpage, mailout notification and a Public Information Meeting held on Feb 4, 2020. Feedback from the public included concerns regarding stormwater management, flooding, traffic and lack of park space. Stormwater management changes were made to the application as a result of consultation with staff. A copy of the staff presentation is on file.

Community Council asked questions of clarification around minimum lot frontage and area.

The Chair opened the Public Hearing and invited the applicant to come forward and address Community Council.

Connor Wallace, Zzap, Applicant stated that public consultation has been completed and concerns identified by the public include stormwater, servicing capacity, impacts on the surrounding community and traffic. A Traffic Impact Study has been completed in accordance with HRM standards and no significant impacts were identified. The Traffic Impact Study has been accepted by HRM engineers, who have also confirmed there is adequate service for this development. The development will have two access points which will help mitigate traffic. Protecting the brook and the wetlands is a priority. A copy of the presentation is on file.

Community Council took a short recess.

The Chair reviewed the rules of procedure for public hearings and called for the registered speakers to speak on the matter.

Adam Travis, Halifax, likes the walkability of the design and the fact that the brook and wetlands are being preserved. It was noted the smaller lots will help reduce sprawl. The importance of ensuring climate change and sustainability are taken into consideration was also noted, as well as the need for a pedestrian crossing over St. Margarets Bay Road at Governors Lake Drive.

MOVED by Councillor Stoddard, seconded by Councillor Mason

THAT the public hearing be closed.

MOTION PUT AND PASSED.

Community Council acknowledged the high traffic volumes on St. Margaret's Bay Road and the environmental concerns.

Staff noted that a development agreement can only regulate lands within the development, therefore constructing a pedestrian crossing over St. Margarets Bay Road cannot be a requirement of the development agreement.

MOVED by Councillor Stoddard, seconded by Councillor Mason

THAT Halifax and West Community Council adopt the amendment to the Land Use By-law for Timberlea/Lakeside/Beechville, as set out in Attachment A of the staff report dated February 17, 2021.

MOTION PUT AND PASSED.

MOVED by Councillor Stoddard, seconded by Councillor Cleary

THAT the Halifax and West Community Council recommend that Regional Council request a staff report to analyze the potential of adding a pedestrian crossing at the intersection of Governors Lake Drive and St. Margarets Bay Road.

MOTION PUT AND PASSED.

11. CORRESPONDENCE, PETITIONS & DELEGATIONS
11.1 Correspondence

The Legislative Assistant noted that correspondence was received for items 10.1.1, 13.1.1, 13.1.2, and this correspondence was circulated to Community Council.

Correspondence was received from Marjorie Willison regarding case 23120, and this correspondence was circulated to Community Council.

For a detailed list of correspondence received refer to the specific agenda item.

11.2 Petitions - None
11.3 Presentations – None

12. INFORMATION ITEMS BROUGHT FORWARD - NONE

13. REPORTS
13.1 STAFF
13.1.1 Case 22898: 13th Amendment to Brunello Estates Development Agreement, Timberlea

The following was before Community Council:

- Staff recommendation report dated February 17, 2021
- Staff presentation dated May 11, 2021
- Correspondence from Andrew Giles

Dean MacDougall, Planner II, Current Planning presented case 22898. The site is about 600 acres in size. The applicant is seeking a non-substantive amendment to development a multi-unit building. As this is considered a non-substantive amendment, a Public Information Meeting/Public Hearing was not required. Engagement was done by way of signage on the site and a webpage. A copy of the staff presentation is on file.

MOVED by Councillor Stoddard, seconded by Councillor Mason

THAT Halifax and West Community Council:
1. Approve, by resolution, the proposed thirteenth amending development agreement, which shall be substantially of the same form as set out in Attachment A of the staff report dated February 17, 2021; and
2. Require the thirteenth amending development agreement be signed by the property owners within 240 days, or any extension thereof granted by Council on request of the property owner, from the date of final approval by Council and any other bodies as necessary, including applicable appeal periods, whichever is later; otherwise this approval will be void and obligations arising hereunder shall be at an end.

MOTION PUT AND PASSED.

13.1.2 Council request for rezoning of PIDs 00271585, 00323139, 00323147 on and near Williams Lake, Halifax

The following was before Community Council:

- Staff recommendation report dated March 17, 2021
- Staff presentation dated May 11, 2021
- Correspondence from Kathleen Hall

Leah Perrin, Principal Planner, Planning & Development presented to Community Council. These parcels were listed for sale in late 2019 and the community is concerned that the lands will be developed without their community value and environmental features taken into consideration. The lands are currently designated Urban Settlement and Urban Reserve under the Regional Municipal Planning Strategy. A copy of the staff presentation is on file.

MOVED By Councillor Cuttell, seconded by Councillor Morse

THAT Halifax and West Community Council extend the meeting past 8:00 p.m.

MOTION PUT AND PASSED.

MOVED by Councillor Cleary, seconded by Councillor Mason

THAT Halifax and West Community Council recommend that Regional Council direct the Chief Administrative Officer to:
1. Initiate a process to consider site-specific amendments to the Halifax Secondary Municipal Planning Strategy and Halifax Mainland Land Use By-law for PID 00323139, and portions of PIDs 00271585 and 00323147 zoned Residential Development District (RDD), in order to better protect the environmentally-sensitive features identified on Maps 3a and 3b of the Mainland South SPS; and follow the public participation program for municipal planning strategy amendments as approved by Regional Council on February 27, 1997; and
2. Consider amendments to the Regional Municipal Planning Strategy, the Halifax Secondary Municipal Planning Strategy and Halifax Mainland Land Use By-law for lands currently designated and zoned Urban Reserve in the Purcell's Cove Backlands area (as shown on Map 1 of this report), through the ongoing Regional Plan Review (Case 22257) in order to protect environmentally-significant features in the area, consistent with the policy directions outlined in this report.

MOTION PUT AND PASSED.

13.2 WESTERN COMMON ADVISORY COMMITTEE
13.2.1 Implementing Natural Surface Back Country Trails within Interior of the Western Common Wilderness Common

The following was before Community Council:

- Western Common Advisory Committee recommendation report dated April 30, 2021

MOVED by Councillor Cuttell, seconded by Councillor Stoddard

THAT the Western Common Advisory Committee recommends Halifax and West Community Council recommends that Regional Council request a staff report considering proposed amendments to the Western Common Wilderness Common Master Plan to consider the implementation of natural surface backcountry trails within interior areas of the Western Wilderness Common.

MOTION PUT AND PASSED.

14. MOTIONS - NONE
15. IN CAMERA (IN PRIVATE) – NONE
16. ADDED ITEMS – NONE
17. PUBLIC PARTICIPATION

Kathleen Hall, Halifax, Backlands Coalition, was happy to see the motion pass and indicated time is of the essence in ensuring that future development will not have negative impacts on watercourses in the area. They would also like to see a broader definition for the term "environmentally sensitive".

Martha Leary, Halifax, feels there needs to be reliable protections in place for the wilderness areas until a formal community vision for Spryfield is developed.

Karen McKendry, Jollimore, Ecology Action Centre, noted the importance of protecting environmentally sensitive features in the area and developing mechanisms to do so. The suggestion of applying the

Regional Park zone to private property and other government lands was made, as well as ways to incentivize people.

18. DATE OF NEXT MEETING – June 22, 2021

19. ADJOURNMENT

The meeting was adjourned at 8:27 p.m.

Alicia Wall
Legislative Support

C042(2)

HALIFAX

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

Item No. 11.4.1
Halifax Regional Council
June 8, 2021

TO: Mayor Savage and members of Halifax Regional Council

SUBMITTED BY: **ORIGINAL SIGNED**

Councillor Lindell Smith, Chair, Halifax and West Community Council

DATE: May 18, 2021

SUBJECT: **Council request for rezoning of PIDs 00271585, 00323139, 00323147 on and near Williams Lake, Halifax**

ORIGIN

May 11, 2021 special meeting of Halifax and West Community Council, Item 13.1.2.

LEGISLATIVE AUTHORITY

Halifax Regional Municipality Charter, Part 1, Clause 25(c):
The powers and duties of a Community Council include recommending to the Council appropriate by-laws, regulations, controls and development standards for the community.

RECOMMENDATION

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

1. Initiate a process to consider site-specific amendments to the Halifax Secondary Municipal Planning Strategy and Halifax Mainland Land Use By-law for PID 00323139, and portions of PIDs 00271585 and 00323147 zoned Residential Development District (RDD), in order to better protect the environmentally-sensitive features identified on Maps 3a and 3b of the Mainland South SPS; and follow the public participation program for municipal planning strategy amendments as approved by Regional Council on February 27, 1997; and

2. Consider amendments to the Regional Municipal Planning Strategy, the Halifax Secondary Municipal Planning Strategy and Halifax Mainland Land Use By-law for lands currently designated and zoned Urban Reserve in the Purcell's Cove Backlands area (as shown on Map 1 of this report), through the ongoing Regional Plan Review (Case 22257) in order to protect environmentally-significant features in the area, consistent with the policy directions outlined in this report.

BACKGROUND

At their May 11, 2021 special meeting, Halifax and West Community Council received a staff recommendation report dated March 17, 2021 in response to the motion passed at June 17, 2020 meeting of Halifax and West Community Council as follows:

That Halifax and West Community Council request a staff report on rezoning all portions of PIDs 00271585, 00323139, 00323147 on and near Williams Lake to Urban Reserve.

For further information, refer to the attached staff recommendation report dated March 17, 2021 (Attachment 1)

DISCUSSION

At their May 11, 2021 special meeting, Halifax and West Community Council received a staff recommendation report dated March 17, 2021.

Halifax and West Community Council approved the motion outlined in the 'Recommendation' section of this report.

FINANCIAL IMPLICATIONS

Financial implications are outlined in the attached staff report dated March 17, 2021.

RISK CONSIDERATION

Risk consideration is outlined in the attached staff report dated March 17, 2021.

COMMUNITY ENGAGEMENT

In accordance with the July 29, 2020 direction of the Minister of Municipal Affairs and Housing under section 14 of the Emergency Management Act, Community Council meetings are being held virtually.

A meeting held on May 11, 2021 was livestreamed and video recording is available at Halifax.ca.

Community Council agendas and reports are posted on Halifax.ca, and draft minutes of the meeting will be made available on halifax.ca within three business days.

Community Council meetings are open to public attendance and members of the public are invited to address the Community Council for up to five minutes at the end of each meeting during Public Participation.

ENVIRONMENTAL IMPLICATIONS

Environmental implications are outlined in the attached staff report dated March 17, 2021.

ALTERNATIVES

Halifax and West Community Council did not provide alternatives.

ATTACHMENTS

Attachment 1 - A staff recommendation report dated March 17, 2021

A copy of this report can be obtained online at halifax.ca or by contacting the Office of the Municipal Clerk at 902.490.4210.

Report Prepared by: Haruka Aoyama, Legislative Assistant, Municipal Clerk's Office 902.490.6517

Attachment 1

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

Item No.13.1.2
Halifax and West Community Council
May 11, 2021

TO: Chair and Members of Halifax and West Community Council

SUBMITTED BY: ***Original Signed***
Kelly Denty, Executive Director, Planning and Development

Original Signed
Jacques Dubé, Chief Administrative Officer

DATE: March 17, 2021

SUBJECT: **Council request for rezoning of PIDs 00271585, 00323139, 00323147 on and near Williams Lake, Halifax**

ORIGIN

On June 17, 2020, Halifax and West Community Council passed the following motion:

> That Halifax and West Community Council request a staff report on rezoning all portions of PIDs 00271585, 00323139, 00323147 on and near Williams Lake to Urban Reserve.

LEGISLATIVE AUTHORITY

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

RECOMMENDATION

It is recommended that Halifax and West Community Council recommend that Regional Council direct the Chief Administrative Officer to:

1. Initiate a process to consider site-specific amendments to the Halifax Secondary Municipal Planning Strategy and Halifax Mainland Land Use By-law for PID 00323139, and portions of PIDs 00271585 and 00323147 zoned Residential Development District (RDD), in order to better protect the environmentally-sensitive features identified on Maps 3a and 3b of the Mainland South SPS; and follow the public participation program for municipal planning strategy amendments as approved by Regional Council on February 27, 1997; and

RECOMMENDATION CONTINUED ON PAGE 2

2. Consider amendments to the Regional Municipal Planning Strategy, the Halifax Secondary Municipal Planning Strategy and Halifax Mainland Land Use By-law for lands currently designated and zoned Urban Reserve in the Purcell's Cove Backlands area (as shown on Map 1 of this report), through the ongoing Regional Plan Review (Case 22257) in order to protect environmentally-significant features in the area, consistent with the policy directions outlined in this report.

BACKGROUND

In late 2019, three privately-owned parcels of land (PIDs 00271585, 00323139, 00323147) located on the south side of Williams Lake were listed for sale (subject lands). Due to the location of the subject lands on Williams Lake, adjacent to the Shaw Wilderness Park on the edge of the Purcell's Cove Backlands, community members expressed concern that the subject lands could be developed without consideration for their environmental value and result in negative impacts to the ecological integrity of the broader area.

To respond to these concerns, on June 17, 2020, Halifax and West Community Council (HWCC) requested a staff report that would consider rezoning the subject lands to Urban Reserve. HWCC intended that this change would limit inappropriate development of the lands. This report provides information on the current land use policy and regulations applied to the subject lands, the changes that have occurred in the area since those policies were adopted and recommends that Regional Council initiate the Plan amendment process to better protect environmentally-sensitive features both on the subject lands and the broader Purcell's Cove Backlands area.

Subject Site Location	PIDs 00271585, 00323139, 00323147
Location (Map 1)	South side of Williams Lake and to the west of Shaw Wilderness Park, Halifax; PID 00271585 includes a water parcel and several small islands in Williams Lake itself
Regional Plan Designation (Map 2)	Western portion of subject lands are designated Urban Settlement; Eastern portion of subject lands are designated Urban Reserve
Community Plan Designation (Map 3)	Residential Development District (RDD) under the Halifax Secondary Municipal Planning Strategy
Zoning (Map 4)	Western portion of subject lands are zoned RDD; Eastern portion of subject lands are zoned UR under the Halifax Mainland Land Use By-law
Size of Site	Total area: Approx. 44.5 hectares (110 acres), excluding the water parcel and islands • 00271585: Approx. 29.5 hectares (73 acres), excluding the water parcel and islands • 00323139: Approx. 4 hectares (10 acres) • 00323147: Approx. 11 hectares (27 acres)
Street Frontage	Access to PID 00323139 from Colpitt Lake Road; Access to PID 00323147 from Lyons Avenue and Acorn Road
Current Land Use(s)	Undeveloped, forest covered, includes at least two watercourses and several wetlands
Surrounding Use(s)	To the North: Williams Lake To the East: Shaw Wilderness Park To the South: Privately-owned undeveloped lands; Residential development (Governor's Brook subdivision); HRM-owned parkland To the West: A mix of residential development (Spryfield/ Herring Cove Road area)

Existing Planning Policy and Land Use By-law Context
Under the Regional Municipal Planning Strategy (Regional Plan), the subject lands are designated Urban Settlement and Urban Reserve (see Map 2). The Urban Settlement Designation includes areas where HRM approval for serviced development has been granted and to undeveloped lands to be considered for serviced development over the life of the Regional Plan (2006-2031). The Urban Reserve designation is applied to lands envisioned for serviced development beyond the life of the Regional Plan (after 2031).

The Regional Plan also establishes an Urban Service Area, applied to areas within the Urban Settlement Designation and the Harbour Designation where municipal wastewater collection and water distribution systems may be provided. The western portion of the subject lands are within the Urban Service Area.

Under the Mainland South Secondary Planning Strategy (SPS) and Halifax Secondary Municipal Planning Strategy (SMPS), the subject lands are designated Residential Development District (RDD). The Mainland South SPS was adopted by the former City of Halifax in 1987. Under Policy 1.5, areas designated RDD "shall be residential development areas planned and developed as a whole or in phases under a unified site design, providing a mixture of residential uses and related recreational, commercial and open space uses, with an emphasis on a mix of dwelling unit types." Policy 1.5.1 establishes a Residential Development District Zone that permits low-density residential development and public community facilities as-of-right, and all other development only by development agreement. Under Policy 1.5.2, a Holding Zone was to be applied to lands where municipal services were not yet available.

Under the Halifax Mainland Land Use By-law (LUB), lands within the Urban Service Area are zoned RDD. The RDD Zone permits, as-of-right, R-1 and R-2 uses (i.e. single and two-unit dwellings and a range of institutional and recreation uses[1]), and development for these uses must meet the requirements of the R-1 and R-2 zones. The Mainland South SPS policy for the RDD Designation also enables residential development of whole areas through a development agreement. This option permits higher residential densities and some institutional and small-scale commercial uses.

The eastern portion of the subject lands, outside the Urban Service Area, are zoned Urban Reserve. These lands were zoned Holding prior to the 2006 adoption of the Regional Plan, reflecting that municipal services were not yet available in the area. The Urban Reserve Zone, like the Holding Zone before it, was established in the Regional Plan to prevent premature development that would make future serviced development more difficult. As-of-right, the Urban Reserve Zone only permits the development of single unit dwellings on existing lots provided on-site sewage and well systems are provided on the lot.

Recent Planning History of the Purcell's Cove Backlands
The subject lands are on the western edge of the Purcell's Cove Backlands. The Backlands area is largely undeveloped and characterized by its glaciated landscape. Since the adoption of the Regional Plan in 2006, there has been community interest in protecting the Backlands as an urban wilderness area. Some key milestones have included:

- ***Purcell's Cove Servicing Feasibility Study (2011 – 2013):***
  In response to a community petition concerned with water supply and quality in the area, on February 8, 2011[2], Regional Council initiated the Purcell's Cove Servicing Feasibility Study to determine the feasibility and costs associated with extending central sewer and water services along the Purcell's Cove Road to and including the community of Purcell's Cove. After a year of community consultation, a majority of property owners were not supportive of extending central services or potential subdivision

[1] The R-1 zone permits: (a) a detached one-family dwelling; (b) the office of a professional person located in the dwelling house used by such professional person as his private residence; (ba) a home occupation; (c) a public park or playground; (d) a church and church hall; (e) a golf course; (f) a tennis court; (g) a yacht or boat club; (h) a public recreational centre; (i) a day care facility for not more than 8 children in conjunction with a dwelling; (j) a special care home containing not more than ten persons including resident staff members. The R-2 Zone permits, in the Mainland South area, all R-1 Zone uses and two-unit dwellings.
[2] http://legacycontent.halifax.ca/council/agendasc/documents/110208ca1014.pdf

development that could occur. It was determined that the provision of central services would be costly to existing property owners and additional development in the catchment area would exacerbate traffic issues. The study was presented to Regional Council on October 29, 2013[3], which tabled it with no further action.

- ***RP+5: Regional Plan Five-Year Review (2014)***
  During the Regional Plan (RP+5) review in 2014, a request was made by the property owners to re-designate the lands immediately to the east of the subject lands from Urban Reserve to Rural Commuter to allow development with on-site services. This request was not granted by Regional Council and the Urban Reserve designation was retained. As an alternative, Regional Council directed staff to initiate a public engagement process to examine options and possibilities to bring those lands into public ownership[4].

- ***Acquisition of Shaw Wilderness Park (2016 - 2020)***
  On April 26, 2016[5], The Shaw Group and Nature Conservancy of Canada (NCC) presented a proposal to Regional Council for HRM to acquire 379 acres of land (PID 00052407) located adjacent to the subject lands for an urban wilderness park. On September 20, 2016[6], Regional Council directed staff to proceed with negotiations to acquire the lands. In 2017, in return for a conservation easement protecting the lands in perpetuity, NCC agreed to fundraise $2.5-million towards this acquisition. The Municipality funded the balance of the $4.1-million total acquisition cost. In early 2020, the Shaw Wilderness Park officially opened.

- ***Adoption of the Halifax Green Network Plan (2018)***
  On August 14, 2018[7], Regional Council adopted the Halifax Green Network Plan (HGNP). Action 66 of the HGNP states: “During the next Regional Plan review amend the Regional Plan to recognize recent land acquisitions (pending) within the Purcell’s Cove Backlands as Regional Park and consider open space planning for the remainder of this area.”

- ***Regional Plan Review (2020 – ongoing)***
  On February 25, 2020[8], Regional Council initiated the second five-year review of the Regional Plan. This review is anticipated to take two years, with Regional Council approval in 2022.

Environmental Policies

An objective of the Mainland South SPS is to identify and protect environmentally sensitive and ecologically valuable natural features. The SPS includes Environmental Sensitivity Maps (see Maps 4 and 5) which show natural features including:

- Tree cover that is 40 percent and greater in density;
- Exposed bedrock;
- Wetlands and streams; and
- Slopes that are 16 percent and greater.

The SPS policy identifies that urban development could negatively affect the natural environment in these areas and directs that the maps be considered when evaluating zoning changes or development agreements.

The subject lands are within the Williams Lake watershed and include areas with significant tree cover, some exposed bedrock, significant slopes adjacent to Williams Lake, and several watercourses. The

[3] http://legacycontent.halifax.ca/council/agendasc/documents/131029ca1131.PDF
[4] http://legacycontent.halifax.ca/council/agendasc/documents/cw140520.pdf
[5] http://legacycontent.halifax.ca/council/agendasc/documents/160426ca1231pres.pdf
[6] http://legacycontent.halifax.ca/council/agendasc/documents/160920ca1418.pdf
[7] https://www.halifax.ca/sites/default/files/documents/city-hall/regional-council/180814rc1431.pdf
[8] https://www.halifax.ca/sites/default/files/documents/city-hall/regional-council/200225rc1511.pdf

Governor's Brook watercourse runs from west to east along the south end of the subject lands (PID 00323147), feeding into Colpitt Lake. An additional watercourse runs across the subject lands (PID 00271585) from Colpitt Lake northward to Williams Lake. These watercourses and their riparian areas, as well as other smaller streams and wetlands throughout the subject lands, are important for ecological integrity of the area, including the water quality of Williams and Colpitt Lakes, wildlife habitat and species diversity.

Regional Plan Policy E-16 and the Halifax Mainland LUB requires a minimum 20-metre wide riparian buffer to be maintained along all watercourses. No excavation, infilling, tree, stump or other vegetation removal or any alteration of any kind is permitted within the buffer in relation to a development.

The Regional Plan calls for the Municipality to adopt a priorities plan to be used as foundational work for community planning and regional open space planning. In 2018, Regional Council adopted the Halifax Green Network Plan (HGNP), which defines an interconnected open space system for the Municipality, highlights ecosystem functions and benefits, and outlines strategies to manage open space. The HGNP provides land management and community design direction to:

- Maintain ecologically and culturally important land and aquatic systems;
- Promote the sustainable use of natural resources and economically important open spaces; and
- Identify, define and plan land suited for parks and corridors.

Staff are working to implement the actions of the Halifax Green Network Plan and improve environmental protection region-wide through a wide range of ongoing policy work, including:

- Reviewing the Regional Plan and Land Use By-law requirements for watercourse and wetland protection (Action 6);
- Exploring the use of environmental protection zones to better protect environmentally sensitive features (Actions 5, 18);
- Considering greater protections for the urban forest (Action 9);
- Working with Halifax Water to adopt improved stormwater management standards and guidelines for green infrastructure (Actions 11, 12, 13).

In addition, Action 66 of the HGNP states: "During the next Regional Plan review amend the Regional Plan to recognize recent land acquisitions (pending) within the Purcell's Cove Backlands as Regional Park and consider open space planning for the remainder of this area." This action recognizes the recent acquisition of Shaw Wilderness Park and directs the Municipality to consider an appropriate land use designation and zoning for the park and the Purcell's Cove Backlands more generally.

There is significant public interest and support for environmental protection in the area. Academics and community members have documented the environmental conditions of Williams Lake and the surrounding watershed over the past several decades and made these studies available to the public. For example, the Williams Lake Conservation Company (WLCC) is a volunteer non-profit organization founded to promote the health of Williams Lake and its watershed. The organization conducts their own environmental monitoring, including bacterial coliform counts for Williams and Colpitt Lakes, and rainfall and water level monitoring for Williams Lake.[9] The group has consistently highlighted concern for the water quality and water levels of Williams Lake as a result of increased development activity around the lake in recent years. Key concerns include the impact of winter road salting and the diversion of stormwater into piped infrastructure, away from natural systems. Both WLCC[10] and the Backlands Coalition[11], a coalition of non-governmental groups with a mission to ensure no wildlife habitat loss in the Purcell's Cove Backlands, have gathered many reports detailing the environmental conditions of the area, including the subject lands.

[9] Williams Lake Conservation Company, Watershed Data, https://williamslakecc.org/reports/
[10] Williams Lake Conservation Company, Flora & Fauna: Studies and Gallery, https://williamslakecc.org/flora-fauna-gallery/
[11] The Backlands Coalition, Flora, Fauna and Geology, http://backlandscoalition.ca/?page_id=620

DISCUSSION

The Regional Plan and the Halifax SMPS are strategic policy documents that set out the goals, objectives and direction for long term growth and development in the Municipality. Amendments to municipal planning strategies 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 plan was adopted, or last reviewed.

HWCC's motion directed staff to consider applying the Urban Reserve Zone to the subject lands. The Urban Reserve designation is applied to lands envisioned for future serviced development, and the Urban Reserve Zone is applied to prevent premature on-site service development that would preclude future comprehensive planning. Given that Council's intent in requesting this staff report was to explore ways to protect the lands from development, staff do not recommend expanding the Urban Reserve Zone to the lands currently zoned RDD.

Staff have reviewed the environmental implications, existing policy and recent planning history and advise that there is merit to considering amendments to the planning policy and regulations to better protect the environmental value of the subject lands. The following section outlines the background work completed and recommends an approach to further work.

Environmental Considerations for the RDD Designation and Zone
Public concern about development of the subject lands has focused on their environmental value. Given their location between Williams Lake and the Shaw Wilderness Park, development on the subject lands has the potential to impact the ecological health of the Williams Lake watershed.

For the portion of the subject lands zoned RDD within the Urban Service Area, as-of-right subdivision and development of single and two-unit dwellings can be considered under the existing land use policy and regulations. While the Mainland South SPS clarifies where environmentally sensitive features are located on the subject lands (Maps 4 and 5), the LUB does not include specific provisions to protect these features. These features would be considered during a development agreement process but are not required to be considered if as-of-right development is pursued for R-1 or R-2 uses under the RDD Zone. While some environmental issues are addressed through the as-of-right development process, there are notable issues, as follows:

- *Watercourses and riparian buffers:*
  - The Halifax Mainland LUB requires that development be set back a minimum of 20 metres from the ordinary high watermark of a watercourse as a riparian buffer area, and no vegetation may be removed from this buffer to enable development.
  - The riparian buffer requirements only apply during the development process; the Municipality is unable to prevent trees and vegetation on private property from being cut if a development has not yet been proposed.
  - Other than within riparian buffers, there is no requirement to retain trees or other vegetation on the lands.
- *Wetlands:*
  - The LUB prohibits development within a wetland greater than 2,000 square metres in size (although no such wetlands have been identified on the lands).
  - There is there is no protection for wetlands under 2,000 square metres.
- *Stormwater management:*
  - For all serviced development, an engineered stormwater system is required under the Regional Subdivision By-law, and the proponent of the subdivision must provide a drainage plan and subdivision grading plan that allows the Development Engineer to assess the proposed system. However, these plans focus on managing the *quantity* of stormwater, and typically do not consider the *quality* of stormwater.
  - Nova Scotia Environment is responsible for managing and protecting surface water and regulates any proposed alterations to watercourses or wetlands.

- *Steep slopes:*
  - Although exposed bedrock and steep slopes are present on the lands, the LUB does not prohibit development in these areas.
  - Land levels may be altered using blasting or cut and fill techniques, provided a subdivision grading plan has been approved by the Development Engineer.

To better protect the environmentally-sensitive features identified on the subject lands, staff recommend that site-specific amendments to the Halifax SMPS and Halifax Mainland LUB for the portion of the subject lands within the RDD Zone. As this could be achieved in a variety of ways, staff will consider whether it is appropriate to:

a) Amend the as-of-right development rights under the RDD Zone for the subject lands and require any significant development to be undertaken through a development agreement process; **and/or**
b) Adjust zoning boundaries to further regulate or prohibit development where environmentally-sensitive features are identified, subject to the provisions of the *HRM Charter*[12].

As this work progresses, staff will explore the need for additional planning tools and/or studies, such as land suitability analyses or a lake management plan, that could further inform appropriate land use policy and regulations for the lands.

Review of the Urban Reserve Designation and Zone

As a result of the Purcell's Cove Feasibility Study and with the creation of Shaw Wilderness Park, it was recognized that it may no longer be desirable nor viable for lands in the broader Purcell's Cove Backlands area (Map 1) to be serviced with municipal water and sewer services. Action 66 of the Halifax Green Network Plan calls for the Municipality to "amend the Regional Plan to recognize recent land acquisitions … within the Purcell's Cove Backlands [i.e. Shaw Wilderness Park] as Regional Park and consider open space planning for the remainder of this area" during the review of the Regional Plan.

Consistent with this direction, staff intend to review the application of the Urban Reserve designation and zone as part of the ongoing Regional Plan Review. For the Shaw Wilderness Park lands, staff will consider appropriate re-designation and rezoning to recognize the park use and ensure consistency with the conservation easement applied to the lands. For the remainder of the lands designated Urban Reserve, including both a portion of the subject lands and private lands to the east of Shaw Wilderness Park, additional study and consultation is required to determine an appropriate designation and zone.

This work will involve:

- Consulting with the public, private property owners, environmental organizations and any other interested parties on a future vision for these lands;
- Considering the ecological value of the lands to determine whether limited development can be accommodated without significant impacts to the ecological function of the lands;
- Considering the range of planning tools that can be used to protect environmental features; and
- Proposing new planning policy and land use by-law regulations as part of the amendment package for the Regional Plan Review.

Conclusion

Staff have reviewed the existing Regional Plan, SMPS policy and LUB regulations, research from community organizations and considered the recent planning history of the Purcell's Cove Backlands. The

[12] Section 235(5)(p) of the *HRM Charter* states: "Where a municipal planning strategy so provides, a land-use by-law may …(p) prohibit development on land that (i) is subject to flooding or subsidence, (ii) has steep slopes, (iii) is low-lying, marshy, or unstable, (iv) is otherwise hazardous for development because of its soil conditions, geological conditions, undermining or topography, (v) is known to be contaminated within the meaning of the Environment Act, or (vi) is located in an area where development is prohibited by a statement of provincial interest or by an enactment of the Province."

Mainland South SPS identifies that there are environmentally sensitive features on these lands, which would not be considered comprehensively during an as-of-right development process. To address this, staff propose to:

- Consider site-specific amendments to the portion of the subject lands designated and zoned RDD to ensure any serviced development on these lands appropriately considers the environmentally-sensitive features identified on the site;
- Consider re-designating and rezoning the Shaw Wilderness Park to reflect its use as a park;
- Consult with property owners, the public, and other interested stake**h**olders to better understand the vision for the area of the Purcell's Cove Backlands; and
- Consider an appropriate re-designation and rezoning for remaining lands within the Urban Reserve designation and zone, to acknowledge that serviced development is no longer envisioned in this location and explore opportunities for limited development that would protect the ecological integrity of the lands.

In conclusion, staff recommend that Regional Council initiate the site-specific process to consider amendments to the RDD designation and zone under the Halifax SMPS and Halifax Mainland LUB, and direct staff to consider the Urban Reserve area through the ongoing Regional Plan Review.

COMMUNITY ENGAGEMENT

Should Regional Council choose to initiate a site-specific SMPS amendment process, the *HRM Charter* requires that Regional Council approve a public participation program. In February of 1997, Regional Council approved a public participation resolution which outlines the process to be undertaken for proposed MPS amendments which are considered to be local in nature. This requires a public meeting to be held, at a minimum, and any other measures deemed necessary to obtain public opinion.

For the site-specific planning process for the portion of the subject lands within the RDD designation and zone, staff recommend that the February 1997 process should be followed. The proposed level of community engagement is consultation, achieved through a virtual public meeting, as well as a public hearing, before Regional Council can consider approval of any amendments.

For considerations of the Urban Reserve designation and zone, Regional Council approved the revised public participation program for the Regional Plan Review on December 15, 2020.[13] A detailed schedule of engagement events will be released as the review process moves forward.

Amendments to the Regional Plan and Halifax SMPS will potentially impact local residents and community groups, property owners, environmental and conservation organizations including the Nature Conservancy of Canada, and recreation users.

FINANCIAL IMPLICATIONS

The costs associated with undertaking the work outlined in this report can be accommodated within the 2021/22 operating budget and with existing resources.

RISK CONSIDERATION

[13] https://www.halifax.ca/sites/default/files/documents/city-hall/regional-council/201215rc1118_0.pdf

There are no significant risks associated with the recommendations contained within this report. 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. Information concerning risks and other implications of adopting the proposed amendments are contained within the Discussion section of this report.

ENVIRONMENTAL IMPLICATIONS

This report has focused on existing environmental land use policies for the subject lands. Future reports will address the implications of any recommended policy changes.

ALTERNATIVES

1. Halifax and West Community Council may recommend that Regional Council consider amendments to the Regional Municipal Planning Strategy, the Halifax Secondary Municipal Planning Strategy and Halifax Mainland Land Use By-law for PIDs 00271585, 00323139, 00323147 through the ongoing Regional Plan Review (Case 22257) to protect environmentally-sensitive features in the area, consistent with the policy directions outlined in this report.

2. Halifax and West Community Council may recommend that Regional Council 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.

3. Halifax and West Community Council may recommend that Regional Council choose not to initiate the MPS amendment process. A decision of Council not to initiate a process to consider amending the Regional MPS or Halifax SMPS is not appealable to the NS Utility and Review Board as per Section 262 of the *HRM Charter*.

ATTACHMENTS

Map 1:	Purcell's Cove Urban Reserve Area
Map 2:	Regional Plan Generalized Future Land Use
Map 3:	Halifax SMPS Generalized Future Land Use
Map 4:	Zoning
Map 5:	Mainland South SPS Environmental Sensitivity: Significant Natural Features
Map 6:	Mainland South SPS Environmental Sensitivity: Slopes
Attachment A:	Excerpts from the Regional MPS
Attachment B:	Excerpts from the Halifax SMPS
Attachment C:	Excerpts from the Halifax Mainland LUB
Attachment D:	Relevant Actions from the Halifax Green Network Plan

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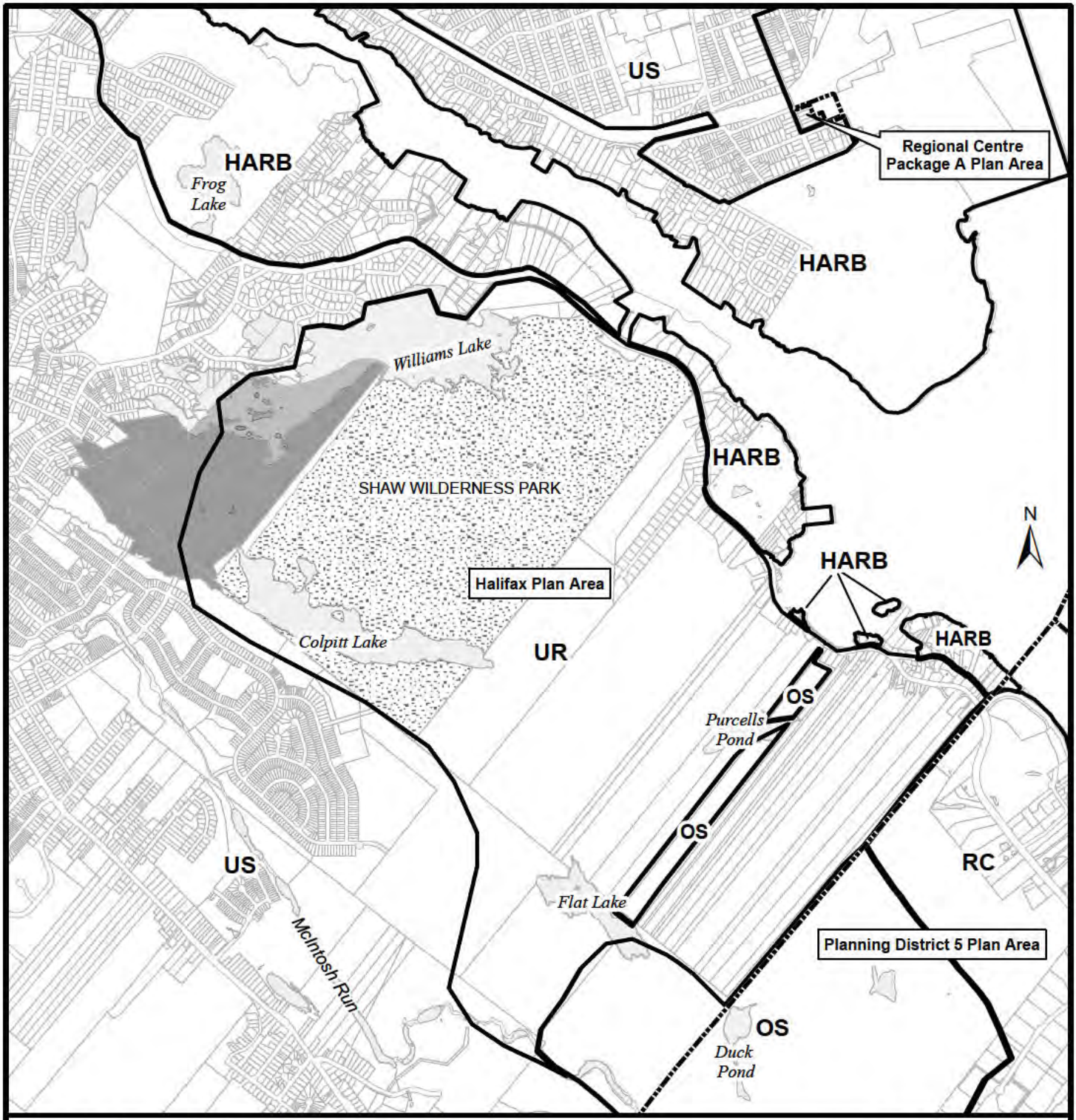
A copy of this report can be obtained online at halifax.ca or by contacting the Office of the Municipal Clerk at 902.490.4210.

Report Prepared by: Leah Perrin, Principal Planner, 902.476.3792



Map 1 - Purcell's Cove Backlands - Urban Reserve Area

Purcell's Cove,
Halifax

HALIFAX

Subject Area

Shaw Wilderness Park

Plan Area Boundary

Halifax Plan Area

Designation

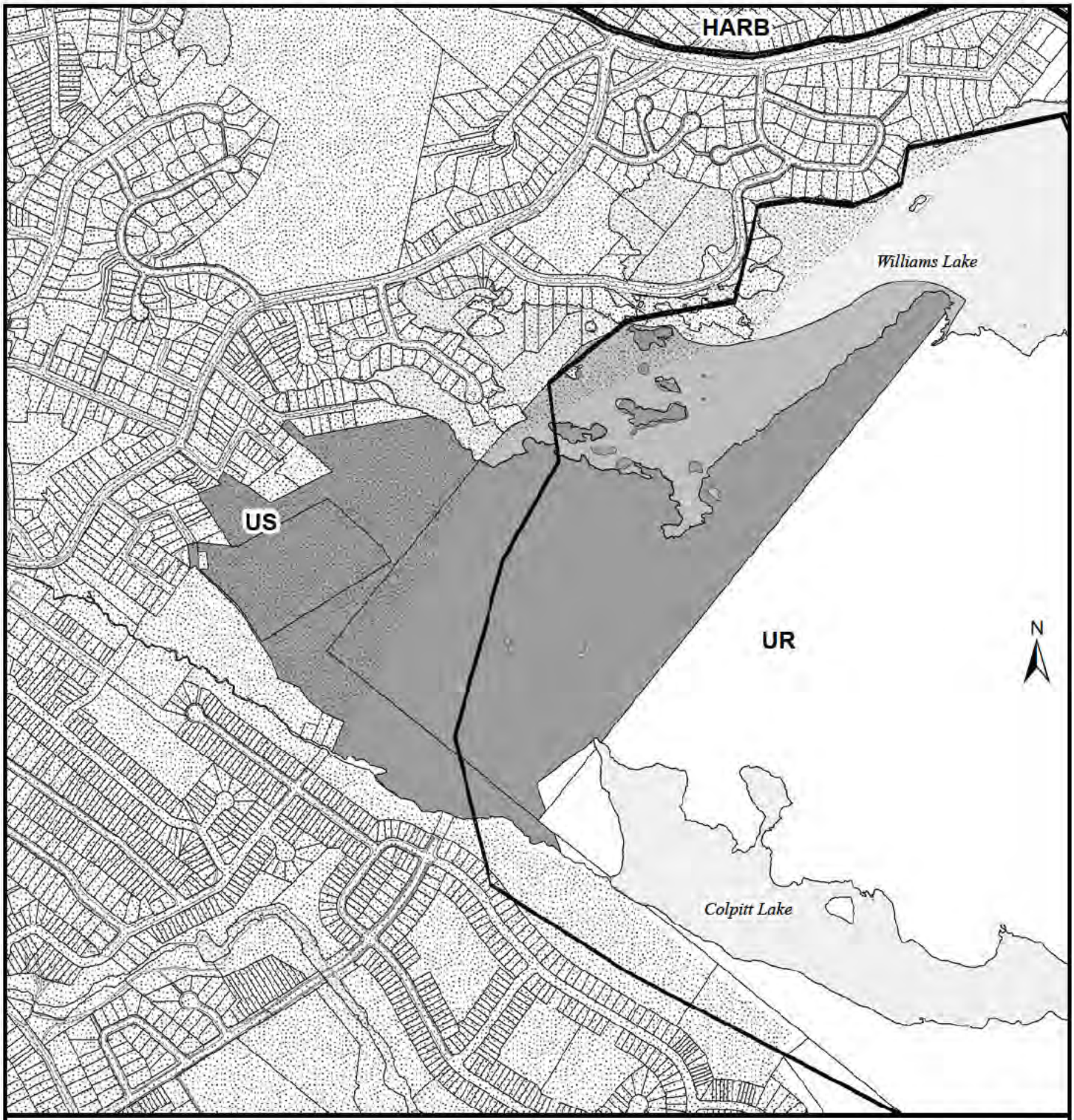
US	Urban Settlement
UR	Urban Reserve
HARB	Harbour
RC	Rural Commuter
OS	Open Space & Natural Resources

0 200 400 600 800 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.

4 December 2020 Case 22257 T:\work\planning\SER_Group\SER_CasesVariances\22257\Maps_Plans\ (HT)



Map 2 - Regional Generalized Future Land Use

Purcell's Cove,
Halifax

HALIFAX

Subject Area

Urban Service Area

Halifax Plan Area

Designation

US	Urban Settlement
UR	Urban Reserve
HARB	Harbour

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.

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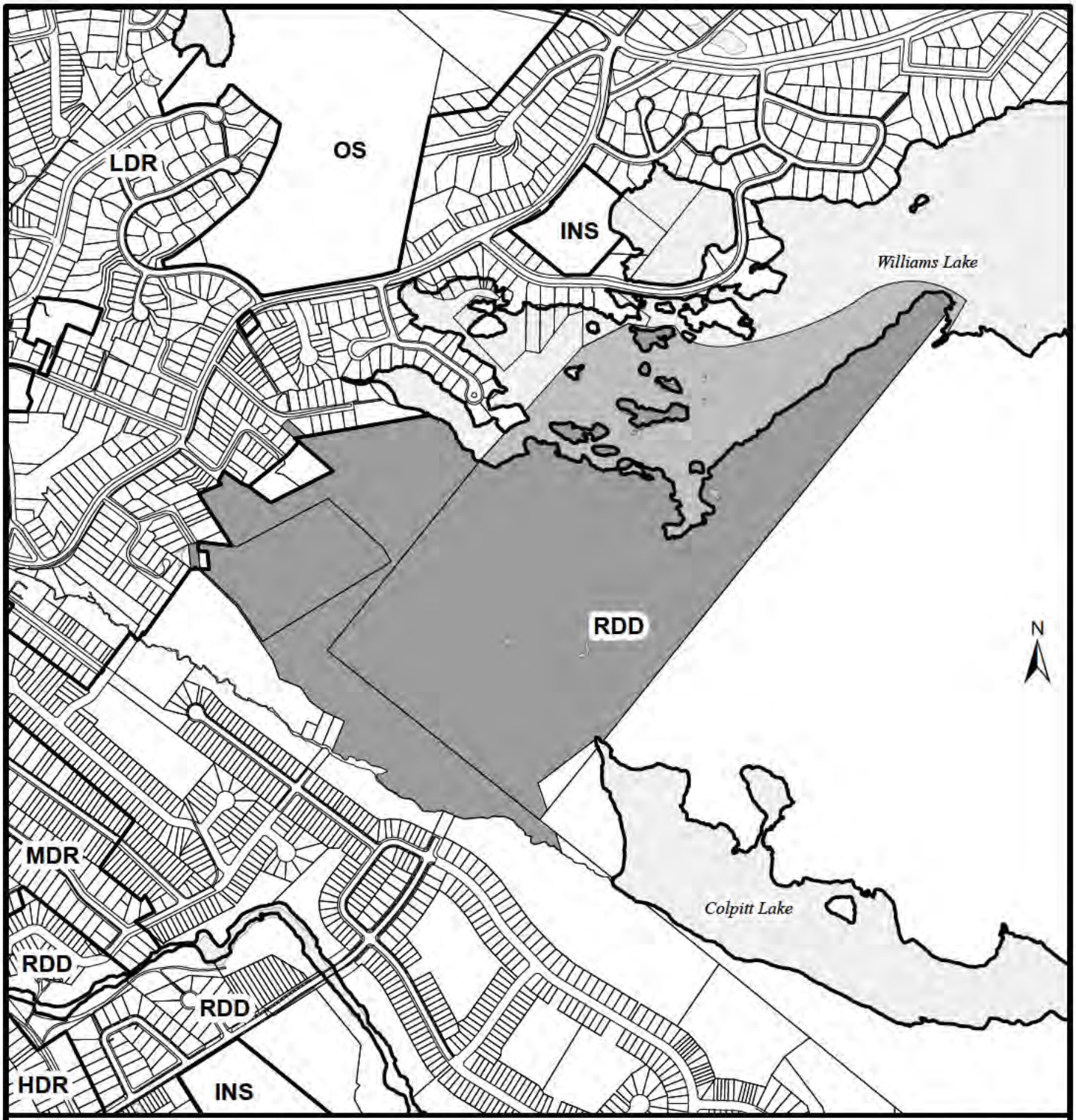


Map 3 - Halifax SMPS Generalized Future Land Use

HALIFAX

Purcell's Cove,
Halifax

Subject Area

Halifax Plan Area

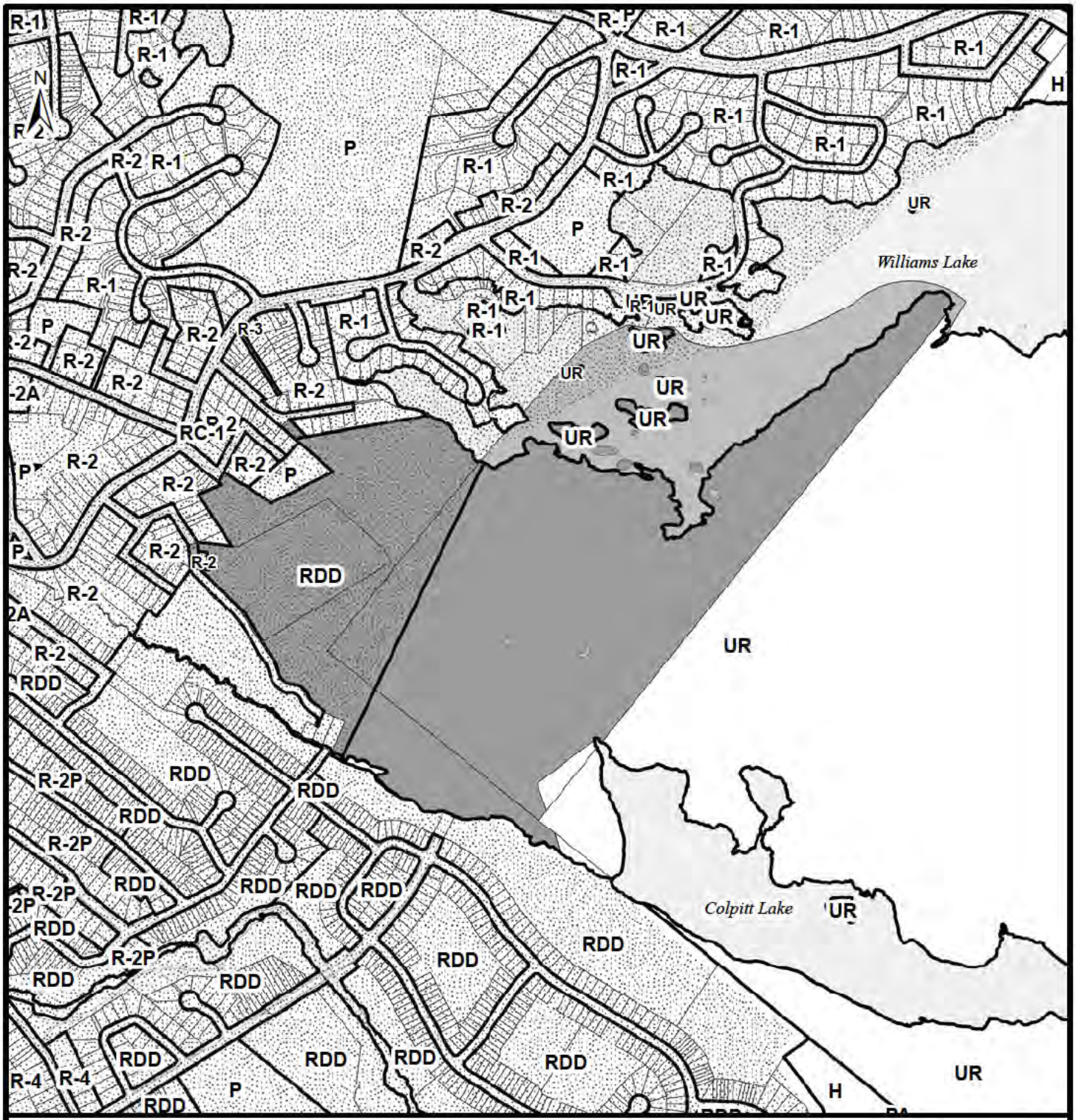
Designation

LDR	Low Density Residential
MDR	Medium Density Residential
HDR	High Density Residential
RDD	Residential Development District
MNC	Minor Commercial
INS	Institutional
OS	Major Community Open Space

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.



Map 4 - Zoning and Location

Purcell's Cove,
Halifax

Subject Area

Urban Service Area

Halifax Mainland
Land Use By-Law Area

Zone

R-1	Single Family Dwelling
R-2	Two Family Dwelling
R-2P	General Residential
R-3	Low-Rise Apartment
R-4	Multiple Dwelling
RC-1	Neighbourhood Commercial
C-2A	Minor Commercial
P	Park and Institutional
H	Holding
UR	Urban Reserve
RDD	Residential Development District

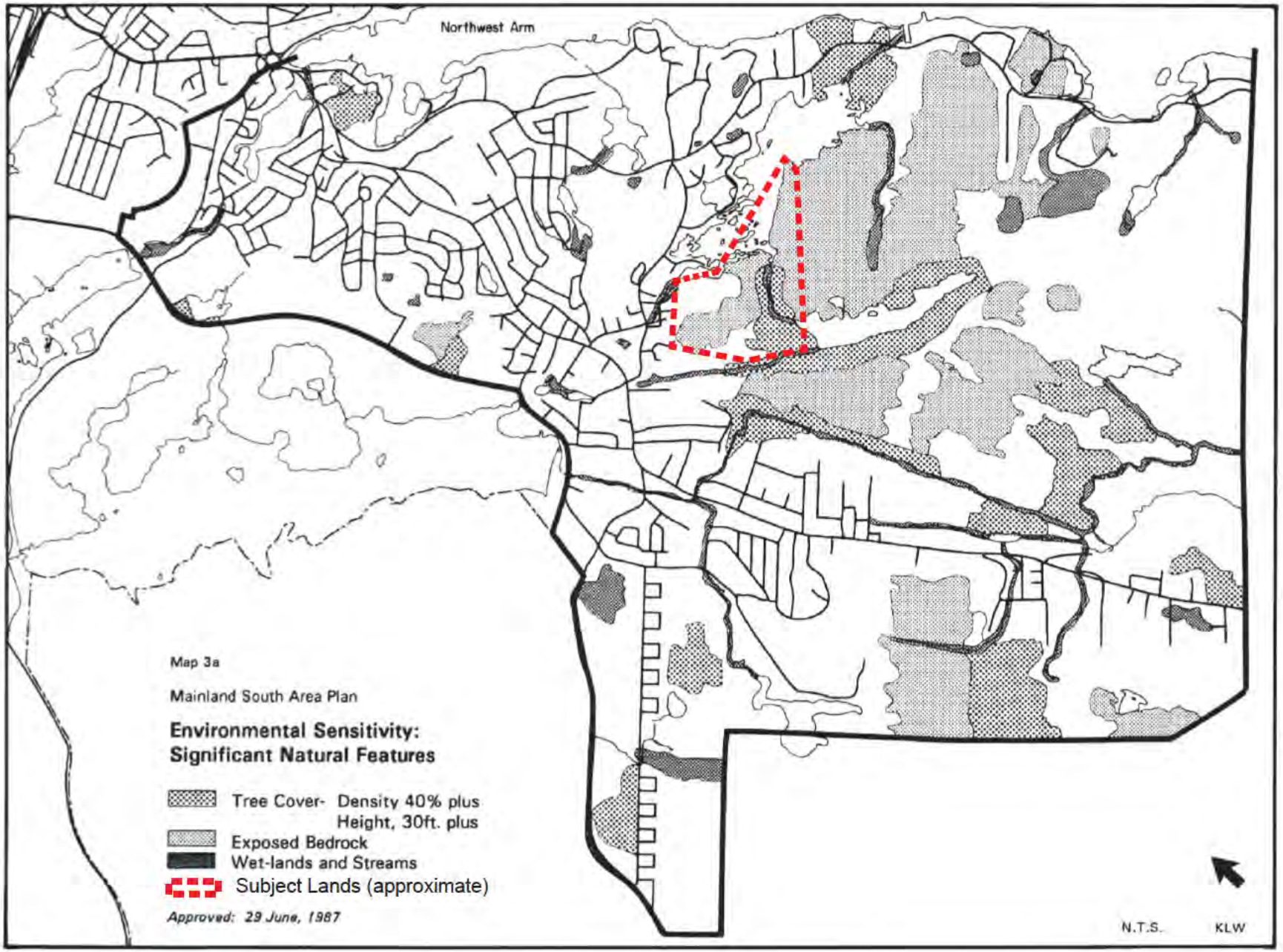
HALIFAX

0 100 200 300 m

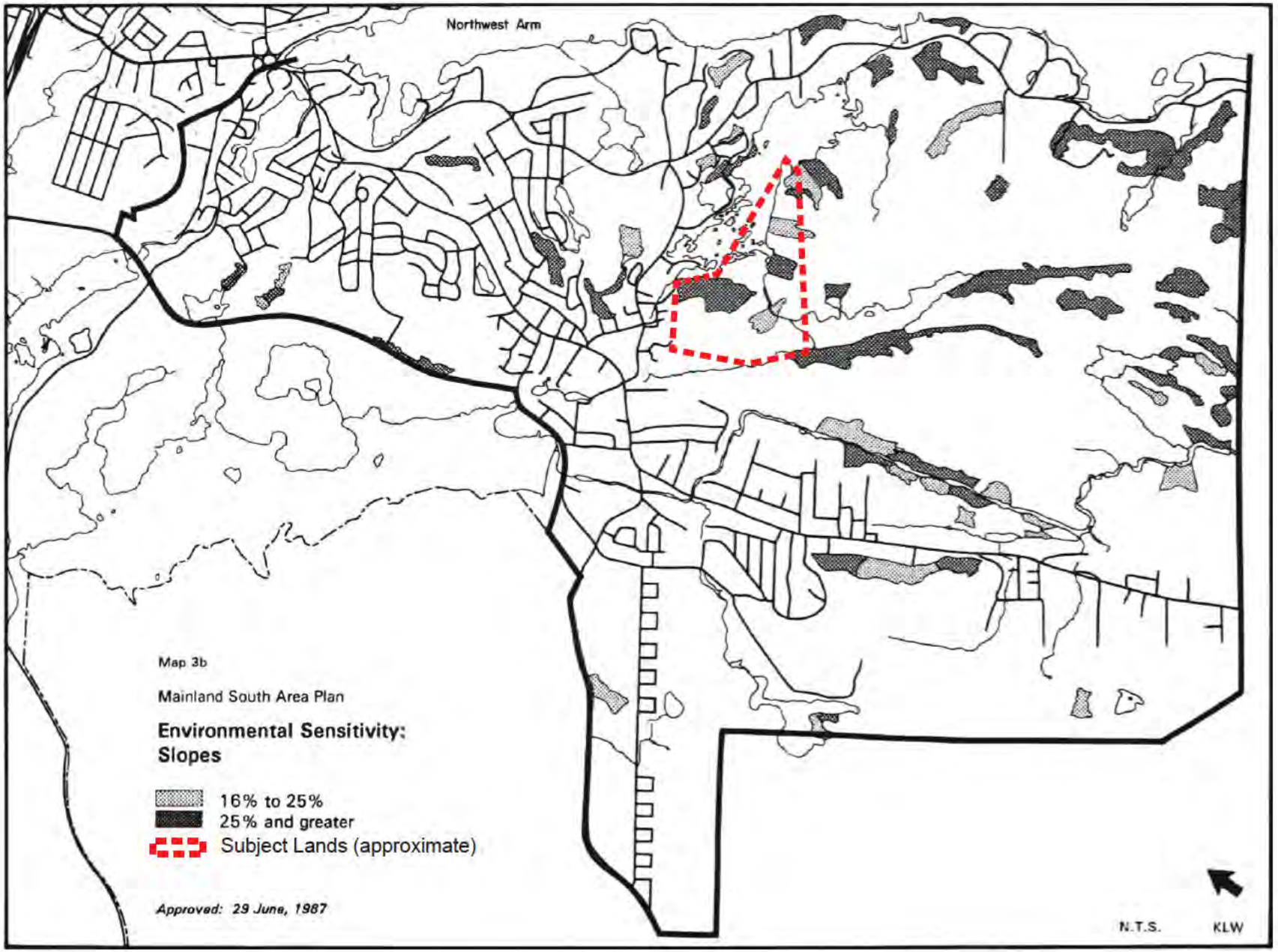
This map is an unofficial reproduction of a portion of the Zoning Map for the plan area indicated.

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

Map 5 Mainland South SPS: Environmental Sensitivit Significant Natural eatures



Map 6 Mainland South SPS: Environmental Sensitivit Slopes



Attachment A:
Excerpts from the Regional Municipal Planning Strategy (Regional Plan)

3.2 LAND USE DESIGNATIONS

There are seven general land use designations which form the framework for achieving the growth management strategy of this Plan. These are illustrated on Map 2: The Generalized Future Land Use Map with the intent and policy direction for each explained in the following sections.

3.2.1 Urban Settlement Designation

The Urban Settlement Designation encompasses those areas where development serviced with municipal water and wastewater systems (serviced development) exists or is proposed under this Plan. The designation includes three designated growth areas where Secondary Planning Strategies haven been approved (Morris-Russell Lake, Bedford South and Bedford West) three areas for future serviced communities, subject to HRM approval of secondary planning (Port Wallace, Sandy Lake, and the Highway 102 west corridor adjacent to Blue Mountain - Birch Cove Lakes Park).

The Morris-Russell Lake Secondary Plan area has not been able to develop as expected due to the Shearwater air base being re-acquired by the Canadian Armed Forces. Consideration may be given to amending this Secondary Planning Strategy to allow for additional serviced development at the north end of Morris Lake and Eastern Passage if the connector road from Mount Hope Avenue to Caldwell Road is feasible.

S-1 The Urban Settlement Designation, shown on the Generalized Future Land Use Map (Map 2), encompasses those areas where HRM approval for serviced development has been granted and to undeveloped lands to be considered for serviced development over the life of this Plan. Amendments to this Boundary may be considered:

(a) where reviews of regional population and housing forecasts have been undertaken and the proposed amendments may assist in achieving the growth targets established by this Plan; and
(b) the lands are within or adjacent to a growth centre.

S-2 Where requests are received to initiate secondary planning for any of the areas identified above as potential growth areas, consideration shall be given to:

(a) the need for additional lands and the fiscal implications to HRM and Halifax Water and their capacity to meet additional financial commitments; and
(b) the implications for achieving the HRM growth targets.

3.2.2 Urban Reserve Designation

The Urban Reserve Designation is intended to ensure that a supply of land is available for serviced development over a longer term horizon. The following seven areas are designated as Urban Reserve:

1. interior lands bounded by Highway 7, Ross Road, Highway 207 and Broom Road (Cole Harbour/Westphal);
2. land surrounding Anderson Lake area (Dartmouth/Bedford);
3. Governor Lake North (Timberlea);
4. Ragged Lake (Halifax);
5. Kidston Lake lands (Spryfield/Herring Cove);

6. Purcell's Cove area back lands; and
7. private lands in the Blue Mountain - Birch Cove Lakes Regional Park area.

S-3 The Urban Reserve Designation shall be established on the Generalized Future Land Use Map (Map 2) to identify those lands situated outside the Urban Settlement Designation where serviced development may be provided after the life of this Plan.

S-4 HRM shall, through the applicable land use by-law, establish an Urban Reserve Zone to regulate development of lands within the Urban Reserve Designation. This Zone shall permit open space uses and limit residential development to existing lots and to one lot subdivided from an existing lot under lot frontage exemption provisions of the Subdivision By-law on a property identified by PID No. 00270934.

…

8.3 WATER, WASTEWATER AND STORMWATER SERVICES: PLANNING FOR GROWTH IN SERVICED AREAS

This Plan seeks to focus development in areas where infrastructure can be provided in a cost-effective manner with consideration given to both capital and operating costs. HRM also seeks to support a competitive housing market by maintaining a 15 year supply of serviced lands. A primary tool for achieving these objectives will be directing the supply and location of lands to be serviced with wastewater and water services.

SU-2 HRM shall establish an Urban Service Area under the Regional Subdivision By-law to designate those areas within the Urban Settlement Designation and the Harbour Designation where municipal wastewater collection and water distribution systems are to be provided. The Area shall initially include all lands within existing service boundaries established under secondary planning strategies at the time of adoption of this Plan. Lands within the Urban Service Area shall only be developed with municipal wastewater collection and water distribution systems. Any service boundary established under existing secondary planning strategies shall be replaced by the Urban Service Area boundary in the Regional Subdivision By-law.

Attachment B:
Excerpts from the Halifax Secondary Municipal Planning Strategy

SECTION X: MAINLAND SOUTH SECONDARY PLANNING STRATEGY OBJECTIVES AND POLICIES

1. RESIDENTIAL ENVIRONMENTS

Objective: The development and maintenance of Mainland South as a predominantly residential area with a diverse mixture of family and non-family housing.

1.1.1 "Residential Environments" in terms of this secondary strategy means:
(a) Low-Density Residential;
(b) Medium-Density Residential;
(c) High-Density Residential;
(d) Residential Development District.

1.1.2 Forms of residential development which may be permitted in Mainland South are:
(a) conversions;
(b) detached dwellings;
(c) semi-detached dwellings;
(d) duplex dwellings;
(e) townhouses; and
(f) apartments.

…

1.5 Areas designated as "Residential Development District" on the Generalized Future Land Use Map shall be residential development areas planned and developed as a whole or in phases under a unified site design, providing a mixture of residential uses and related recreational, commercial and open space uses, with an emphasis on a mix of dwelling unit types.

1.5.1 Pursuant to Policy 1.5, the Land Use By-law shall provide a new zone, the Residential Development District, within which "Low-Density Residential" development and public community facilities shall be permitted and other development shall be permitted only under the contract development provisions of the Planning Act and the requirements in Schedule I.

1.5.2 Notwithstanding Policy 1.5.1, Policy 2.1.4 of Section II shall remain in force and the City shall maintain a Holding Zone until such time as municipal services are available.

…

SCHEDULE I: GUIDELINES FOR RESIDENTIAL DEVELOPMENT DISTRICT

Pursuant to Policy 1.5.1, contract development in any area designated "Residential Development District" on the Generalized Future Land Use Map must conform with the following guidelines:

Uses Which May be Permitted

1. Residential Uses
2. Community Facilities
3. Institutional Uses
4. Neighbourhood Commercial Uses
5. Commercial Convenience Centres.

Site Development Guidelines

5. Residential

- a density of twenty-two persons per gross acre shall be permitted. Proposals in excess of twenty-two persons per gross acre may be considered provided that no development shall exceed the capacity of existing or proposed sewers. In calculating the permissible density of any project, the capacities available to the drainage area shall be considered.

- no more than 15 percent of any area covered by a development agreement may be developed for apartment uses including the building(s), ancillary parking, open space, and landscaping.

- the design and layout of the portion of new residential developments abutting existing residential areas shall endeavour to protect the character and scale of these areas by attention to such matters as use of open space, landscaping, and ensuring adequate transition between areas of differing building forms and densities.

6. Commercial

- neighbourhood commercial uses are permitted at or near the intersection of local streets, and on the ground floor of high-density residential buildings. In addition, consideration may be given for a commercial convenience centre, except in the RDD areas generally west of the Herring Cove Road and south of Leiblin Drive. The amount of gross leasable space may be limited to ensure that the development primarily serves the adjacent neighbourhoods. The intent is to provide for a range of uses such as retail, rental and personal service, household repair shops, service stations, restaurants and office uses. The additional matters to be considered are found in the guidelines of Policy 3.7 of Section II.

Landscaping and Open Space

7. At least 5 percent of the area of the district development must be useable, landscaped, open space.

8. No residential or accessory building shall be constructed within 50 feet of any lake, watercourse, or water body. No commercial or accessory structure shall be constructed within 100 feet of any lake, watercourse, or water body.

9. Any proposal to construct a community facility or institutional use within 100 feet of the water's edge should ensure, through the use of landscaping or other means, that adverse effects on water quality will be avoided or ameliorated during and after construction.

10. A landscape plan shall be submitted as part of the approval process and the preservation of natural amenities, including rock outcroppings, groves of trees, mature trees, ponds, streams, shores, and wetlands should be preserved whenever possible.

Circulation

11. Access to arterial or collector streets should be such that additional traffic along local streets in residential neighbourhoods adjacent to the development is minimized.

12. Where common parking areas are provided, they should be so aligned as to restrict through traffic.

General

13. The minimum required site size for a contract within this area shall be three acres.

14. Municipal infrastructure must be adequate to service any proposed development.

…

7. ENVIRONMENT

Objective: Identify and protect environmentally sensitive and ecologically valuable natural features.

7.1 Environmental sensitivity shall be considered as of the degree of susceptibility of natural areas to deleterious effects of urban development. Areas of high sensitivity are identified on the Environmental Sensitivity Maps. These maps shall be used as general resource documents in evaluating zone changes and contract development applications.

7.1.1 Pursuant to Policy 7.1 the following features are used to identify such areas:
(a) tree cover - 40 percent and greater in density;
(b) exposed bedrock;
(c) wetlands and streams;
(d) slopes - 16 percent and greater.

7.1.2 Lands within 100 feet of the water's edge of any water body shall be considered to be environmentally sensitive and the Land Use By-law shall require a higher standard for new single-family lots adjacent to watercourses.

7.2 The Environmental Sensitivity Map may be used in assessing the effects of capital work to be undertaken by the City.

7.3 Where development proposals are being considered through rezoning or development agreement, the City shall protect environmentally sensitive areas.

7.4 The City shall require setbacks for new development adjacent to lakes, watercourses or waterbodies for the purposes of maintaining and enhancing a high quality lakes and waterways system for development considered pursuant to Policy 1.5.1.

7.4.1 The City shall undertake an analysis of flooding along the McIntosh Run and prepare suitable policy and regulatory controls to protect the watercourse.

7.4.2 Pending the completion of the study outlined in Policy 7.4.1, the City shall amend its Land Use By-law to require a setback for all new development of one hundred feet from the McIntosh Run.

7.5 Environmentally sensitive areas in public ownership should be preserved in their natural state and utilized for limited park and recreation uses.

7.6 The City shall attempt to minimize using salt on streets in areas where contamination of groundwater and wells is likely or apparent, and to accomplish this shall identify areas subject to potential contamination as a result of salt use.

Attachment C:
Excerpts from the Halifax Mainland Land Use By-Law

GENERAL PROVISIONS

14QA(1) WATERCOURSE SETBACKS AND BUFFERS

(a) No development permit shall be issued for any development within 20m of the ordinary highwater mark of any watercourse.

(b) Where the average positive slopes within the 20m buffer are greater than 20%, the buffer shall be increased by 1 metre for each additional 2% of slope, to a maximum of 60m.

(c) Within the required buffer pursuant to clauses (a) and (b), no excavation, infilling, tree, stump and other vegetation removal or any alteration of any kind shall be permitted in relation to a development.

(d) Within the required buffer pursuant to clauses (a) and (b), activity shall be limited to the placement of one accessory structure or one attached deck not exceeding a footprint of 20 m2 or a combination of an accessory structure and attached deck not exceeding 20 m2 , fences, boardwalks, walkways and trails not exceeding 3 metres in width, wharfs, boat ramps, marine dependent uses, fisheries uses, conservation uses, parks on public lands, historic sites and monuments, and public road crossings, driveway crossings and wastewater, storm and water infrastructure, and water control structures.

(e) Notwithstanding clause (a), the required buffer for construction and demolition operations shall be as specified under the applicable CD Zone.

(f) Within the buffer required pursuant to clause (e), no excavation, infilling, tree, stump and other vegetation removal or any alteration of any kind shall be permitted in relation to a development.

14QA(2) Notwithstanding subsection (1), where an existing residential main building is located within the required buffer, accessory structures, subject to meeting other requirements of this by-law, shall be permitted provided they are located no closer to the watercourse than the existing main building.

14QA(3) Where the configuration of any existing lot, including lots approved as a result of completed tentative and final subdivisions applications on file prior to August 26, 2006, is such that no main building could be located on the lot, the buffer distance shall be reduced in a manner which would provide the greatest possible separation from a watercourse having regard to other yard requirements.

14QA(4) Notwithstanding subsection (1), nothing in this by-law shall prohibit the removal of windblown, diseased or dead trees, deemed to be hazardous or unsafe.

14QA(5) Notwithstanding subsection (1), the selective removal of vegetation to maintain the overall health of the buffer may be authorized by the Development Officer where a management plan is submitted by a qualified arborist, landscape architect, forester or forestry technician.

14QA(6) Every application for a development permit for a building or structure to be erected pursuant to this section, shall be accompanied by plans drawn to an contours and other information including professional opinions, as the Development Officer may require, to determine that the proposed building or structure will meet the requirements of this section.

14QA(7) Subsection (1) does not apply to lands within the area designated on the Generalized Future Land Use Map in the Regional Municipal Planning Strategy as Harbour.

…

14T ZM-2: WETLANDS

Every application for a development permit shall be accompanied by plans, drawn to an appropriate scale, showing the location of all wetlands identified on ZM-23 attached to this by-law, within and adjacent to the lot. Notwithstanding any other provision of this by-law, no development of any kind shall be permitted within any such wetland.

…

RDD ZONE: RESIDENTIAL DEVELOPMENT DISTRICT ZONE

62A(1) The following uses shall be permitted in any RDD Zone:
(a) R-1 and R-2 uses as hereinbefore set out;
(b) Uses accessory to the foregoing.

R-1 AND R-2 USES IN RDD ZONE

62A(2) Buildings erected, altered or used for R-1 and R-2 uses in an RDD zone shall comply with the requirements of the R-1 and R-2 zones respectively.

62A(3) No person shall in any RDD zone carry out, or cause or permit to be carried out, any development for any purpose other than one or more of the uses set out in subsection(1).

62A(4) No person shall in any RDD zone use or permit to be used any land or building in whole or in part for any purpose other than one or more of the uses set out in subsection (1).

62B(1) Notwithstanding any other provision of this by-law, Council may, by resolution, approve any specific development application pursuant to Policy 1.5.1 of Part II, Section X (Schedule I) of the Municipal Planning Strategy.

62B(2) Application for development agreements in any Residential Development District (RDD) shall include the following information:

(i) a legal description of the total site proposed for development, to include present and proposed ownership;
(ii) a development schedule to indicate the stages or phases of development from beginning to completion;
(iii) total number and type of dwelling units, lot size, proposed lot coverages, approximate gross and net population densities, total amount of open space and usable open space, total amount of commercial and, where applicable, institutional facilities;
(iv) site plan and supporting maps to describe existing topographic conditions including contours at 5 foot intervals, water courses or bodies, flood plains, wetlands, significant natural features and forest cover including the general location of trees 6 inches in diameter or greater, proposed lot lines, location and size of all existing and proposed buildings and structures including maximum heights, types of dwelling units, density per type, and non-residential structures;

(v) the location and size of all areas to be dedicated or reserved as common open spaces, public parks, recreation areas, and other public uses; existing and proposed street circulation systems including parking and serviced areas, and major points of ingress and egress to the development; existing and proposed pedestrian circulation system, including its interrelationship with the vehicular circulation system; existing and proposed public utility system, and, where applicable, provide sanitary and water systems on and adjacent to the development site; and general schematic landscape plan indicating the treatment of private and public open spaces, information on areas adjacent to the proposed development to indicate the relationship to these areas, to include land uses, zoning classifications, densities, circulation systems, public facilities and significant natural features and sensitive landscape;

(vi) any other information which may be required to evaluate the impact of the proposed development.

Attachment D:
Relevant Actions from the Halifax Green Network Plan

Action #	Description
3	Amend Municipal Planning Strategies to clarify and ensure that environmentally sensitive areas are identified and considered during the review of all discretionary planning applications (i.e. rezoning and development agreement applications).
4	Amend the Regional Plan to emphasize the importance of identifying and protecting environmentally-sensitive areas during master neighbourhood planning exercises (secondary planning).
5	Amend Municipal Planning Strategies and Land Use By-laws to consolidate environmental protection zones, which prohibit most forms of development, and apply these zones to areas with significantly sized vulnerable landforms, such as ravines and bluffs.
6	Amend Municipal Planning Strategies and Land Use By-laws to consolidate, clarify and refine the Municipality's variable approach to watercourse buffers. Specific measures to consider include: • Consolidating environmental protection zones and applying these zones to sensitive riparian areas and wetlands, such as coastal marshlands, floodways and large wetland complexes, based on detailed mapping and analysis; • Increasing the minimum required riparian buffer around drinking water supply sources, established under the Protected Water Supply Zone, from 30.5 to 100 m; • Establishing a consistent watercourse buffer requirement for industrial zones and uses, which currently range from 20 to 100 m for some zones and specific uses; • Increasing the standard watercourse buffer requirement from 20 to 30 m for watercourses that are greater than 50 cm wide; • Maintaining a watercourse buffer requirement of 20 metres for watercourses that are intermittent or less than 50 cm wide; • Maintaining special watercourse buffering requirements established for vulnerable areas, such as the special requirements that apply to Cow Bay; • Removing the formula to increase the buffer requirements based on slope for inland watercourses (not marine coast), as the requirement is rarely applicable and adds unnecessary complexity to the permitting process
9	Consider the adoption of a private trees by-law to manage the removal of trees on private property within serviced (urban) areas. Specific direction to consider includes: Focusing on large properties with development potential while minimizing impacts on small properties; Prioritizing the protection of trees and vegetation within the watercourse buffer; Developing an educational campaign to promote tree stewardship on private property
11	Work with Halifax Water and Nova Scotia Environment to establish stormwater management guidelines to improve the quality of stormwater runoff.
12	Work with Halifax Water and Nova Scotia Environment to promote green infrastructure, such as naturalized stormwater retention ponds and bioswales, as the preferred approach to managing stormwater.
13	Work with Halifax Water to develop a green infrastructure specification document to guide and promote the use of low-impact design approaches to manage stormwater on private property for multi-unit residential, commercial and industrial developments.
18	Formally request that the Province amend the Halifax Regional Municipality Charter to enable the Municipality to acquire sensitive environmental lands (e.g. riparian areas, wetlands, steep slopes, etc.) as an environmental reserve through the land development and subdivision process, in addition to existing parkland dedication provisions.
31	Amend the Regional Plan to prioritize the redevelopment of brownfield sites and other underdeveloped urban infill sites ahead of undisturbed greenfield sites.
37	Amend the Regional Plan conservation design development agreement policies to: Further focus development within rural centres; Avoid conflicts with working landscapes; Direct development to the edges of the core areas shown on the Green Network Ecology Map (Map

	5 on page 35); Preserve the essential and important corridors shown on the Green Network Ecology Map (Map 5 on page 35); Take a cautious approach to development within areas of high environmental value (Map 5 on page 35) by ensuring the underlying values are investigated and conserved and any impacts from development are mitigated.
66	During the next Regional Plan review amend the Regional Plan to recognize recent land acquisitions (pending) within the Purcell's Cove Backlands as Regional Park and consider open space planning for the remainder of this area.

C074

Stephen Adams Consulting Services Inc.
[redacted]
Middle Sackville, N. S.
[redacted]

April 18, 2022

Ms. Leah Perrin, MCIP LPP
Principal Planner
Regional Policy Program/Planning and Development
P.O. Box 1749
Halifax, N.S.
B3J 3A5

Via email: perrinl@halifax.ca

Dear Ms. Perrin:

I have submitted two letters with suggestions regarding options for the existing Holding Zone from a development potential perspective. This submission will focus on the Holding Zone lands owned by North American Real Estate Limited. This parcel is approximately 838 acres in area, and abuts R-1 and R-2 neighbourhoods, at Leiblin Park, Kidston Estates and at Feldspar Crescent and Fieldstone Street. These existing neighbourhoods are at the northwest, north and northeast of this parcel. This pacel also envelopes Kidston Lake, which is home of the Rockingstone. Below, please find an excerpt from the Heritage Advisory Committee meeting of February 23, 2022:

THAT the Heritage Advisory Committee recommend that Halifax Regional Council:

1. Set a date for a heritage hearing to consider the inclusion of the subject property in the Registry of Heritage Property for the Halifax Regional Municipality; and

2. Approve the request to include the Rocking Stone site at PID# 00307462 in Kidston Lake Park, Halifax, in the Registry of Heritage Property for the Halifax Regional Municipality, as shown on Map 1 of the February 3, 2022 report, as a municipal heritage area under the Heritage Property Act

At present, there is a 10 acre HRM-owned land parcel of land which abuts Kidston Lake. This land is zoned Urban Reserve. (UR) This could allow for future development. The Rockingstone sits on these lands. In

order to ensure this parcel remains protected, I respectfully suggest that this be zoned Protected Area (PA). The permitted uses are as follows:

62ED (1)

The following uses shall be permitted in any PA Zone:

(a) Scientific study and education, involving no buildings
(b) Trails, boardwalks or walkways
(c) Conservation uses
(d) Uses accessory to the foregoing uses

These uses would be consistent with the HAC recommendation for the Rockingstone.

As a secondary aspect of this recommendation, I would also request that the lands around Kidston Lake be rezoned to Protected Area. This area should be approximately 90 meters deep, which is consistent with the existing width of Kidston Lake Park. This new zone would be applied to the perimeter of Kidston Lake and would be an extension of the existing park.

Respectfully submitted,

Original Signed

Stephen Adams

C239

"for the use of the inhabitants of the town of Halifax as Common forever" (1763-2020)

April 16, 2022
To Whom It May Concern,

Friends of Halifax Common write to ask that changes to the William's Lake/Purcells Backlands zoning not be accepted. This includes Items C025, C005 and C025, Case number 22257 (the proposed rezoning of the William's Lake/Purcell's Cove Backlands to Rural Commuter or any other non-conservation designation). It is important that the Urban Reserve designation be conserved to protect the ecological integrity (habitat and wildlife corridor aspects are particularly important) and recreational potential of the Backlands.

Re: C025: This affects a long standing public access point to William Lake and should not be permitted. The city should retain this property and establish a legal pathway to continue an access that has been enjoyed by commoners for decades. As part of HRM's efforts to have an integrated mobility plan, this is one of the few urban parks that is directly on a bus route and next to a bike lane.

Similar to the Halifax Common, HRM should be making every attempt to zone areas that keep traditional 'desire lines' footpaths' 'short-cuts' 'rights-of-way' open and accessible. Work to make this pathway a legal public right of way and do not allow zoning to interfere.

Regarding item C005: As with the Halifax Common, HRM should be considering the impact of further development on the existing public open space and on the perimeter of that space.

Perhaps one of the few benefits of the pandemic is that it has proven the invaluable importance of public open space in supporting public mental and physical health. As our population grows we need more public open space not less. There are many opportunities to develop in areas which cause less harm and support densification near this area. One example would be creating density at the nearby shopping centres or on the innumerable car dealerships and surface parking lots.

HRM has recently acknowledged that climate crisis is real and voted serious money to reduce its impact. That climatic physical force is sending stronger and stronger signals that we must work with, not against nature.

Please make decisions with a real vision for our city-these must nurture and work with nature and not be solely in response to private developers interests for private profit.

The Halifax Common and the Williams Lake Backlands are jewels within the city-please work to protect and polish their beauty.

Sincerely,

Peggy Cameron
Co-chair, Friends of Halifax Common

C469

Dear Members of the Committee to Review Phase 3 of the Regional Plan,

I would like to express my dismay and opposition to the proposal, C025,C005 and C025, Case number 22257, a proposed rezoning request.

The Williams Lake Backlands, recently transformed into the Shaw Wilderness Park, is a jewel for Halifax, made ever more precious as our population grows. With urbanization the need to have wild areas near the city becomes more and more important. By rezoning the area the entire wildlife ecosystem that thrives there will be endangered, by roads, house construction and an increase in human population right beside the park. It seems counter intuitive to establish a park and then remove the very safe guards that preserve the essential nature of what a park is. The profits made from taxing a few big houses that might then be built will be far outweighed by the loss of the area that attracted those houses in the first place.

In C025, the construction of a few houses will effectively block access to the Williams Lake. We need as much public access to such areas as we can create. Again, blocking people from getting to Williams Lake will undercut the very attractions that induce people to move to Halifax in the first place.

I am concerned generally about **any** further development in this section of the Backlands and I believe Council needs to show immediate leadership in taking steps to protect this area. I feel that extending City Services farther along the Purcell's Cove Road is taking things in the wrong direction. I would like to see Council send a clear message to developers that the Backlands are not available for future development and subdivision, for the same reasons I have cited above: there is a huge and growing need and desire for publicly accessible green space/wild space within easy access of the urban centre, and the Backlands is an incredible jewel and precious public resource for our growing city.

Thank you for your attention,
Sincerely,
Frances Dorsey
Purcell’s Cove, NS

C023

Response to public consultation, Regional Plan Review, Phase 3

Submitted by Karen McKendry, Ecology Action Centre

Regarding: C025 – Lands on Purcells Cove Road

The request is both to subdivide the property, and to be brought into the Urban Service Boundary.

Do not extend the Urban Service Boundary to this parcel, and do not rezone this land at this time.

1. These lands are zoned Urban Reserve, and should remain so until at least 2031, as designated. Some areas in Halifax are being fast-tracked to develop for housing, but not this area. It cannot supply the main types of housing needed right now (affordable, complete communities). Also, Purcells Cove Road is not a main road along which improved transit is being planned.

2. As per the motion passed by Council on June 8, 2021, this parcel is included with other lands zoned Urban Reserve in the Purcells Cove Backlands being considered for some form of environmental protection. HRM should finish the Backlands analysis first before rezoning this property.

3. The Backlands analysis will look at environmentally significant features of the area. This parcel contains potentially relevant features. The Halifax Green Network Plan's Ecological Values GIS layer shows that areas that score relatively high for ecological values are found on this property (please see attached map). It seems that the relatively high scores on the property (255 – high score possible, 229, and 177) are related to the proximity of the property to the outlet of Williams Lake. This natural feature is shared with Shaw Wilderness Park. Managing for the feature's ecological integrity would require management approaches on the private parcels that impact the stream and its riparian zone. **If development of this parcel is permitted, HRM should include restrictions that will reduce impacts from development on the stream and its riparian zone.** However, it would be best to complete the Backlands analysis before proceeding.

4. The Purcells Cove Backlands are a part of wildlife corridors, identified in both the Halifax Green Network Plan, and the Wildlife Corridor Landscape Planning Charette Report. Using these and other sources, the preservation and potentially restoration of wildlife corridors need to be planned for in the Backlands. It is possible that the stream beside the property being consider could be of importance as a wildlife corridors. Maintain habitat connectivity along streams and riparian corridors is part of planning for wildlife corridors. Again, this parcel should not be subdivided and developed at this time until planning for wildlife corridors is completed for the Backlands.

C025 - Parcel being considered in Regional Plan Review Phase 3,
Purcells Cove Road

C369 (1)

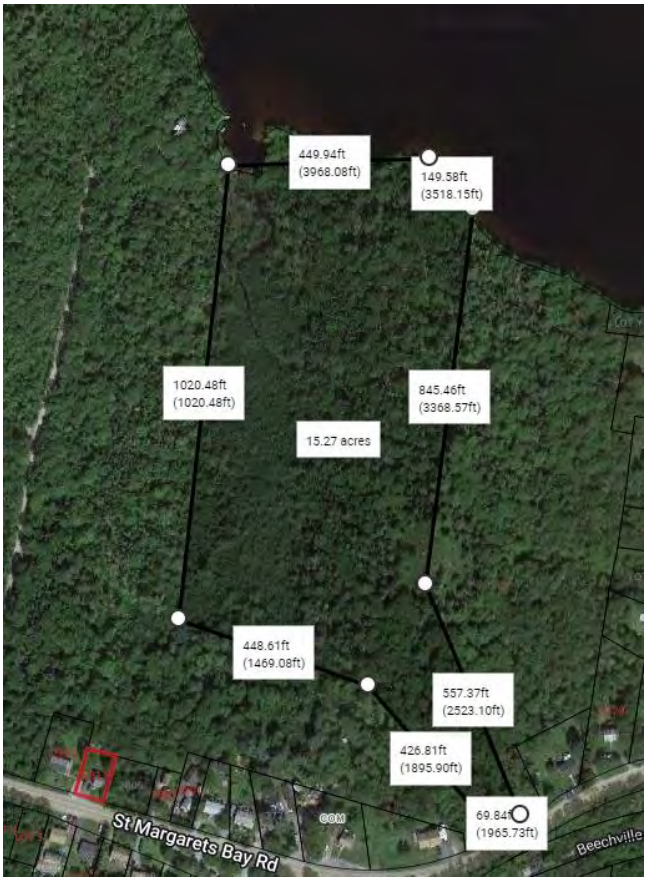


Figure 1 – PID 40319550

Figure 2 – Wetland Example

Figure 3 – Wetland Example 2

Figure 4 – Wetland Example 3

C369 (2)

April 11, 2022

Councillor Iona Stoddard, District 12, HRM

Copy to:

Honourable Iain Rankin, MLA
Kathleen Fralic, Engagement Lead @ Planning & Development, HRM
Honourable Tim Halman, Minister of Environment

Re: Proposed Fraser Lake Amendment to Service Boundary (HRM Regional Plan New Request Case C337)

Dear Councillor Stoddard,

While we appreciate that there is currently a housing crisis in both Halifax Regional Municipality and Nova Scotia, we have grave concerns that certain proposed developments will receive "fast-tracked" approvals which otherwise would not be approved with a more fulsome approval process.

Our principal concern is with the request from Clayton Developments (HRM Regional Plan New Request Case C337 – Appendix C) to extend the serviceable boundary to enable the development of 690 units on Fraser Lake in Timberlea. We have some serious concerns regarding this proposal as detailed below.

As a result of these concerns, and given the current housing crisis resulting in fast-tracking of proposed developments which by-pass certain planning processes, **we the undersigned are requesting that you make a motion to HRM Council to put a moratorium on this proposed development until such time as the appropriate assessments are done regarding environmental and infrastructure impact.**

Following are our principal concerns.

An immediate concern is environmental. Firstly, this proposed development directly fronts on to Frasers Lake, and a significant portion of this proposed development contains a watercourse / wetland area. Based on the attached satellite map, (Appendix A attached), approximately 15 acres of the proposed development is watercourse / wetland which would not be suitable for housing or sewer. This is contained within PID 40319550, and contains beavers and their dams, ducks, and various other wildlife. It is our understanding that, per 2.3.2 of the HRM Regional Municipal Planning Strategy, it is HRM's intent to prohibit the development of wetlands and this falls under the jurisdiction of the Nova Scotia Provincial Government, and requires an Environmental Impact Assessment to be completed and reviewed. Has this been completed? We've attached a few photographs taken within PID 40319550 (Appendix B) showing the area in question.

Second, the topography of all of these lots is such that it slopes down towards Frasers Lake. With the amount of clear cutting required to achieve the suggested development density of 6 units per acre, this would significantly and negatively impact groundwater runoff in the area in the direction of the lake. As it is currently, the lake routinely floods causing issues for residents including property damage and water entering their homes, predominantly at the eastern end of the lake. Additional groundwater runoff could severely impact the integrity of those homes and properties.

Third is the negative impact the clear cutting of lake frontage land will cause to the lake itself. This will significantly and irreversibly negatively impact the flow of water systems into the lake and ecoculture surrounding the lake, causing disturbances to the food supply and killing off the rare supply of fish and other amphibious animals that live in and around the lake.

Fourth, Frasers Lake is included in the Blue Mountain - Birch Cove Lakes Wilderness Area. A development of this proposed density and the associated negative environmental impact is not inline with the purpose of the wilderness area. The lake is a noted traditional water route per Map 3 of the Regional Plan and would be negatively impacted by the proposed development as per the previous points.

While Clayton's proposal speaks to the lands being a suitable extension for serviced growth, it does not include any discussion regarding methods to mitigate these environmental concerns. These environmental concerns are specifically mentioned relating to Fraser Lake in the Timberlea/Lakeside/Beechville Municipal Planning Strategy ("Secondary Plan") on page 14 as follows, "the area's slope, soil and drainage constraints and the potential development impacts on waterbodies adjacent to the communities, minimum lot sizes in excess of provincial standards for septic tank installation will be required."

An additional concern we have with the proposal is that it speaks to the area being designated as Urban residential. This is not consistent with the HRM Regional Plan's Map 2, which designates the area as Rural Commuter. A development of this nature would not be in line with the spirit of the rural commuter designation as it is not low density development and would not preserve the natural features that foster the traditional community character.

Additionally, this proposed development would not be consistent with the other recent developments located on Frasers Lake, which is the unserviced development of Eider Dr and Goldeneye Drive. This development, which was completed in approximately the last 10 years, comprised 64 units over 210 acres, an average of 3 acres per unit, which is drastically different than the proposed 0.16 acres per unit per Clayton.

Also, the development proposal claims that the land "abuts existing serviceable boundary." The serviceable boundary that they are referring to crosses highway 3 (St. Margaret's Bay Road) and the Trans Canada Trail. There are not any serviceable areas on the part of St. Margaret's Bay Road where the proposed development will be. The residents that are adjacent to the proposed development are not serviced areas and have never been. These changes will not only cause an enormous disruption to the current residents, but there is a high risk for a significant financial impact. It is not reasonable that residents that have been in the community, some for 50+ years, and will have to face consequences forced on them by developers.

Finally, the schools in the area are already overrun, with additional modular schools already being required to be used in addition to the main schools. Given the rapid increase in population in other areas within the schooling zone including the Brunello Estates development, this would put additional pressure on an already overtaxed schooling zone.

Please feel free to call should you have any comment on the above concerns.

Thank you,

Original Signed

Shawn Comeau

[redacted]

Original Signed

[redacted]

Original Signed

Linda Diane Webster

[redacted]

Original Signed

Sandra Fraser

[redacted]

Original Signed

Sheri Jones

[redacted]

Original Signed

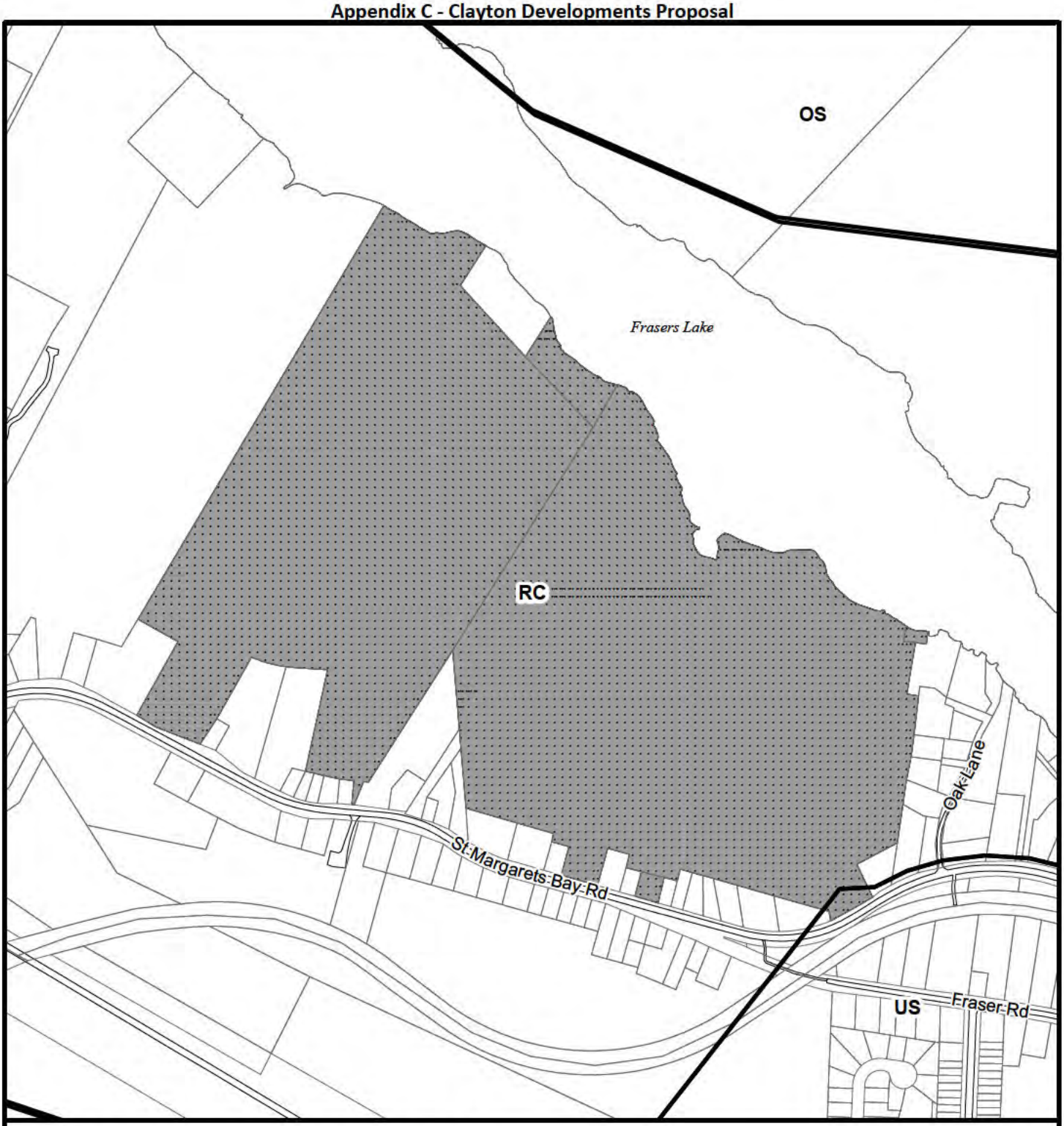
Cathy Pelrine

[redacted]

Appendix A – PID 40319550 Wetlands

Appendix B – PID 40319550 Images

Appendix B – PID 40319550 Images



C337 - Fraser Lake, St. Margaret's Bay Rd

HALIFAX

Regional Plan

Subject Area

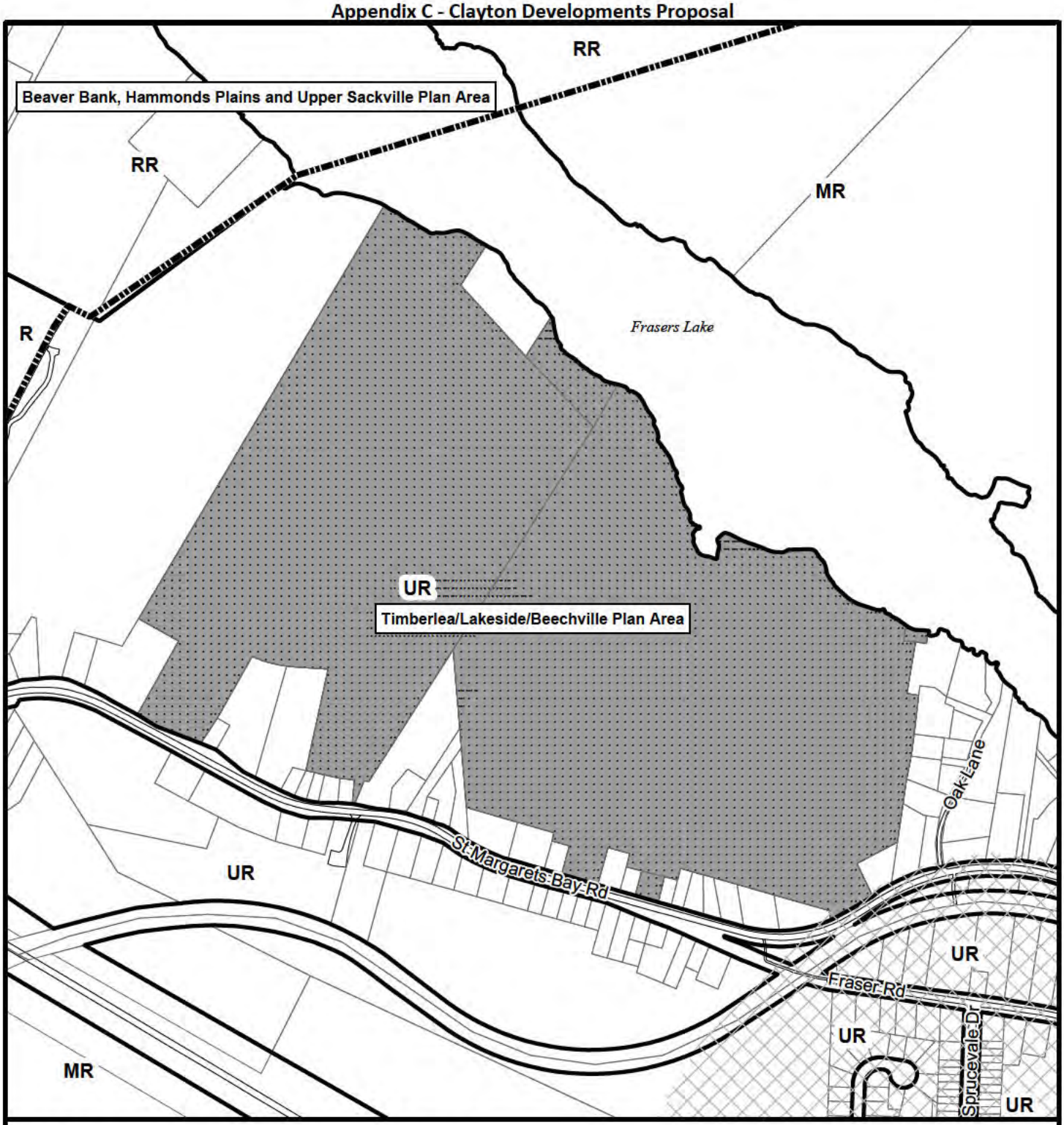
Regional Plan Generalized Future Land Use Designation

0 40 80 120 160 200 m

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

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

24 February 2022 T:\work\planning\SER_Group\SER_Projects\SER20065\Site_specific_amendments_requests\RP_SiteSpecfic_MapSeries\ (EP)



C337 - Fraser Lake, St. Margaret's Bay Rd

HALIFAX

Generalized Future Land Use

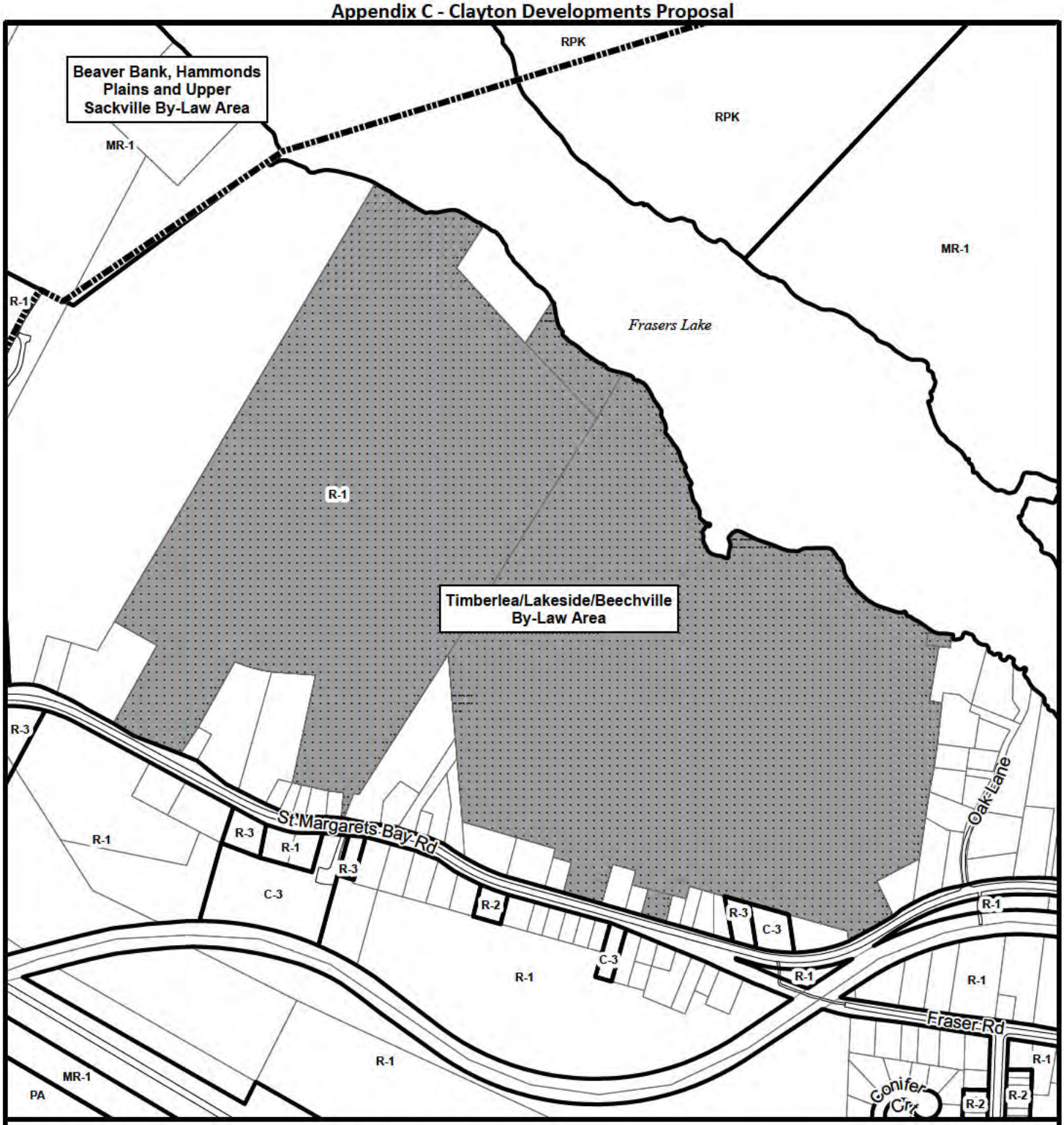
- Subject Area
- Plan Area
- Designation
- Urban Service Area

0 40 80 120 160 200 m

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

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

Appendix C - Clayton Developments Proposal



C337 - Fraser Lake, St. Margaret's Bay Rd

HALIFAX

Zoning

- Subject Area
- By-law Area
- Zoning

0 40 80 120 160 200 m

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

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

24 February 2022 T:\work\planning\SER_Group\SER_Projects\SER20065\Site_specific_amendments_requests\RP_SiteSpecfic_MapSeries\ (EP)

September 10, 2021

Kate Greene, MCIP LPP
Regional Policy Program Manager
Planning and Development
HALIFAX

Dear Ms. Greene,

Re: Amendment to the Service Boundary - Fraser Lake Lands, - Regional Plan Amendment

Clayton Developments Limited is pleased to submit a submission for the municipality to consider an extension of the serviceable boundary to include lands located at 2832 Saint Margret's Bay Road, Timberlea, specifically the following parcels (see figures 1-5 below):

- PID 40054306, PID 40054363, PID 40261729, PID 40689358, PID 40319550

The land assembly includes approximately 115 acres (46.5ha), generally illustrated in Figure 1. The lands have existing road frontage on Saint Margret's Bay Road and abuts the current service and transit boundaries (Figure 2).

We believe the lands are a suitable extension for serviced growth based on the following rationale:

- Abuts existing serviceable boundary;
- Proximate to existing transit boundary and partially included within the local transit area rate
- Located entirely within the urban residential designation under the local secondary plan
- Urban residential designation identifies this area as a priority residential growth area
- Logical and contiguous extension of serviced existing development
- Last undeveloped land assembly on Saint Margret's Bay Road corridor. Lands are bounded by existing communities of Glengarry Estates, Greenwood Heights and Brunello Estates to the southeast, and unserviced development (Eider Dr and Goldeneye Drive) to the northwest.
- The development is situated between to functional Highway 103 interchanges (Exit's 3 and 4). We anticipate no additional transportation improvements will be required as a result of this project.
- Based on topography and existing community form, we are proposing a primarily ground-based product, at a modest density of six units per acre (690 units).
- Our objective is to create attainable housing at moderate pricing.

Please consider this request under the current Regional Plan review process. We look forward to working with you on this file.

Your truly,

Original Signed

Kevin Neatt
Vice President, Planning and Development
Clayton Developments Limited

Figure 1 - Fraser Lake Lands -Location Plan

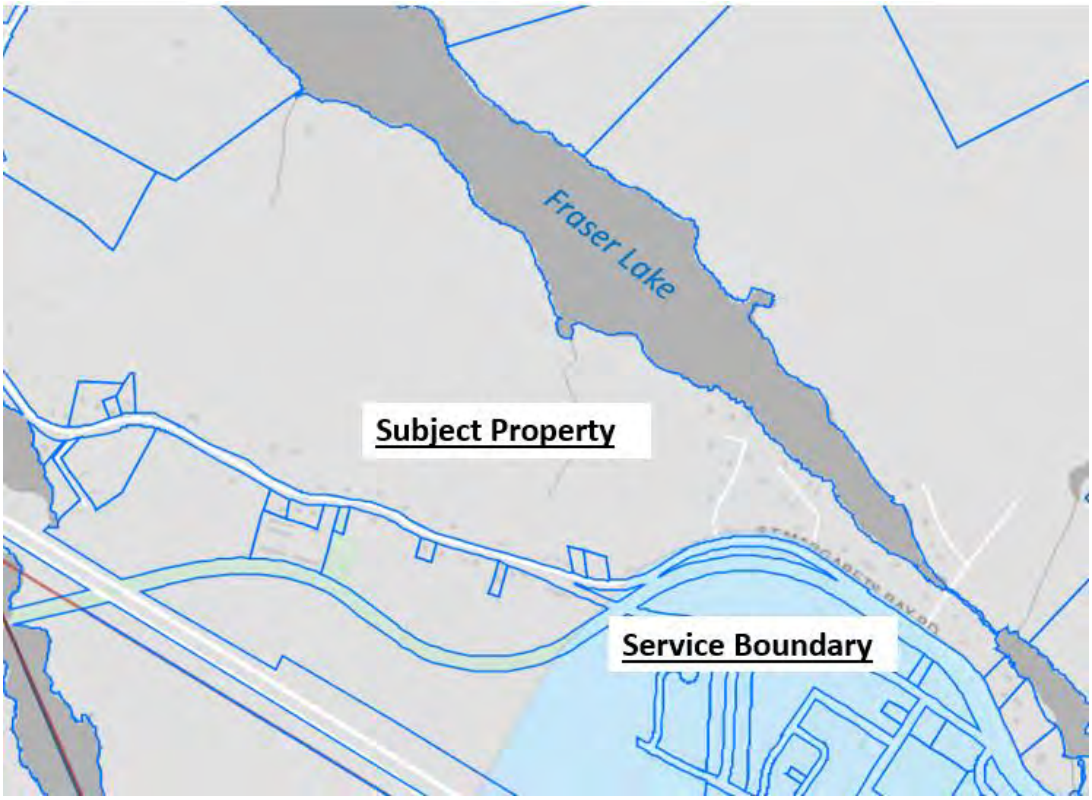
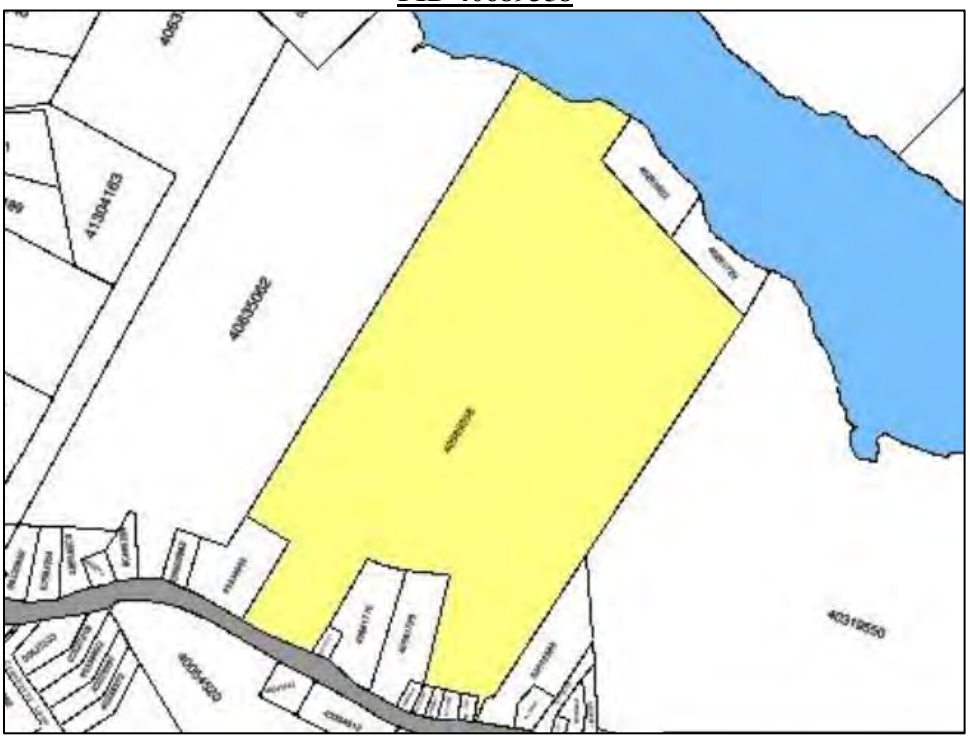


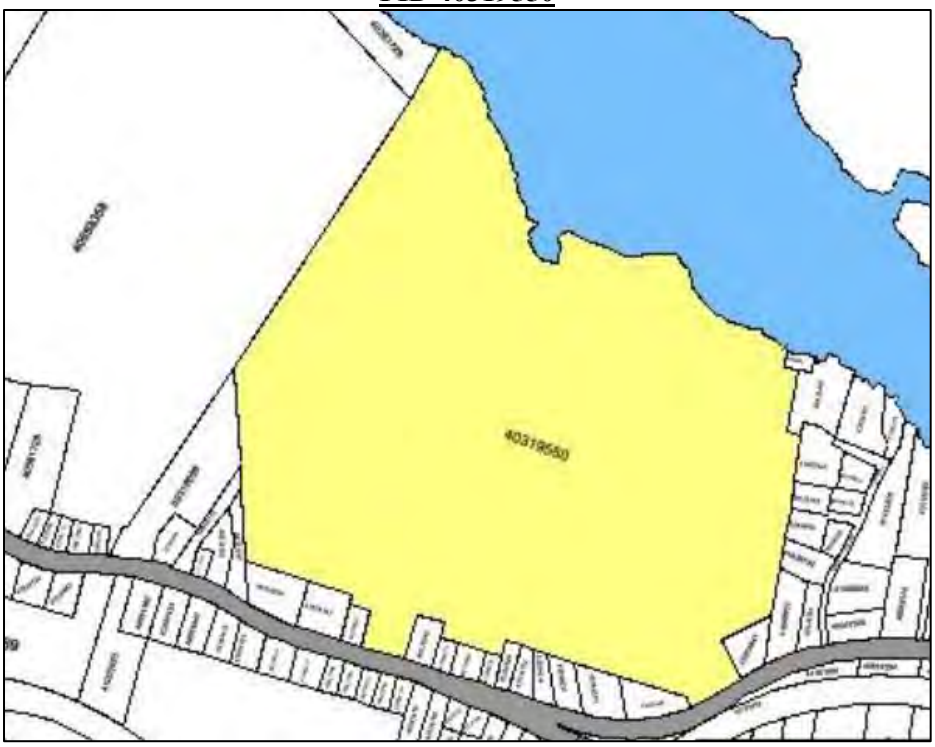
Figure 2 - Fraser Lake Lands – Existing Service Boundary

Land Parcel's

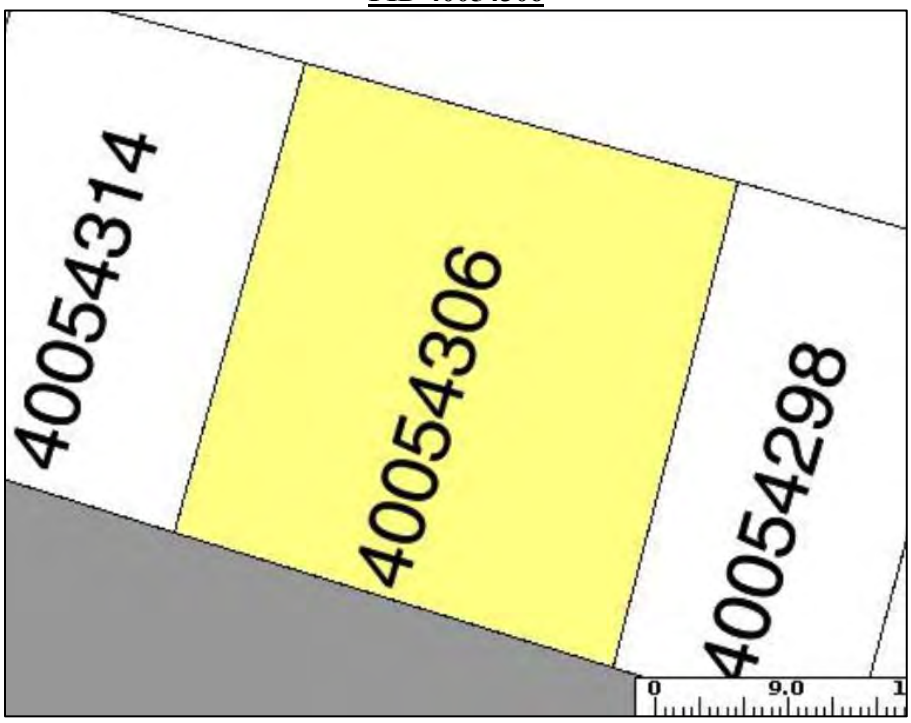
PID 40689358



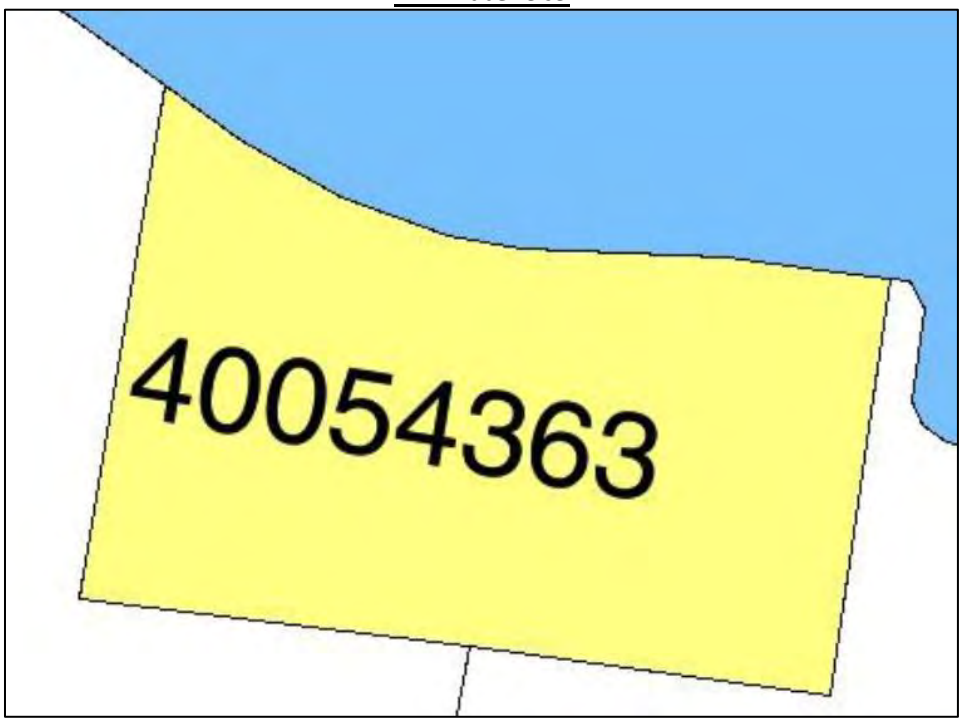
PID 40319550



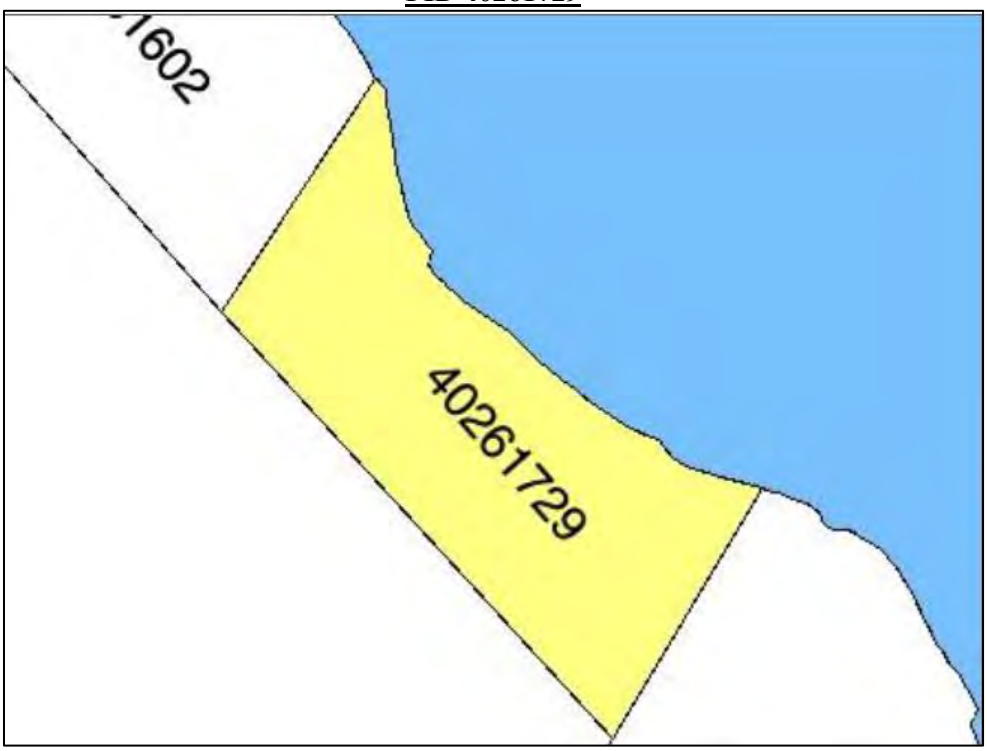
PID 40054306



PID 40054363



PID 40261729



C380

jones & co.
ARTIST MANAGEMENT

April 2, 2022

Subject: Regional Plan - New Requests - Case C337

To Whom It May Concern:

I am a resident of Timberlea and live on Fraser's Lake. I am writing regarding my grave concern over the request from Clayton Developments Limited to extend the serviceable boundary to enable the development of 690 units in Timberlea. I am shocked that this proposal would even be considered given the issues listed below.

My most immediate concern is environmental. This proposed development directly fronts on to Fraser's Lake, and a significant portion of this proposed development area contains a watercourse/wetland area. Based on the satellite map, approximately 15 acres of the proposed development is watercourse/wetland which would not be suitable for housing or sewer. This is contained within PID 40319550, and contains beavers and their dams, ducks, geese, many types of birds and various other wildlife – we are surrounded by wildlife on the lake. It is my understanding that, per 2.3.2 of the HRM Regional Municipal Planning Strategy, it is HRM's intent to prohibit the development of wetlands and this falls under the jurisdiction of the Nova Scotia Provincial Government, and requires an Environmental Impact Assessment to be completed and reviewed. Has this been completed?

I am also gravely concerned about groundwater runoff in our area. The topography of all of these lots is such that it slopes down towards Fraser's Lake. With the amount of clear cutting required to achieve the suggested development density of 6 units per acre, this would significantly and negatively impact groundwater runoff in the area in the direction of the lake. As it is currently, the lake routinely floods causing issues for residents including property damage and water entering their homes, predominantly at the eastern end of the lake. Additional groundwater runoff could severely impact the integrity of our homes and properties.

The negative impact the clear cutting of lake frontage land will cause to the lake itself is also of concern. This will significantly and irreversibly negatively impact the flow of water systems into the lake and ecoculture surrounding the lake, causing disturbances to the food supply and killing off the rare supply of fish and other amphibious animals that live in and around the lake.

Fraser's Lake is included in the Blue Mountain - Birch Cove Lakes Wilderness Area. A development of this proposed density and the associated negative environmental impact is completely contradictory to the purpose and intent of the of the wilderness area designation. The lake is a noted traditional water route per Map 3 of the Regional Plan and would be negatively impacted by the proposed development as per the previous points.

While Clayton's proposal speaks to the lands being a suitable extension for serviced growth, it does not include any discussion regarding methods to mitigate these environmental concerns. These environmental concerns are specifically mentioned relating to Fraser's Lake in the Timberlea/Lakeside/Beechville Municipal Planning Strategy ("Secondary Plan") on page 14 as follows, "the area's slope, soil and drainage constraints and the potential development impacts on waterbodies adjacent to the communities, minimum lot sizes in excess of provincial standards for septic tank installation will be required."

Another issue that I have with the proposal is that it speaks to the area being designated as Urban residential. This is not consistent with the HRM Regional Plan's Map 2, which designates the area as RURAL COMMUTER. A development of this nature would not be in line with the spirit of the rural commuter designation as it is not low-density development and would not preserve the natural features that foster the traditional community character.

Additionally, this proposed development would not be consistent with the other recent developments located on Fraser's Lake, which is the unserviced development of Eider Dr and Goldeneye Drive. This development, which was completed in approximately the last 10 years, comprised 64 units over 210 acres, an average of 3 acres per unit, which is drastically different than the proposed 0.16 acres per unit per Clayton.

Finally, the schools in the area are already overrun, with additional modular schools already being required to be used in addition to the main schools. Given the rapid increase in population in other areas within the schooling zone including the Brunello Estates development, this would put additional pressure on an already overtaxed schooling zone.

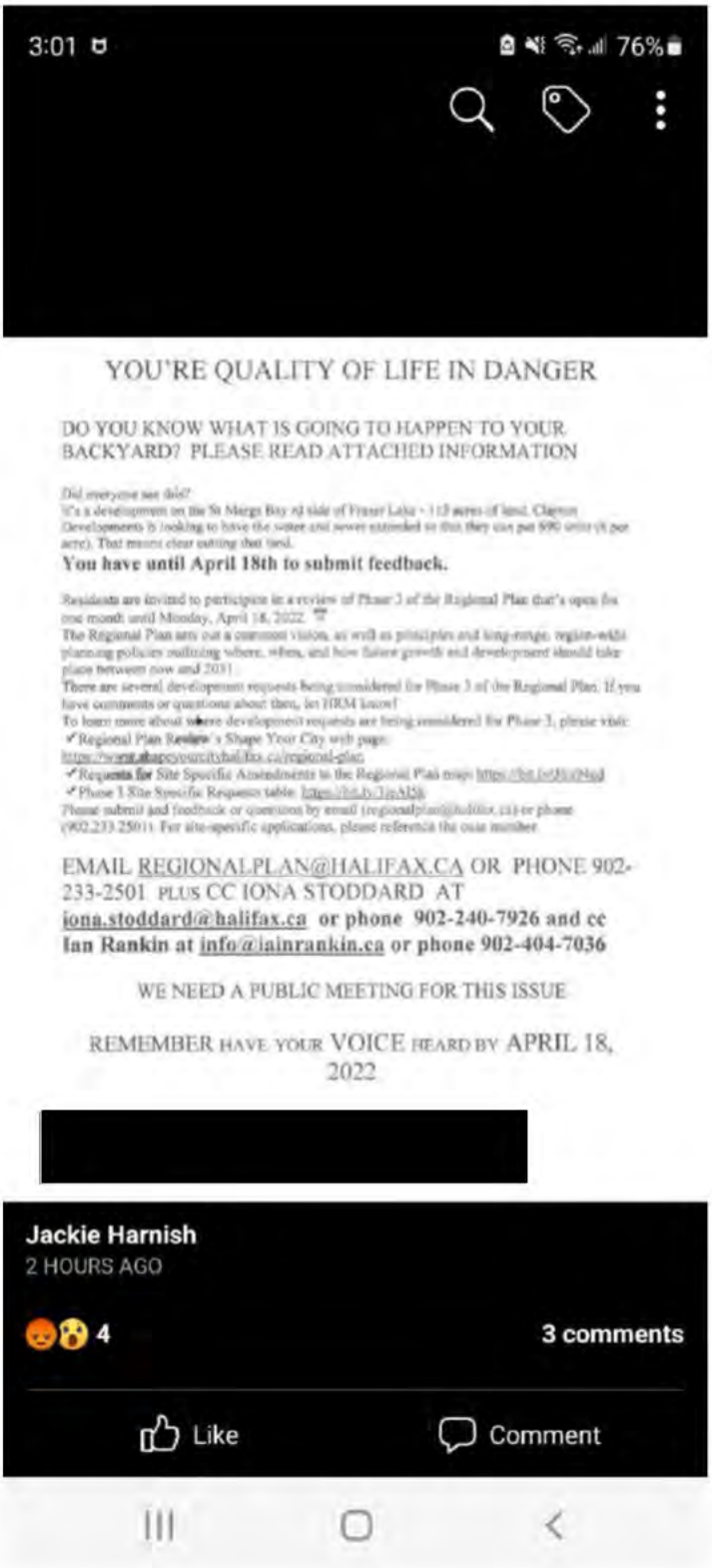
I urge you to give the foregoing serious consideration. Please confirm receipt of this email.

Thank you

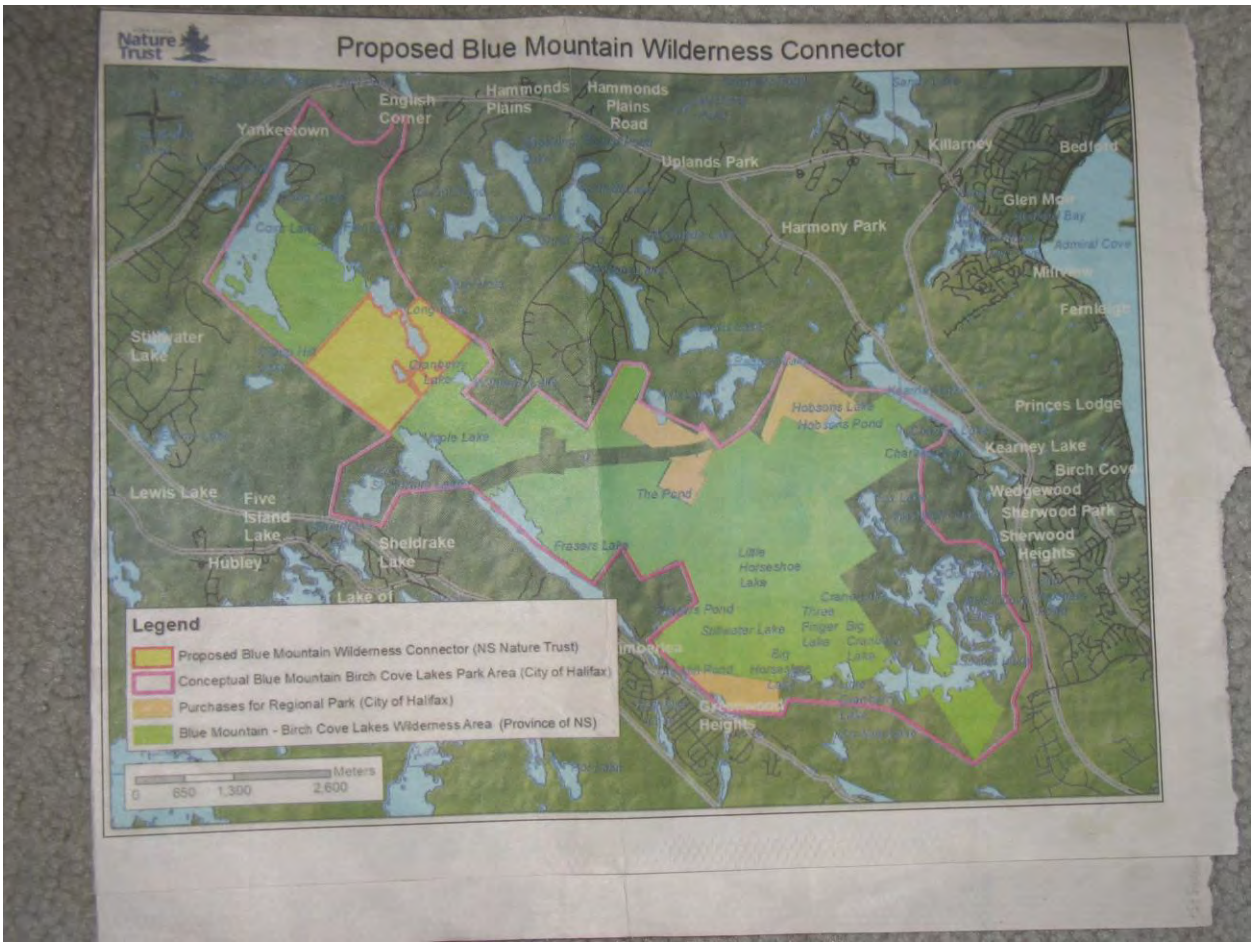
Original Signed

Sheri Jones
[redacted]

C398


3:01
76%
YOU'RE QUALITY OF LIFE IN DANGER
DO YOU KNOW WHAT IS GOING TO HAPPEN TO YOUR BACKYARD? PLEASE READ ATTACHED INFORMATION
Did everyone see this?
It's a development on the St Margs Bay nl side of Fraser Lake - 113 acres of land. Clayton Developments is looking to have the water and sewer extended so that they can put 990 units (8 per acre). That means clear cutting that land.
You have until April 18th to submit feedback.
Residents are invited to participate in a review of Phase 3 of the Regional Plan that's open for one month until Monday, April 18, 2022.
The Regional Plan sets out a common vision, as well as principles and long-range, region-wide planning policies outlining where, when, and how future growth and development should take place between now and 2031.
There are several development requests being considered for Phase 3 of the Regional Plan. If you have comments or questions about them, let HRM know!
To learn more about where development requests are being considered for Phase 3, please visit:
✓Regional Plan Review's Shape Your City web page:
https://www.shapeyourcityhalifax.ca/regional-plan
✓Requests for Site Specific Amendments to the Regional Plan map: https://bit.ly/3Ji0Nqd
✓Phase 3 Site Specific Requests table: https://bit.ly/3jeAI5h
Please submit and feedback or questions by email (regionalplan@halifax.ca) or phone (902.233.2501). For site-specific applications, please reference the case number.
EMAIL REGIONALPLAN@HALIFAX.CA OR PHONE 902-233-2501 PLUS CC IONA STODDARD AT iona.stoddard@halifax.ca or phone 902-240-7926 and cc Ian Rankin at info@iainrankin.ca or phone 902-404-7036
WE NEED A PUBLIC MEETING FOR THIS ISSUE
REMEMBER HAVE YOUR VOICE HEARD BY APRIL 18, 2022
[redacted]
Jackie Harnish
2 HOURS AGO
4
3 comments
Like
Comment

C414


Nature Trust
Proposed Blue Mountain Wilderness Connector
English Corner
Hammonds Plains
Hammonds Plains Road
Yankeetown
Uplands Park
Killarney
Bedford
Glen Mor
Harmony Park
Admiral Cove
Millview
Fernleigh
Stillwater Lake
Princes Lodge
Hobsons Lake
Hobsons Pond
Kearney Lake
Birch Cove
Wedgewood
Sherwood Park
Sherwood Heights
Lewis Lake
Five Island Lake
Hubley
Sheldrake Lake
Fraser's Lake
The Pond
Little Horseshoe Lake
Three Finger Lake
Big Crandall Lake
Stillwater Lake
Legend
Proposed Blue Mountain Wilderness Connector (NS Nature Trust)
Conceptual Blue Mountain Birch Cove Lakes Park Area (City of Halifax)
Purchases for Regional Park (City of Halifax)
Blue Mountain - Birch Cove Lakes Wilderness Area (Province of NS)
Meters
0 650 1,300 2,600

C424

[redacted]
Terence Bay. NS
[redacted]
13-4-22

Councillor Cuttell
District 11

Dear Patty,

Please find below my feedback on Exhibition Park C086 – Request by Fathom Studio, on behalf of BANC Developments, to consider a 1,016 residential unit development.

I understand the pressing need for more housing, and I am not against new residential development proposed for the Exhibition Park property.

I do however want to ensure that the new development does not have any adverse effect on the Prospect Communities.

Primary concerns would be for the impact on traffic on the already stressed area from Mills Drive in Goodwood to the end of the Prospect Road where it joins St. Margaret's Bay Road. This stretch of road serves to access the Municipalities Compost facility, Ragged Lake Bus depot, heavy industrial traffic destined for Mills Drive and special events traffic at the Exhibition Park grounds along with daily commuters from the Prospect area. In addition, the Prospect Road is the "Gateway to Peggy's Cove" resulting in high tourist traffic.

Also, of concern would be access onto the St Margaret's Bay Road and the congestion caused by lack of parking for dog walkers and visitors to Long Lake Park. This area is currently a problem in the warmer months and in desperate need of being improved.

The Prospect communities only have one route in to and out of the city. To add additional traffic from a new community larger than any existing community along the Prospect Road would create mayhem.

Imminent plans for the huge light industrial development of Ragged Lake will likewise necessitate additional access points rather than further burdening the Prospect Road with increased traffic.

In the early 2000's HRM planning for District 4 deemed that the Prospect Road was "at capacity" and yet twenty years on we see pockets of development in all the Prospect communities and little improvement to the transportation infrastructure.

The Exhibition Park development would benefit from direct access onto Dunbrack Street which would then benefit residents of the Prospect area by providing an option to access the city.

If the new development at Exhibition Park is planned to accommodate 4,300 people where will the children go to school? All the schools in the Prospect area are aging, most being fifty plus years old. With the predicted amount of new developments planned for HRM there is an urgent need to review school boundaries for the Halifax Regional Education Centre and where needed build new school facilities.

All the villages that make up the Prospect Communities are on wells. We place great value in protecting our environment and ensuring a pristine supply of groundwater. As residents we have been saddened by repeated threats to remove front end separation systems from the Otter Lake landfill. We continue to fight this battle.

The proposed Exhibition Park development must not have any adverse effects on the Terence Bay River system that serves communities from Goodwood to Terence Bay. There are also serious concerns for the integrity of the watershed from the planned development of Ragged Lake Light Industrial Park and the new larger Municipal Compost facility and the effect on the Prospect River system.

The Regional Plan for District 4 is critically in need of an update. District 4 is defined as rural. A comprehensive plan for District 4 should incorporate consideration of all impacts of development and not reflect a piece meal approach to growth. Indeed, planning permission for large developments should not be fast tracked at the expense of established rural communities.

As residents, we need to ensure that we are not moving too quickly and that we control urban creep that has the potential to negatively impact our rural lifestyle. Approval of Case 086 as it is presented will certainly have many negative impacts on our existing Prospect Communities. The updated plan for District 4 must address all of the concerns noted above before development approval is given to Case 086.

I request that you, as Councillor for District 11 and Planning District 4, call for a moratorium on Case 086 until these matters are addressed.

Respectfully submitted
Barb Allen
Terence Bay

C430

Leah Perrin
Principal Planner
Regional Policy Program
Planning and Development
Halifax Regional Municipality
perrinl@halifax.ca
(902) 476-3792

Wendy Krkosek, Ph.D. P.Eng.
[redacted]
Halifax, NS
[redacted]

April 15, 2022

Re. Halifax Regional Plan – PID 41342080

Dear Ms. Perrin,

I am writing to you today as a resident on Halls Rd. to oppose the proposal made to Council to change the zoning of lands located behind Halls Road PID 41342080 fronting on Purcells Cove Rd. by ZZap Consulting. My understanding is that the original proposal by ZZap has been changed and they are now requesting the lands be changed from Urban Reserve to Rural Commuter, allowing for unserviced subdivision development of possibly up to 5 houses. I am pleased to hear there will be no extension of services as this would have led to significant impacts in the area both ecologically and from a traffic and safety perspective.

My family moved to Halls Rd. [redacted]. We immediately fell in love with the street, the people and the lake and forest within which we live. PID 41342080 is [redacted] and it is a truly unique piece of land that would be a travesty to clear for multiple dwellings. The slope is steep from Purcells Cove Rd. down towards the water and the forest is very different from most Nova Scotia forest. It has towering ancient white pine and hemlock and is home to at least one parliament of Barred Owls. A biodiversity/ecological study should be done on this parcel of land as it is truly unique in the area and I believe presents important habitat for many plants and animals. It is an ecologically rich and important forest.

Maintaining this parcel as a wildlife corridor and buffer for the lake is critical for future water quality in the lake. Williams Lake has seen deterioration in water quality recently and 2021 saw several toxic cyanobacteria blooms. These changes are due to a combination of climate change impacts (increased summer temperature, changes in precipitation patterns and lake recovery from acidification) combined with stormwater runoff and urbanization along the shores of the lake. If we want the residents of HRM to be able to recreate on this lake in the future, especially now that much of it is a park, we need to take action to prevent further development along its shores. HRM is investing in a significant lake monitoring program that starts this year. Williams Lake is one that will be monitored, it is prudent that we do not allow development to further degrade water quality in the lake. With the significant slope of this land toward the lake, any land clearing and change in land use will affect stormwater runoff patterns and water quality entering the lake, including potential for sediment runoff and increased nutrient inputs to the lake, which could further fuel harmful algal blooms.

This piece of land has been a public access point to swimming in Williams lake for generations. It allows people from the city to walk, bike and bus to enjoy a day soaking up the sunshine on the rocks of the

shores of the lake. Rather than allow for development of this parcel of land, this parcel should be protected by HRM and added to the lands of the Shaw Wilderness Park to allow for more public access to the lake and enjoyment of the forest for generations to come. Public access to swimming sites along the Shaw wilderness park is a much longer walk into the forest than access from this parcel.

Purcells Cove Rd is already unsafe for pedestrians and children biking due to the volume and speed of traffic on the road and lack of sidewalk. Further development of this parcel and addition of multiple houses would further exacerbate this issue. Furthermore, the Armdale Rotary is already beyond capacity. There is significant future growth slated for Herring Cove Rd which will increase traffic through the rotary, so minimizing additional traffic burden on the rotary is important.

My understanding is that there is another request (case 22257) in to change zoning of a portion of the Purcells Cove Backlands from urban reserve to rural commuter. For many of the same reasons outlined in this letter, HRM should also not allow this change. That area has not only ecological significance, it has historical significance as well. It is a heavily used recreational area with numerous trails that connect directly to Shaw Wilderness park. All of this would be lost with development of this land.

In conclusion, as a resident of the Halls Rd community and HRM in general, it is my recommendation that HRM does not allow the change in zoning of PID 41342080 to rural commuter to allow for multiple dwellings. HRM should take steps to understand the ecological significance of the land and protect it in order to preserve the unique forest lands, protect lake water quality from further deterioration and allow public access to the parcel as part of an extension of Shaw Wilderness Area.

I would appreciate if you could acknowledge receipt of this letter.

Sincerely,

Original Signed

Wendy Krkosek Ph.D. P.Eng.

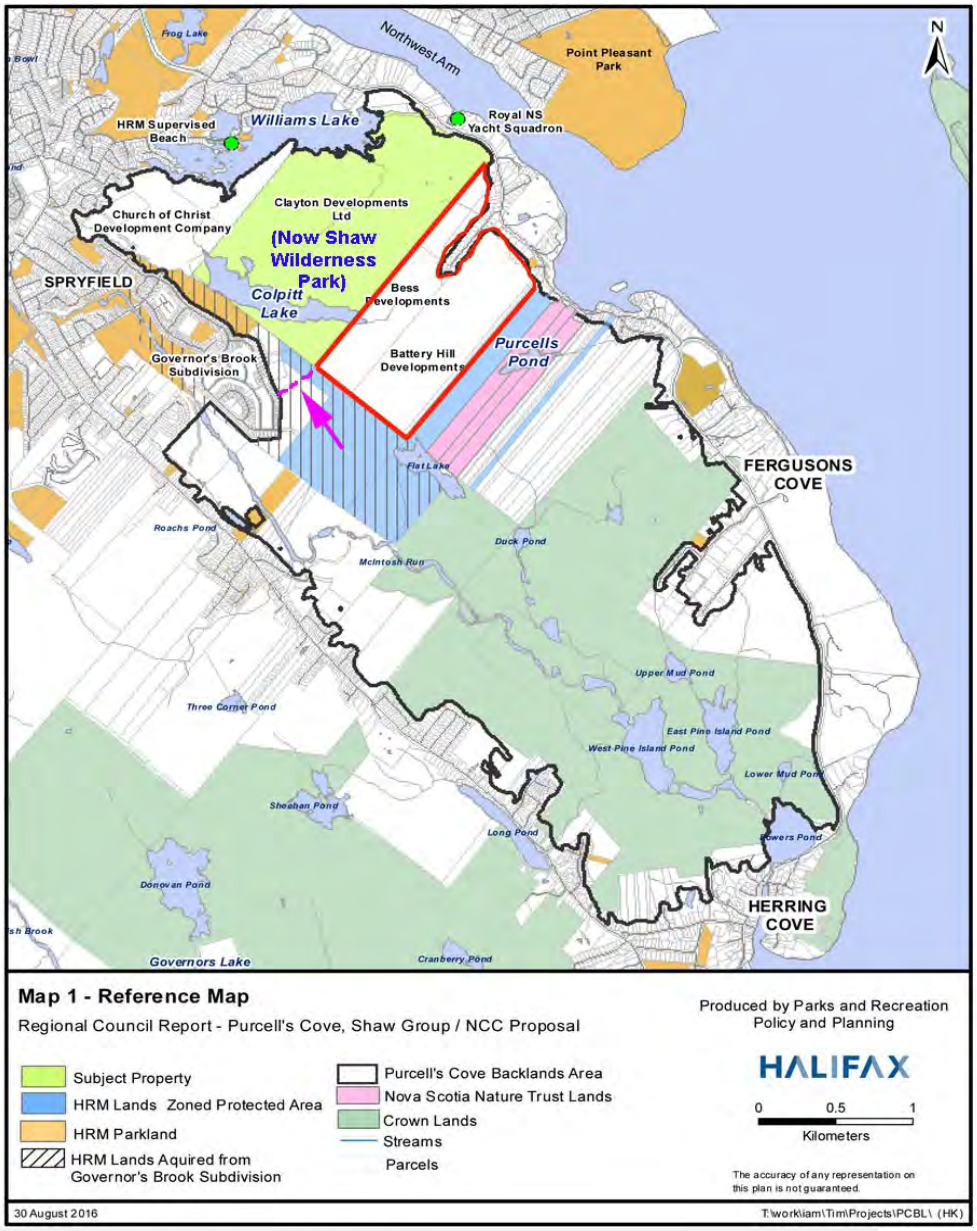
Cc: Patty Cuttell, Shawn Cleary, Mayor Savage.

C456

Regarding C025, Case number 22257 – the "Oceanview Urban Reserve Lands"
Submission to Regional Plan Review - Phase 3 "Quick Adjustments.

- **David Patriquin** Prof. Of Biology, Dalhousie University (retired); Halifax Peninsula resident, **April 17, 2022**

As I understand it, this proposal would see the lands outlined in red in the map below developed to accommodate 82 units based on Conservation design development Policy.



Map showing ownership of the Backlands in 2016. The 'Oceanview Urban Reserve Lands' are outlined in red. To the Northwest in bright yellow-green are the Clayton development lands which are now the **Shaw Wilderness Park (SWP)**. The blue parcels to the southeast and southwest are are **HRM zoned Protected lands**, then there are the **Nature Trust Lands (Purcell's Cove Conservation Lands)** in pink. The green lands are undeveloped **Crown lands**, and the white lands within the boundaries of the Backlands are **private but currently not-developed lands.**

The arrow points to what would become a **bottleneck or pinch point** between the SWP lands and the rest of the Backlands if the Oceanview Urban Reserve Lands were developed. Map modified from that given in Purcell's Cove Backlands – Shaw Group/Nature Conservancy of Canada Proposal Item No. 14.1.8 Halifax Regional Council September 20, 2016

Please consider the following points.

1. The issue needs to be better vetted. Currently, the only notification about it, at last that I am aware of, is text in a table in the Regional Plan Review: Themes and Directions What We Heard (HRM Regional Council Dec 14, 2021), PDF pages 44-46

From PDF pages 44 to 46 in Regional Plan Review – Themes and Directions What We Heard (December 14, 2021)

Table 3: Urban Reserve

Applicable Regional Plan Policy:

3.2.2 Urban Reserve Designation

The Urban Reserve Designation is intended to ensure that a supply of land is available for serviced development over a longer term horizon.

The following seven areas are designated as Urban Reserve:

1. **interior lands bounded by Highway 7, Ross Road, Highway 207 and Broom Road (Cole Harbour/Westphal);**
2. land surrounding Anderson Lake area (Dartmouth/Bedford);
3. Governor Lake North (Timberlea);
4. **Ragged Lake (Halifax); [See Industrial Lands Table]**
5. **Kidston Lake lands (Spryfield/Herring Cove);**
6. **Purcell's Cove area back lands; and**
7. private lands in the Blue Mountain - Birch Cove Lakes Regional Park area.

S-3 The Urban Reserve Designation shall be established on the Generalized Future Land Use Map (Map 2) to identify those lands situated outside the Urban Settlement Designation where serviced development may be provided after the life of this Plan.

S-4 HRM shall, through the applicable land use by-law, establish an Urban Reserve Zone to regulate development of lands within the Urban Reserve Designation. This Zone shall permit open space uses and limit residential development to existing lots and to one lot subdivided from an existing lot under lot frontage exemption provisions of the Subdivision By-law on a property identified by PID No. 00270934.

		Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Urban Reserve	n/a (Case 22257)	Purcell's Cove Backlands Urban Reserve (All lands in the Urban Reserve Designation, Purcell's Cove Road area)	Staff-initiated as a result of HRM's acquisition of Shaw Wilderness Park	• Under the Regional Plan these lands are designated Urban Reserve, which envisions future serviced development beyond the life of the Regional Plan (after 2031)	• On June 8, 2021, Regional Council passed the following motion: "Consider amendments to the Regional Municipal Planning Strategy, the Halifax Secondary Municipal Planning Strategy and Halifax Mainland Land Use By-law	• **Phase 4 – Draft Regional Plan** • As part of this review: - Re-designate and rezone the Shaw Wilderness Park lands to reflect its intended use as a Regional Park; - Acknowledge that an urban form of serviced development is no longer envisioned in this location
		Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Urban Reserve	C025	Lands on Purcell's Cove Road, Halifax (PID 41342080)	Request from ZZap Consulting, on behalf of Tony Maskine, to include lands currently within the Urban Reserve designation within the Urban Service Area boundary, to allow for subdivision for serviced development	• Halifax Green Network Plan, Action 66: "During the next Regional Plan review amend the Regional Plan to recognize recent land acquisitions [i.e. Shaw Wilderness Park] within the Purcell's Cove Backlands as Regional Park and consider open space planning for the remainder of this area."	for lands currently designated and zoned Urban Reserve in the Purcell's Cove Backlands area (as shown on Map 1 of this report), through the ongoing Regional Plan Review (Case 22257) in order to protect environmentally significant features in the area, consistent with the policy directions outlined in this report." • Future development should consider the objectives of the Integrated Mobility Plan to support transit-oriented development, support the Halifax Green Network Plan's objectives to adequately protect wilderness areas and connections, and follow policy guidance found in HalifACT2050, Sharing Our Stories and Halifax Water's Infrastructure Master Plan. • **Proposed housing units (estimated):** Approximately 86 units based on Conservation Design Development policy (1 unit per hectare)	and re-designate and rezone the remaining privately-owned lands currently zoned and designated Urban Reserve to the Rural Commuter designation; - Adopt policy that will allow limited development through the Conservation Design Development process; - Adopt policy to direct future consideration of these lands as part of the Secondary Plan & By-Law Simplification program.

The map referenced (https://hrm.maps.arcgis.com/apps/instant/minimalist/index.html?appid=57186103720b43c9ac8c1621b9a44c2b) lumps both the Shaw Wilderness Area and the "Oceanview Urban Reserve Lands" (my description of the CO25 portion) as one unit so it's not clear what is what.

Extract from map showing **Requests for Site Specific Amendments to the Regional Plan**

More importantly, what happens on this block of land has significant repercussions for the Backlands* as a whole and so it should be vetted as such with notifications for all of the surrounding communities and recreational and conservation groups affected. Those would include people on Peninsular Halifax, as the Backlands are a popular recreational area for many individuals and families living on the Peninsula (myself and family included!).

***Where are the Backlands**? Easily reached from peninsular Halifax by foot, bike or bus, the Purcells Cove Backlands encompass approximately 1350 hectares of urban wilderness within Halifax Regional Municipality. The Backlands are enclosed by Herring Cove and Purcells Cove Roads and extend from Williams Lake Road at the northwest to Power's Pond at the southeast. Water from the Backlands flows through the coastal communities and into the sea, transcending man-made boundaries and binding the communities to the Backlands. There are the large watersheds with their lakes, wetlands, rivers and streams. Also, high vantage points, granite outcroppings, forests and habitat for many insects, animals, fish, reptiles, turtles, song birds, birds of prey, terrestrial birds and waterfowl. - From Backlands Coalition submission to the Regional Plan Review +10 August 12, 2020

The Backlands Coalition in their submission of August 12, 2020 provides an overview of this area and makes a case for the *whole of the undeveloped Backlands to be given zoning of open space protected status*.

Below I reiterate and provide some further detail on two aspects – Ecology/Natural History, and Recreational Use - which illustrate why we should be considering any proposals for development of currently undeveloped lands with the Backlands in the context of the whole of the Backlands. I make these comments as a biologist and author or co-author of several studies on the ecology of the area* and as an active past or current member of several local natural history and trail groups that make use of the area.

*-Nick Hill and David Patriquin. 2014. **A Rare, Fire-Dependent Pine Barrens at the Wildland-Urban Interface of Halifax, Nova Scotia**. Slideshow presentation to the Wildland Fire Canada 2014 Conference, Halifax, N.S. Oct 6-9, 2014

- Hill, N. and Patriquin. D. 2014. Ecological Assessment of the Plant Communities of the Williams Lake Backlands. Report to The Williams Lake Conservation Company. A publication of the Williams Lake Conservation Company

- Patriquin, D. 2016. Water quality measurements on Williams Lake and Colpitt Lake (Halifax, N.S.) Dec 7-13, 2015 with reference to possible impacts of road salt. Report to Williams Lake Conservation Company, Halifax, Nova Scotia, 39 pages.

- Species List for the Purcell's Cove Conservation Lands: 2012 Update Submitted to Nova Scotia Nature Trust Sep. 14, 2012. David Patriquin, Bob McDonald, Burkhard Plache

- **Regeneration of Forest and Barrens after the Spryfield Fire**
(Photos and text from a talk given to Halifax Field naturalists on Sep. 2, 2010)

2. Ecology/Natural History

The 'Backlands' comprise a roughy rectilinear NW/SE oriented property of approx. 1350 ha of undeveloped, roadless land lying between Williams Lake to the northwest and Powers Pond/Herring Cove to the southeast, and bordered on its long axes by Purcells Cove Road to the northeast and Herring Cove Road to the southwest.

It is a remarkable piece of wilderness situated within an urban framework, just off of the Halifax Peninsula. It is a mosaic of lakes, streams, wetlands, forests, bushlands, rock barrens and pine barrens.

The Backlands host at least 7 distinct upland plant communities and 7 distinct wetlands and other sites of water storage or channeling.The mosaic of barrens, forests and wetlands close to the coast make the area very important habitat for nesting and transitory migratory birds. It has a dramatic geological structures including large rock outcrops ringed around their tops by Jack Pines (pic below), boulder fields, fields of whalebacks, massive erratics, a contact zone between intrusive granites of the south Mountain batholith and folded metamorphosed Halifax Group black slates and siltstones of the Meguma Supergroup.

There is also a lot of recent industrial history in the backlands to celebrate and protect, e.g., the first industrial railway in the Maritimes, the old quarries and more. Not so well known, but importantly, we are gradually learning about a significant presence of indigenous people in the area.

Fragmentation The Backlands are a relatively small area, and any loss or fragmentation of what currently remains undeveloped could have a disproportional impact on the Ecological Integrity of the Backlands ecosystem as whole, and particularly on the pine barrens. The proposed development of the 'Oceanview Urban Reserve Lands' is a case in point as it would create a significant pinchpoint in the connectivity of these lands - see the arrow pointing towards the potential pinchpoint in the map on p. 1 above.

Hydrology On this rough, bouldery landscape, more than 80% of water drains via seasonal and underground watercourses that are not protected by legislation.* The proposed developments would disrupt hydrological processes that maintain the lakes and wetlands, notably Flat Lake and Purcell's Pond. *See Section 7 pp 48 ff in Ecological Assessment of the Plant Communities of the Williams Lake Backlands

Fire: an important consideration. The pine barrens host a nationally unique and globally rare vegetation type, the Jack Pine-Broom Crowberry Barrens. Like other pine barrens in N.A., they are adapted to repeated fires and occur on landscapes prone to repeated fire. We leaned that the hard way in 2009 when approx. 800 ha burned within about 24 hours. 8 houses burned to the ground, more partially. Those homes had been built integrated into the natural landscape, without apparently, any recognition that it is a fire prone landscape. When the neighbourhoods were rebuilt, fire-smart practices were introduced, including large treeless borders, clearing of natural vegetation, fuel etc. making those neighbourhoods no longer part of the natural ecosystems and effectively fragmenting the natural habitats. Across the way, the Governor Brook's development completely pulverized the barrens to build houses.

In short, there is no model of development within the contiguous Backlands that is compatible with maintaining the natural habitat and connectivity and living with some level of fire within the undeveloped Backlands.* The proposed developments would both destroy habitat and fragment the larger area of the Backlands.

***"Living with some level of fire"**: we already do. Small fires occur every year in the Backlands and are put out fairly quickly. Those fires serve to regenerate the pine barrens communities and also reduce the accumulated tinder and the threat of really large fires such as the Spryfield fire of 2009 which burned approx 800 hs of the Backlands (area approx 1350 ha). We need to develop a more deliberate fire strategy that both recognizes the fire-dependent and fire conducive nature of the Jack Pine/Broom Crowberry Barrens, and reduces fire risk to neighbouring communities. This is possible if development is limited to the periphery of the Backlands, but not if there are many settled incursions into the Backlands. See Section 8.2 pp 78 ff in Ecological Assessment of the Plant Communities of the Williams Lake Backlands.

Above: Magical natural gardens in the Backlands
Outcrops supporting the globally rare Jack Pine-Broom crowberry barrens are the envy of many from away.

3. Recreation/Tourism

Right now, Halifax & Nova Scotia have bragging rights about a significant wilderness area with beautiful, rare pine barrens, hiking, incredible mountain biking trails, and beautiful swimmable lakes on the doorstep of our capital city.

We have yet to realize its potential for tourism. People will visit these areas for the wilderness experience, bird watching, hiking, biking, forest bathing and the like, but not to look at nice homes throughout it.

The Backlands are also an invaluable resource for citizens who live in high density neighbourhoods on the Peninsula, only minutes away. It's part of what attracts people to come to live and work in the Halifax area.

Why would we give up this asset to all of us for the sake of 81 upscale houses that could be readily built in areas not requiring such tradeoffs?

C479

Halifax, April 12, 2022

Leah Perrin.
Principal Planner,
Regional Planning
Halifax Regional Municipality

Dear Ms. Perrin:

Re: Potential zoning change for property PID 41342080 and requests to extend city services to it.

We are a retired couple living at [redacted], having a direct access to the Williams Lake and the beautiful nature surrounding it.

Halls road is a small community of eight houses, a neighborhood that values the privacy, tranquility, and country-like style of living around our little lake. We all have our own wells and septic systems that we take care of and see no need of extending the city water and waste management services to our area and beyond.

We tend to our rhododendron gardens and enjoy the wildlife around us, being it deer grazing in the surrounding woods or listening to the calls of our loons on the lake. We are bordering the Shaw Wilderness Park through a beautiful mature forest that is now threatened by a high-density development, which would be aided and enabled by the extended city services. The developed PID 41342080 property would then destroy the nurturing recreational character of that part of the lake and the adjoining Shaw Wilderness Park.

The Purcell's Cove Road is a busy traffic artery as is, adding more noise and motor traffic hustle and bustle to it is not compatible with the Lake and the Wilderness Park intended recreational purposes.

We oppose the possible upcoming changes; we think the city and its community will benefit a lot more by preserving the area in its current state.

Paul and Draha Krkosek
[redacted]

Cc: Patty Cuttel
Shawn Cleary
Mayor Savage

Attachment K: New Site Specific Proposals

zzap architecture + planning
1 Canal St, Dartmouth NS B2Y 2W1
www.zzap.ca

C025 - Revised

February 14th, 2022

Leah Perrin
Principal Planner – Regional Planning
Halifax Regional Municipality

Via email: perrinl@halifax.ca

Re: Purcell's Cove Road (PID: 41342080)

Leah:

I am writing to you today on behalf of our client, Tony Maskine. Mr. Maskine owns PID: 41342080, a 9.4-acre parcel fronting on Purcells Cove Road. This can be seen in Figure 1. The property is currently zoned Urban Reserve and designated Residential Development District (RDD) under the Halifax Municipal Planning Strategy as well as designated Urban Reserve under the Regional Plan.

It is our understanding that Halifax Planning Staff are currently undergoing a review of the Regional Plan and I am writing to formally request, on behalf of our client, that PID 41342080 be redesignated as part of the is plan review to Urban Settlement to allow for large lot subdivision development with on-site services.

When the Regional Plan was adopted in 2006, this property was designated as Urban Reserve and zoned Urban Reserve under the Mainland Land Use Bylaw (Figure 2). The

Urban Reserve designation is intended to ensure that a supply of land is available for serviced development over a longer term and has been applied to lands situated outside the Urban Settlement Designation where serviced development may be provided after the life of the Plan (2031). However, the current as-of-right potential for development is limited.

Figure 2. UR zone and adjacent Williams Lake and Shaw Wilderness Park

Since the 2014 Regional Plan Review, circumstances have changed. The municipality purchased much of the Urban Reserve properties around Williams Lake and this land has become the Shaw Wilderness Park. This acquisition leaves our client's parcel as the only undeveloped Urban Reserve property along Purcells Cove Road that abuts Williams Lake. Additionally, serviced land available for residential development has dwindled. Mr. Maskine's property is situated just outside of the urban service boundary and functions as a key delineator between the Shaw Wilderness Park and the Urban Service Boundary (Figure 3).

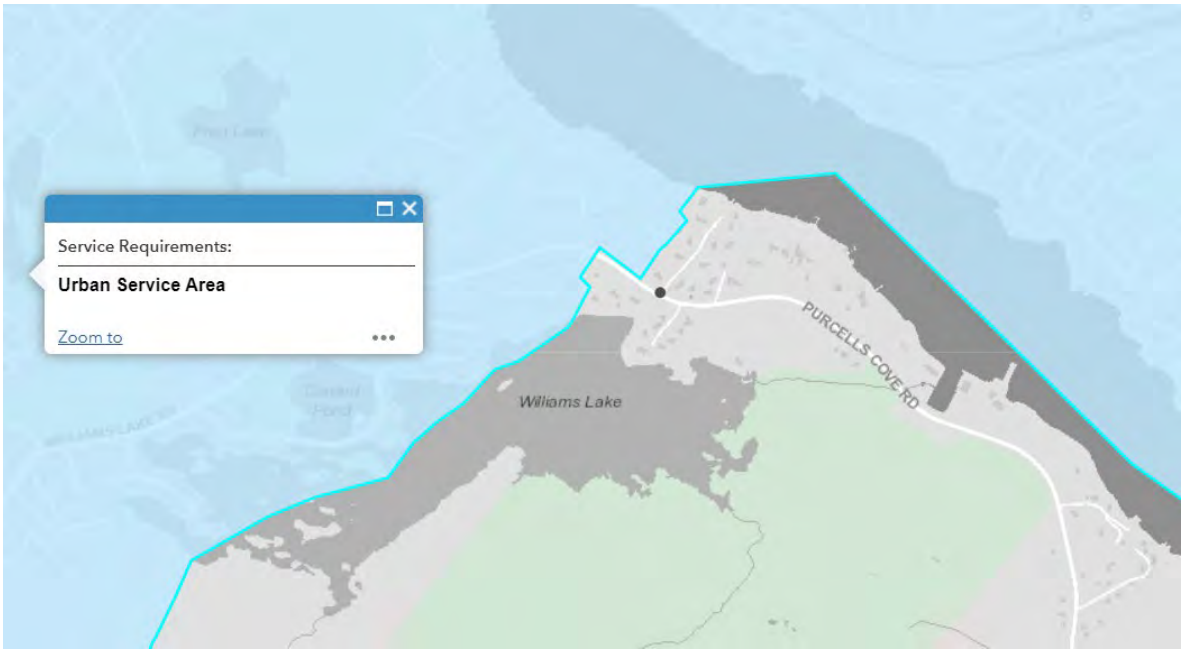


Figure 3. Current Service Area Boundary

Given these realities, our client request that you and your team consider re-designate his land to Urban Settlement and permit large lot subdivision and development with on-site services. We believe a change in policy of this nature can be accommodated during the phase 3 (quick fixes) scope of the regional plan review.

Sincerely,

Chris Markides MCIP, LPP

Original Signed

Urban Planner

ZZap Consulting Inc.

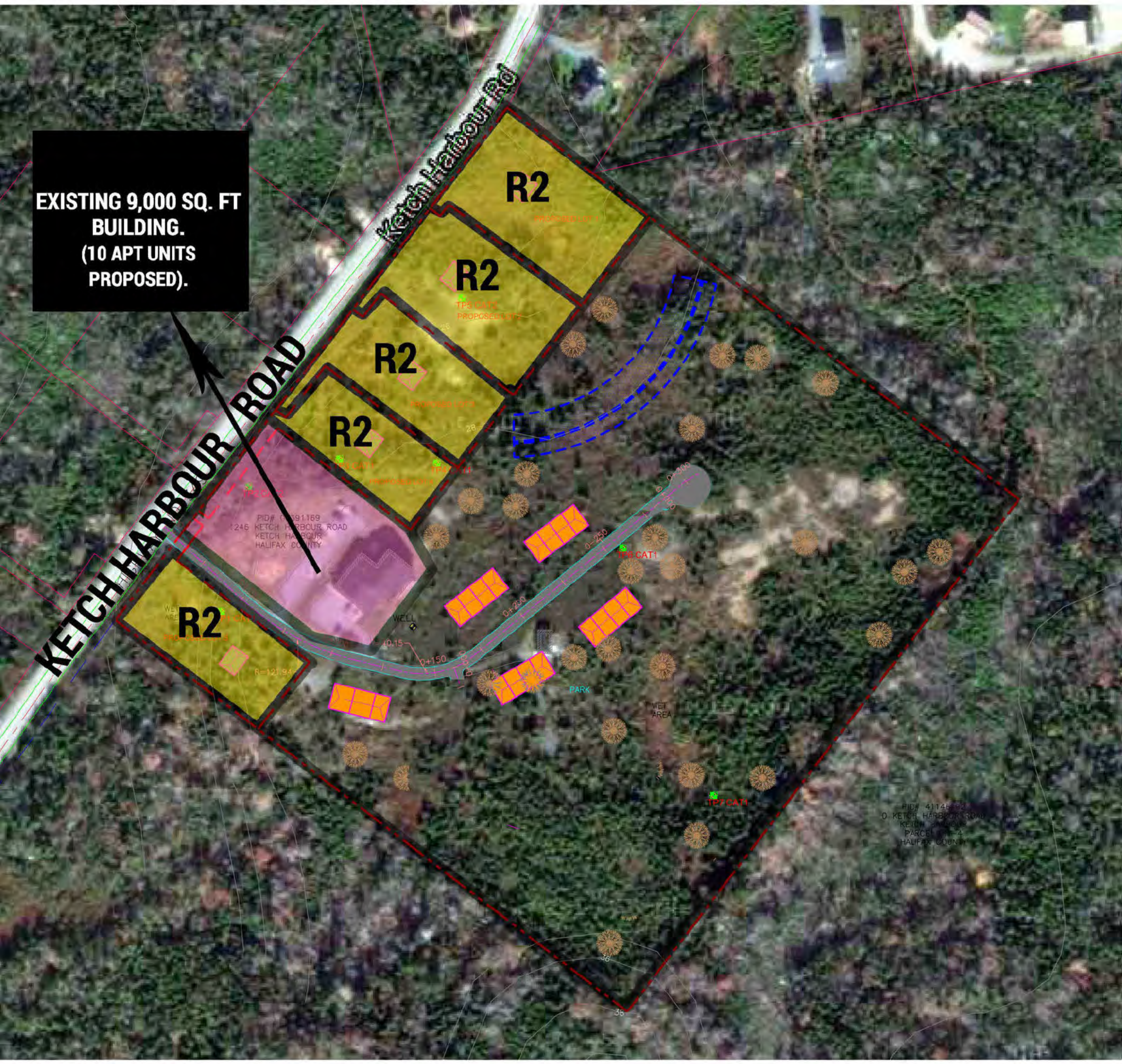
C027
Revised

FOREVER GREEN ESTATES

Supplemental Concept Design

40 Dwelling Units

1246 Ketch Harbour Road, HRM



R2 Two Units (10 in total)

Small Apartment Building (10 units)

Townhouses (20 Units)

C-325

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

SHILO GEMPTON, MCIP LPP
PLANNER III
REGIONAL & COMMUNITY POLICY
PLANNING & DEVELOPMENT

fathom

ARCHITECTURE LANDSCAPE ARCHITECTURE PLANNING INTERPRETIVE WAYFINDING BRANDED ENVIRONMENTS

Montague Golf Course Seniors Building

Issued
Dec 18, 2021

Dear Shilo,

Hi Shilo, thanks for discussing our proposal with your team. As I mentioned, the developer and land owner (Archie Hattie), would like to build 120 unit, 6-storey seniors development at the end of the current driving range on the Links at Montague Golf Course & Academy as shown in the accompanying site plan on PID 00624668 (13.26 acres). The land is subject to an existing development agreement that we would like to amend to add this new development.

As I understand, we would need to secure the servicing to the property in order to be considered for the DA amendment. There is an existing 300mm diameter main already running along Montague Road. This is all within the water serviceable boundary and we would simply connect to the main at the driveway. Sanitary serviceable boundary ends at Serpentine and we would have to extend about 500 meters south and connect to an existing manhole just east of Montague Road.. Our senior engineer (Roger Boychuk) has checked with Halifax Water and there does not seem to be any technical limitations for extending the services to the site, but I understand there would need to be a policy change to adjust the serviceable boundary to this site. The developer is prepared to pay for the sanitary service extension.

We would request, as part of the Regional Plan update, that you consider this serviceable boundary extension for this important project so that we can advance with a DA amendment in the near future.

Let us know if there is any additional information that you would require for consideration.

Sincerely,

Original Signed

Rob LeBlanc, Sr. Planner & Landscape Architect
[redacted]

MONTAGUE
DEVELOPMENT PLAN

Scale = 1: 750
0 15 30m
December 2021

fathom

C-325 (2)

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

SHILO GEMPTON, MCIP LPP
PLANNER III
REGIONAL & COMMUNITY POLICY
PLANNING & DEVELOPMENT

fathom

ARCHITECTURE LANDSCAPE ARCHITECTURE PLANNING INTERPRETIVE WAYFINDING BRANDED ENVIRONMENTS

Montague Golf Course Seniors Building

Issued
Jan 28, 2022

Dear Shilo,

Hi Shilo, thanks for your email considering our request to extend the service boundary to the north by about 500m from its current location. We have reviewed policy SU-4, and while we would consider this request a 'minor adjustment' under the definition of SU4(a), extending the sewer line by only 12 properties north, we would request consideration of this service boundary request in your future regional plan update. The reasons we believe this site is warranted for development include:

1. It is already serviced by water and very close to the sanitary service
2. It is within 200m of the existing #68 bus route (and is designated in the Integrated Mobility Plan as a "potential transit oriented community"). Sidewalks are already installed on the roads near the bus stop just 200m away and could be easily extended to this site.
3. It is close to the potential future Highway 107 Extension (Cherry Brook Bypass).
4. Land uses on this site are already covered through a DA which should be easy to amend if the sanitary sewer services were extended. That means there is no need for a rezoning.
5. As a recreational community centered around an executive 9-hole golf course, a seniors development would allow seniors to age-in-place in an environment where they can stay healthy and active.

We should also note that the developer has a 18.9 acre PID (41066184) that is connected to the servicable boundary through "Fairway Grove" that will never be developed because of the golf course, so there may be some access capacity built into HW's sanitary service figures.

We think this site is well positioned for some density and with the developer agreeing to pay for the sanitary extension, it should be a win-win for HRM in meeting some of its growth targets in an area that can accommodate some growth. The golf course is an amazing resource for seniors and we believe this location would be well received by future tenants in an area that could benefit from some growth. We would request that council give consideration to this minor service boundary adjustment as per of your regional plan update.

Please keep us informed of your progress.

Sincerely,

Original Signed

Rob LeBlanc, Sr. Planner & Landscape Architect
[redacted]

C326

Imon Hadian
[redacted]
Halifax, NS B3S1H5
[redacted]

January 5th 2022

Hello to whom it may concern,

My name is Imon Hadian and I am a developer/builder here in Halifax. I am writing this letter because it has come to my attention that near a piece of land that my family owns there are existing lands that are included in an expansion of the serviceable boundary in the short term. We were informed, our land (PID# 00559997) is not exactly included in the short term project however our piece of land is conveniently right next to where the expansion project will occur. Furthermore, the neighboring lots have services, for that reason I was wondering if we could be included in this serviceable boundary expansion as we are looking to build ASAP and help out in the ongoing housing shortage.

Thank you

Imon

C333

Stephen Adams Consulting Services Inc.
[redacted]
Middle Sackville, N. S.
B4E 0N6
[redacted]

March 2, 2022

Ms. Leah Perrin, MCIP LPP
Principal Planner
Regional Policy Program/Planning and Development
P.O. Box 1749
Halifax, N.S.
B3J 3A5

Via email: perrinl@halifax.ca

Dear Ms. Perrin:

I have been retained by 4 property owners of various parcels of land in Spryfield. Their lands are zoned in a combination of Residential and Holding. On behalf of my clients, I respectfully request that the existing Holding Zone properties be rezoned to R-2. The PIDs and owners are listed below:

PID	Property Owners
00277228	FH Development Group Inc.
00319871, 00330811, 00325985, 00330803	Armco Capital Inc.
41182643	Chambers Hill Estates Ltd.
00330795, 00277913, 41282179,	United Gulf Developments Ltd.

I thank you for your consideration regarding these requests.

Original Signed

Stephen Adams

C328

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

SHILO GEMPTON, MCIP LPP
PLANNER III
REGIONAL & COMMUNITY POLICY
PLANNING & DEVELOPMENT

fathom

ARCHITECTURE LANDSCAPE ARCHITECTURE PLANNING INTERPRETIVE WAYFINDING BRANDED ENVIRONMENTS

Inclusion in the Servicable Area Request for PID 00369397

Issued
Jan 5, 2021

Dear Shilo,

Hi Shilo, as discussed, my client Arthur Rhyno owns a 72 acre PID (00369397) in Cow Bay and has plans for a subdivision in the near future. The site is slightly encumbered along the Cow Bay River with a floodplain as shown on Map 4 of the Cow Bay/ Eastern Passage bylaw area but there is still about 80% of the land that is developable assuming services can be extended to include the PID.

Water services already exist on Cow Bay Road fronting on this PID so we would like to extend these services into the development. The developer would likely develop a package sewage treatment plant for the development and our engineer's estimate that the property could accommodate 50-60 half acre lots if water services could be secured. To accommodate this, we would likely rezone from RA to R1 to reduce the lot size and street frontage requirements.

As you consider changes to the upcoming Regional Plan update, could you please give consideration to this request.

Sincerely,

Original Signed

Rob LeBlanc, Sr. Planner & Landscape Architect
[redacted]

C329

Springfield Estates
[redacted]
Beaver Bank, N.S.
B4E 0K3Office Phone: [redacted]
E-mail: [redacted]

January 4, 2022

Shilo Gempton MCIP LPP
Planner III, Regional & Community Policy
Planning & Development

Halifax Municipality
P.O. Box 1749
Halifax, N.S.
B3J 3A5

Good Morning

Re: Middle Sackville Service Extensions.
Thank-you for your communications regarding the above Service Extensions.
We would like to request a review of changes to the Urban Service boundaries along Old Sackville Drive.
We operate a Manufactured Housing Community in Middle Sackville, N.S.
This park is home to 169 families.

We provide private water and sewer service to these 169 homes.
Although a sewer extension would be great, our biggest concern is the delivery of water.
Our water source is the Little Springfield Lake.
This is an unprotected water source and, depending on the time of year, can provide poor water quality.

We have been completing water and sewer infrastructure replacements over the past three years. And have successfully renewed and "tightened up' the water delivery and sewer removal on approximately half of the homes. We have plans to complete the infrastructure replacement on the remainder of the homes this coming summer/fall.

Please consider the addition of 169 customers through 1 meter.

Please consider this submission in the Council's Agenda (item 15.1.8).
If any further documentation is required, we are happy to complete what is needed.

Regards,

Original Signed

Heather Scott, President
Westphal Court Ltd., Operating as Springfield Estate Manufactured Housing Community

C337

September 10, 2021

Kate Greene, MCIP LPP
Regional Policy Program Manager
Planning and Development
HALIFAX

Dear Ms. Greene,

Re: Amendment to the Service Boundary - Fraser Lake Lands, - Regional Plan Amendment

Clayton Developments Limited is pleased to submit a submission for the municipality to consider an extension of the serviceable boundary to include lands located at 2832 Saint Margret's Bay Road, Timberlea, specifically the following parcels (see figures 1-5 below):

- PID 40054306, PID 40054363, PID 40261729, PID 40689358, PID 40319550

The land assembly includes approximately 115 acres (46.5ha), generally illustrated in Figure 1. The lands have existing road frontage on Saint Margret's Bay Road and abuts the current service and transit boundaries (Figure 2).

We believe the lands are a suitable extension for serviced growth based on the following rationale:

- Abuts existing serviceable boundary;
- Proximate to existing transit boundary and partially included within the local transit area rate
- Located entirely within the urban residential designation under the local secondary plan
- Urban residential designation identifies this area as a priority residential growth area
- Logical and contiguous extension of serviced existing development
- Last undeveloped land assembly on Saint Margret's Bay Road corridor. Lands are bounded by existing communities of Glengarry Estates, Greenwood Heights and Brunello Estates to the southeast, and unserviced development (Eider Dr and Goldeneye Drive) to the northwest.
- The development is situated between to functional Highway 103 interchanges (Exit's 3 and 4). We anticipate no additional transportation improvements will be required as a result of this project.
- Based on topography and existing community form, we are proposing a primarily ground-based product, at a modest density of six units per acre (690 units).
- Our objective is to create attainable housing at moderate pricing.

Please consider this request under the current Regional Plan review process. We look forward to working with you on this file.

Your truly,

Original Signed

Kevin Neatt
Vice President, Planning and Development
Clayton Developments Limited

Figure 1 - Fraser Lake Lands -Location Plan

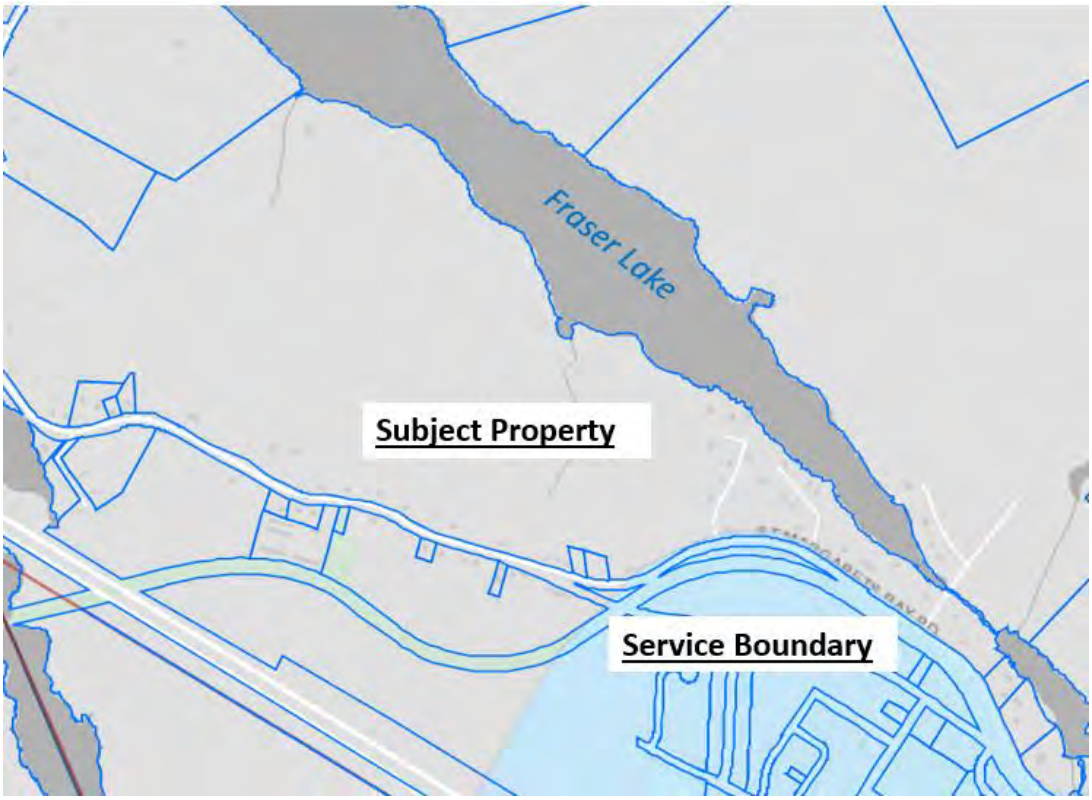
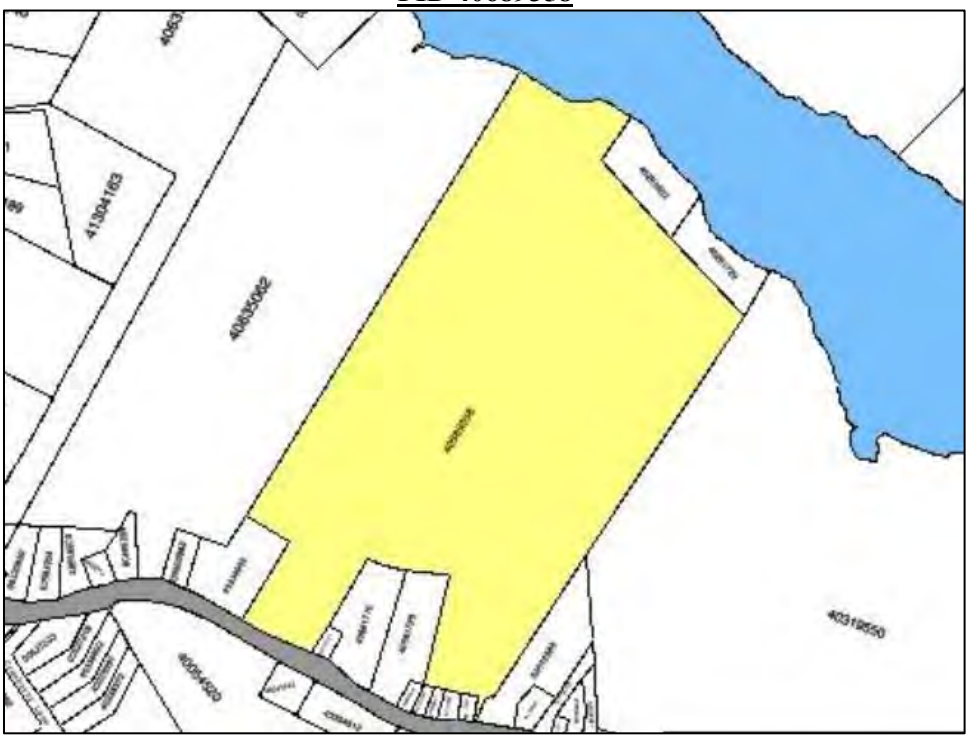


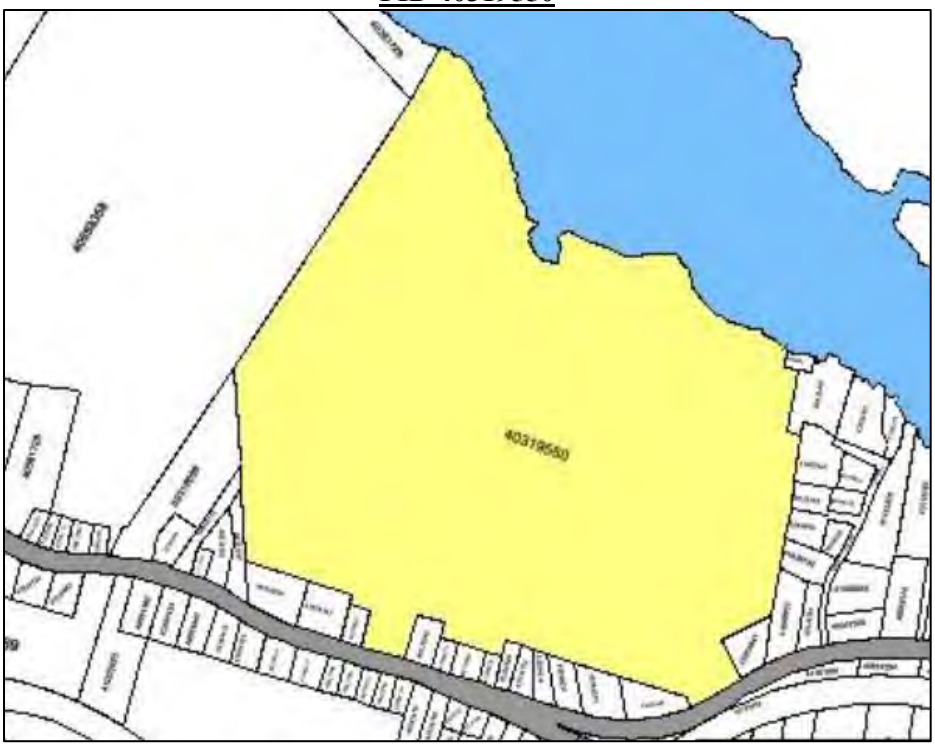
Figure 2 - Fraser Lake Lands – Existing Service Boundary

Land Parcel's

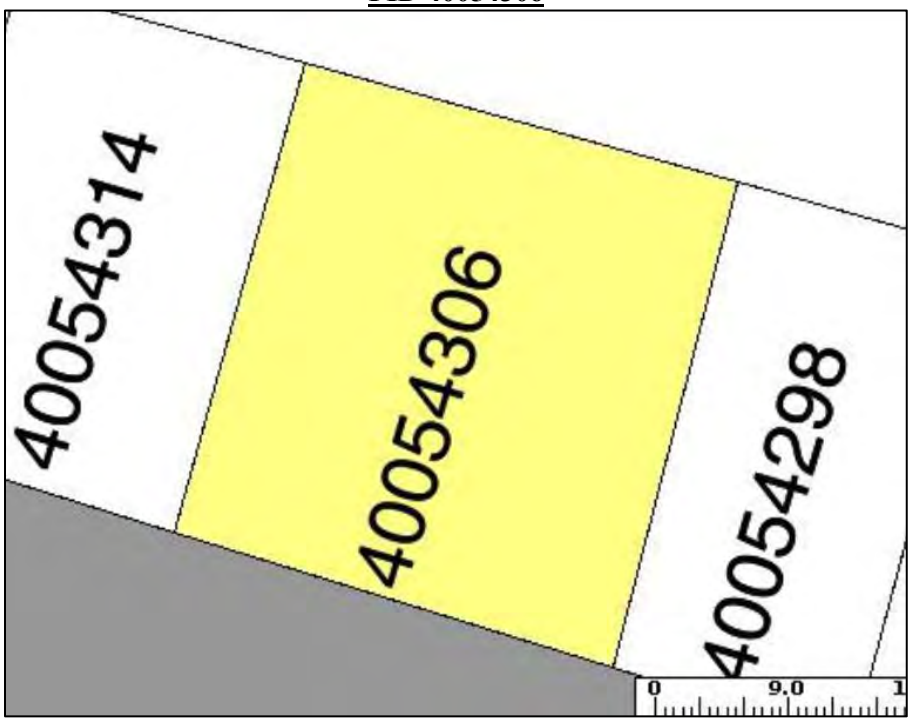
PID 40689358



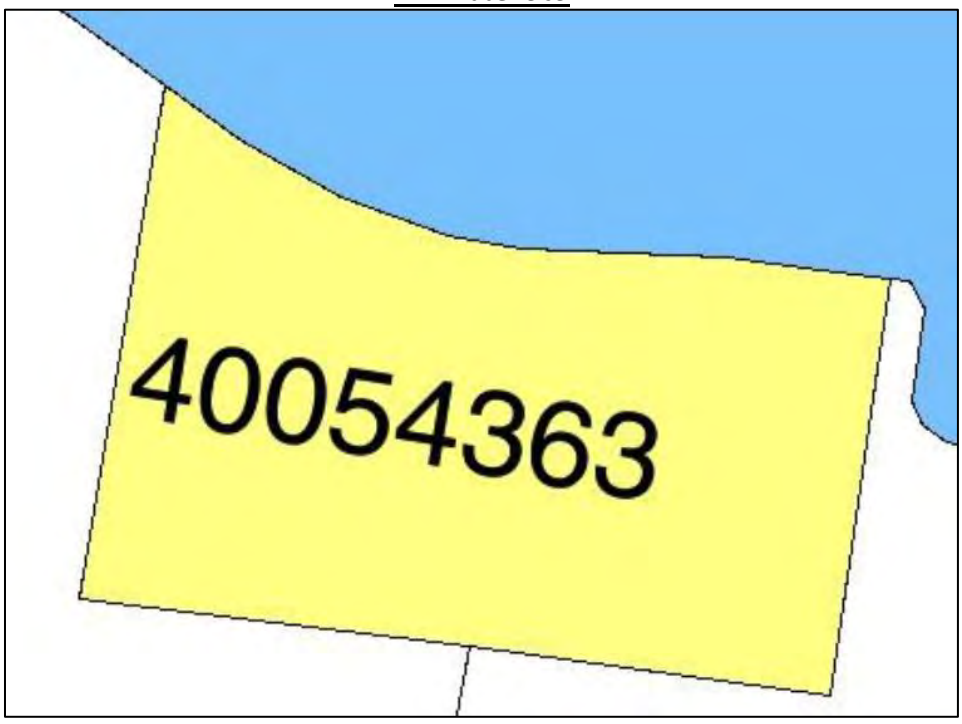
PID 40319550



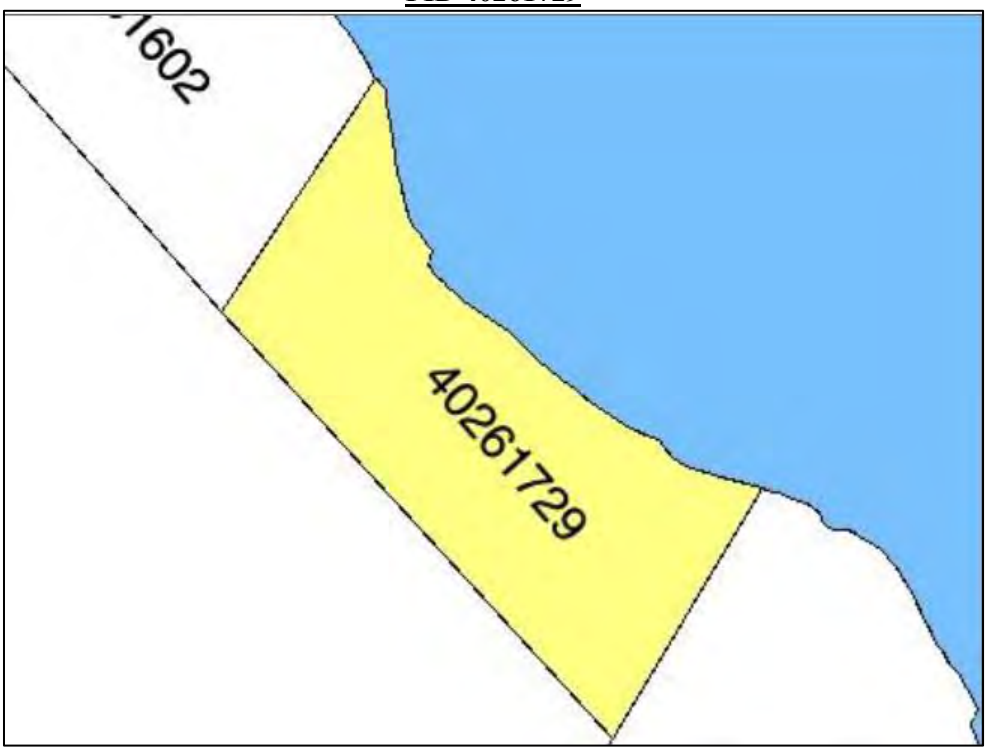
PID 40054306



PID 40054363



PID 40261729



C339

Leah Perrin
Planner III – Policy & Strategic Initiatives
Planning & Development
Halifax Regional Municipality

Re: Park West Centre Master Plan Development

As the 10-year review of the Regional Plan is underway, ZZap Consulting Inc. on behalf of our client Crombie REIT, is requesting the following:

- Amendments to the Halifax Municipal Planning Strategy and Halifax Mainland Land Use By-law to enable the consideration of a high-density transit-oriented development at the Park West Centre site (PIDs: 40555294, 40594640, 40555278, 40594632, 40594624)

To support the request, please refer to Attachment A: Proposed Phased Master Plan Development of Park West Centre site.

The subject site consists of five PIDs and is bounded by Lacewood Drive, Dunbrack Street and Radcliffe Drive, Halifax. The site currently contains various commercial retail structures and a grocery store. A significant portion of the site is currently vacant unused gravel and asphalt that previously housed the former Canadian Tire, which was demolished in 2016. The total site area is approximately 18 acres, 7 acres of which is currently being unused.

The Regional Plan is a strategic policy document that outlines the goals, objectives and direction for long term growth and development in Halifax. We understand HRM is currently embarking on a much-needed review of the Plan. We believe that there have been enough changes to the circumstances in Halifax since the Plan was adopted (2006) or last reviewed (2014), particularly with regards to housing demand and sustainable infrastructure planning, to request amendments that enable high density transit-oriented development at the subject site.

The subject site is identified to be within an Urban Local Growth Centre under the current Plan. These growth centres are intended to be developed with mix of land uses, including high-density residential housing, office, institutional and commercial uses. Infill and/or redevelopment of large unused lots into traditional blocks with pedestrian oriented street walls are also encouraged within these growth centres. The centres are near transit services that connect to other centres within HRM, including the Regional Centre. Enhanced streetscaping, landscaped pocket parks and interconnected pedestrian pathways are also envisioned in these areas.

The proposed Master Plan for the Park West Centre site aligns with the Regional Plan's intent for developing lands within Urban Local Growth Centres. It proposes high density, transit-oriented development with a pedestrian oriented street network and built form. It includes landscaped open spaces suitable for an urban environment and enhances connectivity to the surrounding area.

The subject site also sits directly adjacent to the intersection of two planned Bus Rapid Transit Routes that are part of HRM's Rapid Transit Strategy. The Rapid Transit Strategy includes a network of four BRT lines and three new ferry routes, which will promote the creation of more compact and walkable communities and increase mobility options alternative to private vehicles. The BRT lines are proposed to operate every ten minutes and will be within immediate walking distance of the subject site, helping in the creation of a complete community by orienting land use towards transit and reducing the need to invest in road expansions. In turn, this complete community can contribute to improved public health from higher rates of walking, rolling, and cycling in conjunction with transit use. Convenient access to high frequency transit infrastructure disincentivizes the uses of private vehicles, therefore reducing environmental impacts linked to transportation.

We strongly feel that the requested amendments outlined in this letter, as part of the RP+10 review, should have significant benefits to enable the comprehensive development of a prime infill site that is within direct proximity to existing amenities and services. The site is also within an area of the municipality that has been identified for urban growth under the Regional Plan. Growth of this nature would have a positive economic impact on the local area businesses by adding significant density of residents who would all require access and use of the area's various commercial amenities.

Halifax is experiencing increased demand for infill locations such as this site – resulting from changing demographic, social and economic trends affecting the housing market. Comprehensive development of the site would result in better utilization of existing services: transit, active transportation(sidewalks), parks and recreation facilities, schools and fire protection services.

We would like to thank you for the continued time and effort towards the RP+10 review. Once you have had an opportunity to review this request, we would ask that we meet to discuss in more detail and determine how to move this forward.

Sincerely,

Original Signed

Connor Wallace, MCIP, LPP
Principal
ZZap Consulting Inc.

Park West Centre
Proposed Development

Halifax, Nova Scotia

Crombie WZMH

DECEMBER 08, 2021

CITY CONTEXT

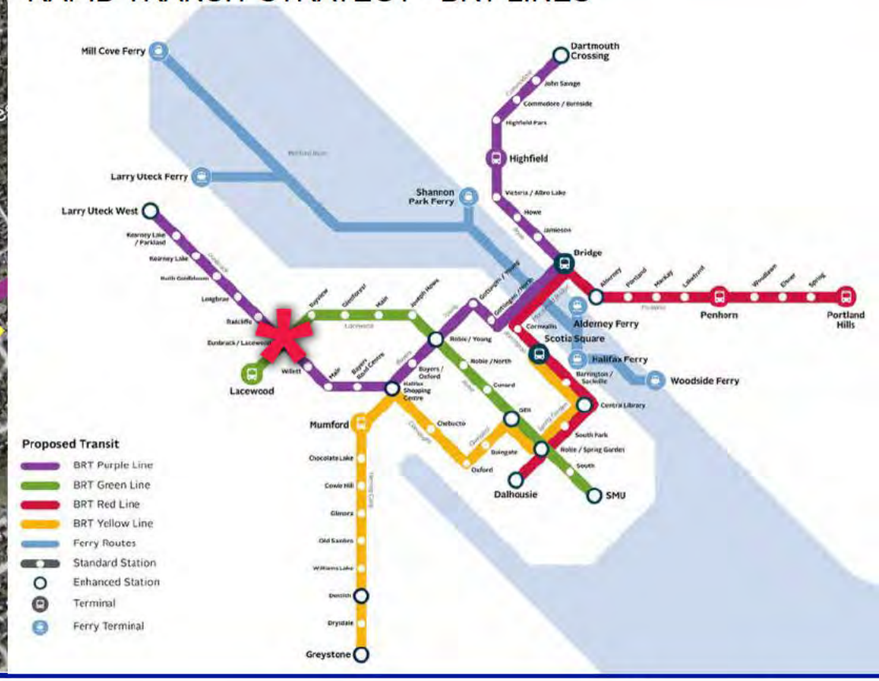
- Major intersection at Dunbrack and Lacewood
- Proximity to Major Transit Terminal
- Potential for high volumes of foot and bicycle traffic
- 40 mins to Downtown Halifax by direct transit, 15 mins (8.5 km) by car
- Spectacular views toward Bedford Basin

LOCAL CONTEXT

- Located within the Clayton Park West Urban Local Growth Centre
- Vibrant Community of Residential, Business, Commercial, Retail, Services, Restaurants, and Sporting Venues

NEW MIXED USE DEVELOPMENT
BEDFORD BASIN
MOUNT SAINT VINCENT UNIVERSITY
SENIORS RESIDENCES
BELCHERS MARSH PARK
Farnham Gate Rd
Langbrae Dr
102
10 MIN. WALK
20 MIN. WALK
Bayview Rd
SITE
LACEWOOD TRANSIT TERMINAL
CANADA GAMES CENTRE
HOTEL
BANK
Lacewood LIBRARY
RESTAURANTS
COSTCO
HOME DEPOT
HALIFAX WEST HIGH SCHOOL
BMO SOCCER CENTRE
BUILDING SUPPIES
WALMART
STAPLES
SMART CENTRE
MARSHALLS
Willett St

RAPID TRANSIT STRATEGY - BRT LINES



NEIGHBOURHOOD CONTEXT

CHURCH

RADCLIFFE DR

DUNBRACK ST

5 MIN. WALK

BARKTON WARWICK TRAIL

LACEWOOD DR

MEMORIAL PARK

COMMERCIAL

RECREATION CENTRE

CHURCH

LACEWOOD TRANSIT TERMINAL

CANADA GAMES CENTRE

Turnmill Dr

Radcliffe Dr

Barton Ln

Chartwell Ln

Braemount Dr

Essex Ln

Lacewood Dr

Wiett St

Chadwick Pl

Harington Crescent

Hazelholme Dr

Clayton Pa

1. OVERALL SITE

2. TOWARD EXISTING SITE ENTRANCE FROM LACEWOOD

3. TOWARD EXISTING COMMERCIAL BUILDING

4. TOWARD EXISTING SOBEYS

5. TOWARD EXISTING PARK WEST CENTRE

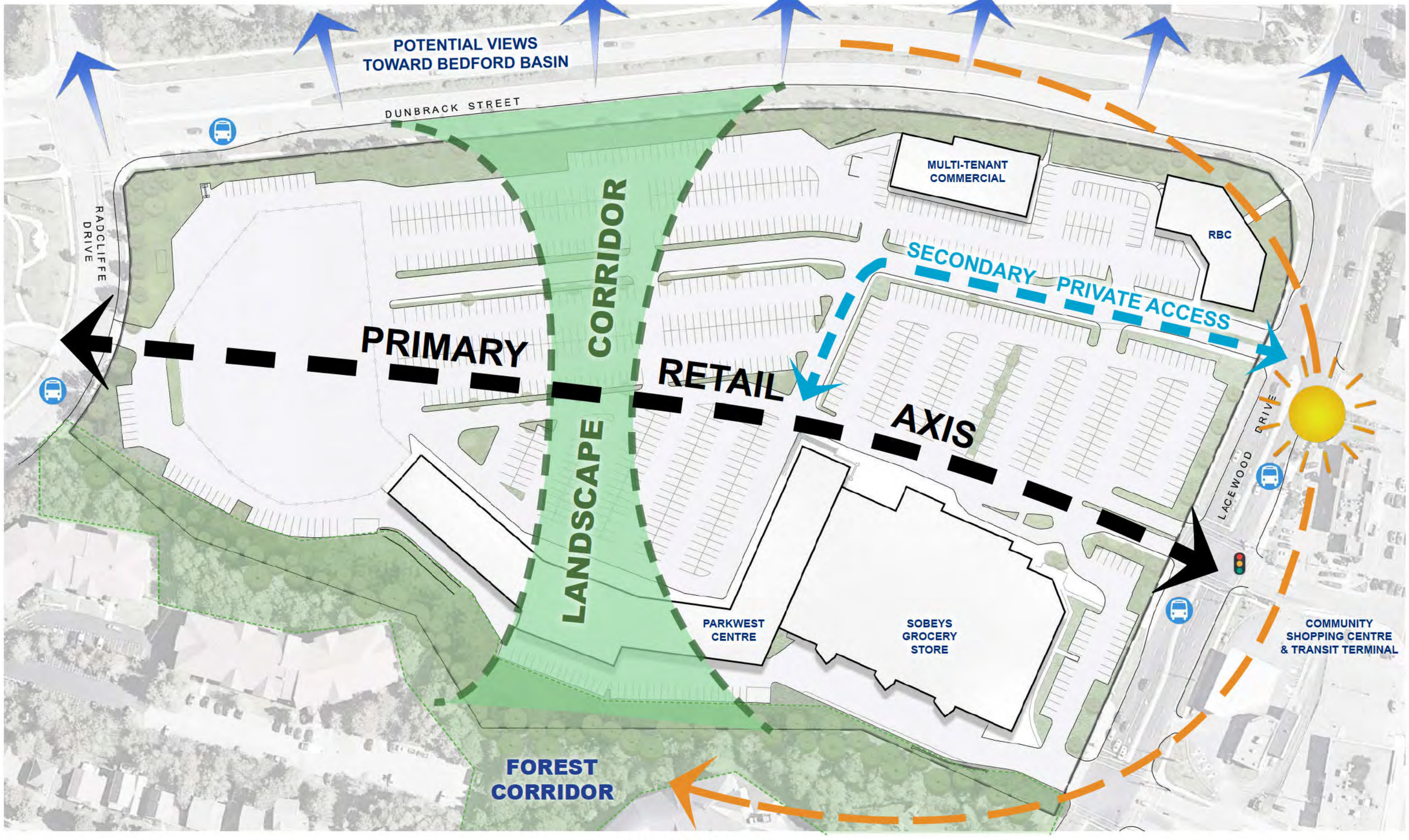
6. TOWARD EXISTING SITE PARKING

7. TOWARD DECOMMISSIONED CANADIAN TIRE SITE

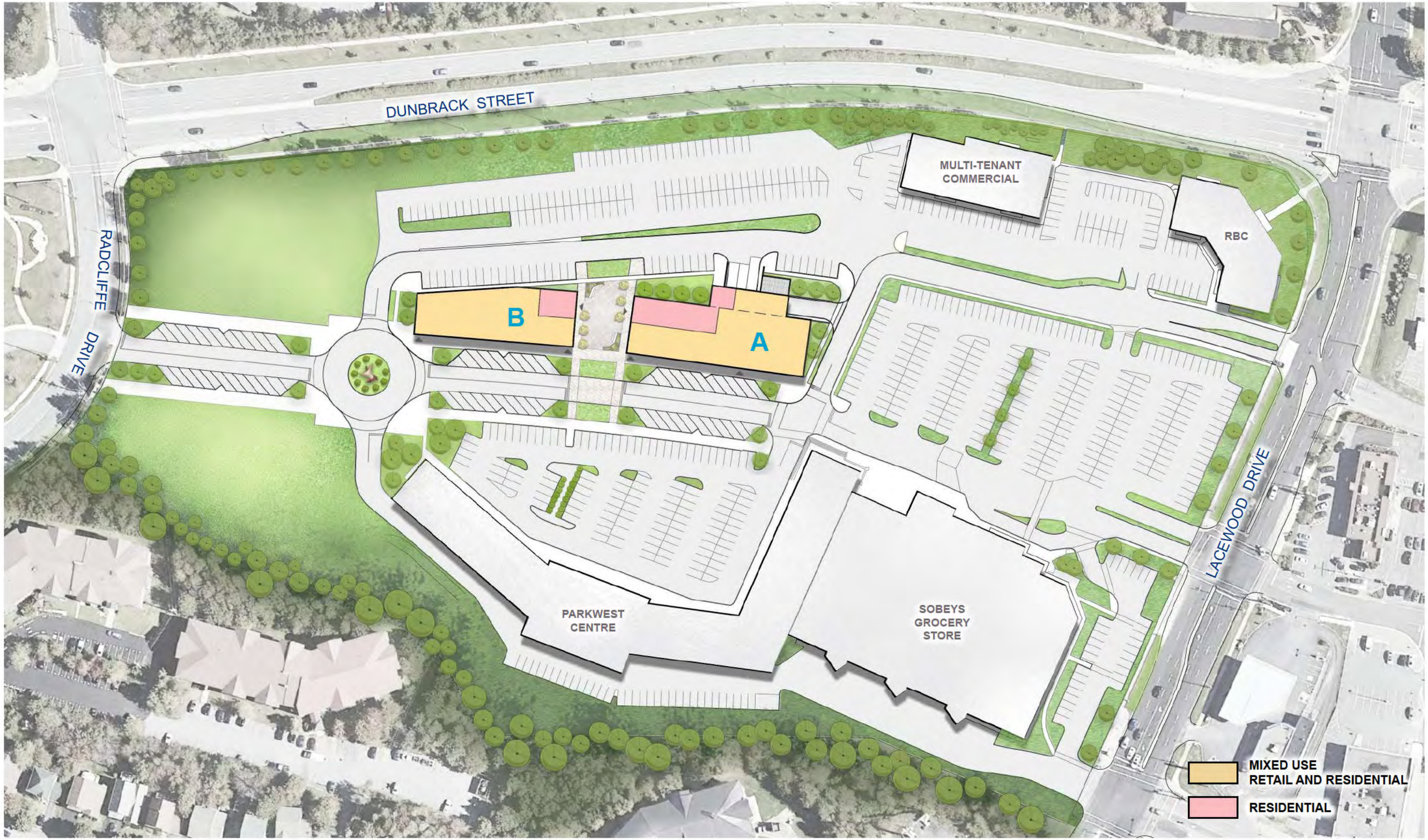
8. TOWARD DECOMMISSIONED CANADIAN TIRE SITE

9. TOWARD DECOMMISSIONED CANADIAN TIRE

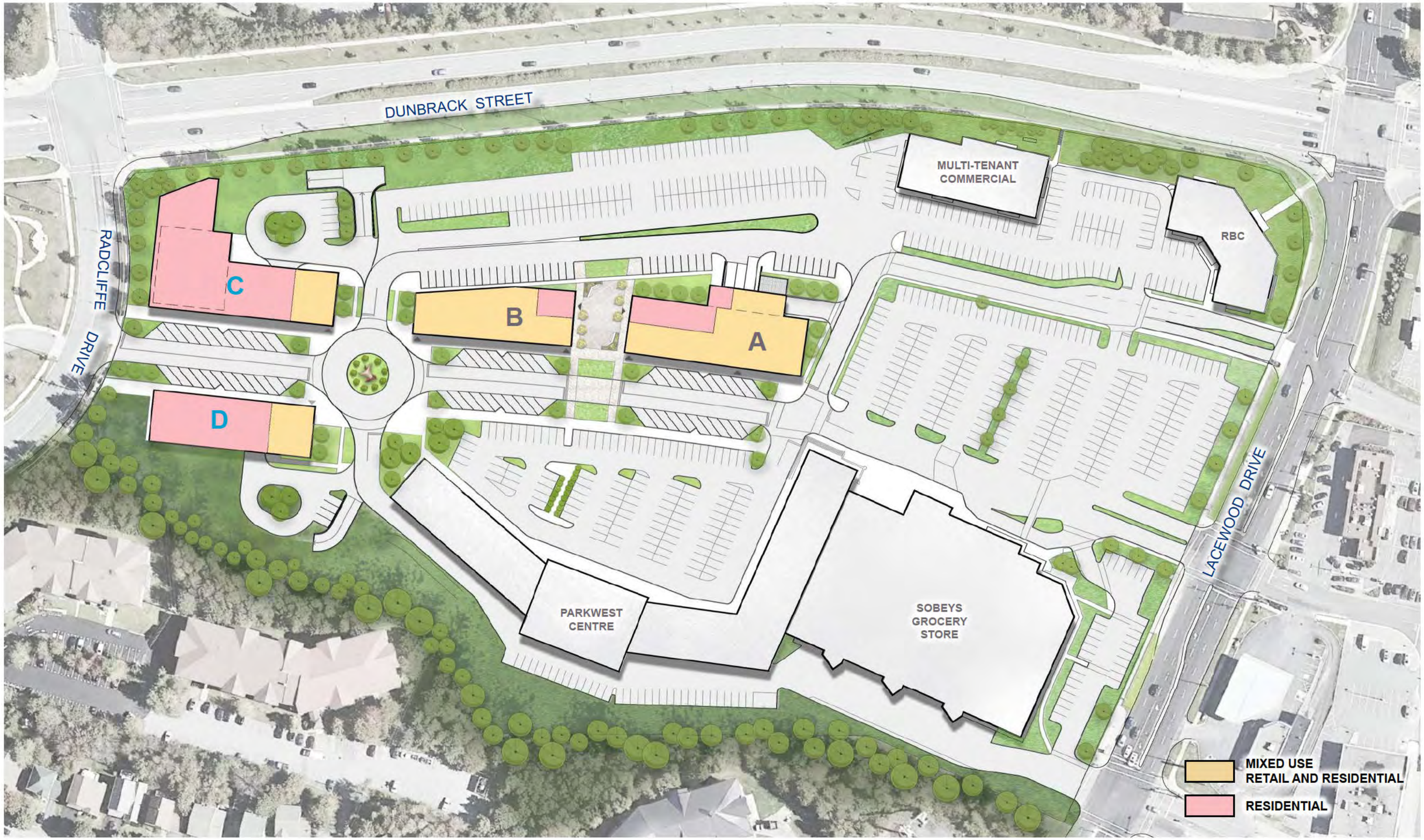
EXISTING SITE PLAN



SITE ANALYSIS



PROPOSED SITE PLAN - PHASE 1



PROPOSED SITE PLAN - PHASE 2 & 3

DUNBRACK STREET

RADCLIFFE DRIVE

LACEWOOD DRIVE

E

F

C

B

A

D

MULTI-TENANT COMMERCIAL

RBC

PARKWEST CENTRE

SOBEYS GROCERY STORE

MIXED USE RETAIL AND RESIDENTIAL

RESIDENTIAL

PROPOSED INTERIM SITE PLAN - PHASE 4 & 5

EXISTING STREET VIEW

PROPOSED INTERIM MAIN STREET VIEW

PROPOSED INTERIM AERIAL VIEW

PROPOSED FUTURE MASTERPLAN

PROPOSED FUTURE AERIAL VIEW

PROPOSED FUTURE MAIN STREET VIEW

SITE AREA	79,553 sm	856,300 sf

EXISTING		COMMERCIAL		
		Area		Parking Provided (At Grade)
		(sm)	(sf)	
Existing Commercial		8040	86,540	
Existing Sobeys		5,460	58,770	
Total (Existing)		13,500	145,300	940

INTERIM PHASE	RESIDENTIAL				COMMERCIAL		
	Area		No. of Units (±)	Underground Parking Provided	Area		Parking Provided (At Grade)
	(sm)	(sf)			(sm)	(sf)	
Proposed Development	74,340	800,190	1000	950	2,660	28,600	100
Total (Proposed + Existing)	74,340	800,190	**1000**	**950**	16,160	173,900	**630**
Total Development Area							90,500 sm
Site FSI							1.14

FUTURE PHASE	RESIDENTIAL				COMMERCIAL		
	Area		No. of Units (±)	Underground Parking Provided	Area		Parking Provided (At Grade)
	(sm)	(sf)			(sm)	(sf)	
Proposed Development	73,840	794,810	1000	950	3,160	34,000	100
Total (Proposed + Existing)	148,180	1,595,000	**2000**	**1900**	11,280	121,400	**460**
Total Development Area							159,460 sm
Site FSI							2.00

ASSUMPTIONS:

Assume all Retail Parking Satisfied at Grade; Interim Commercial Parking Ratio = 3.62 cars/1,000 sf; Future Commercial Parking Ratio = 3.79 cars / 1,000 sf
Underground Residential Parking Provided Based on 0.95 Cars/ Unit

PROPOSED PROJECT STATISTICS

PRECEDENTS


RETAIL


LCBO


SHOP
CAFE


FRESH
CITY
109

C343

March 10, 2022

Leah Perrin
Planning and Development
Halifax Regional Municipality
40 Alderney Drive
Halifax NS B3J 3A5

RE: Beaver Bank Investments – PIDs 41052960 and 41052978

Beaver Bank Investments (BBI) is writing to formally request the following considerations as a part of the Municipality's Regional Plan Review:

- The subject properties' current Water and Urban Service areas (approximately 75% and 15% respectively) be extended to encompass the entirety of the lands.
- The subject properties' current settlement status consisting of both Urban Settlement and Rural Commuter be considered 100% Urban Settlement.
- The subject properties be excluded from Schedule J – Beaver Bank and Hammonds Plains Growth Control Areas.

BBI initially made their inquiry to extend services in November of 2021; unfortunately, there was no response until March 9, 2022. Nevertheless, given the strong rational exhibited within the Background and Discussion section below, BBI also requests that these parcels be considered under the Phase 3: Quick Adjustments of the Regional Plan Review.

Background and Discussion

The subject lands (PIDs 41052960 and 41052978) are depicted in Fig. 1 within the orange boarder totaling 13.25 acres. As per Fig. 1, the Water and Urban Service areas do not encompass 100% of the property. North of the subject properties is the Green Forest Subdivision, a fully serviced area over 40 hectares; to the east are subdivisions off Woodbine Drive / Welkin Drive / Majestic Avenue, fully serviced areas of over 50 hectares; lastly to the south, the well-known serviced subdivision of Millwood. Therefore, current infrastructure supporting Water and Urban Services surround the subject parcels and is readily available. Extending the service boundaries of the subject lands makes excellent use of existing service infrastructure and is consistent with the rate of urbanization for the area. Furthermore, unlike the subject properties, each individual lot within the aforementioned subdivisions has complete coverage of services. Extending the subject properties' service boundaries also provides homogeneous and consistent servicing that encompasses an entire PID like the lots in the above-mentioned subdivisions.

Figure 1: Subject properties located at 324 and 328 Beaver Bank Road. Zoned MU1.

Similar to Fig. 1, Fig. 2 exhibits that both properties consist of both Urban and Rural Settlement designations under the Generalized Future Land Use Map (encircled in orange). The aforementioned subdivisions to the north, east, and south are designated as Urban Settlements only with no single lot consisting of two or more Land Use designations. With this in mind, the subject properties designated entirely as Urban Settlement again provides for a more homogeneous and consistent Generalized Future Land Use. Since the subject lots are closer to the urban core than the Urban Settlements to the north and north-east, urbanization of these lots proves consistent with the area growth.

Figure 2: The 2017 Generalized Future Land Use Map, subject properties encircled in orange.

The subject PIDs are located on the cusp and boarder of Schedule J – Beaver Bank and Hammonds Plains Growth Control Areas per Fig. 3 (encircled in orange). The subject lands along with several neighbouring PIDs to the north form a peninsula (shaded blue) that is almost exclusive, yet still under Schedule J. Moreover, given the date - 2014 - in which the Schedule J by-law was passed, excluding the subject PIDs from Schedule J is a minor amendment that is now in line with the Regional Plan.

Figure 3: The 2014 Schedule J – Beaver Bank and Hammonds Plains Growth Control Areas showing the subject property encircled in orange.

Demographic, Social and Economic Trends

The subject properties are each zoned MU-1allowing the as of right development of one senior citizen complex per lot; at their maximum, the subject PIDs together can produce upwards of 500 units. Instead - working closely with the Municipality - BBI plans to properly plan the development of their lands, resulting in far less units of superior quality, and that cater to all demographics: appropriately sized seniors citizen complexes together with R1 and/or R2 dwelling meet the needs of HRM's ageing demographic and of millennials who are looking to either scale down and rent, or to purchase their new home.

Furthermore, the Halifax Regional Municipality is actively strategizing to make rent and homes affordable. Extending the subject property service boundary under Phase 3 of the Regional Plan Review can help appropriately scale volume, increase vacancy rates, increase housing stock, and consequentially help decrease rents / home pricing.

Integrated Mobility Plan

Extending the service boundaries of the subject lands is in line with Halifax's Integrated Mobility Plan (IMP). Several transit routs, commercial properties, schools, and places of worship surround the subject lands in all directions. Where the subject lands are proposed to serve all demographics and where they are conveniently located in the center of necessities and amenities: future residence are inclined to save on fuel, reduce emissions, use public transportation, and use other healthy transportation methods to reach their destination. Several transit stops (8713, 8755, 8712, 2186, etc.) are within 0.25km of the subject property, additionally, this area of Beaver Bank is becoming heavily transit-orientated where many residence use public transit. This makes the subject lands an ideal location for development coherent with all four (Complete Communities, Moving People, Managing Congestion, and Integrating Solutions) principals of the IMP.

Green Network Plan

Proceeding with the as of right development of two large senior complexes also imposes less functional open green space in comparison to a combination of appropriately sized senior complexes, R1, and R2 dwellings. By extending the service boundary of the subject parcels to support BBI's development, significantly more green space may be provided via outdoor amenity (for seniors complexes), established open spaces (for R1/R2 neighbourhood), and individual yard space. These useful green spaces all promote recreation, healthy lifestyle, and well being that can be strategically planned for and readily available to new residence within the subject lands.

Moreover, according to Map 5 of the Green Network Ecology Map, the subject lands will have minimal impact to the Regional Green Network, making the development of these parcels a strategic one for the Municipality.

Conclusion

In conclusion, the request to extend the subject properties' Water/Urban Service boundary, Urban Settlement designation, and to exclude the PIDs from Schedule J under Phase 3 of the Regional Plan Review are firmly supported by the following:

- Many Regional Plan Review requests fall within the same area of HRM indicating that these areas require attention.
- Unlike some application's however, the subject properties are already partially within Water and Urban Service boundaries and are partially designated as Urban Settlements. Continuity of urbanization over 100% of the subject lots provides homogenous land use categorization of PIDs within the Municipality's General Future Land Use and Regional Plan.
- Furthermore, the subject properties are purposefully located in the center of surrounding schools, commercial property, places of worship, parks, and other amenities. Lands to the north, east, and south have already been fully serviced and urbanized. Additionally, some of these lands, which are further from the HRM urban core, have bee excluded from Schedule J. This is indicative of the strong need to urbanize the subject lands.
- Given the central location and current existing and surrounding infrastructure, urbanizing the subject lands proves economical for HRM: investing fractional cost to fully urbanize already partially serviced lots will amount significant source of income.
- Servicing and urbanizing the subject parcels also help to increase vacancy rates and increase the housing stock; thereby aiding in making rent and home prices affordable.
- Servicing and urbanizing the subject parcels would allow BBI to implement development that caters to all age demographics, not just senior complexes.
- Urbanizing the subject properties is in line with HRM's Integrated Mobility Plan allowing a range of demography to be located amongst many necessities/amenities in an area that is a rapidly growing transit-orientated community.
- Urbanizing the subject properties would have little impact on the Green Network Ecology and would allow for useful design of open green spaces for senior complex amenities, neighbourhood parks, and yards.

Beaver Bank Investments would like to thank you for your past, current, and continued efforts on the Regional Plan Review. We understand this is a huge undertaking for the HRM Planning Department, a department that is currently under a great deal of pressure given the current real estate market trend and HRM's rapid population growth. In effort to ease the pressures of your team, we have presented a significant amount of information that supports our request; we hope, that this letter helps your team make quick and sound decisions.

Should you have any questions or concerns, we kindly ask that we meet to discuss the matter further.

Sincerely,

Original Signed

Elias JeBailey, PEng

President – Beaver Bank Investments

Attachment L Population Scenario Evaluation

Annual Evaluation of Population Scenarios

2022

REGIONAL PLAN REVIEW

Prepared by:

Emilie Pothier
Planning & Development
26 May 2022

HALIFAX

Table of Contents

1.0 Background

The Regional Municipal Planning Strategy (the Regional Plan) is the document that Regional Council uses to guide land use. It emphasizes a balanced approach to development and establishes targets for directing the location of new housing over the life of the Regional Plan (2006-2031), which are based on population projections.

Each time the Regional Plan is reviewed, the Municipality assesses its progress toward achieving the housing growth targets. This requires evaluating population and housing forecasts and their relationship to the available supply of developable land, housing supply and demand, and the provision of a range of housing choices.

In spring 2021, HRM staff undertook a preliminary evaluation of population projection scenarios, as outlined in the Preliminary Population & Housing Analysis Issue Paper (June 2021), and fully documented in the associated technical report (July 2021). The three scenarios evaluated were:

- Low Immigration & Economic Downturn
- Moderate Immigration & Continued Growth
- High Immigration & Economic Boom

In autumn 2021, staff created an additional scenario based on new migration targets announced by the Province of Nova Scotia in September 2021[1]. This scenario was presented alongside the previous ones in the Supplementary Report on Population & Housing (December 2021). In that report, this was referred to as the 'High High' scenario; but in this document, it is referred to as 'Nova Scotia Targeted Migration' (NSTM) to better reflect the intention of the scenario.

All of these population scenarios had been developed using data from Statistics Canada on the components of population change up to the year 2019/2020 (July 1st - June 30th) with July 1st, 2020 as the starting population in the projections. In January 2022, Statistics Canada released the same data for the following year: population as of July 1st, 2021[2] and components of population change up to 2020/2021[3]. This new release not only adds on the most recent year, but also amends data from the previous few years.

This report evaluates this new data release in the context of the existing population scenarios, comparing the new data to previous years, identifying trends, recommending possible changes in assumptions, and outlining the differences caused by new assumptions and a 2021 starting population.

[1] Ministerial Mandate Letter, The Honourable Tim Houston, Premier of Nova Scotia, Sept. 2021, retrieved from https://novascotia.ca/exec_council/letters-2021/ministerial-mandate-letter-2021-LSI.pdf
[2] Statistics Canada table 17-10-0135-01
[3] Statistics Canada table 17-10-0136-01

2.0 Components of Population Change: Assumptions

In this section, each component of population change is examined individually according to the following:

- how 2020/2021 compares to 2016/2017 – 2019/2020,
- how 2016/2017 – 2019/2020 in the new release compares to the old release,
- an interpretation of what these trends mean, and
- a recommended assumption for an updated projection.

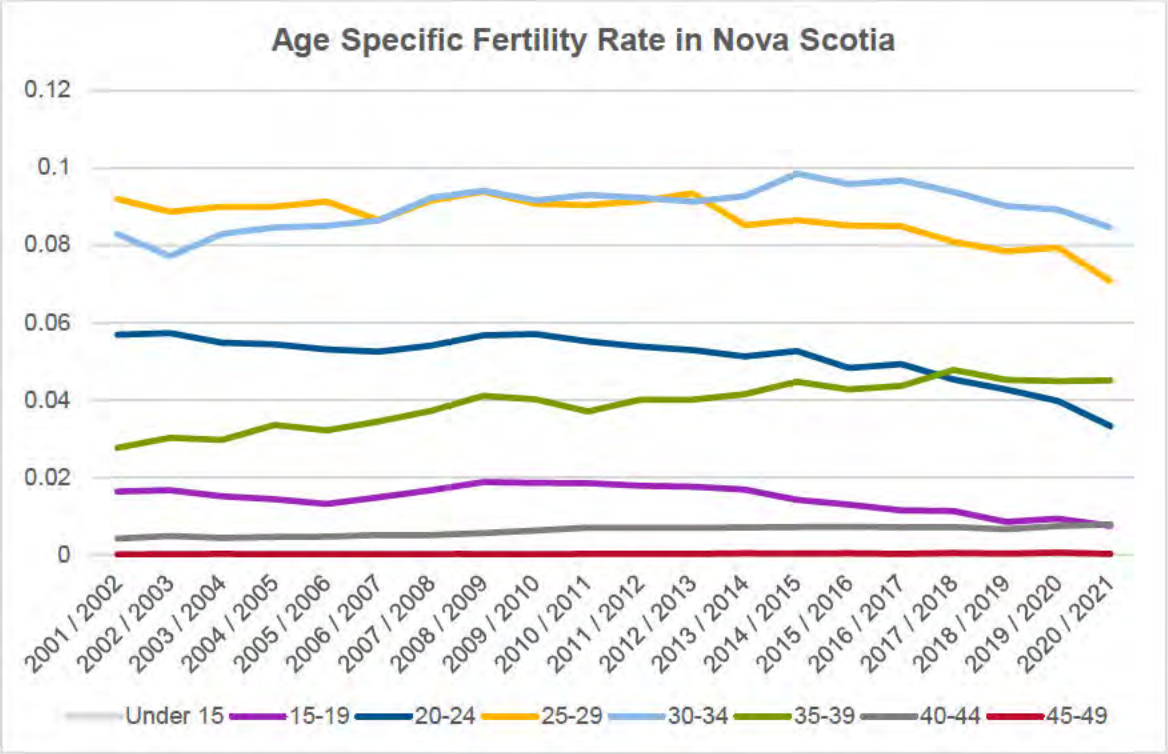
2.1 Births

2.1.1 Fertility Rate

Fertility Rate is examined in the projection according to several different age categories. Among the age groups with generally lower fertility rates (Under 15, 15-19, 35-39, 40-44, and 45-49), the rate for 2020/2021 is comparable to rates observed over the previous few years. Among age groups with generally higher fertility rates (20-24, 25-29, and 30-34), 2020/2021 saw a decrease from previous years. This is potentially reflective of a "baby bust" due to the pandemic[4], but does follow longer term trends of decreasing fertility in these age groups. The only age groups which have experienced an increasing rate of fertility over the last few years are 35-39 and 40-44, reflecting how many are choosing to have children later in life[5].

[4] Stewart, A. (2021, December 3). The COVID-19 baby dilemma: Why Canadians are rethinking parenthood in 2021. *Global News*. Retrieved from https://globalnews.ca/news/8420794/covid-19-less-babies-canada/

[5] Chagnon, J., Dion, P., Galbraith, N., Sirag E. & Zhang, Y. (2020). Population Projections for Canada (2018 to 2068), Provinces and Territories (2018 to 2043): Technical Report on Methodology and Assumptions. *Statistics Canada, Catalogue no. 91-620-X*. Retrieved from https://www150.statcan.gc.ca/n1/en/pub/91-620-x/91-620-x2019001-eng.pdf?st=bbNOV20C



In the original 2021 population projections for Halifax, the average age-specific fertility rate from 2016/2017 to 2019/2020 was used, to align with migration assumptions. It is recommended that the average age-specific fertility rate from 2018/2019 to 2020/2021 be used, since this period of time reflects:

- a plateau in fertility rate for the age groups Under 15, 15-19, 35-39, 40-44, and 45-49, and
- a lower fertility rate than previously used for the age groups experiencing a decline (20-24, 25-29, and 30-34).

The Statistics Canada projection[6] estimates total fertility rate will stay relatively consistent into the future; in the absence of a defensible way to estimate at what point the age-specific fertility rates will stabilize, the recommendation is to keep them the same as recent years into the future.

[6] Chagnon, J., Dion, P., Galbraith, N., Sirag E. & Zhang, Y. (2020). Population Projections for Canada (2018 to 2068), Provinces and Territories (2018 to 2043): Technical Report on Methodology and Assumptions. *Statistics Canada, Catalogue no. 91-620-X*. Retrieved from https://www150.statcan.gc.ca/n1/en/pub/91-620-x/91-620-x2019001-eng.pdf?st=bbNOV20C

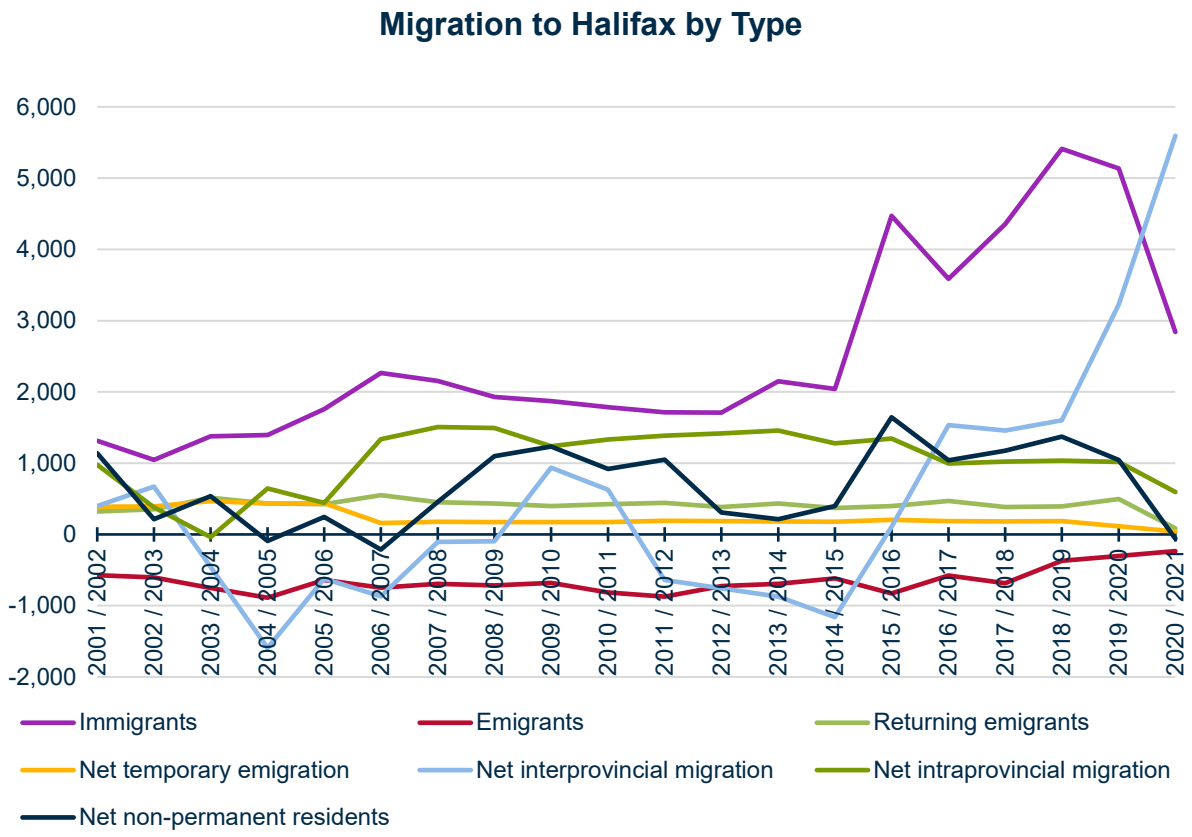
2.1.2 Birth Sex Split

The Birth Sex Split observed in 2020/2021 remains on trend with previous years, the recommendation is to include this year's data in the assumption, making it the average percentages from 2016/2017 to 2020/2021.

2.2 Deaths

Age-specific mortality rates have plateaued in recent years, the recommendation is to add 2020/2021 data to the assumption, making it the average age-specific mortality rate from 2016/2017 to 2020/2021.

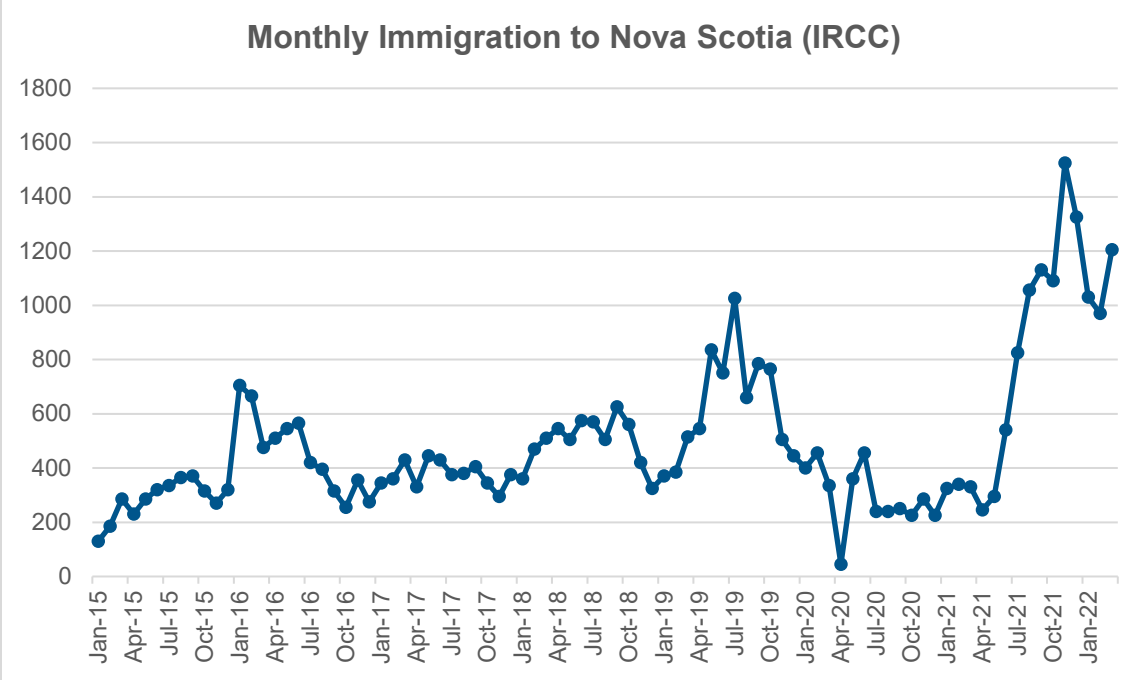
2.3 Migration



2.3.1 Immigration

Immigration to Halifax has increased substantially in the last few years, starting in 2015/2016, with particularly large increases in 2018/2019 and 2019/2020, followed by large decreases in 2020/2021 due to the pandemic.

Monthly data from Immigration, Refugees, and Citizenship Canada (IRCC)[7] illustrates a significant drop in immigration to Nova Scotia at the start of the pandemic in April 2020. Immigration levels remained relatively low until May 2021, after which a rebound effect occurred, where it appears the IRCC was attempting to process the backlog that had accumulated over the course of the pandemic[8]. Immigration from December 2021 to March 2022 fell below the peak levels observed in November 2021, which may be the beginning of a stabilization to less extreme (although still historically high) levels.



Immigration is a particularly difficult component of population change to project, since it is significantly influenced by federal policy decisions which can change quickly. Unexpected geopolitical factors can also have a large influence, such as the influx of refugees from Ukraine[9].

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[7] Open Government. (2022). *Permanent Residents – Monthly IRCC Updates – Canada – Admissions of permanent resident by province/territory of intended destination and immigration category*. Retrieved from https://open.canada.ca/data/en/dataset/f7e5498e-0ad8-4417-85c9-9b8aff9b9eda/resource/5582034d-8f89-49d5-8597-483d628078a1

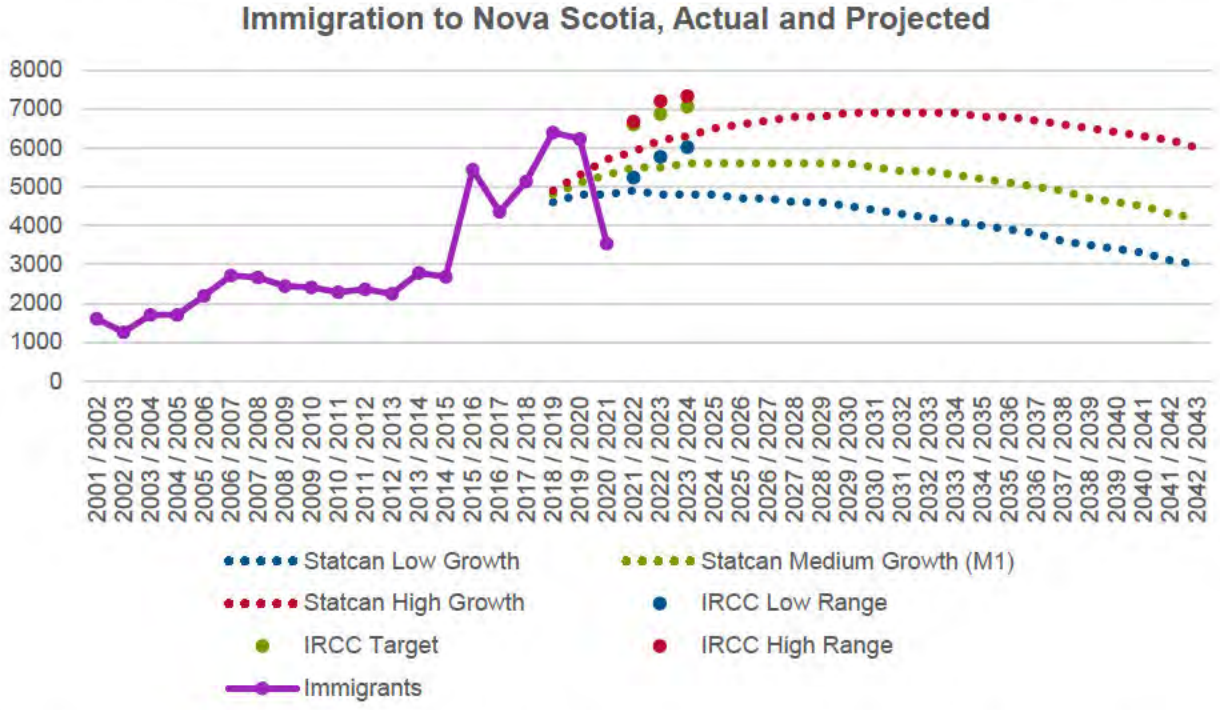
[8] Dayal, P. (2021, December 7). Ongoing immigration-processing delays leave many in limbo in Canada and overseas. *CBC News*. Retrieved from https://www.cbc.ca/news/canada/saskatoon/delays-across-immigration-streams-leave-many-in-limbo-in-canada-and-overseas-1.6275084

[9] Dayal, P. (2022, April 24). More than 100,000 Ukrainians are waiting to get visas to come to Canada. *CBC News*. Retrieved from https://www.cbc.ca/news/canada/saskatoon/more-than-100000-ukrainians-waiting-visas-canada-1.6428527

The following discusses the immigration assumptions in the 2021 HRM projections, but only in reference to the Low, Moderate, and High scenarios; the NSTM scenario continues to be based on the Provincial Migration Targets.

The immigration assumptions for the projection differ from the other components of population change in that they were based on Statistics Canada's *projection* of immigration for Nova Scotia (rather than recent data) and there has been no update to that projection.

The first few years of immigration assumptions for the Statistics Canada projection were based on immigration targets that IRCC announced in 2018 for the years 2019-2021. IRCC targets are updated annually, and the most recent targets published in 2021 for the years 2022-2024[10] are considerably higher than the data that went into the Statistics Canada and HRM projections.



The recommendation for the immigration assumption is to create a composite approach, combining the recent IRCC targets for the short-term with the long-term data from the Statistics Canada projection. There are two stages to this process: determining the immigration to Nova Scotia and determining the share of that to Halifax.

[10] IRCC. (2021). Annual Report to Parliament on Immigration. Retrieved from https://www.canada.ca/en/immigration-refugees-citizenship/corporate/publications-manuals/annual-report-parliament-immigration-2021.html

2.3.1.1 Immigration to Nova Scotia

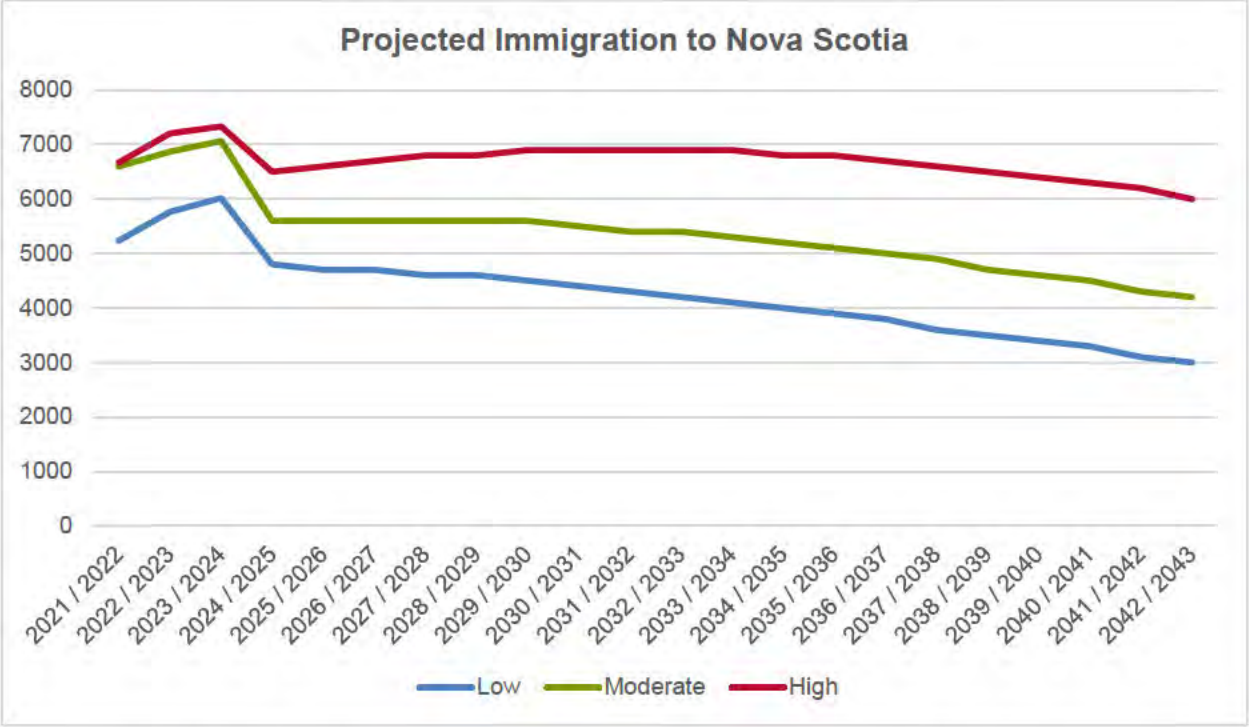
Firstly, the IRCC targets can be converted from calendar year to July-June year to align with how the Statistics Canada data is organized.

(IRCC Target for 2021 * 0.5) + (IRCC Target for 2022 * 0.5)	2021/2022
(IRCC Target for 2022 * 0.5) + (IRCC Target for 2023 * 0.5)	2022/2023
(IRCC Target for 2023 * 0.5) + (IRCC Target for 2024 * 0.5)	2023/2024

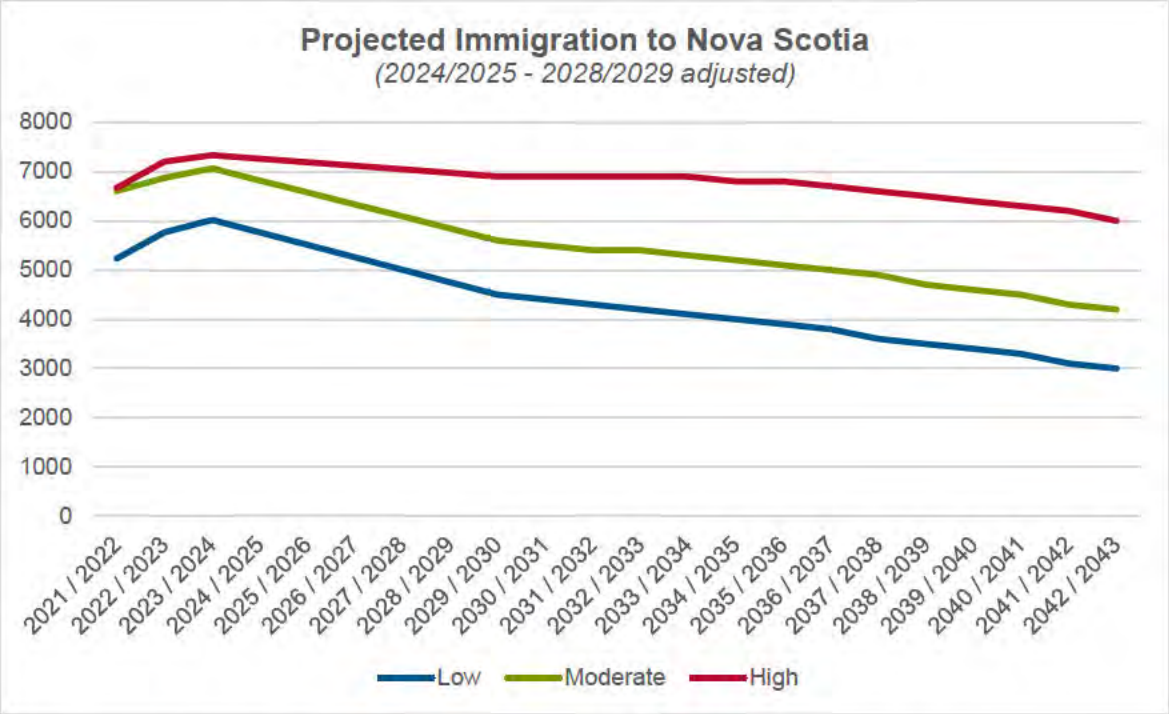
The immigration to Nova Scotia can be determined by applying the percentage of immigration allocated to Nova Scotia for each of these years from the Statistics Canada Projection to the IRCC target data.

Year	Statistics Canada Projection: Immigration to Canada	Statistics Canada Projection: Immigration to NS	Percentage NS of Canada	IRCC Target for Canada	IRCC Target allocation to NS (based on % to NS from Statistics Canada Projection)
2021/2022	346,800	5,500	1.6%	416,323	6,603
2022/2023	351,700	5,500	1.6%	439,350	6,871
2023/2024	355,900	5,600	1.6%	449,028	7,065

By using the IRCC targets for the first 3 years of the projection in combination with the Statistics Canada projection over the long-term, there is a sharp drop in immigration in the 2024/2025 year.



One of the foundational principles employed in Statistics Canada's projection is responding to recent trends in the short-term while gradually converging toward an anticipated trend in the long term. Following this principle, it is recommended to adjust the five years following the IRCC Targets to gradually converge with the Statistics Canada projection. In the 2029/2030 year all three Statistics Canada scenarios are either at their peak or just beginning to descend from their peak, which is why this point was chosen to return to those assumptions while achieving a gradual bridge with the new IRCC targets.

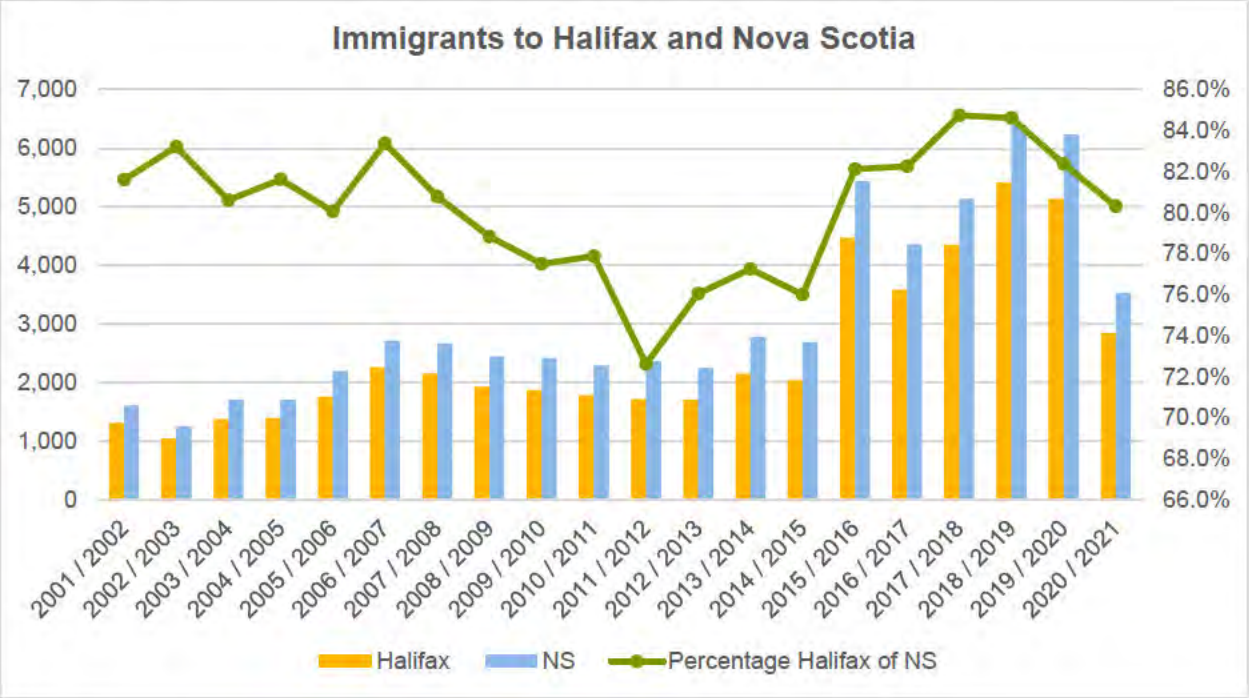


The scenarios were evaluated accordingly:

Years	Low	Moderate	High
2021/2022 to 2023/2024	IRCC Low Range	IRCC Target	IRCC High Range
2024/2025 to 2028/2029	Linear trend between 2023/2024 and 2029/2030	Linear trend between 2023/2024 and 2029/2030	Linear trend between 2023/2024 and 2029/2030
2029/2030 to 2042/2043	Statistics Canada Projection	Statistics Canada Projection	Statistics Canada Projection
2043/2044 to 2049/2050	Linear Extrapolation of Statistics Canada Projection	Linear Extrapolation of Statistics Canada Projection	Linear Extrapolation of Statistics Canada Projection

2.3.1.2 Immigration to Halifax

In the projection from 2021, the immigration to Halifax was determined based on the average percent of immigrants to Nova Scotia that were coming to Halifax from 2016/2017 to 2019/2020 (83.5%). In 2020/2021, 80.3% of immigrants to Nova Scotia came to Halifax. This is a drop below what had been observed in the last five years, but this measure has fluctuated over time and the goal is for more immigrants to Nova Scotia to be directed to rural areas[11]. Therefore, it is recommended to factor in this new data, making the assumption based on the average from 2016/2017 to 2020/2021, resulting in a percentage of 82.9% of Nova Scotia immigrants to Halifax.

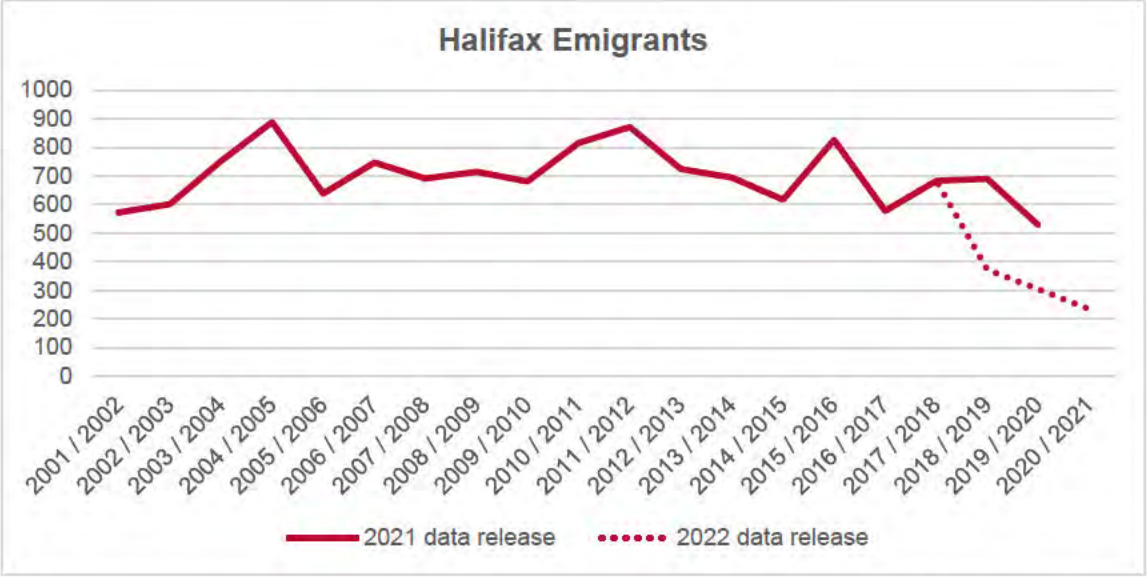


2.3.2 Emigration

Emigration in 2020/2021 decreased, even as population grew, leading to a decreasing rate of emigration. This is likely partly due to pandemic effects making international travel challenging, which will not continue in the long term.

According to the data released in early 2021 approximately 600 people were emigrating annually from 2016/2017 to 2019/2020. The new data released in early 2022 shows a drop to approximately 300 annual emigrants starting in 2018/2019.

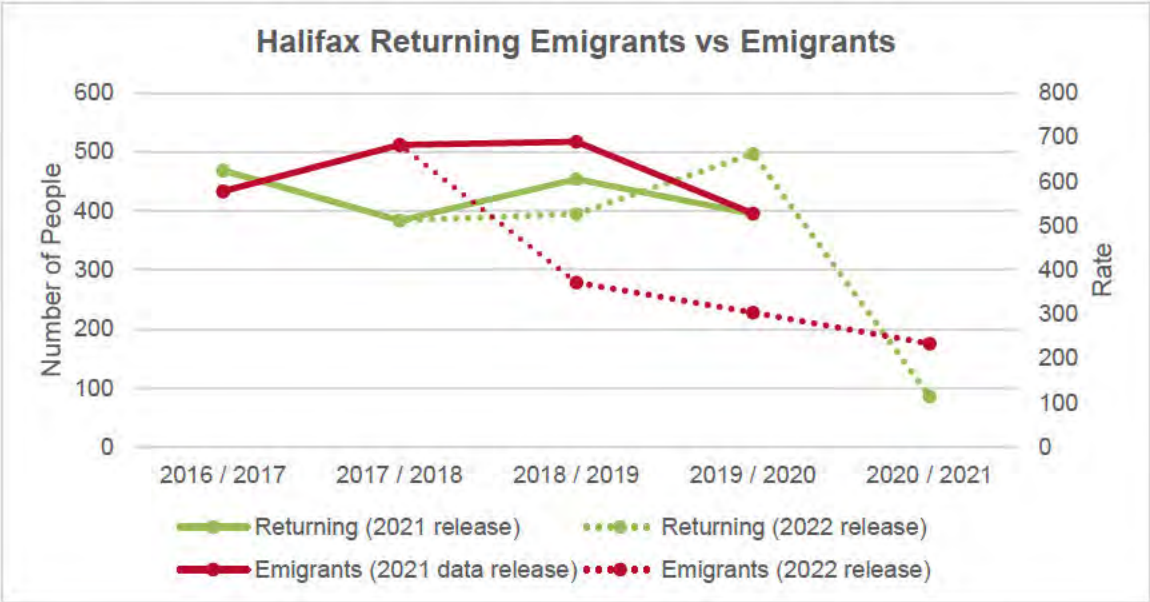
[11] Ministerial Mandate Letter, The Honourable Tim Houston, Premier of Nova Scotia, Sept. 2021, retrieved from https://novascotia.ca/exec_council/letters-2021/ministerial-mandate-letter-2021-LSI.pdf



The recommendation is to change the emigration rate from the average from 2016/2017 to 2019/2020 to the average from 2018/2019 to 2020/2021, to better consider this recent trend of lower emigration that began before the pandemic.

2.3.3 Returning Emigrants

The number of retuning emigrants decreased in 2020/2021, another reflection of the pandemic reducing international migration. The ratio of returning to new emigrants dropped from over 1 in the last couple of years to 0.36 in 2020/2021. However, in the previous data release, the observed rate was approximately 0.69 from 2016/2017 to 2019/2020; the change to a ratio above 1 occurred because of fewer emigrants, rather than significantly more returning emigrants.



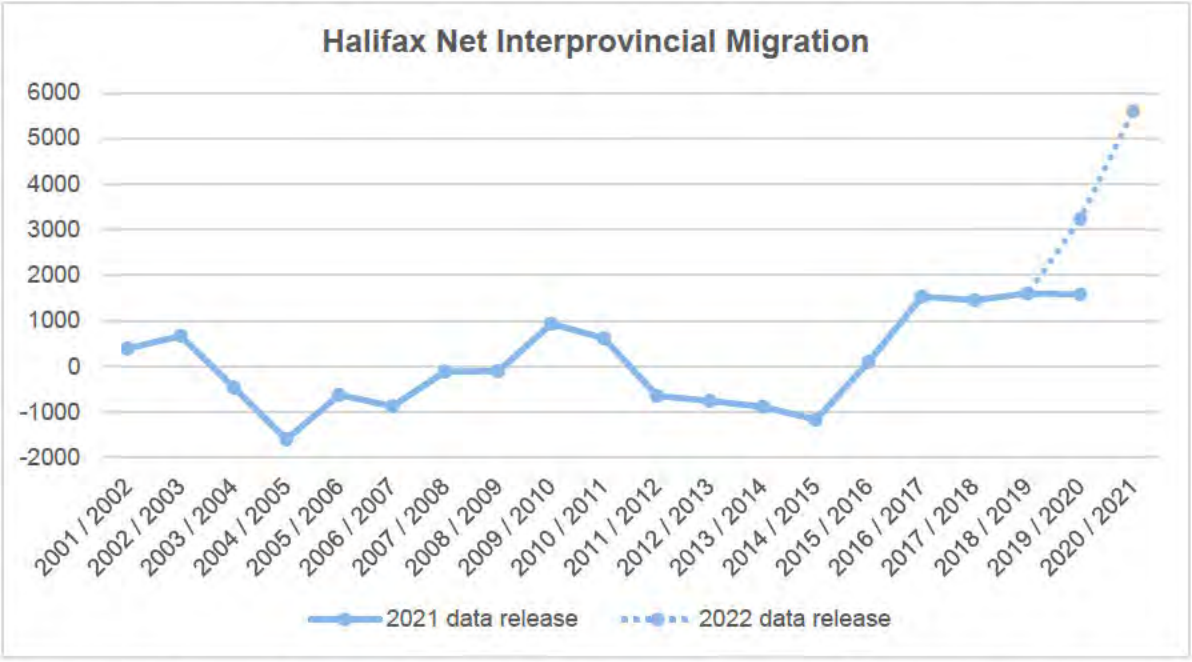
The recommendation is to incorporate the most recent year of data, making the assumption the average rate of returning emigrants to emigrants from 2016/2017 to 2020/2021. The result is a return rate of 0.89, which is higher than the rate used in the 2021 projection, while remaining below 1, since a continued trend of more emigrants returning than leaving is not logical in the long term (ultimately, the number of emigrants *returning* cannot exceed the pool of people who emigrated in the first place).

2.3.4 Temporary Emigrants

The number of net temporary emigrants was unusually low in 2020/2021, which is likely another pandemic impact that will not last. The recommendation is to maintain the assumption as the average rate from 2016/2017 to 2019/2020.

2.3.5 Interprovincial Migration

There was a very large increase in interprovincial migration in the 2022 data release, both in terms of adjusting the 2019/2020 number (1,584 became 3,327) and adding in 2020/2021 (5,594, compared to the 2016/2017 to 2019/2020 average of approximately 1,500). The impact of accounting for the last two years in the interprovincial assumption effectively doubles the rate of this component of migration compared to the assumption used in the 2021 projection.



COVID-19 has brought forward several trends that have contributed to interprovincial migration to Nova Scotia and other Atlantic Provinces throughout the pandemic:

- spending more time at home and a resulting desire for more space,
- loss of many of the activities that made living in large urban centres attractive,
- desire for better access to wilderness and outdoor recreation when indoor recreation is not possible,

- remote work options increasing the ability to live at a distance from employment,
- stability of Nova Scotia and other Atlantic Provinces relative to the spread of the virus and shorter periods of lockdown compared to other parts of Canada.

There are several reasons to expect continued high rates of interprovincial migration in the coming years:

- Halifax (and Nova Scotia overall) has *relatively* low housing prices when compared to other large Canadian markets, which is unlikely to change in the near-term.
- Remote work appears to be remaining in some capacity, even when no longer explicitly required by public heath measures, allowing more opportunities for people who work in larger Canadian cities to move to Halifax while keeping their jobs.
- Halifax is the largest city in the Atlantic Provinces, and as it continues to grow, the growth in opportunity will likely inspire further growth.
- The Greater Halifax Partnership already promotes Halifax as a place to live and do business; their work along with other advertising campaigns (for example, from the Provincial Government, both existing and planned) draws attention to Halifax and Nova Scotia as a destination, making it more attractive for individuals and businesses to locate here.

However, there are also arguments that this growth may not be as substantial:

- People who made hurried decisions about moving here to escape the pandemic may not stay as restrictions lift and we return to more of a pre-pandemic way of life.
- Low vacancy rates in HRM, combined with lower salaries and higher costs of living in Nova Scotia relative to other parts of the country may discourage further interprovincial migration.
- Some large industry boom on the scale of the Alberta Oil Patch may draw people away from Nova Scotia, like in the 2011-2015 period.

In terms of the assumption for the projections, the NSTM scenario will remain based on the provincial target, and it is recommended to continue using the average rate from 2011/2012 to 2014/2015 for the Low scenario, as it represents a recent period of outmigration to other provinces. However, it is recommended to change the Moderate scenario to use the average rate from 2016/2017 to 2018/2019 (i.e. continued *pre-pandemic* growth), and for the High scenario to use the average rate from 2019/2020 to 2020/2021, since Halifax now has an example of very high interprovincial migration.

This approach provides the opportunity to see what would happen if Halifax returns to more pre-pandemic levels of higher interprovincial migration, while also exploring a high scenario with a basis in real-world data.

2.3.6 Intraprovincial Migration

The number of intraprovincial migrants fell by about half in 2020/2021. This is also likely due to pandemic impacts – there may be less perceived value in moving from rural to urban areas

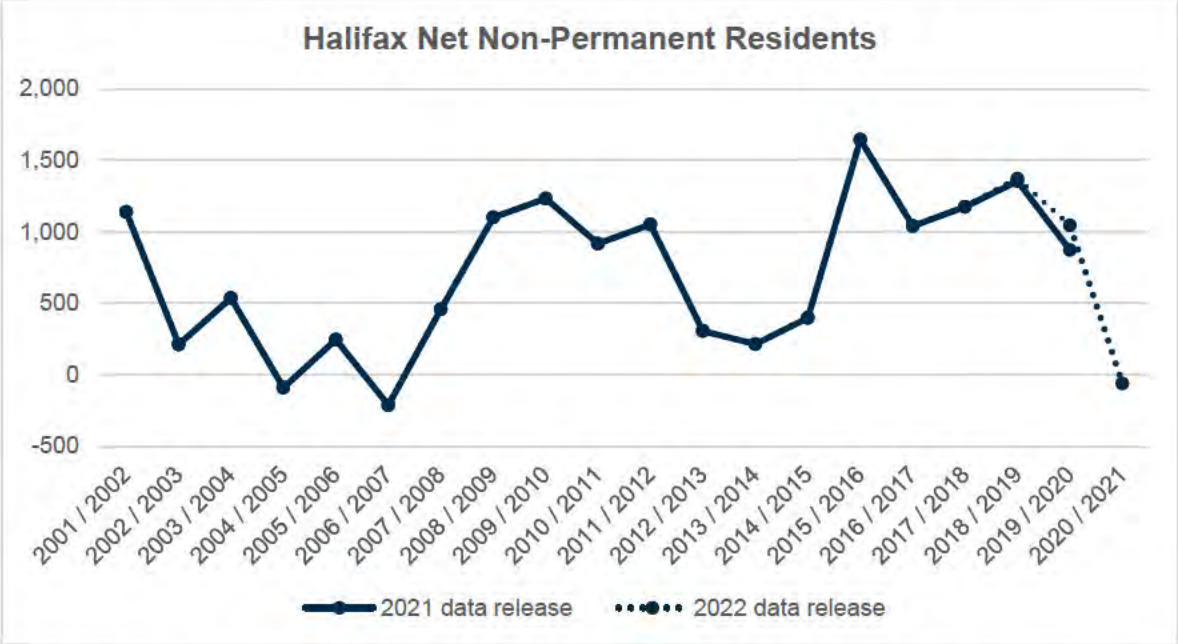
when lockdowns are in place and when work from home is possible. Further, pandemic-related economic hardship may have prevented people from moving to urban areas as well, or delayed a potential move.

The new data release did not significantly change the data for the previous few years.

The recommendation is to keep the assumption as the average number from 2016/2017 to 2019/2020, since the pandemic impacts likely will not continue.

2.3.7 Non-permanent Residents

In 2020/2021, the net number of non-permanent residents was negative for the first time since 2006. From 2016/2017 to 2019/2020, it had been averaging approximately 1,100.



This is also likely an impact of the pandemic making international travel difficult and many universities operating on a virtual model. The recommendation is to keep the assumption as the average rate for 2016/2017 to 2019/2020, since this reduction in non-permanent residents is not likely to continue in the long term.

2.3.8 Age and Sex Distribution of Migrants

There were no major changes in trends for the age and sex distribution of migrants in 2020/2021, it is recommended to incorporate the new year of data into the assumption, making it the average percentage from 2016/2017 to 2020/2021 for each cohort within each component of migration.

2.4 Summary of Recommended Changes to Assumptions

Component of Change	Low Immigration & Economic Downturn	Moderate Immigration & Continued Pre-pandemic growth	High Immigration & Economic Boom	Nova Scotia Targeted Migration (NSTM)
Original Scenarios				
Base Year	2020			
Fertility	Average age-specific rate 2016-2019, held constant			
Birth sex split	Average percent 2016-2019, held constant			
Mortality	Average age-specific rate 2016-2019, held constant			
NS Immigration	Statistics Canada Low Scenario	Statistics Canada Medium Scenario	Statistics Canada High Scenario	15,000 immigrants to NS annually
% Halifax Immigration of NS	Average 2016-2019, held constant (83.5%)			
Emigration	Average rate 2016-2019, held constant			
Returning Emigrants	Average ratio to emigrants, 2016-2019, held constant			
Temporary Emigrants	Average rate 2016-2019, held constant			
Interprovincial	Average rate 2011-2014, held constant	Average rate 2016-2019, held constant	Moderate + (Moderate – Low)	10,000 interprovincial migrants to NS Annually
Intraprovincial	Net zero	Average number 2016-2019, held constant	Moderate + (Moderate – Low)	Average number 2016-2019, held constant
NPR	Average rate 2016-2019, held constant			
Age split of each component of migration	Average percentage 2016-2019, held constant			

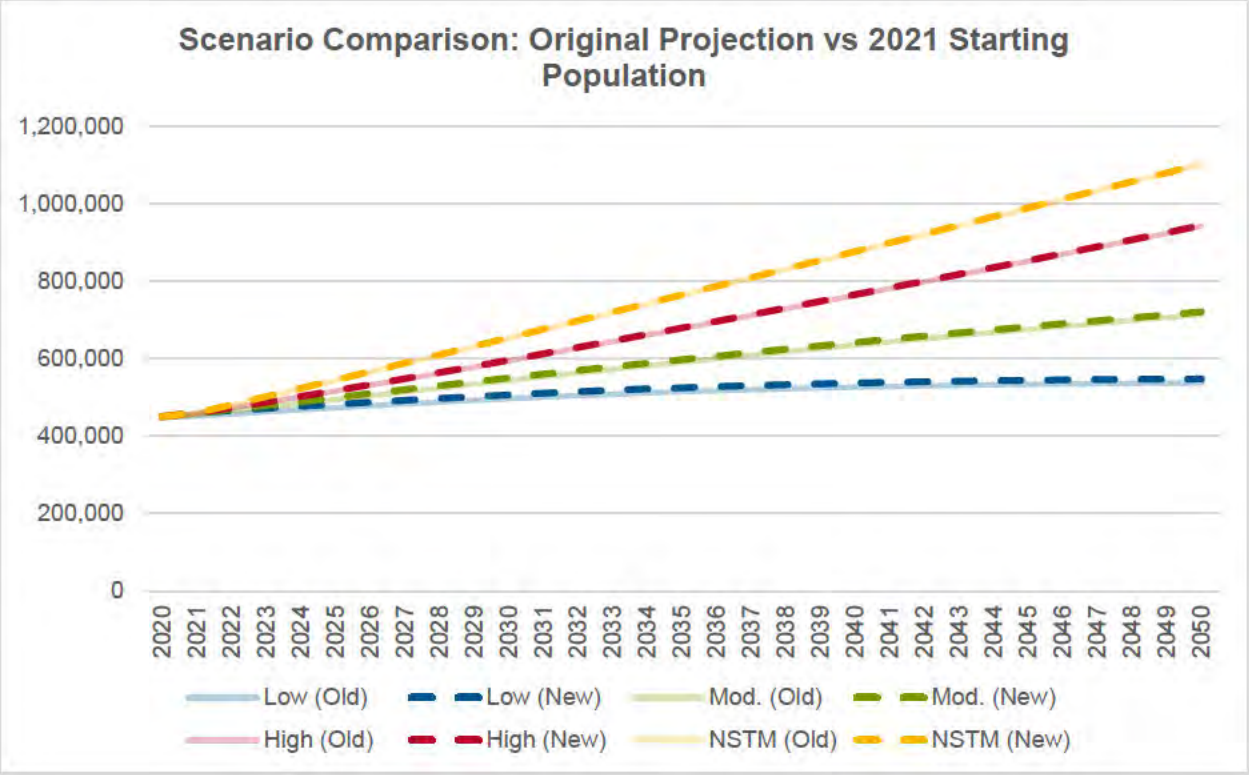
Proposed Updated Scenarios				
Base Year	2021			
Fertility	Average age-specific rate 2018-2020, held constant			
Birth sex split	Average percent 2016-2020, held constant			
Mortality	Average age-specific rate 2016-2020, held constant			
NS Immigration	IRCC low range + Statistics Canada Low Scenario	IRCC target + Statistics Canada Medium Scenario	IRCC high range + Statistics Canada High Scenario	15,000 immigrants to NS annually
% Halifax Immigration of NS	Average 2016-2020, held constant (82.9%)			
Emigration	Average rate 2018-2020, held constant			
Returning Emigrants	Average ratio 2016-2020, held constant			
Temporary Emigrants	Average rate 2016-2019, held constant			
Interprovincial	Average rate 2011-2014, held constant	Average rate 2016-2018, held constant	Average rate 2019-2020, held constant	10,000 interprovincial migrants to NS Annually
Intraprovincial	Net zero	Average number 2016-2019, held constant	Moderate + (Moderate – Low)	Average number 2016-2019, held constant
NPR	Average rate 2016-2019, held constant			
Age split of each component of migration	Average percentage 2016-2020, held constant			

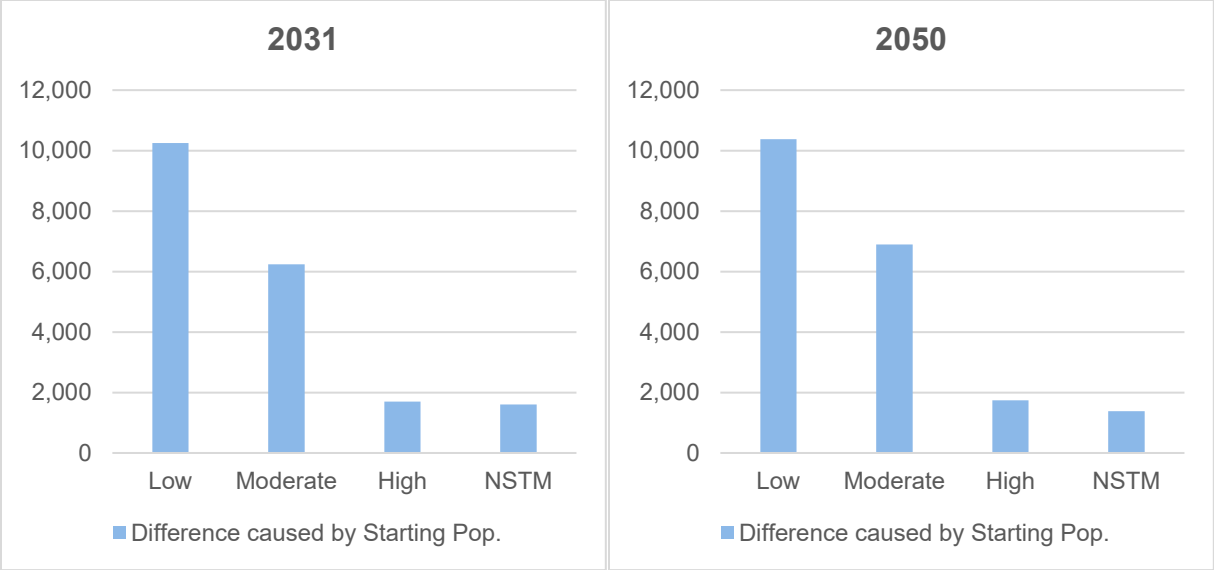
3.0 Scenario Comparisons

The following sections outline the differences in resulting scenarios, firstly by using 2021 as the new starting population, and secondly by using 2021 as the starting population *and* implementing the new recommended assumptions discussed in section 2.0 of this report.

3.1 Effects of an Updated Starting Population

Using 2021 as the new starting population – rather than 2020 – allows us to account for the anomalies of the pandemic (like lower immigration and higher interprovincial migration than previous years) as the new starting place for the projection, rather than beginning with assumptions that will result in known inaccuracies in the first year.

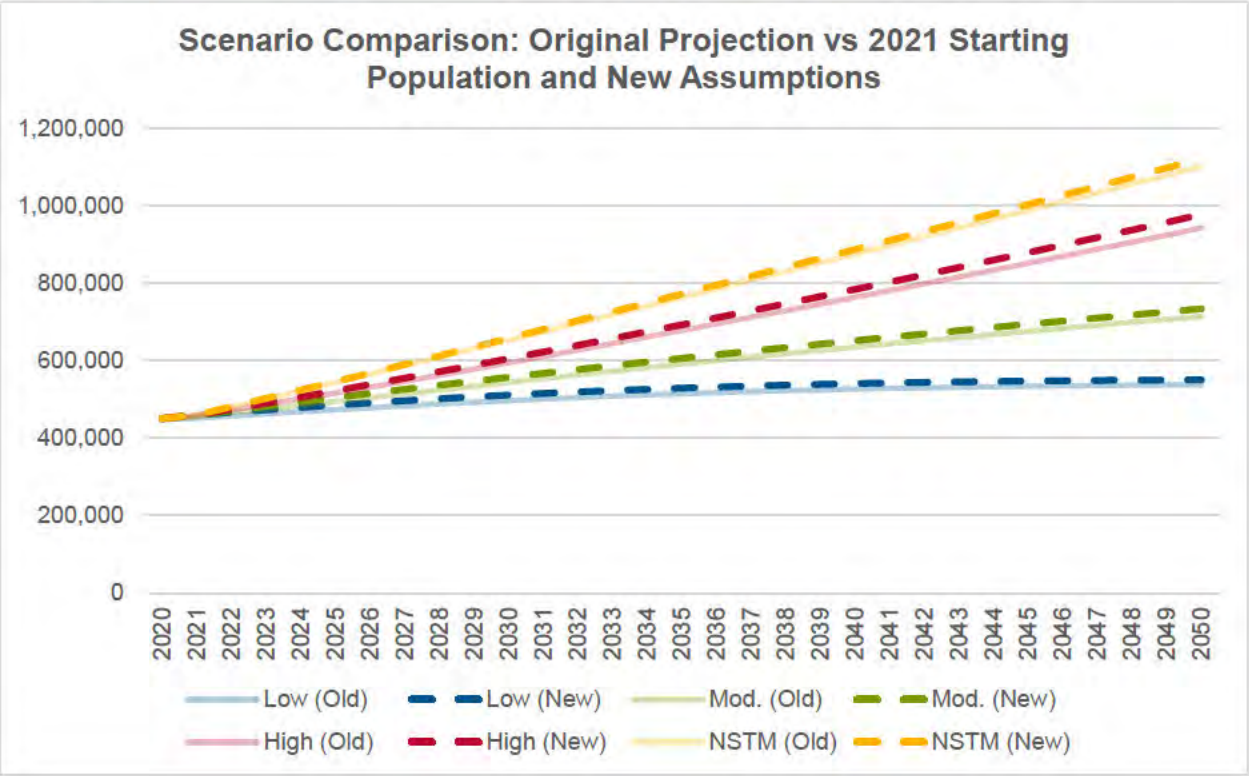


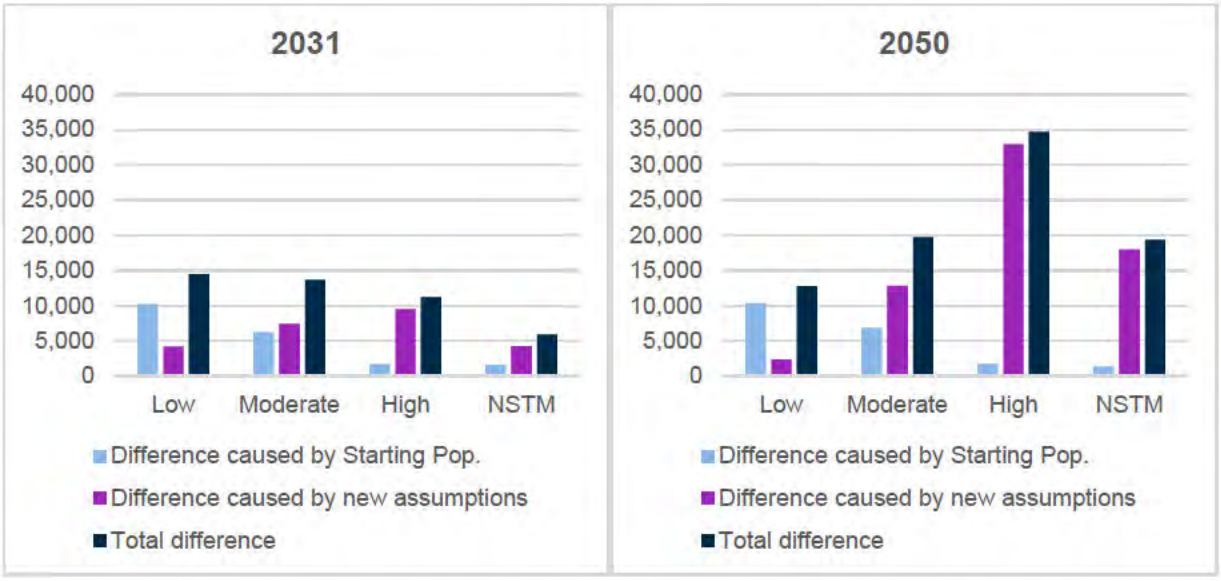


The changes made by updating the starting population are quite similar between 2031 and 2050. The highest impact is in the Low and Moderate scenarios, which would be because the estimated 2021 population is closest to the projected High scenario.

3.2 Effects of Updated Assumptions

Using 2021 as the starting population in addition to the adjusted population change assumptions has a larger impact on the projected population, and this impact increases over time.





The differences earlier on in the projection are primarily caused by the new starting population (as shown in section 3.1), as well as increased immigration assumptions following the IRCC targets.

With the new assumptions on top of the new starting population, the High scenario is the most different from the original projection by 2050. This is primarily due to the assumption around interprovincial migration as the average from 2019/2020 to 2020/2021. Although the difference in the rate of interprovincial migration does not appear large (0.00987 compared to the original 0.00924) it is enough to make a difference of approximately 300 people annually at the start of the projection, 400 people by 2031, and 600 people by 2050. This has a compounding effect, especially when considering that the additional population will have fertility assumptions applied to them for the remainder of the projection.

Although the assumptions around immigration and interprovincial migration to Nova Scotia were not changed in the NSTM scenario, slight changes to the *share* of those migrants coming to Halifax can have a large impact. Notably, the increase in interprovincial migrants to Halifax that results from basing this assumption on the average percentage from 2016/2017 to 2020/2021 results in an annual increase of 400 people to Halifax. By 2050, this adjustment translates to an additional 12,500 people just in interprovincial migrants over the course of the projection. The new births that would occur as a result of this added population would further increase the gap between the original projection and the updated one for this scenario.

4.0 Conclusion

As new data becomes available, it is critical to re-examine population projections to observe new trends and determine whether the assumptions remain reasonable. Failing to be aware of changes for several years in a row can result in planning that will not suit the needs of a dynamic population. The annual update will be scheduled in future to occur early in the year, as soon as Statistics Canada releases new population estimate and population change data.

Updating the base year of the projection to 2021 allows us to take into account population change during the pandemic that was challenging to predict, and eliminate known inaccuracies from the first year of the projection. Making this change in the projection has the most impact on the Low and Moderate scenarios, but not a large impact on the projection overall.

Updating assumptions had larger impacts on the population in the Moderate, High, and NSTM Scenarios, mainly due to the changes in assumptions around immigration and interprovincial migration. Both of these components are large contributors to population growth in Halifax, have fluctuated significantly in the past, and are difficult to predict due to their volatility.

The changes in immigration assumptions result from an attempt to align the Statistics Canada projection with updated IRCC targets for immigration to Canada (which are already significantly higher than the targets that went into Statistics Canada's projection).

Although the change to the interprovincial migration assumption in the High Scenario results in a large increase in population, this is perhaps a more reasonable assumption given that it is based on actual data for Halifax rather than being based on the difference between the Low and Moderate scenarios.

The NSTM scenario appears to have a high sensitivity to changes in the share of migrants coming to Halifax, because this scenario envisions such a large number of immigrants and interprovincial migrants to Nova Scotia. While this sensitivity means that slight changes in percentages of migrants to Halifax could have large impacts on the population by 2050, this scenario was never intended to be particularly precise. The provincial targets are broad and ambitious, and incorporating them in this highest scenario served to achieve a rough idea of what very high sustained migration could look like for Halifax.

Whether the recommended assumptions outlined in this report are used to update Halifax's population scenarios this year or not, the concluding key recommendations are to continue to examine new data annually to keep up with changing conditions and the potential they have to impact population, and to acknowledge the uncertainty in projections of the future, especially in the long-range.