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Item No. 15.1.10
Regional Council
July 11, 2023

TO: Mayor Savage and Members of Halifax Regional Council

SUBMITTED BY: Original Signed

Cathie O'Toole, Chief Administrative Officer

DATE: June 23, 2023

SUBJECT: **2023-00680: Suburban Plan and Rapid Transit Corridors**

ORIGIN

On January 25, 2022, Regional Council passed the following motion:

Moved by Councillor Cuttell, seconded by Councillor Lovelace

THAT Halifax Regional Council recommend that the Chief Administrative Officer be directed to prepare a staff report outlining the process to initiate updated secondary plans for the areas identified as RT Walkshed 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.*

MOTION PUT AND PASSED UNANIMOUSLY.

On August 9, 2022, Regional Council passed the following motion:

MOVED by Councillor Austin, seconded by Councillor Mason

THAT Halifax Regional Council:

- 2. 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 of the staff report dated July 5, 2022.*

MOTION PUT AND PASSED UNANIMOUSLY.

RECOMMENDATION ON PAGE 2

LEGISLATIVE AUTHORITY

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

An Act to Amend the HRM Charter Respecting Housing:

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.

RECOMMENDATION

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

1. Initiate a process to develop a new comprehensive Secondary Municipal Planning Strategy and Land Use By-law for suburban areas (the Suburban Plan) with a priority given to enabling transit-supportive, mixed-use development as outlined in this report, including amending the Regional Municipal Planning Strategy, the Regional Subdivision By-law and amending or repealing any applicable secondary municipal planning strategies and land use by-laws to implement the new plan;
2. Use the Regional Plan Review engagement program, as presented to Regional Council on June 20, 2023, as the initial public participation program policy guiding the Suburban Plan;
3. Return to Council with a Suburban Plan What We Heard Report, Revised Suburban Plan Public Participation Program and Revised Suburban Plan Work Plan following the completion of Regional Plan Review Phase 4 engagement program;
4. Direct staff to bring forward requests for additional staff resources as outlined in this report as part of the 2024-2025 Budget and Business planning process;
5. Effective immediately, direct any new requests for site-specific amendments to Municipal Planning Strategies in the Suburban Area to the suburban planning process, and direct staff to address current requests as generally outlined in Attachment A.

EXECUTIVE SUMMARY

As requested by Council, this report capitalizes on the Regional Plan review to propose an approach to advance planning work for lands identified as the Rapid Transit (RT) Walkshed, in the Draft Regional Plan as presented to Regional Council on June 20, 2023. It also proposes to initiate work on the entire suburban plan, including the development of guiding principles, process, timelines, and identifying needed resources.

BACKGROUND

The Regional Municipal Planning Strategy (Regional Plan) sets out planning and land use direction to encourage strategic growth in the Regional Centre and suburban communities. Under the current Regional

Plan review, growth targets are proposed to be further refined to encourage development in these areas. The Regional Plan relies on Secondary Municipal Planning Strategies (Community Plans) and Land Use By-laws to implement strategic direction related to environmental protection, alignment of land use and mobility, and the required supportive infrastructure. There are currently 21 community plans, each of which applies to a specific community area (sub-geography) within the municipality. Most of the plans were developed separately prior to amalgamation, and therefore lack a consistent approach to regulating land use.

HRM is growing rapidly, and the current housing system is not meeting the demand and need for housing. This is reflected in low vacancy rates and escalating housing prices. While there are many reasons for this housing shortage, more flexible and enabling planning policies and regulations are part of the solution and can help communities manage change while accommodating additional housing options along with pedestrian-oriented design, additional amenities, and services.

Transit Supportive Land Use and the Rapid Transit Strategy

The Integrated Mobility Plan (IMP) approved by Council in 2017 set out policies and actions designed to manage congestion, providing convenient connections for people of all ages and abilities, and address mobility solutions in the urban, suburban and rural areas.

Building on the IMP, the Rapid Transit Strategy¹ approved by Council in May 2020, is a plan to build a Rapid Transit system by 2030. Rapid Transit is fast and reliable transit service that typically operates within a dedicated right of way and can shape land use patterns by attracting development near stations and terminals. The system “gets you where you want to go, when you want to go, faster and more frequently—seven days a week”. The proposed high frequency Rapid Transit (RT) Network includes the Regional Centre, extends into suburban communities, and includes new ferry services connecting to Downtown Halifax.

To create sustainable, transit-oriented neighbourhoods, land use policy and Rapid Transit must align through the following actions:

- Plan for higher-density mixed use development around Rapid Transit;
- Ensure that affordable housing and amenities are available near Rapid Transit;
- Improve the connectivity of local streets and the quality of active transportation infrastructure near stations and terminals; and
- Pursue a long-term vision for Rapid Transit together with a long-term vision for land use.

Research identifies minimum densities necessary to support various levels of transit, which can be supported by low-density infill and “missing middle” densities in a larger area. To allow for a more comprehensive analysis of growth areas, staff propose to study areas within 800 metres of existing and proposed transit corridors and stations, and 1,200 metres of proposed enhanced stations and proposed terminals. It is important to note that in some cases, natural boundaries and the fabric of the community will require those boundaries to be adjusted, and that the specific location of stops and terminals has not been confirmed yet through detailed design.

Other Areas Served by Frequent Transit

While the Rapid Transit Strategy is an ambitious plan to transform the transit system in the Municipality, it is important to recognize that many of the lands are already well served by transit and active transportation. There are also some areas that are not currently included as potential RT routes but are well served by frequent transit and are experiencing development pressures. The work of the Joint Regional Transportation Agency is also of critical importance to the region and will need to be considered through the Regional Plan, Suburban Plan and other community planning processes. These areas will also be considered in this work.

¹Rapid Transit Strategy. <https://www.halifax.ca/sites/default/files/documents/transportation/halifax-transit/Rapid%20Transit%20Strategy%20-%20Final%20-%20May%202020.pdf>

Planned Growth and Special Planning Areas

Concurrent with the Regional Plan review, there is significant work underway to plan for major significant areas of growth identified as Future Growth Nodes in the Centre Plan area, Future Serviced Communities (some of which are also identified as Special Planning Areas under the *Housing in HRM Act*), and the Opportunity Sites identified in Phase 3 of the Regional Plan review. Future work on the Suburban Plan will be closely coordinated with those concurrent planning processes.

Growth and Infrastructure Planning

While the proposed location of RT routes and infrastructure already aligns well with the location of destinations such as community services and amenities, some areas are better served than others. A comprehensive planning process can help align directions for strategic growth with the need for strategic infrastructure investments and equity considerations. By supporting more infill development where services exist or are planned for, the Municipality can provide additional housing options and support more efficient development patterns from an infrastructure and community building perspective.

DISCUSSION

A new Suburban Plan at a time of high growth represents a significant and urgent opportunity for the Municipality to direct growth to strategic locations, provide for more housing options and economic development, align local planning with the Regional Plan's strategic objectives, and provide guidance for more people-oriented urban design. The Draft Regional Plan incorporates additional policies and design guidelines to enable anticipated levels of growth that support transit-oriented development well served by parks and open spaces, essential and emergency services, and community infrastructure such as libraries and recreation centres. It also provides general direction on the boundary of the Suburban Plan and walksheds around the RT and other important transit corridors, which will be tested with community. There are a number of key assumptions that Council can confirm to ensure that the proposed framework for the Suburban Plan aligns with Council priorities.

Key Assumptions

In developing an approach to the Suburban Plan, staff were guided by the following assumptions:

1. **Provincial Statements of Interest:** as part of any plan review, the municipality must consider and respond to applicable provincial statements of interest in making land use decisions²;
2. **Regional Plan:** apply key policies and directions of the Regional Plan and Priority Plans in developing recommended approaches, including incorporating policies approved by Phase 4 and Phase 5 of the current review;
3. **Evidence-Based Decision Making:** use regional and local level studies and analysis, including the complete community analysis, and the population and housing scenarios;
4. **Community Engagement:** use extensive community engagement, including with diverse and underrepresented communities, and stakeholders at all stages of the planning process;
5. **Growth Targets:** consider and plan for the final approved Regional Plan Growth Targets and other performance indicators.
6. **Plan Simplification:** use the principles of plan and by-law simplification (modernization) to develop consistent, user-friendly, clear and predictable land use policies and regulations while considering the local context and community input.

Plan Area

The proposed Suburban Plan Area is illustrated in the Draft Regional Plan as the "Suburban Area" Map 1, (See June 20, 2023 [staff report](#)), and is aligned with the Urban Settlement Designation and the Urban

² <https://beta.novascotia.ca/sites/default/files/documents/1-2652/minimum-planning-requirements-guidebook-implementing-statements-provincial-interest-en.pdf>

Transit Service Boundary. This initial boundary will be presented for community feedback, and while minor adjustments can be made on the urban/rural edges, from a strategic point of view it is recommended that the Suburban Plan is closely aligned with central services and the transit boundary. In addition, Map 3 of the Draft Regional Plan includes proposed Suburban Growth Areas, including potential transit-oriented growth areas within Rapid Transit Walksheds.

Proposed Planning Framework

It is anticipated that the Suburban Plan will seek to propose many of the form-based regulations to enable predictable development, improve urban design, and provide additional housing options that have been utilized in Centre Plan. It is, however, important to note that the plan will be developed through extensive public and stakeholder engagement and will include opportunities to tailor policies and regulations to the local context.

In existing communities around proposed Rapid Transit corridors, it is expected that change will occur incrementally as opportunities to renovate, expand, or adapt existing buildings and sites arise. Sites such as underutilized parking lots, shopping plazas, and institutional properties should be encouraged to be redeveloped following transit-oriented principles and best practices. Pedestrian supportive, mixed-use redevelopment should be encouraged through as-of-right development where possible. These larger and more complex sites will still be expected to proceed through a comprehensive planning process similar to the Future Growth Nodes in the Centre Plan but will include provisions that relate to local context.

The Rapid Transit Strategy identified key areas near Rapid Transit stations and terminals where there may be significant opportunities for development as Potential Transit-Oriented Communities. These places have the capacity to become destinations and hubs of activity, similar to the Centres, Corridors and Future Growth Nodes identified in the Centre Plan. The Regional Plan Review has revised the existing growth centres to align with the proposed RT network. It must also be recognized that some neighbourhoods in the Suburban Area that are regulated by development agreements will continue to guide development, until they are discharged by the developer or by Council.

Enabling Opportunity Sites

As work has continued on the Regional Plan, more requests have come forward for new growth in the suburban areas, particularly along Rapid Transit Corridors. These are outlined in Attachment A. To work to advance these quickly, staff will conduct pre-engagement on the Suburban Plan during the Regional Plan Review and will work with landowners and infrastructure and service providers to understand the level of readiness to accommodate new levels of growth in our suburban communities.

The Draft Regional Plan has set out policy to guide decision-making for some of these larger inquiries and applications while the Suburban Plan is being completed. This will allow proposals that meet identified community needs and objectives to be prioritized over proposals that are inconsistent. Additional information on this topic is available in the issue paper titled "Suburban Community Design", and the Draft Regional Plan Review provided to Regional Council on June 20, 2023, including Appendix C - Suburban Design Guidelines.

Workplan & Phasing

The Centre Plan process took over five years to adopt following Council's re-initiation in 2014. While the Municipality now has a solid and workable framework for developing new secondary municipal planning strategies and land use by-laws, the Suburban Plan area is larger in size, includes distinct communities, distinct character areas, and complex land uses. In addition, other than site specific amendments and community visioning processes completed over a decade ago these areas have not been involved in comprehensive planning in recent history. It is therefore recommended that the planning process is organized around four distinct phases as illustrated in Table 1 below. As with any comprehensive planning process, the proposed timelines will be dependent on staffing, resourcing and other priorities.

Table 1: Suburban Plan Preliminary Workplan*

Phase	Timeline & Key Deliverables
Regional Plan Community Planning Engagement	June 2023 - Spring 2024 <ul style="list-style-type: none"> • confirm draft vision, objectives, general plan boundary, and potential areas of growth through Regional Plan Phase 4 engagement • return to Council with “What We Heard” report and a comprehensive Public Participation Program for the Suburban Plan • issue background studies RFPs, including any key opportunity sites to inform planning policies or development agreements
Suburban Plan Framework	Spring 2024 – December 2024 <ul style="list-style-type: none"> • complete key background studies • develop and present for public feedback, Urban Structure and Built Form Framework • identify methods and resourcing needs for moving ahead with any opportunity sites that have a high degree of readiness (infrastructure, services and design quality) • develop draft policies and regulations for Package A of the Suburban Plan
Package A: Mixed-Use Growth Areas, Parks and Community Facilities	January – December 2025 <ul style="list-style-type: none"> • consult on planning documents for Suburban Plan Package A • revise and complete adoption process for Package A, including the public hearing
Package B: Established Residential Areas and Employment Lands	January 2026 – June 2027 <ul style="list-style-type: none"> • develop and consult on draft planning documents for Suburban Plan Package B (whole plan) • consult on the draft document • revise and complete adoption process for Package B, including public hearing

* see section on budget and resources

Resources & Budget

As any project, the Suburban Plan projected timelines are achievable if supported with staff and financial resources, and organisational support. Based on the experience of Centre Plan and other recent major projects, a Project Team should be established which includes the following staff:

- Principal Planner (1 FTE – currently 1 FTE)
- Planner III (3 FTEs – currently 1FTE)
- Planner II (2 FTEs – currently 2 FTEs)
- Planner I (3 FTEs – currently 0 FTEs)
- GIS Analyst (2 FTEs - currently 0 FTEs)

Currently, there is a staff team in place to guide this work of four full time equivalent staff (FTE), as is noted in the list above. Any requests for additional staff would come forward as part of the 2024-2025 Budget and Business Planning process.

Further to this, in the 2023/24 Budget, Council approved \$240,000 for initial studies and engagement support for the Suburban Plan. It is anticipated that a similar budget will be required in 2024/25 to 2026/27 to support additional studies and broad community engagement.

COMMUNITY ENGAGEMENT

The *HRM Charter* requires that Regional Council approve a public participation program concerning the preparation of new planning documents. Early pre-engagement on the Suburban Plan and regional growth framework will take place through Phase 4 of Regional Plan review, along with several background studies. Staff will then return with a more detailed community engagement strategy that aligns with the Public Participation Guidebook recently adopted by Council.

It is anticipated that the engagement strategy will include a broad range of engagement and communication tools during each phase of the planning process, including community and stakeholder meetings, consultation with diverse populations and groups, and formal consideration of the amended and proposed new planning documents by Regional Council through a public hearing process.

FINANCIAL IMPLICATIONS

The HRM costs associated with undertaking the work plan for 2023-2024 can be accommodated within the approved 2023-2024 operating and reserve budget for Planning and Development. Resourcing and cost plans referenced in the report are considered preliminary and will be further refined once initial consulting work has been completed.

While there are no budget implications for 2023/24, it is important to note that there may be in future years. As implementation of the plan proceeds, additional budget requests in subsequent years will be made as part of ongoing budget and business planning and may result in future budget pressures and tax implications.

RISK CONSIDERATION

This report proposes the initiation of the next phase of the Community Planning Program for the suburban areas. The intent of the program is to support more efficient use of existing infrastructure and directing infrastructure improvements to support projected growth. Not beginning this program could cause further delay in addressing HRM's housing supply needs.

ENVIRONMENTAL IMPLICATIONS

The Regional Plan includes a range of policies that deal both directly and indirectly with the natural environment, which will direct the work on the Suburban Plan. Improving transit ridership and multi-modal transportation is critical to the success of the Integrated Mobility Plan and HalifACT. Planning for anticipated growth and enabling growth in strategic locations supports protection of the natural environment, improving air quality and reducing carbon emissions, preventing habitat fragmentation, deforestation, and managing stormwater impacts to name a few. Comprehensive planning will help the municipality assess environmental risks as well as opportunities to safeguard areas from flooding, sea level rise, and restore certain habitats.

ALTERNATIVES

1. Regional Council may choose to initiate the consideration of potential policy that would differ from those outlined in this report. This may require a supplementary report from staff.
2. Regional Council may choose not to initiate the MPS amendment process. A decision of Council not to initiate a process to consider amending an MPS is not appealable to the NS Utility and Review Board as per Section 262 of the HRM Charter.

ATTACHMENTS

Attachment A: Suburban Plan Site Specific Requests

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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Attachment A: Suburban Plan Site Specific Requests and Applications

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Bedford						
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	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> The Bedford Highway Functional Plan¹ 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." 	<p>Phase 4 and Suburban Plan</p> <ul style="list-style-type: none"> The Draft Regional Plan has removed the Urban Local Growth Centre from this location. Future policy will be considered through the Suburban Plan process to enable a future development process that would allow limited mixed use development on these lands.
Urban Plan Amendment	C061-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	<ul style="list-style-type: none"> 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. 	<p><i>Environmental Considerations</i></p> <ul style="list-style-type: none"> 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. <p><i>Mobility Considerations</i></p> <ul style="list-style-type: none"> 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. <p><i>Density and Built Form Considerations</i></p> <ul style="list-style-type: none"> Given that these lands are not identified as a Regional Plan growth centre, and high frequency transit is not available here, staff 	<p>Advance work separately from the Regional Plan and Suburban Plan</p> <ul style="list-style-type: none"> This project has transitioned to the Strategic Projects Team and will be resourced outside of the Regional Plan and Suburban Plan. 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.

¹ <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
					<p>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.</p> <ul style="list-style-type: none"> Estimated number of housing units: 1,047 units (estimated at 9 units/acre) 	
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	<ul style="list-style-type: none"> 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 Development 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. 	<ul style="list-style-type: none"> 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. Estimated number of housing units: 3135 units (estimated at 58 units/acre). This estimate may be high, as it includes water lots which are unlikely to be infilled. 	<p>Suburban Plan (Potential Opportunity Site)</p> <ul style="list-style-type: none"> Halifax Transit has been planning for the Mill Cove ferry terminal. To support this work, staff will consider opportunities for redevelopment to support the ferry terminal. Future policy will be considered through the Suburban Plan process as discussed in the staff report.
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	<ul style="list-style-type: none"> 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 Development 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. 	<ul style="list-style-type: none"> 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. Estimated number of housing units: 3135 units (estimated at 58 units/acre). This estimate may be high, as it includes water lots which are unlikely to be infilled. 	<p>Suburban Plan (Potential Opportunity Site)</p> <ul style="list-style-type: none"> Halifax Transit has been planning for the Mill Cove ferry terminal. To support this work, staff will consider opportunities for redevelopment to support the ferry terminal. Future policy will be considered through the Suburban Plan process as discussed in the staff report.

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Urban Plan Amendment	C616*	Bedford Highway near Glenmont Avenue (PIDs 41377920, 41377938, 41377946, 41377953, 41377920, 00429407, and 00429340)	Request from ZZap Consulting on behalf of Pat Croskerry for a mid-rise multi-storey building containing approximately 98 residential units, three levels of underground parking and commercial units fronting onto the Bedford Highway. Additionally proposing five ground-based units fronting onto Crosby Street. Number of housing units proposed by Applicant: 103 units	<ul style="list-style-type: none"> 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 are envisioned. In established neighbourhoods, low to medium density residential uses are envisioned. Under the Bedford SMPS, the lands are designated Residential. The policy describes maintaining the existing low-rise residential character and stability. Under the Bedford LUB the lands are zoned RSU and only permit single unit dwelling. 	<ul style="list-style-type: none"> These lands are located within the 800m walkshed of the Mill Cove Ferry terminal proposed by the Rapid Transit Strategy. Neighbourhood and surrounding land uses are low-rise residential, commercial strip mall and shopping centre, 6-storey residential buildings, and the Bedford Waterfront Park. 	Suburban Plan (Potential Opportunity Site) <ul style="list-style-type: none"> The Draft Regional Plan identifies these lands as a Suburban Growth Area suitable for Rapid Transit-Oriented Development. Future policy will be considered through the Suburban Plan process as discussed in the staff report.
Urban Plan Amendment	Case 21661	Schedule "R" Review	On May 9, 2017, in response to a plan amendment application for 686 Bedford Highway (Case 20232 ²), Regional Council passed a motion ³ to initiate a process to review and consider amendments for properties within Schedule "R", Halifax Mainland MPS.	<ul style="list-style-type: none"> Under the Bedford Highway Secondary Plan within the Halifax Municipal Planning Strategy, the intent of the Schedule "R" policy is to limit larger mixed-use (residential/commercial) buildings to specific areas of the Bedford Highway. Policy 1.8.1 states that to be considered for inclusion within Schedule "R", properties must have the Highway Commercial Designation, be zoned C-2B, and be immediately adjacent to lands currently under Schedule "R". 	<ul style="list-style-type: none"> Regional Council's May 9, 2017 motion to consider amendments to Schedule "R" directed staff to consider issues such as appropriate land uses, planning tools, maximum height, density, built form requirements, and consider opportunities to expand Schedule "R" onto properties that abut the Bedford Highway and are located between the existing segments of Schedule "R". The lands are located within the proposed Mill Cove Ferry terminal but need to be considered as part of a larger plan for infrastructure and services on Bedford Highway. 	Suburban Plan <ul style="list-style-type: none"> Future policy will be considered through the Suburban Plan process as discussed in the staff report.
Urban Plan Amendment	C621*	686 Bedford Highway (PID 00288514)	Request from Zzap Consulting to build a multi-storey building with approximately 162 residential units. Number of housing units proposed by Applicant: 162 units.	<ul style="list-style-type: none"> Under the Bedford Highway Secondary Plan within the Halifax Municipal Planning Strategy, these lands are designated Low Density Residential. These lands are zoned R-1 in the Halifax Mainland Land Use By-law. 	<ul style="list-style-type: none"> Lands are not within a proposed BRT Corridor. Regional Council's May 9, 2017 motion to consider amendments to Schedule "R" directed staff to consider issues such as appropriate land uses, planning tools, maximum height, density, built form requirements, and consider opportunities to expand Schedule "R" onto properties that abut the Bedford Highway and are located between the existing segments of Schedule "R". 	Suburban Plan <ul style="list-style-type: none"> See Case 21661 above Future policy will be considered through the Suburban Plan process as discussed in the staff report.

² <https://www.halifax.ca/sites/default/files/documents/city-hall/regional-council/170509rc1415.pdf>

³ <https://www.halifax.ca/sites/default/files/documents/city-hall/regional-council/170509rc-mins.pdf>

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Urban Plan Amendment	Case 24077	<p>736 Bedford Highway (PID 41092917)</p> <p>740 Bedford Highway (PID 00289496)</p> <p>746 Bedford Highway (PID 00288282)</p> <p>14A Millview Avenue (PID 00430447)</p> <p>PID 00360412 PID 00288308</p>	<p>Request by Sunrose Land Use Consulting, on behalf of United Gulf⁴, to build a mixed-use residential/commercial building on 736, 740, 746 Bedford Highway and 14 Millview Avenue; a new public street connecting Dowell Drive to Millview Avenue developed with townhouses or small lot single units.</p> <p>On August 23, 2022⁵, Regional Council directed that consideration of policy changes for this proposal be directed to the Suburban Plan process.</p>	<ul style="list-style-type: none"> Under the Regional Plan, the subject site is designated Urban Settlement. The subject site is under 2 planning areas, 4 land use designations, and 4 zones. There is no common use permitted in all 6 lots forming the subject site. Any development proposal requires amendments to both Halifax and Bedford MPS, as well as the adjustment to the planning area boundary. 736 Bedford Highway and 14 Millview Avenue have a density cap based on servicing capacity. A further investigation is required. The subject site contains Schedule R properties (see Case 21661). 	<ul style="list-style-type: none"> The subject site is located between the 2 proposed ferry terminals in Larry Uteck (East) and Mill Cove. The subject site is also on Bedford Highway. This request may enable development rights for 736 Bedford Highway and 14 Millview Avenue and finalize the Capital Cost Contribution obligations on the lands. 	<p>Suburban Plan</p> <ul style="list-style-type: none"> Consistent with Council's August 23, 2022 motion, this will be included as part the Suburban Plan process. Future policy will be considered through the Suburban Plan process as discussed in the staff report.

⁴ <https://cdn.halifax.ca/sites/default/files/documents/city-hall/regional-council/220823rc15114.pdf>

⁵ <https://cdn.halifax.ca/sites/default/files/documents/city-hall/regional-council/220823rc-mins.pdf>

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Clayton Park / Halifax Mainland						
Urban Plan Amendment	C104* Revised	Lands on Susie Lake Drive, Bayers Lake Business Park, Halifax PIDs 41515750 and 41515768 (11.5 acres) (Note that a previous request on this site included 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) Number of housing units proposed by applicant: The applicant originally proposed 2000 units, but has revised it to 700 units. Note: Some lands included in the original proposal are expected to be developed with commercial/ industrial uses, so this estimate is high.	<ul style="list-style-type: none"> 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. Under the Halifax Mainland MPS & LUB the lands are designated as Industrial and zoned as I-3 which does not permit residential uses. 	<ul style="list-style-type: none"> 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 	Suburban Plan (Potential Opportunity Site) <ul style="list-style-type: none"> Future policy will be considered through the Suburban Plan process as discussed in the staff report.
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 Number of housing units proposed by Applicant: 2000 units.	<ul style="list-style-type: none"> 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). 	<ul style="list-style-type: none"> Under Halifax SMPS Policy 2.19.9 Council intends to consider new planning policy for areas near Willett Street, Lacewood Drive, Dunbrack Street, and commercially zoned properties south of Radcliff Street and adjacent to Dunbrack Street only through a comprehensive planning process. There are a number of services in the immediate area, and the Rapid Transit Strategy proposes 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, as well as the increased rates of growth in the Municipality, the number of development proposals in the area, the Regional Plan Review proposes to upgrade this area to an Urban District Growth Centre, which can allow for a mix of medium to high density uses, developed to support transit and pedestrian oriented buildings. Considering this site through the first Phase of the Suburban Plan will ensure that future development will consider priority plans and the Halifax Water's Infrastructure Master Plan. 	Suburban Plan (Potential Opportunity Site) <ul style="list-style-type: none"> The Draft Regional Plan identifies these lands as a Suburban Growth Area suitable for Rapid Transit-Oriented Development. Future policy will be considered through the Suburban Plan process as discussed in the staff report.

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Urban Plan Amendment	C579*	70 Lacewood Drive (PID 00296806). Corner of Lacewood Drive and Glenforest Drive.	Request by Fathom studio, on behalf of the property owner, to enable the development of a 8 storey mixed-use building containing 110 units, and a 18 storey mixed-use building containing 190 units. Total Proposed Units: 300	<ul style="list-style-type: none"> Under the Regional Plans, the lands are approximately 350 metres from Regional Local Growth Centre and Urban Local Growth Centre. Under the Halifax Municipal Planning Strategy, the lands are designated Commercial and Residential Environments. The site is currently zoned Minor Commercial (C-2A), which permits apartment buildings and limits the height to a maximum of 35 feet. This zone also permits low-impact commercial uses, including local business, banks, shops, offices, restaurants, and day care facility. 	<ul style="list-style-type: none"> The Rapid Transit Strategy proposed a BRT route on Lacewood Drive. These lands are within walkshed and abutting the proposed BRT corridor. Considering this site through the first Phase of the Suburban Plan will ensure that future development will consider priority plans and Halifax Water's Infrastructure Master Plan. 	Suburban Plan (Potential Opportunity Site) <ul style="list-style-type: none"> The Draft Regional Plan identifies these lands as a Suburban Growth Area suitable for Rapid Transit-Oriented Development. Future policy will be considered through the Suburban Plan process as discussed in the staff report.
Urban Plan Amendment	Case 24656/ C580*	80-90 Camelot Lane, Halifax (PID 40524811 and 40524803)	WM Fares Architects, on behalf of Cosmos Properties and Developments to construct 13-storey, 4-building development Proposed housing units: of 500-unit multi-unit residential development, with the floor area of 71,596 square metres (17.7 acres).	<ul style="list-style-type: none"> Under the current Regional Plan, the site is close to the Birch Cove and Clayton Park West Urban Local Growth Centres Under the Halifax Mainland MPS the site is subject to Schedule K (Comprehensive Development District), with new development along the Eliza Ritchie Drive 	<ul style="list-style-type: none"> The Rapid Transit Strategy proposed a BRT route on Dunbrack Road. The subject site is within a walking distance from the proposed Langbrea Station on the Purple Line, and some of the local amenities include local parks, the Park West School and a fire station. 	Suburban Plan (Potential Opportunity Site) <ul style="list-style-type: none"> The Draft Regional Plan identifies these lands as a Suburban Growth Area suitable for Rapid Transit-Oriented Development. Future policy will be considered through the Suburban Plan process as discussed in the staff report.

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Urban Plan Amendment	C536*	7 Langbrae Drive (PID 40494346). Corner of Langbrae Drive and Dunbrack Street, in Clayton Park.	Request by Fathom studio, on behalf of the property owner, to enable the development of a 10-12 storey residential building. Number of housing units proposed by Applicant: 112 units.	<ul style="list-style-type: none"> 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. Infill redevelopment of large parking lots is encouraged. Under the Halifax SMPS, the lands are designated Residential. The policy describes maintaining the existing residential character and stability and permit redevelopment at a scale that is compatible with the existing residential neighbourhoods. 	<ul style="list-style-type: none"> The Rapid Transit Strategy proposed bus rapid transit (BRT) routing down Dunbrack Street, with a stop at this location, making this an important location where mixed-use, transit-oriented development should be encouraged. The Rapid Transit Strategy proposed bus rapid transit (BRT) routes down Dunbrack Street, with a stop at this location. The Rapid Transit Strategy proposed a BRT route on Dunbrack Road. The subject site is within a walking distance from the proposed Langbrae Station on the Purple Line, and some of the local amenities include local parks, the Park West School and a fire station. 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. 	<p>Suburban Plan (Potential Opportunity Site)</p> <ul style="list-style-type: none"> The Draft Regional Plan identifies these lands as a Suburban Growth Area suitable for Rapid Transit-Oriented Development. Future policy will be considered through the Suburban Plan process as discussed in the staff report.
Urban Plan Amendment	C620*	1 Craigmere Drive, Halifax (PID 41067836)	BANC Investments Ltd. requests consideration of adding more residential uses on the property in particular the front area. The concept includes a FAR of 5.00 and a height of 20 stories on the entire property.	<ul style="list-style-type: none"> Under the Regional Plan, these lands are designated Urban Settlement Under the Halifax Municipal Planning Strategy, these lands are designated residential environment (RES) These lands are zoned Local Business Zone (C-1) in the Halifax Mainland land use By-law. 	<ul style="list-style-type: none"> The site is about 2 acres in size and is near existing tall buildings within a Future Growth Node (West End Mall). This is a transit serviced corridor and within the walkshed of proposed yellow and purple BRT lines. 	<p>Suburban Plan (Potential Opportunity Site)</p> <ul style="list-style-type: none"> The Draft Regional Plan identifies these lands as a Suburban Growth Area suitable for Rapid Transit-Oriented Development. Future policy will be considered through the Suburban Plan process as discussed in the staff report.

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Urban Plan Amendment	Case 24414*	617 St. Margaret's Bay Road, Halifax	Kevin Riles, on behalf of Vassili Tsimiklis, wishes to construct a 20-to-30-unit apartment building at 617 St. Margaret's Bay Road.	<ul style="list-style-type: none"> The subject site is zoned R-2P, which permits multi-unit buildings containing a maximum of 4 units. However, Policy 1.3.1 in the Medium-Density Residential designation for Mainland South allows Council to consider a rezoning to permit apartment buildings up to 4 storeys (50 feet.) (R-3 General Residential and Low-Rise Apartment). Apartments larger than 4 storeys are only permitted in the R-4 zone in the High-Density Residential Designation (Policy 1.4). The area around the subject site is a mix of R-2P (General Residential), R-2 (General Residential Conversion), R-3 (General Residential and Low-Rise Apartment), and RDD (Residential Development District) properties, which include single unit dwellings, semi-detached dwellings, and multi-unit buildings up to eight (8) units. 	<ul style="list-style-type: none"> There is no zone in the Medium-Density Residential Designation that permits the height requested by the applicant. The applicant requested that the R-4 Zone and the High-Density Residential designation be applied to the subject site. This site is 1.6 kilometres from the proposed Chocolate Lake Station on the Yellow Line so beyond the larger walkshed and has steep slopes. 	<p>Suburban Plan</p> <ul style="list-style-type: none"> Do not proceed with a site specific plan amendment application. Consider the site as part of the later phase of the Suburban Plan. The site can apply for a rezoning of up to 4 storeys (50 feet) using the existing policy. The established residential context and limited amenities does not make this site suitable for a larger multi-unit development. The site can be further considered through the suburban plan process.
Spryfield (Halifax Mainland)						

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. Number of housing units proposed by Applicant: Approximately 50-60 units.	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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. 	Suburban Plan (Potential Opportunity Site) <ul style="list-style-type: none"> The Draft Regional Plan identifies these lands as a Suburban Growth Area suitable for Rapid Transit-Oriented Development. Future policy will be considered through the Suburban Plan process as discussed in the staff report.
Urban Plan Amendment	C548*	240 Herring Cove Rd (PID 00311951). Corner of Herring Cove Road and Twin Oaks Road.	Request by West Cove Holdings Ltd for amendments that would permit redevelopment of this site with a 7-9 storey apartment building. Number of housing units proposed by Applicant: The applicant has proposed approximately 50-60 units.	<ul style="list-style-type: none"> Under the Regional Plan, the lands are approximately 600 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-3, which permits apartment buildings and limits the height of apartment buildings to 4 storeys, max 50 feet in height and density to 75 persons per acre. 	<ul style="list-style-type: none"> 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 is an existing residential building on the site. Opportunities to compensate for the potential loss of affordable units should be considered. 	Suburban Plan (Potential Opportunity Site) <ul style="list-style-type: none"> The Draft Regional Plan identifies these lands as a Suburban Growth Area suitable for Rapid Transit-Oriented Development. Future policy will be considered through the Suburban Plan process as discussed in the staff report.
Urban Plan Amendment	C611*	Corner of Twin Oakes Rd and Circle Drive. PIDs 00314856 & 00314500).	Request from ZZap Consulting Inc. to amend Halifax Mainland MPS and LUB to increase height and density limits and enable redevelopment for a 6-storey multi-unit development. Number of housing units proposed by Applicant: 6-storey building containing 110 units.	<ul style="list-style-type: none"> Under the Regional Plan, the lands are designated Urban Settlement Under the Halifax Mainland Municipal Planning Strategy, the lands are designated Medium Density Residential (MDR) and zoned General Residential and Low-Rise Apartment (R-3). Current height maximum is 4-storeys (50ft) and 75 persons per acre. 	<ul style="list-style-type: none"> The Rapid Transit Strategy proposed a BRT route on Herring Cove Rd. These lands are within walkshed and abutting the proposed BRT corridor. 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. 	Suburban Plan (Potential Opportunity Site) <ul style="list-style-type: none"> The Draft Regional Plan identifies these lands as a Suburban Growth Area suitable for Rapid Transit-Oriented Development. Future policy will be considered through the Suburban Plan process as discussed in the staff report.

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Urban Plan Amendment	Case 23600	41 Cowie Hill Road, Halifax (PID 00274241) and 30 Ridge Valley Road, Halifax (PID 00274407)	Request from ZZap Consulting Inc, on behalf of Hazelview Investments, to construct 2 new multiunit dwellings; and request by Universal Realty Group, on behalf of Ridgevalley Investments Limited to construct 2 new multiunit dwellings. Total Number of housing units proposed by Applicants: 478 units On May 31, 2022 ⁶ , Regional Council directed staff to initiate a process to consider amendments to the Halifax Municipal Planning Strategy and Halifax Mainland Land Use By-law to modify zoning requirements for two R-4 zoned properties located at 30 Ridge Valley Road and 41 Cowie Hill Road.	<ul style="list-style-type: none"> Under the Regional Plan, these lands are designated Urban Settlement The lands are close to Spryfield Urban District Growth Centre Under the Halifax Mainland Municipal Planning Strategy, these lands are designated: <ul style="list-style-type: none"> 41 Cowie Hill: High Density Residential (HDR) and Low Density Residential (LDR) 30 Ridge Valley Road: High Density Residential (HDR) 	<ul style="list-style-type: none"> The Rapid Transit Strategy proposed a BRT route on Herring Cove Road. The subject site is less than 420 metres from the proposed Cowie Hill Station on the Yellow Line. Local amenities include a school, parks and limited commercial uses 	Suburban Plan (Potential Opportunity Site) <ul style="list-style-type: none"> The Draft Regional Plan identifies these lands as a Suburban Growth Area suitable for Rapid Transit-Oriented Development. Future policy will be considered through the Suburban Plan process as discussed in the staff report.
Dartmouth						
Urban Plan Amendment	Case 24660*	219 Main Street, Dartmouth (PID 40612228)	Request from Sunrose Land Use Consulting, on behalf of United Gulf Developments Limited, for amendments to the Dartmouth MPS to construct 1,037 residential units and approximately 125,000 sq. ft. commercial spaces. Number of housing units proposed by Applicant: 1037 units	<ul style="list-style-type: none"> Under the Regional Plan, these lands are designated Urban Settlement Under the Dartmouth Municipal Planning Strategy, these lands are designated Main Street (MS) Dartmouth LUB: C-2 Zone permits as-of-right development of up to 8 storeys 	<ul style="list-style-type: none"> Future development should consider transition to adjacent low density residential and park uses. Local amenities include the NSCC campus, regional sports fields and commercial uses. 	Suburban Plan <ul style="list-style-type: none"> Future policy will be considered through the Suburban Plan process as discussed in the staff report.

⁶ <https://cdn.halifax.ca/sites/default/files/documents/city-hall/regional-council/220531rc1515.pdf>

Type	Request #	Location	Request	Existing Planning Policy	Regional Plan Review Considerations	Recommended Approach
Eastern Passage						
Urban Plan Amendment	C048/Case 24174/MPSA-2023-00407*	Corner of Caldwell Road and Cow Bay Road (PIDs 40081176, 00373167, 00373142)	Request by Sunrose Land Use Consulting, on behalf of Gary Edwards, to construct two mixed-use buildings up to an 8 storey with 98 residential units, 12,000 sq. ft. of commercial spaces, and 134 parking spaces. Number of housing units proposed by Applicant: 98 units.	<ul style="list-style-type: none"> Under the Regional Plan, the lands are designated Urban Settlement and an Urban Local Growth Centre Under the Eastern Passage/Cow Bay Municipal Planning Strategy, the lands are designated Urban Residential (UR) and zoned Community Facility (P-2) and Two Unit Dwelling (R-2). Policy UR-8 allows Council to consider a development agreement for a multiunit dwelling between 3 and 12 units. The maximum cap exists due to a constraining sewer capacity in the area, but Eastern Passage Sewer Treatment Plan was upgraded in 2018. 	<ul style="list-style-type: none"> Existing MPS policy has limited development in this area based on infrastructure capacity, which was resolved in 2018. 	Regional Plan Phase 4 <ul style="list-style-type: none"> As part of this review, staff propose to: <ul style="list-style-type: none"> consider amendments to the Eastern Passage/Cow Bay MPS Policy UR-8 to allow multiunit dwellings with more than 12 units by development agreement; and repeal Policy UR-7(a) now that the infrastructure limitation is resolved.
Sackville						
Urban Plan Amendment	Case 2023-00368*	70 First Lake Drive, Lower Sackville (PID 00362442).	Request by Upland Studios, on behalf of the property owner, to enable the development of an 11-storey mixed-use building containing 220 units and a 20 storey mixed-use building containing 275 units, ground floor commercial and underground parking. Number of housing units proposed by Applicant: 495 units	<ul style="list-style-type: none"> Under the Regional Plan this property is designated Urban Settlement Under the Sackville Municipal Planning Strategy this property is designated Urban Residential (UR) and Community Commercial (CC) The lot is zoned residential (R-1) and commercial (C-2) in the Sackville Land Use By-law The Sackville Plan policies do not contemplate such an increase in density and a development of this size. The plan requires "70:30" single unit to multi-unit mix for the Plan area as well as language about developments being 'compatible' with adjacent land uses in terms of height, bulk, lot coverage, and appearance. 	<ul style="list-style-type: none"> The site has the capacity to provide a significant amount of housing for Sackville. Initial studies do not identify servicing constraints. The site is serviced by transit (Route 82/182) and is well served by amenities such as the Sobeys, the Rink, the trails around First Lake, school, etc. but is not located on an existing or proposed frequent transit or BRT route. Priority Plans Context in Support: <ul style="list-style-type: none"> Consider focusing commercial land use inside designated mixed-use growth centres and minimize these uses in other areas (Action 27 Integrated Mobility Plan). Integrating climate change implications into land use planning policies and process by reducing sprawl and efficiently using land and transportation systems (Action 23 HalifACT). Increasing housing stock to accommodate the growing population in Halifax (Strategic Objective 1.6 Halifax's Inclusive Economic Strategy 2022-2027). 	Suburban Plan <ul style="list-style-type: none"> Part of the proposal can proceed through a development agreement. Future policy will be considered through the Suburban Plan process as discussed in the staff report.