



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

**Item No. 14.1.1**  
**Halifax and West Community Council**  
**November 21, 2023**

**TO:** Chair and Members of Halifax and West Community Council

**SUBMITTED BY:** - Original Signed -  
Jacqueline Hamilton, Executive Director of Planning and Development

**DATE:** October 30, 2023

**SUBJECT:** PLANAPP 2023-00465: Rezoning of 4 Cherry Lane, Halifax

**ORIGIN**

Application by KWR Approvals Inc., on behalf of Cherry Lane Developments Limited

**LEGISLATIVE AUTHORITY**

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

**RECOMMENDATION**

It is recommended that Halifax and West Community Council:

1. Give First Reading to consider approval of the proposed amendment to the Land Use By-law for Halifax Mainland, as set out in Attachment A, to rezone 4 Cherry Lane, Halifax from R-2P (General Residential) Zone to R-3 (General Residential and Low-Rise Apartment) Zone and schedule a public hearing; and
2. Adopt the amendment to the Land Use By-law for Halifax Mainland, as set out in Attachment A.

## **BACKGROUND**

KWR Approvals has applied, on behalf of the property owner, to rezone 4 Cherry Lane, Halifax from R-2P (General Residential) Zone to R-3 (General Residential and Low-Rise Apartment) Zone to allow for the construction of a 19-unit multiple unit building.

<b>Subject Site</b>	4 Cherry Lane, Halifax (PID No. 00314781)
<b>Location</b>	North side of Cherry Lane, between Circle Drive and Herring Cove Road
<b>Regional Plan Designation</b>	Urban Settlement (US), Urban District Growth Centre
<b>Community Plan Designation (Map 1)</b>	Medium Density Residential, Mainland South SPS
<b>Zoning (Map 2)</b>	R-2P (General Residential) – Map ZM-1 of LUB
<b>Size of Site</b>	2,170 square metres (23,370 square feet)
<b>Street Frontage</b>	Approx. 27.4 metres (90 feet)
<b>Current Land Use(s)</b>	Automotive repair shop, single-unit dwelling
<b>Surrounding Use(s)</b>	Residential apartment buildings to the northwest, east & on the south side of Cherry Lane. Low-density residential houses abutting portions of the east & west side lines.

### **Proposal Details**

The applicant proposes to construct a 3-level, 19-unit multiple unit building with surrounding landscaped space, surface parking and some parking below a portion of the building. The applicant's conceptual site plan and floor plan proposal is provided for information purposes (Attachment B).

It is important to note that if the proposed rezoning is approved, the proposed development (Attachment B) could change at the permitting stage, provided that the requirements of the LUB are met.

### **Enabling Policy and LUB Context**

The subject property is designated MDR (Medium Density Residential) pursuant to the Mainland South Secondary Planning Strategy, as set out in Section 10 of the Halifax Municipal Planning Strategy (MPS). The property is currently zoned R-2P (General Residential) Zone under the Halifax Mainland Land Use By-law (Maps 1 and 2).

The subject proposal is being considered pursuant to the applicable policies of the Halifax MPS (Mainland South SPS) and the Regional MPS. A review of the relevant policies is contained in Attachment C.

## **COMMUNITY ENGAGEMENT**

The community engagement process is consistent with the intent of the HRM Community Engagement Strategy. The level of community engagement was consultation, achieved through providing information and seeking comments through the HRM website, signage posted on the subject site and 154 letters mailed to property owners within the notification area shown on Map 2. Staff received 2 emails from the public. The following comments and concerns were raised regarding the rezoning proposal:

- Concern that the area is already too congested with a number of new buildings already under construction; and
- Concern with traffic on Cherry Lane and adding another apartment building will only add to this problem.

A public hearing must be held by Halifax and West Community Council before consideration can be given to the proposed rezoning. Should Community Council decide to proceed with a public hearing on this application, in addition to the advertisement on the HRM webpage, property owners within the notification area shown on Map 2 will be notified of the hearing by regular mail.

## **DISCUSSION**

Staff have reviewed the proposal relative to all relevant policies and advise that it is reasonably consistent with the intent of the Halifax MPS and the Regional MPS. Attachment C provides an evaluation of the proposed rezoning in relation to the relevant MPS policies. Of the matters reviewed to satisfy the MPS criteria, the following have been identified for more detailed discussion:

### **Land Use Compatibility and Appropriateness of Rezoning**

The subject site, which is approximately 2,170 square metres (23,370 square feet), is of adequate size to support a multiple unit building which meets or exceeds the R-3 zone requirements related to building setbacks and form, in addition to all other Land Use By-law requirements. The site is in proximity to Herring Cove Road (within 55m/ 180 ft), which is one of the principal streets and transit routes in the Mainland South area.

The site abuts three other multiple unit building sites, which are zoned R-3, along the northwest and east property lines. There are other R-3 zoned properties in the immediate area, on the opposite (south) side of Cherry Lane. The (low-density) houses abutting the site to the east and west will have adequate buffering due to the requirements of the R-3 zone. In this case due to lot configuration, the proposed building will be set back from the street and located within the wider, interior portion of the site to meet setback requirements. Based on the above factors, it is appropriate to rezone the subject site, as it is compatible with the surrounding residential neighbourhood.

### **Traffic and Municipal Infrastructure**

A Traffic Impact Study dated May 2023 was reviewed by staff and deemed acceptable. No traffic concerns were raised regarding the proposed development.

Municipal infrastructure exists within the Cherry Lane right-of-way and is capable of supporting the proposed development. The development will comply with all design guidelines and by-laws of HRM and Halifax Water. Like many local streets in the Spryfield area, Cherry Lane was constructed decades ago and, as a result, is currently of substandard width and does not include standard street elements of today such as sidewalks, curbs, and street trees. However, this does not prevent the site from being re-developed or residents from accessing services on Herring Cove Road, including transit and sidewalks. Cherry Lane has low traffic volumes, a gravel shoulder along most of its length, and the site is in close proximity to Herring Cove Road.

### **Regional Plan and Priorities Plans**

This planning application was assessed against the objectives, policies and actions of the Halifax Regional Plan and priorities plans (Policy G-14A). The subject site is within the Urban Transit Service Boundary and bus stops are located along Herring Cove Road. The proposed rezoning to allow for a multi-unit residential building furthers the intent of the IMP by adding significant residential density along or close to this transit corridor.

### **Conclusion**

Staff have reviewed the proposal in terms of all relevant policy criteria and advise that the proposal is consistent with the intent of the MPS. Therefore, staff recommend that the Halifax and West Community Council approve the proposed rezoning (Attachment A).

## **FINANCIAL IMPLICATIONS**

The HRM cost associated with processing this planning application can be accommodated with the approved 2023/24 operating budget for Planning and Development.

## **RISK CONSIDERATION**

There are no significant risks associated with the recommendations contained within this report. This application may be considered under existing MPS policies. Community Council has the discretion to make decisions that are consistent with the MPS, and such decisions may be appealed to the N.S. Utility and Review Board. Information concerning risks and other implications of adopting the proposed rezoning are contained within the Discussion section of this report.

## **ENVIRONMENTAL IMPLICATIONS**

No environmental implications are identified.

## **ALTERNATIVES**

1. Halifax and West Community Council may choose to refuse the proposed rezoning and, in doing so, must provide reasons why the proposed rezoning does not reasonably carry out the intent of the MPS. A decision of Council to refuse the proposed rezoning is appealable to the N.S. Utility & Review Board as per Section 262 of the *HRM Charter*.

## **ATTACHMENTS**

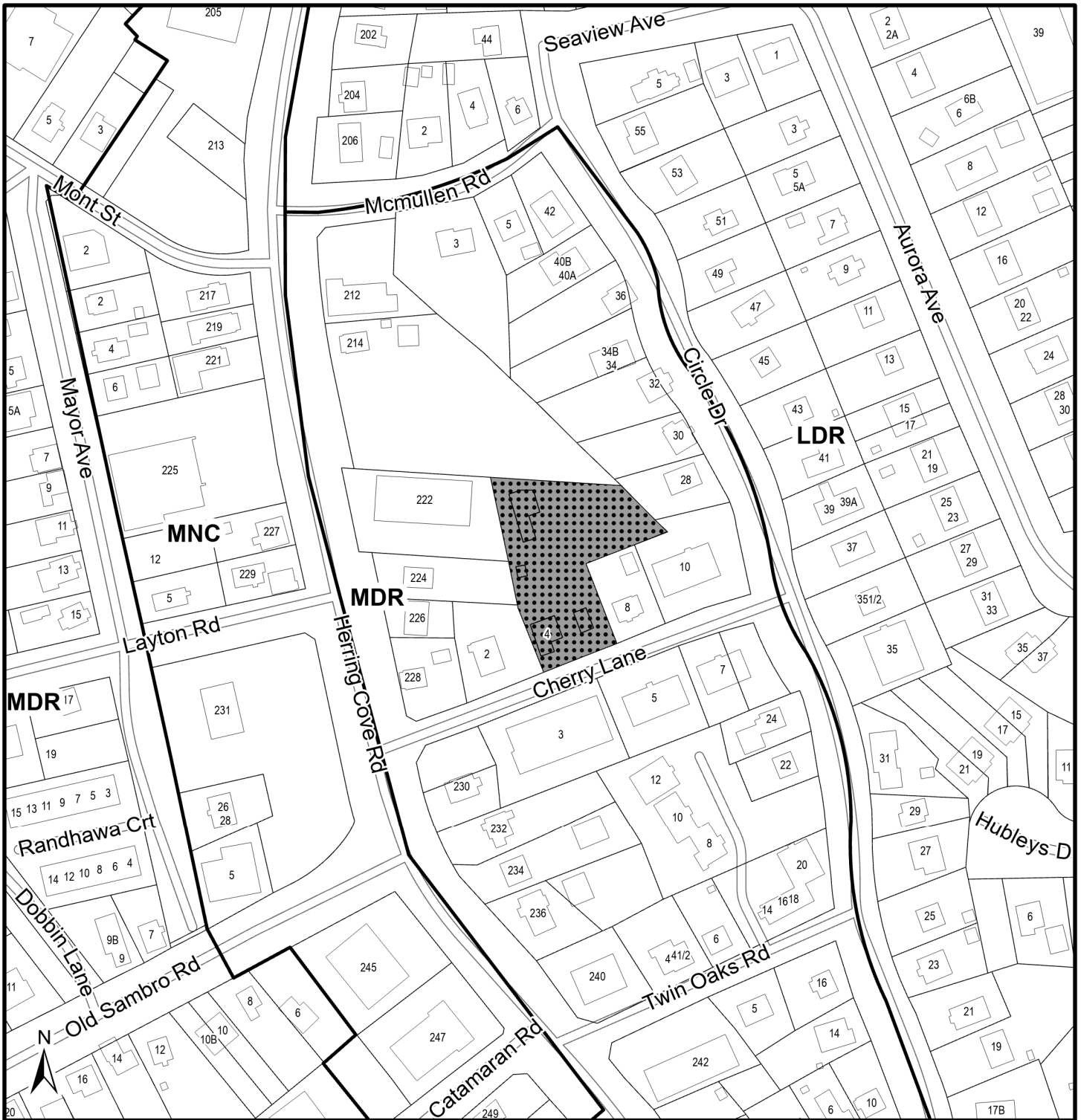
Map 1:	Generalized Future Land Use
Map 2:	Zoning and Notification Area
Attachment A:	Proposed Amendment to the Halifax Mainland LUB
Attachment B:	Applicant's Proposal
Attachment C:	Review of Relevant Halifax MPS Policies

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


Report Prepared by: Paul Sampson, Planner II, Urban Enabled Applications, 902-717-8125

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**Map 1 - Generalized Future Land Use**

4 Cherry Lane  
Halifax

 Subject Property

**Designation**

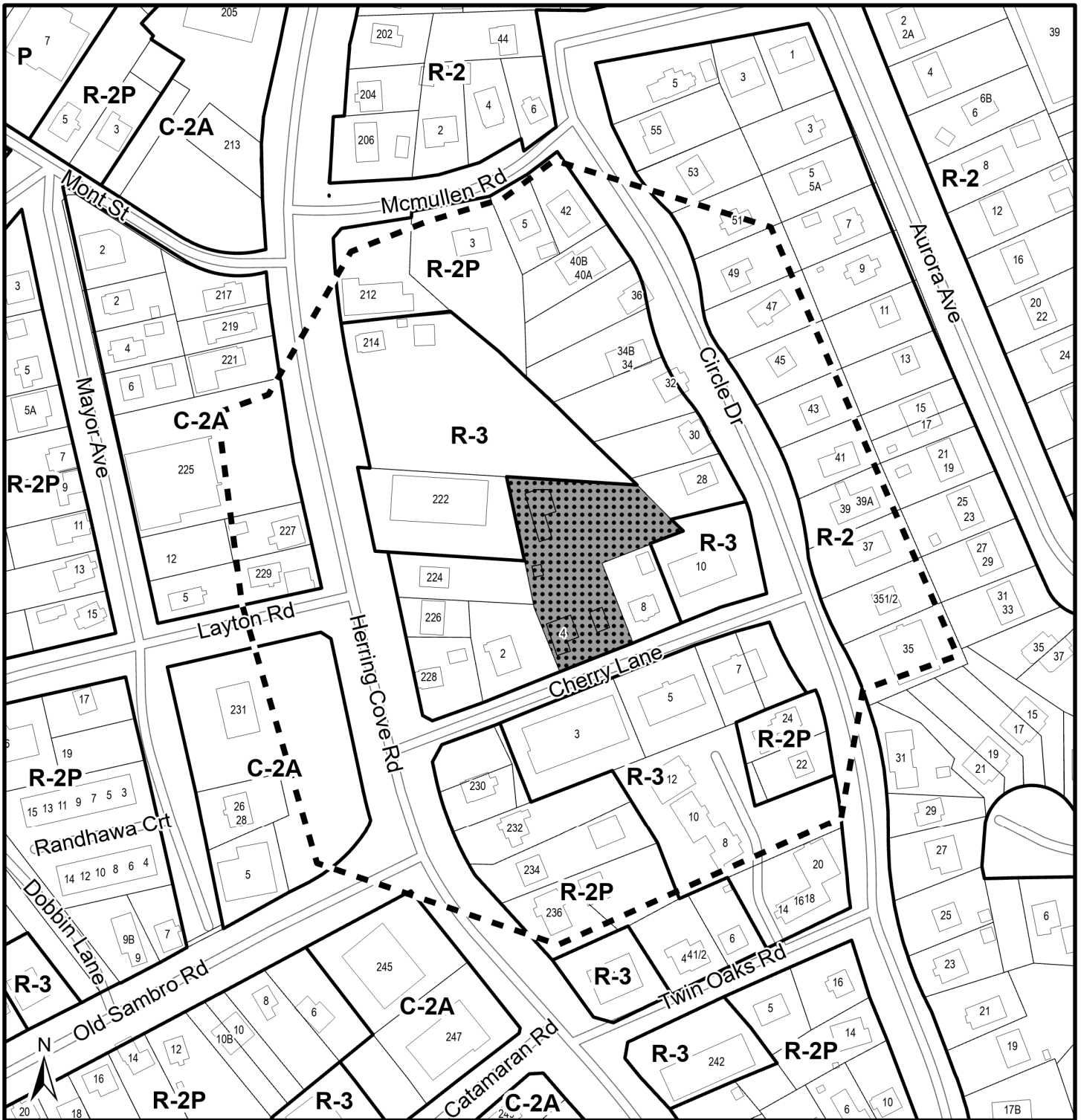
- LDR Low Density Residential
- MDR Medium Density Residential
- MNC Minor Commercial



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.

Halifax Mainland  
Land Use By-Law Area



### Map 2 - Zoning and Notification Area

4 Cherry Lane  
Halifax

-  Subject Property
-  Area of Notification

Zone	
C-2A	Minor Commercial
P	Park and Industrial
R-2	Two Family Dwelling
R-2P	General Residential
R-3	Low-Rise Apartment



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.

Halifax Mainland  
Land Use By-Law Area

**HALIFAX**

## ATTACHMENT A

### Proposed Amendment to the Land Use By-law for Halifax Mainland

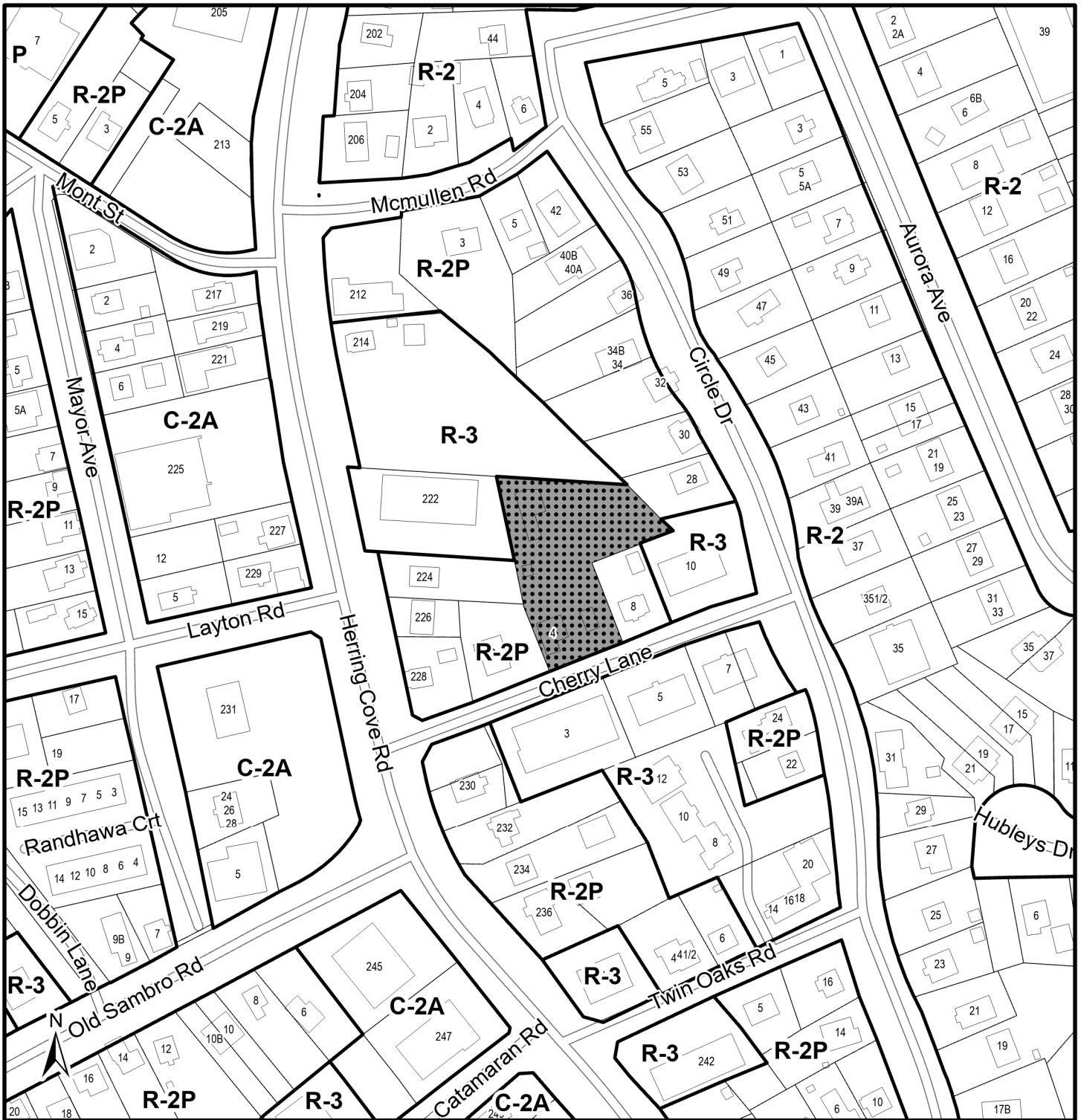
BE IT ENACTED by the Halifax and West Community Council of the Halifax Regional Municipality that the Land Use By-law for Halifax Mainland is hereby further amended as follows:

1. Amend Map ZM-1 (Zoning Map) by rezoning 4 Cherry Lane, Halifax (PID 00314781) from R-2P (General Residential) Zone to R-3 (General Residential and Low-Rise Apartment) Zone, as shown on Schedule A attached hereto.

I, Iain MacLean, Municipal Clerk for the Halifax Regional Municipality, hereby certify that the above-noted by-law was passed at a meeting of the Halifax and West Community Council held on [DATE], 202[#].


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Iain MacLean  
Municipal Clerk



**Schedule A**

4 Cherry Lane  
Halifax

 Area proposed to be rezoned from R-2P to R-3

**Zone**

- C-2A Minor Commercial
- P Park and Industrial
- R-2 Two Family Dwelling
- R-2P General Residential
- R-3 Low-Rise Apartment

**HALIFAX**

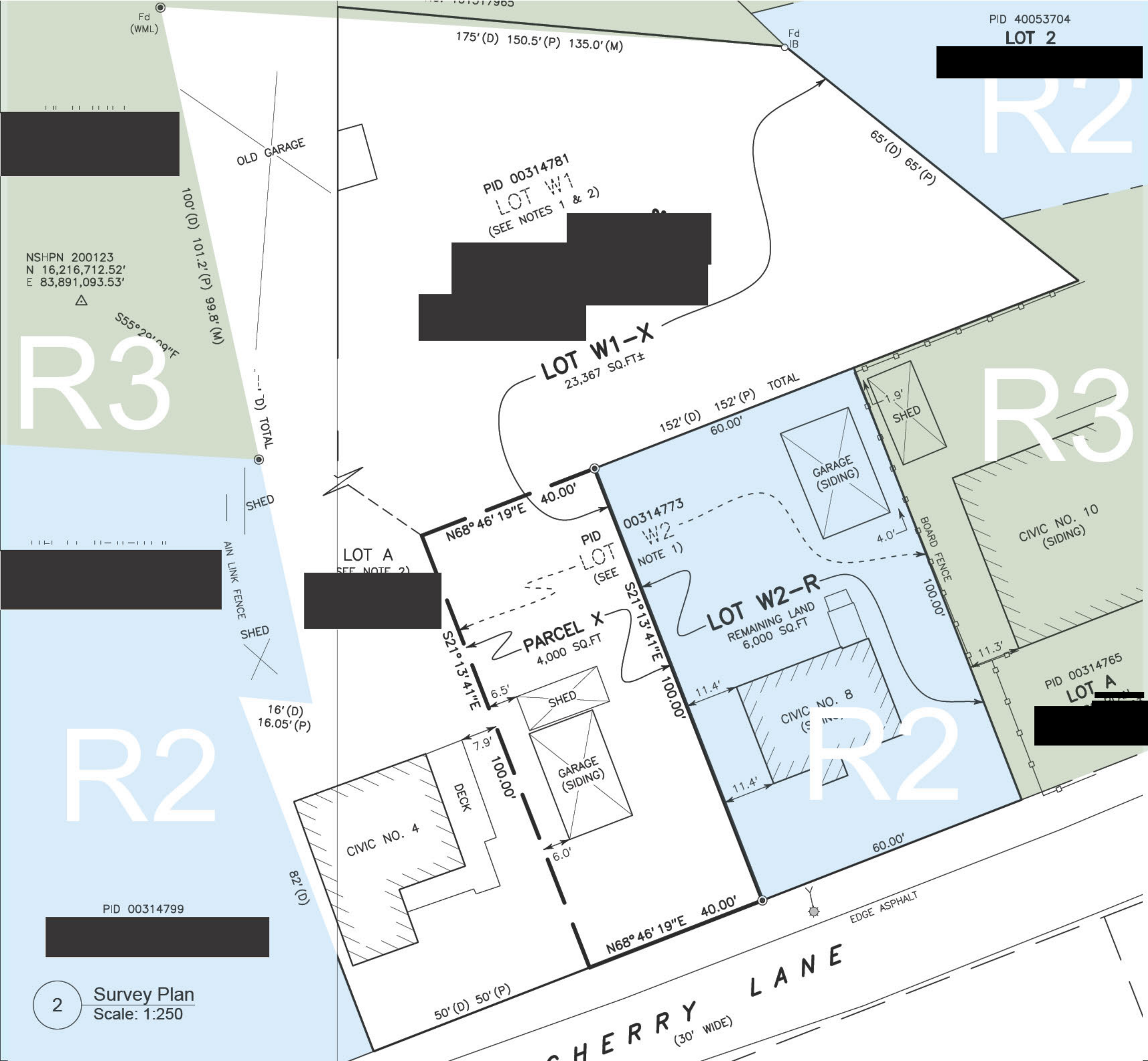


This map is an unofficial reproduction of a portion of the Zoning Map for the plan area indicated.

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

Halifax Mainland  
Land Use By-Law Area





NSHPN 200123  
 N 16,216,712.52'  
 E 83,891,093.53'

R3

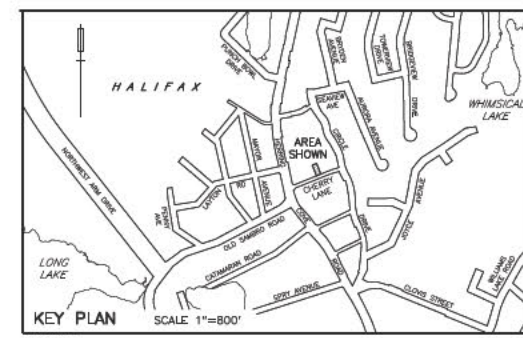
R2

PID 40053704  
 LOT 2

R2

R3

R2



LEGEND

---	SURVEYED BOUNDARY
△ NSHPN	NOVA SCOTIA HIGH PRECISION NETWORK MONUMENT
⊙	SURVEY MARKER SET
○ IB	IRON BAR
⊕	UTILITY POLE & ANCHOR
Fd	FOUND
HCLRO	HALIFAX COUNTY LAND REGISTRATION OFFICE
PID	PARCEL IDENTIFICATION NUMBER
(D)(P)(M)	DEED, PLAN, MEASURED
SQ.FT	SQUARE FEET
(WML)	WALLACE McDONALD & LIVELY LIMITED

BEARINGS REFER TO ZONE 5, CENTRAL MERIDIAN 64°30' WEST, OF THE NOVA SCOTIA 3°MTM PROJECTION OF NAD83(CSRS) 2010.0 HORIZONTAL REFERENCE FRAME AND ARE DERIVED FROM GNSS OBSERVATIONS RELATED TO NOVA SCOTIA HIGH PRECISION NETWORK MONUMENT NO. 200123.

WN WITH A COMBINED SCALE FACTOR OF 0.999953 APPLIED.  
 FIELD SURVEYS WERE CARRIED OUT DURING THE PERIOD APRIL 13, 2018 TO MAY 3, 2018 AND HAVE NOT BEEN ADJUSTED.

SURVEYOR'S CERTIFICATE  
 I, H. JAMES MCINTOSH, Nova Scotia Land Surveyor, hereby certify that the survey represented by this plan was conducted under my supervision and that the survey and plan were made in accordance with the Land Surveyors Act, regulations and standards made thereunder.  
 Dated this 18th day of MAY 2018  
 H. JAMES MCINTOSH, N.S.L.S.



PLAN OF SURVEY OF  
**PARCEL X**  
 SUBDIVISION OF LOT W2 AND CONSOLIDATION WITH LOT W1 TO CREATE LOTS W1-X & W2-R  
 LANDS CONVEYED TO  
 [REDACTED]  
 HALIFAX, HALIFAX COUNTY, NOVA SCOTIA

*Servant, Dunbrack, McKenzie & MacDonald Ltd.*  
 NOVA SCOTIA LAND SURVEYORS & CONSULTING ENGINEERS  
 36 OLAND CRESCENT PHONE: (902) 455-1537  
 BAYERS LAKE BUSINESS PARK FAX: (902) 455-8479  
 HALIFAX, NS B3S 1C6 WEB: www.sdmmr.ca  
 DATE: MAY 18, 2018  
 SCALE:  
 FILE No. 1-3-36 (33324)  
 PLAN No. 13-2633-1



NOTE: The original SDMM drawing has been modified as indicated below:  
 .1 colour indicating LUB Zoning is added,  
 .2 the scale is modified to 1:250, and  
 .3 the drawing has been re-composed to better fit the page.

**Cherry Lane**  
 Cherry Lane Developments Limited  
 4 Cherry Lane  
 HALIFAX NS B3P 1Y8

ISSUED  
 2022-06-30 for client review  
 2022-06-30 for KWRA review  
 2022-08-08 HRM Conversation  
 2022-08-12 HRM Conversation  
 2022-08-17 HRM SUBMISSION

**KWR Approvals Inc.**  
 The Art of Approvals

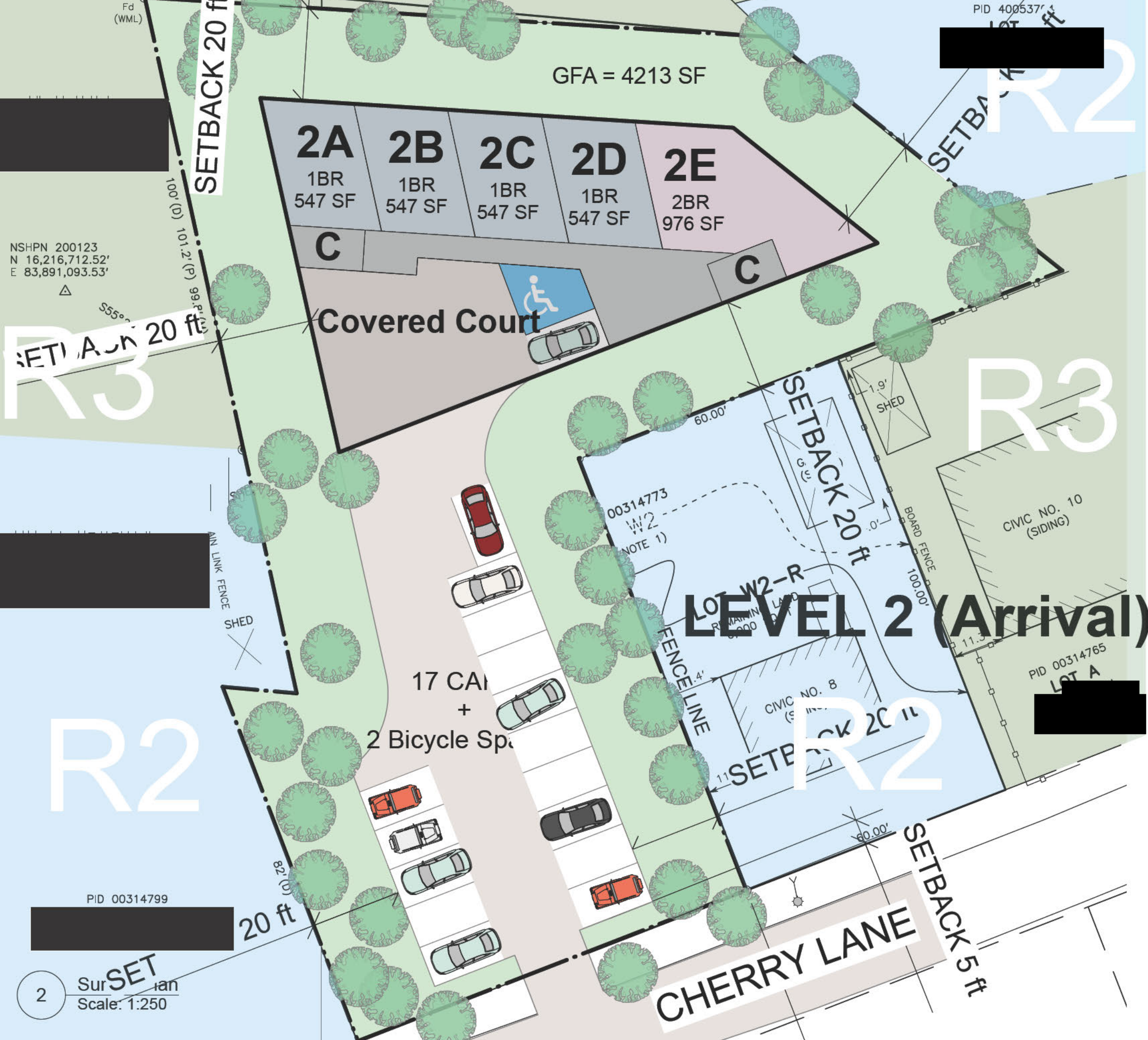
**Peter Henry ARCHITECT**  
 3252 Veith Street  
 HALIFAX NS B3K 3H2  
 902 455 9884  
 phARCHITECT@eastlink.ca

Survey Plan

**Attachment B**

2 Survey Plan  
 Scale: 1:250

drawn: ph/lb/ig  
 design: ph  
 date: 2021-03-11  
 drawing number:  
**A.01.SU**



**Cherry Lane**  
 Cherry Lane  
 Developments Limited  
 4 Cherry Lane  
 HALIFAX NS B3P 1Y8

**ISSUED**  
 2022-06-30 for client review  
 2022-06-30 for KWRA review  
 2022-08-08 HRM Conversation  
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 2022-08-17 HRM SUBMISSION

**KWR Approvals Inc.**   
 The Art of Approvals

**Peter Henry ARCHITECT**  
 3252 Veith Street  
 HALIFAX NS B3K 3H2  
 902 455.9884  
 phARCHITECT@eastlink.ca

**SITE Plan**

**Attachment B**

drawn: ph/lb/jg  
 design: ph  
 date: 2021-03-11  
 drawing number:  
**A.02**



**ph**

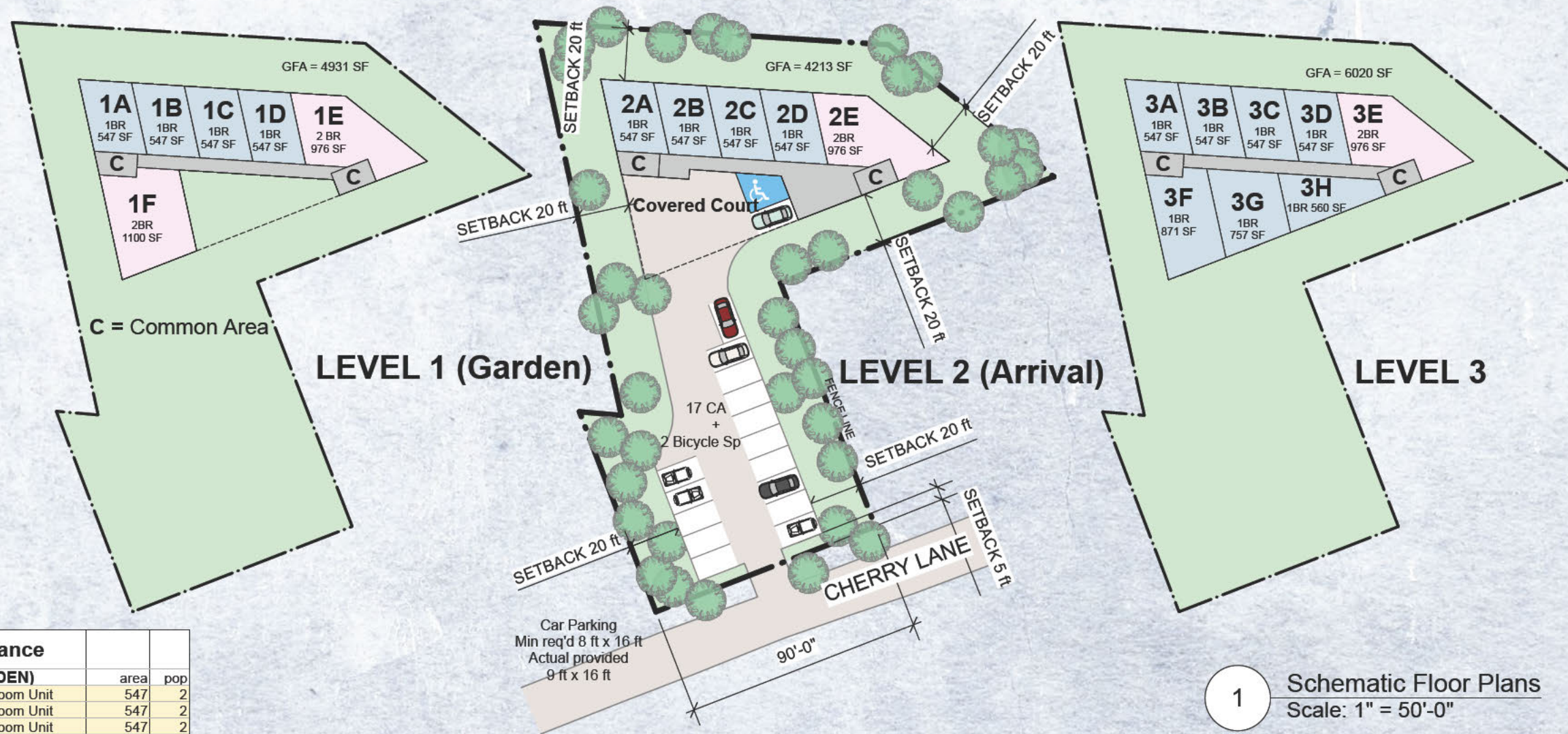
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- 2022-08-12 HRM Conversation
- 2022-08-17 HRM SUBMISSION



PH

R3 Compliance			
Level 1 (GARDEN)		area	pop
1A	1 Bedroom Unit	547	2
1B	1 Bedroom Unit	547	2
1C	1 Bedroom Unit	547	2
1D	1 Bedroom Unit	547	2
1E	1 Bedroom Unit	976	2
1F	2 Bedroom Unit	1100	3
NET Floor Area (SF)		<b>4264</b>	
GROSS Floor Area (SF)		<b>4931</b>	
NET/GROSS		<b>86%</b>	
Level 2 (ARRIVAL)			
2A	1 Bedroom Unit	547	2
2B	1 Bedroom Unit	547	2
2C	1 Bedroom Unit	547	2
2D	1 Bedroom Unit	547	2
2E	2 Bedroom Unit	976	3
NET Floor Area (SF)		<b>3164</b>	
GROSS Floor Area (SF)		<b>4213</b>	
NET/GROSS		<b>75%</b>	
Level 3 (TOP FLOOR)			
3A	1 Bedroom Unit	547	2
3B	1 Bedroom Unit	547	2
3C	1 Bedroom Unit	547	2
3D	1 Bedroom Unit	547	2
3E	2 Bedroom Unit	976	3
3F	1 Bedroom Unit	871	2
3G	1 Bedroom Unit	757	2
3H	1 Bedroom Unit	560	2
NET Floor Area (SF)		<b>5352</b>	
GROSS Floor Area (SF)		<b>6020</b>	
NET/GROSS		<b>89%</b>	
<b>UNITS</b>		<b>19</b>	
<b>POPULATION COUNT</b>			<b>41</b>
<b>TOTAL Gross Floor Area (SF)</b>		<b>15,164</b>	



1 Schematic Floor Plans  
Scale: 1" = 50'-0"

Note: The Cherry Lane Site is partially located in the Mainland South Zone and mostly in the Mainland Centre Zone.

Applying only to the Mainland South Area: UNIT MIX - MAINLAND SOUTH 28CI An apartment house which is located in the "Mainland South Area", shall be required to provide one two-bedroom unit for every three bachelor and/or one bedroom units.

**Attachment C – Review of Relevant MPS Policies**

<b>Halifax Municipal Planning Strategy</b>	
<b>MAINLAND SOUTH SECONDARY PLANNING STRATEGY</b> <u>Medium Density Residential designation</u>	
<b>Policy</b>	<b>Staff Comments</b>
<p><b>RESIDENTIAL ENVIRONMENTS</b>  <b>Objective:</b> <i>The development and maintenance of Mainland South as a predominantly residential area with a diverse mixture of family and non-family housing.</i></p> <p><b>Policy 1.3</b> <i>In areas designated as "Medium-Density Residential" on the Generalized Future Land Use Map, detached dwellings, semi-detached dwellings, duplex dwellings, townhouses and apartments containing a maximum of four units two of which must be family-type, shall be permitted and neighbourhood commercial uses may be permitted pursuant to Policies 2.1.1 and 2.1.2 of this Plan.</i></p>	
<p><b>Policy 1.3.1</b>  <i>In areas designated as "Medium-Density Residential" on the Generalized Future Land Use Map Council may zone to permit apartments provided that their height is limited to a maximum of four storeys and in assessing such rezonings Council shall consider compatibility with the existing neighbourhoods and the adequacy of municipal infrastructure.</i></p>	<p>The subject site is designated as medium density residential on the GFLUM (Map 9 of MPS). The proposed R-3 zone limits the height of apartment buildings (multiple unit dwellings) to four storeys. The subject site abuts three other apartment building sites (which are zoned R-3) and is located directly across Cherry Lane from three other apartment buildings which are zoned R-3. The site also abuts low and medium-density residential houses that are zoned R-2P.</p> <p>The existing lot configuration is such that any proposed building will likely be set back from the street line in order to meet the R-3 zone setbacks (20 feet) from low and medium-density residential uses and will be located within the wider, interior portion of the site. In addition, landscaped screening is required within these setback areas. As such, the proposed rezoning is compatible with the existing neighbourhood.</p> <p>There have been no concerns raised regarding the adequacy of municipal sewer and water services. As per standard practice, the applicant will be required to confirm that servicing capacity is available, and that infrastructure is adequate prior to obtaining a Construction Permit.</p>

	<p>Regarding other types of municipal infrastructure, many local streets in the Spryfield area such as Cherry Lane were constructed decades ago and do not meet current road design standards, resulting in a narrower width of the travelled way and right-of-way, as well as lacking sidewalks, curbs and street trees. The proposed rezoning process does not provide the ability for the municipality to require that the developer pay off-site costs to upgrade the existing street infrastructure to a higher standard.</p>
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**CITY-WIDE OBJECTIVES AND POLICIES**  
Residential designation

**2. RESIDENTIAL ENVIRONMENTS**  
**Objective:** The provision and maintenance of diverse and high quality housing in adequate amounts, in safe residential environments, at prices which residents can afford.

<p><i>2.4 Because the differences between residential areas contribute to the richness of Halifax as a city, and because different neighbourhoods exhibit different characteristics through such things as their location, scale, and housing age and type, and in order to promote neighbourhood stability and to ensure different types of residential areas and a variety of choices for its citizens, the City encourages the retention of the existing residential character of predominantly stable neighbourhoods, and will seek to ensure that any change it can control will be compatible with these neighbourhoods;</i></p>	<p>The proposal is compatible with the surrounding neighbourhood. Refer to Mainland South policy 1.3.1 above.</p>
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**IMPLEMENTATION**

**AMENDMENTS TO THE ZONING BY-LAW**  
*4. When considering amendments to the Zoning By-laws and in addition to considering all relevant policies as set out in this Plan, the City shall have regard to the matters defined below.*

<p><i>4.1 The City shall ensure that the proposal would conform to this Plan and to all other City by-laws and regulations;</i></p>	<p>The proposal conforms with the intent of the MPS and other by-laws and regulations.</p>
<p><i>4.2 The City shall review the proposal to determine that it is not premature or inappropriate by reason of: i) the fiscal capacity of the City to absorb the costs relating to the development; and ii) the adequacy of all</i></p>	<p>(i) No costs to the Municipality are expected.   (ii) No concerns with the adequacy of sewer and water services have been identified by</p>

<p><i>services provided by the City to serve the development.</i></p>	<p>Halifax Water. Refer to Mainland South policy 1.3.1 above.</p>
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<p><i>4.3 More specifically, for those applications for amendments to the zoning bylaw in Mainland South as defined on Map 1, the City shall require an assessment of the proposal by staff with regard to this Plan and the adopted Land Development Distribution Strategy, and that such assessment include the potential impacts of the proposal on:</i></p> <p><i>(a) the sewer system (including the budgetary implications);</i></p> <p><i>(b) the water system;</i></p> <p><i>(c) the transportation system (including transit);</i></p> <p><i>(d) existing public schools;</i></p> <p><i>(e) existing recreation and community facilities;</i></p> <p><i>(f) the provision of police and fire protection services; and any other matter deemed advisable by Council prior to any final approval by City Council..</i></p>	<p>(a) No concerns with the adequacy of sewer and water services have been identified.</p> <p>(b) No concerns with the adequacy of sewer and water services have been identified. See 4.2 (ii) above.</p> <p>(c) A Traffic Impact Study dated May 2023 was reviewed by staff and deemed acceptable. Cherry Lane has low traffic volumes and the site is in close proximity to Herring Cove Road. As noted in Policy 1.3.1 above, many local streets in the Spryfield area such as Cherry Lane do not meet current road design standards, resulting in a narrower width of the travelled way and right-of-way, as well as lacking sidewalks, curbs and street trees. However, this does not prevent the site from being developed or residents from accessing services on Herring Cove Road, including transit and sidewalks.</p> <p>(d) The application has been brought to the attention of the Halifax Regional Centre for Education (HRCE) and no concerns were raised. This development is expected to have a negligible effect on school capacity. Further, The Education Act mandates that every person over the age of 5 years and under the age 21 years has the right to attend a public school serving the school region in which that person lives.</p> <p>(e) There are adequate recreation and community facilities in the Spryfield area.</p> <p>(f) There have been no issues raised with regard to police and fire protection services.</p>
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**Halifax Regional Municipal Planning Strategy (Regional Plan)**

**CHAPTER 3: SETTLEMENT AND HOUSING**  
3.2 Land Use Designations

<p><b>3.3 PLANNING AND DESIGN FOR GROWTH CENTRES</b></p>	
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<p><i>Tables 3-1 and 3-2 outline the types of centres intended for the Urban Settlement and Rural Commuter Designations respectively and the associated design characteristics which are to be supported when preparing secondary planning strategies. Table 3-3 lists other Rural Centres which are no longer targeted for growth, but will continue to be recognized for their role in the rural settlement pattern. Directives for preparing a secondary planning strategy for the Regional Centre are found under Chapter 6.</i></p> <p><b>Table 3-1: Future Characteristics of Urban Settlement Growth Centres</b></p> <p><b>Map 1: Settlement and Transportation</b>  <i>This property falls within the Spryfield Urban District Growth Centre identified on Map 1. Table 3-1 of the Regional Plan lists intended future characteristics of Urban Settlement Growth Centres. Characteristics intended for the Spryfield centre which are applicable to this request include:</i></p> <ul style="list-style-type: none"> <li>• <i>Mix of low, medium and high density residential, commercial, institutional and recreation uses</i></li> <li>• <i>In established residential neighbourhoods, low to medium density residential uses</i></li> </ul>	<p>This request is reasonably consistent with the Regional Centre Growth Centre intentions. Medium to high density residential uses (approximately 19 units) are supported, as the site is located in the middle of the Spryfield community and is supported by nearby transit.</p>
<p><b>CHAPTER 4: TRANSPORTATION AND MOBILITY</b></p>	
<p><b>Policy T-9</b>  <i>HRM shall require mixed use residential and commercial areas designed to maximize access to public transit (Transit Oriented Development) within the Urban Transit Service Boundary through secondary planning strategies and shall strive to achieve the intent of this policy through land use by-law amendments, development agreements and capital investments.</i></p>	<p>The subject site is within the Urban Transit Service Boundary and bus stops are located on nearby Herring Cove Road. The proposed development is for a multi-unit residential building, which meets the intent of this policy by adding significant residential density along the transit corridor.</p>
<p><b>9.6 PRIORITIES PLANS</b></p>	
<p><b>G-14A</b> <i>In considering development agreements or amendments to development agreements, or any proposed amendments to the Regional</i></p>	

<p><i>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:</i></p> <p><i>(a) The Integrated Mobility Plan;</i>  <i>(b) Halifax Green Network Plan;</i>  <i>(c) HalifACT;</i>  <i>(d) Halifax’s Inclusive Economic Strategy 2022-2027; and</i>  <i>(e) any other priority plan approved by Regional Council while this policy is in effect</i></p>	<p>See comments below on the Integrated Mobility Plan.</p>
<p><b>Integrated Mobility Plan</b></p>	
<p><b>3. MODE-SPECIFIC POLICIES</b></p>	
<p><i>3.2 Transit</i></p>	
<p><b>Objective 3.2.1</b>  <i>Enhance transit service by increasing the priority of transit and improving the integration of transit service with land use and settlement patterns.</i></p>	<p>This proposal is an infill development which increases density in proximity to existing transit service on Herring Cove Road, with the potential to improve ridership of the existing route.</p>