



architecture + planning
1 Canal St, Dartmouth NS B2Y 2W1
www.zzap.ca

Ms. Thea Langille
Principal Planner-Rural Policy and Applications
Current Planning/Planning and Development
PO Box 1749 Halifax NS B3J 3A5

Via email: langilt@halifax.ca

Dear Ms. Langille:

We have been retained by MLP Developments Limited (MLP) for the preparation of this Planning Application. MLP own 309 (+/-) acres of land in Goodwood in the vicinity of their business, Coastal Restoration and Masonry (CRM), at 8 Mills Drive. The Directors of this company are Brice Morash, Bradley Lanteigne, and Shawn Power. They are the owners of four established businesses (CRM, Gil-Son, Schooner Excavation, and Schooner General Contracting) in the Goodwood community, and employ close to 500 individuals. CRM was established in 1991 as a small commercial maintenance and masonry restoration business and has since grown into a well known local firm dealing with various large-scale building restoration projects. CRM offers a range of services closely linked to the growth and redevelopment of the municipality, including:

- Stone Supply, Fabrication & Installation
- Custom Work & Repairs
- Re-pointing
- Cleaning
- Monument Work
- Exterior Building & Restoration
- Waterproofing & Sealants
- Caulking
- Sandblasting & Chemical Cleaning
- Concrete Restoration & Epoxy Injections
- Stainless Steel Chimneys

CRM has been located at their site on Mills Drive for 26 years, and have established themselves as leaders in the masonry business. Recent projects include:

- HRM City Hall
- Dalhousie Forrest Building
- Keith Hall
- St. Matthews United Church
- University of Kings College

Business success has brought growth. In recent years, the company has outgrown their Mills Drive premises and have had to utilize property in East Dover for storage of equipment and materials. The East Dover property is of sufficient size for CRM, but it has introduced logistical problems caused by the split of business



operations. Moving equipment between the two properties creates unnecessary truck traffic. Prospect Road is a provincially maintained road with weight restrictions introduced every Spring. This restriction limits the movement of goods and services at key times of the year, impacting CRM projects, budgets, schedules and general growth of the company. Consolidating all the CRM and associated business equipment and supplies in one location at a location near Mills Drive is key to the success of CRM. Without this consolidation, the business will be forced to look elsewhere for a new site large enough to meet their needs. This could mean moving out of the Goodwood community and possibly the HRM.

There has been a change in circumstance since the adoption of the Planning District 4 Municipal Planning Strategy. The needs of rural businesses have changed, and the consolidation of light industrial uses is pertinent to the continued success of this rural economy. However, we understand the impact of any industrial use on the surrounding ecosystem and in response, our request is two-fold. The details of our request are outlined in the following section.

Details of the request

As mentioned above, CRM have outgrown their current property at 8 Mills Drive. With the current population and development boom in Halifax, there is a need for the associated masonry and repair services offered by CRM. The requests outlined in this application are threefold:

1. Redesignate and rezone PID's identified in table below from RB-1 to WC.

PID	Current zone	Proposed Zone	Area (acres)
41018219	RB-1	WC	30a
41032814	RB-1	WC	68a
40271603	RB-1	WC	79a
40271611	RB-1	WC	12a
		Total	189a

2. Redesignate and rezone PID's identified below from RB-1 to I-1

PID	Current Zone	Proposed Zone	Area (acres)
41197385	RB-1	I-1	45a
40271629	RB-1	I-1	75a
		Total	120a

3. ****Contingent on the above zoning changes, 189 + acres of the newly created WC lands would be donated to HRM for addition to the Western Commons Park.****

Alignment with Regional Municipal Plan

The Regional Plan speaks to the two components of this application. First, section 5.3.5 discusses supporting rural communities in HRM through ensuring the economic viability of rural communities. In doing so, the Municipality shall give consideration to supporting rural resource industries such as forestry, fishing, and resource extraction (Policy EC-15).

Additionally, the Regional Plan speaks to the desire to maintain natural corridors. Policy E-9 contemplates the consideration of natural corridors that are consistent with the “Greenbelting and Public Open Space Priorities Plan” approach, when considering amendments to existing secondary planning strategies to allow new development. It is my understanding that the “Greenbelting and Public Open Space Priorities Plan” was replaced with the “Green Network Plan” in 2018.

Map 6 of the “Green Network Plan” highlights the ecological importance of a portion of the subject properties (Figure 1). Additionally, the portion of the subject site that is being requested to be rezoned to I-1 is not considered to have value to the Regional Green Network (as indicated on Figure 1).



Figure 1: Map 6 Green Network Plan

While the policies in the Regional Plan do not speak directly to the subject properties, the intent of those policies aligns with the requested amendments to the Planning District 4 Municipal Planning Strategy.

Impact of the request

The zoning changes outlined above will result in an increase of Western Common zoned land of 189 + acres, thereby providing a legislated level of protection for the Drysdale Bog. This area has been part of zoning and land use discussions for several years. In 2011, portions of the subject lands were rezoned from I-3 to RB-1 and moved into the District 4 Planning area to provide some level of protection for the bog. A previous landowner was proposing heavier Industrial uses on the lands. Redesignating and rezoning these lands to UR finally provides the desired level of protection the community has been looking for while providing an access point from Prospect Rd.



The zone change from RB-1 to I-1 is will add to the community in several ways:

1. CRM can continue to operate in the community.
2. Longstanding employment opportunities will stay in Goodwood.
3. CRM can consolidate business activities in one location, thereby reducing trucking needs on Prospect Road.

Urgency of the request

CRM is a proven business leader and has enjoyed recent success as HRM densifies and re-establishes the urban core. To properly operate a business of this size in Goodwood, CRM needs to consolidate their business activities in the vicinity of Mills Road. Time and cost associated with moving goods between two locations has proven inefficient and is impacting CRM’s ability to operate. One consolidated location will allow CRM to stay at this location and respond to the development needs associated with the growth of HRM and the Province of NS. We understand the timing for a community planning exercise in the Goodwood area is years away and exceeds the business needs of CRM. Successful continuation of the business at within Goodwood is the reason for the request to come forward at this time.

Policy Review Table

The Municipal Planning Strategy for District 4 (Prospect) allows for consideration of amendments like this one through Policy IU-4. The table below provides an analysis of this request against the enabling policy. It’s our understanding a Development Agreement can be used to introduce the controls outlined in the WC and I-1 zones.

Policy IU-4

Council may consider amending the planning strategy to permit new industrial uses by development agreement and the following conditions shall be considered by Council for inclusion in any such plan amendment:

Policy section IU-4	
(a) that the proposal will not adversely affect nearby land uses by virtue of noise, traffic generation, dust, smoke, odour, and/or vibration;	The change from RB-1 to WC will protect 189 + acres of these lands, while the RB-1 to I-1 change will enable limited industrial uses in an area similar in size and scale with what currently exists in the community.
(b) that the use is adequately separated and screened from any nearby residential and community facility uses or lands which could become potentially developed for residential or community facility purposes;	Once rezoned, the majority of the property will abut UR zoned lands. The southeastern edge of the subject site does abut an RB-2 zoned property. The required setbacks outlined in the I-1 zone will be respected in this area.
(c) that the scale and appearance of the development be consistent with the surrounding area;	The proposed development area is off of the main road in an area buffered by trees or existing Industrial development. The requested WC zone for



	the Drysdale Bog is consistent with the abutting UR zoned lands of the Western Mainland Park.
(d) that the industrial operation shall not require access through a residential area;	Direct access to Prospect Rd. is available through PID's 41032814 and 41018219.
(e) that the use can be serviced with an on-site sewage disposal system and does not involve the use of dangerous chemicals or produce wastes that can contaminate soils, watercourses or ground water resources;	The Light Industrial uses have low water and wastewater requirements. The proposed I-1 lands are of a size sufficient to accommodate onsite servicing.
(f) the impact of the industrial use on the existing road network in terms of traffic generation and vehicular and pedestrian safety;	Consolidating the business into one location will reduce the need for daily truck traffic between the Mills Dr. site and the East Dover location.
(g) the hours of operation of the facility; and	Hours of operation will be similar to the existing business at Mills Rd.
(h) the provisions of Policy IM-11	

Forming part of this this application package you will find the following documents attached to this email:

- Completed application form
- Site Location Map
- Concept plan illustrating the lands to be rezoned
- Application fee will be forwarded upon request

If you require any further information or have any questions, please call. Thank you,

Greg Zwicker, MCIP, LPP

zzap Consulting Inc.

c.c. Stephen Adams