

Attachment K: New Site Specific Proposals



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

C025 - Revised

February 14th, 2022

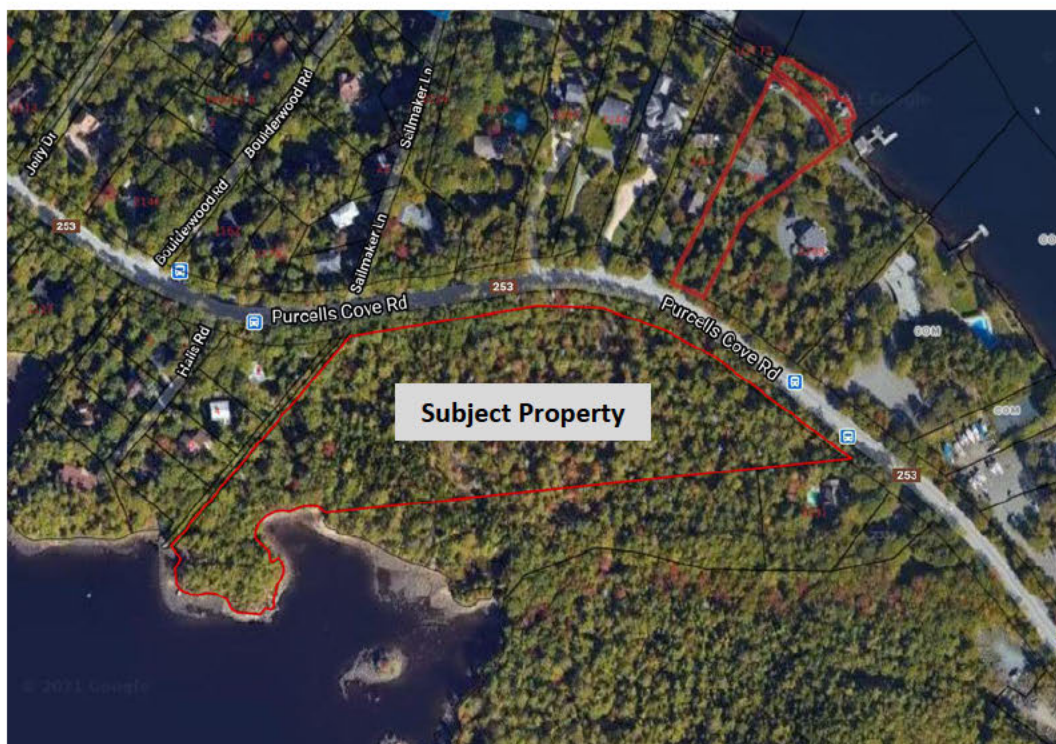
Leah Perrin
Principal Planner – Regional Planning
Halifax Regional Municipality

Via email: perrinl@halifax.ca

Re: Purcell's Cove Road (PID: 41342080)

Leah:

I am writing to you today on behalf of our client, Tony Maskine. Mr. Maskine owns PID: 41342080, a 9.4-acre parcel fronting on Purcells Cove Road. This can be seen in Figure 1. The property is currently zoned Urban Reserve and designated Residential Development District (RDD) under the Halifax Municipal Planning Strategy as well as designated Urban Reserve under the Regional Plan.



It is our understanding that Halifax Planning Staff are currently undergoing a review of the Regional Plan and I am writing to formally request, on behalf of our client, that PID 41342080 be redesignated as part of the is plan review to Urban Settlement to allow for large lot subdivision development with on-site services.

When the Regional Plan was adopted in 2006, this property was designated as Urban Reserve and zoned Urban Reserve under the Mainland Land Use Bylaw (Figure 2). The

Urban Reserve designation is intended to ensure that a supply of land is available for serviced development over a longer term and has been applied to lands situated outside the Urban Settlement Designation where serviced development may be provided after the life of the Plan (2031). However, the current as-of-right potential for development is limited.

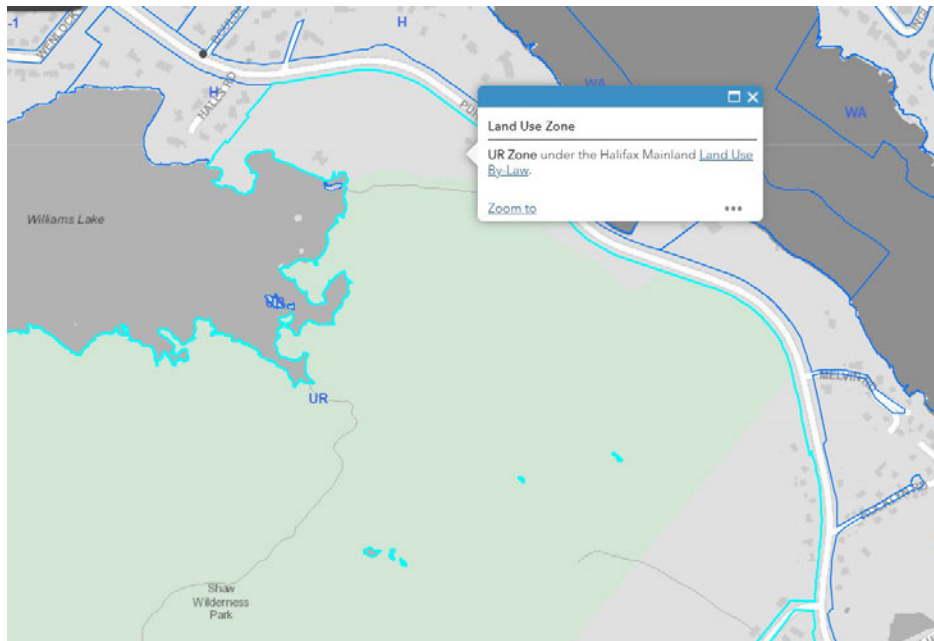


Figure 2. UR zone and adjacent Williams Lake and Shaw Wilderness Park

Since the 2014 Regional Plan Review, circumstances have changed. The municipality purchased much of the Urban Reserve properties around Williams Lake and this land has become the Shaw Wilderness Park. This acquisition leaves our client's parcel as the only undeveloped Urban Reserve property along Purcells Cove Road that abuts Williams Lake. Additionally, serviced land available for residential development has dwindled. Mr. Maskine's property is situated just outside of the urban service boundary and functions as a key delineator between the Shaw Wilderness Park and the Urban Service Boundary (Figure 3).

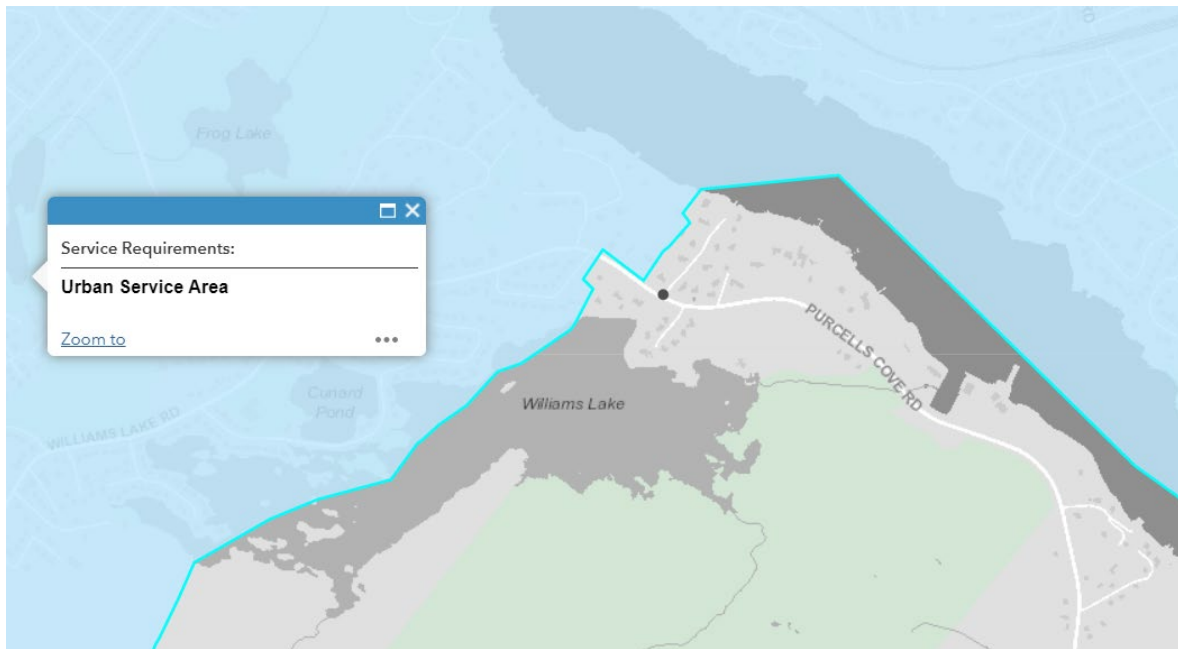


Figure 3. Current Service Area Boundary

Given these realities, our client request that you and your team consider re-designate his land to Urban Settlement and permit large lot subdivision and development with on-site services. We believe a change in policy of this nature can be accommodated during the phase 3 (quick fixes) scope of the regional plan review.

Sincerely,

Chris Markides MCIP, LPP

Original Signed

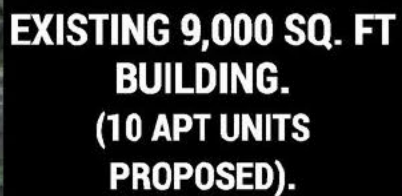
Urban Planner

ZZap Consulting Inc.

Supplemental Concept Design

40 Dwelling Units

1246 Ketch Harbour Road, HRM



-  **R2 Two Units (10 in total)**
-  **Small Apartment Building (10 units)**
-  **Townhouses (20 Units)**

R2 Two Units (10 in total)

Small Apartment Building (10 units)

Townhouses (20 Units)

Montague Golf Course Seniors Building

Dear Shilo,

Hi Shilo, thanks for discussing our proposal with your team. As I mentioned, the developer and land owner (Archie Hattie), would like to build 120 unit, 6-storey seniors development at the end of the current driving range on the Links at Montague Golf Course & Academy as shown in the accompanying site plan on PID 00624668 (13.26 acres). The land is subject to an existing development agreement that we would like to amend to add this new development.

As I understand, we would need to secure the servicing to the property in order to be considered for the DA amendment. There is an existing 300mm diameter main already running along Montague Road. This is all within the water serviceable boundary and we would simply connect to the main at the driveway. Sanitary serviceable boundary ends at Serpentine and we would have to extend about 500 meters south and connect to an existing manhole just east of Montague Road.. Our senior engineer (Roger Boychuk) has checked with Halifax Water and there does not seem to be any technical limitations for extending the services to the site, but I understand there would need to be a policy change to adjust the serviceable boundary to this site. The developer is prepared to pay for the sanitary service extension.

We would request, as part of the Regional Plan update, that you consider this serviceable boundary extension for this important project so that we can advance with a DA amendment in the near future.

Let us know if there is any additional information that you would require for consideration.

Sincerely,

Original Signed

Rob LeBlanc, Sr. Planner & Landscape Architect



Issued

Dec 18, 2021



MONTAGUE DEVELOPMENT PLAN

Scale = 1:750
0 15 30m
December 2021

fathom

Montague Golf Course Seniors Building

Dear Shilo,

Hi Shilo, thanks for your email considering our request to extend the service boundary to the north by about 500m from its current location. We have reviewed policy SU-4, and while we would consider this request a 'minor adjustment' under the definition of SU4(a), extending the sewer line by only 12 properties north, we would request consideration of this service boundary request in your future regional plan update. The reasons we believe this site is warranted for development include:

1. It is already serviced by water and very close to the sanitary service
2. It is within 200m of the existing #68 bus route (and is designated in the Integrated Mobility Plan as a "potential transit oriented community"). Sidewalks are already installed on the roads near the bus stop just 200m away and could be easily extended to this site.
3. It is close to the potential future Highway 107 Extension (Cherry Brook Bypass).
4. Land uses on this site are already covered through a DA which should be easy to amend if the sanitary sewer services were extended. That means there is no need for a rezoning.
5. As a recreational community centered around an executive 9-hole golf course, a seniors development would allow seniors to age-in-place in an environment where they can stay healthy and active.

We should also note that the developer has a 18.9 acre PID (41066184) that is connected to the servicable boundary through "Fairway Grove" that will never be developed because of the golf course, so there may be some access capacity built into HW's sanitary service figures.

We think this site is well positioned for some density and with the developer agreeing to pay for the sanitary extension, it should be a win-win for HRM in meeting some of its growth targets in an area that can accommodate some growth. The golf course is an amazing resource for seniors and we believe this location would be well received by future tenants in an area that could benefit from some growth. We would request that council give consideration to this minor service boundary adjustment as per of your regional plan update.

Please keep us informed of your progress.

Sincerely,

Original Signed

Rob LeBlanc, Sr. Planner & Landscape Architect



Issued

Jan 28, 2022

Imon Hadian

[REDACTED]
Halifax, NS B3S1H5

[REDACTED]
[REDACTED]

January 5th 2022

Hello to whom it may concern,

My name is Imon Hadian and I am a developer/builder here in Halifax. I am writing this letter because it has come to my attention that near a piece of land that my family owns there are existing lands that are included in an expansion of the serviceable boundary in the short term. We were informed, our land (PID# 00559997) is not exactly included in the short term project however our piece of land is conveniently right next to where the expansion project will occur. Furthermore, the neighboring lots have services, for that reason I was wondering if we could be included in this serviceable boundary expansion as we are looking to build ASAP and help out in the ongoing housing shortage.

Thank you

Imon

Stephen Adams Consulting Services Inc.

[REDACTED]
Middle Sackville, N. S.

B4E 0N6
[REDACTED]

March 2, 2022

Ms. Leah Perrin, MCIP LPP
Principal Planner
Regional Policy Program/Planning and Development
P.O. Box 1749
Halifax, N.S.
B3J 3A5

Via email: perrinl@halifax.ca

Dear Ms. Perrin:

I have been retained by 4 property owners of various parcels of land in Spryfield. Their lands are zoned in a combination of Residential and Holding. On behalf of my clients, I respectfully request that the existing Holding Zone properties be rezoned to R-2. The PIDs and owners are listed below:

PID	Property Owners
00277228	FH Development Group Inc.
00319871, 00330811, 00325985, 00330803	Armco Capital Inc.
41182643	Chambers Hill Estates Ltd.
00330795, 00277913, 41282179,	United Gulf Developments Ltd.

I thank you for your consideration regarding these requests.

Original Signed

Stephen Adams

Inclusion in the Servicable Area Request for PID 00369397

Dear Shilo,

Hi Shilo, as discussed, my client Arthur Rhyno owns a 72 acre PID (00369397) in Cow Bay and has plans for a subdivision in the near future. The site is slightly encumbered along the Cow Bay River with a floodplain as shown on Map 4 of the Cow Bay/ Eastern Passage bylaw area but there is still about 80% of the land that is developable assuming services can be extended to include the PID.

Water services already exist on Cow Bay Road fronting on this PID so we would like to extend these services into the development. The developer would likely develop a package sewage treatment plant for the development and our engineer's estimate that the property could accommodate 50-60 half acre lots if water services could be secured. To accommodate this, we would likely rezone from RA to R1 to reduce the lot size and street frontage requirements.

As you consider changes to the upcoming Regional Plan update, could you please give consideration to this request.

Sincerely,

Original Signed

Rob LeBlanc, Sr. Planner & Landscape Architect



Issued
Jan 5, 2021

Springfield Estates
[REDACTED]

Beaver Bank, N.S.

B4E 0K3 Office Phone: [REDACTED]

E-mail: [REDACTED]

January 4, 2022

Shilo Gempton MCIP LPP
Planner III, Regional & Community Policy
Planning & Development

Halifax Municipality
P.O. Box 1749
Halifax, N.S.
B3J 3A5

Good Morning

Re: Middle Sackville Service Extensions.

Thank-you for your communications regarding the above Service Extensions.

We would like to request a review of changes to the Urban Service boundaries along Old Sackville Drive.

We operate a Manufactured Housing Community in Middle Sackville, N.S.

This park is home to 169 families.

We provide private water and sewer service to these 169 homes.

Although a sewer extension would be great, our biggest concern is the delivery of water.

Our water source is the Little Springfield Lake.

This is an unprotected water source and, depending on the time of year, can provide poor water quality.

We have been completing water and sewer infrastructure replacements over the past three years. And have successfully renewed and "tightened up" the water delivery and sewer removal on approximately half of the homes. We have plans to complete the infrastructure replacement on the remainder of the homes this coming summer/fall.

Please consider the addition of 169 customers through 1 meter.

Please consider this submission in the Council's Agenda (item 15.1.8).

If any further documentation is required, we are happy to complete what is needed.

Regards,

Original Signed

Heather Scott, President

Westphal Court Ltd., Operating as Springfield Estate Manufactured Housing Community

September 10, 2021

Kate Greene, MCIP LPP
Regional Policy Program Manager
Planning and Development
HALIFAX

Dear Ms. Greene,

Re: Amendment to the Service Boundary - Fraser Lake Lands, - Regional Plan Amendment

Clayton Developments Limited is pleased to submit a submission for the municipality to consider an extension of the serviceable boundary to include lands located at 2832 Saint Margret's Bay Road, Timberlea, specifically the following parcels (see figures 1-5 below):

- PID 40054306, PID 40054363, PID 40261729, PID 40689358, PID 40319550

The land assembly includes approximately 115 acres (46.5ha), generally illustrated in Figure 1. The lands have existing road frontage on Saint Margret's Bay Road and abuts the current service and transit boundaries (Figure 2).

We believe the lands are a suitable extension for serviced growth based on the following rationale:

- Abuts existing serviceable boundary;
- Proximate to existing transit boundary and partially included within the local transit area rate
- Located entirely within the urban residential designation under the local secondary plan
- Urban residential designation identifies this area as a priority residential growth area
- Logical and contiguous extension of serviced existing development
- Last undeveloped land assembly on Saint Margret's Bay Road corridor. Lands are bounded by existing communities of Glengarry Estates, Greenwood Heights and Brunello Estates to the southeast, and unserviced development (Eider Dr and Goldeneye Drive) to the northwest.
- The development is situated between to functional Highway 103 interchanges (Exit's 3 and 4). We anticipate no additional transportation improvements will be required as a result of this project.
- Based on topography and existing community form, we are proposing a primarily ground-based product, at a modest density of six units per acre (690 units).
- Our objective is to create attainable housing at moderate pricing.

Please consider this request under the current Regional Plan review process. We look forward to working with you on this file.

Your truly,

Original Signed

Kevin Neatt
Vice President, Planning and Development
Clayton Developments Limited



Figure 1 - Fraser Lake Lands -Location Plan

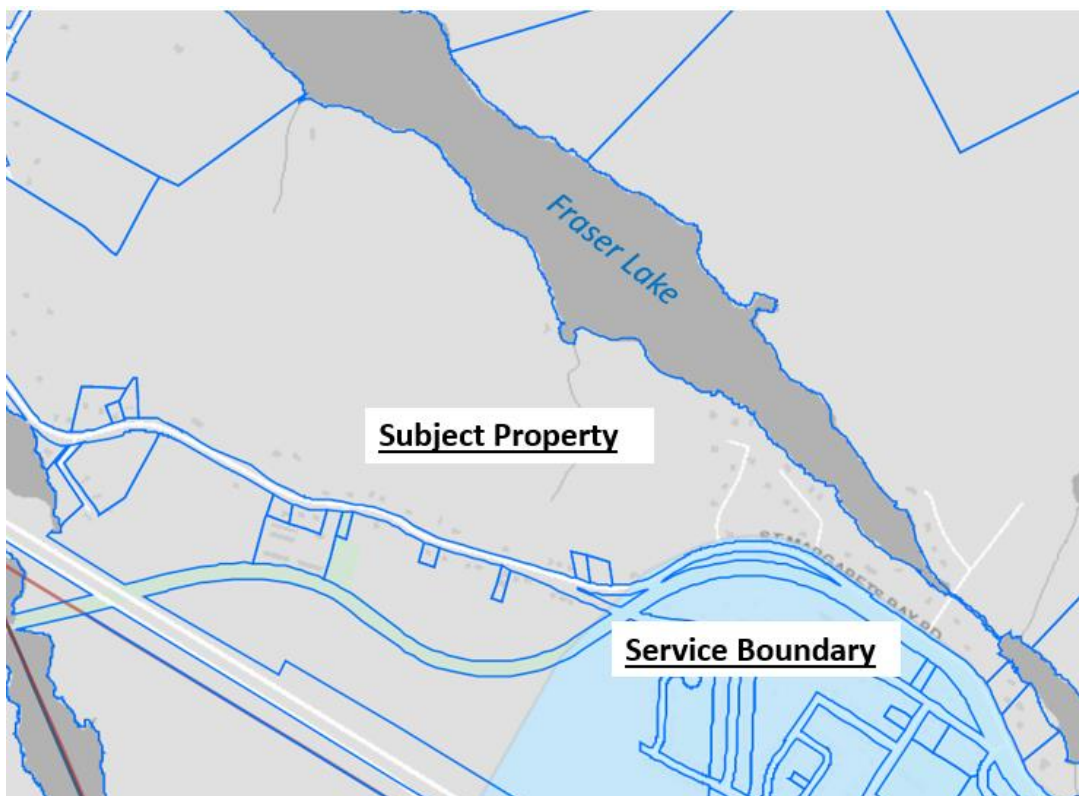


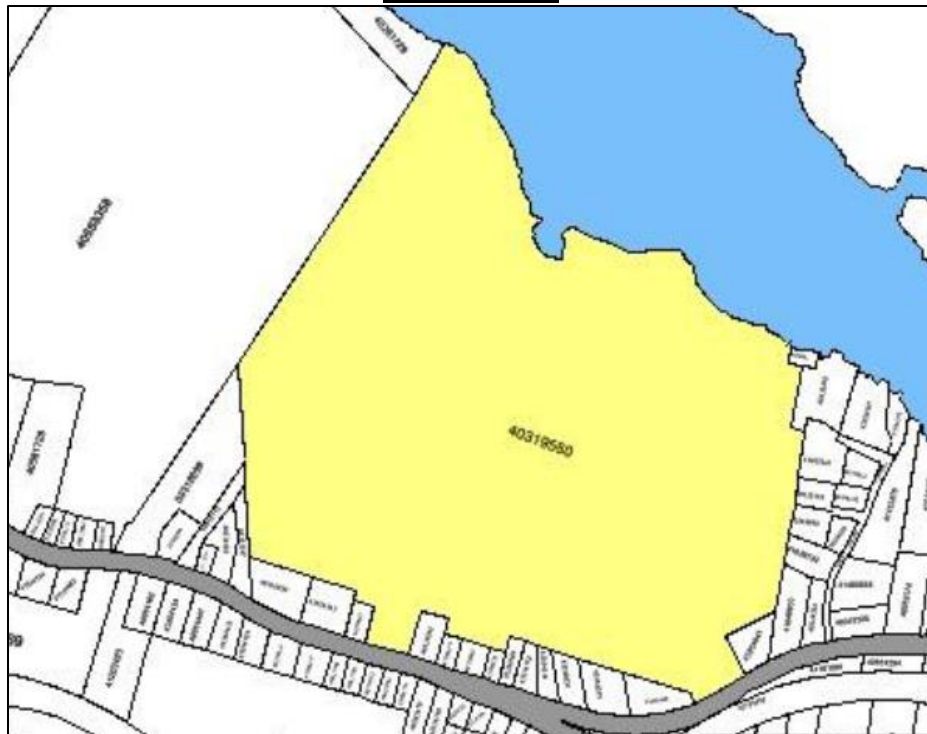
Figure 2 - Fraser Lake Lands – Existing Service Boundary

Land Parcel's

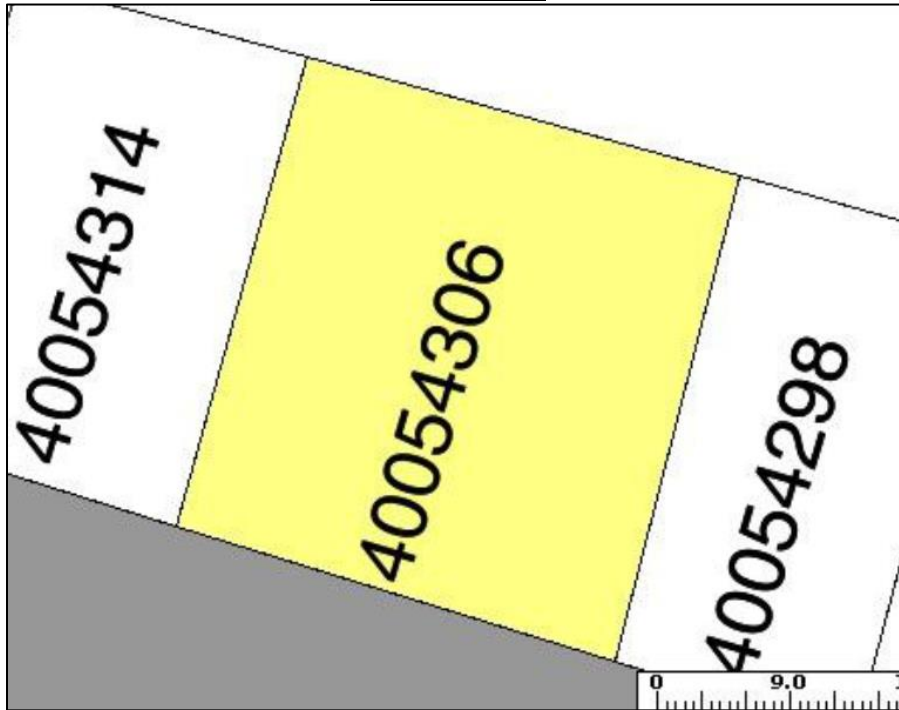
PID 40689358



PID 40319550



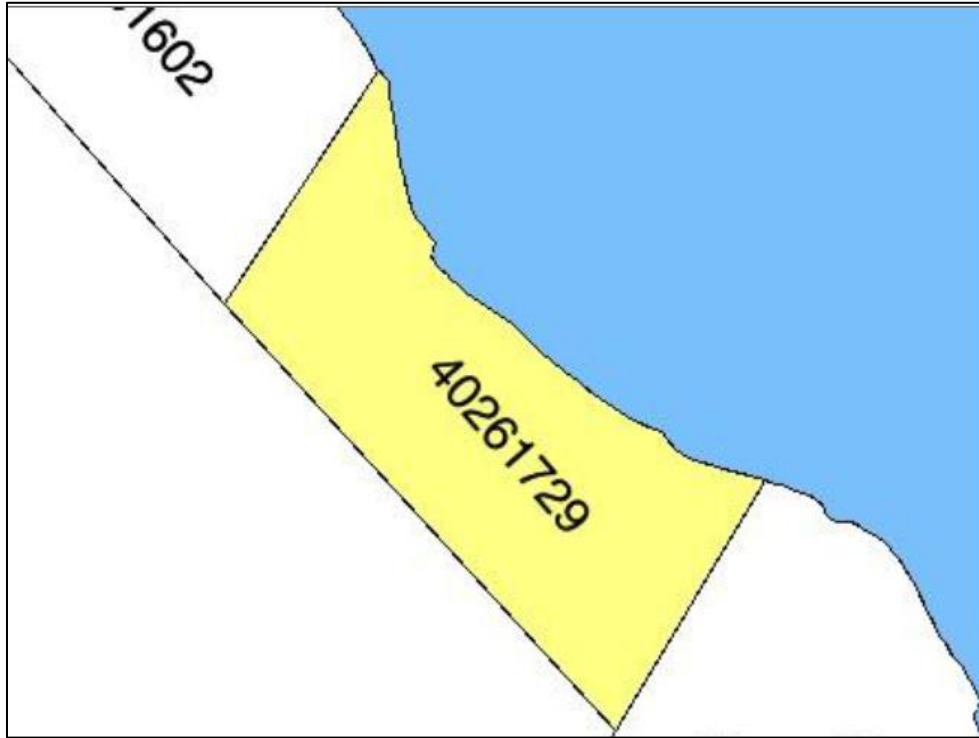
PID 40054306



PID 40054363



PID 40261729



Leah Perrin
Planner III – Policy & Strategic Initiatives
Planning & Development
Halifax Regional Municipality

Re: Park West Centre Master Plan Development

As the 10-year review of the Regional Plan is underway, ZZap Consulting Inc. on behalf of our client Crombie REIT, is requesting the following:

- Amendments to the Halifax Municipal Planning Strategy and Halifax Mainland Land Use By-law to enable the consideration of a high-density transit-oriented development at the Park West Centre site (PIDs: 40555294, 40594640, 40555278, 40594632, 40594624)

To support the request, please refer to Attachment A: Proposed Phased Master Plan Development of Park West Centre site.

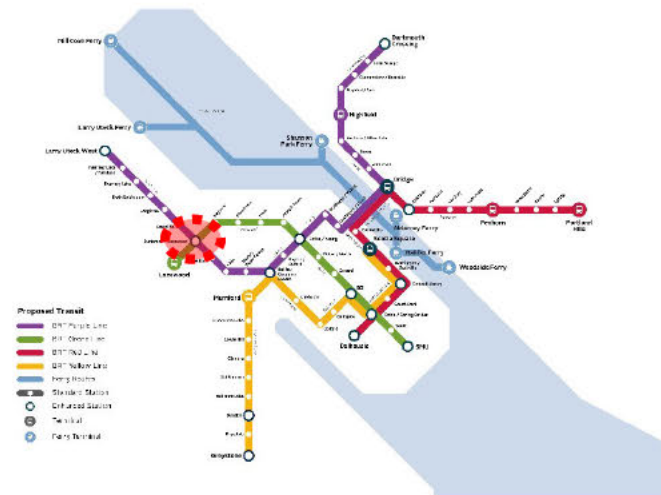
The subject site consists of five PIDs and is bounded by Lacewood Drive, Dunbrack Street and Radcliffe Drive, Halifax. The site currently contains various commercial retail structures and a grocery store. A significant portion of the site is currently vacant unused gravel and asphalt that previously housed the former Canadian Tire, which was demolished in 2016. The total site area is approximately 18 acres, 7 acres of which is currently being unused.

The Regional Plan is a strategic policy document that outlines the goals, objectives and direction for long term growth and development in Halifax. We understand HRM is currently embarking on a much-needed review of the Plan. We believe that there have been enough changes to the circumstances in Halifax since the Plan was adopted (2006) or last reviewed (2014), particularly with regards to housing demand and sustainable infrastructure planning, to request amendments that enable high density transit-oriented development at the subject site.

The subject site is identified to be within an Urban Local Growth Centre under the current Plan. These growth centres are intended to be developed with mix of land uses, including high-density residential housing, office, institutional and commercial uses. Infill and/or redevelopment of large unused lots into traditional blocks with pedestrian oriented street walls are also encouraged within these growth centres. The centres are near transit services that connect to other centres within HRM, including the Regional Centre. Enhanced streetscaping, landscaped pocket parks and interconnected pedestrian pathways are also envisioned in these areas.

The proposed Master Plan for the Park West Centre site aligns with the Regional Plan's intent for developing lands within Urban Local Growth Centres. It proposes high density, transit-oriented development with a pedestrian oriented street network and built form. It includes landscaped open spaces suitable for an urban environment and enhances connectivity to the surrounding area.

The subject site also sits directly adjacent to the intersection of two planned Bus Rapid Transit Routes that are part of HRM's Rapid Transit Strategy. The Rapid Transit Strategy includes a network of four BRT lines and three new ferry routes, which will promote the creation of more compact and walkable communities and increase mobility options alternative to private vehicles. The BRT lines are proposed to operate every ten minutes and will be within immediate walking distance of the subject site, helping in the creation of



a complete community by orienting land use towards transit and reducing the need to invest in road expansions. In turn, this complete community can contribute to improved public health from higher rates of walking, rolling, and cycling in conjunction with transit use. Convenient access to high frequency transit infrastructure disincentivizes the uses of private vehicles, therefore reducing environmental impacts linked to transportation.

We strongly feel that the requested amendments outlined in this letter, as part of the RP+10 review, should have significant benefits to enable the comprehensive development of a prime infill site that is within direct proximity to existing amenities and services. The site is also within an area of the municipality that has been identified for urban growth under the Regional Plan. Growth of this nature would have a positive economic impact on the local area businesses by adding significant density of residents who would all require access and use of the area's various commercial amenities.

Halifax is experiencing increased demand for infill locations such as this site – resulting from changing demographic, social and economic trends affecting the housing market. Comprehensive development of the site would result in better utilization of existing services: transit, active transportation (sidewalks), parks and recreation facilities, schools and fire protection services.

We would like to thank you for the continued time and effort towards the RP+10 review. Once you have had an opportunity to review this request, we would ask that we meet to discuss in more detail and determine how to move this forward.

Sincerely,

Original Signed

Connor Wallace, MCIP, LPP
Principal
ZZap Consulting Inc.

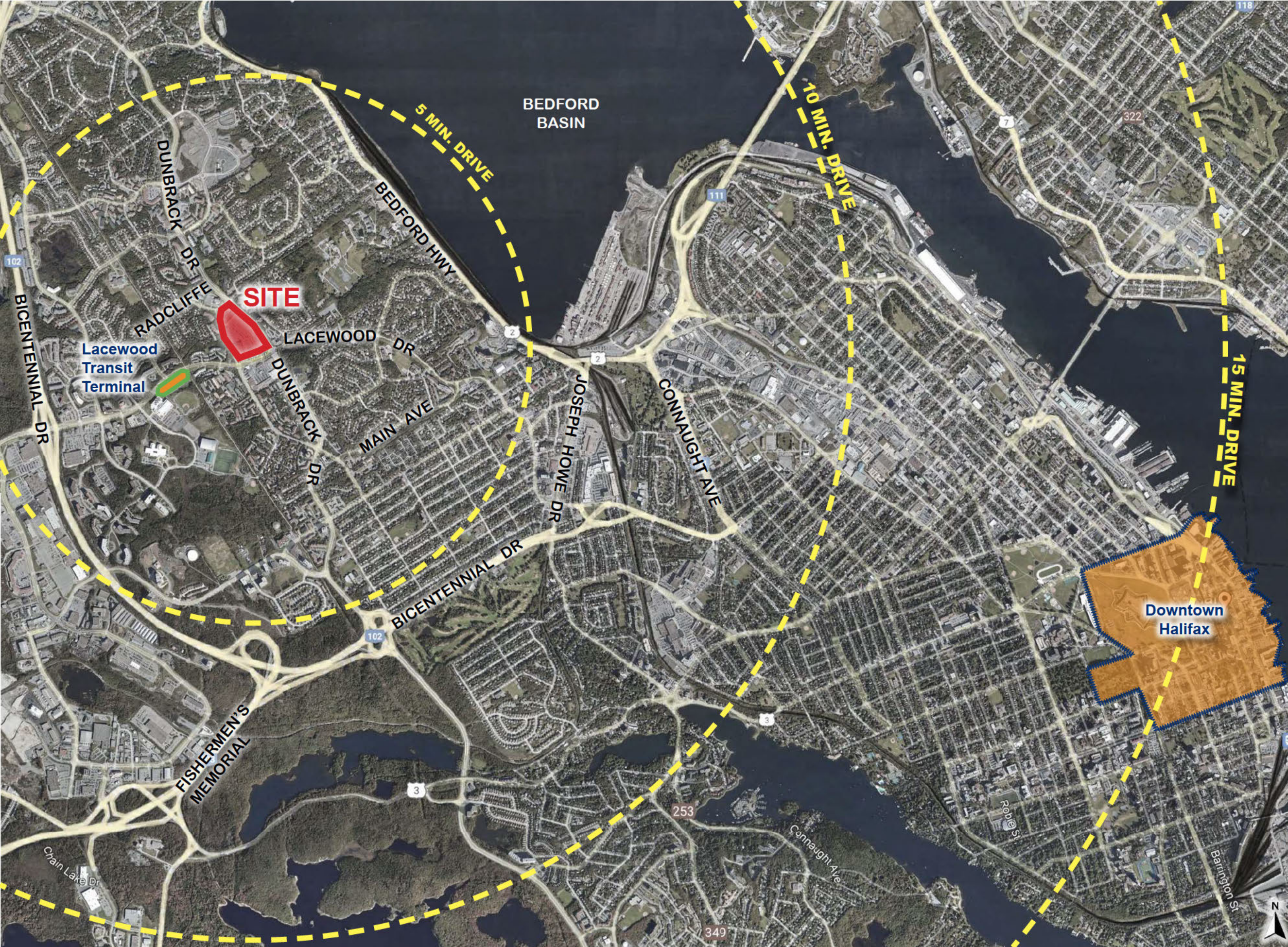
Park West Centre Proposed Development

Halifax, Nova Scotia



CITY CONTEXT

- Major intersection at Dunbrack and Lacewood
- Proximity to Major Transit Terminal
- Potential for high volumes of foot and bicycle traffic
- 40 mins to Downtown Halifax by direct transit, 15 mins (8.5 km) by car
- Spectacular views toward Bedford Basin



LOCAL CONTEXT

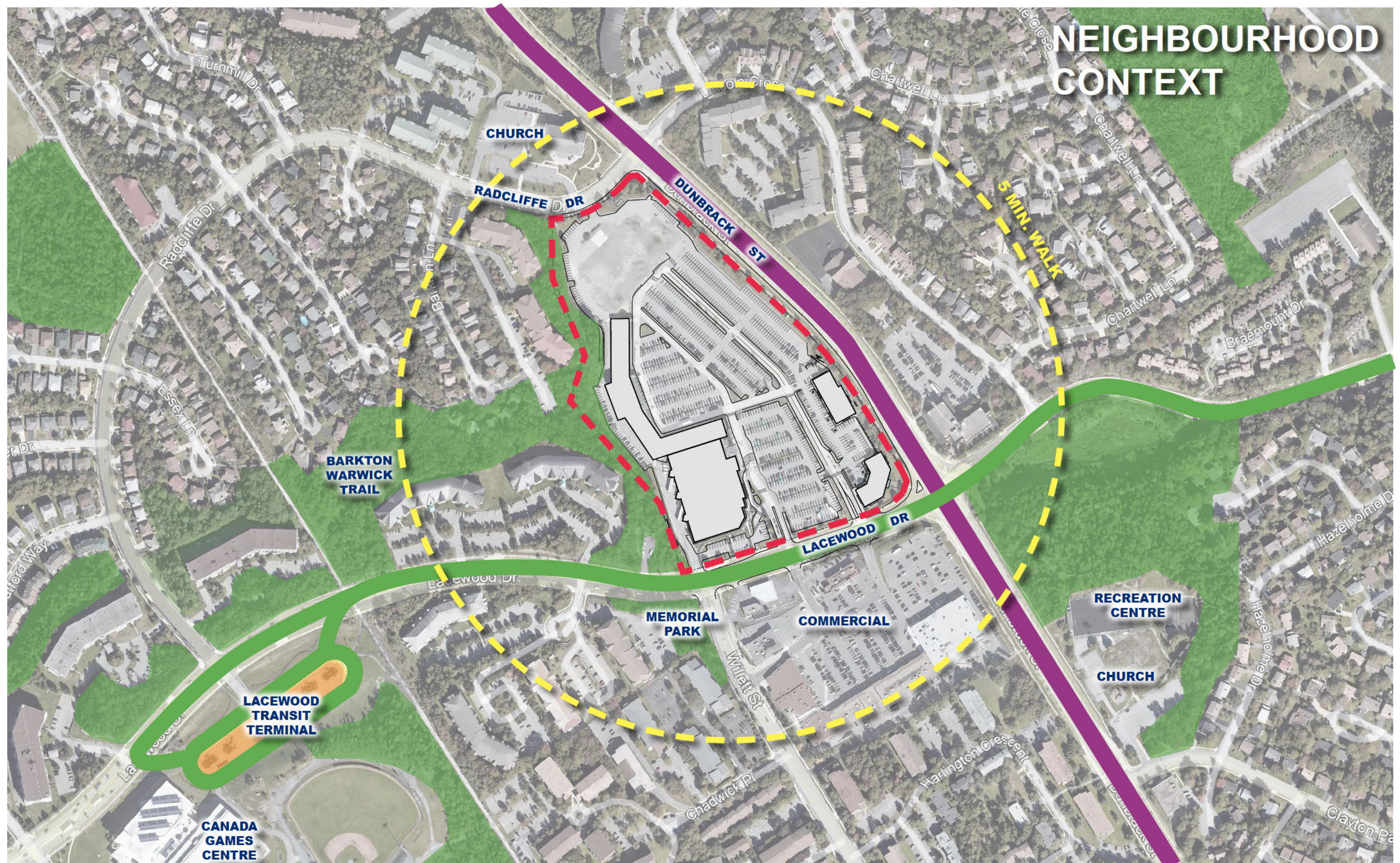
- Located within the Clayton Park West Urban Local Growth Centre
- Vibrant Community of Residential, Business, Commercial, Retail, Services, Restaurants, and Sporting Venues



RAPID TRANSIT STRATEGY - BRT LINES



NEIGHBOURHOOD CONTEXT





1. OVERALL SITE



2. TOWARD EXISTING SITE ENTRANCE FROM LACEWOOD



3. TOWARD EXISTING COMMERCIAL BUILDING



4. TOWARD EXISTING SOBEYS



5. TOWARD EXISTING PARK WEST CENTRE



6. TOWARD EXISTING SITE PARKING



7. TOWARD DECOMMISSIONED CANADIAN TIRE SITE



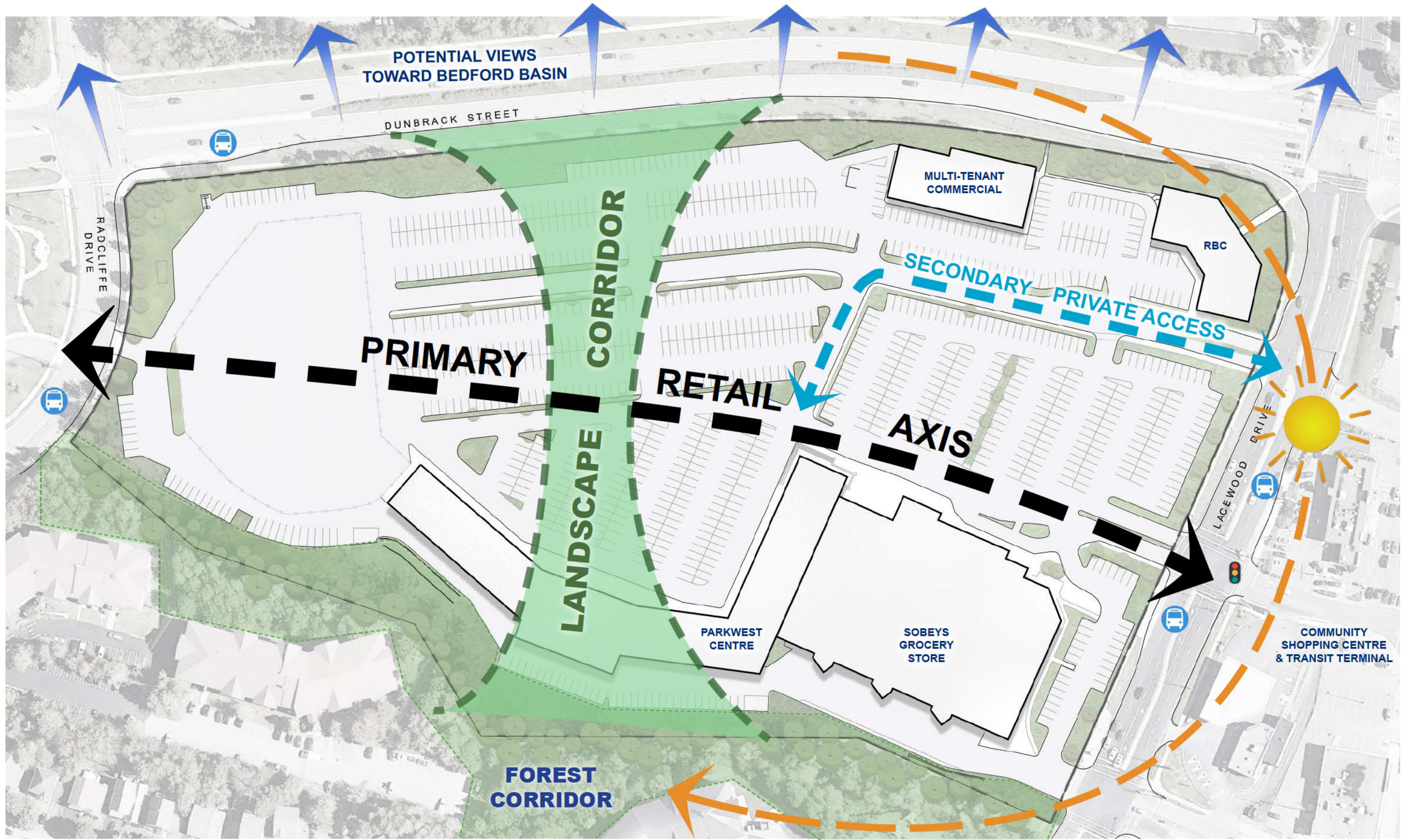
8. TOWARD DECOMMISSIONED CANADIAN TIRE SITE



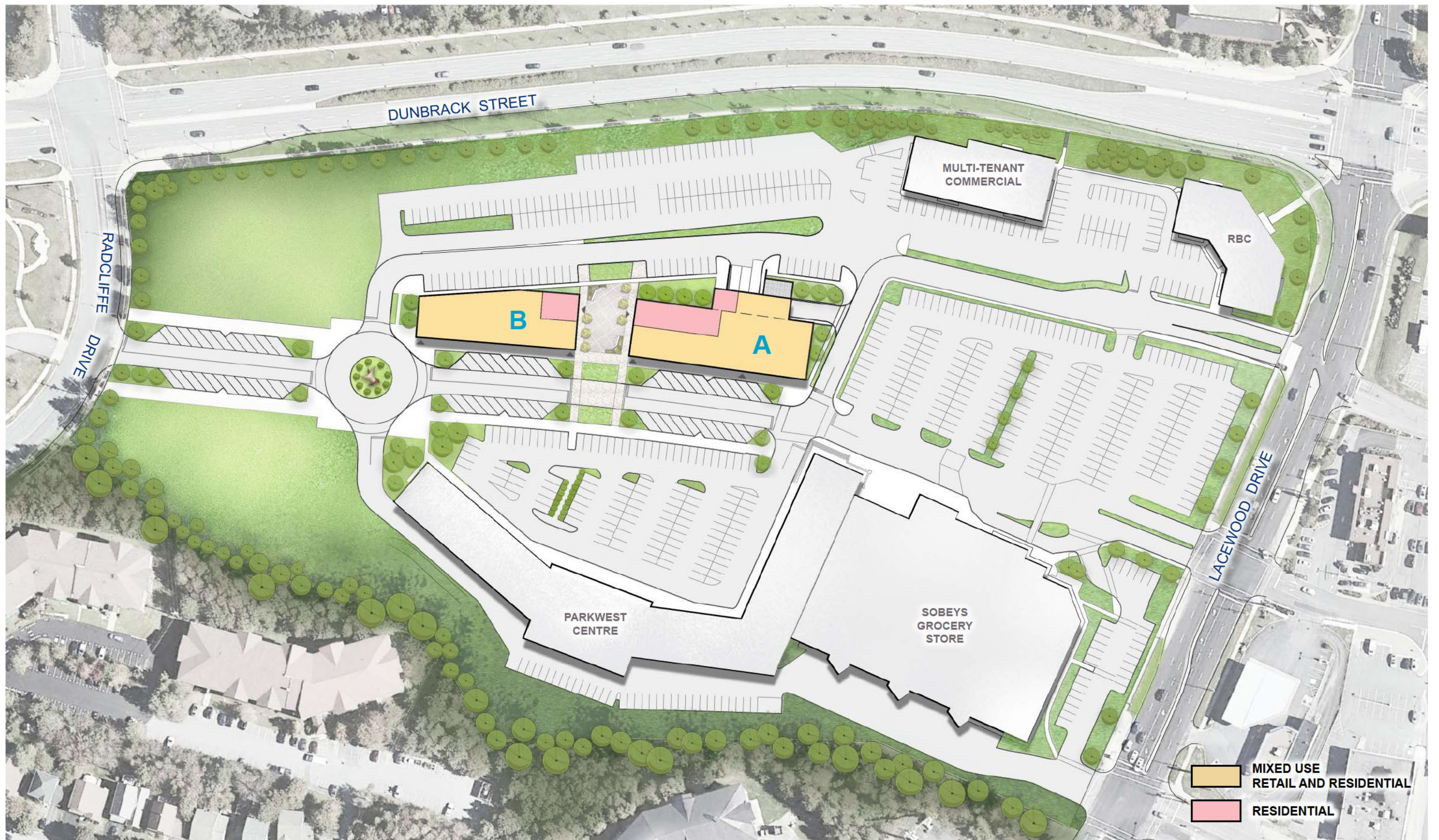
9. TOWARD DECOMMISSIONED CANADIAN TIRE



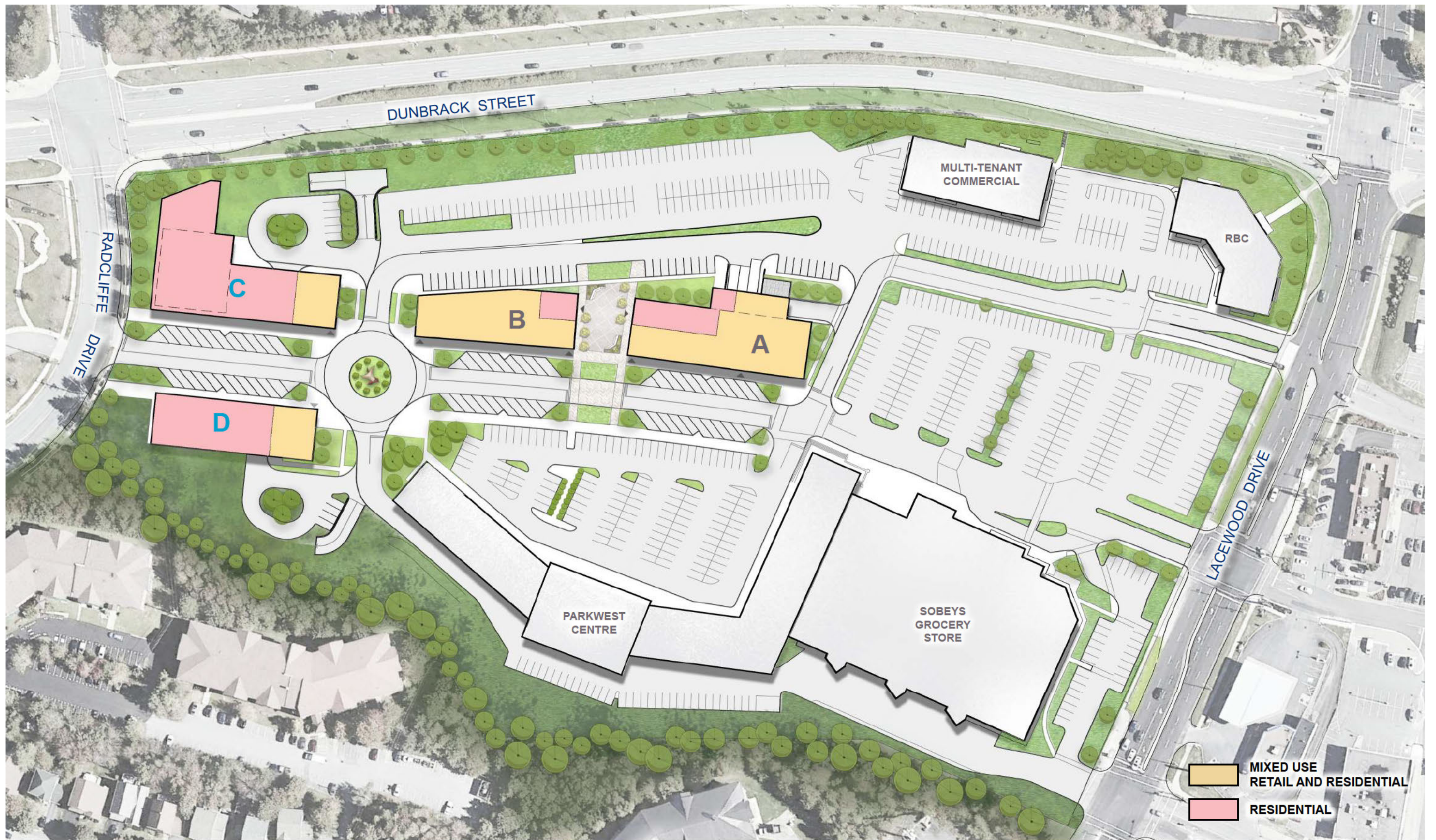
EXISTING SITE PLAN



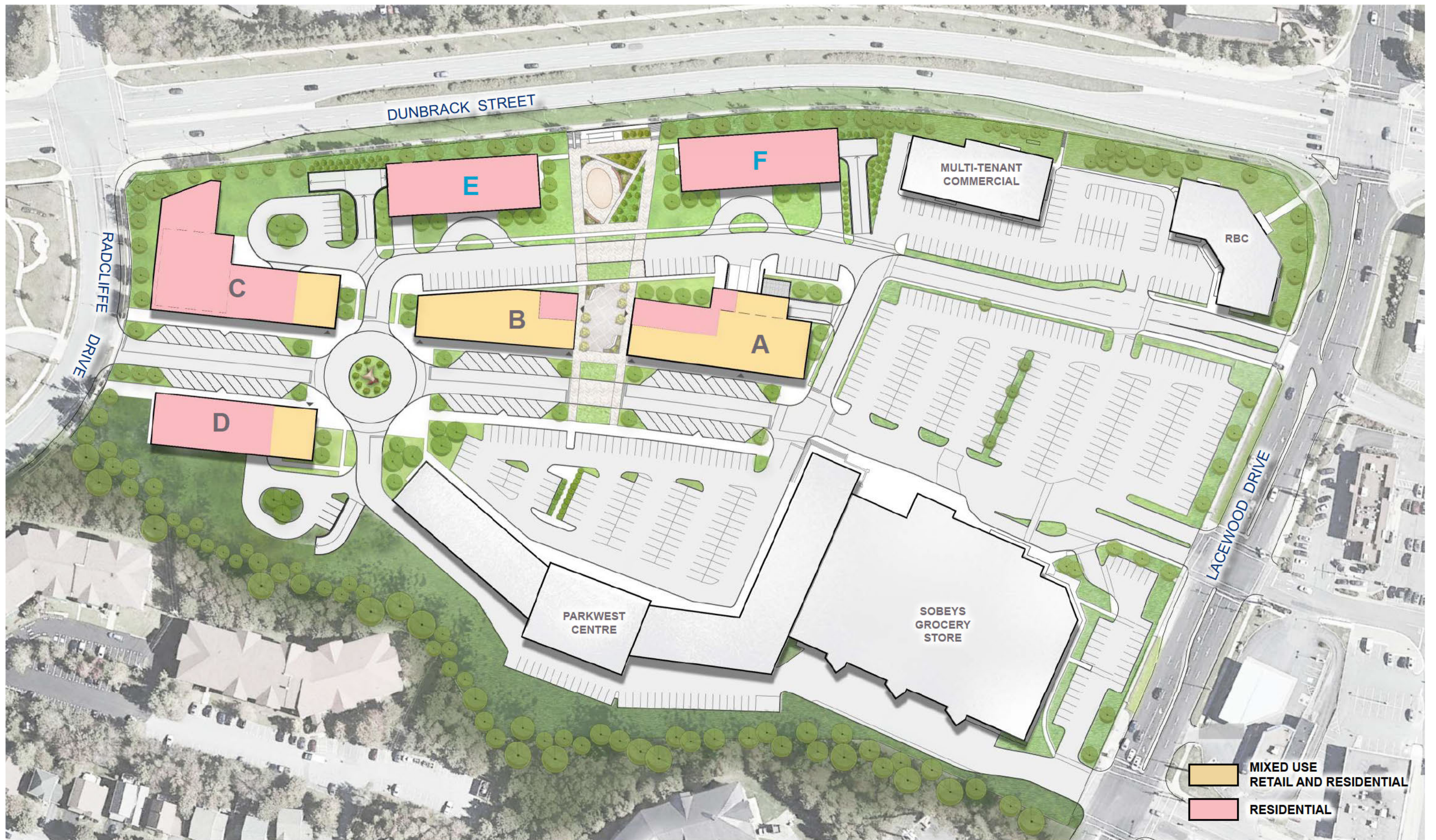
SITE ANALYSIS



PROPOSED SITE PLAN - PHASE 1



PROPOSED SITE PLAN - PHASE 2 & 3



PROPOSED INTERIM SITE PLAN - PHASE 4 & 5



EXISTING STREET VIEW



PROPOSED INTERIM MAIN STREET VIEW



PROPOSED INTERIM AERIAL VIEW



PROPOSED FUTURE MASTERPLAN



PROPOSED FUTURE AERIAL VIEW



PROPOSED FUTURE MAIN STREET VIEW

SITE AREA	79,553 sm	856,300 sf
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EXISTING	COMMERCIAL			
	Area		Parking Provided (At Grade)	
	(sm)	(sf)		
Existing Commercial	8040	86,540		
Existing Sobeys	5,460	58,770		
Total (Existing)	13,500	145,300		940

INTERIM PHASE	RESIDENTIAL				COMMERCIAL		
	Area		No. of Units (±)	Underground Parking Provided	Area		Parking Provided (At Grade)
	(sm)	(sf)			(sm)	(sf)	
Proposed Development	74,340	800,190	1000	950	2,660	28,600	100
Total (Proposed + Existing)	74,340	800,190	1000	950	16,160	173,900	630
Total Development Area							90,500 sm
Site FSI							1.14

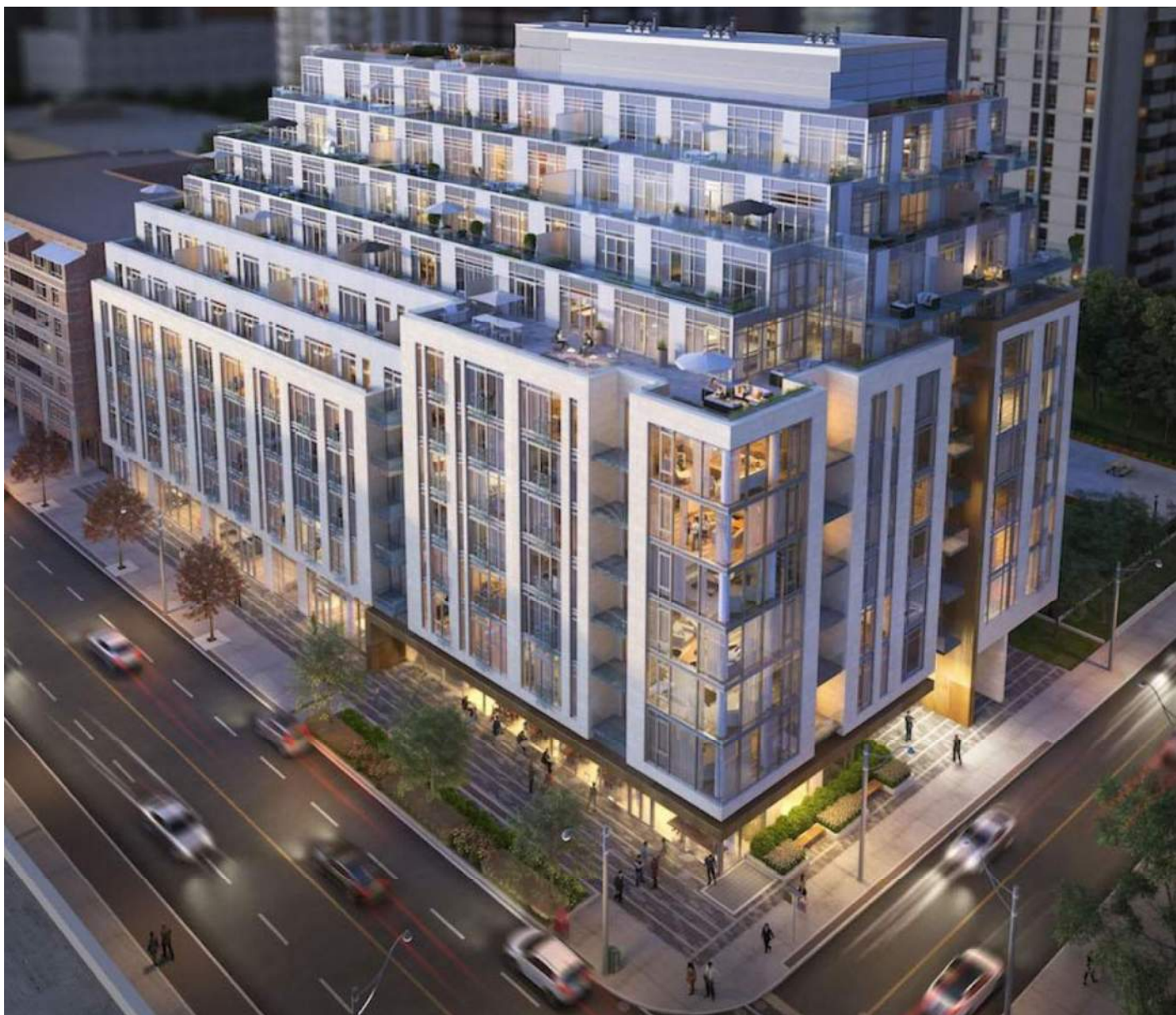
FUTURE PHASE	RESIDENTIAL				COMMERCIAL		
	Area		No. of Units (±)	Underground Parking Provided	Area		Parking Provided (At Grade)
	(sm)	(sf)			(sm)	(sf)	
Proposed Development	73,840	794,810	1000	950	3,160	34,000	100
Total (Proposed + Existing)	148,180	1,595,000	2000	1900	11,280	121,400	460
Total Development Area							159,460 sm
Site FSI							2.00

ASSUMPTIONS:
Assume all Retail Parking Satisfied at Grade; Interim Commercial Parking Ratio = 3.62 cars/1,000 sf; Future Commercial Parking Ratio = 3.79 cars / 1,000 sf
Underground Residential Parking Provided Based on 0.95 Cars/ Unit

PROPOSED PROJECT STATISTICS

PRECEDENTS









March 10, 2022

Leah Perrin
Planning and Development
Halifax Regional Municipality
40 Alderney Drive
Halifax NS B3J 3A5

RE: Beaver Bank Investments – PIDs 41052960 and 41052978

Beaver Bank Investments (BBI) is writing to formally request the following considerations as a part of the Municipality's Regional Plan Review:

- The subject properties' current Water and Urban Service areas (approximately 75% and 15% respectively) be extended to encompass the entirety of the lands.
- The subject properties' current settlement status consisting of both Urban Settlement and Rural Commuter be considered 100% Urban Settlement.
- The subject properties be excluded from Schedule J – Beaver Bank and Hammonds Plains Growth Control Areas.

BBI initially made their inquiry to extend services in November of 2021; unfortunately, there was no response until March 9, 2022. Nevertheless, given the strong rationale exhibited within the Background and Discussion section below, BBI also requests that these parcels be considered under the Phase 3: Quick Adjustments of the Regional Plan Review.

Background and Discussion

The subject lands (PIDs 41052960 and 41052978) are depicted in Fig. 1 within the orange boarder totaling 13.25 acres. As per Fig. 1, the Water and Urban Service areas do not encompass 100% of the property. North of the subject properties is the Green Forest Subdivision, a fully serviced area over 40 hectares; to the east are subdivisions off Woodbine Drive / Welkin Drive / Majestic Avenue, fully serviced areas of over 50 hectares; lastly to the south, the well-known serviced subdivision of Millwood. Therefore, current infrastructure supporting Water and Urban Services surround the subject parcels and is readily available. Extending the service boundaries of the subject lands makes excellent use of existing service infrastructure and is consistent with the rate of urbanization for the area. Furthermore, unlike the subject properties, each individual lot within the aforementioned subdivisions has complete coverage of services. Extending the subject properties' service boundaries also provides homogeneous and consistent servicing that encompasses an entire PID like the lots in the above-mentioned subdivisions.

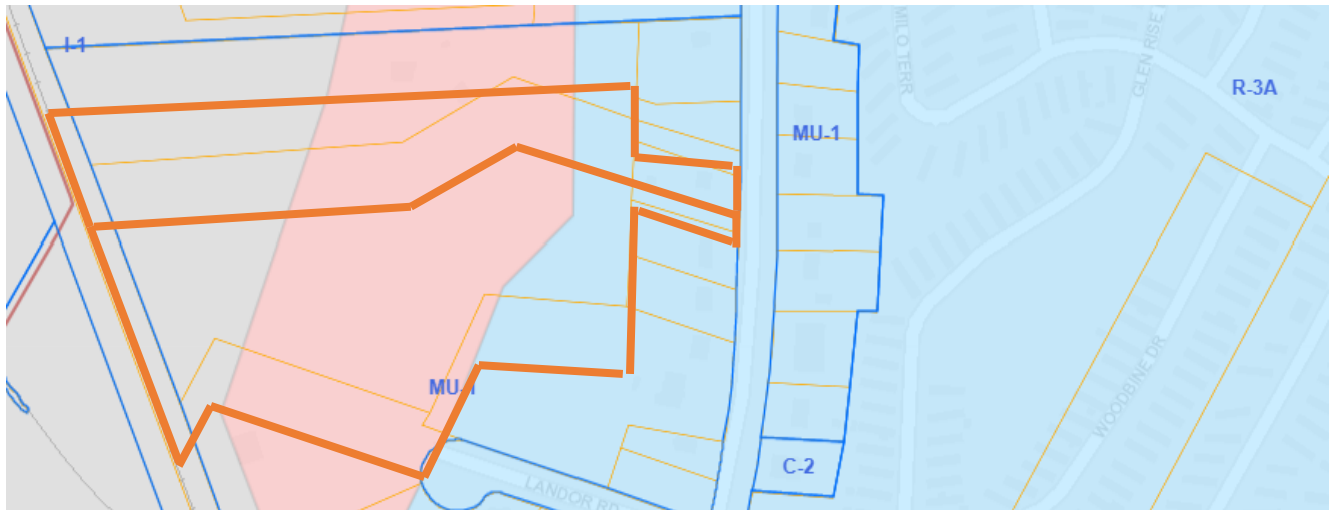


Figure 1: Subject properties located at 324 and 328 Beaver Bank Road. Zoned MU1.

Similar to Fig. 1, Fig. 2 exhibits that both properties consist of both Urban and Rural Settlement designations under the Generalized Future Land Use Map (encircled in orange). The aforementioned subdivisions to the north, east, and south are designated as Urban Settlements only with no single lot consisting of two or more Land Use designations. With this in mind, the subject properties designated entirely as Urban Settlement again provides for a more homogeneous and consistent Generalized Future Land Use. Since the subject lots are closer to the urban core than the Urban Settlements to the north and north-east, urbanization of these lots proves consistent with the area growth.



Figure 2: The 2017 Generalized Future Land Use Map, subject properties encircled in orange.

The subject PIDs are located on the cusp and boarder of Schedule J – Beaver Bank and Hammonds Plains Growth Control Areas per Fig. 3 (encircled in orange). The subject lands along with several neighbouring PIDs to the north form a peninsula (shaded blue) that is almost exclusive, yet still under Schedule J. Moreover, given the date - 2014 - in which the Schedule J by-law was passed, excluding the subject PIDs from Schedule J is a minor amendment that is now in line with the Regional Plan.

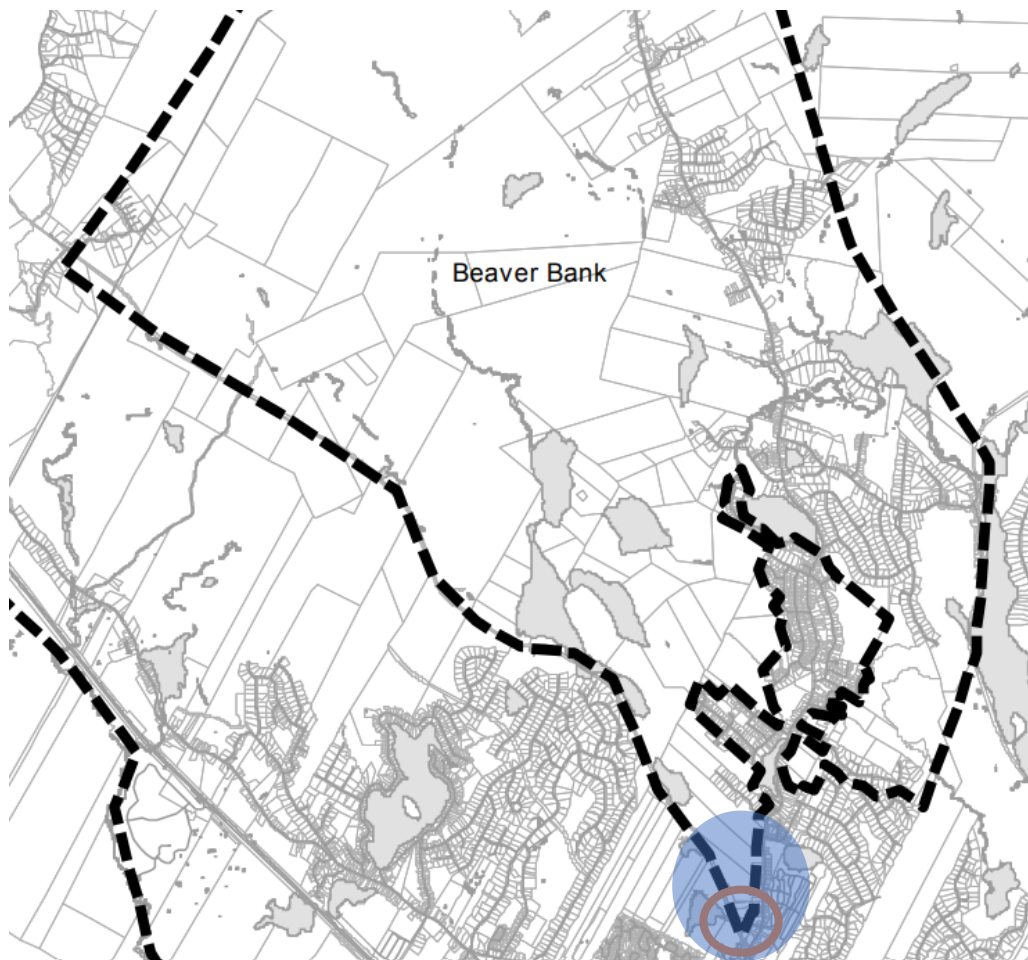


Figure 3: The 2014 Schedule J – Beaver Bank and Hammonds Plains Growth Control Areas showing the subject property encircled in orange.

Demographic, Social and Economic Trends

The subject properties are each zoned MU-1 allowing the as of right development of one senior citizen complex per lot; at their maximum, the subject PIDs together can produce upwards of 500 units. Instead - working closely with the Municipality - BBI plans to properly plan the development of their lands, resulting in far less units of superior quality, and that cater to all demographics: appropriately sized seniors citizen complexes together with R1 and/or R2 dwelling meet the needs of HRM's ageing demographic and of millennials who are looking to either scale down and rent, or to purchase their new home.

Furthermore, the Halifax Regional Municipality is actively strategizing to make rent and homes affordable. Extending the subject property service boundary under Phase 3 of the Regional Plan Review can help appropriately scale volume, increase vacancy rates, increase housing stock, and consequentially help decrease rents / home pricing.

Integrated Mobility Plan

Extending the service boundaries of the subject lands is in line with Halifax's Integrated Mobility Plan (IMP). Several transit routes, commercial properties, schools, and places of worship surround the subject lands in all directions. Where the subject lands are proposed to serve all demographics and where they are conveniently located in the center of necessities and amenities: future residence are inclined to save on fuel, reduce emissions, use public transportation, and use other healthy transportation methods to reach their destination. Several transit stops (8713, 8755, 8712, 2186, etc.) are within 0.25km of the subject property, additionally, this area of Beaver Bank is becoming heavily transit-orientated where many residence use public transit. This makes the subject lands an ideal location for development coherent with all four (Complete Communities, Moving People, Managing Congestion, and Integrating Solutions) principals of the IMP.

Green Network Plan

Proceeding with the as of right development of two large senior complexes also imposes less functional open green space in comparison to a combination of appropriately sized senior complexes, R1, and R2 dwellings. By extending the service boundary of the subject parcels to support BBI's development, significantly more green space may be provided via outdoor amenity (for seniors complexes), established open spaces (for R1/R2 neighbourhood), and individual yard space. These useful green spaces all promote recreation, healthy lifestyle, and well being that can be strategically planned for and readily available to new residence within the subject lands.

Moreover, according to Map 5 of the Green Network Ecology Map, the subject lands will have minimal impact to the Regional Green Network, making the development of these parcels a strategic one for the Municipality.

Conclusion

In conclusion, the request to extend the subject properties' Water/Urban Service boundary, Urban Settlement designation, and to exclude the PIDs from Schedule J under Phase 3 of the Regional Plan Review are firmly supported by the following:

- Many Regional Plan Review requests fall within the same area of HRM indicating that these areas require attention.
- Unlike some application's however, the subject properties are already partially within Water and Urban Service boundaries and are partially designated as Urban Settlements. Continuity of urbanization over 100% of the subject lots provides homogenous land use categorization of PIDs within the Municipality's General Future Land Use and Regional Plan.
- Furthermore, the subject properties are purposefully located in the center of surrounding schools, commercial property, places of worship, parks, and other amenities. Lands to the north, east, and south have already been fully serviced and urbanized. Additionally, some of these lands, which are further from the HRM urban core, have been excluded from Schedule J. This is indicative of the strong need to urbanize the subject lands.
- Given the central location and current existing and surrounding infrastructure, urbanizing the subject lands proves economical for HRM: investing fractional cost to fully urbanize already partially serviced lots will amount significant source of income.
- Servicing and urbanizing the subject parcels also help to increase vacancy rates and increase the housing stock; thereby aiding in making rent and home prices affordable.
- Servicing and urbanizing the subject parcels would allow BBI to implement development that caters to all age demographics, not just senior complexes.
- Urbanizing the subject properties is in line with HRM's Integrated Mobility Plan allowing a range of demography to be located amongst many necessities/amenities in an area that is a rapidly growing transit-orientated community.
- Urbanizing the subject properties would have little impact on the Green Network Ecology and would allow for useful design of open green spaces for senior complex amenities, neighbourhood parks, and yards.

Beaver Bank Investments would like to thank you for your past, current, and continued efforts on the Regional Plan Review. We understand this is a huge undertaking for the HRM Planning Department, a department that is currently under a great deal of pressure given the current real estate market trend and HRM's rapid population growth. In effort to ease the pressures of your team, we have presented a significant amount of information that supports our request; we hope, that this letter helps your team make quick and sound decisions.

Should you have any questions or concerns, we kindly ask that we meet to discuss the matter further.

Sincerely,

Original Signed

Elias JeBailey, PEng

President – Beaver Bank Investments