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Planning Rationale for Proposed Development in the West End Mall Future Growth Node in Halifax

MS. STEPHANIE SALLOUM
Principal Planner

MR. ROSS GRANT
Planner III

Strategic Projects
Planning and Development
Halifax Regional Municipality
P.O. Box 1749
Halifax, NS B3J 3A5

Dear Ms. Salloum and Mr. Grant,

On behalf of our client Primaris, I am submitting this planning rationale letter for a proposed development on a portion of the West End Mall Lands as part of the neighbourhood planning process for the West End Mall Future Growth Node (FGN). The proposal is for a mixed-use development on two parcels (PIDs 41030636 and 41250291) along Mumford Road in Halifax, NS.

The site is primarily surrounded by commercial uses that form the Halifax Shopping Centre, as well as a residential neighbourhood to the north. The western edge of the property abuts the CN railway alignment, and the Mumford transit terminal is located within the proposal project area.

The proposed development consists of a two-phase approach. Phase 1 will include the development of a publicly accessible park and a multi-use building with two residential towers. Other uses in this building include community space, office and commercial uses, and townhouses within the building podium. The first phase will also include a transportation facility use with the redevelopment of the Mumford transit terminal. Phase 2 will include the development of a second multi-use building, also with two residential towers.

This planning rationale letter will demonstrate the compliance of the proposed development with Policy F-4 Regional Centre Secondary Municipal Planning Strategy (MPS) to aid in the development of Site-Specific Comprehensive Development District (CDD) policies for the West End Mall FGN. Once the site-specific CDD policies have been adopted, the development could be enabled under a development agreement through Policies F-5 and F-6 of the MPS.

We are excited to work with staff, Council and the community on this proposal.

Please do not hesitate to contact me if you require further information.

Sincerely,



Paul Dec, MCIP, LPP

1 BACKGROUND

1.1 LOCATION AND SITE CHARACTERISTICS

The subject of this planning application are properties with PIDs 41030636 and 41250291 registered to Halifax Shopping Centre Holdings Inc.

Lot	Property	Registered Interest	Parcel Size SF	Parcel Size SQM
1	7004-7010 Mumford Road (PID #41030636)	Halifax Shopping Centre Holdings	148,975	13,840
2	PID #41250291	Halifax Shopping Centre Holdings	967	90
SUB-TOTAL			149,942	13,930

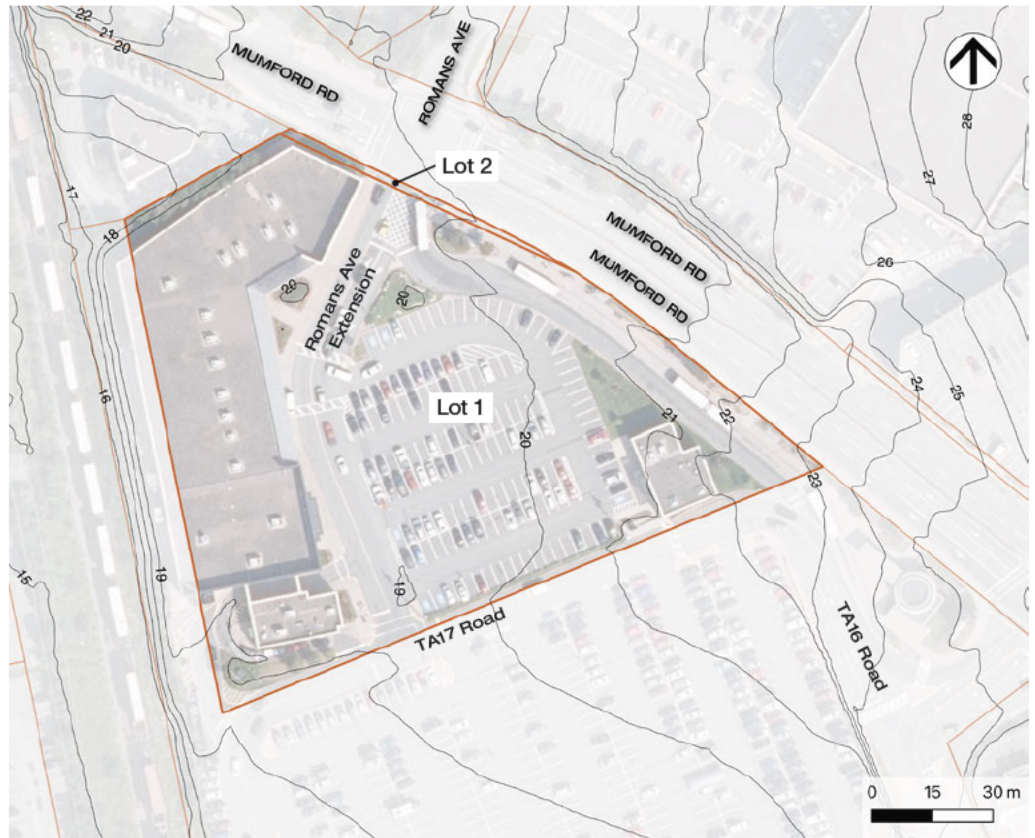


Figure 1: Site map

According to LIDAR data, the site is largely flat at about 20 metres above sea level. The site slopes up gradually along Mumford Road, with the steepest increase in grade at the eastern corner of the property where the elevation rises to about 23 metres above sea level.

1.2 CONTEXT AND SURROUNDINGS

The site is located along Mumford Road within the West End Mall Lands. The surroundings are largely characterized by automobile-oriented retail and business uses that form the Halifax Shopping Centre. The main Shopping Centre building is located across Mumford Road, with other retail and business centre uses abutting the subject property to the south. Much of the surrounding lands are dominated by parking lots and multi-level parking garages, and the “big-box store” form of retail development. This has created a somewhat uninviting environment, especially for pedestrians, cyclists, and transit users.

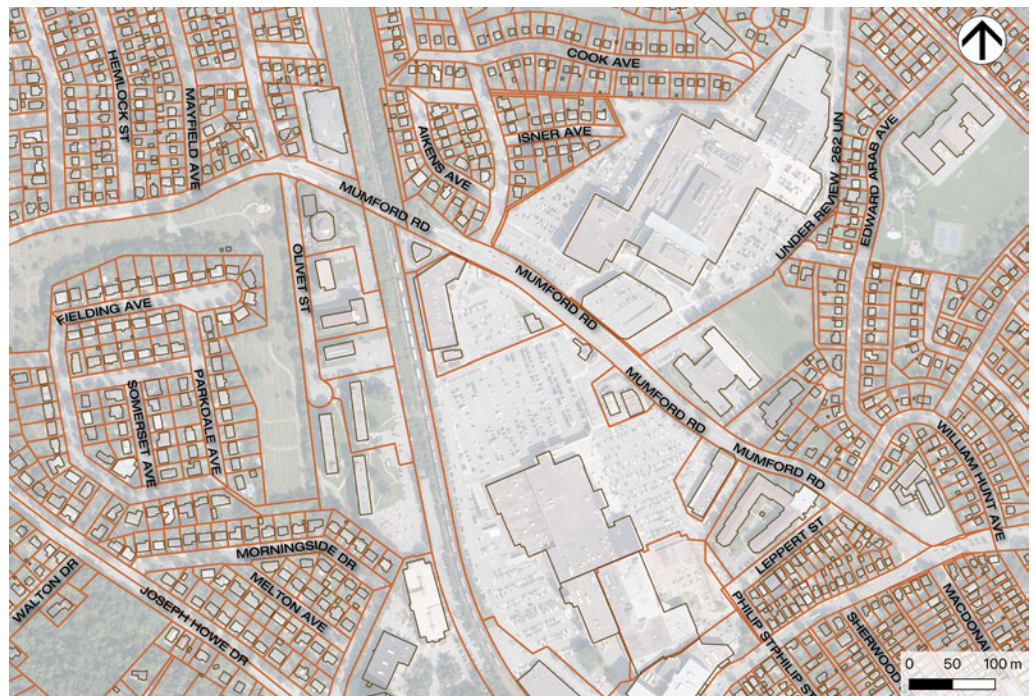


Figure 2: Context Map

A residential neighbourhood containing primarily single-family homes lies to the north of the project area across Mumford Road, along Romans Avenue. The St. Agnes Junior High School is also nearby, across Mumford Road. To the west, the area abuts the CN Rail alignment that runs through the edge of the Halifax peninsula. Immediate uses beyond the rail alignment include multiple mid-rise and high-rise multi-unit residential buildings along Mumford Road and Olivet Street.

The project site currently contains retail uses in a strip-plaza form, and a large parking lot. The Mumford transit terminal is also located on the site, along Mumford Road. A bidirectional parking lot driveway (further referred to as the “Romans Ave Extension”) cuts through the property, and the southern edge of the property abuts another driveway sometimes identified as “TA17 Road”.

Within the Regional Centre Secondary Municipal Planning Strategy (or ‘Centre Plan’), the property is part of an area designated as the ‘West End Mall Future Growth Node’. The MPS envisions that Growth Nodes will ‘develop into complete communities with supportive transit services, pedestrian-oriented streets, a mix of uses, services, parks, open spaces and community facilities’ as well as a blend of residential densities including high-rise buildings. Despite representing only a small portion of the West End Mall Lands, the proposed development contributes significantly to this vision for the Growth Node.

2 DEVELOPMENT PROPOSAL

2.1 DEVELOPMENT SUMMARY



Figure 3: Development Proposal Site Plan

Primaris intends to demolish the existing retail buildings on the property and develop two multi-use buildings with a total of 4 residential towers across the property. Grade-related dwelling units, and commercial and office uses are proposed within the building podiums, which will also include space for vehicle parking. The building and tower heights in the development are distributed to create a gradual transition up in height from the existing residential neighbourhood to the north. From north to south, the development first features a park space and a building podium of 4-5 storeys, then a 22-storey tower, then towers with 32 and 37 storeys, and finally the tallest 42-storey tower located at the southern corner farthest from the existing neighbourhood. Taken together, the differing tower heights create visual interest and a sense of rhythm and variety when viewed from the surrounding neighbourhoods.



Figure 4: Rendering of proposed development, viewed looking south.

The development includes significant public benefits with the integration and upgrade of the Mumford transit terminal as well as a large, high-quality, community space that could be used for a library or other public uses. The proposal includes thoughtful placement of publicly accessible pedways and elevators to enhance convenience and safety for transit users. The proposal also includes the development of a publicly accessible park at the northern end of the property.



Figure 5: Rendering of the proposed development as viewed from the intersection of Romans Avenue and Mumford Road.

The design aims to create a pleasant, human-scaled, experience at the street level, with building podiums that include a variety of uses, including grade-related townhouse style units with direct entrances from the street, office and commercial spaces, and community spaces. The design includes multiple building lobbies and entrances to provide connectivity between transit, community spaces, and the rest of the development and surrounding neighbourhood. The building podium is designed in a manner that helps mask the parking provided within the podium, reducing negative impacts and inactive street walls at the pedestrian level. The towers are also set back from the street and the building podium streetwall to minimize visual impact.



Figure 6: Rendering of the proposed development at street level along the redeveloped Romans Avenue Extension.

The development proposal includes upgrading and activating internal streets that currently function as parking lot driveways, to create active streetfronts that integrate well into any future phases of development in the remaining West End Mall Lands on the southern side of TA17 Road. The proposed buildings have been designed with grade-oriented premises along the full length of the streetwall along TA17 Road. The community space that could potentially serve as a library will be well positioned to support further development of the growth node in future phases. The development proposal also includes publicly accessible pedways to provide a safe, convenient connection between the Mumford Transit Terminal and the Halifax Shopping Centre across Mumford Road. These pedways will further help integrate and connect future phases of development. The proposed active transportation connections to the Walmart and other retail uses in the remaining West End Mall Lands will also help support any potential development in the future.

2.2 KEY DEVELOPMENT DATA

The total number of residential units proposed as part of this development is 1,386. A total of 832 parking spaces are also included, at a rate of 0.6 spaces/unit. The proposed development has a gross floor of approximately 135,381 m², resulting in a floor area ratio of 9.7. The development is proposed to take place in a two-phase approach.

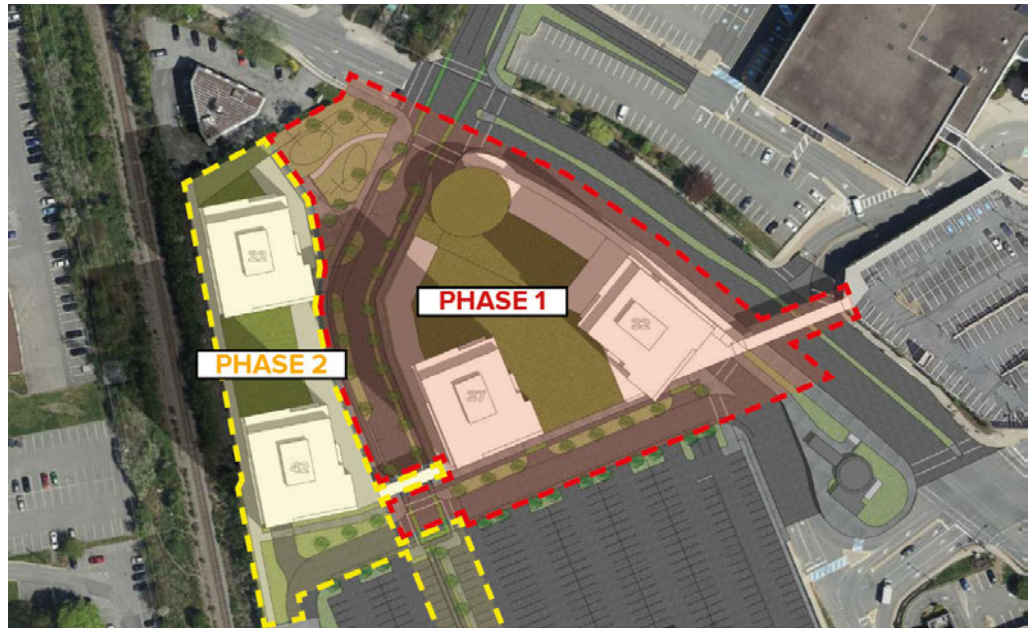


Figure 7: Phased Approach to Development

Phase 1

The first phase of the development will include the development of a 704-unit multi-use building with two towers. This building will consist of:

- + 20 grade-related townhouse style units along Romans Ave Extension
- + One 37-storey residential tower, with 390 units
- + One 32-storey residential tower, with 325 units
- + A parking garage within the building podium, providing 441 parking spaces at a rate of 0.6 spaces/unit. This parking garage is masked from the street by the other uses that occupy the streetwall of the building podium.
- + A 10,000 ft² (929 m²) community space within the building podium, that could be used as a library or for other community uses.
- + 16,420 ft² (771 m²) of commercial and office space within the building podium.
- + Residential amenity space on the 5th storey.
- + A publicly accessible internal pedestrian passageway to link the two proposed pedways.

The building in Phase 1 is also proposed to extend over the Mumford transit terminal. The transit terminal will remain at grade, with the building forming a canopy over the terminal from the 3rd storey up. This design will help provide shade and weather protection for transit users waiting at the terminal, and will create a more comfortable experience compared to the current design of the terminal, which has an exposed, vehicle-dominated design that can feel unsafe and uncomfortable.

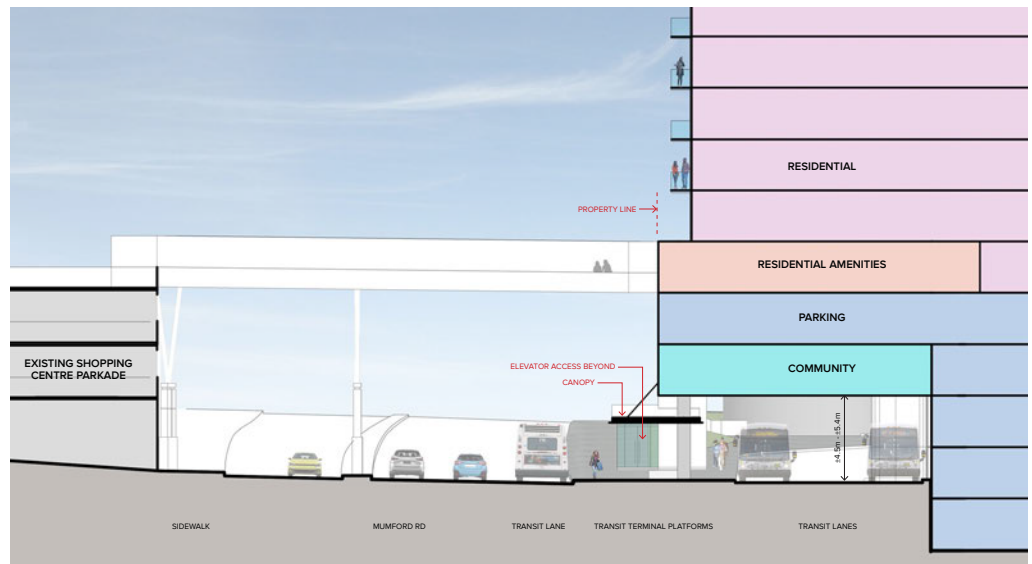


Figure 8: Cross-section showing building design over the Mumford transit terminal.

Phase 1 will also include the development of a publicly accessible park at the northern end of the property. This park will serve as a gateway feature into the development from Mumford Road and Romans Avenue, and will create a buffer between the proposed development and the existing residential neighbourhood to the north.

Finally, both the Romans Ave Extension and eastern sections of TA17 Road will be redeveloped as part of this phase. This redevelopment will include the addition of shade trees, separated bicycle lanes, landscaping, and some on-street parking and layby spaces primarily to serve delivery

vehicles. These improvements will encourage active transportation and contribute to an activated street. The TA17 Road improvements will also support future developments in the remaining West End Mall Lands south of TA17 Road.

Phase 2

The second phase of the development will include the development of a 682-unit multi-use building, also with two towers. This building will consist of:

- + 22 grade-related townhouse style units along Romans Ave Extension
- + One 42-storey residential tower, with 428 units
- + One 22-storey residential tower, with 201 units
- + A parking garage within the building podium, providing 391 parking spaces at a rate of 0.6 spaces/unit. This parking garage is masked from the street by the other uses that occupy the streetwall of the building podium.
- + 2,500 ft² (232 m²) of commercial space within the building podium.

The remaining sections of TA17 Road that abut the proposed development will also be redeveloped as part of this phase. Additionally, the existing Walmart parking lot will be reconfigured to incorporate an active transportation connection further extending Romans Avenue all the way to the Walmart and adjoining retail options. This will help improve pedestrian circulation throughout the area, which currently has limited safe options for pedestrian navigation through the vast parking lots.

3 PLANNING APPLICATION

3.1 FRAMEWORK

The Regional Centre Municipal Planning Strategy (MPS) and Land Use By-law (LUB) subject the property to the policies and regulations of the following designation and zone:

Document	Designation / Zone
Municipal Planning Strategy	FGN (Future Growth Node)
Land Use By-law	CDD-2 (Comprehensive Development District 2)

Per the Regional Centre MPS, the CDD-2 Zone is applied to sites that are intended to be developed into large-scale mixed-use communities.

3.2 REQUEST

This planning rationale letter is submitted as part of the neighbourhood planning process on the West End Mall Future Growth Node, to support the creation of site-specific CDD policies that will enable a development agreement for the proposed development.

3.3 POLICY ANALYSIS

This submission for the neighbourhood planning process is based on Policy F-4 of the Regional Centre Secondary Municipal Planning Strategy (SMPS). The following analysis will demonstrate how the Development Proposal complies with the applicable Policy of the SMPS.

Policy F-4 - Regional Centre Secondary Municipal Planning Strategy

Council shall consider the following matters when adopting or amending Site-Specific CDD Development Agreement Requirements for each Future Growth Node through master neighbourhood planning exercises:

a) *the Future Growth Node objectives, as identified in Section 2.9 of this Plan;*

Compliance: The Future Growth Node objectives identified in Section 2.9 of the SMPS are:

1. *Provide for diverse and inclusive opportunities for public engagement during the master neighbourhood planning process;*

Compliance: We look forward to participating in public engagement opportunities and working with the community as part of the neighbourhood planning process.

2. *Identify and preserve significant environmental and cultural features;*

Compliance: The proposed development does not negatively impact any significant environmental or cultural features. The proposal includes the development of a publicly-accessible park and includes a mix of various uses, which will help create a sense of place and activate the area.

3. *Support the development of mixed-use neighbourhoods with a range of housing opportunities, places of employment, and services where daily needs of residents can be met;*

Compliance: The proposed development includes grade-oriented townhouse style units along the Romans Ave extension, and four high-rise residential towers. The building podium in Phase 1 also includes commercial spaces and office spaces, as well as a large high-quality community space. The Mumford transit terminal is also integrated into the development and will connect directly to the rest of the site through well-designed streets and pedways. These streets and pedways also integrate the proposed development into the rest of the West End Mall Lands, providing residents and visitors with easy and comfortable access to retail and services in the area. Services already available in the area include grocery stores, healthcare and dental services, pharmacies, and schools. Therefore, the proposed development will contribute significantly to the creation of a mixed-use transit-oriented community.

4. *Support a transportation network that prioritizes transit, pedestrians and cyclists, and is connected to surrounding communities;*

Compliance: The development has been thoughtfully designed as a true transit-oriented development (TOD) that incorporates transit facilities into the development. The proposal includes various upgrades to the Mumford transit terminal which currently operates on the project site. The building in Phase 1 of the development has been designed to extend over the transit terminal, which will create a canopy that shelters the terminal and makes the transit experience more pleasant and comfortable for passengers.

Pedways (with accessible elevators from ground level) are also included to connect all buildings within the proposed development as well as the Halifax Shopping Centre across Mumford Road with the transit terminal. By providing safe and comfortable connections for pedestrians and transit users, the development encourages transit use and aims to make transit the preferred mode of transportation for current and future residents.

The development has been designed to promote a pleasant pedestrian experience, with shade trees, grade-oriented premises, a human-scaled building podium and multiple uses

within the podium to activate the area. Dedicated bicycle lanes are also proposed within the development. These pedestrian and cyclist facilities are also proposed to extend south into the abutting retail areas to provide a well-connected network and to support potential future phases of development within the growth node.

- 5. Provide public parks, open spaces, and community facilities that meet the recreational needs of residents;*

Compliance: A high-quality publicly accessible park is proposed at the northern end of the site near the intersection of Mumford Road and Romans Avenue. Semi-private recreational space is also provided on the building podium rooftops. A 10,000 square foot community space is also provided, which could be used for various community facilities such as a library.

- 6. Integrate new developments with surrounding uses and neighbourhoods;*

Compliance: The park at the northern end of the property acts as a gateway feature to the development, and helps create a buffer between the high-density development and the neighbouring residential community across Mumford Road.

Grade-oriented townhouse style dwelling units are proposed along the full length of the Romans Ave extension to create a gradual visual transition from the existing residential neighbourhood to the north, and the towers are stepped back from the streetwall to aid in this visual transition. Tower heights have also been thoughtfully distributed to minimize shadow impacts on surrounding neighbourhoods.

The Romans Ave Extension as well as upgrades to TA17 Road have been thoughtfully designed to promote comfortable connections for pedestrians and cyclists to the surrounding area. The proposal also includes a dedicated multi-use path connecting Romans Ave to the Walmart and other existing retail opportunities.

Pedways are being proposed to easily connect the proposed development and the Halifax Shopping Centre to the Mumford transit terminal. These publicly-accessible pedways will create a safe, comfortable and weatherproof option for transit users and pedestrians to navigate the area, alleviating existing conflicts between pedestrians and transit vehicles as well as reducing the need to navigate through the large, vehicle-dominated intersection at Mumford Road. This intersection can feel uncomfortable and dangerous for pedestrians, especially for vulnerable populations such as children and seniors. Some examples of existing surrounding uses that would greatly benefit from these safer, more convenient connections to transit include the junior high school across Mumford Road, and healthcare services within the Shopping Centre.

- 7. Support the creation of healthy and pedestrian-oriented places that consider human-scale design, food security, urban agriculture, and the conservation of energy;*

Compliance: As part of the development, the existing parking lot driveways within the project area would be upgraded to convert them into active transportation friendly streets with separated bicycle lanes, shade trees, and landscaping, that make walking and cycling more comfortable and inviting. By encouraging active transportation and transit use, the proposal promotes healthy lifestyles. Reduced reliance on cars also reduces greenhouse gas emissions, contributing towards climate and energy goals. The proximity to existing grocery stores allows for convenient access to food and fresh produce for residents of the buildings, and the large amount of semi-private recreation space on the building podium rooftops provides opportunities for community gardening. Green spaces and landscaping also help mitigate against the urban heat island effect.

8. *Mitigate overland and coastal flooding, and manage stormwater on-site; and*

Compliance: All necessary environmental and engineering studies will be completed to ensure appropriate grading, erosion and sediment control measures and quality stormwater management and flood mitigation techniques.

9. *Consider risks, impacts and opportunities associated with nearby railways, highways, and high traffic arterial roadways.*

Compliance: The proposed development is located in close proximity to a CN Rail alignment. The Guidelines for New Development in Proximity to Railway Operations prepared for the Federation of Canadian Municipalities and the Railway Association of Canada have been consulted in the design of the proposed development to minimize risks and impacts from the rail alignment.

Should there ever be a future transportation plan considering passenger rail services along this rail alignment, a station access could be integrated into Phase 2 of the development by extending the proposed pedway system into the station.

Mumford Road is a high traffic arterial roadway, and the proposal includes a pedway over Mumford Road to minimize vehicle-pedestrian conflicts on this busy road and to make the Mumford transit terminal easier and safer to access, promoting transit use and pedestrian connections.

b) *the Site Context, and Site Planning and Design sections of the Regional Centre Urban Design Manual, contained in Appendix 2 of this Plan;*

Compliance: The Site Context criteria in the Urban Design Manual are Community Identities, Complete Communities, and Neighbourhood Character. The shopping centre does not currently have a strong identity. However, transit has always been at the heart of the area, and this development incorporates and enhances the existing transit terminal to reflect the importance of this facility to the area. Proposed park space, community space and an activated streetfront with a mix of uses will help create a strong sense of place and opportunities for community to come together. The proposal supports the creation of a complete community by providing a mix of housing types, commercial and office uses, park space, community space, dedicated transit facilities, and supports active transportation.

The Site Planning and Design criteria are Active Streetwalls and Prominent Sites, Pedestrian-Friendly Mobility Network, Open Space Network, Pedestrian Comfort and Site Impacts. The proposal has been designed with grade-oriented uses along the entire length of the streetwall, which masks parking provided within the podium, to create an active streetwall. A park at the northern end of the development acts as a gateway feature and creates a prominent site at the intersection of Romans Ave and Mumford Road. Pedestrian comfort and connectivity has been prioritized through the inclusion of pedestrian-friendly streets, pedways, and dedicated active transportation connections to the Walmart and other adjoining retail uses. This design also support connections to a larger open space network that could be developed in the Growth Node in the future.

c) *a land suitability assessment that identifies vulnerable landforms, sensitive ecological features and climate hazards, including but not limited to, any wetlands, watercourses, flood prone areas, steep slopes, forest cover, contaminated sites, and wildlife habitats and corridors;*

Compliance: A land suitability assessment prepared by Englobe was submitted to the Municipality in March 2023.

d) *a culture and heritage assessment that identifies and evaluates culture and heritage resources located on or adjacent to the Node;*

Compliance: An Archaeological Resources Impact Assessment prepared by Davis MacIntyre & Associates was submitted to the Municipality in March 2023.

e) *a baseline infrastructure study that assesses existing transportation infrastructure assets and constraints (using a multi-modal level of service analysis) and existing waste water and water services infrastructure capacity and constraints;*

Compliance: A mobility analysis as well as a servicing assessment will be prepared and submitted as part of the neighbourhood planning process. Our client is working with the Municipality to confirm study scope requirements and ensure that these studies meet the needs of the Municipality.

f) *the overall development densities and building massing;*

Compliance: The proposed development closely aligns with the densities and built form permitted under the Centre 2 (CEN-2) Zone of the Regional Centre Land Use By-law (LUB).

The maximum building height of the tallest tower in the proposed development is 42 storeys. This aligns closely with the maximum building height of 40 storeys permitted on lands zoned in the Centre 2 (CEN-2) zone of the Regional Centre LUB. The estimated floor area ratio (FAR) for the proposed development is 9.7. Lands in the CEN-2 zone that are regulated by maximum FAR precincts (Schedule 17 of the LUB) have been included in precincts with a FAR of up to 10.

The tower heights in the proposed development are thoughtfully distributed to diminish impact of shadows on adjacent existing residential, with the tower closest to the neighbourhood being only 22 storeys. The towers are also set back from the street and the building podium streetwall to minimize visual impact and wind effects. The proposed dimensions of the tower meet the requirements of the CEN-2 zone, with an average floorplate area of approximately 832 square metres across all towers, and maximum dimensions of approximately 30 metres deep and 35 metres wide.

Sections 34(1) and 34(3) of the LUB seem to suggest that the CEN-2 zone is already considered a template for developments in the CDD-2 zone. Specifically, Section 34(3)(b) references how the built form and siting requirements of the CEN-2 zone are to be applied to the Mic Mac Mall Growth Node. The CEN-2 Zone, 40 storey maximum height precinct and maximum FAR precincts of up to 10 are also applied to lands within and around the Young Street Growth Node.

Variations from the CEN-2 zone built form requirements include:

- + The two high-rise towers in Phase 1 have a separation distance of approximately 20.7 metres, rather than 25.0 metres.
- + The proposed building podiums are typically 4 storeys tall across the development, with some 5-storey sections, rather than 3 storeys.
- + The maximum dimensions for a building in the CEN-2 Zone is 64.0 metres by 64.0 metres. The building podiums in the proposed development exceed this design guideline.

Additionally, the Regional Centre LUB does not permit pedways over a public street. The proposal includes a pedway over Mumford Road that would be very valuable towards improving safety and the uptake of transit use in the area, and this item would need to be addressed as part of the neighbourhood planning and future development agreement processes.

g) *the classes of land uses permitted;*

Compliance: In keeping with built form that aligns closely with the CEN-2 zone, the land uses proposed fall within the permitted uses of the CEN-2 zone as well. Multi-unit and grade-related dwelling units are both permitted in the CEN-2 zone. The CEN-2 also allows a wide variety of commercial uses, including retail and office uses. All institutional uses except for hospitals and major spectator venues are permitted in the CEN-2 zone, allowing for a wide variety of potential uses in the dedicated community space that is proposed. Park uses and transportation facility uses are also permitted. Per the Regional Centre LUB, when developing a transportation facility use in the CEN-2 zone, the only built form requirements that apply are maximum building height, maximum floor area ratio, and minimum front and flanking setbacks.

h) *phasing of development;*

Compliance: The development proposal includes upgrading and activating internal streets that currently function as parking lot driveways, including the road currently known as TA17 Road along the southern boundary of the proposed project area. The proposed buildings have been designed with grade-oriented premises along the full length of the streetwall along TA17 Road in line with urban design requirements for the CEN-2 Zone of the Regional Centre planning documents. This will help contribute an active streetfront that integrates well into any future phases of development in the remaining West End Mall Lands on the southern side of TA17 Road.

Community space will be provided within the development that could hold a library or other community use. This space will be well positioned to support further development of the growth node in future phases. The development proposal also includes publicly accessible pedways to provide a safe, convenient connection between the Mumford Transit Terminal and the Halifax Shopping Centre across Mumford Road. These pedways will further help integrate and connect future phases of development.

i) *the use and conservation of energy;*

Compliance: The development will be built to up-to-date Building Code requirements for energy efficiency. Additionally, the overall development vision is to encourage active transportation and transit use, contributing towards climate and energy goals. The inclusion of a park, street trees, and green spaces on building podium rooftops will also help to reduce the urban heat island effect.

j) *the adequacy of public parks, open spaces and community recreation facilities that meet the objectives of this Plan and the Halifax Green Network Plan;*

Compliance: The proposed development includes a variety of open spaces, including a publicly accessible park at the northern end of the property near the intersection of Mumford Road and Romans Avenue. Open recreational space is also provided on the building podium rooftops.

k) *the proposed transportation network and the need for any on-site transit facilities; and*

Compliance: As part of the development, the existing parking lot driveways within the project area would be upgraded to convert them into active transportation friendly streets. Proposals for street upgrades include separated bicycle lanes, shade trees, and planter beds, with some on-street parking and layby spaces. Bicycle lanes are also proposed to extend further north along Romans Avenue to connect to the Halifax Shopping Centre. Changes to the layout of the Walmart parking

lot on the abutting property are also proposed to extend pedestrian and cycling paths through the parking lot to the Walmart and adjoining retail opportunities.

The existing Mumford transit terminal on the project site will also receive upgrades and will be slightly reconfigured to improve pedestrian safety. The building is designed to extend over the terminal, creating a canopy that will provide shade and weather protection. New bus shelters and bicycle parking will also enhance comfort for transit users. The enhanced transit terminal and the addition of pedways with accessible elevators will promote transit use and meet the needs of new and existing residents in the area.

l) applicable direction contained in the Regional Plan and Council approved Priority Plans.

Compliance: The development supports the newly revised Regional Plan in its goals “to direct 90% of the new population to existing urban areas”, “to direct intensification to rapid transit corridors”, and “to direct housing growth to strategic locations across the region that support building healthy, connected communities.”

Policy HC-3 of the Regional Plan directs the municipality to consider impacts on housing and population projections. The 2023 Housing Needs Assessment found a shortage of about 17,500 units in available housing, projected to increase to a shortage of 31,000 units by 2027 based on population projections. There is an acute shortage of housing units in the region, and this development will contribute 1,386 units towards closing that gap.

The Integrated Mobility Plan (IMP) identifies the area as a future Transit-Oriented Community, where high-density, mixed use development should be considered. The area is also a key area targeted in the Moving Forward Together Plan and the Rapid Transit Strategy. The proposal has been designed as a true transit-oriented development with the integrated transit terminal. The IMP also encourages the development of walkable communities.