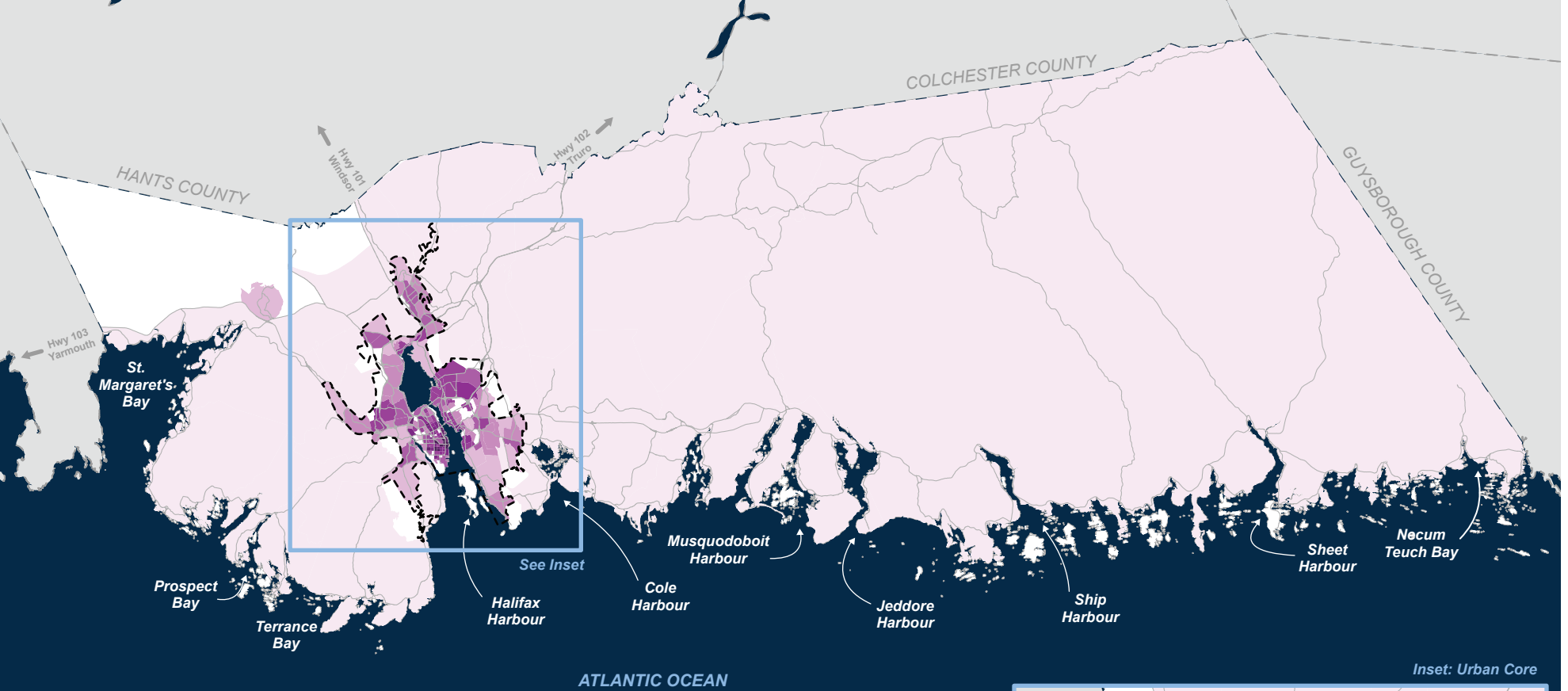


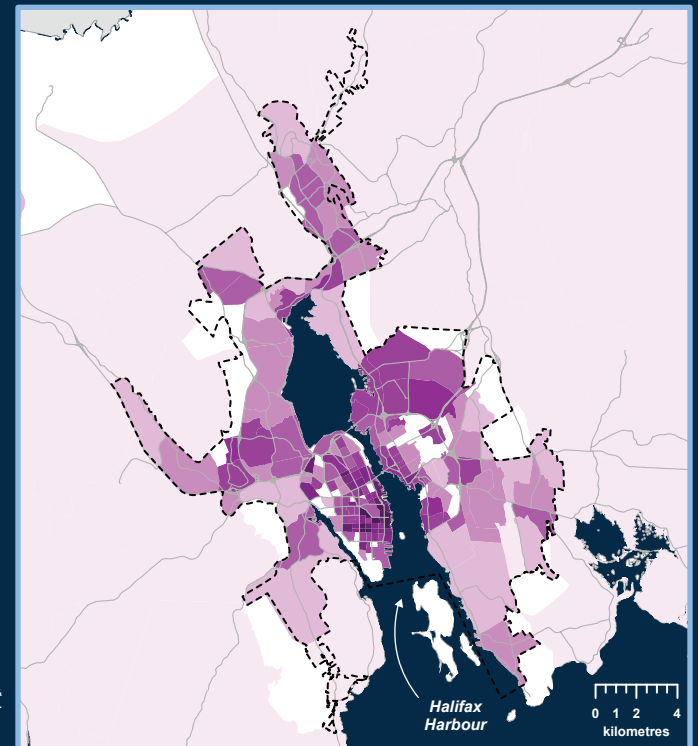
## THEME 3

# RECONSIDERING EMPLOYMENT AND INDUSTRIAL LANDS

*The Halifax Regional Municipality is the economic hub of Atlantic Canada. The Regional Plan highlights important components of regional economic development, including protection for industrial lands, business parks, the Halifax Harbour and other coastal areas, as well as support for the rural economy.*



*Inset: Urban Core*



## MAP 8 Employment Density By Traffic Zone

Jobs per square kilometre (2016 Census)

|               |                   |
|---------------|-------------------|
| 0             | >1,000 to 2,500   |
| >0 to 50      | >2,500 to 5,000   |
| >50 to 200    | >5,000 to 10,000  |
| >200 to 500   | >10,000 to 25,000 |
| >500 to 1,000 | >25,000           |



PCS: NAD 1983 CSRS 2010 MTM 5 Nova Scotia  
Datum: North American 1983 CSRS  
Projection: Transverse Mercator  
Central Meridian: -64.5000  
Latitude of Origin: 0.0000  
Longitude of Origin: 0.0000  
False Easting: 25,500,000.0000  
False Northing: 0.0000  
Scale Factor: 0.9999  
Map Units: Metre

Map created by Halifax Regional Municipality Research & Data Group.  
The following is a graphical representation and although care has been taken to ensure the best possible quality, HRM does not guarantee the accuracy of this document.

## HRM ECONOMIC STRATEGY

The Regional Plan supports [Halifax's Economic Growth Plan 2016-2021](#), the economic strategy led by the Halifax Partnership. The Economic Growth Plan guides the activities of the Municipality and the Halifax Partnership to support Halifax's economic growth. The goals and actions of the Economic Growth Plan and the Regional Plan's objectives reinforce each other, particularly with the Economic Growth Plan's goal to "Make Halifax a better place to live and work."

The five-year review and update to the Economic Growth Plan was planned to begin in 2020. Instead, HRM and the Halifax Partnership developed the Halifax COVID-19 Economic Response and Recovery Plan that was approved by Regional Council in July 2020. It outlines how HRM and the Partnership are addressing the urgent health crisis, preparing to restart and rebuild the economy when conditions allow, and return Halifax to its long-term growth trend.

HRM and the Halifax Partnership is in the process of developing a new five-year economic strategy for 2022-27.

## THE REGIONAL PLAN REVIEW WILL:

**3.1 Work with the Halifax Partnership to ensure that the Regional Plan is aligned with Halifax's 2022-2027 economic strategy.**

### **HALIFAX PARTNERSHIP**

*The Halifax Partnership is public-private economic development organization that collaborates with Halifax Regional Municipality and other partners to lead Halifax's Economic Growth Plan.*

## MIXED EMPLOYMENT AREAS

Historically, most of the region's jobs have been focused in large employment nodes close to the urban core. The Burnside Industrial Park now hosts a comparable number of jobs to the downtown core, with much lower employment density. Many retail and office jobs have also left downtowns for suburban malls and large-format business parks like Dartmouth Crossing, Bayers Lake and Bedford Common. The Halifax Peninsula remains a prime employment location for professional and financial services, hosting six universities and colleges and three hospital complexes. CFB Stadacona, the Irving Shipyard and the Halifax Port Authority support harbour industrial uses.

Traditional land use planning has separated residential neighbourhoods from places of employment. As a result, residents need to travel, sometimes long distances, to get from home to work, shopping, school, and activities. This places a burden on the Municipality to provide significant transportation infrastructure and can take a toll on residents who spend many hours commuting. To better support residents to work, shop, and play close to where they live, and support the viability of rural and urban communities across the region, land use planning policy needs to provide opportunities for jobs in mixed-use centres and enable more homebased businesses. The use

of Municipal properties, such as vacant lands, and community facilities, for pop-up or trial not-for-profit social enterprises, should also be explored to provide opportunities for and serve underserved communities.

For urban and suburban areas, the [Integrated Mobility Plan](#) calls for most employment growth to be directed to existing and proposed mixed-use, transit-oriented communities. Making sure that jobs are located along transit corridors and near transit hubs helps to encourage more people to walk, wheel, cycle, and take transit to work, rather than drive private vehicles. Although much of rural employment is resource-based, such as farming, fishing, mining and forestry, planning policy should support the viability of small shops and services located close to where people live.

## THE REGIONAL PLAN REVIEW WILL:

**3.2 Adopt Regional Plan policy to direct ongoing study of employment trends and commercial space demand to inform planning for mixed use, transit-oriented communities and rural service centres.**



## SMALL-SCALE COMMERCIAL

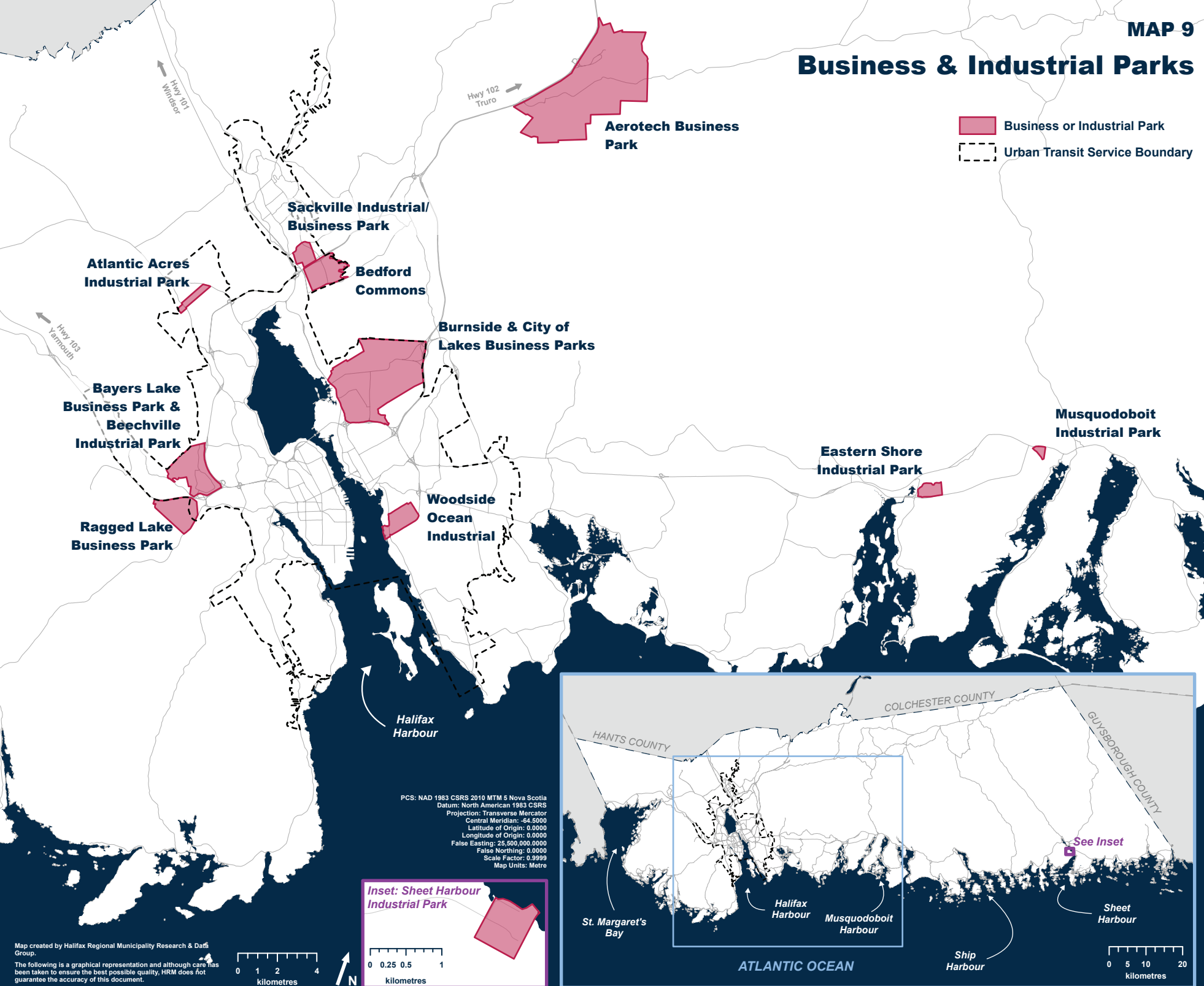
Traditional zoning has often separated commercial uses from residential uses which means residents must leave their neighbourhood, often for big box shopping centres or strip malls to obtain their goods. Allowing for smaller scale commercial uses to be permitted within residential neighbourhoods not only has environmental and economic benefits it also has several social benefits. Local shops help bring community together and can often tailor its services to meet the specific needs of the community. The Regional Plan review will further encourage entrepreneurial endeavours by reviewing home-based business policy and neighbourhood commercial policies.

## THE REGIONAL PLAN REVIEW WILL:

**3.3 Establish policy to remove barriers to establishing small scale commercial uses in residential areas, including home-based business policies and regulations.**

# Business & Industrial Parks

- Business or Industrial Park
- Urban Transit Service Boundary



## INDUSTRIAL LANDS

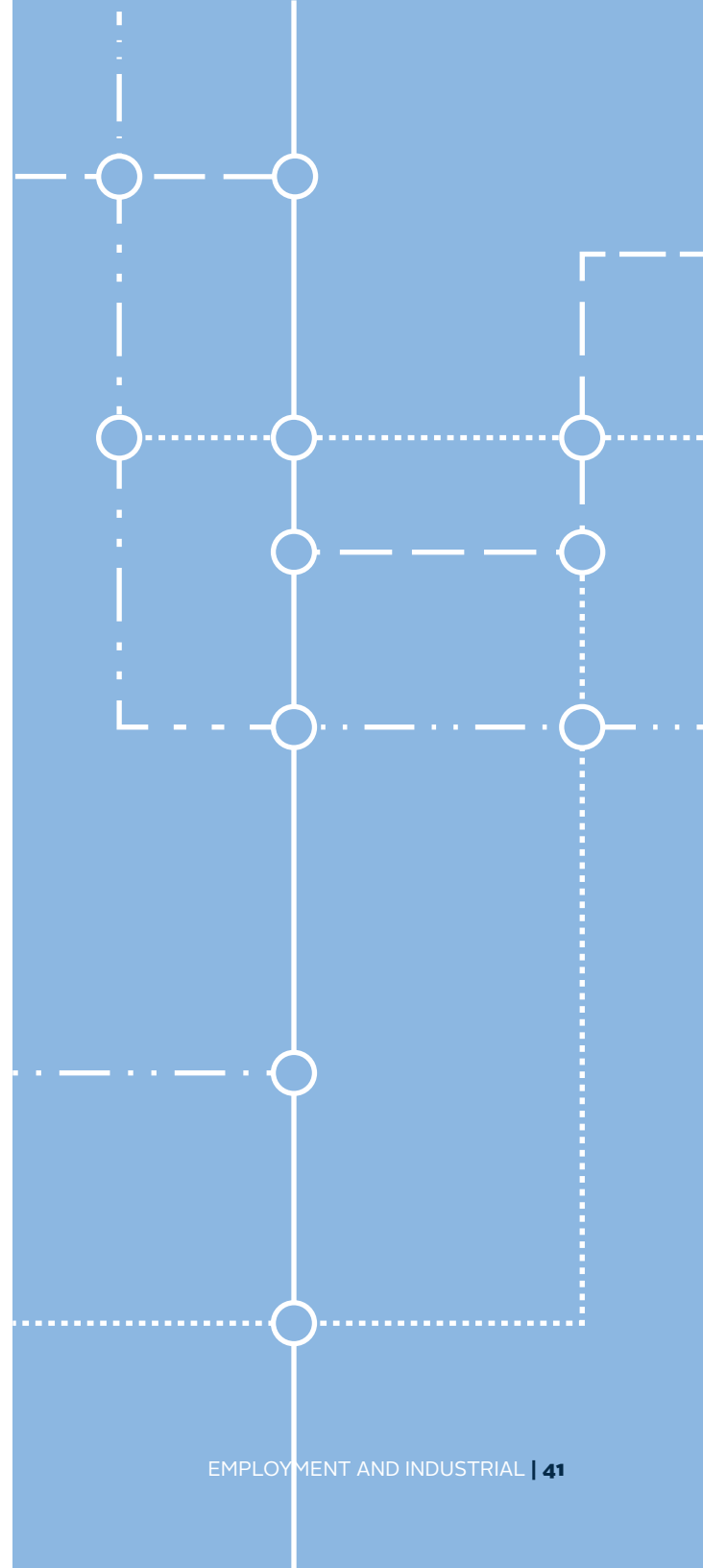
Industrial lands are a critical part of the Municipality's economy. The Regional Plan and the [Economic Growth Plan](#) both call for the Municipality to ensure there is a sufficient supply of industrial lands to provide economic development opportunities. The Industrial Employment Lands Strategy (IELS) has been completed as part of the Regional Plan Review. The IELS provides a comprehensive long-term review of Halifax's industrial employment land needs.

The IELS identified that while HRM is expected to have vacant industrial land to meet some of the industrial market demand through 2024, additional lands will be required over the short, medium and longer term to meet the need for a wider range of market demand and capture economic development opportunities. In a quickly changing global market that is seeing increased demand for industrial land, the Municipality will need to ensure that land use policy protects and proactively plans for sufficient new industrial lands, while also enabling opportunities to intensify development on existing industrial lands.

## THE REGIONAL PLAN REVIEW WILL:

**3.4 Revise Regional Plan policy to better protect and plan for long-term industrial land needs using the recommendations of the Industrial Employment Lands Strategy. This work will:**

- **Identify and designate industrial employment areas based on industry type (for example light industry, general/heavy industry, marine industry);**
- **Establish a framework for consistent industrial zoning to be adopted in existing and future industrial employment areas across the Municipality;**
- **Introduce policy to direct where and how employment-supportive (non-industrial) uses can be accommodated in industrial employment areas; and**
- **Adopt policy to direct ongoing study of industrial employment trends, industrial land availability, conversion pressures, and opportunities for land intensification to inform planning for long-term industrial land needs.**



## RURAL ECONOMIC DEVELOPMENT

The Regional Plan recognizes the importance of a vibrant rural economy. In many rural communities, the resource sector - farming, fishing, mining and forestry - and supporting services, are the main economic activities and sources of employment. Together with tourism, these activities support the viability of rural communities and are key to the Municipality's economic growth.

Working landscapes are generally open spaces that provide local resources for the region's food, construction and manufacturing sectors. They also contribute to the connectivity of the natural landscape. Clustering development in rural growth centres both generates economic activity in those centres and protects working landscapes outside of those centres. Planning policy can support the rural economy by ensuring that development is permitted in the right places, and zoning regulations allow for diverse rural businesses that are flexible enough to enable the adaptive reuse of existing buildings that maintain the character of the community.

## THE REGIONAL PLAN REVIEW WILL:

### 3.5 Establish policy direction for the Rural Plan to:

- **Mitigate potential conflicts between residential uses and rural industrial, resource extraction and forestry uses;**
- **Establish land use regulations to support primary resource industries and agricultural uses within high value working landscapes, as identified by the Halifax Green Network Plan;**
- **Support large and small-scale tourist operations, including home-based businesses and eco-tourism opportunities; and**
- **Allow for adaptive reuse in rural areas.**